

1. Legal Ad

Documents:

[PB LEGAL AD 1-9-18.PDF](#)

2. Agenda (UPDATED)

Documents:

[PB AGENDA 1-9-18.PDF](#)

3. 30 Fox Street

3.I. Memo

Documents:

[FOX ST. - 30 \(MEMO\).PDF](#)

3.II. Memo Attachments

Documents:

[FOX ST. - 30 \(MEMO ATTACHMENTS\).PDF](#)

3.III. Applicants Submittal

Documents:

[FOX ST. - 30 \(APPLICANTS SUBMITTAL\).PDF](#)

3.IV. Plans

Documents:

[FOX ST. - 30 \(PLANS\).PDF](#)

3.V. Public Comments

Documents:

[FOX ST. - 30 \(PUBLIC COMMENTS\).PDF](#)

4. 203 Fore Street

4.I. Memo And Attachments

Documents:

[FORE ST. - 203 \(MEMO AND ATTACHMENTS\).PDF](#)

4.II. Applicant's Submittal

Documents:

[FORE ST. - 203 \(APPLICANTS SUBMITTAL\).PDF](#)

4.III. Plans

Documents:

[FORE ST. - 203 \(PLANS\).PDF](#)

4.IV. Public Comments

Documents:

[FORE ST. - 203 \(PUBLIC COMMENTS\).PDF](#)

5. PB Meeting Schedule

5.I. Report And Attachments

Documents:

[MEETING SCHEDULE \(REPORT WITH ATTACHMENTS\).PDF](#)

6. R-6 Interim Overlay Zone

6.I. Report And Attachments

Documents:

[R6 \(REPORT AND ATTACHMENTS\).PDF](#)

7. 583-605 Stevens Avenue

7.I. Report

Documents:

[STEVENS AVE. - 583 \(REPORT\).PDF](#)

7.II. Report Attachments

Documents:

[STEVENS AVE. - 583 \(REPORT ATTACHMENTS\).PDF](#)

7.III. Applicant's Submittal

Documents:

[STEVENS AVE. - 583 \(APPLICANTS SUBMITTAL\).PDF](#)

7.IV. Plans

Documents:

[STEVENS AVE. - 583 \(PLANS\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD
MEETING AGENDA**

The Portland Planning Board will hold a meeting on Tuesday, January 9, 2018, 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. Level III Site Plan; 30 Fox Street; Simon Norwalk, Representing Dyer Neck Development, LLC., Applicant. (4:30 – 5:30 p.m. estimated time) The Portland Planning Board will hold a workshop to consider a proposed three (3) unit condominium with a building footprint of 1,104 sq. ft. and floor area of 4,297 sq. ft. Three (3) parking spaces are proposed on the first level. The site is in the R-6 zone and is subject to review under Portland’s subdivision and site plan standards.
- ii. Level III Site Plan; Portland II Hotel; 203 Fore Street; Miels Development Group, Applicant. (5:30 - 6:30 p.m. estimated time). The Portland Planning Board will hold a workshop to consider the preliminary application for a six story, 126-room extended-stay hotel proposed on a 47,473 sq. ft. lot with frontage along Middle, India and Fore Streets. The building footprint is 34,000 sq. ft. with a total floor area of 102,550 sq. ft. The hotel will include retail space, a restaurant, a roof-top bar, and a parking garage with up to 120 spaces. The proposal is subject to review under the India Street Form Based Code (ISFBC) zone and Portland’s site plan standards.

Public Hearing – 7:00 p.m.

- i. Planning Board Meeting Schedule (7:00 – 7:15 p.m. estimated time)
- ii. R-6 Interim Overlay Zone (7:15 – 8:30 p.m. estimated time)
- iii. Level III Site Plan and Subdivision; 583-605 Stevens Avenue; Seacoast at Baxter Woods Associates, LLC., Applicant. (8:30 p.m. - estimated time) The Board will hold a hearing on a proposed 21-unit age restricted residential building. The project is the first phase of new construction on lot 4, as shown on the approved Master Development Plan. All of the units are proposed as two-bedroom units with a total of 42 parking spaces on the site. The project is located in the R-5A and R-5 zones and is subject to site plan and subdivision review.

ELIZABETH BOEPPLE, CHAIR – PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD



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

AGENDA

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- ii. **At the request of the Applicant, this item will be postponed.**
Level III Site Plan; Portland II Hotel; 203 Fore Street; Miels Development Group, Applicant.
(5:30 – 6:30 p.m. estimated time) The Portland Planning Board will hold a workshop to consider the preliminary application for a six story, 126-room extended-stay hotel proposed on a 47,473 sq. ft. lot with frontage along Middle, India and Fore Streets. The building footprint is 34,000 sq. ft. with a total floor area of 102,550 sq. ft. The hotel will include retail space, a restaurant, a roof-top bar, and a parking garage with up to 120 spaces. The proposal is subject to review under the India Street Form Based Code (ISFBC) zone and Portland’s site plan standards.

PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETINGS HELD ON DECEMBER 13, 2017:**
Workshop: No Workshop
Public Hearing: Boepple, Dundon, Eaton, Mazer, Morrisette, Stanley (recused from first item) and Whited present.

4. REPORT OF DECISIONS AT THE MEETINGS HELD ON DECEMBER 13, 2017:

- i. Level III Subdivision and Site Plan and Conditional Use for Inclusionary Zoning Applications; Deering Place; 510 Cumberland Avenue; Avesta Housing Development Corp, Applicant. Dundon moved and Morrisette seconded a motion to waive the standard aisle width and to allow a width of 19 feet. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to waive the percentage of compact parking spaces to allow 27 spaces or 51% of the spaces to be compact. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to waive the driveway separation to 0. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to waive the percentage of compact parking spaces to allow 27 spaces or 51% of the spaces to be compact. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to waive the illumination and light trespass standards to allow a maximum light level to exceed the standard by 0.6 foot candles and allow minor light trespass to benefit pedestrian areas. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to approve the subdivision plan with three (3) conditions of approval. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to approve the site plan with eight (8) conditions of approval. Vote: 6-o, Stanley recused. Dundon moved and Morrisette seconded a motion to approve the Conditional Use application to Ensure Workforce Housing with one (1) condition of approval. Vote: 6-o, Stanley recused.
- ii. Master Development Plan, 383 Commercial Street, Deering Property Management, LLC, Applicant. Dundon moved and Morrisette second a motion as amended to find the Master Development Plan consistent with Portland's site plan ordinance subject to twelve conditions of approval. Vote: 7-0
- iii. Election of Officers: Morrisette moved and Boepple seconded a motion to nominate Sean Dundon as Chair and Brandon Mazer as Vice Chair, effective January 23, 2018. Vote: 7-0

5. NEW BUSINESS

- i. Planning Board Meeting Schedule (7:00 – 7:15 p.m. estimated time)
- ii. R-6 Interim Overlay Zone (7:15 – 8:30 p.m. estimated time)
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Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: January 5th, 2018

Re: Level III Subdivision and Site Plan:
New three-unit residential condominium (4-stories)
30 Fox Street
Dyer Neck Development, LLC, Applicant
Project # 2017-227 CBL:

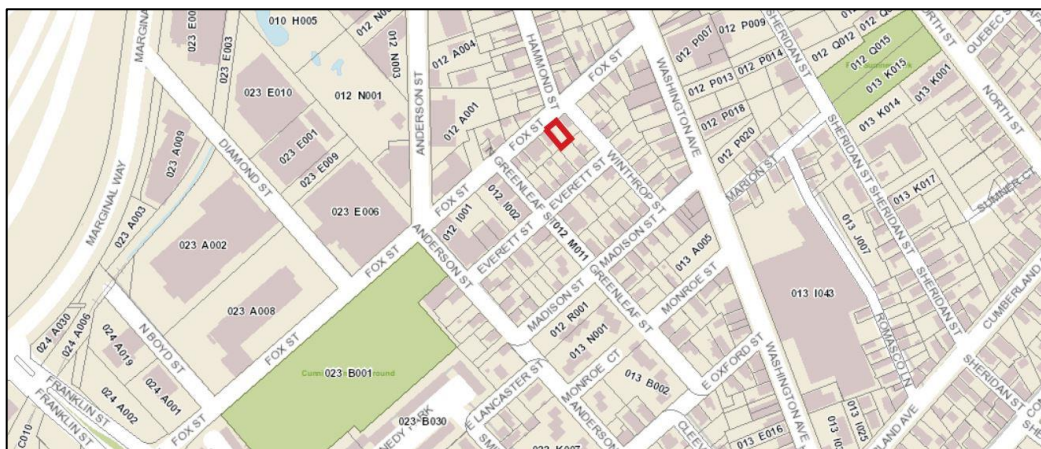
Meeting Date: January 9th, 2018

I. INTRODUCTION

Bild Architecture, on behalf of Dyer Neck Development, LLC, is requesting the Planning Board to consider a Level III Subdivision and Site Plan application for a new three-unit residential building on a vacant site at 30 Fox Street, near the corner of Fox and Winthrop Streets in the R-6 zone.

The proposed building is 4 stories in height with a footprint of 1,104 sq ft and total floor area of 4,297 sq ft. The building will comprise three 2-bed apartments, with decks, over a covered parking area for 3 cars.

A total of 167 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 January 1st and 2nd, 2018. The project is not required to hold a Neighborhood Meeting although the applicant was encouraged to hold a voluntary neighborhood meeting. Written comments from both of the side abutting property owners have been received raising questions and concerns about the proposals (PC1, PC2 and PC3).



Applicant: Dyer Neck Development, LLC (Simon Norwalk)

Consultants: Bild Architecture (Evan Carroll); Plymouth Engineering (Jon Whitten); Surveyor; Owen Haskell, Inc

Required Reviews and Waivers:

Review	Applicable Standards
Subdivision: Construction of new building with 3 residential dwelling units	Section 14-497 for the creation of 3 units.
Site Plan: Multifamily development	Section 14-526 for the proposed multifamily residential development.

Waiver Requests to Planning Board	Applicable Standards
<i>Parking Drive Aisle and parking space dimensions:</i> Waiver requested for all parking spaces be compact and for a parking drive aisle that is less than required under the Technical Standards.	Technical Standard 1.14 <i>Parking Lot and Parking Space Design</i> which does not allow any compact spaces where the parking provision is less than 10 spaces. This waiver is still under review as the ability of the vehicles to leave the site going forward has been an over-riding consideration.

II. PROJECT DATA

SUBJECT	DATA		
Existing Zoning	R-6		
Existing Use	Vacant		
Proposed Use	Residential (3 condominium units)		
Residential mix	3 two BR		
Parcel Size	2,394 sq ft		
	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Surface Area	323 sq ft	1254 sq ft	931 sq ft
Building Footprint	0	1,104 sq ft	1,104 sq ft
Building Floor Area	0	4,297 sq ft	4,297 sq ft
Parking Spaces	0	3 compact (none required)	
Bicycle Parking Spaces	0	1 (2 are required)	
Estimated Cost of Project	\$750,000		

III. EXISTING CONDITIONS

The site totals 2394 sq ft with a 38 foot frontage onto Fox Street. This lot and the lot to the west (with a single family home on a legally non-conforming lot) were both owned by the applicant. The applicant created a curb cut for the vacant lot and sold the lot with the home. To the east is a recently constructed single family home and to the south are the rear yards of similar residential properties. There are sections of existing fence along the boundaries.



Looking west on Fox; site to right behind small house



The site

There is an existing street tree in the ROW frontage and street parking is allowed on that side of Fox Street.

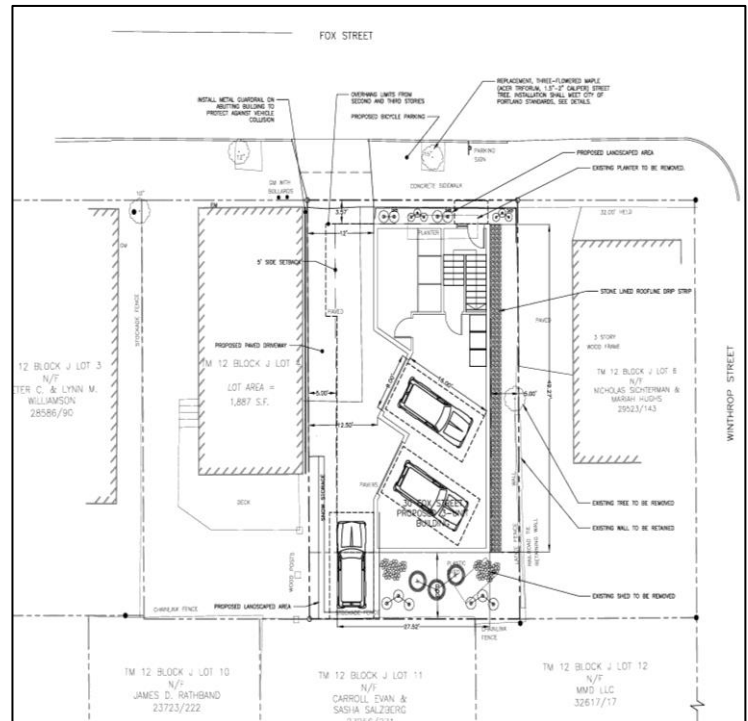
IV. PROPOSED DEVELOPMENT

The proposal is for a 4 story building located on the site with 5 feet setback on both sides. The building would accommodate three residential condo units, 1 on the second floor and then 2 two-story condos above with internal staircases. The upper units have decks on all sides of the top floor; the lower unit has a small deck.

The ground floor (see plan below) is accessed by a drive that is partly under the cantilevered building. The proposal would involve the removal of the callery pear street tree; the plans show some site landscaping and one new street tree.



The main entrance is from a front door onto Fox Street, which leads into a stair lobby that is also accessible from the parking spaces.



V. ZONING ASSESSMENT

The site is within the R-6 zone and the applicant has revised the original proposals so that it meets all of the dimensional standards of the R-6 zone. On the east side the building is cantilevered over the drive access so that the upper part of the building is 1.5 feet into the 5 foot setback area and it is very close to the abutting house. This is allowed under 14-525 which has been interpreted in this way in the past. A stepback at 35 feet is required under the R-6 zoning where a building is located within 10 feet of the side boundary and 15 feet of the rear boundary, and the building has been stepped back to meet this requirement.

The inclusion of the internal staircases in the two upper units and the upper level “wrap” deck avoids the need for a stair tower.

Division 20 of the land use ordinance provides an exception for the off-street parking requirement for the first three units in the R-6 zone and a 1:1 requirement thereafter. The proposal for 3 units would not require parking spaces on site; the applicant has chosen to provide 3 compact parking spaces in the lower level which are dependent on waivers for the size of the spaces and width of the parking aisle.

The neighbor to the east (PC1) asked whether any zoning variances had been given to allow for this lot to be sold at a larger (conforming) lot size while the lot that previously was in the applicants ownership remains legally non-conforming. Staff consulted the Zoning Administrator who researched the deeds and determined that these lots had historically been separate lots and therefore under 14-430 the vacant lot could be developed as a lot of record.

VI. STAFF REIVEWS

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

The applicant will need to submit a draft Subdivision Plat and Condominium Documents as part of the final submissions.

Sanitary Sewer/Stormwater Disposal

The applicant has submitted a Stormwater Plan ([Attachment H](#)) and confirmed they would address the Peer

Engineer, Lauren Swett, comments in Attachment 2 as part of the final submissions (Attachment R). The applicant has not received the wastewater capacity letter.

B. SITE PLAN REVIEW

The proposed development generally meets the site plan standards except as noted below:

1. Transportation Standards

Access and Circulation

The layout of the proposed angled compact parking under the building was reviewed in detail by the City's Traffic Engineering reviewer, Tom Errico and Keith Gray, Senior Engineer at DPW. In addition to concerns regarding the provision of all-compact spaces and the limited maneuvering area for parking, the reviewers were concerned about the safety of vehicles backing out onto Fox Street (Attachments 4 and 5).

Mr Errico has confirmed that staff recommend that vehicles should not back out of this site due to a combination of circumstances that affect safety (Att. 5):

As noted in Keith Gray's project review comments, City staff does not support the backing of vehicles from the proposed site based upon conditions on Fox Street and the impact vehicle maneuvers may have on safety. The following information/data was considered in rendering this decision.

- *City of Portland Code of Ordinances Sec. 28-176 Traffic and Motor Vehicles Chapter 28 Rev.6-17-10*

- *Sec. 28-178. Backing limited.*

The driver of a vehicle shall not back the same into an intersection or over a crosswalk and shall not in any event or at any place back a vehicle unless such movement can be made in safety. (Ord. No. 183-97, 1-22-97)

- *Traffic Volumes – Fox Street in the vicinity of the project carries approximately 6,000 vehicles per day and is a busy street providing an important east-west roadway connection.*

- *Functional Classification - In simplistic terms, "functional classification" reflects a highway's balance between providing land access versus mobility. Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories: principal arterials, minor arterials, collector roads, and local roads. **Arterials** provide longer through travel between major trip generators (larger cities, recreational areas, etc.); **collector** roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials; and **local** roads provide access to private property or low volume public facilities.*

Fox Street is currently classified as a Local Street, but given recent and on-going changes to the area, the City anticipates Fox Street being re-classified as a Collector Street in the future. This is primarily related to limited east-west streets across the Peninsula and the future extension of Somerset Street to Forest Avenue. Additionally, Bayside area growth and general background growth is expected to increase traffic volumes on Fox Street. Given this likely higher classification, access management becomes an important consideration.

- *Sight Distance – Sight distance is limited from the driveway due to adjacent buildings and on-street parking conditions. These sight limitations will complicate maneuvers and impact safety. At this time the City does not support the removal of on-street parking spaces given parking needs in the neighborhood.*
- *Roadway Geometry – The proposed driveway is on a steep grade and this condition complicates deceleration characteristics for motorists. This will likely contribute to safety problems. The downgrade likely creates higher vehicle speeds and winter conditions may impact stopping/slowing conditions.*
- *Site Layout Constraints – The proposed site is very constrained and vehicle maneuvering entering and exiting the site will be challenging, particularly for larger sized vehicles. Vehicles backing will need to maneuver in a tight space (snow storage may further limit maneuvering) and will need to consider the adjacent building, pedestrians on the sidewalk, parked vehicles, sight limitations, etc.*

The owners of the abutting house (on the property line) have also raised concern about the location and layout of the parking area and potential impacts on their property (PC2).

Parking

- Vehicle: The ordinance requirement for vehicle parking is one off-street space per unit, and in the R-6 zone parking for the first 3 units is not required. Three compact spaces are being provided, which exceed the zoning requirements.
- Bicycle: The ordinance requirement is 2 spaces; the applicants have proposed one space.

Construction Management Plan

The applicant has submitted a Construction Management Plan narrative and plan (Plan P4). Staff reviewers have provided a number of comments (Attachments 4) and the final CMP should address these comments.

2. Environmental Quality Standards

Landscaping and Landscape Preservation

The proposals include landscaping in the rear yard area and along the front, but not on the sides. On the east side a guardrail is proposed to protect the existing house from the parking area. To the west there is the drip edge but no other proposed treatment. The proposals have been reviewed by the City Arborist Jeff Tarling, and he has raised concerns about the boundary treatment (Attachment 7).

Street Trees

The proposals would remove the existing street tree (20 year old pear tree) and replace it with a maple street tree. The City Arborist is supportive of this proposal (Attachment 6) although the uphill neighbor has indicated a concern about its loss (PC1). A total of three street trees are required for this project, and the applicant has indicated they would make a contribution in lieu for the other 2 required trees (Attachment R).

2. Public Infrastructure and Community Safety Standards

Consistency with Related Master Plans

The site fronts on an existing concrete sidewalk that will be largely taken up by utility connection work. The City's Sidewalk Policy requires a brick sidewalk at this location and the final plans should be revised to meet the City standard.

Public Safety and Fire Prevention

The Fire Department has reviewed the proposals in terms of the impact on life safety access to the upper floors of the abutting house that is on the property boundary and 5 feet away from the footprint. The existing house does not have any windows facing the site other than bathrooms and therefore there is no concern from this viewpoint (Attachment 1).

Availability and Capacity of Public Utilities

The capacity letter from DPW is awaited. The DPW and Peer Engineer reviewers have raised a number of detailed points regarding the utilities and these comments would need to be addressed as part of the final submissions (Attachments 4 and 5).

4. Site Design Standards

Exterior Lighting

The applicant has submitted the lighting specifications but not the photometrics to assess whether these would meet the Technical Standards; this should be included in the submissions for the final review.

Noise and Vibration

The applicant has shown compressors on the back wall and these should be enclosed.

Zoning-Related Design Standards

R-6 Infill Development Design Principles and Standards

The applicant has submitted a narrative outlining how the proposed design addresses the R-6 design standards (Attachment L). Staff have reviewed the proposed design and provided detailed comments in Attachment 3 and below.

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

Principle A Overall Context

- *A-1 Scale and Form:* The building type proposed is similar to a triple-decker with an additional mass on the 4th floor. Triple-deckers can be found in the surrounding context, however, the scale and form of those buildings are usually very simple with a single roof form and three stories. Additionally, this building shares a streetscape with mostly 1.5 and 2-story single-family homes. The project emphasizes the third story, vertical proportion massing, and recessed 4th floor

- there are a couple of aspects related to scale and form in this context that cause concern. First, the overall scale of the building, though meeting the zoning requirements, appears to dominate over the downhill, neighboring 1.5 story home. Suggestions to mitigate these scale impacts:
 - o shift the building all the way to the



- property line to create more space between the buildings;
 - flip the slope of the 4th floor roof so that it slopes downward towards the smaller building – the current roofline emphasizes and exaggerates the height.
 - Reduce the overall width of the building, especially reducing the amount of cantilever, to provide more space between the two buildings and make the façade more similar in proportion to those in the context.
 - The fourth floor material palette could be lighter in color – this would emphasize the third floor mass/roofline, and mitigate the visual impact of the 4th floor.
- - *A-2 Composition of Principal Facades:* The composition of the street-facing facades is consistent with context in terms of using symmetrical bays (two or three bays) that are oriented to the street. The rhythm, size, and proportion of windows is a contemporary exaggeration of the traditional design.
- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric – slightly setback from sidewalk to allow for stoops and provide privacy. The project would become more contextual if the building were shifted all the way to the property line, repeating the pattern of building/drive/building/drive and creating the necessary open space buffer between buildings as a reprieve from the scale.

Principle B Massing – Partially Met – There are a limited number of buildings in the neighborhood with similar massing and proportion (triple deckers). Predominantly there are front-end gable, single family homes surrounding this site with 1.5, 2, and 2.5 stories in height. The primary mass is the three-story, vertical proportioned portion of the building with the fourth floor being slightly recessive in footprint and side setback. There is concern about the perceived mass from the downhill view and in relationship to the smaller existing buildings.

- *B-1 Massing:* The principal mass is reminiscent of a triple-decker found in the context. There is some concern about the prominence of the fourth story, especially as viewed from downhill and in relationship with the 1.5 and 2-story houses in the same streetscape. The pitch of the roof contributes to the perceived height and scale of this top story mass. This mass should be made more recessive – see comments in Section A.
- *B-2 Roof Forms:* Flat and front-end gable roofs are those found in the context. The three-story mass has a flat roof and is contextual. The fourth floor has a non-contextual monopitch roof. Staff feel more could be done to make the 4th floor roof recessive.
- *B-3 Main Roofs and Subsidiary Roofs:* Staff consider the flat roof of the third story to be the primary roof form from the street. However, the fourth floor roof is very prominent from the downhill approach and contributes to the perceived scale of the overall building. Therefore, the distinction between primary and subsidiary roof forms is not clear as required by the standard - see comments in Section A.
- *B-4 Roof Pitch:* The roofs are monopitch/ flat roofs.
- *B-5 Façade Articulation:* The project employs two of the required articulation elements – balcony, covered entry.
- *B-6 Garages:* The garage doors do not face the street and have living space above.

Principle C Orientation to the Street – Partially Met – The project is oriented to the street with a street-facing door. Staff request that window(s) be added to the ground floor of the front façade to increase the building engagement with the street.

- *C-1 Entrances:* There is a street-facing entry emphasized with a canopy.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed – there is no living space on the ground floor.
- *C-3 Transition Spaces:* The project uses a canopy at the entrance, the building is set back with plantings.

Principle D Proportion and Scale – Partially Met – The three-story mass and façade elements are proportionate and scaled to the overall building but the overall proportion is different from other buildings in the context because the cantilever is so wide. The fourth floor is very visible from the downhill vantage point and the direction of the roof slope increases the perceived scale of the building on the street despite the mass being setback.

- *D-1 Windows:* The majority of windows are rectangular and have vertical proportion; window proportions are not all proportions found in the context, however.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building. Staff review found that the uphill side elevation does not have adequate level of fenestration or openings near the street, especially at the lower portion of the building.
- *D-3 Porches:* The balcony included in this project is at least 48 sf.

Principle E Balance – Not Met – The building façade has a cantilever that creates a façade width out of proportion to what is found in the context and that creates an unbalanced façade – this project will be visible straight onward from Hammond Street.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – The project employs visually interesting and well-composed facades.

- *F-1 Articulation:* Trim, canopy, and balcony details will create shadow lines on front façade; some of the windows are punched through to provide some dimension and shadow line on the panelized portions of the building. Detailing is consistent.
- *F-2 Window Types:* Three window types at street façade; consistent detailing.
- *F-3 Visual Cohesion:* Two materials are used with an accent color at window trim.
- *F-4 Delineation between Floors:* The floors are delineated by balconies and fenestration patterns, some material change.
- *F-5 Porches, etc.:* The canopy is well integrated into the overall design and highlights the entrance. Balcony railings are used to provide articulation and shadow lines to the front façade.
- *F-6 Main Entries:* The street-facing entry is emphasized with prominent placement facing the street, glass and sidelight, and the use of a canopy.
- *F-7 Articulation Elements:* The subsidiary roof of the 4th floor has an overhang of at least 6”; window trim is less than 4”; no building face offsets; 4th floor cornice includes exposed rafters, 3rd floor main roof form includes railing.

Principle G Materials – Met – This is a residential building surrounded by other residential buildings with traditional characteristics and materials – clapboard, brick, and shingle.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The proposal uses clapboard as the primary material and fiber cement panel as a secondary material.
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Three window types on street façade.
- *G-5 Patios and Plazas:* Not applicable.

2. Multi-family and Other Housing Types Design Standards

In addition, there are design standards that apply to all multifamily development including this proposal. These are more general standards that include design standards as well as several other standards as listed below with staff comments.

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

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

a. Proposed structures and related site improvements shall meet the following standards:

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

Staff comment: The proposals have been evaluated in the context of the R-6 Design Standards (above) which cover the design elements mentioned in standards 1 and 2 in greater detail . Please refer to the Design Review comments in Attachment 3.

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

Staff comment: All of the new units will have balconies.

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

Staff comment: This standard appears to be met.

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

Staff comment: The parking is located underneath the units and therefore is partially screened from the street. The abutting house does not have windows on the side facing the parking area.

VII. NEXT STEPS

The final submissions should address the staff comments and issues outlined in this Memorandum, along with addressing further Board comments.

ATTACHMENTS:

Attachments to the Memorandum

1. Fire Department comments
2. Peer Engineer comments
3. Design Review comments
4. DPW final comments
5. Traffic Engineering comments
6. City Arborist comments re existing street tree
7. City Arborist comments landscaping

Public comments

- PC 1 Sichterman 12.1.17
- PC 2 Hrenko 12.27.18
- PC 3 Sichterman 1.5.18

Applicant's Submittal

- A. Cover letter and Final Application
- B. Right, Title and Interest and Easements
- C. Description
- D. Zoning
- E. Housekeeping
- F. Traffic
- G. Ability to Serve
- H. Stormwater
- I. Consistency with Master Plans
- J. Solid Waste
- K. Code
- L. Design Standards
- M. Crime
- N. Accessibility
- O. Lighting
- P. Parking Waiver
- Q. PWD Ability to Serve
- R. Response to review comments

Plans

- P1. Survey
- P2. Site Plan
- P3. Grading and Utility Plan
- P4. Construction management Plan
- P5. Autoturn Exhibit
- P6. Erosion and Sediment Details
- P7. Details
- P8. Floor Plans
- P9. Elevations
- P10. Building Section
- P11. Renderings

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2017-227
Date: 1/5/2018

Comments Submitted by: Robert Thompson/Fire on 11/3/2017

One major concern is the set back to the existing building. The applicant must show that they are not denying Fire Dept. access to any egress windows in the existing building next door. Would like to know what the occupancy is? Whether there are any second floor windows compromised.

Comments Submitted by: Robert Thompson/Fire on 11/3/2017

The top floor decks, as shown, are not a significant concern from our perspective.

Comments Submitted by: Robert Thompson/Fire on 11/3/2017

There is a fire hydrant, with sufficient water flow, across the street from the proposed building.

Comments Submitted by: Robert Thompson/Fire on 11/3/2017

The proposed building has adequate access for Fire Dept. operations.

MEMORANDUM



TO: Jean Fraser, Planner
FROM: Lauren Swett, P.E., and Amy LeBel, E.I.T.
DATE: November 29, 2017
RE: Fox Street Condominium Peer Review, Level III Site Plan

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Fox Street Condominium Development Project located at 30 Fox Street in Portland, Maine. The project involves construction of a four story building with first level parking and three residential units.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated September 21, 2017, prepared by Bild Architecture, on behalf of Dyer Neck Development, LLC.
- Engineering Plans, Sheets C1 – C4, and AU1; dated October 19, 2017, prepared by Plymouth Engineering, Inc., on behalf of Dyer Neck Development, LLC.
- Construction Management Plan, Sheet CM1.1; dated September 22, 2017, prepared by Bild Architecture, on behalf of Dyer Neck Development, LLC.
- Boundary and Topographic Survey, dated June 18, 2017, prepared by Owen Haskell, Inc., on behalf of Dyer Neck Development, LLC.

Comments

- 1) General Comments
 - a) It appears that, based on the spot grades provided around the building that existing grades are being maintained. We suggest this be clearly represented on the plan, possibly by showing the existing contours as proposed within the site disturbance area.
 - b) The existing conditions plan shows two sanitary sewer lines in Fox Street. It is believed that one of these pipes (the one located north of centerline) is a separated stormdrain.
 - c) An existing retaining wall is shown on the eastern property boundary in close proximity to the proposed work. The Applicant notes on their Construction Management Plan that a shoring system will be installed along this area. The integrity of the existing wall should be confirmed, and it should be adequately protected during construction.
 - d) The project is located in a brick sidewalk district, and sidewalk and driveway apron replacement, as required by Public Works or necessitated by the project scope should meet the current sidewalk material policy standard.
 - e) The area designated for snow storage appears relatively inaccessible in its current orientation. Further discussion of snow management procedures should be provided.
- 2) Stormwater Management Standards - In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Please provide the following information in accordance with Appendix A, B, & C of MaineDEP Chapter 500:
 - Siltation barrier should be installed along all downgradient boundaries of the disturbed site.
 - Please provide the location of the construction exit/entrance on the drawings.
 - b) General Standard: The Applicant is creating greater than 1,000 SF of new impervious surface, and is required to provide stormwater treatment in conformance with the General Standard. The Applicant has proposed to treat the roof runoff using a stone-lined drip strip. We have the following comments:



- The detail for the drip strip shows an underdrain pipe that corresponds to the foundation drain. This pipe is not shown on the grading and utility plan. This pipe should be shown connecting to the separated storm drain in Fox Street.
- c) Flooding Standard: The Applicant is creating greater than 1,000 SF of new impervious surface, and is required to manage stormwater in conformance with the Flooding Standard. We have the following comments:
- The Applicant should provide calculations documenting that the proposed development is maintaining flows at or below the pre-development condition. Additional storage within the roof dripline filter may be required.
 - The Applicant notes that the roof dripline filter will store the treatment storm, and overflow in larger events. As noted above, there is a foundation drain within the dripline filter cross section. The Applicant should clarify the route of flow from the system. In the event that there is overland flow, the Applicant should clarify how this will reach the street, as grades appear to show a berm along the northwest property line. The Applicant should provide proposed grading to ensure that there is no ponding at the building front or on the sidewalk.

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 32 Fox Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Tuesday, December 19, 2017

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 32 Fox Street. The review was performed by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Jean Fraser, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Findings of the Design Review:

The Planning Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met:

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

The proposed design **does not pass** all of the criteria – please refer to comments below.

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

Principle A Overall Context

- *A-1 Scale and Form:* The building type proposed is similar to a triple-decker with an additional mass on the 4th floor. Triple-deckers can be found in the surrounding context, however, the scale and form of those buildings are usually very simple with a single roof form and three stories. Additionally, this building shares a streetscape with mostly 1.5 and 2-story single-family homes. The project emphasizes the third story, vertical proportion massing, and recessed 4th floor – **there are a couple of aspects related to scale and form in this context that cause concern. First, the overall scale of the building, though meeting the zoning requirements, appears to dominate over the downhill, neighboring 1.5 story home. Suggestions to mitigate these scale impacts:**
 - o **shift the building all the way to the property line to create more space between the buildings;**

- o flip the slope of the 4th floor roof so that it slopes downward towards the smaller building – the current roofline emphasizes and exaggerates the height.
 - o Reduce the overall width of the building, especially reducing the amount of cantilever, to provide more space between the two buildings and make the façade more similar in proportion to those in the context.
 - o The fourth floor material palette could be lighter in color – this would emphasize the third floor mass/roofline, and mitigate the visual impact of the 4th floor.
- *A-2 Composition of Principal Facades:* The composition of the street-facing facades is consistent with context in terms of using symmetrical bays (two or three bays) that are oriented to the street. The rhythm, size, and proportion of windows is a contemporary exaggeration of the traditional design.
- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric – slightly setback from sidewalk to allow for stoops and provide privacy. The project would become more contextual if the building were shifted all the way to the property line, repeating the pattern of building/drive/building/drive and creating the necessary open space buffer between buildings as a reprieve from the scale.

Principle B Massing – Partially Met – There are a limited number of buildings in the neighborhood with similar massing and proportion (triple deckers). Predominantly there are front-end gable, single family homes surrounding this site with 1.5, 2, and 2.5 stories in height. The primary mass is the three-story, vertical proportioned portion of the building with the fourth floor being slightly recessive in footprint and side setback. There is concern about the perceived mass from the downhill view and in relationship to the smaller existing buildings.

- *B-1 Massing:* The principal mass is reminiscent of a triple-decker found in the context. There is some concern about the prominence of the fourth story, especially as viewed from downhill and in relationship with the 1.5 and 2-story houses in the same streetscape. The pitch of the roof contributes to the perceived height and scale of this top story mass. This mass should be made more recessive – see comments in Section A.
- *B-2 Roof Forms:* Flat and front-end gable roofs are those found in the context. The three-story mass has a flat roof and is contextual. The fourth floor has a non-contextual monopitch roof. Staff feel more could be done to make the 4th floor roof recessive.
- *B-3 Main Roofs and Subsidiary Roofs:* Staff consider the flat roof of the third story to be the primary roof form from the street. However, the fourth floor roof is very prominent from the downhill approach and contributes to the perceived scale of the overall building. Therefore, the distinction between primary and subsidiary roof forms is not clear as required by the standard - see comments in Section A.
- *B-4 Roof Pitch:* The roofs are monopitch/ flat roofs.
- *B-5 Façade Articulation:* The project employs two of the required articulation elements – balcony, covered entry.
- *B-6 Garages:* The garage doors do not face the street and have living space above.

Principle C Orientation to the Street – Met – The project is oriented to the street with a street-facing door. Staff request that window(s) be added to the ground floor of the front façade to increase the building engagement with the street.

- *C-1 Entrances:* There is a street-facing entry emphasized with a canopy.

- *C-2 Visual Privacy:* Visual privacy is adequately addressed – there is no living space on the ground floor.
- *C-3 Transition Spaces:* The project uses a canopy at the entrance, the building is set back with plantings.

Principle D Proportion and Scale – Partially Met – The three-story mass and façade elements are proportionate and scaled to the overall building **but the overall proportion is different from other buildings in the context because the cantilever is so wide. The fourth floor is very visible from the downhill vantage point and the direction of the roof slope increases the perceived scale of the building on the street despite the mass being setback.**

- *D-1 Windows:* The majority of windows are rectangular and have vertical proportion; window proportions are not all proportions found in the context, however.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building. **Staff review found that the uphill side elevation does not have adequate level of fenestration or openings near the street, especially at the lower portion of the building.**
- *D-3 Porches:* The balcony included in this project is at least 48 sf.

Principle E Balance – Not Met – The building façade has a cantilever that creates a façade width out of proportion to what is found in the context and that creates an unbalanced façade – this project will be visible straight onward from Hammond Street.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetry:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – The project employs visually interesting and well-composed facades.

- *F-1 Articulation:* Trim, canopy, and balcony details will create shadow lines on front façade; some of the windows are punched through to provide some dimension and shadow line on the panelized portions of the building. Detailing is consistent.
- *F-2 Window Types:* **Three** window types at street façade; consistent detailing.
- *F-3 Visual Cohesion:* Two materials are used with an accent color at window trim.
- *F-4 Delineation between Floors:* The floors are delineated by balconies and fenestration patterns, some material change.
- *F-5 Porches, etc.:* The canopy is well integrated into the overall design and highlights the entrance. Balcony railings are used to provide articulation and shadow lines to the front façade.
- *F-6 Main Entries:* The street-facing entry is emphasized with prominent placement facing the street, glass and sidelight, and the use of a canopy.
- *F-7 Articulation Elements:* The subsidiary roof of the 4th floor has an overhang of at least 6"; **window trim is less than 4"**; no building face offsets; 4th floor cornice includes exposed rafters, 3rd floor main roof form includes railing.

Principle G Materials – Met – This is a residential building surrounded by other residential buildings with traditional characteristics and materials – clapboard, brick, and shingle.

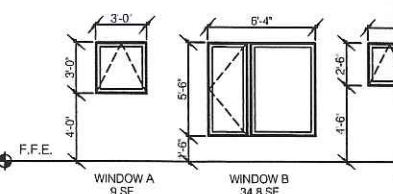
- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The proposal uses clapboard as the primary material and fiber cement panel as a secondary material.
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Three window types on street façade.
- *G-5 Patios and Plazas:* Not applicable.

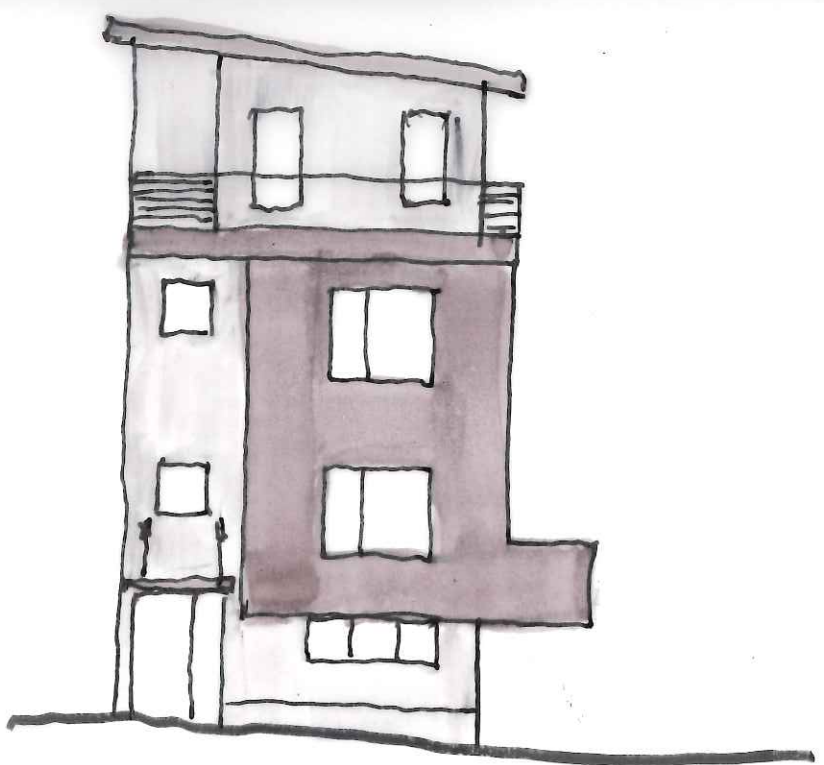
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Location	Setback	Division	Front	Side	Rear	Roof	Height	Area	Volume	Notes
Northwest	30'	Public Way	First	NFPA 138	No	No Limit	199.5	35.0	Yes	17.5%
Northwest	30'	Public Way	Second	NFPA 138	No	No Limit	248.5	43.3	Yes	17.6%
Northwest	30'	Public Way	Third	NFPA 138	No	No Limit	42.0	38.7	Yes	64.4%
Northwest	30'	Public Way	Fourth	NFPA 138	No	No Limit	290.5	43.8	Yes	15.1%
Northwest	30'	Public Way	Fourth	NFPA 138	No	No Limit	176.8	18.5	Yes	10.2%
Northwest	5'±10'	Side Yard	First	NFPA 138	No	10%	402.5	38.6	No	5.0%
Northwest	5'±10'	Side Yard	Second	NFPA 138	No	10%	538.9	51.8	No	10.0%
Northwest	5'±10'	Side Yard	Third	NFPA 138	No	10%	518.2	31.5	No	10.0%
Northwest	10'±15'	Side Yard	Fourth	NFPA 138	No	35%	254.2	53.5	Yes	21.0%
Northwest	5'±10'	Side Yard	Fourth	NFPA 138	No	10%	134.7	0.0	No	0.0%
Southwest	10'±15'	Rear Yard	First	NFPA 138	No	15%	262.2	0.0	Yes	0.0%
Southwest	10'±15'	Rear Yard	Second	NFPA 138	No	15%	290.5	16.5	Yes	5.7%
Southwest	10'±15'	Rear Yard	Third	NFPA 138	No	15%	290.5	16.5	Yes	5.7%
Southwest	10'±15'	Rear Yard	Fourth	NFPA 138	No	15%	178.8	13.0	Yes	18.2%
Southwest	15'±20'	Rear Yard	Fourth	NFPA 138	No	25%	43.5	0.0	No	0.0%
Southwest	5'±10'	Side Yard	First	NFPA 138	No	10%	229.0	16.4	Yes	7.9%
Southwest	5'±10'	Side Yard	First	NFPA 138	No	10%	267.0	135.0	Yes	48.1%
Southwest	5'±10'	Side Yard	Second	NFPA 138	No	10%	377.2	32.0	No	8.8%
Southwest	10'±15'	Side Yard	Second	NFPA 138	No	15%	141.8	13.2	Yes	13.2%
Southwest	5'±10'	Side Yard	Third	NFPA 138	No	10%	518.9	33.0	No	6.4%
Southwest	10'±15'	Side Yard	Fourth	NFPA 138	No	15%	456.9	166.6	Yes	21.4%

WINDOW SCHEDULE				
TYPE	SIZE (ROUGH OPENING)	MATERIAL	OPERATION	NOTES
A	3'-0" X 3'-0"	uPVC	AWNING	1, 2, 4
B	6'-4" X 5'-6"	uPVC	PICTURE/CASEMENT	1, 2, 3, 4
C	7'-6" X 2'-6"	uPVC	AWNING	1, 2, 4
D	3'-0" X 5'-6"	uPVC	CASEMENT	1, 2, 3, 4
E	5'-4" X 7'-2"	METAL	STOREFRONT	1, 2, 4
F	2'-8" X 6'-8"	uPVC	SWING PATIO DOOR	1, 2, 4
G	8'-0" X 6'-8"	uPVC	SLIDING GLASS DOOR	1, 2, 4
H	3'-0" X 5'-6"	uPVC	AWNING/CASEMENT	1, 2, 4

- WINDOW SCHEDULE NOTES:
1. SAFETY GLAZING MAY BE REQUIRED.
 2. ALL WINDOWS TO HAVE A MAXIMUM U-FACTOR OF 0.35.
 3. WINDOWS LABELED 'EGRESS WINDOW' IN PLAN MUST COMPLY WITH: MIN AREA: 5.7 SF; MIN HEIGHT: 24"; MIN WIDTH: 20".
 4. WINDOWS & GLAZED DOORS TO BE THERMALLY BROKEN.





Re: 30 Fox Street

1 message

Keith Gray <kgray@portlandmaine.gov>

Wed, Dec 27, 2017 at 5:01 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: "Errico, Thomas" <thomas.errico@tylin.com>, "Swett, Lauren"

<lszett@woodardcurran.com>, Bruce Hyman <bhyman@portlandmaine.gov>

Hello Jean,

Please find the following comments in review of the proposed 3-unit building site located at [30 Fox Street](#).

GU and Site Plan:

- The electrical service shall be underground as required by Section 14-526.c.3.a of the Land Use Ordinances.
- Existing utilities size and type shall be labeled. Verify existing stormdrain location.
- Proposed grades indicate low points at the corner of the garage bays. Provide detail on all proposed drainage structures and stormdrain connections.
- Provide detail on the roof dripline filtration BMP underdrain location and connection. Provide stormwater overflow collection prior to the sidewalk.
- Provide location of proposed gas meter and bollard placement for protection.
- The plans should indicate reconstruction of the existing concrete sidewalk along the property frontage.
- Provide a parking layout where vehicles are not required to back onto Fox Street.

Construction Management Plan:

- Proposed utility connections shall be added to the CMPlan identifying anticipated street occupancy locations and duration.
- DPW does not support the extended occupancy of parking spaces and/or the sidewalk. Provide additional detail on the proposed occupancy duration.

Thank you,
Keith

On Tue, Dec 19, 2017 at 10:45 AM, Jean Fraser <jf@portlandmaine.gov> wrote:

Hello all

30 Fox Street - Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Jan 4, 2018 at 9:49 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Jean – as noted in Keith Gray's project review comments, City staff does not support the backing of vehicles from the proposed site based upon conditions on Fox Street and the impact vehicle maneuvers may have on safety. The following information/data was considered in rendering this decision.

- City of Portland Code of Ordinances Sec. 28-176 Traffic and Motor Vehicles Chapter 28 Rev.6-17-10

Sec. 28-178. Backing limited.

The driver of a vehicle shall not back the same into an intersection or over a crosswalk and shall not in any event or at any place back a vehicle unless such movement can be made in safety. (Ord. No. 183-97, 1-22-97)

- Traffic Volumes – Fox Street in the vicinity of the project carries approximately 6,000 vehicles per day and is a busy street providing an important east-west roadway connection.

- Functional Classification - In simplistic terms, "functional classification" reflects a highway's balance between providing land access versus mobility. Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories: *principal arterials*, *minor arterials*, *collector roads*, and *local roads*. **Arterials** provide longer through travel between major trip generators (larger cities, recreational areas, etc.); **collector** roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials; and **local** roads provide access to private property or low volume public facilities.

Fox Street is currently classified as a Local Street, but given recent and on-going changes to the area, the City anticipates Fox Street being re-classified as a Collector Street in the future. This is primarily related to limited east-west streets across the Peninsula and the future extension of Somerset Street to Forest Avenue. Additionally, Bayside area growth and general background growth is expected to increase traffic volumes on Fox Street. Given this likely higher classification, access management becomes an important consideration.

- **Sight Distance** – Sight distance is limited from the driveway due to adjacent buildings and on-street parking conditions. These sight limitations will complicate maneuvers and impact safety. At this time the City does not support the removal of on-street parking spaces given parking needs in the neighborhood.
- **Roadway Geometry** – The proposed driveway is on a steep grade and this condition complicates deceleration characteristics for motorists. This will likely contribute to safety problems. The downgrade likely creates higher vehicle speeds and winter conditions may impact stopping/slowing conditions.
- **Site Layout Constraints** – The proposed site is very constrained and vehicle maneuvering entering and exiting the site will be challenging, particularly for larger sized vehicles. Vehicles backing will need to maneuver in a tight space (snow storage may further limit maneuvering) and will need to consider the adjacent building, pedestrians on the sidewalk, parked vehicles, sight limitations, etc.

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

[+1.207.781.4721](tel:+12077814721) main

[+1.207.347.4354](tel:+12073474354) direct

[+1.207.400.0719](tel:+12074000719) mobile

[+1.207.781.4753](tel:+12077814753) fax

thomas.errico@tylin.com

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"One Vision, One Company"

Fwd: 30 Fox Street condominiums

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Wed, Jan 3, 2018 at 7:05 PM

From: **Jeff Tarling** <jst@portlandmaine.gov>
Date: Tue, Dec 5, 2017 at 7:59 AM
Subject: Re: 30 Fox Street condominiums
To: Jean Fraser <jf@portlandmaine.gov>

Jean -

In the long run the new Maple trees should survive much longer than the Callery Pear tree mentioned even though a 20 year old tree is going to look a lot bigger than a newly planted tree. I recall planting the tree in question back in the 90's.

These replacement dwellings in small lots present challenges to maintain the streetscape in regards to the impact on existing street trees. The recent requirements that the lot owner pay a fee to remove an existing tree and replace a tree nearby is a step to keep the area 'green'.

In this case removing the existing Pear tree and paying the fee along with the required one tree per unit standard should help offset the impact. As stated by the neighbors the visual impact of replacing with a smaller tree will take years to catch up to the existing one.

Jeff

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

Fwd: 30 (32) Fox St- new 3 unit (2017-227)

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Wed, Jan 3, 2018 at 7:04 PM

From: **Jeff Tarling** <jst@portlandmaine.gov>
Date: Mon, Dec 18, 2017 at 9:59 AM
Subject: Re: 30 (32) Fox St- new 3 unit (2017-227)
To: Jean Fraser <jf@portlandmaine.gov>

Jean -

Noticed a few items on the plan that we should clarify...

- 1) Street tree should be 2" caliper minimum
- 2) The plan shows 'Landscape Area' on the bottom left next to the parked car and snow storage area, but does not explain what that might be...
- 3) The proposed project offers little in the way of screening or buffering between the proposed project and existing adjacent residences.

Recommend - screening in the form of decorative wood fence from the end of the building structure next door to the property line, then across the back property line and along the easterly side of the project. This recommendation is consistent with other similar projects and helps meet the landscape site plan standards. This should be a condition of approval. In review of the similar projects mentioned, these are on Munjoy Hill and off York Street, the wood fencing with pockets of landscape where possible have worked to the benefit on the neighbors and the new residents who occupy the project once complete. There are many creative options to meet this objective and would leave this up to the project team.

Thanks,

Jeff



ingenuity thoughtfulness empathy

September 21, 2017

Barbara Barhydt, Development Review Manager
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, Maine 04103

**RE: Level III Site Plan Application
3 Unit Residential Condominium Development
30 Fox Street
Portland, Maine**

Dear Barbara,

On behalf of our client, Simon Norwalk, we are pleased to submit this Level III Site Plan Application for the development of 3 residential condominium units at 30 Fox Street. We look forward to collaborating with you to help create much needed mid-level, market-rate dwelling units on Munjoy Hill.

The building will be four (4) stories with first level parking underneath the structure. The parking will be accessed by a driveway off of Fox Street. The building will be accessed from a street entrance and a rear entrance serving the main egress stair.

In compiling this application, we have attempted to place the materials supporting our application in the same order as the City's checklist. Please feel free to contact me with any questions or concerns you may have regarding the attached application materials.

Sincerely,

A handwritten signature in blue ink that reads "Evan A. Carroll". The signature is fluid and cursive, with the first and last names being more prominent.

Evan Carroll, AIA, LEED AP BC+D



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 \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

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.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	30 Fox Street
Proposed Development Address:	30 Fox Street, Portland, Maine
Project Description:	A new four story building with a footprint of 1,104 sf which will house (3) condo units totaling 4,297sf.
Chart/Block/Lot:	012 J004001
Preliminary Plan	N/a
Final Plan	9/22/17

II. Contact Information (Please enter n/a on those fields that are not applicable)**APPLICANT**

Name:	Simon Norwalk
Business Name:	Dyer Neck Development LLC
Address:	29 Kellogg St., #3
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-837-0799
Home #:	
Cell #:	
Fax #:	
E-mail:	simon072889@gmail.com

OWNER

Name:	Simon Norwalk
Address:	29 Kellogg St., #3
City/State:	Portland, ME
Zip Code:	04101
Work #:	
Home #:	
Cell #:	207-837-0799
Fax #:	
E-mail:	simon072889@gmail.com

AGENT/REPRESENTATIVE

Name:	See Architect
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

BILLING (to whom invoices will be forwarded to)

Name:	Simon Norwalk
Address:	29 Kellogg St., #3
City/State:	Portland, ME
Zip Code:	04101
Work #:	
Home #:	
Cell #:	207-837-0799
Fax #:	
E-mail:	simon072889@gmail.com

ENGINEER

Name:	Jon Whitten, Plymouth Engineering
Address:	30 Lower Detroiy Road
City/State:	Plymouth, ME
Zip Code:	04969
Work #:	(207) 257-2071
Home #:	
Cell #:	
Fax #:	
E-mail:	jon.whitten@plymouthengineering.com

SURVEYOR

Name:	Owen Haskell, Inc.
Address:	390 U.S. Route One
City/State:	Falmouth, ME
Zip Code:	04105
Work #:	(207) 774-0424
Home #:	
Cell #:	
Fax #:	
E-mail:	

ARCHITECT

Name:	Evan Carroll
Address:	PO Box 8235
City/State:	Portland, ME
Zip Code:	04104
Work #:	(207) 408-0168
Home #:	
Cell #:	(207) 409-3589
Fax #:	
E-mail:	evan@bildarchitecture.com

ATTORNEY

Name:	N/a
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Evan Carroll
E-mail:	evan@bildarchitecture.com
Name:	Audra Wrigley
E-mail:	audra@bildarchitecture.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☒	Less than 50,000 sq. ft.	\$750.00
☐	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☐	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☐	Stormwater Quality	\$250.00
☐	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [] x \$25.00 each	\$
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☒	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 750.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

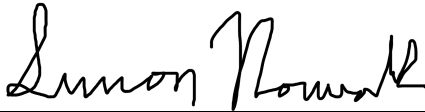
TOTAL AREA OF SITE	2,394	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	2,394	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	323	sq. ft.
Impervious Area (Total Proposed)	1,254	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	0	sq. ft.
Building Footprint (Total Proposed)	1,104	sq. ft.
Building Floor Area (Total Existing)	0	sq. ft.
Building Floor Area (Total Proposed)	4,297	sq. ft.
ZONING		
Existing	R6	
Proposed, if applicable	N/a	
LAND USE		
Existing	vacant lot	
Proposed	Muti-family Condominium	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	N/a	
# of Residential Units (Total Proposed)	3	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	0	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	0	
# of Two-Bedroom Units (Total Proposed)	3	
# of Three-Bedroom Units (Total Proposed)	0	
PARKING SPACES		
# of Parking Spaces (Total Existing)	N/a	
# of Parking Spaces (Total Proposed)	3	
# of Handicapped Spaces (Total Proposed)	0	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	N/a	
# of Bicycle Spaces (Total Proposed)	1	
ESTIMATED COST OF THE PROJECT	\$750,000	

VI. 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:	09/20/2017

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
N/a		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
N/a		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
N/a		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
X		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
N/a			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
N/a			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
N/a			A traffic control plan as detailed in Section 1 of the Technical Manual;
X			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/a			Location and proposed alteration to any watercourse;
N/a			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
N/a			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings;
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
X			Ground water protection measures;
X			Existing and proposed sewer mains and connections;

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
N/a		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/a		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/a		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
X		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
X		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: 9/21/17

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

Site Address: 30 FOX ST.

Chart Block Lot Number: 12 J 05

Proposed Use: 3 - UNIT RESIDENTIAL

Previous Use: NONE

Existing Sanitary Flows: NONE GPD

Existing Process Flows: NONE GPD

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

FOX 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: _____ Phone: _____
Owner/Developer Name: SIMON NORWALK - DYER NECK DEVELOPMENT LLC
Owner/Developer Address: 29 KELLOGG ST #3 PORTLAND ME 04101
Phone: _____ Fax: _____ E-mail: _____
Engineering Consultant Name: PLYMOUTH ENGINEERING - JON WHITTEN JR
Engineering Consultant Address: 30 LOWER DETROIT RD PLYMOUTH ME 04969
Phone: 257 - 2071 Fax: _____ E-mail: jon.whitten@plymouthengineering.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: 810 +/- GPD

Peaking Factor/ Peak Times: _____

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

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A
Size of External Grease Interceptor: _____
Retention Time: _____
Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A GPD
Do you currently hold Federal or State discharge permits? Yes ☐ No ☐
Is the process wastewater termed categorical under CFR 40? Yes ☐ No ☐
OSHA Standard Industrial Code (SIC): _____
(<http://www.osha.gov/oshstats/sicser.html>)
Peaking Factor/Peak Process Times: _____

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

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

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, that we, **SIMON NORWALK** of the City of Portland, County of Cumberland and State of Maine and **JAY NORWALK** of the Town of Newcastle, County of Lincoln and State of Maine, for consideration paid, grant to **DYER NECK DEVELOPMENT, LLC** a Maine limited liability company, whose mailing address is 29 Kellogg Street, Portland, Maine 04101 with WARRANTY COVENANTS, the premises situated on or about Fox 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 the within Grantors Simon Norwalk and Jay Norwalk by Deed of Ryan J. Croteau and Jasmine C. Bird, dated January 31, 2017, recorded in the Cumberland County Registry of Deeds in Book 33798, Page 176.

IN WITNESS WHEREOF, the said Simon Norwalk and Jay Norwalk have signed and sealed this instrument on April 11, 2017.

Witness

Witness

Simon Norwalk

Jay Norwalk

STATE OF MAINE
COUNTY OF CUMBERLAND

April 11, 2017

Then personally appeared Simon Norwalk and Jay Norwalk and acknowledged the foregoing instrument to be their free act and deed.

Before me,

Notary Public/Attorney-at-Law

Thomas Jewell



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Description of Project

The proposed project at 30 Fox Street consists of three, 2-bedroom condominium units to be sold at market rate.

The project design is presented under the alternative design review process and is compatible with the surrounding neighborhood in size, scale and siting. The building will be designed to high standards of energy efficiency and sustainable design, with features including a code-exceeding low-air infiltration and high-insulation building envelope, high efficiency mechanical systems, and low-VOC finishes.

The site and landscape design utilizes the on-site treatment of water run-off, indigenous plants that will not need irrigation once established, permeable paving, and lighting that meets both safety and light pollution standards. The project will provide three parking spaces and these spaces will be accessed via a driveway that uses an existing curb-cut on Fox Street.



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Compliance with Zoning

Purpose:

The purpose of the R-6 is to “set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households;” and the 30 Fox Street project proposes to provide 2-bedroom dwellings at a density of (3) units per 0.055 acre or 54 units per acre.

Permitted Uses:

A multifamily dwelling is permitted in the R-6 zone, no open stairways are proposed, and no below-grade dwelling units are proposed. The project proposes (3) parking spaces, (3) are required.

Dimensional Requirements:

The proposed 30 Fox Street project conforms to all dimensional standards as outlined below:

	Requirement	Proposed
Min. lot size	2,000sf	2,394sf
Min. lot area/dwelling unit	725sf	903sf (min. unit size)
Min. street frontage	20ft	38ft
Min. front yard setback	5ft (or average of adjacent yards) (adjacent yards are both 0ft)	3'-7"ft (average of adjacent yards)
Min. rear yard setback	10ft	10ft
Min. side yard setback	5ft	5ft
Structural stepbacks	Apply over 35ft	Roofline will step back at 31'-0" tall
Max. lot coverage	60%	46% (1,103sf)
Min. lot width	20ft	38ft
Max. structure height	45ft	45'ft
Min. landscaped open space	20%	34%

**HOUSEKEEPING PERFORMANCE STANDARDS
FOR:
30 FOX STREET
PORTLAND, MAINE**

Land Owner: Dyer Neck Development, LLC
29 Kellogg Street, #3
Portland, ME 04101

Project Developer: Dyer Neck Development, LLC

Responsible Party: Dyer Neck Development, LLC

Prepared By: Plymouth Engineering, Inc.
PO Box 46
Plymouth, ME 04969
Tel: 207-257-2071 email: info@plymouthengineering.com

Introduction:

The owner/developer's contractor shall be responsible for maintaining proper housekeeping standards throughout the construction phase of the project. After the construction phase has been completed, the owner and/or operator of the project will be responsible.

Standards:

In accordance with the housekeeping performance standards required by MDEP chapter 500 stormwater regulations, the following standards shall be met:

1. **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.
2. **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. Any project proposing infiltration of stormwater must provide adequate 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 additives may be considered as needed. A stabilized construction entrance (SCE) should be included to minimize tracking of mud and sediment. If off-site tracking occurs, public roads should be swept 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 pollutant source.

To prevent these materials from becoming a source of pollutants, construction and post-construction activities related to a project may be required to comply with applicable provision of rules related to solid, universal, and hazardous waste, including, but not limited to, the Maine solid waste and hazardous waste management rules; Maine hazardous waste management rules; Maine oil conveyance and storage rules; and Maine pesticide requirements.

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. The collected water removed from the ponded area, either through gravity or pumping, 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 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 component(s) of the discharge. Authorized non-stormwater discharges are:

- (a) Discharges from firefighting activity;
- (b) Fire hydrant flushings;
- (c) Vehicle washwater if detergents are not used and washing is limited to the exterior of vehicles (engine, undercarriage and transmission washing is prohibited);
- (d) Dust control runoff in accordance with permit conditions and Appendix (C)(3);
- (e) Routine external 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 or footer drain-water where flows are not contaminated;
- (j) Uncontaminated excavation dewatering (see requirements in Appendix C(5));

(k) Potable water sources including waterline flushings; 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 operation and 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.

9. Non-stormwater discharges. Identify and prevent contamination by non-stormwater discharges.



Plymouth Engineering, Inc.

P.O. Box 46 – 30 Lower Detroit Road
Plymouth, Maine 04969
info@plymouthengineering.com
Tel: (207) 257-2071 fax: (207) 257-2130

Att. F

September 21, 2017

Traffic Generation and Maneuvering: 30 Fox Street, Portland, Maine

The proposed project at 30 Fox Street in Portland, Maine includes a three (3) unit building with three (3) parking spaces on the first floor. Access to the parking will be via a 12-foot wide, paved driveway utilizing an existing curb cut on Fox Street.

The applicant is proposing 3 compact car sized parking spaces to maximize the salability of the units and provide convenient, off-street parking for all units. As with many parking areas within the City of Portland, the parking area has been designed to maximize the available area, while minimizing impervious area and allowing for safe access for the vehicles. This is the reason for proposing compact car spaces exclusively.

The average number of vehicle trips per day, per unit is expected to be 5.81 with an average rate of 0.44 trips per unit within the peak hour. Given these average rates from the Institute of Transportation Engineers, the estimated trip generation volume of the proposed development at 30 Fox Street is approximately 17.43 (18) trips per day and 1.32 (2) trips in the peak hour. The proposed single aisle entrance to the site (utilizing an existing curb cut) is expected to be adequate for these expected traffic volumes.

Prepared by:
PLYMOUTH ENGINEERING, INC.

A handwritten signature in black ink, which appears to read "Jon H. Whitten, Jr.".

Jon H. Whitten, Jr., P.E.
Senior Project Manager



Audra Wrigley <audra@bildarchitecture.com>

RE: 30 Fox Street, Portland, New Development (SR:404451)

1 message

AMaP MEANS <means@pwd.org>

Fri, Sep 22, 2017 at 7:52 AM

To: Jon Whitten <jon.whitten@plymouthengineering.com>, Brad Roland <brad@portlandmaine.gov>

Cc: Audra Wrigley <audra@bildarchitecture.com>

Jon,

Thank you for the information and your request for an Ability to Serve Letter for [30 Fox Street - Portland](#)

Portland Water District – MEANS Group will review the information and get back to you with any questions and/ or comments about the project.

Once all PWD requirements have been met an Ability to Serve Determination letter will be issued.

Have a great day,

Brian Johnson

MEANS Group

Main Extensions and New Services

Portland Water District

[225 Douglass Street](#)

[Portland, ME 04104-3553](#)

[P:\(207\)774-5961 Ext. 3199](#)

[F:\(207\)761-8307](#)

MEANS@pwd.org

Brian Johnson
Asset Management Technician

Portland Water District

Phone: [207-774-5961](tel:207-774-5961) x

E-mail: brianjohnson@pwd.org

<http://www.pwd.org>

From: Jon Whitten [mailto:jon.whitten@plymouthengineering.com]
Sent: Thursday, September 21, 2017 12:48 PM
To: AMaP MEANS <means@pwd.org>; Brad Roland <brad@portlandmaine.gov>
Cc: Audra Wrigley <audra@bildarchitecture.com>
Subject: 30 Fox Street, Portland, New Development

Good afternoon,

Our client, Dyer Neck Development, LLC is currently filing for a Site/Subdivision Plan Application with the City of Portland and as part of that application would like to request letters of service from the Portland Water District and the City's Water Resources Department. The proposed development will include a 3-unit residential building at 30 Fox Street. The lot is currently undeveloped and has a paved driveway along the western property line. I have attached a Grading & Utility Plan, excel spreadsheet of fixture counts, wastewater capacity application and GIS exhibit of Fox Street (provided by Brad Roland).

Please let me know if you have any questions or need any further information.

Thanks,

Jon

Jon H. Whitten, Jr., P.E. | Senior Project Manager

Plymouth Engineering, Inc.

Land Development & Building Design Consultants

office: (207) 257-2071

cell: (207) 329-5190

fax: (207) 257-2130

30 Lower Detroit Road

P.O. Box 46

Plymouth, ME 04969

jon.whitten@plymouthengineering.com

www.plymouthengineering.com

This message may contain information which is private, privileged or confidential and is intended solely for the use of the individual or entity to whom/which it is addressed. If you are not the intended recipient, please reply to the sender and delete the message(s) and any and all attachments. Thank you.



Plymouth Engineering, Inc.

P.O. Box 46 – 30 Lower Detroit Road

Plymouth, Maine 04969

info@plymouthengineering.com

Tel: (207) 257-2071 fax: (207) 257-2130

STORMWATER MANAGEMENT PLAN

**30 Fox Street
Portland, Maine**

The following Stormwater Management Plan has been prepared for Dyer Neck Development, LLC to evaluate stormwater runoff and erosion control for the proposed 3-unit residential building to be located at 30 Fox Street, Portland, Maine.

Site Calculations

Total Property Area	2,394 S.F.
Existing Impervious Area	323 S.F.
New Impervious Area	1,577 S.F.
Total Landscaped Area	817 S.F.
Total Developed Area	2,394 S.F.
Total New Impervious Area	1,254 S.F.

Existing Conditions

The development parcel is located on the southern side of Fox Street, near the intersection of Winthrop Street in Portland, Maine. The property is 2,394 square feet in area and currently includes a paved driveway and lawn area. There is a concrete sidewalk along the frontage of the lot and a street tree.

The lot gently slopes from south to north (back to front). Runoff is currently conveyed to Fox Street via overland flow. A catch basin collection system within the street collects stormwater runoff in a limited number of catchbasins.

Proposed Development

The applicant is proposing to construct an approximately 46'x82', four story building with 12' wide, paved driveway and parking on the first floor of the building. The roof of the building will be pitched to the north and stormwater runoff will be collected and treated within a roof dripline filter system.

Drainage Pattern

Runoff leaves the development area via overland flow to Fox Street. Runoff will continue to flow off the site via overland flow in the developed state. The entire roof area will drain to a roof dripline filter strip that will allow treatment of the first flush. First flush runoff will be collected within the filter layers of the dripline feature prior to being released into native soils and overflowing to the existing sidewalk at the front of the property. Once the sub-soil collection system is full, runoff will flow overland to Fox Street as it does today.

Flooding

The development area is not located within an area of flood hazard according to the Federal Insurance Rate Map 2300510013 B. See attached map.

Onsite & Offsite Soils

The on-site soils are shown on the attached Medium Intensity Soil Survey and are categorized as follows:

Soil Type Summary Table		
Soil Symbol	Soil Name	HSG
HID	Hinckley Loamy Sand	A

Water Quality (BMP Standard)

The use of LID features, such as the roof dripline filter strip offers water quality treatment for runoff from the highest areas for potential contaminants. The use of the roof dripline filter strip meets the water quality requirements of MDEP's Chapter 500 regulations.

Roof Dripline Filter Sizing

We propose to provide treatment for the entire building area by constructing a Roof Dripline Filter Strip along the northerly side of the proposed building.

This Filter Strip will receive the runoff from approximately 1,397 s.f. of rooftop area. The reservoir course of the Filter Strip is required to provide storage volume for 1" of runoff from the contributing area. The bed sizing is as follows:

Area of Watershed: 1,397 SF

Treatment Volume Required: Area x runoff depth: 1,397 SF x 1/12 FT = **116.42 CF**

Treatment Volume Provided:

Porosity = 40%, Bed Area = 98 s.f., Bed Depth = 1.20', Total Volume Treated = **117.60 CF**

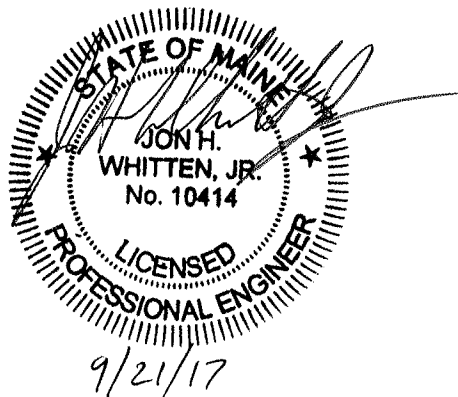
Summary

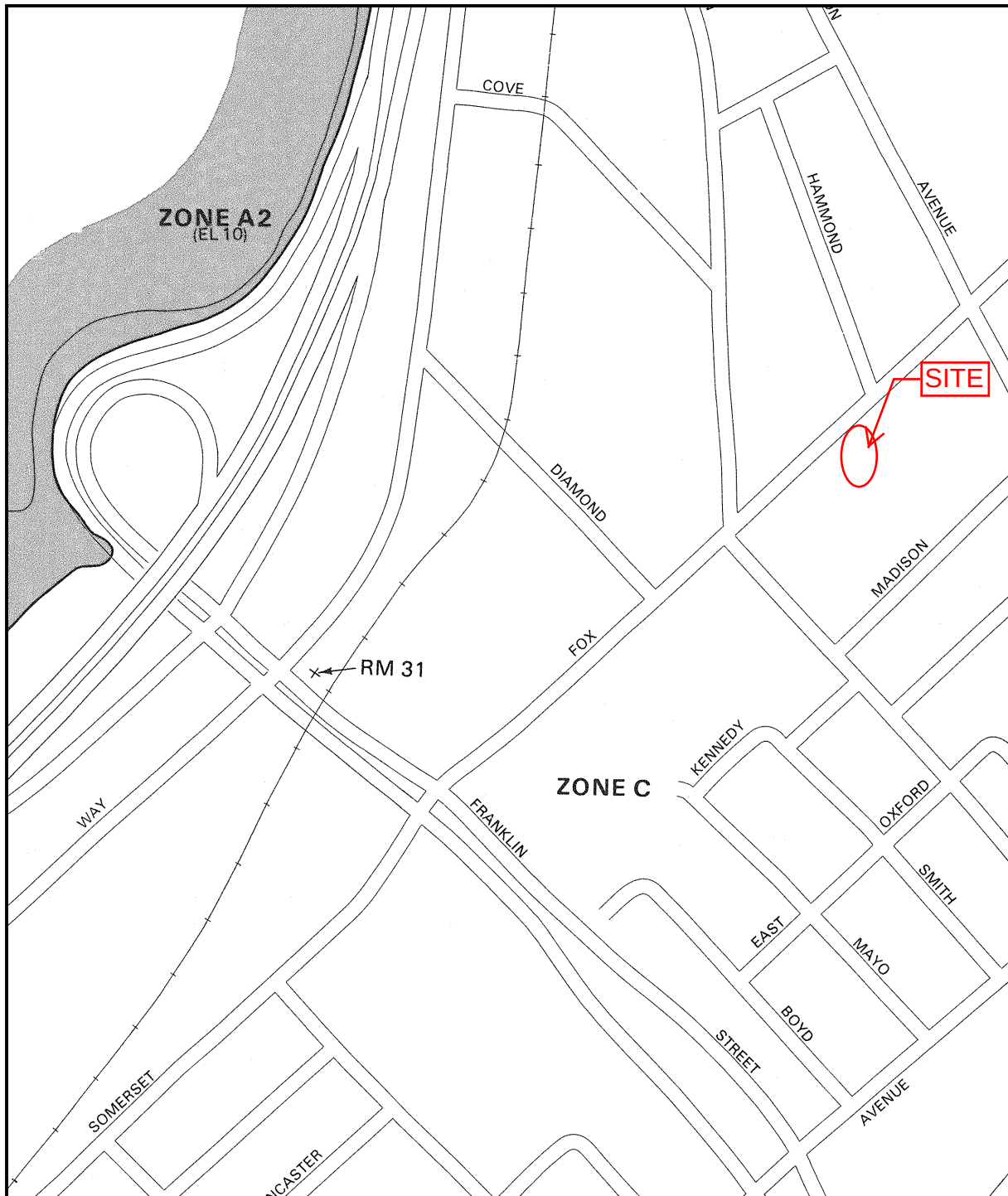
The utilization of proper erosion control methods during construction and construction and maintenance of the roof dripstrip filter strip, to collect and treat runoff from the proposed new impervious area on the site, it is expected that this project meets the Basic, General and Flooding Standards of Chapter 500. Furthermore, the proposed stormwater design is not expected to cause flooding, erosion or other significant adverse effects downstream of the site.

Prepared by:
PLYMOUTH ENGINEERING, INC.



Jon H. Whitten, Jr., P.E.
Senior Project Manager





APPROXIMATE SCALE

400 0 400 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
PORTLAND, MAINE
CUMBERLAND COUNTY

PANEL 13 OF 17
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230051 0013 B

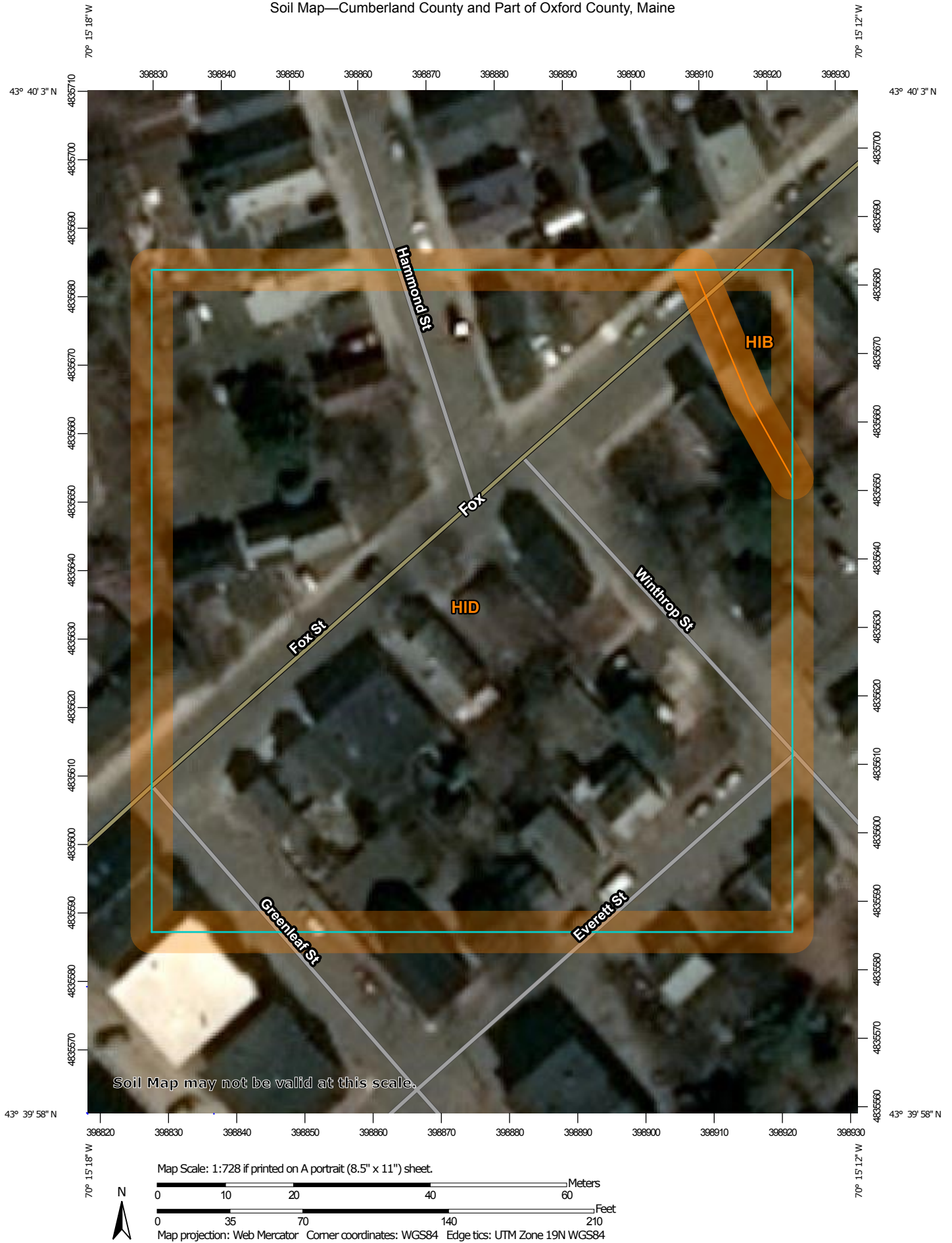
EFFECTIVE DATE:
JULY 17, 1986



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Soil Map—Cumberland County and Part of Oxford County, Maine



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine

Survey Area Data: Version 12, Sep 15, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Cumberland County and Part of Oxford County, Maine (ME005)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HIB	Hinckley loamy sand, 3 to 8 percent slopes	0.1	2.6%
HID	Hinckley loamy sand, 15 to 25 percent slopes	2.2	97.4%
Totals for Area of Interest		2.3	100.0%

**MAINTENANCE & OPERATIONS PLAN OF STORMWATER MANAGEMENT FACILITIES
FOR:
30 FOX STREET, 3-UNIT BUILDING
PORTLAND, MAINE**

Responsible Party: Dyer Neck Development, LLC
29 Kellogg Street, #3
Portland, ME 04101

Plan Prepared by: Plymouth Engineering, Inc.
PO Box 46
Plymouth, ME 04969

List of Stormwater Measures:

Vegetated Areas
Stone Roof Dripline Filter Strip

Introduction:

The owner or operator of the proposed project will be responsible for the maintenance of all stormwater management structures, the establishment of any contract services required to implement the program, and the keeping of records and maintenance log book. At a minimum, the appropriate and relevant activities for each of the stormwater management systems will be performed on the prescribed schedule.

Inspection & Maintenance Tasks:

NOTE: The following instructions are excerpts from the Maine Department of Environmental Protection's *Stormwater Management for Maine, Volume III BMPs Technical Design Manual*, dated January 2006.

Vegetated Areas:

1. **Routine Maintenance and Inspection:** The area should be inspected for failures following heavy rainfall and repaired as necessary for newly formed channels or gullies, reseeding/ sodding of bare spots, removal of trash, leaves and/or accumulated sediments, the control of woody or other undesirable vegetation and to check the condition and integrity of the check dams.
2. **Aeration:** Vegetated areas may require periodic mechanical aeration to restore infiltration capacity. This aeration must be done during a time when the area can be reseeded and mulched prior to any significant rainfall.
3. **Erosion:** It is important to install erosion and sediment control measures to stabilize this area as soon as possible and to retain any organic matter on the surface.
4. **Fertilization:** Routine fertilization and/or use of pesticides is strongly discouraged. If complete re-seeding is necessary, half the original recommended rate of fertilizer should be applied with a full rate of seed.

Roof Dripline Filter:

1. **Inspection:** Inspect filter semi-annually and following major storm events. Debris and sediment buildup should be removed from the forebay and basin as needed. Any bare area or erosion rills should be repaired with new filter media, seeded and mulched.
2. **Maintenance Agreement:** A legal entity should be established with responsibility for inspecting and maintaining any filter basin. The legal agreement establishing the entity

should list specific maintenance responsibilities (including timetables) and provide for the funding to cover long-term inspection and maintenance.

3. **Drainage:** The filter should be draining within 48 hours following a one-inch storm or greater. If the system drains too fast, an orifice may need to be added on the underdrain outlet or may need to be modified if already present. •
4. **Sediment Removal:** Sediment and plant debris should be removed from the structure at least annually.
5. **Soil Filter Replacement:** The mulch shall be replaced with fresh material on a yearly basis.
6. **Soil Filter Replacement:** The top several inches of the filter can be replaced with fresh material if water is ponding for more than 72 hours.

Task Frequency:

Table 11-1 Long-Term Inspection & Maintenance Plan				
	Spring	Fall or Yearly	After a Major Storm	Every 2-5 Years
Vegetated Areas				
Inspect all slopes and embankments	X		X	
Replant bare areas or areas with sparse growth	X		X	
Armor areas with rill erosion with an appropriate lining or divert the ero-sive flows to on-site areas able to withstand concentrated flows. See Appendix A(5) of Rule.	X		X	
Stormwater Channels				
Inspect ditches, swales and other open stormwater channels	X	X	X	
Remove any obstructions and accumulated sediments or debris	X	X		
Control vegetated growth and woody vegetation		X		
Repair any erosion of the ditch lining		X		
Mow vegetated ditches		X		
Remove woody vegetation growing through riprap		X		
Repair any slumping side slopes		X		
Replace riprap where underlying filter fabric or underdrain gravel is showing or where stones have dislodge		X		
Culverts				
Remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit	X	X	X	
Repair any erosion damage at the culvert's inlet and outlet	X	X	X	
Roadways and Parking Surfaces				
Clear accumulated winter sand in parking lots and along roadways	X			
Sweep pavement to remove sediment	X			
Grade road shoulders and remove excess sand either manually or by a front-end loader	X			
Grade gravel roads and gravel shoulders	X			
Clean-out the sediment within water bars or open-top culverts	X			
Ensure that stormwater is not impeded by accumulations of material or false ditches in the shoulder	X			

Table 11-1 Long-Term Inspection & Maintenance Plan				
	Spring	Fall or Yearly	After a Major Storm	Every 2-5 Years
Roof Dripline Filters				
Inspect and clean-out any surfaces that collect sediment and hydrocarbons entering an infiltration measure	X	X		
Provide for the removal and disposal of accumulated sediments within the infiltration area				X
Renew the infiltration measure if it fails to drain within 72 hours after a rainfall of one-half inch or more				X
Green Roof System				
Follow manufacturer's suggested maintenance requirements.				

Maintenance Log Sheet:

[illegible]

STORMWATER DRAINAGE SYSTEM

MAINTENANCE AGREEMENT

For SUBDIVISIONS

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to the proposed _____ Condos at 30 Fox Street, Project ID 2017-____ shown on the Subdivision Plat (Exhibit A) recorded in Cumberland Registry of Deeds in Plan Book _____, Page _____ submitted by R.W. Eaton Associates, Inc. and associated Site Layout Plan, Grading & Utility Plan, Erosion & Sedimentation Control Details and Detail Sheet (Exhibit B) prepared by Jon H. Whitten, Jr., P.E. of Plymouth Engineering, Inc., PO Box 46, Plymouth, ME 04969 dated and pursuant to a condition thereof, Dyer Neck Development, LLC, a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of 29 Kellogg Street, #3, Portland, ME 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 Roof Dripline Filter system, hereinafter collectively referred to as the “stormwater system”, as shown on the Plans in Exhibit B and in strict compliance with the approved Maintenance & Operations Plan of Stormwater Management Facilities prepared for the Owner by Plymouth Engineering, Inc. (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 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 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 _____, 2017.

(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 name: _____

Exhibit A: Subdivision Plat as recorded

Exhibit B: Approved Site Layout Plan, Grading & Utility Plan, Erosion & Sedimentation Control Details and Detail
Sheet

Exhibit C: Approved Stormwater Maintenance and Inspection Agreement



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Project Consistency with City Master Plans

The proposed subdivision is precisely the type of development that is encouraged by Portland's Comprehensive Plan. It meets multiple comprehensive plan goals, including at least the following, each of which is discussed in more detail below:

FUTURE LAND USE PLAN

- Encourage orderly growth and development in appropriate areas, making efficient use of public services and preventing development sprawl. (State Goal A, Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21);
- In the R-6 zone, encourage the existing compact lot development pattern typically found on the peninsula. (Comprehensive Plan, Vol. II, Future Land Use Plan, p. 65)

HOUSING POLICIES

- Advance the overall goal of maintaining a 25% share of Cumberland County's population, taking advantage of the City's capacity to accommodate more people (Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21-22);
- Create new housing to support Portland as an employment center and to achieve an improved balance between jobs and housing, (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, pp. 21-22);
- Ensure that an adequate supply of housing is available to meet the needs and preferences of all Portland households, including a continuum of options across all income levels. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 44);
- Promote residential densities that are consistent with past development patterns. (Housing: Sustaining Portland's Future, p. 27);

SUSTAINABILITY

- Increase efficient use of transportation resources by avoiding decentralizing land use trends and supporting land use patterns that favor density and concentration. Comprehensive Plan. Vol I, Transportation Resources, T-7-8);
- Design housing to use new technologies and materials that reduce costs and increase energy efficiency. (Comprehensive Plan, Vol 1, Portland's Goals and Policies for the Future, p. 22)

A. Future Land Use Plan

In accordance with the mandate of the State Growth Management policies, the City designated all properties zoned R-6 as part of the growth area, however, the Future Land Use Plan went beyond that simple designation to assert that Portland needs growth to sustain it as a healthy city and to maintain its role as the economic, cultural and residential center for the region. (p. 55). Ideally, that growth will "provide housing near employment centers, support public transportation, attract families with children, expand the tax base, and stabilize neighborhoods." (p. 55)

In looking at where that growth can be accommodated within Portland, it found that only 9.75% of land in all residential zones is vacant, and in the highest density residential zone, the R-6 zone, only 2.77% of the land is vacant. As a way to foster the growth necessary to a healthy future, the Future Land Use Plan specifically endorses the recommendation, first made in Housing: Sustaining Portland's Future, to "rewrite[e] the zoning ordinance to encourage new housing and eliminate[e] barriers to development by allowing greater housing density and more efficient use of vacant land, infill lots, and redevelopment opportunities."

B. Housing Policies

Increased residential housing is viewed as a key to maintaining the health of the City. It is not sufficient for it merely to be an employment center for people to commute to by day, while living in and paying real estate taxes to suburban towns. The housing component of the comprehensive plan, Housing: Sustaining Portland's Future, calls for Portland to accommodate housing for more people so that the City increases to and then maintains a 25% share of the county's population. (p. 53)

One fundamental housing goal is to increase the supply of housing. To further that goal, the housing plan states the City should strive to ensure the construction of a diverse mix "that offers a continuum of options across all income levels." (p. 29) The City should also encourage higher density housing, "particularly located near services, such as schools, businesses, institutions, employers, and public transportation." (p. 30) Particular emphasis is placed on encouraging infill development, and housing within and adjacent to the downtown. In furtherance of the goal of developing a broad range of housing, it states the City should "[e]ncourage opportunities for the development of homes that are attractive to those households moving up in the real estate market, so Portland can remain competitive with surrounding suburban communities. (p. 32) Additional supply-based objectives include "identify[ing] vacant land and redevelopment opportunities throughout the city to facilitate the construction of new housing" and "[p]romot[ing] Portland as a Pro-Housing Community." (p. 33) While some parts of the housing plan emphasize affordable assisted housing, it states "the need for market rate housing for mid and higher income households is also critically important to Portland's future. Eliminating barriers to



housing development and supporting market rate projects through the approval process can assist in this." (p. 62b)

Another basic housing plan goal is to maintain neighborhood stability and integrity. The plan calls for the City to "[e]ncourage innovative new housing development which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood." (p. 44) The plan advocates "work[ing] with owners and developers to find productive uses for vacant and underutilized lots." (p. 45) The plan makes it clear that it is not trying to encourage suburban, single-story ranch house infill development that was typical of prior periods. Instead the 2002 plan values traditional patterns of development and residential density, and criticizes the fact that (particularly in the R-6 zone) the traditional development pattern cannot be replicated under the zoning then in effect. (p. 27) Since that date, the City has implemented the R-6 small lot provisions so that infill development can replicate the traditional character and pattern of development.

C. Sustainability

The land use policy promoting infill development and increased housing stock in close proximity to downtown, discussed above, has been identified by the City as an important part of creating environmental and economic sustainability. ("Sustainable Portland", Final Report of the Mayor's Sustainable Portland Taskforce, November, 2007). The proposed development is consistent with these goals.

Similarly, the Sustainability Report identified green building as an important means for reducing pollution and our collective carbon footprint. (Id., p. 6) This building is designed to have numerous green features including: all landscaping requires no irrigation; roof water treated on site; building envelope sealed to prevent air leaks with insulation well above present construction standards; energy efficient windows located for cross natural ventilation, without air-conditioning systems; energy efficient systems and appliances, and air exchangers; low VOC paints, glues and sealants; light roof color to prevent heat buildup; and green building materials, flooring, siding, and recycled products.



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Solid Waste Management Plan: 30 Fox Street

Solid waste and recycling will be collected curbside by the city using pay per use purple bags and approved recycling bins. Appropriate trash containers will be placed in the parking garage for weekly storage.



NFPA Code Summary

Building Area Information

Building Footprint:	1,104 SF
R-2 Net:	2,832 SF
Parking Net:	893 SF
Building Gross:	4,297 SF

NFPA Code Overview

Use:	New Residential Apartment Building & New Storage
Construction:	No minimum requirement
Sprinkler:	NFPA 13R (Supervised to meet standards set forth in Chapter 10 Article VIII of the City of Portland)
Occupancy:	19 Occupants

NFPA 10

NFPA 10	6.2.1.1	Each floor shall have a single (2) unit Class A Fire Extinguisher
---------	---------	---

NFPA 101

3.3.32.3	Apartment Building
6.1.8.1.5	Residential Occupancy – Apartment Building (Chapter 30)
6.1.13.1	Storage – Enclosed Parking Structure (Chapter 42)
6.1.14.4.3	1 hour separation required in sprinkled building
6.2.2.3	Ordinary Hazard Contents
7.1.3.1	Exit access corridors shall have one-hour fire resistance rating
7.1.3.2.1	Stairs three stories or fewer shall have one-hour fire rating
7.1.5.1	Min headroom: 7'-6"
7.1.6.3	Cross Slope limited to 1:48
7.2.1.2.3.2	Egress door min clear width: 32"
7.2.1.4	Door swing and force to open shall comply with this section
7.2.1.5	Door locks, latches and alarms shall comply with this section
7.2.2.2.1.1	Max riser height: 7"
	Min Tread depth: 11"
	Min headroom: 6'-8"
7.2.2.2.1.2	Min stair width: 36" (for occupancy under 50)
7.2.2.3.2.3	Min landing depth: stair width
7.2.2.4.4.1	Handrail height: 36"
7.2.2.4.4.6	Handrail shape: 1 ½" circular cross section
7.2.2.4.4.9	Handrails shall return to wall or newel post
7.2.2.4.4.10	Handrails shall extend 12" at top of stair and one tread length at bottom
7.2.2.4.5.2	Min guard height: 42"
7.2.2.4.5.3	Open guards shall not allow the passage of a 4" sphere
7.2.2.5.4	Stairway identification shall comply with this section.
7.2.6.3	Stair discharge shall have a 1-hr fire resistance rating.



7.2.12.1.1	Sprinkler precludes need for area of refuge in stair.	
7.3.1.2	Occupancy Load	
	Residential Apartment:	200 gross at 3,399 SF is 17 occupants
	Storage:	500 gross at 893 SF is 2 occupants
	Total Occupant Load:	19 occupants
7.3.4	Min Egress width: 36"	
7.4.1.1	See 30.2.4.4	
7.8	Egress Illumination shall be in accordance with this section.	
7.9	Emergency Lighting shall be in accordance with this section.	
7.10	Marking for means of egress shall comply with this section.	
30.1.2.3	Dwelling units allowed over parking when either: • Parking is sprinkled with NFPA 13 system or • Uses are separated with a 1-hour fire resistance rating.	
30.1.6	No minimum construction requirements	
30.2.1.1	Means of Egress shall comply with Chapter 7 and Chapter 30	
30.2.4.4	Single stair permitted from building given • Less than 3 stories • Less than 3 units/floor • No basement • No distance from unit door to stair • 1-hr rated stair • Self-closing doors • No corridors • ½ hr rating between units	
30.2.5	Common Path Limit:	50'
30.2.5.4.2	Dead-End Limit:	50'
30.2.6.2	Max Travel Distance within unit (sprinkled):	125'
30.2.6.3.2	Max Travel Distance from unit door to exit (sprinkled):	200'
30.3.4	Fire detection and alarm system shall comply with this section.	
30.3.4.5	Smoke alarms shall be installed: In every sleeping area Outside every sleeping area At least one on each level	
30.3.5.2	Sprinkler system NFPA 13R permitted for four or fewer stories.	
30.3.6.1.2	Corridor walls (sprinkled): ½ hour	
30.3.7.2	Dwelling unit separation (sprinkled): ½ hour	
42.1.6	No minimum construction requirements	
42.2.4.1	Single means of egress allowed within common path of travel limit.	
42.2.5	Dead End Corridor: 100'	
	Common Path of Travel: 100'	
42.2.6	Maximum Travel Distance: 400'	



Design Standards Assessment

Overall Context

The building size and scale is comparable to the neighboring multifamily buildings on Fox Street and within the surrounding neighborhood. The building offers a one-story, (3) bedroom unit as well as (2) two-story, townhouse units with parking beneath at grade level; in the same tradition of newer multi-family condominiums found throughout Portland and Munjoy Hill.

Composition of principal facades is organized primarily through the relationship of building materials with emphasis on contrasting texture and color. The orientation of openings and rhythm of fenestration has also been carefully arranged to add proportionality to the building's massing and to highlight the ratio of solids to openings.

Like other buildings in the area, this building faces the street with a front door facing the sidewalk. The front door is highlighted with an awning, sidelight, and plantings to further enhance the feeling of an entry. Although the current rhythm of the block is slightly broken; the scale, form and relationship to the street of the proposed building helps strengthen the rhythm of the block to be more comparable to that of the surrounding neighborhoods.

Massing

The proposed, four-story building has a massing that is harmonious in size, physical volume, scale, and shape with surrounding existing buildings. The building has a flat main roof with a projected, wrap-around deck providing a deep cornice line at the top of the third floor. The subsidiary roof on the fourth floor is mono-slope and is clearly subordinate to the primary roof form in scale and proportion. The edge of the shallow slope roof structure is emphasized by deep overhangs and exposed, decorative rafter tails.

The massing of the front façade is articulated by an inset balcony on the second floor, a covered main entry, and a railing system protecting the third floor deck. As is traditional for this building type, there is no garage door facing the street, and the parking is found beneath the building with garage doors angled along the southwest façade for ease of access.

Orientation to the Street

The front of the building opens to the street via a single door sheltered by an awning. The front of the building is further enhanced by the use of intentional landscaping. Not only does this help create the feeling of the front entry, but it also helps create a transition space between the street and front door.

Off-street parking is concealed beneath the building, creating a transition space between the public realm of the street and the residential units on the second floor. The second floor occupants will also have visual privacy since the windows are greater than 48" from the adjoining sidewalk.



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Proportion and Scale

Windows and doors are sized, scaled and arranged to have a strong and intentional relationship to the overall building massing as well as to the building's occupants. Fenestration on the front façade is intentionally greater than the side and rear facades, providing the appropriate welcome to the public street. The canopy over the front door is of a width that has a solid presence on the front façade.

Balance

While the overall building is not symmetrical, local symmetry and several other techniques have been employed to achieve balance. Building forms have been grouped by massing and balanced with contrasting building materials. The window and door head heights all align along a common horizontal datum line at each floor. Windows and doors also align vertically on facades visible from the street.

Articulation

Articulation is achieved through utilization of contemporary design details within a contextual framework. Articulated features include dimensional trim, contrasting extrusions at window perimeters, and exposed rafter trails highlighting the fourth-floor, mono-slope roof. Window types and patterns are limited, and variations in siding materials are arranged to enhance the visual interest of the building's massing. A visual cohesion of materials is achieved by using concrete at the foundation of the building with the siding material on top.

Delineation between floors is achieved between the first and second floors by a change in siding material; while the fourth floor is delineated from the floors below by setback exterior walls and an overhanging, wrap-around deck. The second floor balcony and fourth floor decks are architecturally integrated into the overall design of the building. The massing, material, and details of the porch and balcony railings act to reinforce the architectural vernacular of the overall building. Both the front and side entries are highlighted by entry canopies.

Materials

Like other buildings in the area, the pallet of materials is limited to only a few. The predominate materials for the exterior walls of the building will include cast-in place concrete at the foundation walls; exposed fastener, fiber cement panels with aluminum flashing at the panel reveals; 4" exposure clapboard metal siding; and vertical corrugated metal siding. Concrete is used at the first floor walls not only to help articulate the building, but also to give a sense of permanence and functional protection from vehicular traffic. These building materials provide a harmoniously industrial palette while incorporating common materials found on Munjoy Hill.



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Crime Prevention Through Environmental Design Narrative

Natural surveillance will be used to the maximum extent possible with parking located on the first floor. The units on the upper floors will have views of the entrance approach, side, and back of the building.

The front entrance and the shared parking entrance will be well lit, the back entry is not recessed, preventing the possibility of entrapment. The open parking area will be lit during night hours to discourage unwanted use.

The landscape plan clearly delineates public and private space, utilizing plantings.



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Accessibility Narrative

The proposed project at 30 Fox Street will not meet Fair Housing Accessibility Standards as the building only provides (3) dwelling units.



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Mechanical Systems Statement:

The HVAC design effort for the multi-family residential project at 30 Fox Street has not begun yet, but it will be specified that all HVAC equipment will meet any applicable State and Federal emissions requirements.



Project: _____

Fixture Type: _____

Location: _____

Contact/Phone: _____

MSL SERIES

LED MINI SECURITY LIGHT

650 LUMENS

Cat. No.: _____

PRODUCT DESCRIPTION

The MSL Series LED Security Light is a small and unobtrusive luminaire designed to replace small incandescent and CFL fixtures. With a shallow profile, the MSL blends in seamlessly with both architecture and nature. The wide light pattern makes this fixture a great choice for commercial applications where an economical LED security light is needed. The MSL Security Light is recommended for mounting heights of up to 10 feet, for installations above doors, balconies, garage and warehouse entrances, and other applications traditionally lighted with incandescent and CFL fixtures. The MSL Series is rated for outdoor or indoor use.

PRODUCT SPECIFICATIONS

Optics The MSL Series has a white reflector and micro-prism lens that significantly reduces glare, increases visual comfort and acts as an environmental seal, protecting the LED from rain, snow and dust.

Dark Sky Compliance The MSL Series is compliant with most Dark Sky ordinances.

Construction A die cast aluminum housing is sturdy and attractive. Powder coating seals and protects the fixture from the elements • The micro-prism lens is made of acrylic that has a strong resistance to UV rays – ideal for outdoor environments.

Thermal Management The LED light source is secured to the aluminum housing that acts as a heat sink • The driver is also mounted directly to the housing to help keep the electronics cool and ensure 100,000 hour L70 performance.

Electrical The LED driver is suitable for 120-277VAC 50/60 Hz • An optional daylight sensor is available.

Daylight Sensors The MSL Series can be ordered with an optional daylight sensor for automatic dusk to dawn operation • Option "PC" is a factory installed, button style photo sensor mounted on the front of the fixture. Fixtures with motion sensor option are automatically supplied with a photo sensor to prevent operation of the fixtures during daylight hours. Fixtures with emergency battery are not available in combination with a daylight sensor.

Motion Sensor: An optional motion sensor is also available to control operation of the fixture based on occupancy • All fixtures with the motion sensor option include a daylight sensor to prevent the fixture from operating during daytime hours • The sensor turns the fixture ON when it detects motion, and off after a user-established time • The time the fixture stays ON can be set from a few seconds to a total of 20 minutes.

Emergency Battery: When emergency lighting is required, the MSL fixtures can be ordered with an optional, integral emergency battery • The battery will operate the fixture for 90 minutes during a power outage • Fixtures with this option need an un-switched power source to make sure the battery stays charged • A second switched source can be used for the main power to the fixture • The battery option will operate in ambient temperatures of between -4°F and 122°F (-20°C and 50°C) • Not available in combination with photo sensor option.



Shown with daylight sensor



Standard

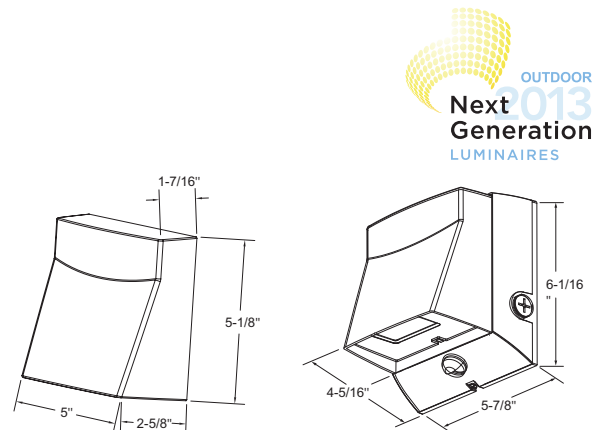


Shown with motion sensor



Shown with emergency battery

DIMENSIONS



Mounting Mounts directly to a junction box • The back plate includes knockouts to fit most junction boxes • The installation process takes less than 5 minutes, with a single screw securing the housing to the back plate • Alternatively, the MSL Series has a provision for rear entry of 1/2" conduit • Fixtures with optional motion sensor or battery backup also include two threaded and plugged holes for side entry with 1/2" conduit.

Finish Polyester powder coating protects the housing • Available in bronze or white finishes.

Specifications subject to change without notice.



MSL SERIES

LED MINI SECURITY LIGHT 650 LUMENS

Project: _____

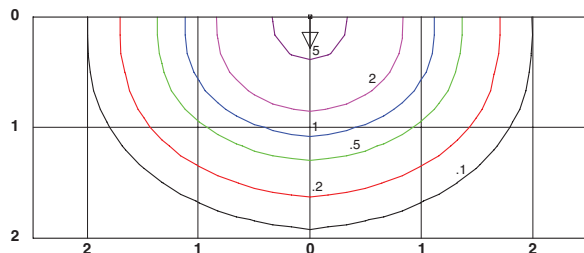
Fixture Type: _____

Location: _____

Contact/Phone: _____

Cat. No.: _____

PHOTOMETRY



Mounting Height	Multiplier
10'	0.5
8'	0.8
7'	1.0
6'	1.3
5'	2.0

Total Delivered Lumens = 663

Distance shown as multiples of mounting height. Illumination values shown in footcandles at 7' mounting height. Illumination values shown are for fixtures running on normal power. For fixtures running on emergency battery apply a 0.5 multiplier.

Certifications Meets UL1598 and CSA C22.2-250 standards • Suitable for wet locations • Compliant with most Dark Sky ordinances • ADA compliant (except when ordered with motion sensor or battery backup)

PRODUCT CODES

Catalog Number	Description	Input Volts	CCT	Delivered Lumens	Input Watts
MSL235KUNBZ	Mini Security Light, bronze	50/60 Hz	3500K	663	11W
MSL235KUNBZPC	Mini Security Light, bronze, with photo sensor	60 Hz	3500K	663	11W
MSL235KUNWH	Mini Security Light, white	50/60 Hz	3500K	663	11W
MSL235KUNWHPC	Mini Security Light, white, with photo sensor	60 Hz	3500K	663	11W
MSL235KUNBZMS	Mini Security Light, bronze with motion sensor	50/60 Hz	3500K	663	12W
MSL235KUNWHMS	Mini Security Light, white with motion sensor	50/60 Hz	3500K	663	12W
MSL235KUNBZEM	Mini Security Light, bronze with emergency battery	50/60 Hz	3500K	663	13W
MSL235KUNWHEM	Mini Security Light, white with emergency battery	50/60 Hz	3500K	663	13W

Delivered lumens shown are for fixtures running on normal power. Fixtures running on emergency battery deliver approximately 325 lumens.

ENVIRONMENTALLY FRIENDLY, ENERGY EFFICIENT

- Lumen packages suitable for ceiling heights ranging from 8' to in excess of 100'
- Efficacies up to 110 lm/w
- Superior-quality white LED light output using Chip on Board technology
- No harmful ultraviolet or infrared wavelengths • No lead or mercury



PRODUCT SPECIFICATIONS

OPTICS

Hyperbolic: Unique hyperbolic shape optimized for small, directional LED source, maximizes fixture efficiency while creating the "Silent Ceiling" appearance by reducing lamp image and aperture brightness • Geometry of hyperbolic curve provides unique aperture appearance and smoother light distribution • Narrow Flood, medium flood and wide flood distributions available

Parabolic/Lens: Computer-optimized parabolic reflector with frosted convex lens regressed into cone provides uniform distribution with no striations • Concealed LED array provides superior aesthetic appeal both on and off

Wall Wash: Available in Hyperbolic and Parabolic. Both are computer-optimized with an integral wall wash kicker and frosted bubble lens regressed into reflector, providing uniform distributions with no striations

Finishes: Low iridescent specular, semi-specular and diffuse Alzak® finishes available with integral flange of same finish • See reflector options for other colors and finishes

Baffle: White or black painted deep multi-groove aluminum baffle insert with integral white painted flange and frosted convex glass lens

ELECTRICAL

LED Light Engine: Compact light source delivers uniform illumination without pixilation, enabling excellent beam control • Consistent fixture-to-fixture color temperature within 3 SDCM • Replaceable light engine with quick connector mounts directly to heat sink and is easily replaceable • CRI > 80 standard, 90 & 97 CRI available, see options for compatibility

Passive Cooling: Aluminum heat sink integrated directly with housing provides superior thermal management to ensure the long life of LED

LED Driver: Power factor > 0.9 • Easily replaceable from above or below the ceiling

Dimming: Dimmable via 0-10V protocol standard • Optional drivers available for use with eldoLED, Lutron EcoSystem, 2-wire dimmers, DMX, or DALI • For a list of compatible dimmers, see [LED-DIM](#).

Life: Rated for 60,000 hours at 70% lumen maintenance • Available with optional Lumen Depreciation Indicator (LDI)

Emergency Battery Pack (Optional) output: Provides a minimum of 600 (BR), or 1100 (HBR) lumens for a minimum duration of 90 minutes

Warranty: 5 years when used in accordance with manufacturing guidelines.

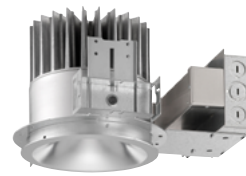
Specifications subject to change without notice.

J7.1.1G3



800 TO 9000 LUMEN 6" LED NEW CONSTRUCTION/REMODEL/FLUSH MOUNT HYPERBOLIC / PARABOLIC / WALLWASH L6 / LRM6 SERIES

Type	Cat. No.
Project:	
Notes:	



NEW CONSTRUCTION



REMODEL



FLUSH MOUNT

ORDERING INFORMATION: Complete Catalog# Example Includes (Rough-In, option, reflector, accessory): L6 08LM 27K 120 G3 80CRI ZT F HW CS PF HBT

ROUGH-IN							REFLECTOR*											
SERIES	LIGHT ENGINE LUMENS		COLOR TEMP.	VOLTAGE	GENERATION	CRI	DRIVER	ROUGH-IN OPTIONS		TRIM STYLE		FINISH	TRIM OPTIONS		MOUNTING			
L6					G3													
L6	08LM	800 Lumens	27K	120	G3	80CRI	#FD	Forward or Reverse Phase Dimming Driver (120V only)	F	Fuse and Fuse Holder	HM	Hyperbolic - Medium	CD	Clear Diffuse	PF	White Flange	Blank	Flanged
6" L-Series	13LM	1300 Lumens	2700K	120 Volt	Generation 3	80+ CRI			CP	Chicago Plenum	HN	Hyperbolic - Narrow	CS	Clear Specular	WET	Wet Location (Only available w/ P & BAF options)	FM	Flangless (Not available w/ Remodel or Baffle)
New Construction Rough-in	15LM	1500 Lumens	30K	277		90CRI	*FDL	Forward Phase Dimming Lutron Driver (120V only)	LDI	Lumen Depreciation Indicator (Cannot be used w/ BR or HBR options)	HW	Hyperbolic - Wide Wall Wash	CSS	Clear Semi-Specular				
	17LM	1700 Lumens	3000K	277Volt		90+ CRI					HWS	Hyperbolic Single Wall Wash	BD	Black Diffuse				
LRM6	23LM	2300 Lumens	35K	347		*97CRI	*PD	Lutron Ecosystem Dimming Driver	+BR	Emergency Battery Pack w/Remote Test Switch	P	Parabolic Reflector Trim	BL	Black (Baffle)				
6" L-Series Remodel Rough-in	28LM	2800 Lumens	3500K	347 Volt		97+ CRI					BS	Black Specular	BS	Black Specular				
	33LM	3300 Lumens	3500K	347 Volt			ZT	0-10V Dimming	+HBR	High Lumen Emergency Battery Pack w/Remote Test Switch	WC	Corner Wall Wash	BZD	Bronze Diffuse				
	40LM	4000 Lumens	4000K	4000K			DMXC	DMX/RDM Driver w/ Phoenix Connectors (Not compatible w/ CP option)			WD	Double Wall Wash	BZS	Bronze Specular				
	45LM	4500 Lumens									WS	Single Wall Wash	GD	Gold Diffuse				
See mounting for Flush Mount	50LM	5000 Lumens									BAF	Baffle (Black or White)	GS	Gold Specular				
	55LM	5500 Lumens					DMXR	DMX/RDM Driver	*NL	nLight® Dimming Pack Controls. (Not compatible with CP option). Only use w/ ZT, E21 and EZB drivers.			PTD	Pewter Diffuse				
	60LM	6000 Lumens					DALI	DALI Control Dimming					PTS	Pewter Specular				
	65LM	6500 Lumens					EZ1	eldoLED 0-10V ECO driver. Linear dimming to 1% min. (Not compatible with LDI option) Up to 5500 lumens max	*NLER	nLight® dimming pack controls. ER controls fixtures on emergency circuit operation (Not compatible with CP option). Only use w/ ZT, E21 and EZB drivers.			WH	White				
	70LM	7000 Lumens											WTD	Wheat Diffuse				
	75LM	7500 Lumens					EZB	eldoLED 0-10V Solo driver. Logarithmic dimming to <1% (Not compatible with LDI option) Up to 5500 lumens max					WTS	Wheat Specular				
	80LM	8000 Lumens																
	85LM	8500 Lumens																
	90LM	9000 Lumens																

■ Only 800, 1300, 1500 & 1700 lumen fixtures are universal voltage (120/277V), if using (F, NL or NLER) voltage must be specified

• Not available for 4000 lumens and up

+ Not available for 347V or CP

• 2000K & 3000K only

Not available for 4500 lumens and up

* To order reflector separately, use series and reflector option values. Ex: L6 HW CS PF FM



A+ Capable options indicated by this color background

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A+ Capable options indicated by this color background

ACCESSORIES

ACCESSORY OPTIONS

IFMA6	6" Flush mount adapter for drywall ceilings (Required)	SCA6/05	6" Sloped Ceiling Adapter, 5 Degree Angle
HB28	28" C-Channel Bar Hangers, Pair	SCA6/10	6" Sloped Ceiling Adapter, 10 Degree Angle
HB52	52" C-Channel Bar Hangers, Pair	SCA6/15	6" Sloped Ceiling Adapter, 15 Degree Angle
HBT1	25" Tri-Lock Grid Ceiling Bar Hangers, Pair	SCA6/20	6" Sloped Ceiling Adapter, 20 Degree Angle
LB27	27" Linear Bar Hangers, Pair	SCA6/25	6" Sloped Ceiling Adapter, 25 Degree Angle
		SCA6/30	6" Sloped Ceiling Adapter, 30 Degree Angle



PRODUCT SPECIFICATIONS (cont.)

MECHANICAL

New Construction Housing: Low profile, universal housing design installs in suspended grid, plaster or drywall • Integral heat sink conducts heat away from LED light engine • Driver is accessible from above and below ceiling and can be upgraded to accommodate future technology improvements

Mounting Frame: Heavy gauge steel lower housing ring accommodates ceilings up to 2" thick • For thicker ceilings; consult factory

Mounting Bracket: New Construction mounting brackets have 3" vertical adjustment and accepts most commercial bar hangers, including our proprietary Tru-Lock bar hangers • Our one-piece Tru-Lock bar hangers have integral T-bar locking screws and alignment notches for locating and locking fixture in the center of 1/4" tile increments

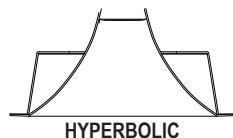
Junction Box: Over size 4" x 6" galvanized steel junction box with (6) 1/2" (2) 3/4" knockouts facilitate quick wiring • Junction box rated for four (4) No. 12 AWG 90° C branch circuit conductors (2-in, 2-out)

Remodel Housing: Housing installs from below ceiling in applications where above ceiling access is not available • Secured in place by factory installed remodel springs • Remodel springs accommodate ceilings from 1/2" to 1-1/8" thick • Integral heat sink conducts heat away from LED light engine • Driver is accessible from below the ceiling and can be upgraded to accommodate future technology improvements.

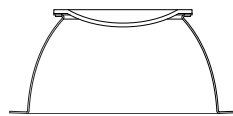
Flush Mount Adapter: Allows drywall to be finished flush with cone flange

Junction Box: 4" x 4" galvanized steel junction box with (6) 1/2" (2) 3/4" knockouts facilitate quick wiring

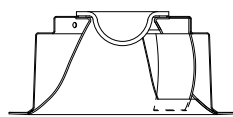
TRIMS:



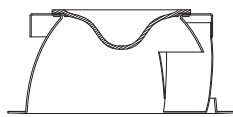
HYPERBOLIC



PARABOLIC



HYPERBOLIC WALLWASH



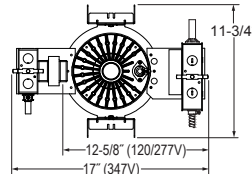
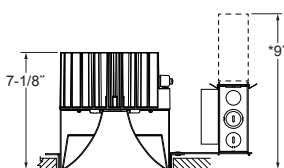
PARABOLIC WALLWASH

APERTURE: 6-1/8" Dia.

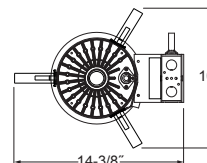
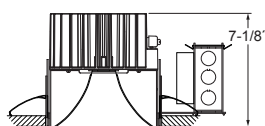
CEILING CUTOUT: 6-7/8" Dia.

OVERLAP TRIM: 7-3/8" Dia.

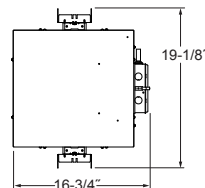
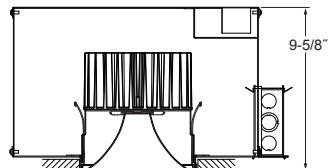
NEW CONSTRUCTION & FLUSH MOUNT



REMODEL



FLUSH MOUNT - CHICAGO PLENUM



ENERGY STAR® Certified

	PRODUCT#	FIXTURE CONFIGURATIONS = ENERGY STAR
	MVOLT (120V-277V), 80 CRI L6 (XXLM) (YYK) MVOLT G3 80CRI (ZZ) (CC) ▲	Lumen Package: XX = 08LM*, 13LM*, 15LM, 17LM CCT: YY = 27K, 30K, 35K, 40K Voltage: MVOLT (120V-277V) CRI: 80CRI Trim Type: ZZ = HN, HM, HW, P Trim Color/Finish: CC = CS, CSS, CD
	120V/277V, 80 CRI L6 (XXLM) (YYK) (V) G3 (80CRI) (ZZ) (CC) ▲	Lumen Package: XX = 23LM, 28LM, 33LM, 40LM, 45LM, 50LM, 55LM, 60LM, 65LM, 70LM, 75LM, 80LM, 85LM, 90LM CCT: YY = 27K, 30K, 35K, 40K Voltage: V = 1, 2 CRI: 80CRI Trim Type: ZZ = HN, HM, HW, P Trim Color/Finish: CC = CS, CSS, CD

▲ PD and FDL options are not ENERGY STAR® Certified.

* Indicated lumen packages are not ENERGY STAR® Certified with DMXR or DALI options when used with 277 volts.

LABELS AND LISTINGS

• UL & cUL listed for feed through and damp locations • UL spacing requirement for 4000 lumen and above: minimum of 4' between fixture centers, 3" overhead clearance, 2' from fixture center to side wall • RoHS compliant • EMI complies with FCC 47, Part 15, Class A • ENERGY STAR® Certified, see back page for designated products • I.B.E.W. Union made • ARRA Compliant 

ENGINEERING DATA: 347 Volt available, consult factory

VOLTAGE																		
120																		
LIGHT ENGINE LUMENS	800	1300	1500	1700	2300	2800	3300	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000
CCT																		
2700K/3000K/3500K/4000K																		
INPUT CURRENT	0.064	0.102	0.12	0.151	0.202	0.250	0.290	0.375	0.358	0.383	0.426	0.457	0.501	0.553	0.604	0.645	0.694	0.769
INPUT WATTAGE	7.7W	12.2W	14.4W	18.1W	24.1W	29.8W	34.6W	45.0W	42.3W	45.3W	50.4W	54.7W	59.9W	66.2W	72.2W	77.1W	82.9W	92.0W
INPUT FREQUENCY	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz
THD%	6.67	4.30	4.01	3.68	5.59	5.70	4.16	3.93	14.00	13.26	14.48	4.61	4.66	3.97	4.24	3.81	3.74	3.53
POWER FACTOR	0.991	0.993	0.993	0.995	0.994	0.995	0.997	0.998	0.996	0.996	0.996	0.996	0.996	0.996	0.997	0.996	0.996	0.996
VOLTAGE																		
277																		
LIGHT ENGINE LUMENS	800	1300	1500	1700	2300	2800	3300	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000
CCT																		
2700K/3000K/3500K/4000K																		
INPUT CURRENT	0.032	0.050	0.058	0.073	0.095	0.113	0.135	0.168	0.177	0.192	0.204	0.220	0.222	0.251	0.288	0.306	0.334	0.345
INPUT WATTAGE	8.2W	12.5W	14.6W	18.3W	24.3W	29.5W	35.0W	44.3W	42.8W	45.9W	50.8W	54.8W	61.1W	63.4W	72.7W	77.0W	83.7W	88.9W
INPUT FREQUENCY	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz	50/60Hz
THD%	11.15	10.45	10.99	11.11	10.06	8.38	8.48	7.98	21.91	19.95	21.30	22.02	23.02	21.97	20.07	19.57	17.10	14.74
POWER FACTOR	0.915	0.889	0.903	0.911	0.921	0.942	0.935	0.955	0.874	0.864	0.898	0.900	0.994	0.910	0.912	0.908	0.904	0.906

HYPERBOLIC

DELIVERED LUMENS/LUMENS PER WATT (40K 80CRI)																		
	08LM 40K		13LM 40K		15LM 40K		17LM 40K		23LM 40K		28LM 40K		33LM 40K		40LM 40K		45LM 40K	
TRIM/FINISH	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
HN CS	781	104.1	1282	102.6	1481	102.1	1661	90.3	2196	91.1	2641	88.6	3036	87.7	3684	82.0	4049	97.6
HN CSS	736	98.1	1208	96.6	1395	96.2	1565	85.1	2068	85.8	2488	83.5	2859	82.6	3470	77.3	3840	92.5
HN CD	676	90.1	1109	88.8	1282	88.4	1438	78.1	1900	78.8	2286	76.7	2627	75.9	3188	71.0	3489	84.1
HM CS	814	108.5	1336	106.9	1543	106.4	1731	94.1	2288	94.9	2753	92.4	3163	91.4	3839	85.5	4295	103.5
HN CSS	791	105.5	1299	103.9	1501	103.5	1684	91.5	2225	92.3	2677	89.8	3076	88.9	3733	83.1	4138	99.7
HM CD	699	93.2	1147	91.8	1325	91.4	1487	80.8	1965	81.5	2364	79.3	2717	78.5	3297	73.4	3565	85.9
HW CS	830	110.7	1363	109.0	1574	108.6	1766	96.0	2334	96.8	2808	94.2	3227	93.2	3916	87.2	4315	104.0
HW CSS	802	106.9	1316	105.3	1520	104.9	1706	92.7	2254	93.5	2712	91.0	3116	90.1	3782	84.2	4152	100.0
HW CD	735	97.9	1206	96.5	1393	96.1	1563	84.9	2065	85.7	2484	83.4	2855	82.5	3465	77.2	3686	88.8
	50LM 40K		55LM 40K		60LM 40K		65LM 40K		70LM 40K		75LM 40K		80LM 40K		85LM 40K		90LM 40K	
TRIM/FINISH	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
HN CS	4408	96.2	4926	94.0	5079	93.0	5567	94.2	6101	91.9	6452	90.0	6757	89.0	7199	87.5	7626	83.3
HN CSS	4180	91.3	4672	89.2	4816	88.2	5279	89.3	5786	87.1	6118	85.3	6408	84.4	6827	83.0	7232	
HN CD	3797	82.9	4244	81.0	4376	80.1	4796	81.2	5256	79.2	5558	77.5	5821	76.7	6202	75.4	6570	71.8
HM CS	4675	102.1	5225	99.7	5387	98.7	5904	99.9	6470	97.4	6842	95.4	7166	94.4	7635	92.8	8088	88.4
HN CSS	4504	98.3	5034	96.1	5189	95.0	5688	96.2	6234	93.9	6592	91.9	6904	91.0	7356	89.4	7792	85.2
HM CD	3880	84.7	4337	82.8	4471	81.9	4900	82.9	5370	80.9	5679	79.2	5948	78.4	6337	77.0	6713	73.4
HW CS	4697	102.6	5250	100.2	5413	99.1	5933	100.4	6502	97.9	6875	95.9	7201	94.9	7672	93.2	8127	88.8
HW CSS	4519	98.7	5051	96.4	5207	95.4	5708	96.6	6255	94.2	6615	92.3	6928	91.3	7381	89.7	7819	85.5
HW CD	4012	87.6	4484	85.6	4623	84.7	5067	85.7	5553	83.6	5872	81.9	6150	81.0	6552	79.6	6941	75.9

PARABOLIC

DELIVERED LUMENS/LUMENS PER WATT (40K 80CRI)																		
	08LM 40K		13LM 40K		15LM 40K		17LM 40K		23LM 40K		28LM 40K		33LM 40K		40LM 40K		45LM 40K	
TRIM/FINISH	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
P CS	657	87.7	1079	86.3	1247	86.0	1399	76.0	1848	76.7	2223	74.6	2555	73.9	3101	69.1	3497	84.3
P CSS	633	84.5	1040	83.2	1201	82.8	1348	73.2	1781	73.9	2142	71.9	2462	71.2	2988	66.5	3381	81.5
P CD	576	76.8	945	75.6	1092	75.3	1225	66.6	1619	67.2	1947	65.3	2238	64.7	2716	60.5	3140	75.7
	50LM 40K		55LM 40K		60LM 40K		65LM 40K		70LM 40K		75LM 40K		80LM 40K		85LM 40K		90LM 40K	
TRIM/FINISH	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
P CS	3806	83.1	4254	81.2	4386	80.3	4807	81.3	5268	79.3	5571	77.7	5834	76.9	6216	75.5	6585	72.0
P CSS	3680	80.4	4113	78.5	4240	77.7	4648	78.6	5094	76.7	5386	75.1	5641	74.3	6010	73.0	6367	69.6
P CD	3418	74.6	3820	72.9	3939	72.1	4317	73.0	4731	71.3	5003	69.8	5240	69.0	5583	67.8	5914	64.6

BEAM SPREAD		
TRIM	800-4000 LUMEN	4500-9000 LUMEN
L6 HN CS	16°	25°
L6 HN CSS	19°	30°
L6 HN CD	44°	55°
L6 H CS	53°	60°
L6 H CSS	53°	60°
L6 H CD	65°	65°
L6 HW CS	71°	73°
L6 HW CSS	71°	73°
L6 HW CD	71°	73°

BEAM SPREAD	
TRIM	DEGREE
L6 P CS	66°
L6 P CSS	63°
L6 P CD	72°
L6 B B	72°

Catalog Number: L6 13LM 40K MVOLT G3 80CRI HN CS

PHOTOMETRIC REPORT

Test Number: PRO5152785

Total Lumen Output: 1282

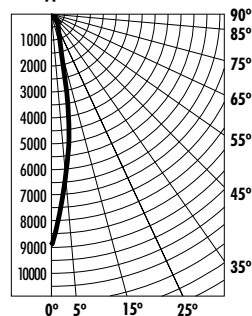
Center Beam Candlepower: 8843

Luminaire Efficacy: 102.6 lm/w (4K)

Luminaire Spacing Criteria: 0.29

Luminaire: Clear Specular Alzak®, Narrow Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	8843	
5°	6199	592
15°	949	269
25°	495	229
35°	305	192
45°	0	0
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	245.6	119.6	1.6'
7'	180.5	87.9	1.9'
8'	138.2	67.3	2.1'
9'	109.2	53.2	2.4'
10'	88.4	43.1	2.7'
11'	73.1	35.6	2.9'
12'	61.4	29.9	3.2'
13'	52.3	25.5	3.5'
14'	45.1	22.0	3.7'
15'	39.3	19.1	4.0'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	1090	85.0
0-40°	1282	100.0
0-60°	1282	100.0
0-90°	1282	100.0
90-180°	0	0
0-180°	1282	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	58	50	44
6' x 6'	40	35	31
7' x 7'	30	26	23
8' x 8'	23	20	17
9' x 9'	18	16	14
10' x 10'	14	13	11
11' x 11'	12	10	9
12' x 12'	10	9	8

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	0
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10				0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	50	30	10	0
0	115	115	115	115	113	113	113	113	108	108	108	103	103	103	99	99	99	99	99	99	97
1	111	109	107	106	109	107	105	104	103	102	101	100	99	98	96	96	95	92	91	90	93
2	107	104	101	98	105	102	99	97	99	97	95	96	95	93	94	92	91	92	91	90	90
3	104	99	95	92	102	98	94	92	95	93	90	93	91	89	91	89	88	86	86	86	86
4	100	95	91	88	99	94	90	87	92	89	86	90	87	85	88	86	84	83	83	83	83
5	97	91	87	84	96	90	86	83	89	85	83	87	84	82	86	83	81	80	81	80	81
6	94	88	83	80	93	87	83	80	86	82	80	84	81	79	83	81	79	77	77	77	77
7	91	85	80	77	90	84	80	77	83	79	77	82	79	76	81	78	76	75	75	75	75
8	88	82	77	75	87	81	77	74	80	77	74	79	76	74	79	76	74	73	73	73	73
9	86	79	75	72	85	79	75	72	78	74	72	77	74	72	77	74	71	70	70	70	70
10	84	77	73	70	83	76	73	70	76	72	70	75	72	70	75	72	69	68	68	68	68

Catalog Number: L6 13LM 40K MVOLT G3 80CRI HM CS

PHOTOMETRIC REPORT

Test Number: PRO5152681

Total Lumen Output: 1336

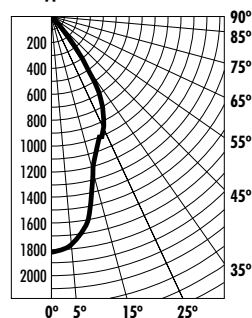
Center Beam Candlepower: 1818

Luminaire Efficacy: 106.9 lm/w (4K)

Luminaire Spacing Criteria: 0.73

Luminaire: Clear Specular Alzak®, Medium Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	1818	
5°	1733	165
15°	1226	348
25°	953	441
35°	513	322
45°	77	59
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	50.5	17.9	6.1'
7'	37.1	13.2	7.1'
8'	28.4	10.1	8.1'
9'	22.4	8.0	9.1'
10'	18.2	6.5	10.1'
11'	15.0	5.3	11.1'
12'	12.6	4.5	12.2'
13'	10.8	3.8	13.2'
14'	9.3	3.3	14.2'
15'	8.1	2.9	15.2'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	954	71.4
0-40°	1276	95.5
0-60°	1336	100.0
0-90°	1336	100.0
90-180°	0	0
0-180°	1336	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	59	49	38
6' x 6'	41	34	26
7' x 7'	30	25	19
8' x 8'	23	19	15
9' x 9'	18	15	12
10' x 10'	15	12	9
11' x 11'	12	10	8
12' x 12'	10	8	7

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	5955
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10				0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	50	30	10	0
0	118	118	118	118	115	115	115	115	110	110	110	105	105	105	101	101	101	99			
1	113	110	108	105	110	108	106	104	104	102	101	100	99	98	97	96	95	93			
2	107	103	99	95	105	101	97	94	98	95	92	95	92	90	92	90	88	87			
3	102	96	91	87	100	94	90	86	92	88	85	89	86	84	87	85	82	81			
4	97	90	84	80	95	89	84	80	86	82	79	84	81	78	83	80	77	76			
5	92	84	78	74	91	83	78	74	81	77	73	80	76	73	78	75	72	71			
6	88	79	73	69	86	78	73	69	77	72	68	75	71	68	74	70	67	66			
7	83	74	69	64	82	74	68	64	72	68	64	71	67	64	70	66	63	62			
8	79	70	64	60	78	70	64	60	68	64	60	67	63	60	67	62	59	58			
9	76	66	61	57	75	66	60	57	65	60	56	64	59	56	63	59	56	55			
10	72	63	57	53	71	62	57	53	62	57	53	61	56	53	60	56	53	52			

Catalog Number: L6 13LM 40K MVOLT G3 80CRI HW CS

PHOTOMETRIC REPORT

Test Number: PRO5152782

Total Lumen Output: 1363

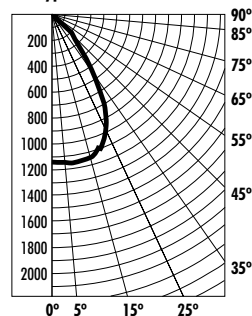
Center Beam Candlepower: 1121

Luminaire Efficacy: 109.0 lm/w (4K)

Luminaire Spacing Criteria: 1.05

Luminaire: Clear Specular Alzak®, Wide Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	1095	
5°	1101	105
15°	1089	309
25°	947	438
35°	571	359
45°	195	151
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	30.4	8.5	8.5'
7'	22.3	6.2	9.9'
8'	17.1	4.8	11.3'
9'	13.5	3.8	12.7'
10'	10.9	3.1	14.1'
11'	9.0	2.5	15.5'
12'	7.6	2.1	16.9'
13'	6.5	1.8	18.3'
14'	5.6	1.6	19.7'
15'	4.9	1.4	21.2'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	852	62.6
0-40°	1211	88.9
0-60°	1362	100.0
0-90°	1362	100.0
90-180°	0	0
0-180°	1362	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	60	48	36
6' x 6'	42	33	25
7' x 7'	31	24	18
8' x 8'	23	19	14
9' x 9'	19	15	11
10' x 10'	15	12	9
11' x 11'	12	10	7
12' x 12'	10	8	6

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	15130
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50			30			10			0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	0
0	115	115	115	115	113	113	113	113	108	108	108	103	103	103	99	99	99	97
1	110	107	104	102	107	105	103	101	101	99	98	97	96	95	94	93	92	90
2	104	99	95	92	102	97	94	91	94	91	89	91	89	87	89	87	85	83
3	98	92	87	83	96	91	86	82	88	84	81	86	82	80	83	81	78	77
4	93	85	80	76	91	84	79	75	82	78	74	80	76	73	78	75	72	71
5	88	80	74	69	86	79	73	69	77	72	68	75	71	68	74	70	67	66
6	83	74	68	64	82	73	68	63	72	67	63	70	66	63	69	65	62	61
7	79	69	63	59	77	69	63	59	67	62	58	66	61	58	65	61	58	56
8	74	65	59	55	73	64	58	54	63	58	54	62	57	54	61	57	54	52
9	71	61	55	51	69	60	55	51	59	54	50	58	54	50	58	53	50	49
10	67	57	51	47	66	57	51	47	56	51	47	55	50	47	54	50	47	45

Catalog Number: L6 45LM 40K 120 G3 80CRI HN CS

PHOTOMETRIC REPORT

Test Number: PR04152185

Total Lumen Output: 4050

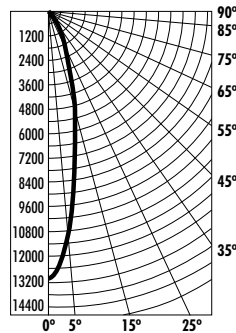
Center Beam Candlepower: 13,148

Luminaire Efficacy: 97.6 lm/w (4K)

Luminaire Spacing Criteria: 0.42

Luminaire: Clear Specular Alzak®, Narrow Flood Hyperbolic Reflector.

CIE-Type: Direct



CANDLEPOWER DISTRIBUTION (Candelas)

Angle	Candela	Lumens
0°	13148	
5°	11555	1103
15°	4984	1413
25°	2090	968
35°	895	562
45°	3	2
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	365.2	169.9	2.7'
7'	268.3	124.8	3.1'
8'	205.4	95.6	3.6'
9'	162.3	75.5	4.0'
10'	131.5	61.2	4.4'
11'	108.7	50.5	4.9'
12'	91.3	42.5	5.3'
13'	77.8	36.2	5.8'
14'	67.1	31.2	6.2'
15'	58.4	27.2	6.7'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	3483	86.1
0-40°	4045	100.0
0-60°	4047	100.0
0-90°	4047	100.0
90-180°	0	0
0-180°	4047	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	181	156	131
6' x 6'	126	108	91
7' x 7'	93	79	67
8' x 8'	71	61	51
9' x 9'	56	48	41
10' x 10'	45	39	33
11' x 11'	37	32	27
12' x 12'	32	27	23

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	187
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102
1	114	112	110	108	112	110	108	106	106	104	103	102	101	100	99
2	110	106	102	100	108	104	101	98	101	98	96	98	96	94	95
3	106	110	96	93	104	99	95	92	96	93	91	94	91	89	92
4	101	95	91	87	100	94	90	87	92	89	86	90	87	85	88
5	98	91	86	82	96	90	85	82	88	84	81	87	83	81	85
6	94	87	82	78	93	86	81	78	85	81	78	83	80	77	82
7	90	83	78	75	89	82	78	74	81	77	74	80	76	74	79
8	87	79	75	71	86	79	74	71	78	74	71	77	73	71	76
9	84	76	72	68	83	76	71	68	75	71	68	74	70	68	73
10	81	73	69	66	80	73	69	65	72	68	65	72	68	65	71

Catalog Number: L6 45LM 40K 120 G3 80CRI HM CS

PHOTOMETRIC REPORT

Test Number: PR04152081

Total Lumen Output: 4295

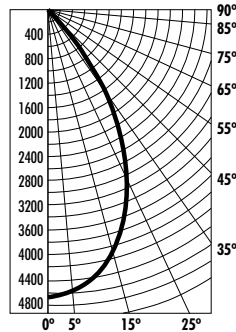
Center Beam Candlepower: 4655

Luminaire Efficacy: 103.5 lm/w (4K)

Luminaire Spacing Criteria: 0.93

Luminaire: Clear Specular Alzak®, Medium Flood Hyperbolic Reflector.

CIE-Type: Direct



CANDLEPOWER DISTRIBUTION (Candelas)

Angle	Candela	Lumens
0°	4646	
5°	4608	440
15°	4156	1178
25°	3113	1441
35°	1657	1041
45°	248	192
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	129.1	41.1	7.1'
7'	94.8	30.2	8.3'
8'	72.6	23.1	9.5'
9'	57.4	18.3	10.7'
10'	46.5	14.8	11.9'
11'	38.4	12.2	13.0'
12'	32.3	10.3	14.2'
13'	27.5	8.8	15.4'
14'	23.7	7.6	16.6'
15'	20.6	6.6	17.8'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	3059	71.3
0-40°	4100	95.5
0-60°	4291	100.0
0-90°	4291	100.0
90-180°	0	0
0-180°	4291	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	191	155	120
6' x 6'	132	107	84
7' x 7'	97	79	61
8' x 8'	74	60	47
9' x 9'	59	48	37
10' x 10'	48	39	30
11' x 11'	39	32	25
12' x 12'	33	27	21

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	18419
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102
1	113	111	108	106	111	109	106	104	105	103	101	101	99	98	97
2	108	103	99	96	106	101	98	95	98	95	93	95	93	91	92
3	103	96	91	87	101	95	90	87	92	88	85	90	87	84	87
4	97	90	84	80	96	89	84	80	87	82	79	85	81	78	83
5	92	84	78	74	91	83	78	74	81	77	73	80	76	72	78
6	88	79	73	69	86	78	72	68	77	72	68	75	71	67	74
7	83	74	68	64	82	73	68	64	72	67	63	71	66	63	70
8	79	70	64	60	78	69	63	60	68	63	59	67	62	59	66
9	75	66	60	56	74	65	60	56	64	59	56	63	59	55	63
10	72	62	56	52	71	62	56	52	61	56	52	60	55	52	59

Catalog Number: L6 45LM 40K 120 G3 80CRI HW CS

PHOTOMETRIC REPORT

Test Number: PR04152084

Total Lumen Output: 4315

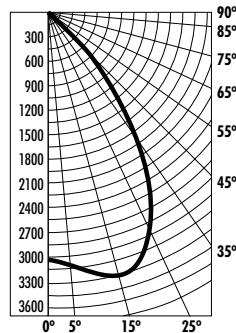
Center Beam Candlepower: 3304

Luminaire Efficacy: 103.9 lm/w (4K)

Luminaire Spacing Criteria: 1.12

Luminaire: Clear Specular Alzak®, Wide Flood Hyperbolic Reflector.

CIE-Type: Direct



CANDLEPOWER DISTRIBUTION (Candelas)

Angle	Candela	Lumens
0°	3088	
5°	3123	298
15°	3302	936
25°	2964	1372
35°	1894	1190
45°	670	519
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	85.8	23.6	9.0'
7'	63.0	17.3	10.5'
8'	48.3	13.2	12.0'
9'	38.1	10.5	13.5'
10'	30.9	8.5	15.0'
11'	25.5	7.0	16.5'
12'	21.4	5.9	18.0'
13'	18.3	5.0	19.5'
14'	15.8	4.3	21.0'
15'	13.7	3.8	22.5'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	2606	60.4
0-40°	3795	88.0
0-60°	4314	100.0
0-90°	4314	100.0
90-180°	0	0
0-180°	4314	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	190	150	114
6' x 6'	132	104	79
7' x 7'	97	77	58
8' x 8'	74	59	44
9' x 9'	59	46	35
10' x 10'	47	38	28
11' x 11'	39	31	24
12' x 12'	33	26	20

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	49811
55°	0
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50			30			10			0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	0
0	118	118	118	118	115	115	115	115	110	110	110	105	105	105	101	101	101	99
1	112	109	106	104	109	107	104	102	103	101	99	99	98	96	96	94	93	92
2	106	101	96	93	104	99	95	92	96	93	90	93	90	88	86	88	86	84
3	100	93	88	84	98	92	87	83	89	85	82	87	83	80	84	82	79	78
4	94	86	80	76	92	85	80	76	83	78	75	81	77	74	79	76	73	71
5	89	80	74	69	87	79	73	69	77	72	68	76	71	68	74	70	67	66
6	84	74	68	64	82	74	68	63	72	67	63	71	66	62	69	65	62	61
7	79	69	63	59	78	69	63	58	67	62	58	66	61	58	65	61	57	56
8	75	65	58	54	74	64	58	54	63	58	54	62	57	53	61	57	53	52
9	71	61	54	50	70	60	54	50	59	54	50	58	53	50	57	53	49	48
10	67	57	51	47	66	56	50	46	55	50	46	55	50	46	54	49	46	45

Catalog Number: L6 90LM 40K 120 G3 80CRI HN CS

PHOTOMETRIC REPORT

Test Number: PR04152195

Total Lumen Output: 7626

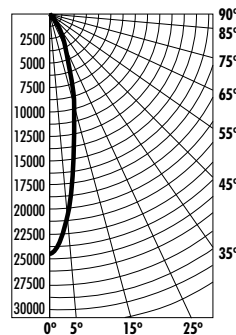
Center Beam Candelpower: 24,761

Luminaire Efficacy: 83.3 lm/w (4K)

Luminaire Spacing Criteria: 0.42

Luminaire: Clear Specular Alzak®, Narrow Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	24761	
5°	21760	2077
15°	9385	2660
25°	3937	1822
35°	1686	1059
45°	5	4
55°	0	0
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	687.8	319.9	2.7'
7'	505.3	235.1	3.1'
8'	386.9	180.0	3.6'
9'	305.7	142.2	4.0'
10'	247.6	115.2	4.4'
11'	204.6	95.2	4.9'
12'	171.9	80.0	5.3'
13'	146.5	68.2	5.8'
14'	126.3	58.8	6.2'
15'	110.0	51.2	6.7'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	6560	86.0
0-40°	7618	99.9
0-60°	7624	100.0
0-90°	7624	100.0
90-180°	0	0
0-180°	7624	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
3K = 0.96 4K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	342	293	247
6' x 6'	237	203	172
7' x 7'	174	149	126
8' x 8'	133	114	97
9' x 9'	105	90	76
10' x 10'	85	73	62
11' x 11'	71	61	51
12' x 12'	59	51	43

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	352
55°	201
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102
1	114	112	110	108	112	110	108	106	106	104	103	102	101	100	99
2	110	106	102	100	108	104	101	98	101	98	96	98	96	94	95
3	106	110	96	93	104	99	95	92	96	93	91	94	91	89	92
4	101	95	91	87	100	94	90	87	92	89	86	90	87	85	88
5	98	91	86	82	96	90	85	82	88	84	81	87	83	81	85
6	94	87	82	78	93	86	81	78	85	81	78	83	80	77	82
7	91	83	78	75	89	82	78	74	81	77	74	80	76	74	79
8	87	80	75	71	86	79	74	71	78	74	71	77	73	71	76
9	84	76	72	68	83	76	71	68	75	71	68	74	70	68	73
10	81	73	69	66	80	73	69	65	72	68	65	72	68	65	71

Catalog Number: L6 90LM 40K 120 G3 80CRI HM CS

PHOTOMETRIC REPORT

Test Number: PR04152091

Total Lumen Output: 8088

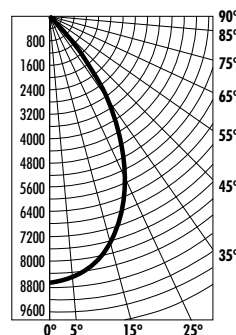
Center Beam Candelpower: 8767

Luminaire Efficacy: 88.4 lm/w (4K)

Luminaire Spacing Criteria: 0.93

Luminaire: Clear Specular Alzak®, Medium Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	8750	
5°	8679	828
15°	7826	2218
25°	5862	2713
35°	3121	1961
45°	466	361
55°	3	2
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	243.0	77.5	7.1'
7'	178.6	56.9	8.3'
8'	136.7	43.6	9.5'
9'	108.0	34.4	10.7'
10'	87.5	27.9	11.9'
11'	72.3	23.1	13.0'
12'	60.8	19.4	14.2'
13'	51.8	16.5	15.4'
14'	44.6	14.2	16.6'
15'	38.9	12.4	17.8'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	5760	71.2
0-40°	7721	95.5
0-60°	8084	100.0
0-90°	8087	100.0
90-180°	0	0
0-180°	8087	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	359	291	226
6' x 6'	249	202	157
7' x 7'	183	149	116
8' x 8'	140	114	88
9' x 9'	111	90	70
10' x 10'	90	73	57
11' x 11'	74	60	47
12' x 12'	62	51	39

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	34688
55°	237
65°	0
75°	490
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102
1	113	111	108	106	111	109	106	104	105	103	101	101	99	98	97
2	108	103	99	96	106	101	98	95	98	95	93	95	93	91	92
3	103	96	91	87	101	95	90	87	92	88	85	90	87	84	88
4	97	90	84	80	96	89	84	80	87	82	79	85	81	78	83
5	92	84	78	74	91	83	78	74	81	77	73	80	76	72	78
6	88	79	73	69	86	78	72	68	77	72	68	75	71	67	74
7	83	74	68	64	82	73	68	64	72	67	63	71	66	63	61
8	79	70	64	60	78	69	63	60	68	63	59	67	62	59	66
9	75	66	60	56	74	65	60	56	64	59	56	63	59	55	63
10	72	62	56	52	71	62	56	52	61	56	52	60	55	52	51

Catalog Number: L6 90LM 40K 120 G3 80CRI HW CS

PHOTOMETRIC REPORT

Test Number: PR04152094

Total Lumen Output: 8127

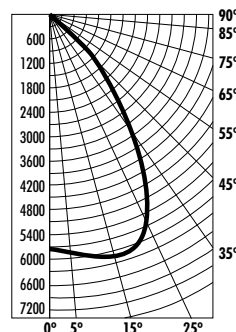
Center Beam Candelpower: 6223

Luminaire Efficacy: 88.8 lm/w (4K)

Luminaire Spacing Criteria: 1.12

Luminaire: Clear Specular Alzak®, Wide Flood Hyperbolic Reflector.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	5816	
5°	5881	561
15°	6219	1763
25°	5581	2583
35°	3566	2240
45°	1261	977
55°	2	2
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	161.5	44.4	9.0'
7'	118.7	32.6	10.5'
8'	90.9	24.9	12.0'
9'	71.8	19.7	13.5'
10'	58.2	16.0	15.0'
11'	48.1	13.2	16.5'
12'	40.4	11.1	18.0'
13'	34.4	9.4	19.5'
14'	29.7	8.1	21.0'
15'	25.8	7.1	22.5'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	4907	60.4
0-40°	7148	88.0
0-60°	8126	100.0
0-90°	8126	100.0
90-180°	0	0
0-180°	8126	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	364	283	215
6' x 6'	253	196	149
7' x 7'	186	144	109
8' x 8'	142	110	84
9' x 9'	112	87	66
10' x 10'	91	71	54
11' x 11'	75	58	44
12' x 12'	63	49	37

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	93807
55°	186
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	0
0	117	117	117	117	115	115	115	115	110	110	110	105	105	105	101	101	101	99
1	112	109	106	104	109	107	104	102	103	101	99	99	98	96	94	93	92	
2	106	101	96	93	104	99	95	92	96	93	90	93	90	88	90	88	86	
3	100	93	88	84	98	92	87	83	89	85	82	87	83	80	84	82	79	78
4	94	86	80	76	92	85	80	76	83	78	75	81	77	74	79	76	73	71
5	89	80	74	69	87	79	73	69	77	72	68	76	71	68	74	70	67	66
6	84	74	68	64	82	74	68	63	72	67	63	71	66	62	69	65	62	61
7	79	69	63	59	78	69	63	58	67	62	58	66	61	58	65	61	57	56
8	75	65	58	54	74	64	58	54	63	58	54	62	57	53	61	57	53	52
9	71	61	54	50	70	60	54	50	59	54	50	58	53	50	57	53	49	48
10	67	57	51	47	66	56	50	46	55	50	46	55	50	46	54	49	46	45

Catalog Number: L6 13LM 40K MVOLT G3 80CRI P CS

PHOTOMETRIC REPORT

Test Number: PRO4152981

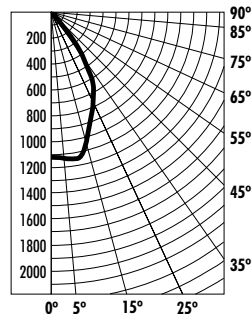
Total Lumen Output: 1078

Luminaire Efficacy: 86.2 lm/w (4K)

Luminaire Spacing Criteria: 0.97

Luminaire: Clear Specular Alzak®, Parabolic Cone & Frosted Convex Glass.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	1082	
5°	1106	106
15°	1032	293
25°	764	354
35°	456	286
45°	48	38
55°	1	1
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	30.1	9.2	7.8"
7'	22.1	6.8	9.1"
8'	16.9	5.2	10.4"
9'	13.4	4.1	11.7"
10'	10.8	3.3	13.0"
11'	8.9	2.7	14.3"
12'	7.5	2.3	15.5"
13'	6.4	2.0	16.8"
14'	5.5	1.7	18.1"
15'	4.8	1.5	19.4"

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	752	69.8
0-40°	1038	96.4
0-60°	1077	100.0
0-90°	1077	100.0
90-180°	0	0
0-180°	1077	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	48	39	30
6' x 6'	33	27	21
7' x 7'	24	20	15
8' x 8'	19	15	12
9' x 9'	15	12	9
10' x 10'	12	10	8
11' x 11'	10	8	6
12' x 12'	8	7	5

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	3754
55°	96
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	120	120	120	120	117	117	117	117	112	112	112	107	107	107	103
1	115	112	109	107	112	110	108	105	106	104	102	102	100	99	98
2	109	104	100	97	107	102	99	96	99	96	93	96	94	91	93
3	104	97	92	88	102	96	91	87	93	89	86	91	87	85	88
4	98	91	85	81	96	89	84	80	87	83	79	85	81	78	83
5	93	85	79	74	91	84	78	74	82	77	73	80	76	73	79
6	88	79	73	69	87	78	73	69	77	72	68	76	71	68	74
7	84	74	68	64	83	74	68	64	72	67	63	71	67	63	70
8	80	70	64	60	78	69	64	60	68	63	59	67	62	59	66
9	76	66	60	56	75	65	60	56	64	59	55	64	59	55	63
10	72	62	56	52	71	62	56	52	61	56	52	60	55	52	59

Catalog Number: L6 45LM 40K 120 G3 80CRI P CS

PHOTOMETRIC REPORT

Test Number: PRO4152186

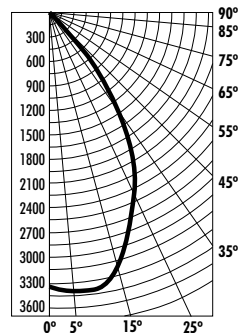
Total Lumen Output: 3497

Luminaire Efficacy: 84.3 lm/w (4K)

Luminaire Spacing Criteria: 0.98

Luminaire: Clear Specular Alzak®, Parabolic Cone, Frosted Convex Glass Lens.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	3371	
5°	3434	328
15°	3272	927
25°	2463	1140
35°	1478	929
45°	211	164
55°	8	7
65°	0	0
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	93.6	28.3	7.8"
7'	68.8	20.8	9.1"
8'	52.7	15.9	10.4"
9'	41.6	12.6	11.7"
10'	33.7	10.2	13.0"
11'	27.9	8.4	14.3"
12'	23.4	7.1	15.6"
13'	19.9	6.0	16.9"
14'	17.2	5.2	18.2"
15'	15.0	4.5	19.5"

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	2395	68.5
0-40°	3324	95.1
0-60°	3495	100.0
0-90°	3495	100.0
90-180°	0	0
0-180°	3495	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	155	126	96
6' x 6'	108	87	67
7' x 7'	79	64	49
8' x 8'	61	49	38
9' x 9'	48	39	30
10' x 10'	39	31	24
11' x 11'	32	26	20
12' x 12'	27	22	17

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	16375
55°	767
65°	0
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80	70	50	30	10	50	30	10	50	30	10	50	30	10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102
1	113	111	108	106	111	108	106	104	104	103	101	101	99	98	97
2	108	103	99	95	106	101	97	94	98	95	92	95	92	90	92
3	102	96	91	87	100	94	90	86	92	88	85	89	86	83	87
4	97	89	84	79	95	88	83	79	86	82	78	84	80	77	82
5	92	83	78	73	90	82	77	73	81	76	72	79	75	72	77
6	87	78	72	68	86	77	72	67	76	71	67	74	70	67	73
7	83	73	67	63	81	73	67	63	71	66	62	70	65	62	69
8	78	69	63	59	77	68	62	58	67	62	58	66	61	58	65
9	75	65	59	55	73	64	59	55	63	58	54	62	58	54	62
10	71	61	55	51	70	61	55	51	60	55	51	59	54	51	58

Catalog Number: L6 45LM 40K 120 G3 80CRI BAF BL

PHOTOMETRIC REPORT

Test Number: PRO4152283

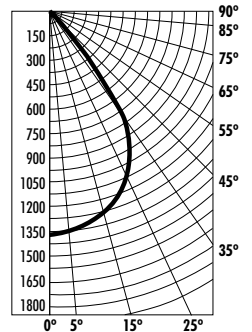
Total Lumen Output: 1650

Luminaire Efficacy: 39.7 lm/w (4K)

Luminaire Spacing Criteria: 1.07

Luminaire: Black Multi-Groove Baffle, Frosted Convex Glass Lens.

CIE-Type: Direct

CANDLEPOWER DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	1364	
5°	1357	130
15°	1304	369
25°	1183	548
35°	772	485
45°	121	93
55°	17	15
65°	9	9
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	37.9	10.0	8.8"
7'	27.8	7.3	10.2"
8'	21.3	5.6	11.7"
9'	16.8	4.4	13.1"
10'	13.6	3.6	14.6"
11'	11.3	3.0	16.1"
12'	9.5	2.5	17.5"
13'	8.1	2.1	19.0"
14'	7.0	1.8	20.4"
15'	6.1	1.6	21.9"

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	1047	63.5
0-40°	1532	92.9
0-60°	1640	99.5
0-90°	1649	100.0
90-180°	0	0
0-180°	1649	100.0

CCT MULTIPLIER
(3300-4000 Lumens)

27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	73	58	44
6' x 6'	51	40	31
7' x 7'	37	30	23
8' x 8'	29	23	17
9' x 9'	23	18	14
10' x 10'	18	15	11
11' x 11'	15	12	9
12' x 12'	13	10	8

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	11131
55°	1955
65°	1406
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10	0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102	102	102	100
1	113	110	108	105	111	108	106	104	104	102	100	100	99	97	97	96	95	93
2	107	102	98	94	105	100	96	93	97	94	91	94	91	89	91	89	87	86
3	101	95	89	85	99	93	88	84	91	86	83	88	85	82	86	83	81	79
4	96	88	82	78	94	87	81	77	84	80	76	82	78	75	81	77	74	73
5	90	82	75	71	89	81	75	71	79	74	70	77	73	69	76	72	69	67
6	85	76	70	65	84	75	69	65	74	68	65	72	68	64	71	67	64	62
7	81	71	65	60	79	70	64	60	69	64	60	68	63	59	67	62	59	58
8	77	66	60	56	75	66	60	56	65	59	55	64	59	55	63	58	55	53
9	72	62	56	52	71	62	56	52	61	55	51	60	55	51	59	54	51	50
10	69	58	52	48	68	58	52	48	57	52	48	56	51	48	56	51	48	46

Catalog Number: L6 90LM 40K 120 G3 80CRI P CS

PHOTOMETRIC REPORT

Test Number: PR04152196

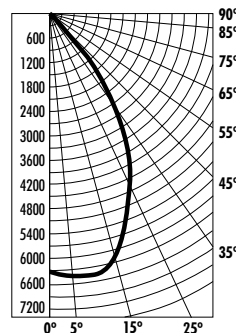
Total Lumen Output: 6585

Luminaire Efficacy: 72.0 lm/w (4K)

Luminaire Spacing Criteria: 0.98

Luminaire: Clear Specular Alzak®, Parabolic Cone,
Frosted Convex Glass Lens.

CIE-Type: Direct

CANDLEPOWER
DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	6348	
5°	6468	617
15°	6162	1747
25°	4639	2147
35°	2784	1749
45°	398	308
55°	15	14
65°	2	2
75°	0	0
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	176.3	53.3	7.8'
7'	129.5	39.2	9.1'
8'	99.2	30.0	10.4'
9'	78.4	23.7	11.7'
10'	63.5	19.2	13.0'
11'	52.5	15.9	14.3'
12'	44.1	13.3	15.6'
13'	37.6	11.4	16.9'
14'	32.4	9.8	18.2'
15'	28.2	8.5	19.5'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	4511	68.5
0-40°	6260	95.1
0-60°	6582	100.0
0-90°	6584	100.0
90-180°	0	0
0-180°	6584	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	292	237	182
6' x 6'	203	165	126
7' x 7'	149	121	93
8' x 8'	114	93	71
9' x 9'	90	73	56
10' x 10'	73	59	45
11' x 11'	60	49	38
12' x 12'	51	41	32

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	30839
55°	1445
65°	267
75°	0
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10				0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102	102	102	100			
1	113	111	108	106	111	108	106	104	104	103	101	101	99	98	97	96	95	93			
2	108	103	99	95	106	101	97	94	98	95	92	95	92	90	92	90	88	87			
3	102	96	91	87	100	94	90	86	92	88	85	89	86	83	87	84	82	80			
4	97	89	84	79	95	88	83	79	86	82	78	84	80	77	82	79	76	75			
5	92	83	78	73	90	82	77	73	81	76	72	79	75	72	77	74	71	69			
6	87	78	72	68	86	77	72	67	76	71	67	74	70	67	73	69	66	65			
7	83	73	67	63	81	73	67	63	71	66	62	70	65	62	69	65	62	60			
8	78	69	63	59	77	68	62	58	67	62	58	66	61	58	65	61	58	56			
9	75	65	59	55	73	64	59	55	63	58	54	62	58	54	62	57	54	53			
10	71	61	55	51	70	61	55	51	60	55	51	59	54	51	58	54	51	49			

Catalog Number: L6 90LM 40K 120 G3 80CRI BAF BL

PHOTOMETRIC REPORT

Test Number: PR04152293

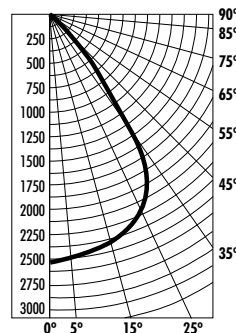
Total Lumen Output: 3108

Luminaire Efficacy: 34.0 lm/w (4K)

Luminaire Spacing Criteria: 1.07

Luminaire: Black Multi-Groove Baffle,
Frosted Convex Glass Lens.

CIE-Type: Direct

CANDLEPOWER
DISTRIBUTION
(Candelas)

Angle	Candela	Lumens
0°	2569	
5°	2556	244
15°	2455	696
25°	2228	1031
35°	1453	913
45°	227	176
55°	32	29
65°	17	17
75°	1	1
85°	0	0

INITIAL FOOTCANDLES

Distance to Illuminated Plane (Feet)	Footcandles Beam Center	Footcandles Beam Edge	Beam Diameter
6'	71.4	18.8	8.8'
7'	52.4	13.8	10.2'
8'	40.1	10.6	11.7'
9'	31.7	8.4	13.1'
10'	25.7	6.8	14.6'
11'	21.2	5.6	16.1'
12'	17.8	4.7	17.5'
13'	15.2	4.0	19.0'
14'	13.1	3.5	20.4'
15'	11.4	3.0	21.9'

ZONAL LUMEN SUMMARY

Zone	Lumens%	%Fixtures
0-30°	1971	63.4
0-40°	2884	92.8
0-60°	3089	99.4
0-90°	3107	100.0
90-180°	0	0
0-180°	3107	100.0

CCT MULTIPLIER

(3300-4000 Lumens)
27K = 0.91 35K = 0.99
30K = 0.96 40K = 1.00

AVERAGE INITIAL FOOTCANDLES

Reflectances: 80% Ceiling, 50% Walls, 30% Floors

Luminaire Spacing	Room Cavity Ratio		
	RCR1	RCR4	RCR8
5' x 5'	137	109	83
6' x 6'	95	76	58
7' x 7'	70	56	42
8' x 8'	53	43	33
9' x 9'	42	34	26
10' x 10'	34	27	21
11' x 11'	28	23	17
12' x 12'	24	19	14

LUMINANCE DATA

Angle in Degrees	Candela/M ²
45°	20963
55°	3682
65°	2648
75°	252
85°	0

COEFFICIENTS OF UTILIZATION - % (Zonal Cavity Method)

Effective Floor Reflectance 20%

PCC	80				70				50				30				10				0
PW	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10	50	30	10	0
0	119	119	119	119	116	116	116	116	111	111	111	106	106	106	102	102	102	100			
1	113	110	108	105	111	108	106	104	104	102	100	100	99	97	97	96	95	93			
2	107	102	98	94	105	100	96	93	97	94	91	94	91	89	91	89	87	86			
3	101	95	89	85	99	93	88	84	91	86	83	88	85	82	86	83	81	79			
4	96	88	82	77	94	87	81	77	84	80	76	82	78	75	81	77	74	73			
5	90	82	75	71	89	81	75	71	79	74	70	77	73	69	76	72	69	67			
6	85	76	70	65	84	75	69	65	74	68	64	72	68	64	71	67	64	62			
7	81	71	65	60	79	70	64	60	69	64	60	68	63	59	67	62	59	58			
8	77	66	60	56	75	66	60	56	65	59	55	64	59	55	63	58	55	53			
9	72	62	56	52	71	62	56	52	61	55	51	60	55	51	59	54	51	50			
10	69	58	52	48	68	58	52	48	57	52	48	56	51	48	56	51	48	46			

Fixtures tested to IES recommended standard for solid state lighting per LM-79-08. Photometric performance on a single unit represents a baseline of performance for the fixture. Results may vary in the field.

PERFORMANCE DATA**LUMINAIRES SPACED 2' FROM WALL**

Catalog Number: L6 90LM 40K 120 G3 80CRI HWS CS Spread: Single Wall Test #: PR06151891

Single Unit						Lamp	Multiple Units On 2' Centers*			Multiple Units On 3' Centers*			Multiple Units On 4' Centers*		
Lateral Distance From Fixture 2' From Wall						BXRA N4000 4000K	Spaced 2' From Wall			Spaced 2' From Wall			Spaced 2' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL	CL	CL	CL	CL	CL	CL	CL	CL
84	61	28	11	6	5	1'	193	138	143	105	91	105	93	55	93
131	99	50	20	9	7	2'	239	233	239	171	153	171	146	101	146
102	80	44	21	11	8	3'	199	196	199	142	132	142	119	90	119
75	66	41	21	12	8	4'	166	168	166	115	117	115	93	83	93
46	50	37	21	13	9	5'	131	142	131	88	101	88	66	76	66
33	39	30	22	14	10	6'	110	120	110	75	87	75	56	65	56
26	31	26	19	14	11	7'	96	105	96	67	76	67	50	57	50
22	27	22	17	13	11	8'	83	91	83	59	67	59	45	48	45
16	21	18	14	11	9	9'	66	74	66	48	57	48	36	39	36
11	15	13	11	9	7	10'	49	55	49	37	43	37	26	32	26

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

LUMINAIRES SPACED 3' FROM WALL

Catalog Number: L6 90LM 40K 120 G3 80CRI HWS CS Spread: Single Wall Test #: PR06151891

Single Unit						Lamp	Multiple Units On 3' Centers*			Multiple Units On 4' Centers*			Multiple Units On 6' Centers*		
Lateral Distance From Fixture 3' From Wall						BXRA N4000 4000K	Spaced 3' From Wall			Spaced 3' From Wall			Spaced 3' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL	CL	CL	CL	CL	CL	CL	CL	CL
29	26	18	11	7	6	1'	51	50	51	41	39	41	34	18	34
62	54	37	23	13	9	2'	108	104	108	86	80	86	68	40	68
62	55	40	26	16	11	3'	116	113	116	91	85	91	70	47	70
53	48	36	24	16	12	4'	102	100	102	80	76	80	61	44	61
47	42	32	23	16	12	5'	91	91	91	72	70	72	54	41	54
37	37	30	22	16	12	6'	81	85	81	63	67	63	45	41	45
28	31	27	21	16	13	7'	72	79	72	54	62	54	37	39	37
22	26	23	19	15	13	8'	64	72	64	48	57	48	32	35	32
17	20	19	16	13	11	9'	54	62	54	40	48	40	27	30	27
12	15	15	11	11	10	10'	43	47	43	31	37	31	21	24	21

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

LUMINAIRES SPACED 4' FROM WALL

Catalog Number: L6 90LM 40K 120 G3 80CRI HWS CS Spread: Single Wall Test #: PR06151891

Single Unit						Lamp	Multiple Units On 3' Centers*			Multiple Units On 4' Centers*			Multiple Units On 6' Centers*		
Lateral Distance From Fixture 4' From Wall						BXRA N4000 4000K	Spaced 4' From Wall			Spaced 4' From Wall			Spaced 4' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL	CL	CL	CL	CL	CL	CL	CL	CL
16	15	12	9	7	7	1'	33	34	33	27	27	27	21	17	21
33	30	23	18	13	10	2'	70	69	70	56	53	56	41	34	41
42	39	31	24	18	13	3'	91	92	91	72	70	72	52	46	52
39	36	30	24	18	14	4'	89	90	89	70	69	70	50	45	50
35	33	27	22	17	13	5'	81	82	81	63	64	63	46	42	46
32	30	26	21	16	14	6'	77	77	77	61	60	61	43	40	43
30	28	24	20	16	13	7'	73	74	73	58	57	58	41	38	41
24	25	22	18	15	13	8'	66	70	66	52	55	52	36	35	36
18	20	19	16	13	12	9'	56	61	56	43	48	43	29	31	29
13	15	15	13	11	10	10'	44	46	44	33	37	33	22	26	22

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

*Based on minimum of five luminaires. Reflectances: 80, 50, 20. Values are rounded to nearest whole footcandle.

Fixtures tested to IES recommended standard for solid state lighting per LM-79-08. Photometric performance on a single unit represents a baseline of performance for the fixture. Results may vary in the field.

PERFORMANCE DATA**LUMINAIRES SPACED 2' FROM WALL**

Catalog Number: L6 90LM 40K 120 G3 80CRI WS CSS Spread: Single Wall Test #: PR04152492

Single Unit						Lamp	Multiple Units On 2' Centers*			Multiple Units On 3' Centers*			Multiple Units On 4' Centers*		
Lateral Distance From Fixture 2' From Wall						BXRC-40E10K0-L-23 4000K	Spaced 2' From Wall			Spaced 2' From Wall			Spaced 2' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL		CL	CL		CL	CL		CL
55	40	18	8	6	5	1'	93	88	93	71	58	71	63	35	63
109	79	39	16	8	7	2'	190	184	190	140	121	140	121	78	121
110	82	42	19	11	8	3'	198	195	198	146	129	146	126	85	126
81	74	46	22	13	9	4'	180	185	180	122	132	122	99	93	99
46	51	41	25	15	10	5'	141	149	141	94	107	94	68	85	68
33	37	32	25	16	12	6'	115	123	115	81	88	81	59	68	59
25	28	26	21	17	13	7'	97	103	97	69	76	69	53	57	53
20	24	21	18	15	13	8'	83	88	83	61	66	61	47	47	47
15	18	16	14	12	11	9'	66	70	66	49	54	49	38	38	38

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

LUMINAIRES SPACED 3' FROM WALL

Catalog Number: L6 90LM 40K 120 G3 80CRI WS CSS Spread: Single Wall Test #: PR04152492

Single Unit						Lamp	Multiple Units On 3' Centers*			Multiple Units On 4' Centers*			Multiple Units On 6' Centers*		
Lateral Distance From Fixture 3' From Wall						BXRC-40E10K0-L-23 4000K	Spaced 3' From Wall			Spaced 3' From Wall			Spaced 3' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL		CL	CL		CL	CL		CL
19	16	12	8	6	6	1'	33	32	33	28	26	28	23	12	23
47	40	27	17	11	8	2'	80	76	80	64	58	64	53	28	53
54	47	34	22	14	10	3'	97	93	97	77	71	77	61	38	61
55	48	34	23	15	11	4'	98	96	98	79	73	79	62	41	62
52	47	35	24	16	12	5'	98	99	98	77	76	77	59	43	59
40	40	34	25	18	13	6'	88	93	88	68	75	68	48	46	48
28	31	29	24	19	14	7'	78	83	78	59	65	59	38	45	38
22	25	23	21	17	15	8'	68	74	68	52	58	52	34	39	34
17	19	18	17	15	13	9'	56	62	56	44	48	44	29	31	29

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

LUMINAIRES SPACED 4' FROM WALL

Catalog Number: L6 90LM 40K 120 G3 80CRI WS CSS Spread: Single Wall Test #: PR04152492

Single Unit						Lamp	Multiple Units On 3' Centers*			Multiple Units On 4' Centers*			Multiple Units On 6' Centers*		
Lateral Distance From Fixture 4' From Wall						BXRC-40E10K0-L-23 4000K	Spaced 4' From Wall			Spaced 4' From Wall			Spaced 4' From Wall		
0'	1'	2'	3'	4'	5'	Distance From Ceiling	CL		CL	CL		CL	CL		CL
11	10	8	7	6	6	1'	23	23	23	20	19	20	15	12	15
25	22	18	13	11	9	2'	51	50	51	41	39	41	31	25	31
34	31	25	19	15	11	3'	71	71	71	57	55	57	42	36	42
35	32	26	21	16	13	4'	76	76	76	61	59	61	44	38	44
35	32	27	21	16	13	5'	77	77	77	62	61	62	45	40	45
36	33	28	22	17	14	6'	80	80	80	63	63	63	47	41	47
33	31	27	22	17	14	7'	80	80	80	61	63	61	44	42	44
25	26	25	20	17	15	8'	72	75	72	57	60	57	38	39	38
18	20	19	17	16	13	9'	60	64	60	47	51	47	31	34	31

CCT MULTIPLIER

27K = 0.91	35K = 0.99
30K = 0.96	40K = 1.00

*Based on minimum of five luminaires. Reflectances: 80, 50, 20. Values are rounded to nearest whole footcandle.

Fixtures tested to IES recommended standard for solid state lighting per LM-79-08. Photometric performance on a single unit represents a baseline of performance for the fixture. Results may vary in the field.

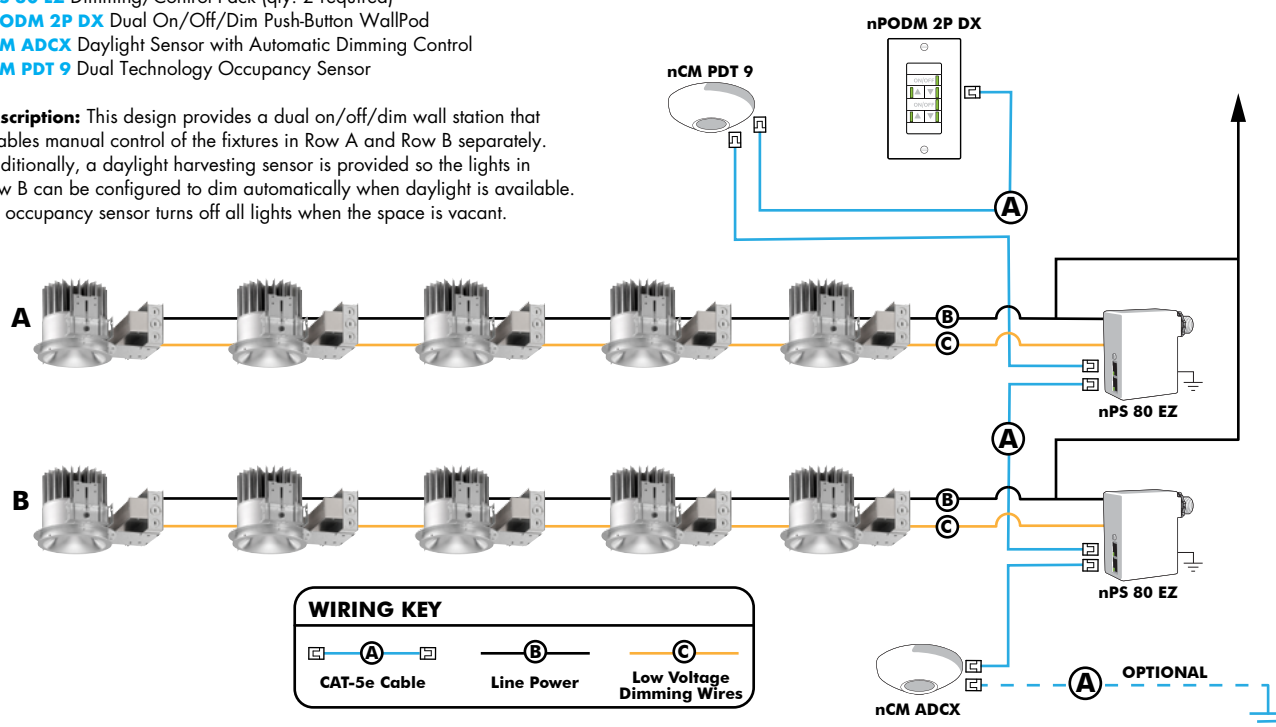
EXAMPLE

Group Fixture Control*

*Application diagram applies for fixtures with eldoLED drivers only.

nPS 80 EZ Dimming/Control Pack (qty: 2 required)**nPODM 2P DX** Dual On/Off/Dim Push-Button WallPod**nCM ADCX** Daylight Sensor with Automatic Dimming Control**nCM PDT 9** Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in Row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.

**Choose Wall Controls**

nLight offers multiple styles of wall controls - each with varying features and user experience.



Push-Button Wallpod
Traditional tactile buttons and LED user feedback



Graphic Wallpod
Full color touch screen provides a sophisticated look and feel

nLight® Controls Accessories:

Order as separate catalog number. Visit www.sensorswitch.com/nLight for complete listing of nLight controls.

WallPod Stations	Model number	Occupancy sensors	Model Number
On/Off	nPODM (Color)	Small motion 360°, ceiling (PIR/dual Tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPODM DX (Color)	Large motion 360°, ceiling (PIR/dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPODM GFX (Color)	Wide View (PIR/dual tech)	nWV 16 / nWV PDT 16
Photocell controls	Model Number	Wall Switch w/ Raise/Lower (PIR/dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	Cat-5 cables (plenum rated)	Model Number
		10', CAT5 10FT	CAT5 10FT J1
		15, CAT5 15FT	CAT5 15FT J1

**Capable Luminaire**

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning.

- All configurations of this luminaire meet the Acuity Brand's specification for chromatic consistency.
- This luminaire is part of an A+ Certified solution for nLight control networks when ordered with drivers marked by a Shaded **background***
- This Luminaire is part of an A+ Certified solution for nLight control networks, providing advanced control functionality at the luminaire level, when selection includes driver and control options marked by a shaded **background***

To learn more about A+, visit www.acuitybrands.com/aplus.

*See ordering tree for details



Plymouth Engineering, Inc.

P.O. Box 46 – 30 Lower Detroit Road
Plymouth, Maine 04969
info@plymouthengineering.com
Tel: (207) 257-2071 fax: (207) 257-2130

Att. P

September 21, 2017

Waiver Request: 30 Fox Street, Portland, Maine

The proposed project at 30 Fox Street in Portland, Maine includes a three (3) unit building with three parking spaces on the first floor of the building and associated parking area. Due to the lot size, the parking spaces are all proposed to be sized for compact cars. Access to the parking spots will be via a 12-foot wide, paved driveway utilizing and existing curb cut on Fox Street.

The applicant is proposing three (3) parking spaces to maximize the salability of the units and meet the City's ordinances. As with many parking areas within the City of Portland, the parking area has been included within the building footprint to utilize the development potential of the property, while minimizing the impervious area on the site. This is the reason for proposing compact car spaces exclusively and proposing a 12-foot wide driveway.

Due to these circumstances, the applicant respectfully requests the following waivers:

1. A waiver of the parking standards to allow 100 percent of the proposed parking spaces to be compact car spaces.
2. A waiver of the access aisle width requirement for angled parking.

Prepared by:
PLYMOUTH ENGINEERING, INC.

Jon H. Whitten, Jr., P.E.
Senior Project Manager



Portland Water District
F R O M S E B A G O L A K E T O C A S C O B A Y

October 5, 2017

Jon Whitten
Plymouth Engineering
30 Lower Detroit Road
Plymouth, ME 04969

Re: 30 Fox Street, PO
Ability to Serve with PWD Water

Dear Mr. Whitten:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 21, 2017. Based on the information provided per plans dated September 21, 2017, 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 constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 4-inch fire service with a 2-inch domestic service tapped off may be installed from the water main in Fox Street. The service should enter through the properties frontage on Fox Street at least 10-feet from any side property lines.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

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 20-inch diameter cast iron water main in Fox Street and a public fire hydrant located approximately 75 feet from the site. The most recent static pressure reading was 105 psi on July 26, 2017.



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.

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 'Robert A. Bartels', written in a cursive style.

Robert A. Bartels, P.E.
Senior Project Engineer



Att. R

ingenuity thoughtfulness empathy

December 18, 2017

Jean Fraser
City of Portland
jf@portlandmaine.gov
(207) 874-8728

RE: 30 Fox Street – Site Application Review Comment Responses

Dear Jean,

Below are our responses in red to the City's preliminary staff review comments dated Wednesday, November 29, 2017.

Traffic issues:

The existing curb cut was previously discussed in the context of it serving a single family building and the expectation was that there would be one household using it. The concern is that the proposed development would be using the curb cut to provide access for three parking spaces used by three different households (more intense) and the cars would be backing out with difficult sightlines on both sides of the driveway and with drivers distracted by the narrow exit and need to avoid hitting the existing house. The proposal for the three parking spaces and their access is therefore under review in relation to a different set of standards than for a single family house, and its use would be under different site constraints.

The other question is what if the applicant sells the existing house and associated lot, and the new owner also wants a curb cut to serve that existing house.

I discussed the proposal with reviewers today and the Traffic Engineering reviewer has requested a meeting on site to see how a car (if possible a real car on the site) would be able to maneuver into the spaces (particularly the first space nearest Fox) AFTER you have marked on the site (cones/poles or similar) the location of the following:

- The three parking spaces
- All constraints that the new building, garage door surrounds etc would present to the cars accessing the parking spaces;
- The location of a guardrail or similar barrier to protect the existing house;
- Location of snow storage, as the area shown on the plan is impeded by the revised stoop design.

I will set up that meeting as soon as you can arrange for these to be marked on site.

On Friday, December 8, 2017, Bild Architecture conducted a field test of two different parking scenarios in the presence of Tom Errico, the Traffic Engineering Director for the City. The first parking scenario considered two angled parking spaces under the building that would require backing out onto Fox Street, with an additional drive out spot located at the rear most point of the driveway. The second scenario included two parking spaces under the building, adjacent to the driveway, with adequate clearance to allow the cars to back out onto the driveway and maneuver into a drive-out position onto Fox Street.



ingenuity thoughtfulness empathy

Based on the field study, it was determined that the first option provided the greatest ease of maneuverability despite allowing two parking spots to back out onto Fox Street. Updated floor plans have been uploaded to e-plan, and Tom Errico has provided his recommendation based on this physical demonstration.

Design issues:

This project is located in the R6 zone and is subject to the R6 Design standards. It has been reviewed by the City's urban Designer (Caitlin Cameron) and other planners and I attach the Design Review comments. **Please see our responses to the design comments in the Design Standards section below.**

Stormwater:

I was promised the review comments for this afternoon and will forward them as soon as received. **Please see our responses to the stormwater management system in the peer review section below.**

Landscaping:

It is noted that a large tree is being removed along the side boundary; please clarify the boundary treatment/planting along the rear and side boundaries as the chain link fence should be replaced or removed, protection for the existing house is required along the other side, and the rear boundary proposals should be clarified. The project requires 3 street trees that address the Technical Standards (attached) and please confirm how this requirement will be met. **The landscaping will be addressed in the next round of submittals. The intent is to pay a fee for two street trees and replace the one tree in the sidewalk.**

Lighting: The proposed lights do not meet the Technical Standards (copy attached) regarding trespass (as the applicant's property may be owned by another party in the future). **We are currently in the process of updating our photometric plan to address this comment. This drawing will be uploaded to e-plan within the next couple of days.**

Design Review Comments dated Wednesday, November 22, 2017

A-1 Scale and Form: The building type proposed is similar to a triple-decker with an additional mass on the 4th floor. Triple-deckers can be found in the surrounding context, however, the scale and form of those buildings are usually very simple with a single roof form and three stories. Additionally, this building shares a streetscape with mostly 1.5 and 2-story single-family homes. The project emphasizes the third story, vertical proportion massing with the balcony and recessed 4th floor. The fourth floor has been evaluated to be too prominent – more could be done to mitigate the scale and impact of that form. **Several strategies have been implemented to reduce the predominance of the fourth floor such as reducing the overall height of the building as well as the height of the fourth floor.**

Principle B Massing – Met – There are a limited number of buildings in the neighborhood with similar massing and proportion (triple deckers). Predominantly there are front-end gable single family homes surrounding this site with 1.5, 2, and 2.5 stories in height. The primary mass is the three-story, vertical proportioned portion of the building with the fourth floor being slightly recessive in footprint and setback. There is concern about the perceived mass from the downhill view and in relationship to the smaller existing buildings. **Several strategies have been implemented to reduce the predominance of the fourth floor. We have lowered the building into the site by two feet, we have reduced the height of the fourth floor by an additional two feet, and the materials and details have been reworked at the fourth floor to address how the scale of this mass is perceived.**

- *B-1 Massing:* The principal mass is reminiscent of a triple-decker found in the context. There is some concern about the prominence of the fourth story, especially as viewed from downhill and in relationship with the 1.5 and 2-story houses in the same streetscape. The pitch of the roof and solidity of the walls contribute to the perceived height and scale of this top story mass. This mass should be made more recessive. *We have lowered the overall height of the building by 4 feet. We have also changed the materials used on the fourth floor to eliminate contrast and to make the mass appear more recessive.*
- *B-2 Roof Forms:* The proposed 4th floor mass is centered and stepped back with a material change – these three actions make that fourth floor somewhat recessive and the flat roof form of the primary mass is dominant. Staff feel more could be done to mitigate the impact of the fourth floor.
- *B-3 Main Roofs and Subsidiary Roofs:* Staff consider the flat roof of the third story to be the primary roof form from the street. However, the fourth floor roof is very prominent from the downhill approach and contributes to the perceived scale of the overall building. Therefore, the distinction between primary and subsidiary roof forms is not clear as required by the standard.
- *B-4 Roof Pitch:* The roofs are monopitch / flat roofs.
- *B-5 Façade Articulation:* The project employs two of the required articulation elements – balcony, covered entry.
- *B-6 Garages:* The garage doors do not face the street and have living space above.

Principle C Orientation to the Street – Met – The project is oriented to the street with a street-facing door.

- *C-1 Entrances:* There is a street-facing entry emphasized with a canopy. However, the street-facing door leads to the garage – will this be a functional door? Where will the mail be delivered, front or side? Can a vestibule be added to the front entrance to make it more viable? *The front door now provides primary access to the building and leads to both the upper floors and parking levels.*
- *C-2 Visual Privacy:* Visual privacy is adequately addressed – there is no living space on the ground floor.
- *C-3 Transition Spaces:* The project uses a canopy at the entrance, the building is set back with plantings. The main entrance is setback from the street.

Principle D Proportion and Scale – Partially Met – The three-story mass and façade elements are proportionate and scaled to the overall building and have a vertical proportion similar to other multi-family buildings in the context. The fourth floor is tall in relationship to the rest of the building and very visible from the downhill vantage point increasing the perceived scale of the building on the street despite the mass being setback. *We have addressed the perceived mass of the fourth floor by reducing the overall structure height by 4 feet, and by reworking the materials and fenestration at this level.*

- *D-1 Windows:* The majority of windows are rectangular and have vertical proportion; window proportion is not a proportion found in the context, however.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building. Staff review found that the uphill side elevation does not have adequate level of fenestration or openings near the street, especially at the lower portion of the building. *We have provided additional fenestration on the lower portion of the building on the uphill side.*
- *D-3 Porches:* The balconies included in this project are at least 48 sf.

Principle F Articulation – Met – The project employs visually interesting and well-composed facades.

- *F-1 Articulation:* Trim, canopy, and balcony details will create shadow lines on front façade; some of the windows are punched through to provide some dimension and shadow line on the panelized portions of the building.
- *F-2 Window Types:* Two window types at street façade.

- *F-3 Visual Cohesion:* Three materials in this context is excessive – consider changing the 4th floor to a clapboard material.
- *F-4 Delineation between Floors:* The floors are delineated by balconies and fenestration patterns.
- *F-5 Porches, etc.:* The canopy is well integrated into the overall design and highlights the entrance. Balcony railings are used to provide articulation and shadow lines to the front façade.
- *F-6 Main Entries:* The street-facing entry is emphasized with prominent placement facing the street, recessed, and the use of a canopy. However, functionally, this is not the main entrance as noted above. **The front door is now the main entrance.**
- *F-7 Articulation Elements:* The subsidiary roof of the 4th floor has an overhang of at least 6"; window trim is less than 4"; building face offset is less than 12"; 4th floor cornice includes exposed rafters, 3rd floor main roof form includes railing. **Window trim has been updated to be 4".**

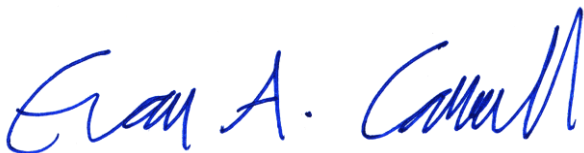
Principle G Materials – Not Met– The material choices are industrial in character – this is a residential building surrounded by other residential buildings with traditional characteristics and materials – clapboard, brick, and shingle.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The proposal uses fiber cement panels, metal clapboard, and corrugated metal. This combination is more industrial than the surrounding residential context. Staff recommend that the corrugated material be changed to a more residential material, perhaps clapboard. This can also help mitigate the visual/scale impact of the 4th floor. Why is the clapboard metal? **Metal siding has been eliminated from the project. The two main materials will be clapboard siding and fiber cement panels.**
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature.

Peer Review Comments dated November 29, 2017

The peer review comments have been addressed in a memo provide by Plymouth Engineering, Inc. "Response to Comments – Fox Street Condominium, 30 Fox Street, Portland, Maine" dated December 18, 2017.

Sincerely,



Evan Carroll, AIA, LEED AP BC+D



Plymouth Engineering, Inc.

P.O. Box 46 – 30 Lower Detroit Road
Plymouth, Maine 04969
info@plymouthengineering.com
Tel: (207) 257-2071 fax: (207) 257-2130

December 18, 2017

Response to Comments – Fox Street Condominium, 30 Fox Street, Portland, Maine

Comments

1) General Comments

a) *It appears that, based on the spot grades provided around the building that existing grades are being maintained. We suggest this be clearly represented on the plan, possibly by showing the existing contours as proposed within the site disturbance area.*

We are intending to meet the existing grades at the property lines. The site grading has changed since these comments were crafted. We will clarify the grading on the plans once the workshop meeting has taken place.

b) *The existing conditions plan shows two sanitary sewer lines in Fox Street. It is believed that one of these pipes (the one located north of centerline) is a separated stormdrain.*

That is our understanding as well and we will be tying any stormdrain piping to this line.

c) *An existing retaining wall is shown on the eastern property boundary in close proximity to the proposed work. The Applicant notes on their Construction Management Plan that a shoring system will be installed along this area. The integrity of the existing wall should be confirmed, and it should be adequately protected during construction.*

We will confirm the condition of the retaining wall and be sure to include a protection plan for this area on the plans.

d) *The project is located in a brick sidewalk district, and sidewalk and driveway apron replacement, as required by Public Works or necessitated by the project scope should meet the current sidewalk material policy standard.*

The adjacent sidewalks to this project are concrete in material. It is proposed that the sidewalk remain concrete.

e) *The area designated for snow storage appears relatively inaccessible in its current orientation. Further discussion of snow management procedures should be provided.*

Snow will most likely need to be removed from the site.

2) Stormwater Management Standards - In accordance with Section 5 of the City of Portland Technical

Manual, a Level III development project is required to submit a stormwater management plan pursuant

to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with

the Basic, General, and Flooding Standards. We offer the following comments:

a) *Basic Standard: Please provide the following information in accordance with Appendix A, B, & C of MaineDEP Chapter 500:*

- *Siltation barrier should be installed along all downgradient boundaries of the disturbed site.*

We will add Siltation Fencing to the next round of plans. The majority of the site will be excavated, so the possibility of sediment leaving the site during a rain storm event is minimized by such a construction site.

- *Please provide the location of the construction exit/entrance on the drawings.*

The location of the construction entrance will be the driveway entrance. We will note this on the next set of plans.

b) General Standard: The Applicant is creating greater than 1,000 SF of new impervious surface, and is required to provide stormwater treatment in conformance with the General Standard. The Applicant has proposed to treat the roof runoff using a stone-lined drip strip. We have the following comments:

- *The detail for the drip strip shows an underdrain pipe that corresponds to the foundation drain. This pipe is not shown on the grading and utility plan. This pipe should be shown connecting to the separated storm drain in Fox Street.*

We will connect the foundation drain pipe to the larger drain pipe that will drain the driveway area.

c) Flooding Standard: The Applicant is creating greater than 1,000 SF of new impervious surface, and is required to manage stormwater in conformance with the Flooding Standard. We have the following comments:

- *The Applicant should provide calculations documenting that the proposed development is maintaining flows at or below the pre-development condition. Additional storage within the roof dripline filter may be required.*

We will conduct a pre- and post-development stormwater analysis and include those calculations for the next round of submittals.

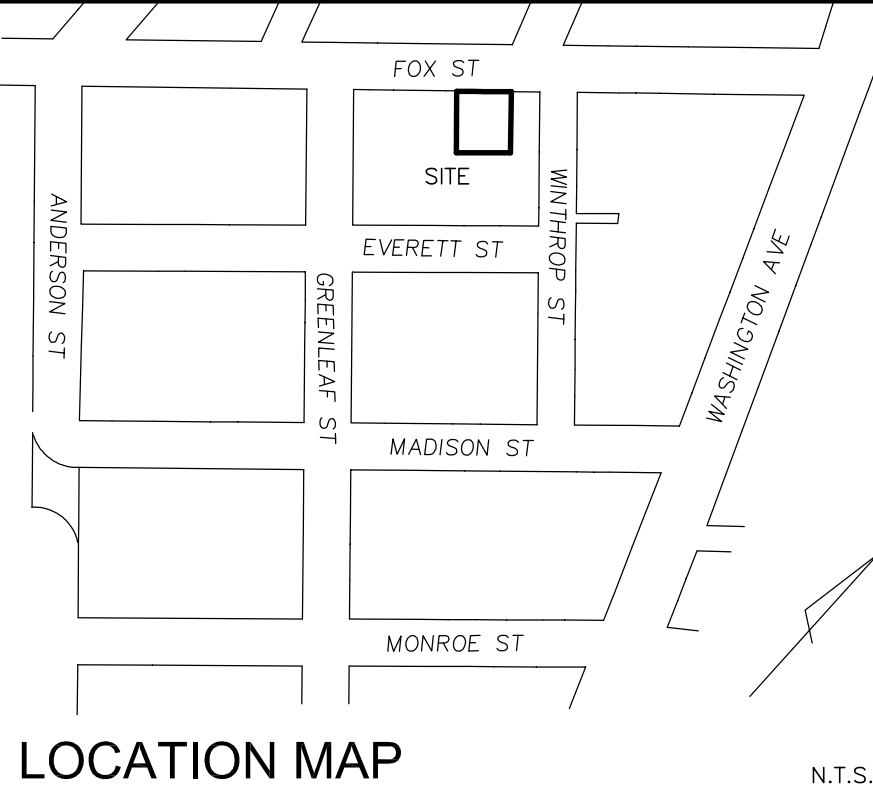
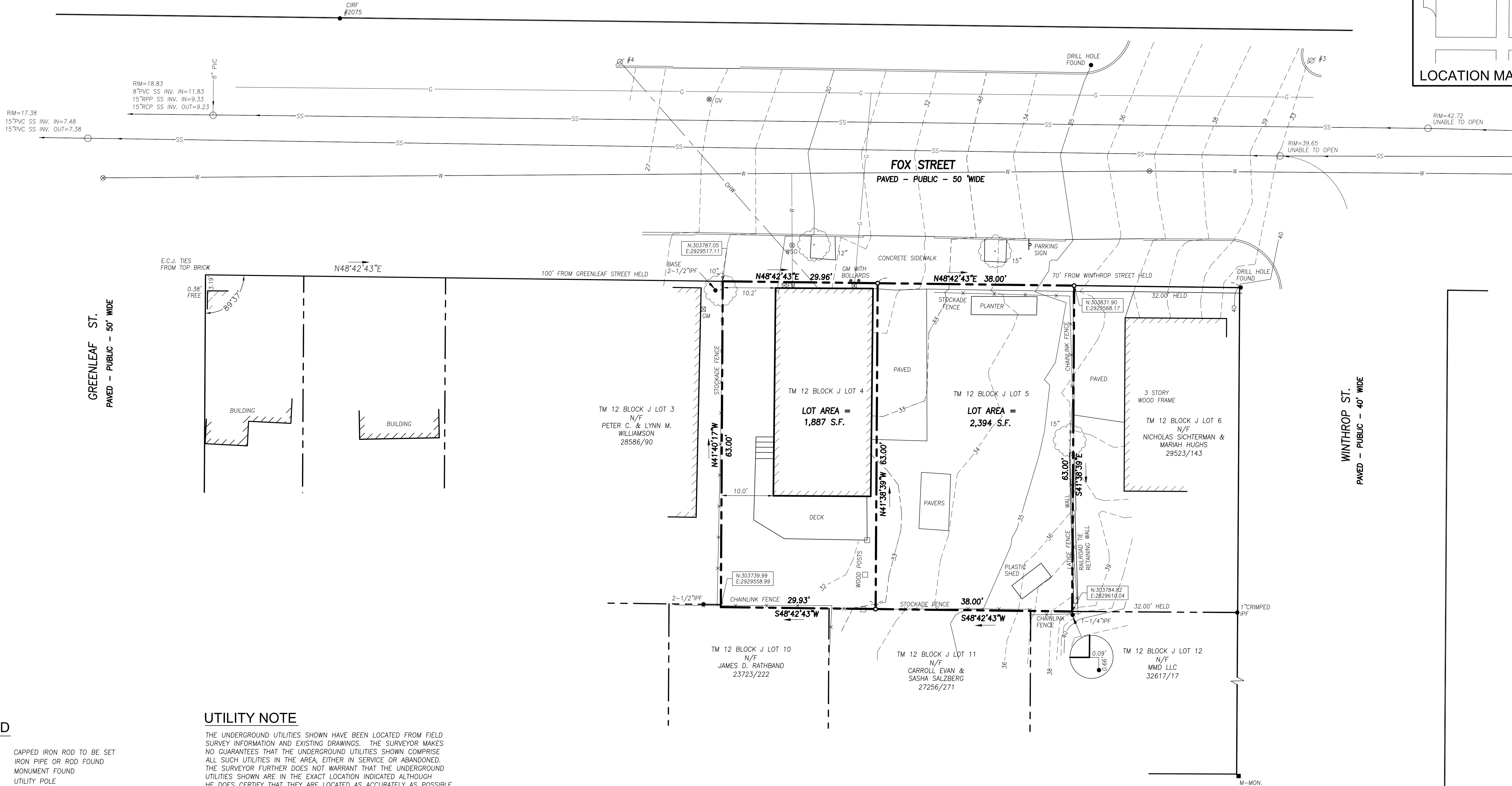
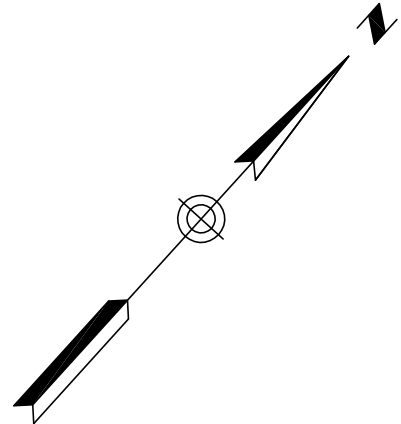
- *The Applicant notes that the roof dripline filter will store the treatment storm, and overflow in larger events. As noted above, there is a foundation drain within the dripline filter cross section. The Applicant should clarify the route of flow from the system. In the event that there is overland flow, the Applicant should clarify how this will reach the street, as grades appear to show a berm along the northwest property line. The Applicant should provide proposed grading to ensure that there is no ponding at the building front or on the sidewalk.*

We will analyze this for the next round of submittals.

Respectfully,
PLYMOUTH ENGINEERING, INC.



Jon H. Whitten, Jr., P.E.
Senior Project Manager



LEGEND

- CAPPED IRON ROD TO BE SET
- IRON PIPE OR ROD FOUND
- ⊗ MONUMENT FOUND
- ⊗ UTILITY POLE
- ⊗ EM/GM ELECTRIC/GAS METER
- ⊗ SIGN
- ⊗ WATER VALVE OR SHUTOFF
- ⊗ GAS VALVE
- ⊗ DECIDUOUS TREE
- ⊗ FENCE
- ⊗ CURB
- OHW — OVERHEAD WIRES
- TM — TAX MAP
- N/F — NOW OR FORMERLY
- 000/000 — DEED BOOK / PAGE
- 30 — 1' CONTOUR
- G — GAS LINE
- SS — SANITARY SEWER
- W — WATER LINE

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.

PLAN REFERENCES

- PORTLAND ENGINEERING DEPARTMENT RIGHT OF WAY WORKING PLANS OF STREETS IN THIS AREA.
- "PLAN AND PROFILE OF WASHINGTON AVE. AND FOX ST. PORTLAND, MAINE MADE FOR THE CITY OF PORTLAND" BY OWEN HASKELL, INC. DATED JULY 2000.
- H.I. & E.C. JORDAN FILES AND WORKING DRAWINGS IN THIS AREA.
- "ALTA/ACSM LAND TITLE AS-BUILT SURVEY AT 134 WASHINGTON AVENUE, PORTLAND, CUMBERLAND COUNTY, MAINE BY OWEN HASKELL, INC. FOR AVESTA WASHINGTON AVE. LP" DATED DECEMBER 17, 2015, REVISED THROUGH MARCH 8, 2016.
- "BOUNDARY & TOPOGRAPHIC SURVEY AT 13 & 15 EVERETT STREET, PORTLAND, MAINE MADE FOR PORTLAND RENOVATIONS" APRIL 3, 2013 REVISED APRIL 6, 2017 BY OWEN HASKELL, INC.

GENERAL NOTES

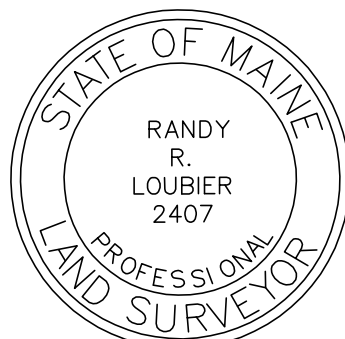
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C.C.R.D. 33963/72
TM 12-J-5 DYER NECK DEVELOPMENT, LLC
C.C.R.D. 33955/62
- PARCELS ARE SHOWN AS LOTS 4 & 5 BLOCK J ON CITY OF PORTLAND'S ASSESSORS MAP 12.
- BEARINGS ARE BASED ON THE MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 1983 PER CITY POINTS T102-77-02 N:303502.3570 E:2929187.9000 & L749-76-3000 N:305080.3090 E:2929308.2410.
- ELEVATIONS ARE BASED ON NGVD 1929 PER BENCHMARK SHOWN ON PLAN REFERENCE 2, PK IN POLE #11 CORNER OF ANDERSON AND EVERETT STREET ELEVATION 12.42 CITY LEVEL BOOK 737 PAGE 77.
- THE SUBJECT PARCELS ARE IN ZONE RESIDENTIAL 6 (R-6) PER THE CITY OF PORTLAND ZONING MAP. FOR ADDITIONAL ZONING INFORMATION SEE THE CITY OF PORTLAND CODE OF ORDINANCES.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

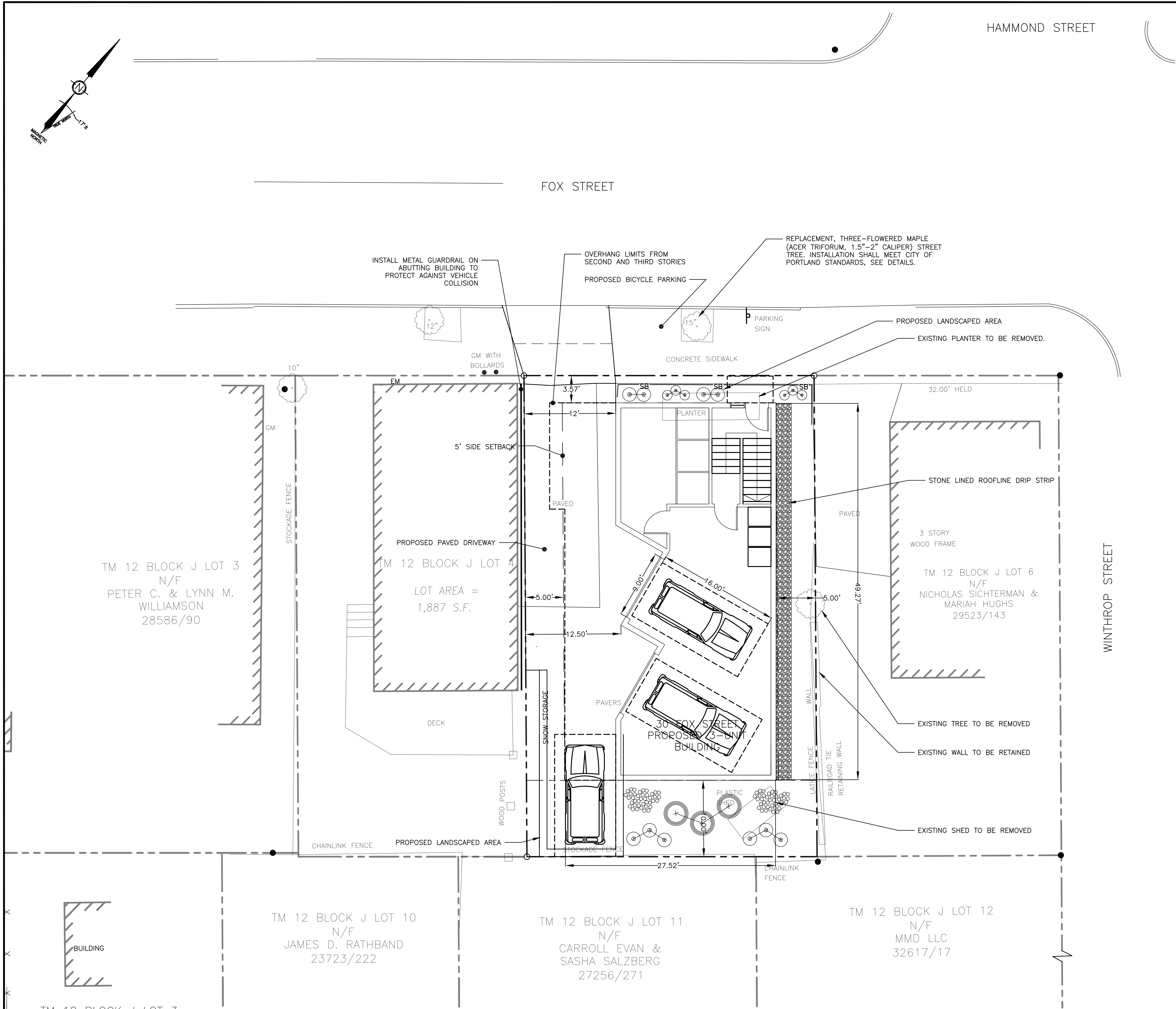
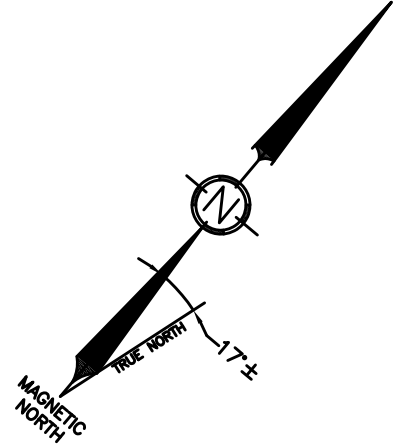
JUNE 28, 2017
DATE

Randy R. Loubier
RANDY R. LOUBIER, PLS NO. 2407



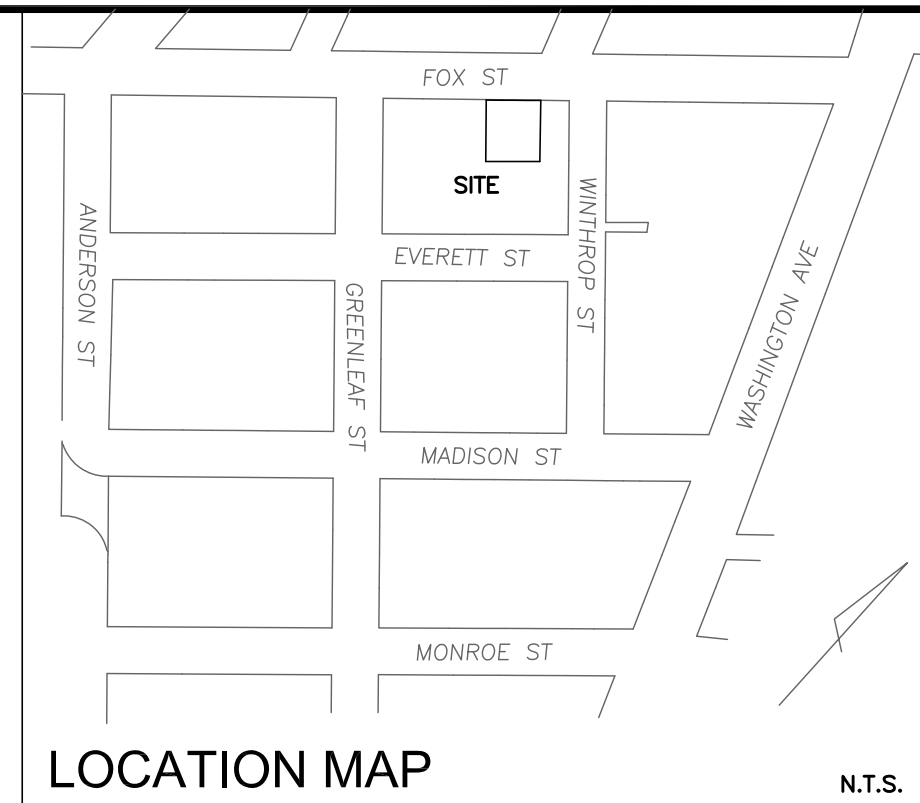
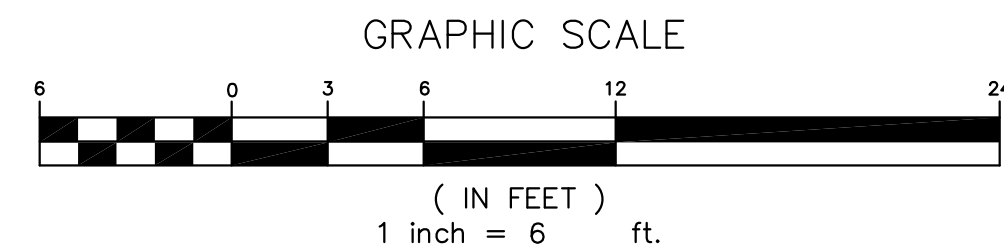
REV. 1	06/26/17	ADD TOPOGRAPHY
BOUNDARY SURVEY AT 32 FOX STREET, PORTLAND, MAINE MADE FOR SIMON NORWALK 32 FOX STREET, PORTLAND, MAINE OWNER OF RECORD: DYER NECK DEVELOPMET, LLC		
OWEN HASKELL, INC. 390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424 PROFESSIONAL LAND SURVEYORS		
Drwn By	RRL	Date
Trace By	JLW	JUNE 18, 2017
Check By	RRL	Scale
Book No.	FILE	1" = 10'
Job No.	2017-132P	Drwg. No.
		1

Dec 14, 2017 - 9:43am
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GENERAL NOTES:

1. THE APPLICANT AND RECORD OWNER IS SIMON NORWALK OF DYER NECK DEVELOPMENT, LLC, WHOSE ADDRESS IS 29 KELLOGG STREET, #3, PORTLAND, ME 04101.
2. THE PROPERTY IS LOCATED AT 30 FOX STREET, PORTLAND, ME AND IS DESCRIBED AS A PORTION OF LOT 05 ON THE CITY OF PORTLAND ASSESSOR'S TAX MAP 012, BLOCK J.
3. THE PURPOSE OF THIS PLAN SET IS TO PERMIT THE DEVELOPMENT OF A THREE (3) UNIT, RESIDENTIAL BUILDING. EACH OF THE THREE UNITS WILL BE OFFERED FOR SALE.
4. THE SITE IS LOCATED WITHIN THE R-6 RESIDENTIAL ZONE.
5. TOTAL AREA OF PARCEL: 2,394 S.F.
TOTAL LANDSCAPED AREA: 817 S.F. (34%)
EXISTING IMPERVIOUS AREA: 323 S.F.
NEW IMPERVIOUS AREA: 1,254 S.F.
6. SPACE AND BULK INFORMATION FOR R-6 ZONE:
MIN. LOT AREA: 2,000 S.F.
MIN. LOT AREA/DWELLING: 750 S.F.
MIN. LOT WIDTH: 20 FT.
MIN. FRONT SETBACK: 5 FT
MIN. SIDE SETBACK: 5 FT
MIN. REAR SETBACK: 10 FT
LANDSCAPED OPEN AREA: 20%
7. EXISTING CONDITIONS AND SURVEY INFORMATION BASED ON PLAN ENTITLED "BOUNDARY SURVEY OF 32 FOX STREET" PROVIDED BY OWEN HASKELL, INC., DATED JUNE 28, 2017.
8. SITE ENGINEERING PROVIDED BY JON H. WHITTEN, JR., P.E. #10414 OF PLYMOUTH ENGINEERING, INC., WHOSE ADDRESS IS PO BOX 46, PLYMOUTH, ME 04969.
9. ARCHITECTURAL DESIGN PROVIDED BY EVAN CARROLL, ALA OF BILD ARCHITECTURE, PORTLAND, MAINE.



REVISIONS			
NO.	DATE	DESCRIPTION	APPROVED
1	10/19/17	REVISED BUILDING DIMENSIONS	JHW
2	11/15/17	UPDATED BUILDING LAYOUT PER ARCH.	JHW
3	12/14/17	UPDATED PARKING LAYOUT & GRADING	JHW

PROJECT NAME	
30 FOX STREET	MAINE

PROJECT NO. 17178	
DRAWING NO. 17178 092117 B	FIELDWORK:
DESIGNED: JHW	CHECKED: JHW
APPROVED: JHW	SCALE:
PLAN DATE: 09/21/2017	DATE ISSUED: .
CLIENT: SIMON NORWALK DYER NECK DEVELOPMENT, LLC 29 KELLOGG STREET, #3 PORTLAND, ME 04101	

Plymouth Engineering, Inc.
P.O. Box 46
Plymouth, Maine 04969
Tel: (207) 287-2071 Fax: (207) 287-2130
info@plymouthengineering.com
www.plymouthengineering.com

DRONE PHOTOGRAPHS ARE FOR PLANNING PURPOSES ONLY AND ARE NOT INTENDED FOR PERMITTING, BIDDING OR CONSTRUCTION

SHEET 1 OF 5

C1



Construction Management Plan 30 Fox Street

Project Narrative

The applicant/developer is proposing a (3) unit condominium building on Fox Street in the City of Portland. The project sits on a 2,394 SF lot and work will include:

- Installation of street utilities
- Installation of erosion control measures
- Construction of new building
- Driveway reconstruction to get rid of unused driveway aprons
- Sidewalk reconstruction
- Construction of driveway area
- Installation of site landscaping

Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

As a Level III Site Plan review, the developer of the project will be required to submit a performance guarantee for the proposed work. This performance guarantee and site development inspection fees will be based upon a cost estimate submitted and approved by the City. The form and of the guarantee will be a letter of credit from an approved bank or credit union, a deposit in a bank-held escrow account or a deposit in a City- held escrow account. These fees/guarantees will need to be paid/in place prior to scheduling the pre-construction meeting.

The contractor will be responsible for obtaining street opening and street occupancy permits from the Department of Public Works. All construction in the right-of-way shall conform to Chapter 25 and all sewer and stormwater construction/connections shall conform to Chapters 24 & 32 of the Land Use Code.

Construction Administration and Communication

This project will be managed by a representation of the developer, Dyer Neck Development LLC along with a project manager from Yankee Restoration.

1. Contact Person and contact information
Developer – Simon Norwalk, Dyer Neck Development LLC – 207-837-0799
Contractor – Will Cheever, Yankee Restoration – 207-831-0486
2. Construction Signage will be posted on the site with Contact Information for Contractor
3. Construction Manager will work closely and inform adjacent abutters, businesses and all other parties, as far in advance as possible, of scheduled work
4. All construction site signage is temporary and shall be removed at project completion.

Construction Schedule

Estimated Site Plan Approval: November 2017

Estimated Preconstruction Meeting: December 2018

Estimated Construction Time-----30 Weeks +/-
Erosion Control Measures Placed-----Week 1
Street Utilities-----Week 2
Foundation-----Week 2-3
Framing-----Week 4-8



ingenuity thoughtfulness empathy

Building Envelope Close In-----	Week 8-12
Interior Work -----	Week 13-27
Sidewalks-----	Week 28-29
Site Landscaping-----	Week 30

1. From September 1st to May 31st, no person shall engage in construction activities generating noise exceeding fifty (50) decibels, between the hours of 7:00 p.m. and 7:00 a.m., of the following day within five hundred (500) feet of any buildings. From June 1st to August 31st construction activity may continue until 8:00 p.m.
2. Extended Hours or Night Work: Pursuant to Section 17-18, this section does not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
3. Pursuant to Section 25-129: "Each permittee shall conduct and carry out excavation work in such manner as to avoid unnecessary inconvenience and annoyance to the general public and occupants of neighboring property. To the fullest extent practicable, the permittee shall take appropriate measures to reduce noise, dust and unsightly debris in the performance of the excavation work. Excavation work, including the use of any tool, appliance, or equipment, shall be performed between the hours of 7:00 a.m. and 10:00 p.m. only, exclusive of emergency work. Time waiver requests may be submitted to the public works authority for work outside of this time period and will be subject to neighborhood concerns. Excavation work shall not occur on Sundays, holidays or on major holiday weekends, unless expressly authorized by the public works authority or as a result of emergency need.
4. If allowed, no construction activity shall begin before 8:00 a.m. on a Saturday, Sunday or legal holiday.
5. All deliveries for materials will comply with the noise requirements listed above or be restricted to the hours allowed for construction work.

Security & Public Safety

1. Prior to commencing construction, site contractor shall install "Construction Ahead" sign to warn bicyclists and motorists of construction with the area.
2. Contractor shall be responsible for the setup of construction staging area before construction begins. Contractor may provide fencing for staging area at their discretion. Fenced in areas shall be provided with gates passable by emergency vehicles and equipped with a Knox locking device.
3. Contractor shall be responsible for the safe storage of materials or equipment on-site.
4. Contractor shall have weekly meetings which shall include discussions relative to security and public security.
5. Contractor shall develop a fire safety and emergency protocol and contact the nearest fire station to advise them of the ongoing construction project.
6. All excavations within the right-of-way shall be filled or plated at night. Excavations within the site shall be provided with adequate barricades or warnings (i.e. construction area tape around excavation) at night.
7. Any proposed temporary security lighting shall be shown on CMP and all fixtures shall be full cutoffs.
- 8.

Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Sewer and Stormwater: Sewer and stormwater water system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.
3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public.
4. Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

Site Management and Controls

1. Building contractors will be responsible for the site management on individual lots.
2. Contractor will be responsible for providing and maintaining waste removal during construction.
3. Contractor will maintain the construction entrance as shown on the plans and will maintain Merrill Street by including sweeping as necessary for removal of tracked materials.
4. Contractor shall be responsible for maintaining construction BMP's and executing good housekeeping measures as depicted on the approved plans and as included in the Inspection, Maintenance and Housekeeping Plan.
5. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris.
6. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code and Section 25-129 on Noise, dust and debris. The Contractor and City will be responsible for adjusting work should noise become an issue.
7. Rodent Control is not expected for this project but should it become necessary, it will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code or City of Portland Public Works.
8. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin or drainage to help snow melt

- 6) This would include Monday-Friday Sat/Sunday/Holidays.
9. Site management and controls shall be discussed at each tailgate meeting including maintenance of BMP's and good housekeeping measures.

Erosion Control and Preservation of Trees

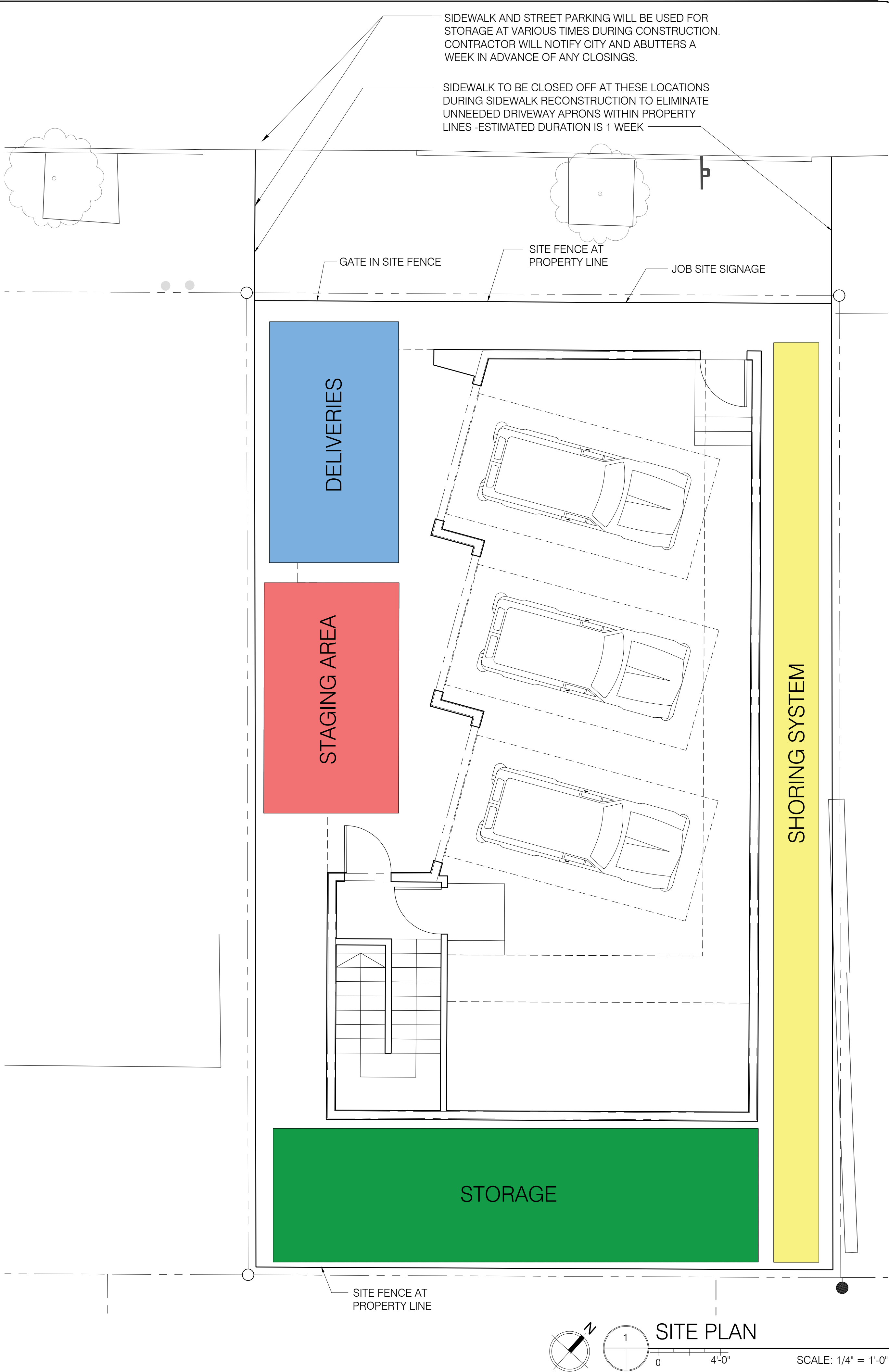
1. The site contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.
2. The site contractor shall maintain storage and of materials and equipment away from or under trees.

Construction Staging Area

1. The Construction Management Plan depicts the location of the material (open storage) and equipment storage area. The exact location of these areas shall be up to the contractor but will be in the general area depicted on the CMP.
2. Delivery Truck Holding Areas On-Site: The delivery holding area shall be adjacent to the site storage area shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles will be brought within the property and will make every attempt to avoid queueing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, the contractor shall provide an area along the adjacent shoulder of Fox Street for offloading. This area shall be provided within the buffer area of a maintenance of traffic area with the appropriate cones, advanced warning signs and flaggers as necessary. All off-loading shall occur from the project side of the truck and not within the roadway.

Parking During Construction

1. Construction Parking: Parking for construction workers shall be on the site as indicated on the Construction Management Plan. Workers will also utilize street parking.
2. Truck Routes and Volumes: All deliveries to and from site shall occur on the arterial roads to Fox Street and proceed up Fox Street to the site. Drivers for the contractor shall be advised weekly of the residential nature of Fox Street in the weekly tailgate meetings or by some other appropriate communication.



ISSUE DATE
9.22.17
SHEET SCALE
1/4" = 1'-0"

DRAWN BY
AEW
SHEET TITLE

SITE APPLICATION SET
NOT FOR CONSTRUCTION
CONSTRUCTION MANAGEMENT PLAN

REVISIONS	
1	-
2	-
3	-
4	-
5	-

PROJECT NO.
17024
PROJECT NAME

30 FOX STREET
PORTLAND, MAINE 04101

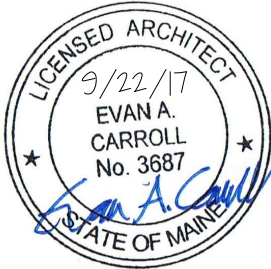
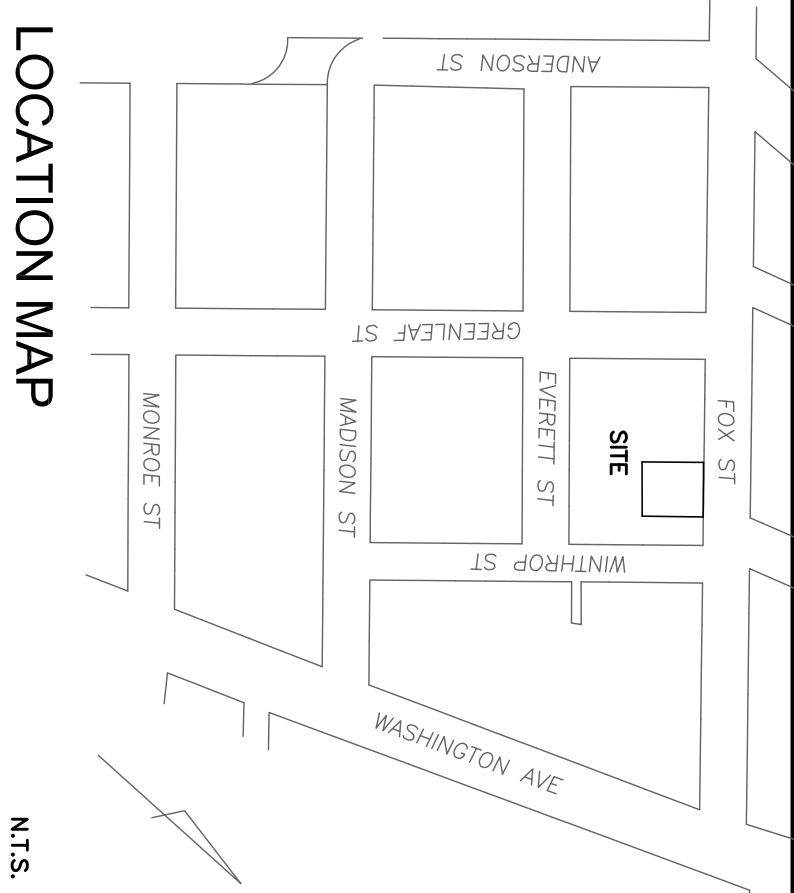
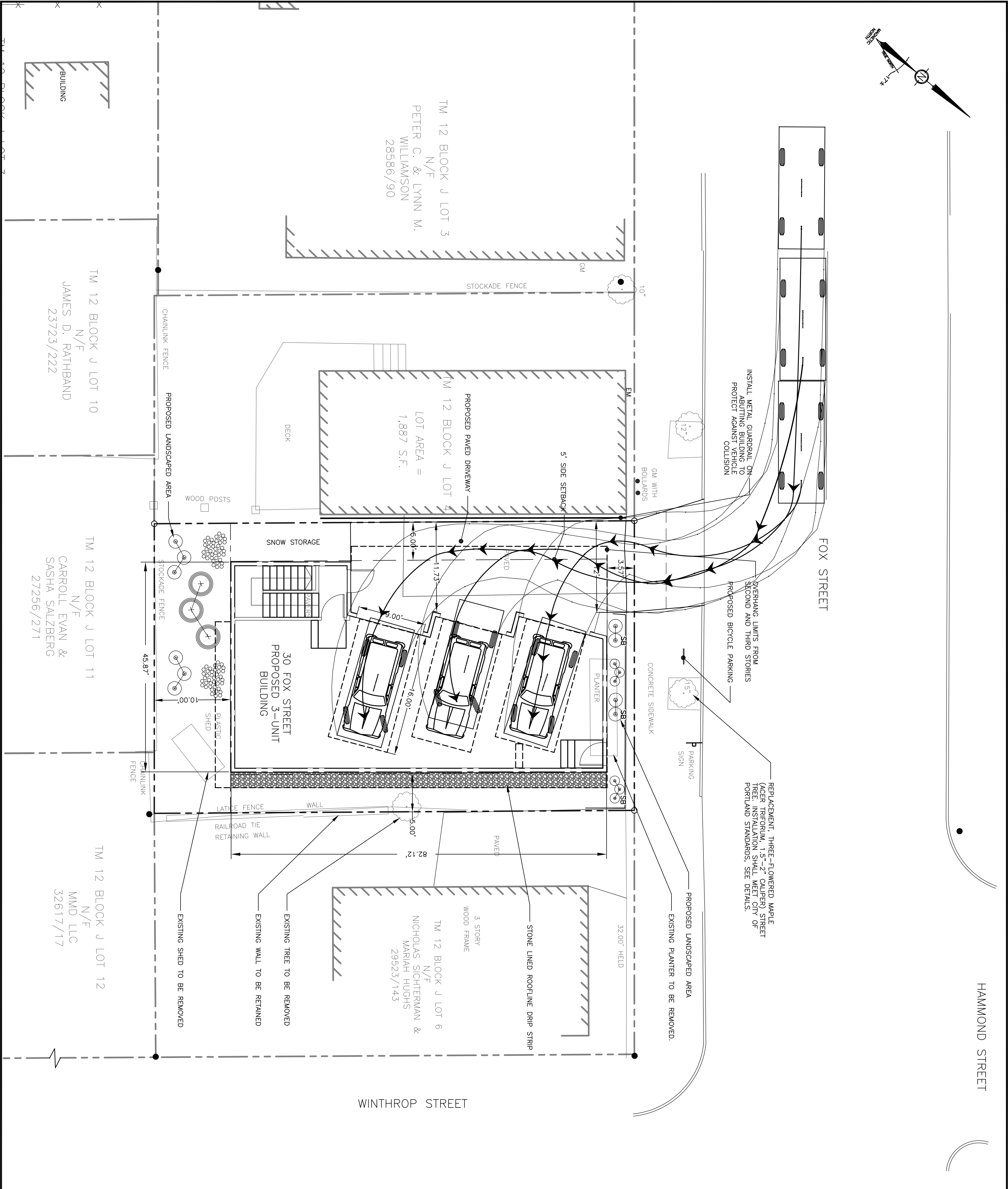


Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com

CM



LOCATION MAP

NTS

GRAPHIC SCALE

1 inch = 6 ft.

Plymouth Engineering, Inc.

P.O. Box 46 30 Lower Detroit Road
Plymouth, Maine 04969

Tel: (207) 257-2071 Fax: (207) 257-2130
info@plymouthengineering.com
www.plymouthengineering.com

DESIGNED: JHW
DRAWN: JHW
CHECKED: JHW
APPROVED: JHW
PLAN DATE: 09/21/2017
CLIENT & OWNER:
SIMON NORWALK
DYER NECK DEVELOPMENT, LLC
29 KELLOGG STREET, #3
PORTLAND, ME 04101

PROJECT NO. 17178
DRAWING NO. 17178 092117 B
FIELDBOOK:
SCALE:
DATE ISSUED: .

PROJECT NAME:
30 FOX STREET
PORTLAND
MAINE
SHEET NAME:
AUTOTURN EXHIBIT

REVISIONS

NO.	DATE	DESCRIPTION	DRAWN	APPD.

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION
FOR FURNISHING, BIDDING OR CONSTRUCTION

SHEET 1 OF 5

AU1

EROSION AND SEDIMENT CONTROL PLAN

Pre-Construction Phase
A person who conducts, or causes to be conducted, an activity that involves filling, displacing or exposing soil or other earthen materials shall take measures to prevent unreasonable erosion of soil or sediment beyond the project site or into a protected natural resource as defined in 38 MRSA § 480-B. 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. The site must be maintained to prevent unreasonable erosion and sedimentation. Minimize disturbed areas and protect natural downgradient buffer areas to the extent practicable.

BMP Construction Phase
A. Sediment barriers. Prior to the beginning of any construction, properly install sediment barriers at the edge of any downgradient disturbed area and adjacent to any drainage channels within the proposed disturbed area. Maintain the sediment barriers until the disturbed area is permanently stabilized.

B. Construction entrance: Prior to any clearing or grubbing, a construction entrance shall be constructed at the intersection with the proposed access drive and the existing roadway to avoid tracking of mud, dust and debris from the site.

C. Riprap: Since riprap is used where erosion potential is high, construction must be sequenced so that the riprap is put in place with the minimum delay. Disturbance of areas where riprap is to be placed should be undertaken only when final preparation and placement of the riprap can follow immediately behind the initial disturbance. Where riprap is used for outlet protection, the riprap should be placed before or in conjunction with the construction of the pipe or channel so that it is in place when the pipe or channel begins to operate. Maintain temporary riprap, such as temporary check dams until the disturbed area is permanently stabilized.

D. Temporary stabilization. Stabilize with temporary seeding, mulch, or other non-erodable cover any exposed soils that will remain unworked for more than 14 days except, stabilize areas within 100 feet of a wetland or waterbody within 7 days or prior to a predicted storm event, whichever comes first. If hay or straw mulch is used, the application rate must be 2 bales (70-90 pounds) per 1000 sf or 1.5 to 2 tons (90-100 bales) per acre to cover 75 to 90% of the ground surface. Hay mulch must be kept moist or anchored to prevent wind blowing. An erosion control blanket or mat shall be used at the base of grassed waterways, steep slopes (15% or greater) and on any disturbed soil within 100 feet of lakes, streams and wetlands. Grading shall be planned so as to minimize the length of time between initial soil exposure and final grading. On large projects this should be accomplished by phasing the operation and completing the first phase up to final grading and seeding before starting the second phase, and so on.

E. Vegetated waterway. Upon final grading, the disturbed areas shall be immediately seeded to permanent vegetation and mulched and will not be used as outlets until a dense, vigorous vegetative cover has been obtained. Once soil is exposed for waterway construction, it should be immediately shaped, graded and stabilized. Vegetated waterways need to be stabilized early during the growing season (prior to September 15). If final seeding of waterways is delayed past September 15, emergency provisions such as sod or riprap may be required to stabilize the channel. Waterways should be fully stabilized prior to directing runoff to them.

Permanent Stabilization Defined
A. Seeded areas. For seeded areas, permanent stabilization means an 90% cover of the disturbed area with mature, healthy plants with no evidence of washing or rilling of the topsoil.

B. Sodded areas. For sodded areas, permanent stabilization means the complete binding of the sod roots into the underlying soil with no slumping of the sod or die-off.

C. Permanent mulch. For mulched areas, permanent mulching means total coverage of the exposed area with an approved mulch material. Erosion control mix may be used as mulch for permanent stabilization according to the approved application rates and limitations.

D. Riprap. For areas stabilized with riprap, permanent stabilization means that slopes stabilized with riprap have an appropriate backing of a well-graded gravel or approved geotextile to prevent soil movement from behind the riprap. Stone must be sized appropriately. It is recommended that angular stone be used.

E. Agricultural use. For construction projects on land used for agricultural purposes (E.G., pipelines across crop land), permanent stabilization may be accomplished by returning the disturbed land to agricultural use.

F. Paved areas. For paved areas, permanent stabilization means the placement of the compacted gravel subbase is completed.

G. Ditches, channels, and swales. For open channels, permanent stabilization means the channel is stabilized with mature vegetation at least three inches in height, with well-graded riprap, or with another non-erosive lining capable of withstanding the anticipated flow velocities and flow depths without reliance on check dams to slow flow. There must be no evidence of slumping of the lining, undercutting of the banks, or down-cutting of the channel.

General Construction Phase
The following erosion control measures shall be followed by the contractor throughout construction of this project:

A. All topsoil shall be collected, stockpiled, seeded with rye at 3 pounds/1,000 sf and mulched, and reused as required. Silt fencing shall be placed down gradient from the stockpiled loam. Stockpile to be located by designation of the owner and inspecting engineer.

B. The inspecting engineer at his/her discretion, may require additional erosion control measures and/or supplemental vegetative provisions to maintain stability of earthworks and finish graded areas. The contractor shall be responsible for providing and installing any supplemental measures as directed by the inspecting engineer. Failure to comply with the engineer's directions will result in discontinuation of construction activities.

C. Erosion control mesh shall be applied in accordance with the plans over all finish seeded areas as specified on the design plans.

D. All graded or disturbed areas including slopes shall be protected during clearing and construction in accordance with the approved erosion and sediment control plan until they are adequately stabilized.

E. All erosion, and sediment control practices and measures shall be constructed, applied and maintained in accordance with the approved erosion and sediment control plan.

F. Areas to be filled shall be cleared, grubbed and stripped of topsoil to remove trees, vegetation, roots or other objectionable materials.

G. Areas shall be scarified to a minimum depth of 3 inches prior to placement of topsoil.

H. All fills shall be compacted as required to reduce erosion, slippage, settlement, subsidence or other related problems. Fill intended to support buildings, structures and conduits, etc., shall be compacted in accordance with local requirements or codes.

I. All fills shall be placed and compacted in layers not to exceed 8 inches in thickness.

J. Except for approved landfills or non-structural fills, fill material shall be free of brush, rubbish, rocks, logs, stumps, building debris and other objectionable materials that would interfere with or prevent construction of satisfactory lifts.

K. Frozen material or soft, mucky or highly compressible materials shall not be incorporated into fill slopes or structural fills.

L. Fill shall not be placed on a frozen foundation.

M. Seeps or springs encountered during construction shall be handled appropriately.

N. All graded areas shall be permanently stabilized immediately following finished grading.

O. Remove any temporary control measures, such as silt fence, within 30 days after permanent stabilization is attained. Remove any accumulated sediments and stabilize.

Permanent Vegetation
Permanent vegetative cover should be established on disturbed areas where permanent, long lived vegetative cover is needed to stabilize the soil, to reduce damages from sediment and runoff, and to enhance the environment.

Seedbed Preparation
A. Grade as feasible to permit the use of conventional equipment for seedbed preparation, seeding, mulch application and anchoring, and maintenance.

B. Apply limestone and fertilizer according to soil tests such as those offered by the University of Maine soil testing laboratory. Soil sample mailers are available from the local cooperative extension service office. If soil testing is not feasible on small or variable sites, or where timing is critical, fertilizer may be applied at the rate of 800 pounds per acre or 18.4 pounds per 1,000 square feet using 10-20-20 (N-P2O5-K2O) or equivalent. Apply ground limestone (equivalent to 50% calcium plus magnesium oxide) at a rate of 3 tons per acre (138 lb. Per 1,000 sq. Ft).

C. Work lime and fertilizer into the soil as nearly as practical to a depth of 4 inches with a disc, spring tooth harrow or other suitable equipment. The final harrow operation should be on the general contour. Continue tillage until a reasonably uniform, fine seedbed is prepared. All but clay or silty soils and coarse sands should be rolled to firm the seedbed wherever feasible. D. Remove from the surface all stones 2 inches or larger in any dimension. Remove all other debris, such as wire, cable, tree roots, concrete, clods, lumps or other unsuitable material.

E. Inspect seedbed just before seeding. If traffic has left the soil compacted; the area must be tilled and firmed as above.

F. Permanent seeding must be made 45 days prior to the first killing frost or as a dormant seeding with mulch after the first killing frost and before snowfall. When crown vetch is seeded in later summer, at least 35% of the seed should be hard seed (unscarified). If seeding cannot be done within the seeding dates, mulch according to the temporary mulching BMP and overwinter stabilization and construction to protect the site and delay seeding until the next recommended seeding period.

G. Following seed bed preparation, swale areas, fill areas and back slopes shall be seeded at a rate of 3 lbs./1,000 s.f. With a mixture of 35% creeping red h. Fescue, 6% red top, 24% Kentucky bluegrass, 10% perennial ryegrass, 20% annual ryegrass and 5% white Dutch clover.

I. Areas which have been temporarily or permanently seeded shall be mulched immediately following seeding.

J. Areas which cannot be seeded within the growing season shall be mulched for over-winter protection and the area should be seeded at the beginning of the growing season.

Winter Construction Phase
If an area is not stabilized with temporary or permanent measures by November 15, then the site must be protected with additional stabilization measures.

A. Permanent stabilization consists of at least 90% vegetation, pavement/gravel base or riprap.

B. Do not expose slopes or leave slopes exposed over the winter or for any other extended time of work suspension unless fully protected with mulch.

C. Apply hay mulch at twice the standard rate (150 lbs. Per 1,000 sf). The mulch must be thick enough such that the ground surface will not be visible and must be anchored.

D. Use mulch and mulch netting or an erosion control mulch blanket or all slopes greater than 8 % or other areas exposed to direct wind.

E. Install an erosion control blanket in all drainageways (bottom and sides) with a slope greater than 3 %.

F. See the vegetation measures for more information on seeding dates and types.

G. Winter excavation and earthwork shall be completed so that no more than 1 acre of the site is without stabilization at any one time.

H. An area within 100 feet of a protected natural resource must be protected with a double row of sediment barrier.

I. Temporary mulch must be applied within 7 days of soil exposure or prior to any storm event, but after every workday in areas within 100 feet from a protected natural resource.

J. Areas that have been brought to final grade must be permanently mulched that same day.

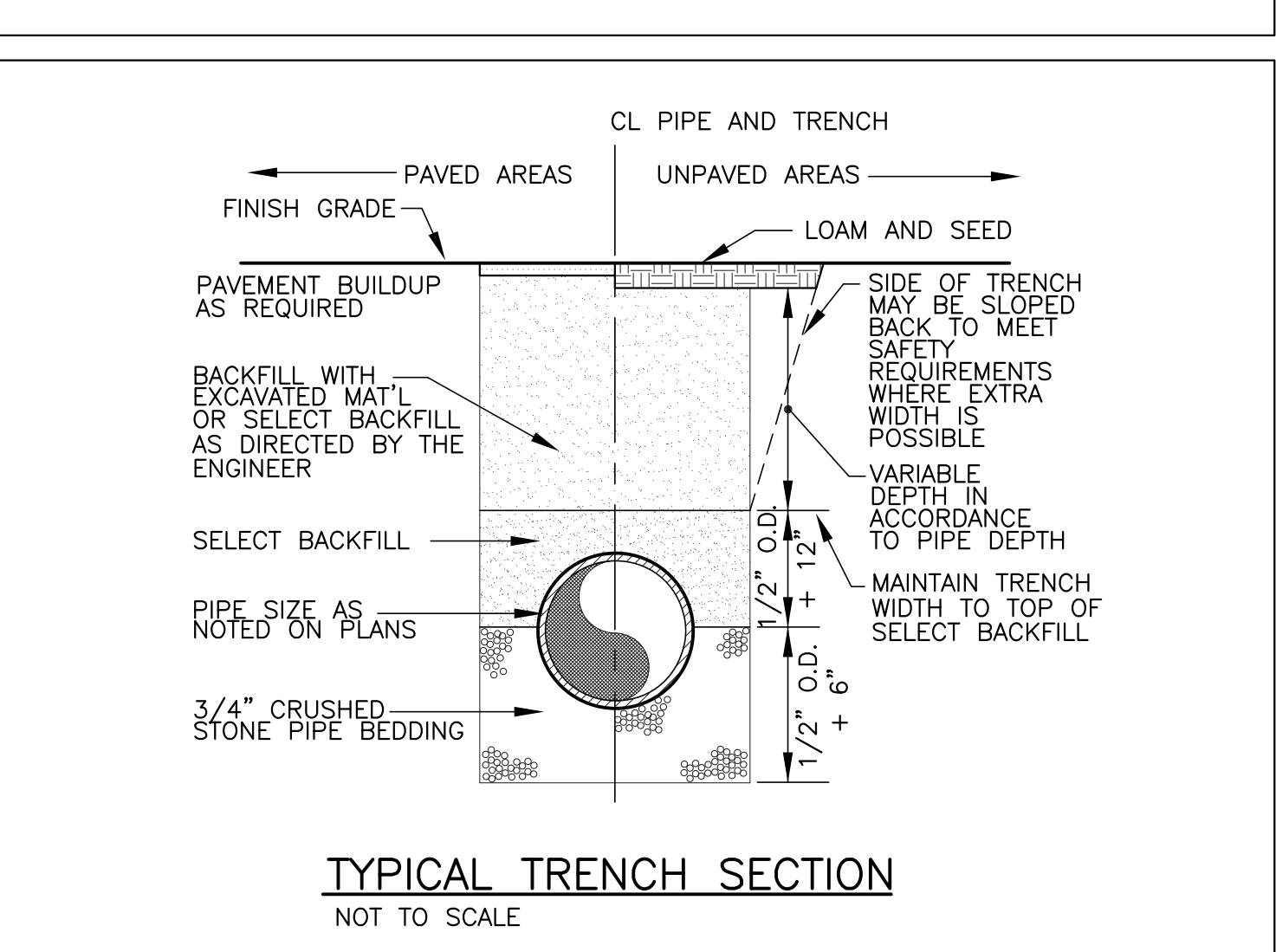
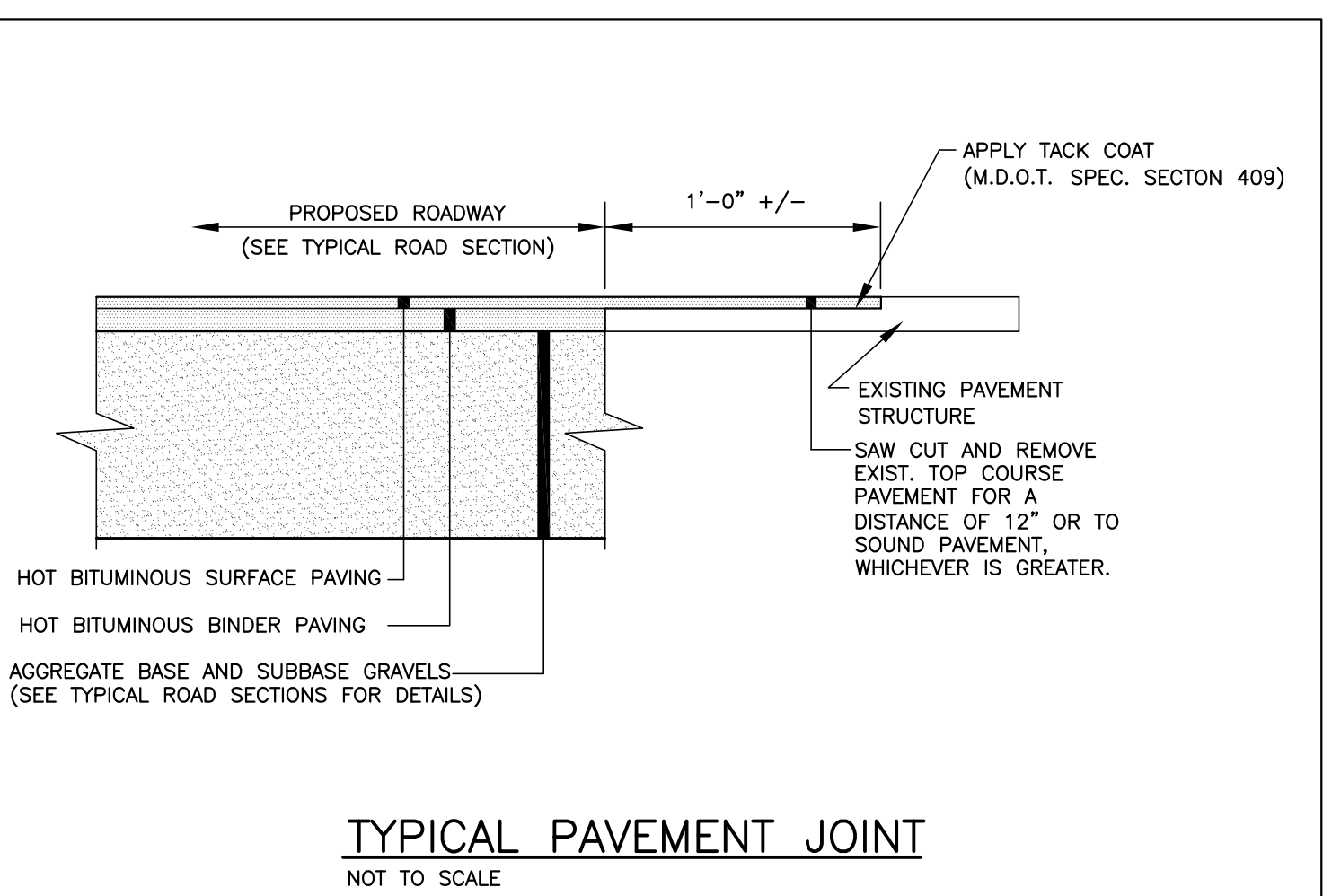
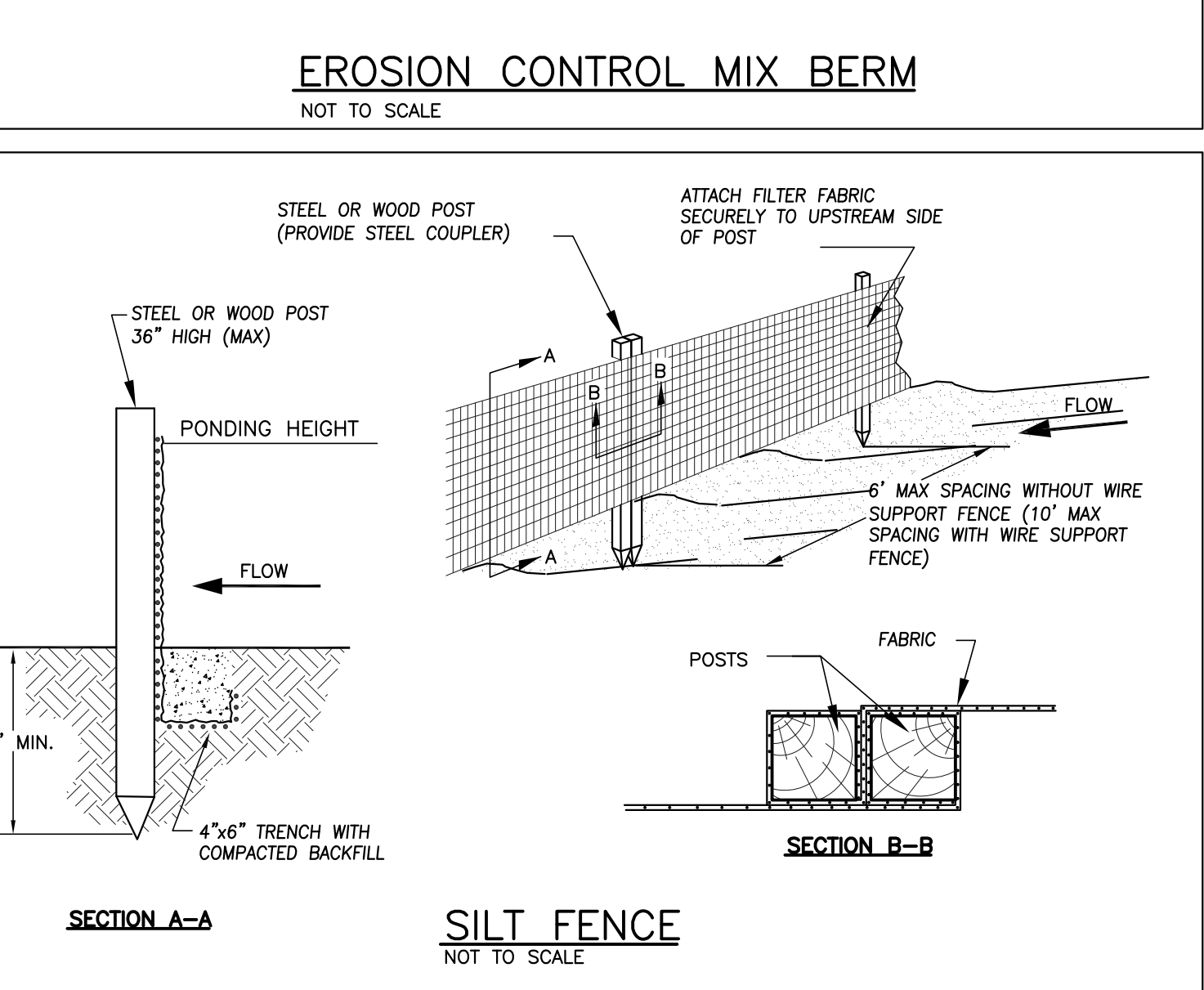
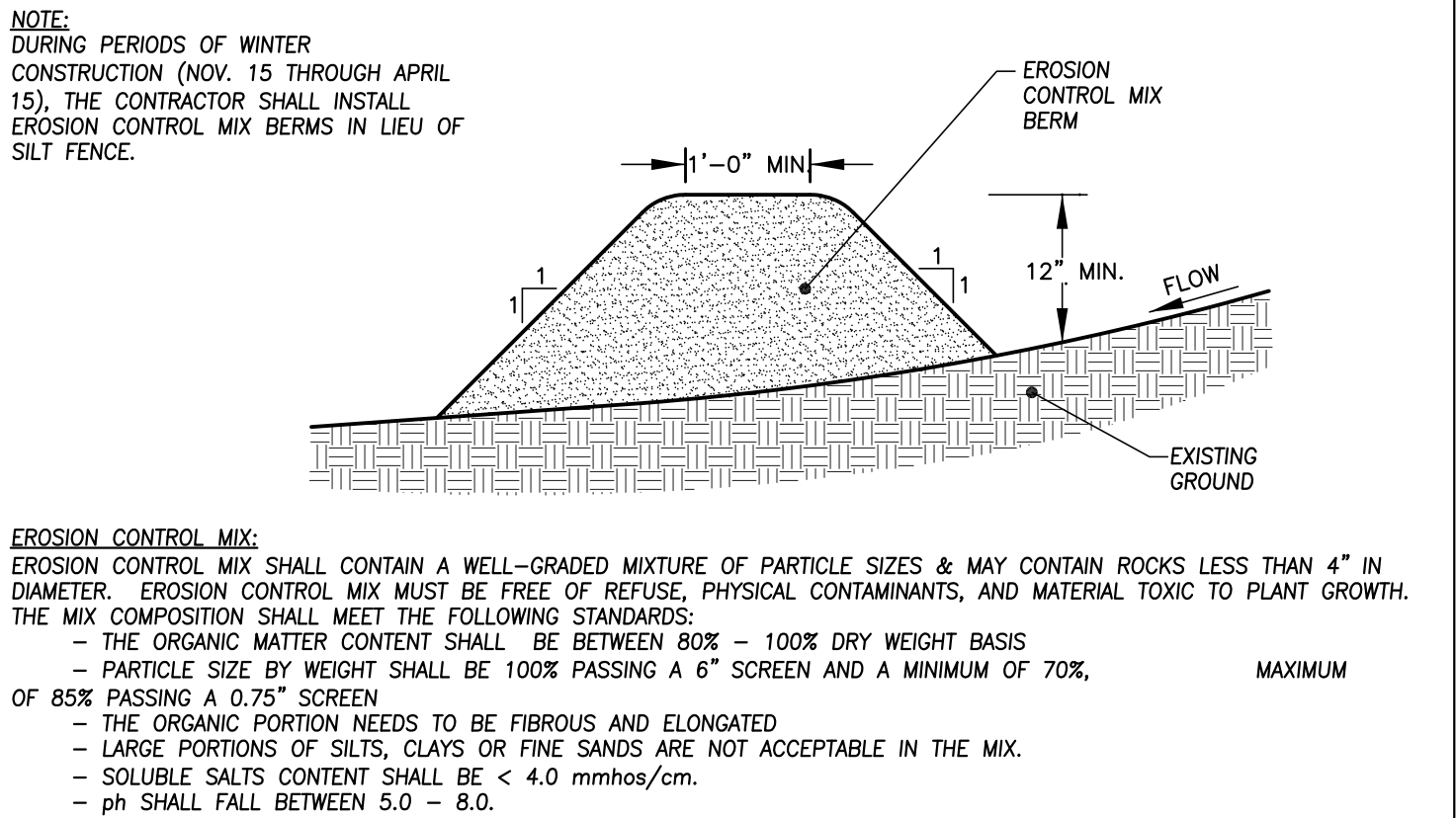
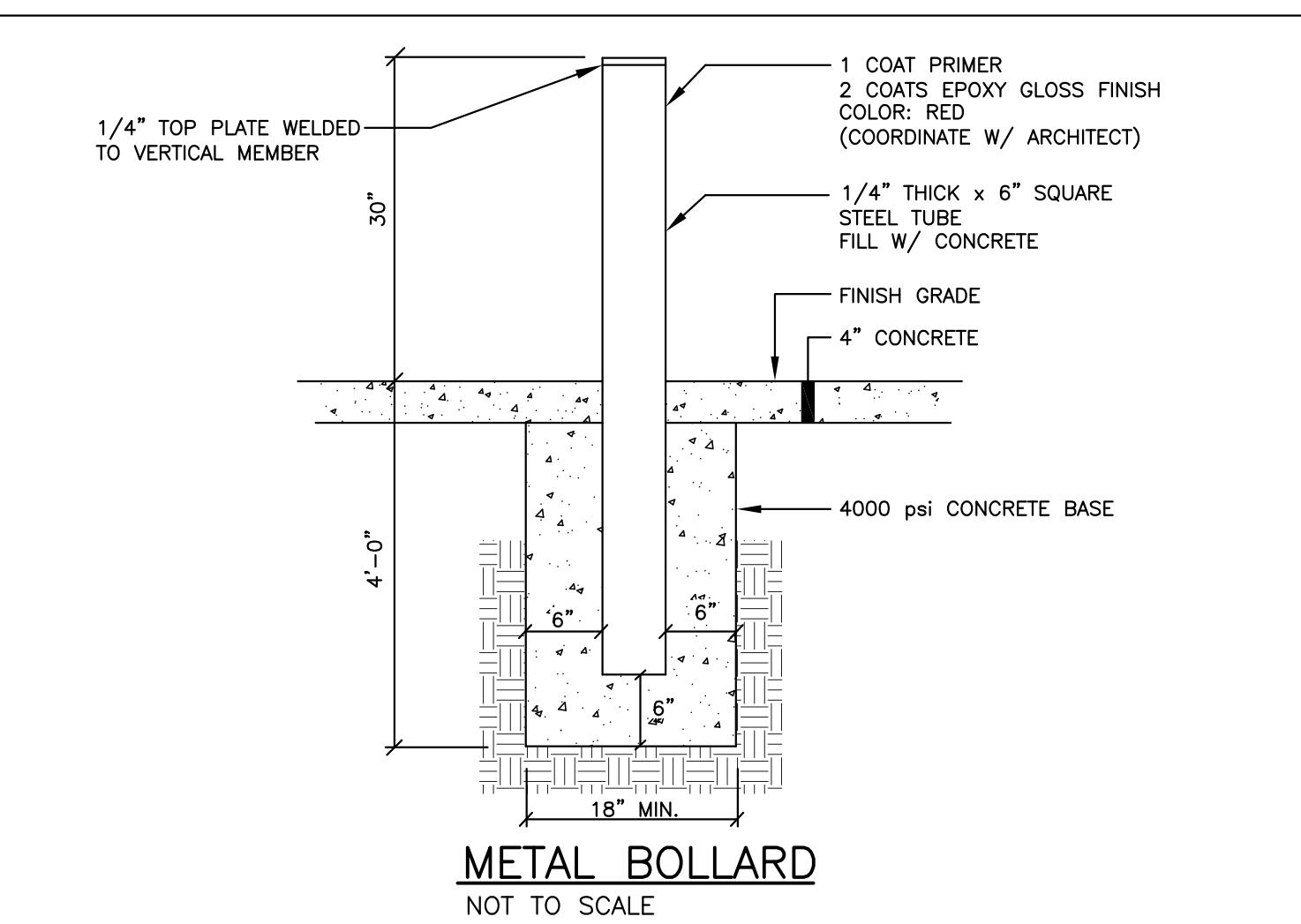
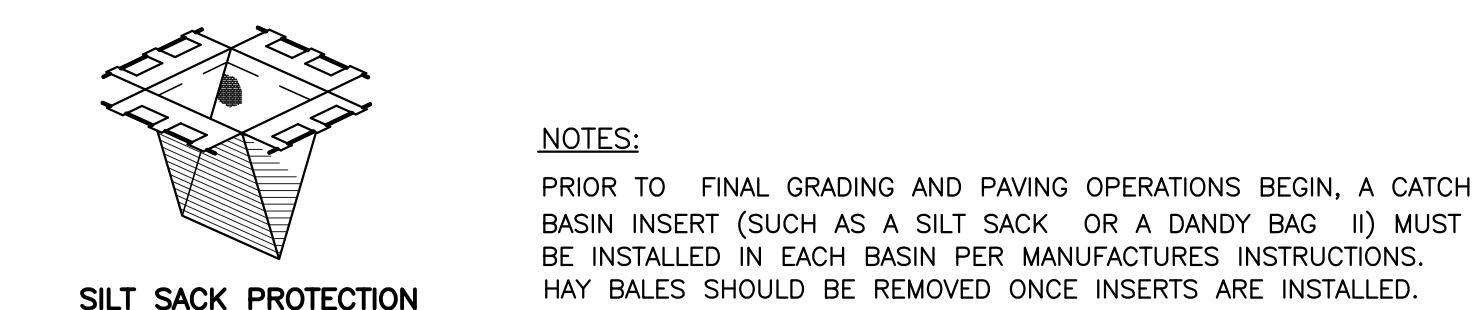
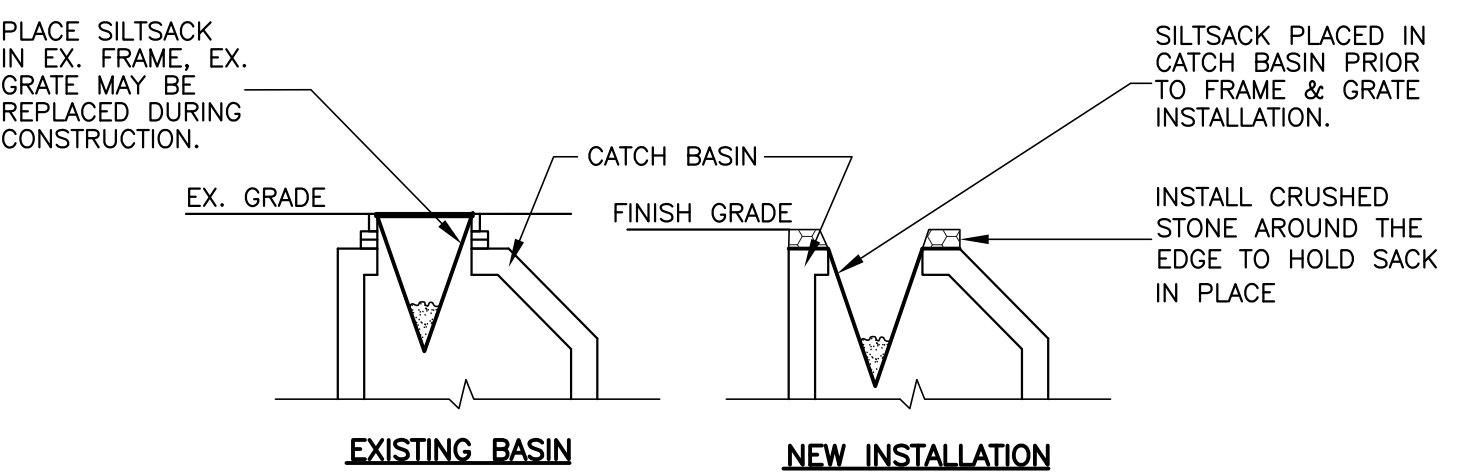
K. If snowfall is greater than 1 inch (fresh or cumulative), the snow shall be removed from the areas due to be seeded and mulched.

L. Loam shall be free of frozen clumps before it is applied.

M. All vegetated ditch lines that have not been stabilized by November 1, or will be worked during the winter construction period, must be stabilized with an appropriate stone lining backed by an appropriate gravel bed or geotextile unless specifically released from this standard by the department.

Maintenance and Inspection Phase
A. Contractor shall inspect disturbed and impervious areas, and erosion and stormwater control measures, areas used for storage that are exposed to precipitation, and locations where vehicles enter or exit the parcel at least once a week and before and after a storm event, prior to completion of permanent stabilization. A person with knowledge of erosion and stormwater must conduct the inspection. This person must be identified in the inspection log. If best management practices (BMPs) need to be modified or if additional 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.

B. A log (report) must be kept summarizing the scope of the inspection, name(s) and qualifications of the personnel making the inspection, the date(s) of the inspection, and major observations relating to operation of erosion and sedimentation controls and pollution prevention measures. Major observations must include: BMPs that need to be maintained; location(s) of BMPs that failed to operate as designed or proved inadequate for a particular location; and location(s) where additional BMPs are needed that did not exist at the time of inspection. Follow-up to correct deficiencies or enhance controls must also be indicated in the log and dated, including what action was taken and when.



CONSTRUCTION NOTES:

- All work shall conform to the applicable codes and ordinances.
- Contractor shall visit the site and familiarize him 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.
- Contractor shall notify engineer of all products or items noted as "existing" which are not found in the field.
- 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.
- 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.
- Contractor shall clean and remove debris and sediment deposited on public streets, sidewalks, adjacent areas, or other public ways due to construction.
- 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.
- Site contractor shall obtain all required permits prior to construction.

9. All erosion and sediment control measures shall be installed in accordance with "Maine Erosion and Sedimentation Control Handbook for Construction: Best Management Practices" published by the Cumberland County Soil and Water Conservation District and Maine Department of Environmental Protection, March 2004 or latest edition. It shall be the responsibility of the contractor to possess a copy of the erosion control plan at all times.

10. 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 (1-888-digsafe) at least three (3) but not more than thirty (30) days prior to commencement of excavation or demolition to verify horizontal and vertical location of all utilities.

11. 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 USG public works systems.

12. Contractors shall be responsible for compliance with the requirements of 23 MRSA 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.

13. All pavement markings and directional signage shown on the plan shall conform to the Manual of Uniform Traffic Control Devices (MUTCD) standards.

14. All pavement joints shall be sawcut prior to paving to provide a durable and uniform joint.

15. No holes, trenches or structures shall be left open overnight in any excavation accessible to the public or in public rights-of-way.

16. 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.

17. 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.

18. Immediately upon completion of cuts/fills, the contractor shall stabilize disturbed areas in accordance with erosion control notes and as specified on plans.

19. The contractor shall be fully and solely responsible for the removal, replacement and rectification of all damaged and defective material 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.

20. 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.

21. Where the terms "approved equal", "other approved", "equal to", "acceptable" or other general qualifying terms are used in these notes, it shall be understood that reference is made to the ruling and judgment of Plymouth Engineering, Inc.

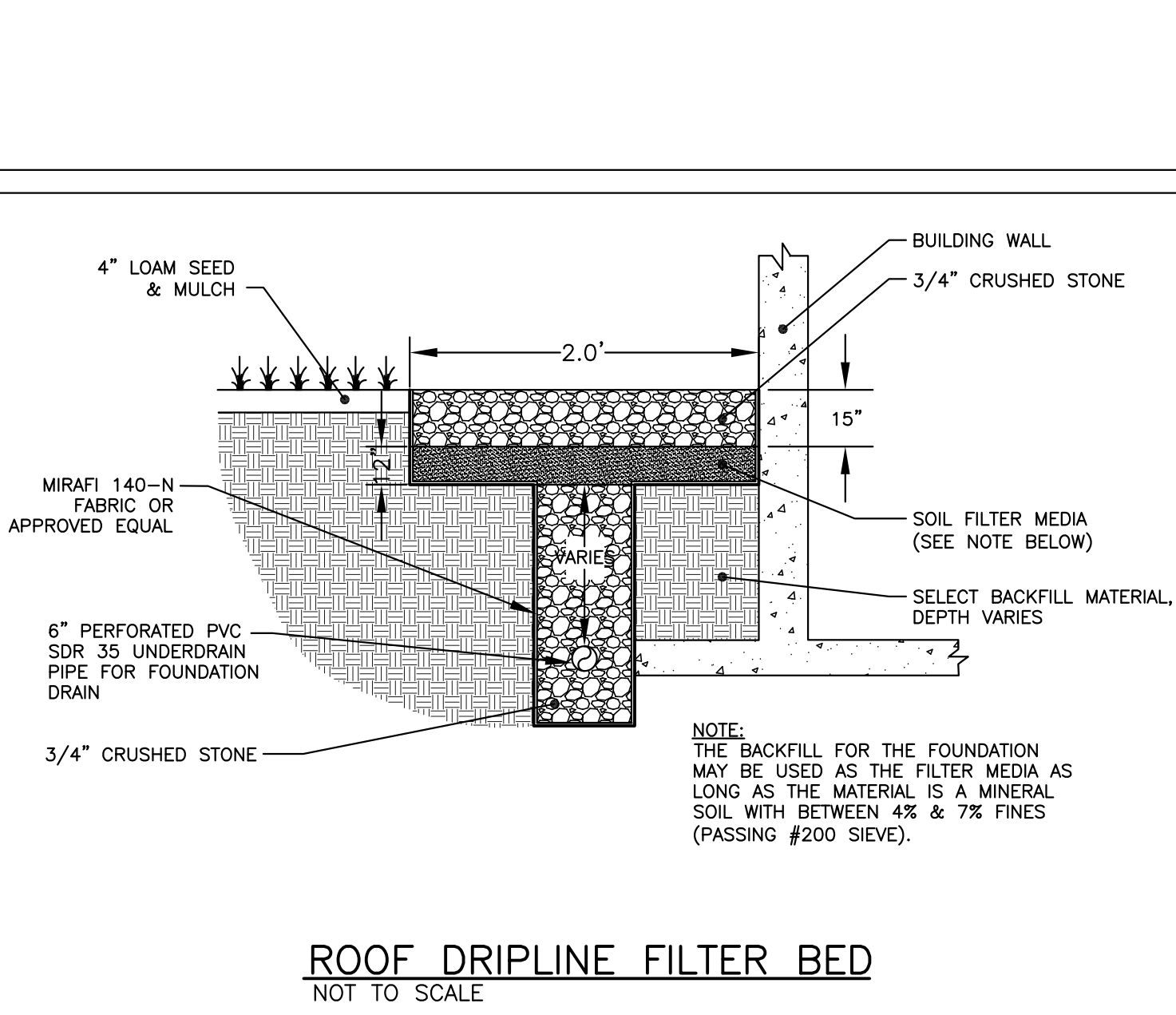
22. The general contractor shall provide all necessary protection for the work until turned over to the owner.

23. 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.

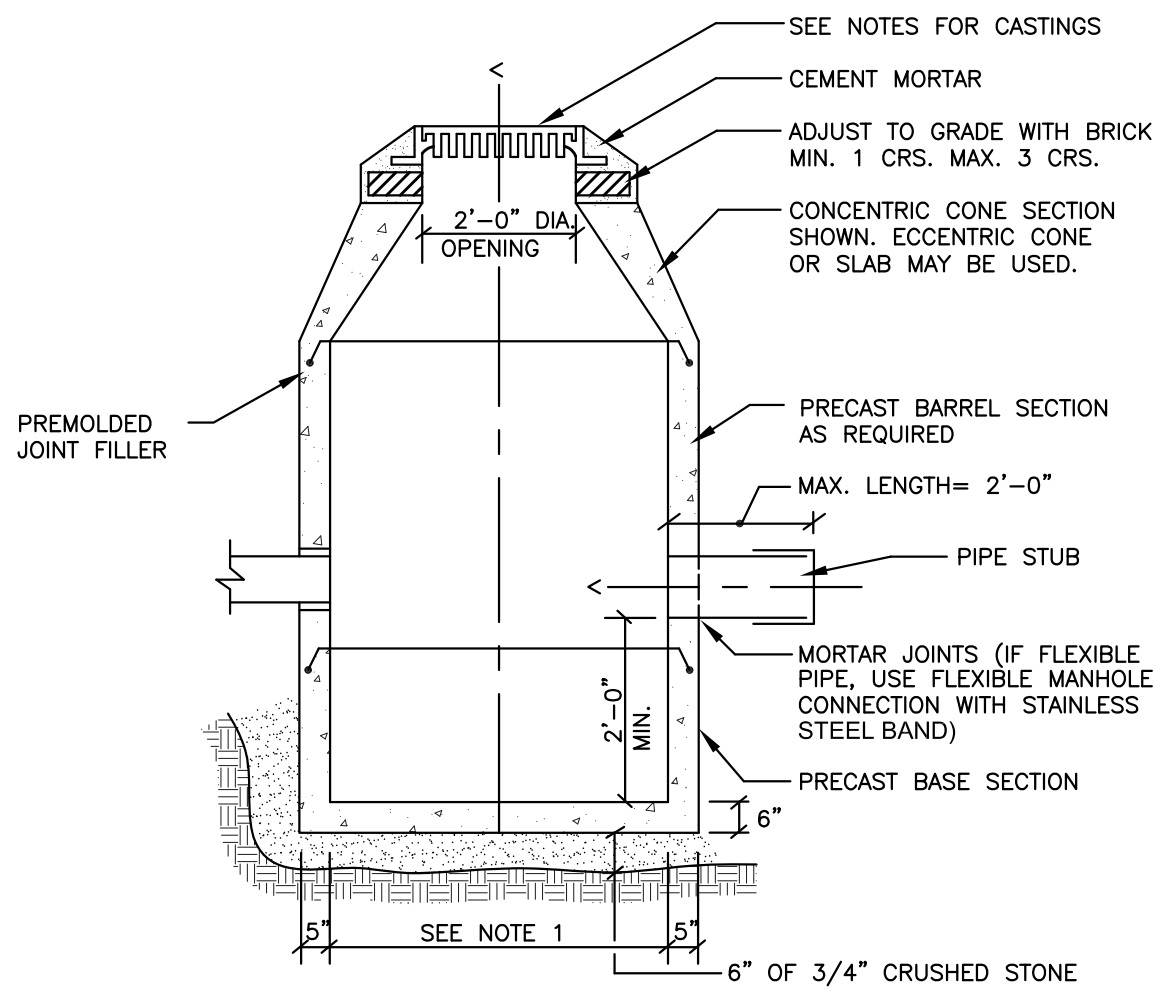
24. The contractor shall take full responsibility for any changes and deviation of approved plans not authorized by the architect/engineer and/or client/owner.

25. 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.

26. Before the final acceptance of the project, the contractor shall remove all equipment and materials, repair or replace private or public property which may have been damaged or destroyed during construction, clean the areas within and adjacent to the project which have been obstructed by his/her operations, and leave the project area neat and presentable.

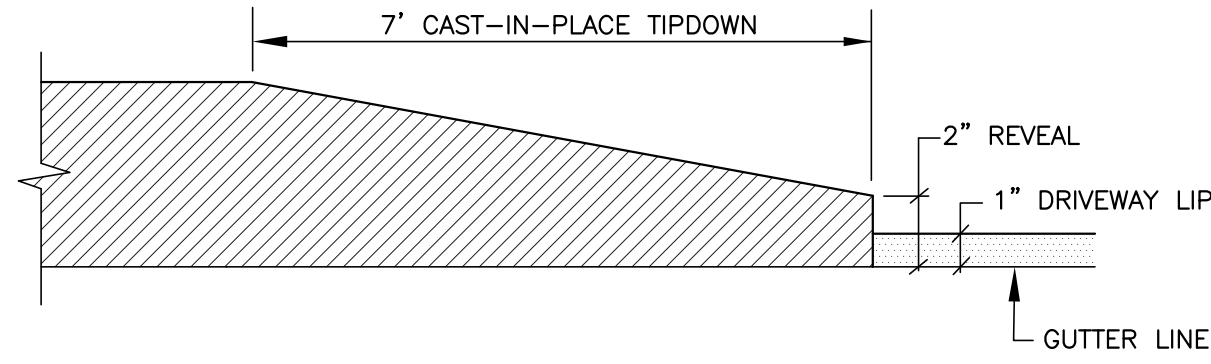


REVISIONS		DESCRIPTION		DATE	
NO.	DATE	DESCRIPTION	DATE	NO.	DATE
1	12/14/17	UPDATED PARKING LAYOUT & GRADING			
MAINE					
EROSION & SEDIMENTATION CONTROL DETAILS					
PROJECT NAME: 30 FOX STREET					
PROJECT NO: 17178					
DRAWING NO: 17178 082117 B					
DESIGNED: JHW					
CHECKED: JHW					
APPROVED: JHW					
PLAN DATE: 08-21-17					
DATE ISSUED: 09-21-17					
CLIENT: SIMON NORMAN DYER NECK DEVELOPMENT, LLC					
28 KELLOGG STREET, #3 PORTLAND, ME 04101					
Plymouth Engineering, Inc.					
P.O. Box 46 30 Lower Detroit Road					
Plymouth, Maine 04669					
Tel: (207) 287-8071 Fax: (207) 287-8130					
info@plymouthengineering.com www.plymouthengineering.com					
STATE OF MAINE					
PROPOSED NOT SEALED ARE FOR PLANNING PURPOSES ONLY AND ARE NOT INTENDED FOR PERMITTING, BIDDING OR CONSTRUCTION					
SHEET 3 OF 5					

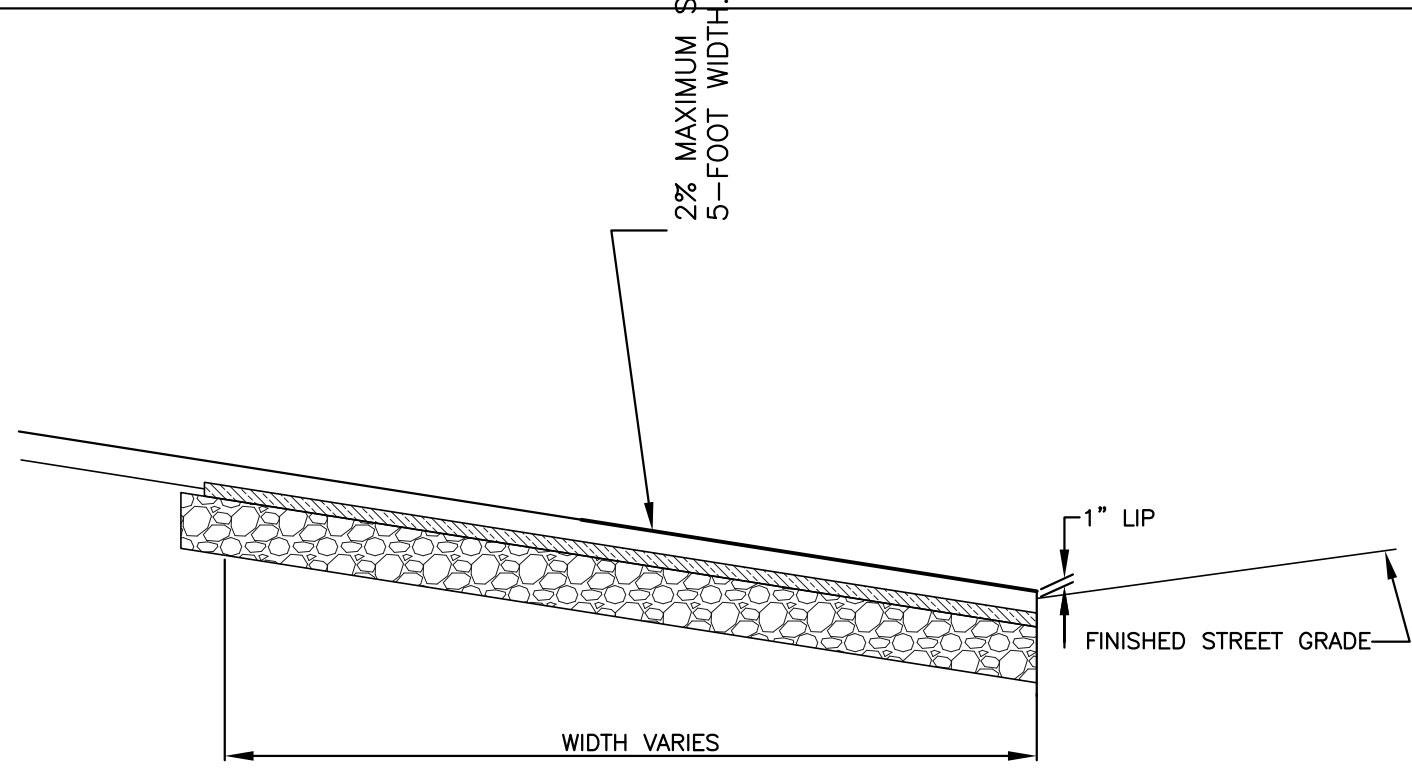


- NOTES:
1. 4"-0" I.D. TYPICAL. SOME STRUCTURES MAY REQUIRE LARGER I.D. PROVIDE SHOP DRAWINGS.
 2. DRAINAGE STRUCTURES TO BE DESIGNED FOR H-20 LOADING.
 3. PIPE SIZES AND INVERTS AS NOTED ON PLANS.
 4. CATCH BASIN FRAME AND GRATE TO BE ETHERIDGE FOUNDRY SA248, TYPE M OR C OR APPROVED EQUAL.
 5. DRAINAGE MANHOLE FRAME AND COVER TO BE ETHERIDGE FOUNDRY M248S OR APPROVED EQUAL. COVER SHALL BE MARKED "DRAIN".

TYPICAL CATCH BASIN
NOT TO SCALE

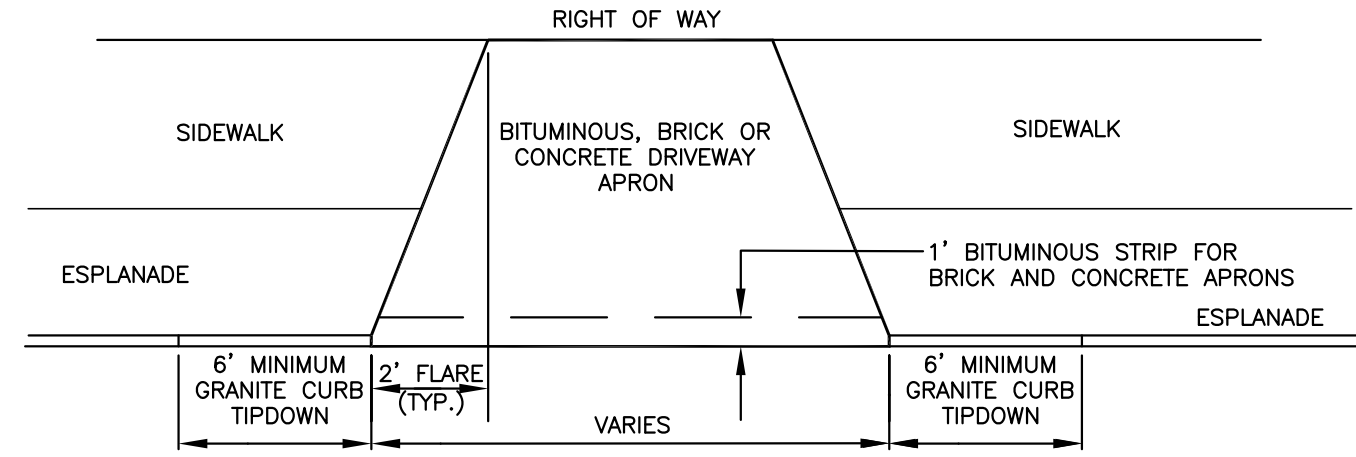


TYPICAL TIPDOWN CURB INSTALLATION
NOT TO SCALE

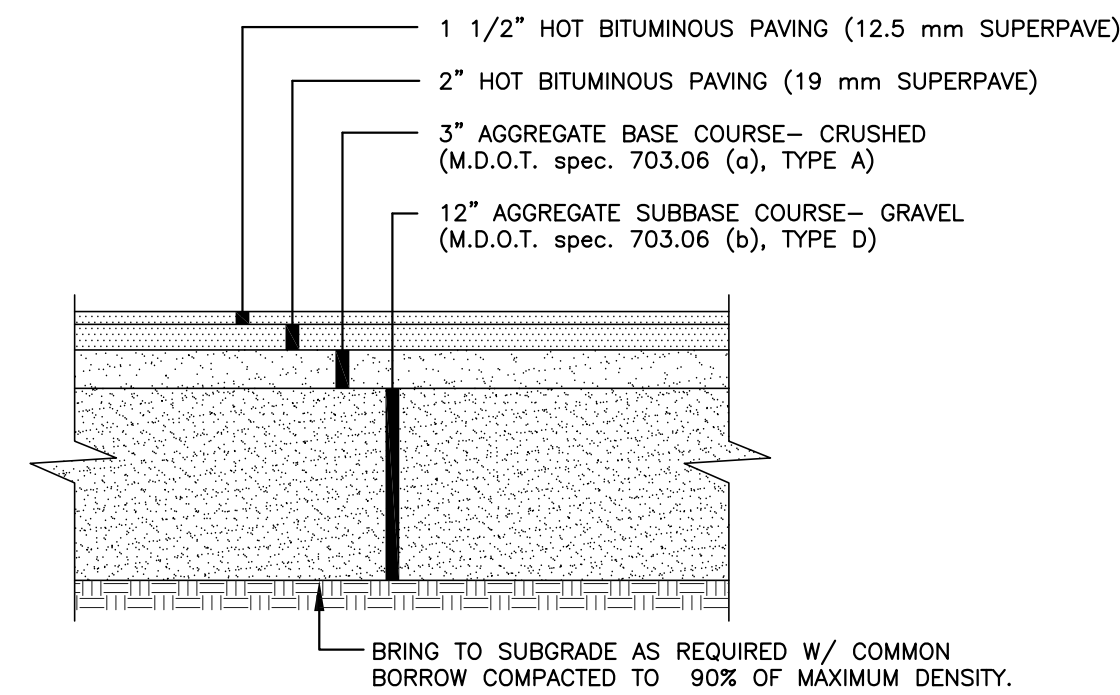


TYPICAL DRIVEWAY APRON PROFILE
NOT TO SCALE

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

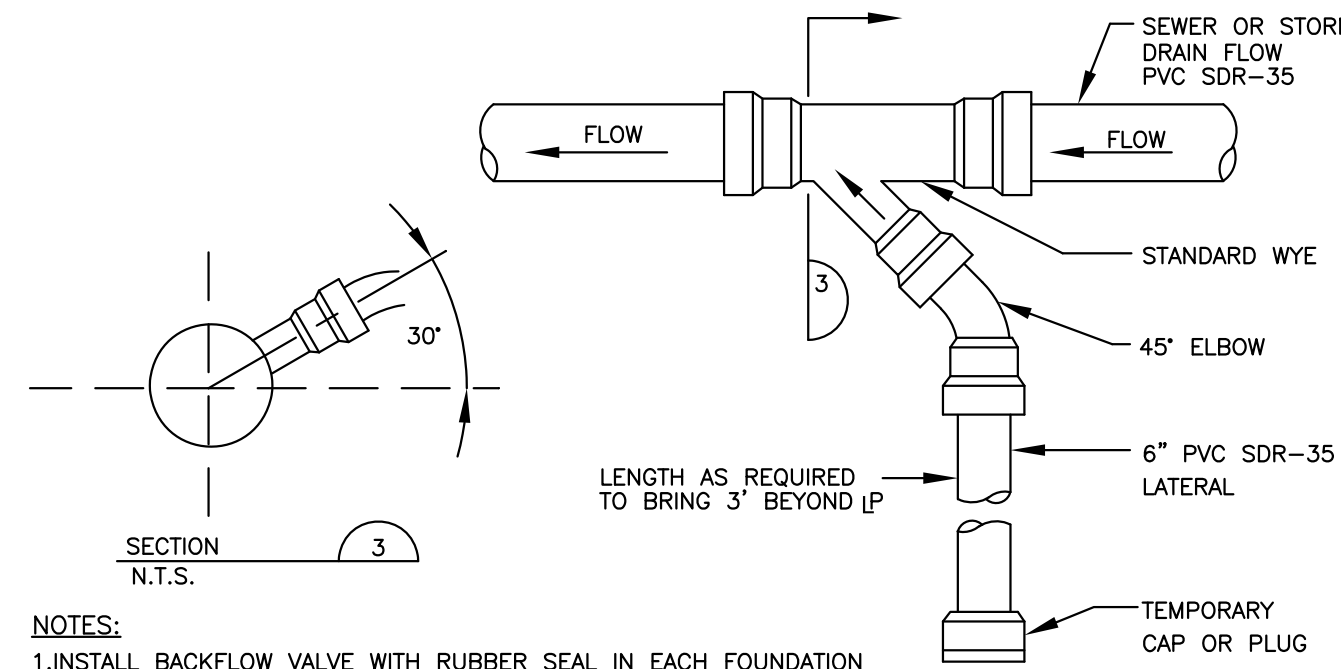


DRIVEWAY APRON LAYOUT
NOT TO SCALE



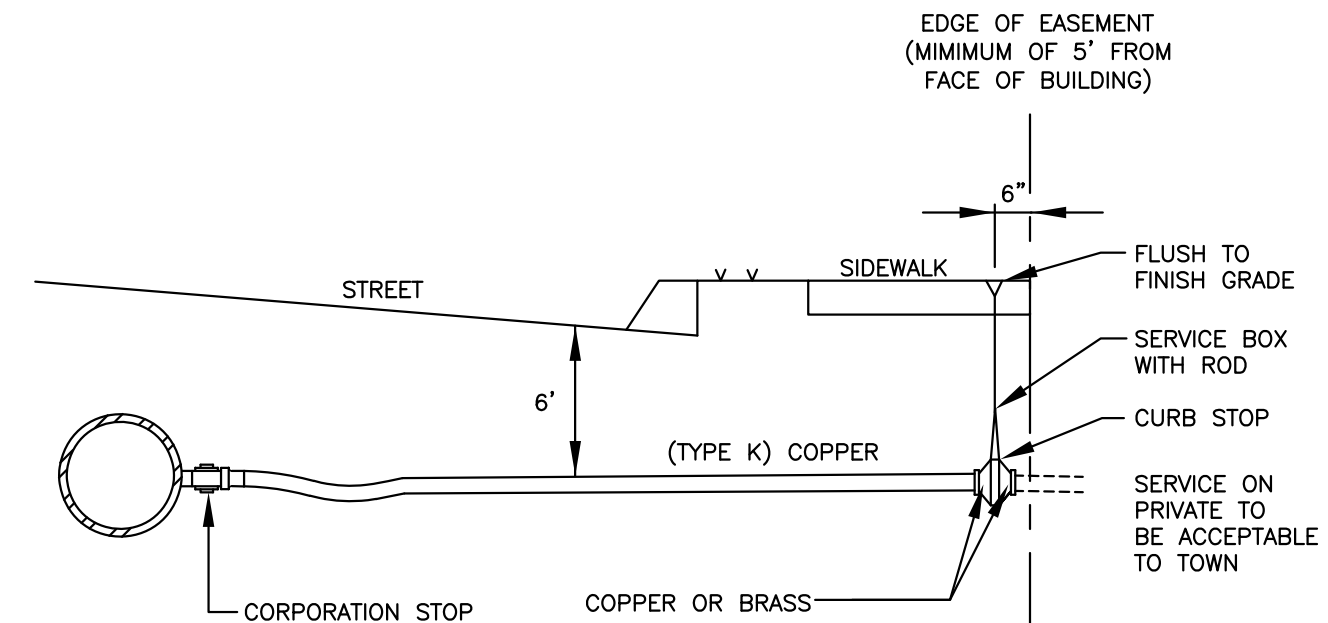
- NOTES:
1. COMPACT GRAVEL SUBBASE COURSE TO 92% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
 2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

TYPICAL DRIVEWAY/PARKING AREA SECTION
NOT TO SCALE

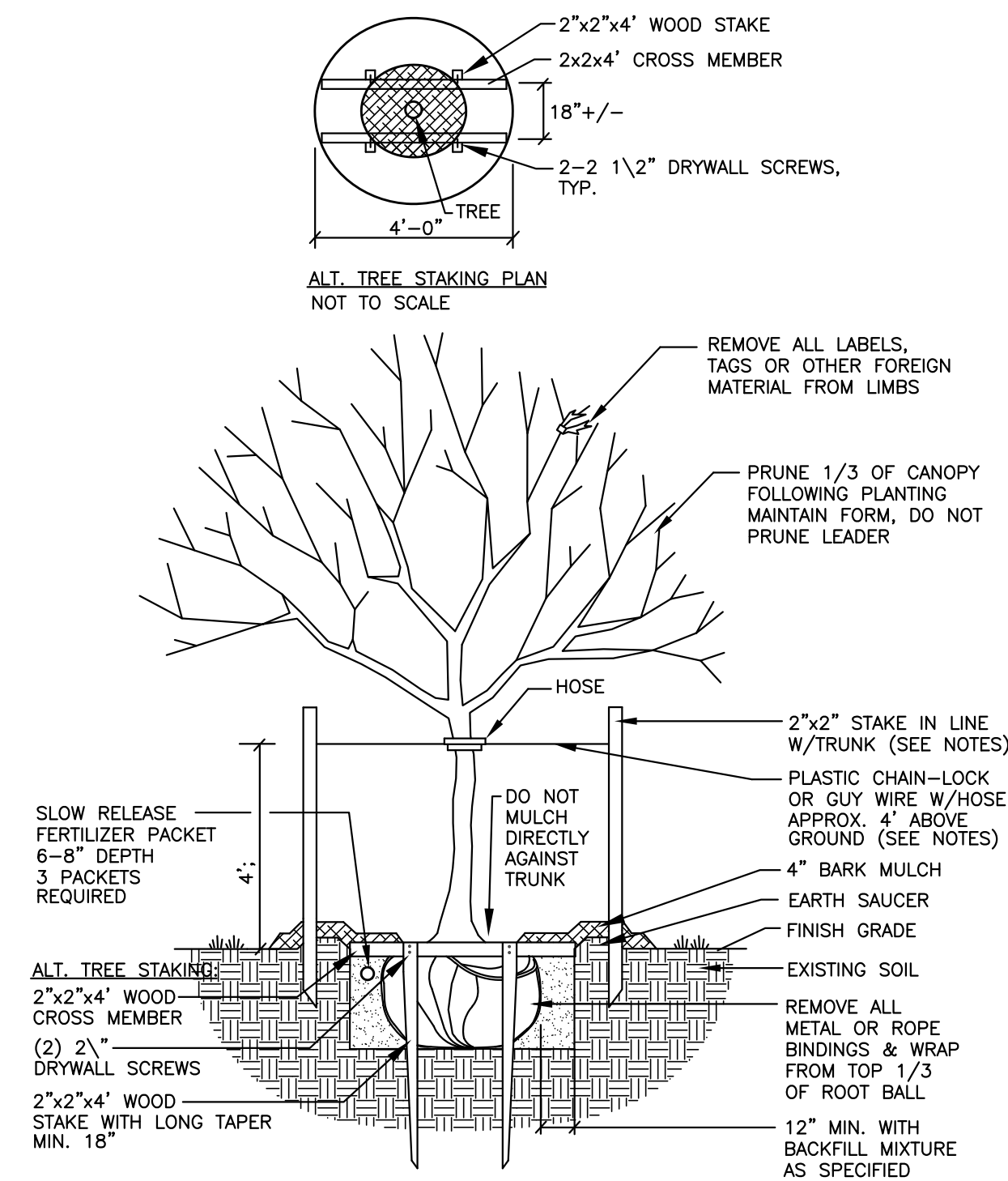


- NOTES:
1. INSTALL BACKFLOW VALVE WITH RUBBER SEAL IN EACH FOUNDATION DRAIN SERVICE.
 2. IF SUMP PUMP IS UTILIZED INSTALL CHECK VALVE AT SUMP PUMP.

SEWER / FOUNDATION DRAIN
SERVICE CONNECTION
NOT TO SCALE

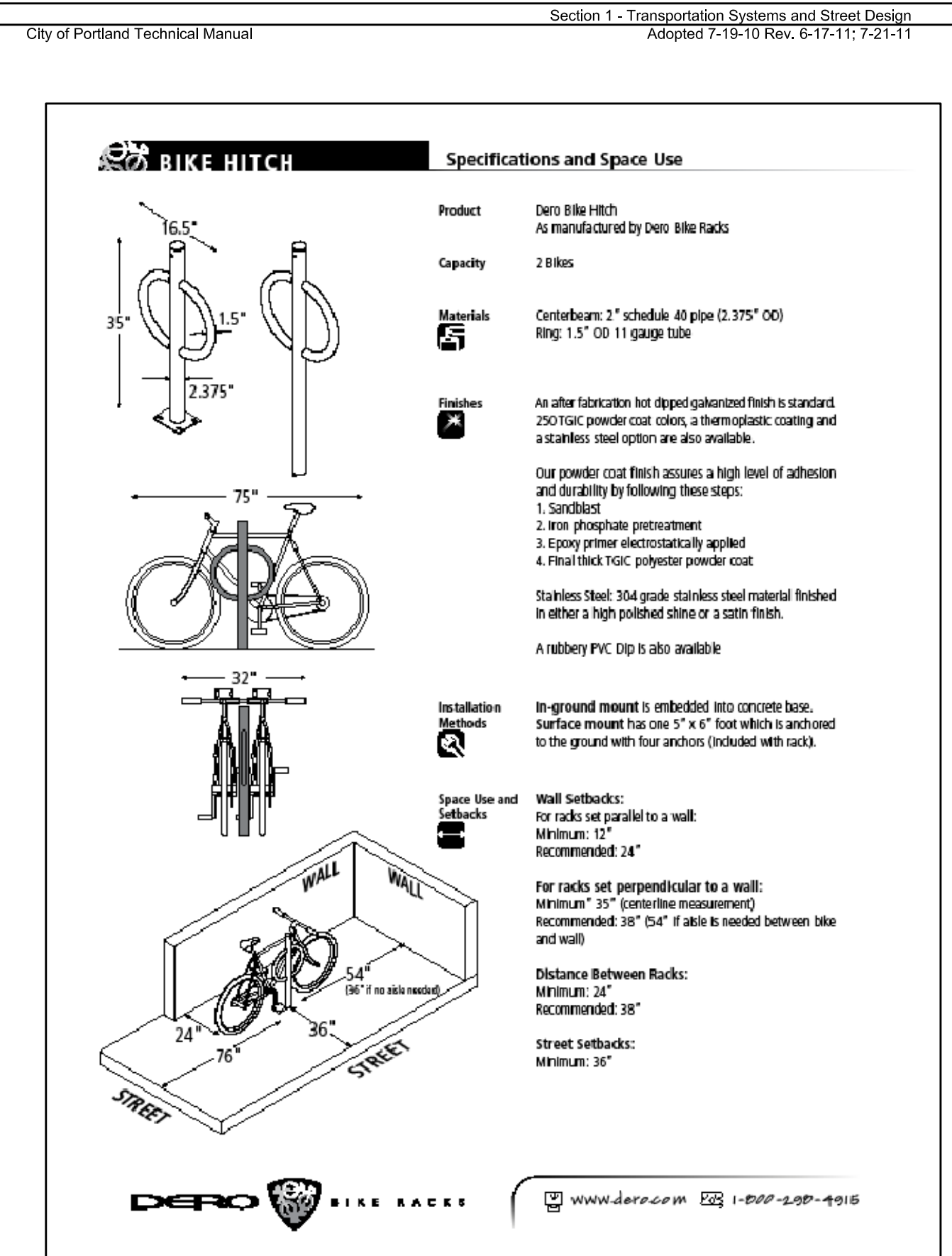


TYPICAL WATER SERVICE CONNECTION
NOT TO SCALE



- NOTES:
1. INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:
 2. THE TREE IS OF SUBSTANTIAL SIZE.
 3. THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
 4. IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

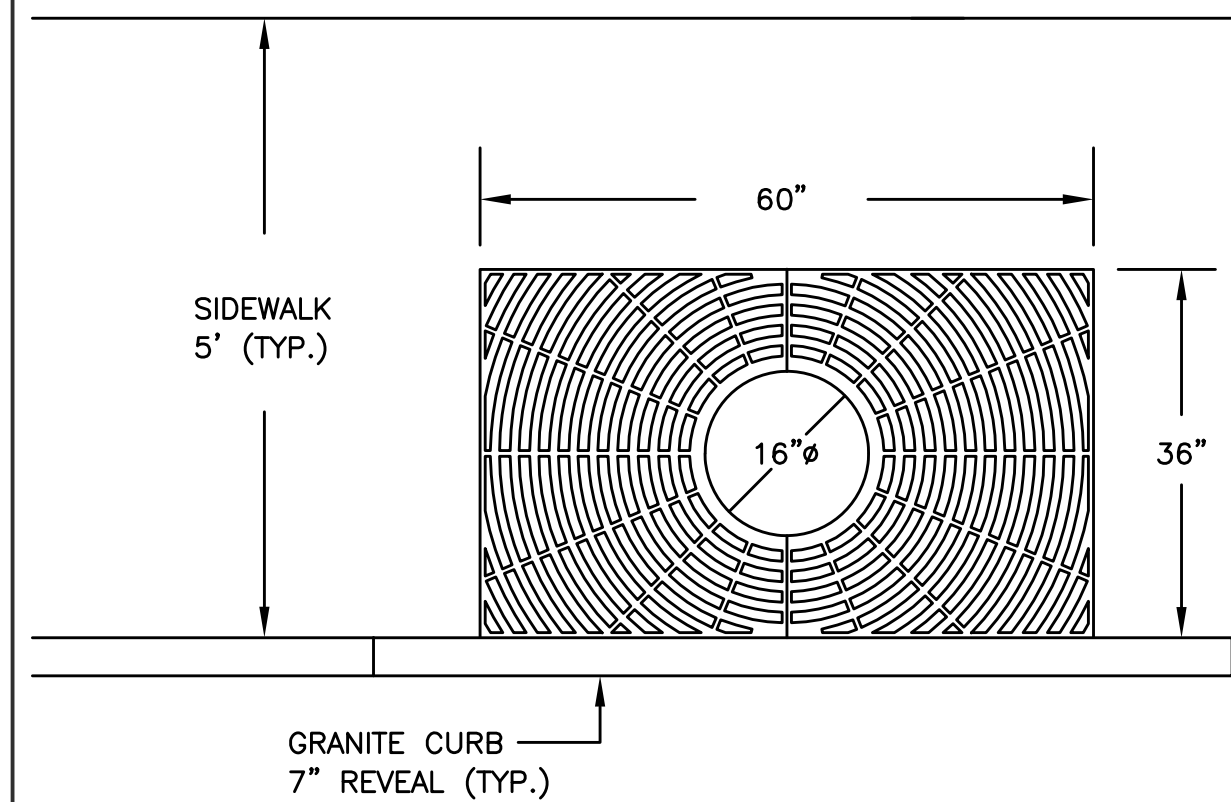
DECIDUOUS TREES 2" TO 4" CALIPER
NOT TO SCALE



CITY OF PORTLAND, MAINE
TECHNICAL STANDARDS MANUAL
TRANSPORTATION SYSTEMS
AND STREET DESIGN
SECTION I
BICYCLE RACK SPECIFICATION - BIKE HITCH
FIGURE:
I-33a
66

City of Portland Technical Manual 134134
Section 4 - Landscaping and Landscape Preservation
Adopted 7-19-10 Rev. 6-17-11

NOTES:
16"Ø EXPANDABLE TREE OPENING. 0.25" SLOT OPENINGS.
SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
WHEN THE TREE GRATE IS INSTALLED IN A CONCRETE SIDEWALK, A NOTCH MUST BE INSTALLED ALONG THE EDGE TO HOLD THE GRATE, WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.



EXPANDABLE TREE GRATE
NEENAH MODEL R-8810
NOT TO SCALE

CITY OF PORTLAND, MAINE
TECHNICAL STANDARDS MANUAL
STDS FOR LANDSCAPING
AND PRESERVATION OF
EXISTING VEGETATION
SECTION IV
EXPANDABLE TREE GRATE FOR
NARROW RESIDENTIAL URBAN STREETS
FIGURE:
IV-4A
134

REVISIONS		DESCRIPTION	DATE	NO.
1	12/14/17	UPDATED PARKING LAYOUT & GRADING	JHW	

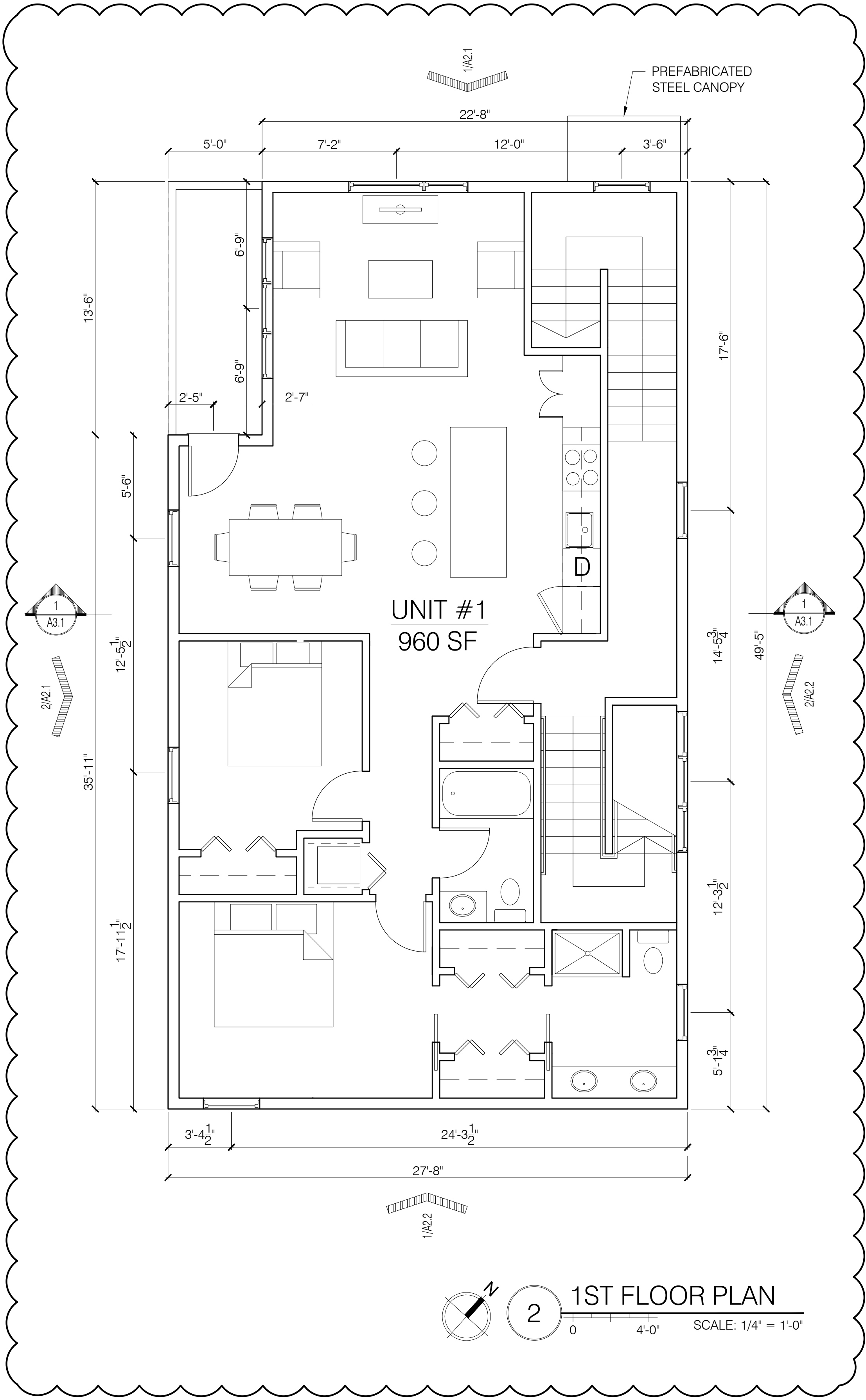
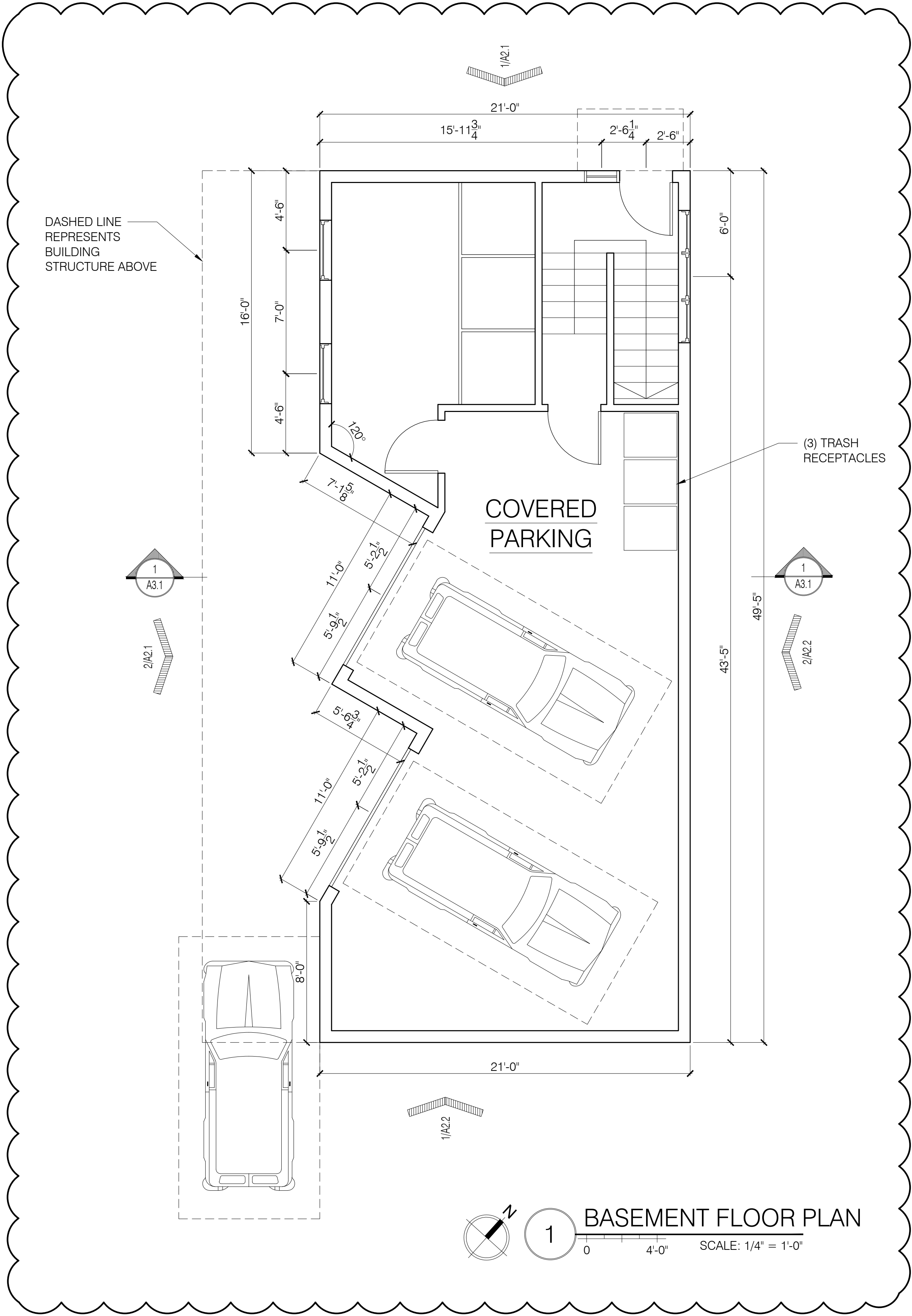
PROJECT NAME	30 FOX STREET
PROJECT NO.	17178
DRAWING NO.	17178 002117 B
FIELDBOOK	
SCALE	
DATE ISSUED	09-21-17
CLIENT	SIMON NORWALK DYER NECK DEVELOPMENT, LLC 29 KELLOGG STREET, #3 PORTLAND, ME 04101

DESIGNED:	JHW
DRAWN:	JHW
CHECKED:	JHW
APPROVED:	JHW
DATE:	09-21-17
CLIENT:	SIMON NORWALK DYER NECK DEVELOPMENT, LLC 29 KELLOGG STREET, #3 PORTLAND, ME 04101

Plymouth Engineering, Inc.
30 Lower Detroit Road
P.O. Box 46
Plymouth, Maine 04669
Tel: (207) 287-8071 Fax: (207) 287-8130
info@plymouthengineering.com
www.plymouthengineering.com

STATE OF MAINE
PLANNING & CONSTRUCTION
DIVISION
RECEIVED
2017 SEP 21 10:00 AM
PROJECT NO. 17178
SHEET 4 OF 5

C4



ISSUE DATE
10.9.17
SHEET SCALE
1/4" = 1'-0"

DRAWN BY
AEW
SHEET TITLE
BASEMENT & 1ST FLR PLANS

SITE APPLICATION SET
NOT FOR CONSTRUCTION

REVISIONS
1/ 11.13.17
2/ 12.14.17
3/ -
4/ -
5/ -

PROJECT NO.
17024
PROJECT NAME
30 FOX STREET
PORTLAND, MAINE 04101

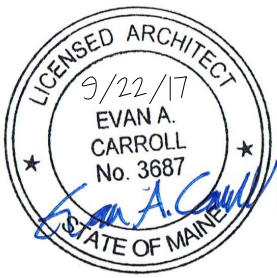
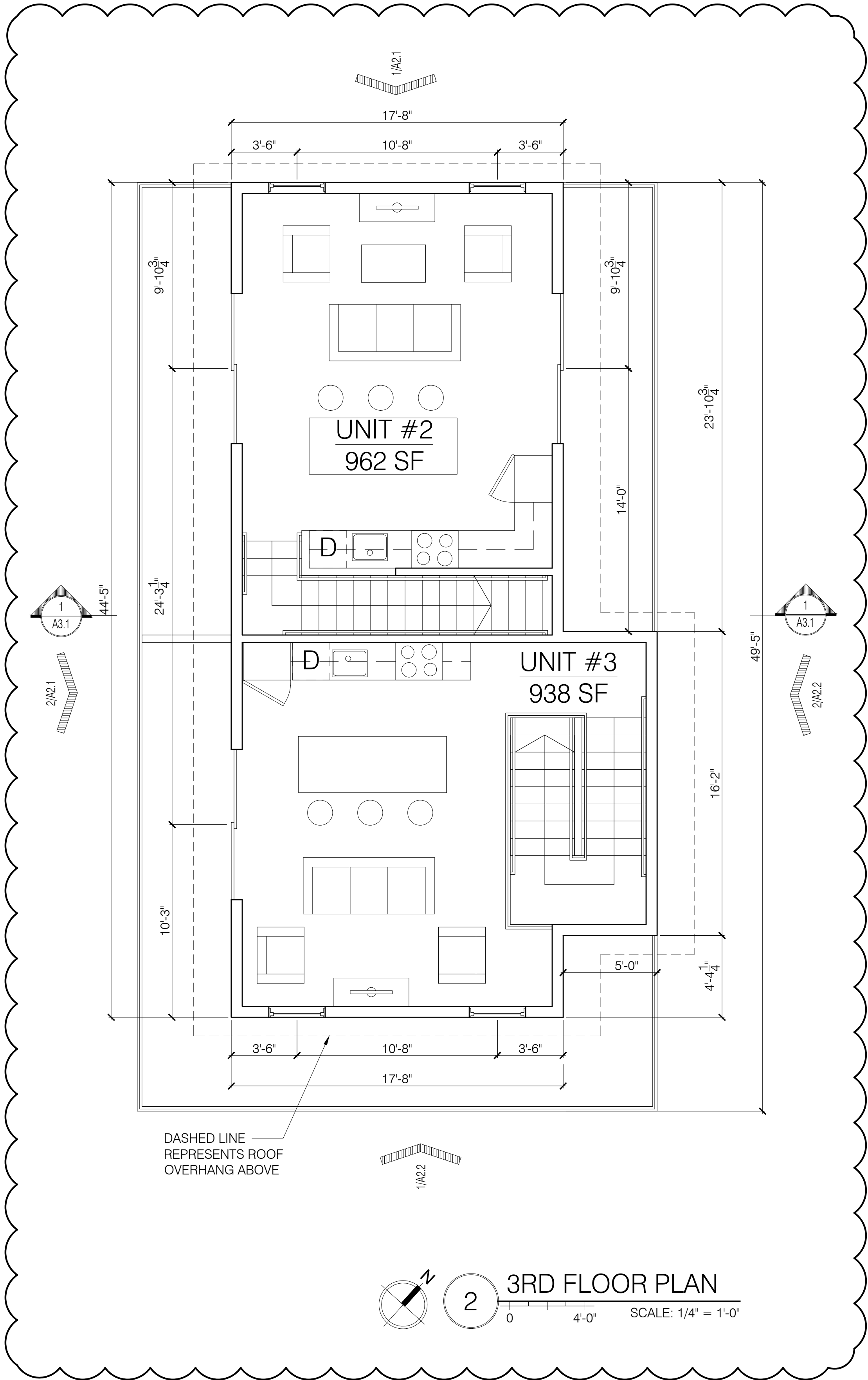
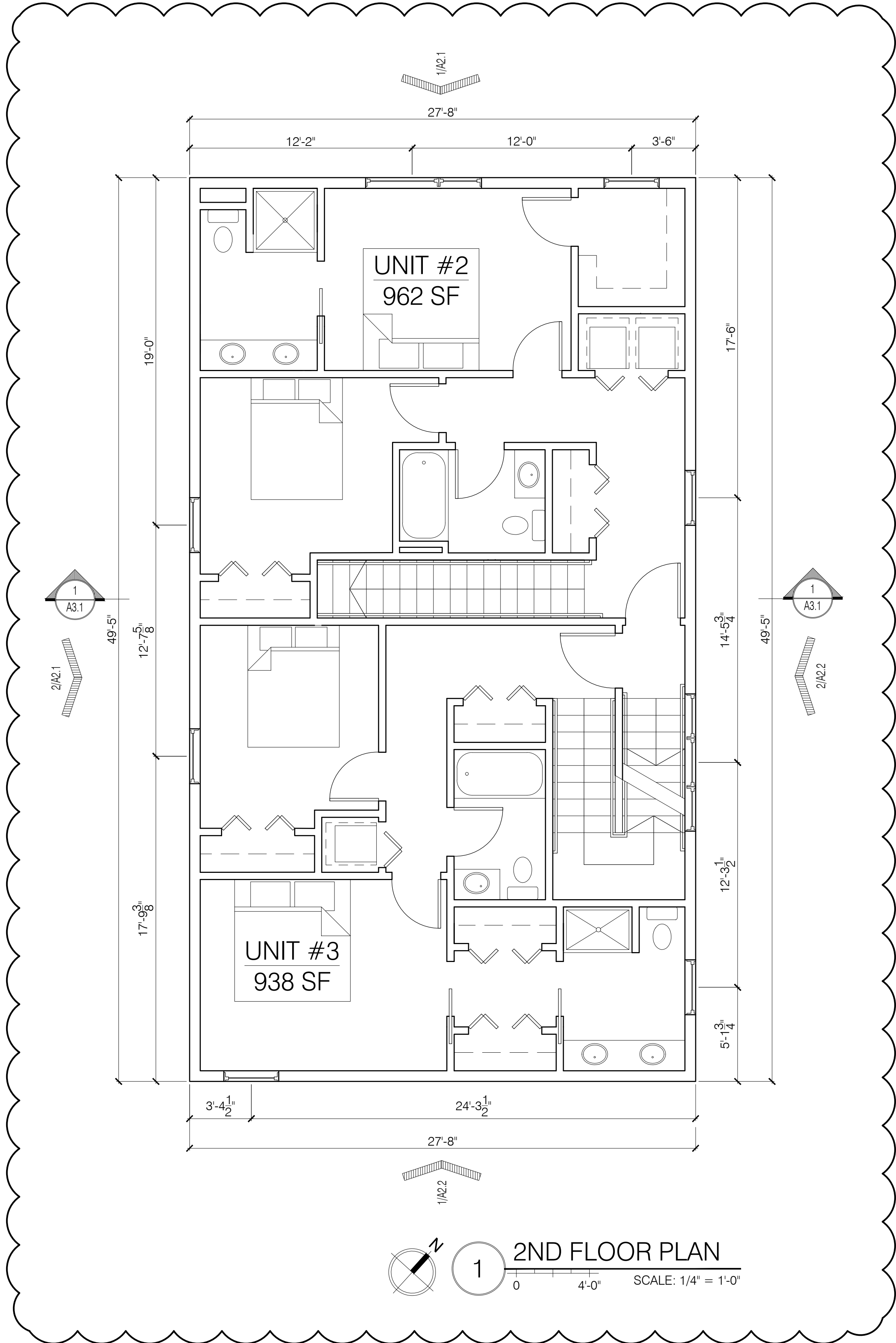


bild
ARCHITECTURE

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



Elevation	Separation Distance	Elevation Exposure	Floor Level	Sprinkler	Protected Openings	Movable Opening Area	Total Wall Area of Floor	Opening Area per Floor	Floor 705 & 1 Exception 2	% of Opening Area
Northwest	30 ≥	Public Way	First	NFPA 13R	No	No Limit	199.5	35.0	Yes	17.5%
Northwest	30 ≥	Public Way	Second	NFPA 13R	No	No Limit	248.5	43.8	Yes	17.6%
Northwest	30 ≥	Public Way	Second	NFPA 13R	No	No Limit	42.0	18.7	Yes	44.4%
Northwest	30 ≥	Public Way	Third	NFPA 13R	No	No Limit	290.5	43.8	Yes	15.1%
Northwest	30 ≥	Public Way	Fourth	NFPA 13R	No	No Limit	178.8	18.5	Yes	10.3%
Northeast	5 ≤ 10	Side Yard	First	NFPA 13R	No	10%	469.5	18.8	No	4.0%
Northeast	5 ≤ 10	Side Yard	Second	NFPA 13R	No	10%	518.9	51.8	No	10.0%
Northeast	5 ≤ 10	Side Yard	Third	NFPA 13R	No	10%	518.9	51.8	No	10.0%
Northeast	10 ≤ 15	Side Yard	Fourth	NFPA 13R	No	15%	254.2	53.3	Yes	21.0%
Northeast	5 ≤ 10	Side Yard	Fourth	NFPA 13R	No	10%	134.7	0.0	No	0.0%
Southeast	10 ≤ 15	Rear Yard	First	NFPA 13R	No	15%	262.8	0.0	Yes	0.0%
Southeast	10 ≤ 15	Rear Yard	Second	NFPA 13R	No	15%	290.5	16.5	Yes	5.7%
Southeast	10 ≤ 15	Rear Yard	Third	NFPA 13R	No	15%	290.5	16.5	Yes	5.7%
Southeast	10 ≤ 15	Rear Yard	Fourth	NFPA 13R	No	15%	178.8	33.0	Yes	18.5%
Southeast	15 ≤ 20	Rear Yard	Fourth	NFPA 13R	No	25%	43.5	0.0	Yes	0.0%
Southwest	5 ≤ 10	Side Yard	First	NFPA 13R	No	10%	228.0	18.0	Yes	7.9%
Southwest	10 ≤ 15	Side Yard	First	NFPA 13R	No	15%	262.0	126.0	Yes	48.1%
Southwest	5 ≤ 10	Side Yard	Second	NFPA 13R	No	10%	377.1	33.0	No	8.8%
Southwest	10 ≤ 15	Side Yard	Second	NFPA 13R	No	15%	141.8	18.8	Yes	13.2%
Southwest	5 ≤ 10	Side Yard	Third	NFPA 13R	No	10%	518.9	33.0	No	6.4%
Southwest	10 ≤ 15	Side Yard	Fourth	NFPA 13R	No	15%	496.9	106.6	No	21.4%

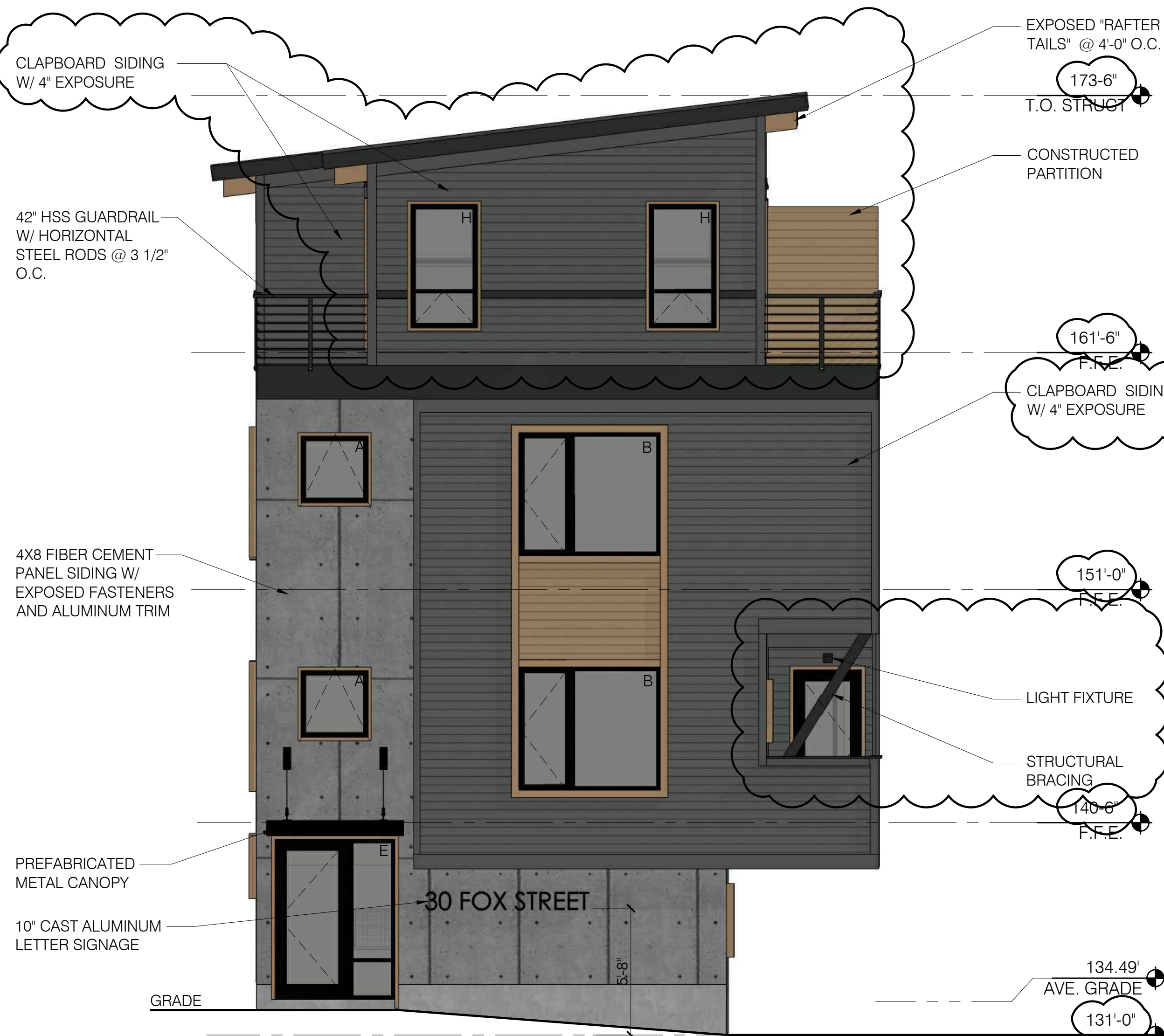
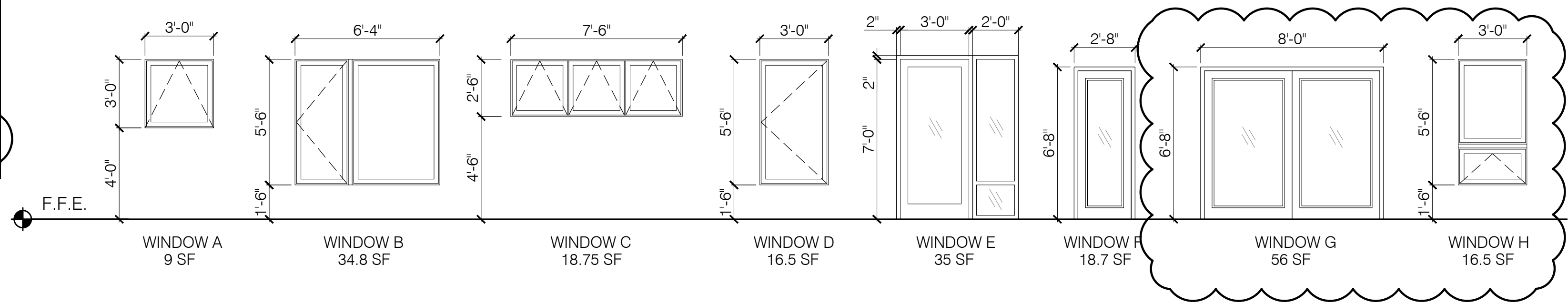
WINDOW SCHEDULE				
TYPE	SIZE (ROUGH OPENING)	MATERIAL	OPERATION	NOTES
A	3'-0" X 3'-0"	uPVC	AWNING	1, 2, 4
B	6'-4" X 5'-6"	uPVC	PICTURE/CASEMENT	1, 2, 3, 4
C	7'-6" X 2'-6"	uPVC	AWNING	1, 2, 4
D	3'-0" X 5'-6"	uPVC	CASEMENT	1, 2, 3, 4
E	5'-4" X 7'-2"	METAL	STOREFRONT	1, 2, 4
F	2'-8" X 6'-8"	uPVC	SWING PATIO DOOR	1, 2, 4
G	8'-0" x 6'-8"	uPVC	SLIDING GLASS DOOR	1, 2, 4
H	3'-0" X 5'-6"	uPVC	AWNING/CASEMENT	1, 2, 4

WINDOW SCHEDULE NOTES:

- SAFETY GLAZING MAY BE REQUIRED.
- ALL WINDOWS TO HAVE A MAXIMUM U-FACTOR OF 0.35.
- WINDOWS LABELED 'EGRESS WINDOW' IN PLAN MUST COMPLY WITH: MIN AREA: 5.7SF
MIN HEIGHT: 24"
MIN WIDTH: 20"
- WINDOWS & GLAZED DOORS TO BE THERMALLY BROKEN.

WINDOW SPECIFICATIONS:

- Size and window configuration. See Window Schedule
- Color options. To be selected
- Factory Mulling Capability. Preferred
- Design Pressure Rating. 25
- U Factor. 0.35 or lower
- Material. To be selected
- Glazing Type. To be selected
- Hardware type. Washing from interior preferred
- Exterior Washing Capability. 10 years
- Warranty (Window & glazing units). Standard Insect Screens
- Insect Screens



1 NORTHWEST ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"



2 SOUTHWEST ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"

Elevation	Separation Distance	Elevation Exposure	Floor Level	Sprinkler	Protected Openings	Allowable Opening Area	Total Wall Area of Floor	Opening Area per Floor	Meets 705.8.1 Exception 2	% of Opening Area
Northwest	30'±	Public Way	First	NFPA 13R	No	No Limit	199.5	35.0	Yes	17.5%
Northwest	30'±	Public Way	Second	NFPA 13R	No	No Limit	248.5	43.8	Yes	17.6%
Northwest	30'±	Public Way	Third	NFPA 13R	No	No Limit	290.5	43.8	Yes	15.1%
Northwest	30'±	Public Way	Fourth	NFPA 13R	No	No Limit	178.8	18.5	Yes	10.3%
Northeast	5'±10'	Side Yard	First	NFPA 13R	No	10%	469.5	18.8	No	4.0%
Northeast	5'±10'	Side Yard	Second	NFPA 13R	No	10%	518.9	51.8	No	10.0%
Northeast	5'±10'	Side Yard	Third	NFPA 13R	No	10%	518.9	51.8	No	10.0%
Northeast	10'±15'	Side Yard	Fourth	NFPA 13R	No	15%	254.2	53.3	Yes	21.0%
Northeast	5'±10'	Side Yard	Fourth	NFPA 13R	No	10%	134.7	0.0	No	0.0%
Southeast	10'±15'	Rear Yard	First	NFPA 13R	No	15%	262.8	0.0	Yes	0.0%
Southeast	10'±15'	Rear Yard	Second	NFPA 13R	No	15%	290.5	16.5	Yes	5.7%
Southeast	10'±15'	Rear Yard	Third	NFPA 13R	No	15%	290.5	16.5	Yes	5.7%
Southeast	10'±15'	Rear Yard	Fourth	NFPA 13R	No	15%	178.8	33.0	Yes	18.5%
Southeast	15'±20'	Rear Yard	Fourth	NFPA 13R	No	25%	43.5	0.0	Yes	0.0%
Southwest	5'±10'	Side Yard	First	NFPA 13R	No	10%	228.0	18.0	Yes	7.9%
Southwest	10'±15'	Side Yard	First	NFPA 13R	No	15%	262.0	126.0	Yes	48.1%
Southwest	5'±10'	Side Yard	Second	NFPA 13R	No	10%	377.1	33.0	No	8.8%
Southwest	10'±15'	Side Yard	Second	NFPA 13R	No	15%	141.8	18.8	Yes	13.2%
Southwest	5'±10'	Side Yard	Third	NFPA 13R	No	10%	518.9	33.0	No	6.4%
Southwest	10'±15'	Side Yard	Fourth	NFPA 13R	No	15%	496.9	106.6	Yes	21.4%

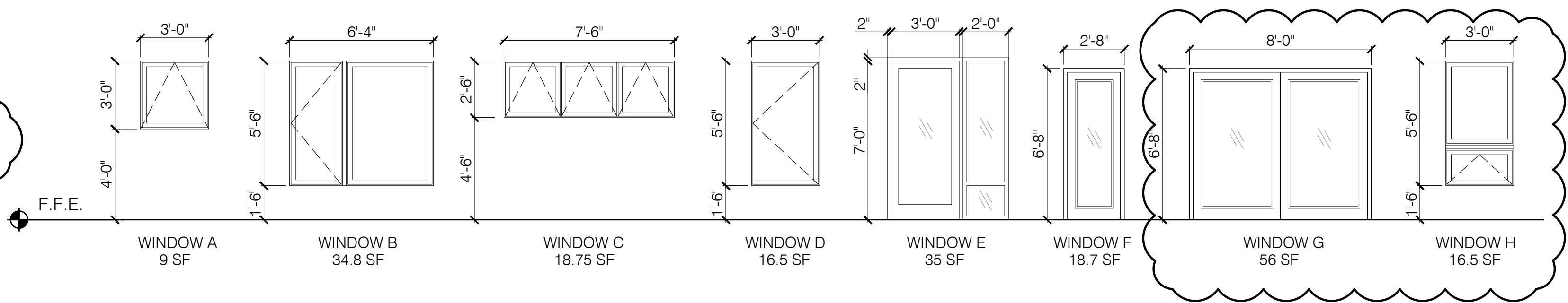
WINDOW SCHEDULE				
TYPE	SIZE (ROUGH OPENING)	MATERIAL	OPERATION	NOTES
A	3'-0" X 3'-0"	uPVC	AWNING	1, 2, 4
B	6'-4" X 5'-6"	uPVC	PICTURE/CASEMENT	1, 2, 3, 4
C	7'-6" X 2'-6"	uPVC	AWNING	1, 2, 4
D	3'-0" X 5'-6"	uPVC	CASEMENT	1, 2, 3, 4
E	5'-4" X 7'-2"	METAL	STOREFRONT	1, 2, 4
F	2'-8" X 6'-8"	uPVC	SWING PATIO DOOR	1, 2, 4
G	8'-0" x 6'-8"	uPVC	SLIDING GLASS DOOR	1, 2, 4
H	3'-0" x 5'-6"	uPVC	AWNING/CASEMENT	1, 2, 4

WINDOW SCHEDULE NOTES:

1. SAFETY GLAZING MAY BE REQUIRED.
2. ALL WINDOWS TO HAVE A MAXIMUM U-FACTOR OF 0.35.
3. WINDOWS LABELED "EGRESS WINDOW" IN PLAN MUST COMPLY WITH: MIN AREA: 5.7SF
MIN HEIGHT: 24"
MIN WIDTH: 20"
4. WINDOWS & GLAZED DOORS TO BE THERMALLY BROKEN.

WINDOW SPECIFICATIONS:

1. Size and window configuration. See Window Schedule
2. Color options. To be selected
3. Factory Mulling Capability. Preferred
4. Design Pressure Rating. 25
5. U Factor. 0.35 or lower
6. Material. To be selected
7. Glazing Type. To be selected
8. Hardware type. Washing from interior preferred
9. Exterior Washing Capability. 10 years
10. Warranty (Window & glazing units) Standard Insect Screens
11. Insect Screens



EXPOSED "RAFTER TAILS" @ 4'-0" O.C.

CONSTRUCTED PARTITION

42" HSS GUARDRAIL W/ HORIZONTAL STEEL RODS @ 3 1/2" O.C.

CLAPBOARD SIDING W/ 4" EXPOSURE

GRADE

173'-6" T.O. STRUCT

161'-6" F.F.E.

151'-0" F.F.E.

140'-6" F.F.E.

(3) WALL MOUNTED MINI-SPLIT COMPRESSORS

134.49' AVE. GRADE

131'-0" T. SLAB

CLAPBOARD SIDING W/ 4" EXPOSURE

4X8 FIBER CEMENT PANEL SIDING W/ EXPOSED FASTENERS AND ALUMINUM TRIM

42" HSS GUARDRAIL W/ HORIZONTAL STEEL RODS @ 3 1/2" O.C.

4X8 FIBER CEMENT PANEL SIDING W/ EXPOSED FASTENERS AND ALUMINUM TRIM

(3) WALL MOUNTED MINI-SPLIT COMPRESSORS

GRADE

EPDM ROOFING

LIGHT FIXTURE

173'-6" T.O. STRUCT

161'-6" F.F.E.

151'-0" F.F.E.

140'-6" F.F.E.

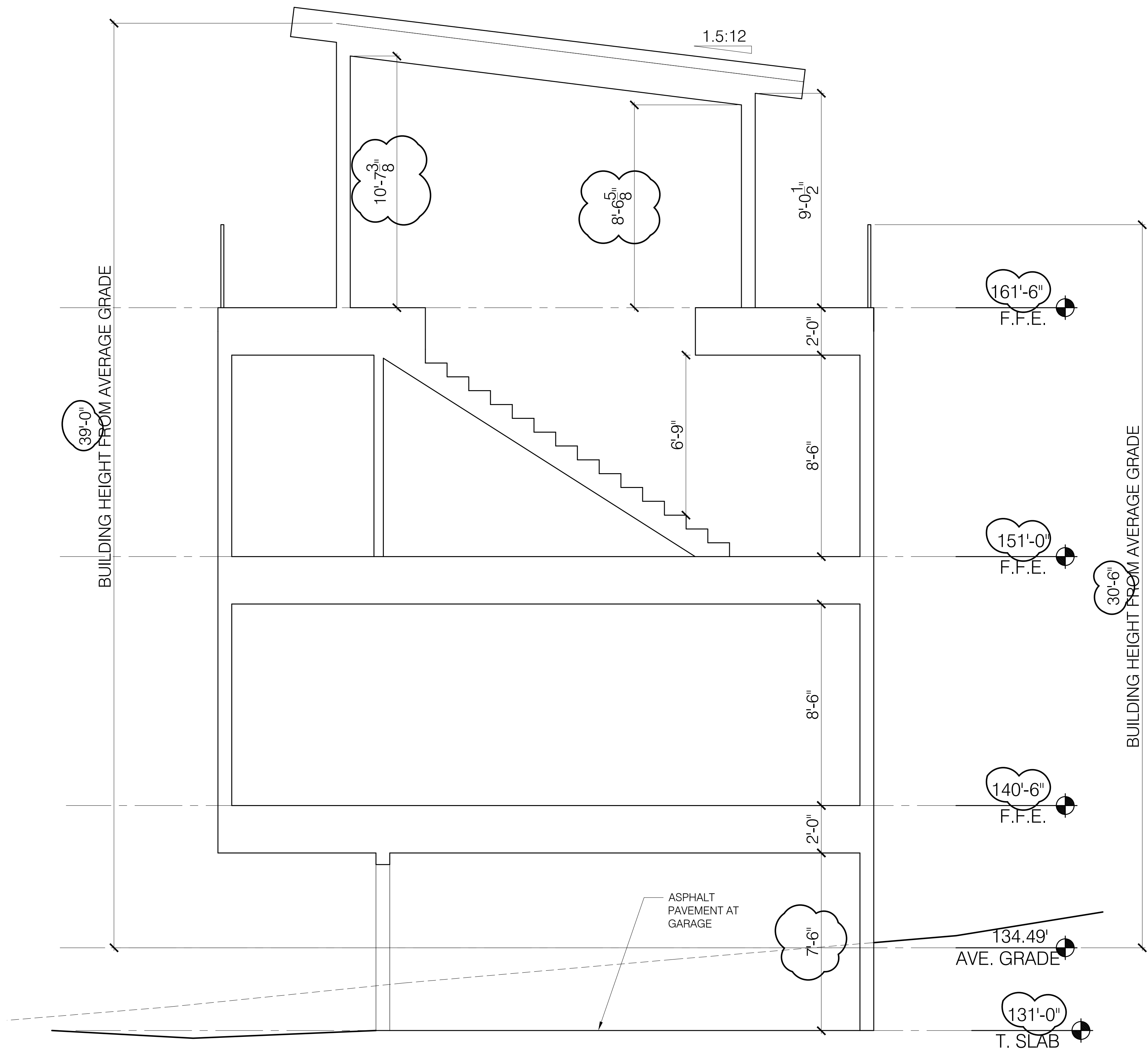
PREFABRICATED METAL CANOPY

134.49' AVE. GRADE

131'-0" T. SLAB

1 SOUTHEAST ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"

2 NORTHEAST ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"



1 BUILDING SECTION
0 3'-0" SCALE: 3/8" = 1'-0"

ISSUE DATE
10.9.17
SHEET SCALE
3/8" = 1'-0"

DRAWN BY
AEW
SHEET TITLE

SITE APPLICATION SET
NOT FOR CONSTRUCTION
BUILDING SECTION

REVISIONS
1| 11.13.17
2| 12.14.17
3| -
4| -
5| -

PROJECT NO.
17024

PROJECT NAME
30 FOX STREET
PORTLAND, MAINE 04101



bild
ARCHITECTURE

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



1 RENDERING
0 N.T.S. SCALE: N.T.S.

ISSUE DATE
10.9.17
SHEET SCALE
N.T.S.

DRAWN BY
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bild
ARCHITECTURE

Bild Architecture
PO Box 8235
Portland, ME
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1 RENDERING
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SHEET SCALE
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Bild Architecture
PO Box 8235
Portland, ME
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evan@bildarchitecture.com

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30 Fox Street condominiums

1 message

Nicholas Sichterman <nicholas.sichterman@gmail.com>

Fri, Dec 1, 2017 at 1:25 PM

To: Jean Fraser <jf@portlandmaine.gov>

Hello Ms. Fraser,

My wife and I are property owners abutting a proposal for a three unit condominium development at 30 Fox Street.

We may be a bit tardy in sending you some of our questions and concerns about this project, but we never received a post-card notification from the Planning Department. We've been anticipating that notification ever since we met Mr. Norwalk in October. We heard from our neighbor across the street -- Mrs. Maloney-- that she had received a notice and since that time we've visited City Hall to view the development plans.

We were, and are, supporters of the most recent changes to the R-6 zone, but we no doubt have a slightly different slant on the opportunities the changes present, different, I would assume than developers such as Mr. Norwalk. Our lot at 28 Winthrop was, prior to the changes in the R-6, a non-conforming lot. It is -- at 2,010 s.f.) -- now a conforming lot, and we have built a two story, peaked roof, single family home.

While we've spent some time reading about the changes to the R-6, you'll be able to quickly answer some of our questions:

The current project for the condominiums at 30 Fox Street began with the purchase by Mr. Norwalk of our neighbor's property at 32 Fox Street. 32 Fox Street is a single family home that, under the previous ownership, sat on two lots under common ownership -- the total lot size was apparently 4,095 s.f. The attached carport at 32 Fox St. was demolished by Mr. Norwalk, the house was quickly sold, and he retained ownership, after surveying work, of the 2,394 s.f. noted on his application for his condominium development.

What was a single family home on a conforming lot of 4,095 s.f. is now a single family home on a non-conforming lot of 1,701 s.f. and five feet from a development pushing the limits for its lot size --three units with on site ground floor parking. It was our assumption that the house he flipped would at least need to be transferred to the new owners with a conforming lot of 2,000 s.f. instead of creating a non-conforming lot solely for the purpose of maximizing profits on the retained property. We had hoped for a single family house on that lot--the predominate building type in our three block neighborhood--but fully expected a two-unit project of some kind.

Have there been variances granted for this project? If so, is there a list of those granted that we can access? Are abutters routinely notified of variances?

During our visit to your offices to see the plans we noticed that the 30 foot pear tree the City had planted 15-20 years ago is slated for removal and replaced by a 15 foot maple. There are only 4 of these trees on Fox Street from Washington Ave. to Anderson. I've attached a photo of this tree -- which is fully leaved and is just now turning color in December as it stands centered before the narrow lot planned for condominiums. For comparison, I've also included a photo of a 15' tree planted in the sidewalk two houses down the street. Fox Street is a street in need of some softening and scale, the kinds of concerns that are hardly footnotes on paper plans, yet are so important in the daily lives lived in a neighborhood.



Thanks for your time today and please let us know of all meetings concerning this project. We have received many notices these past few years for applications for all sorts of developments from Washington Ave. to Anderson Street and it was

disheartening, to say the least, not to receive the one notice with the greatest impact to us personally.

Sincerely,

Nicholas Sichterman
Mariah Hughs

Re: 30 fox street

1 message

Kelly Hrenko <kelly.hrenko@maine.edu>
To: Jean Fraser <jf@portlandmaine.gov>
Cc: Kerry MacDonald <kmace04@msn.com>

Wed, Dec 27, 2017 at 2:27 AM

Hello Jean-

Thank you for your willingness to meet and discuss the 30 fox project. We very much appreciate your time.

First, we wanted to confirm both the upper and lower level rooms with a window (and skylight) on the side facing the vacant lot to be developed, are bathrooms. The upper level on that side also contains two bedrooms with windrows facing the street and back yard.

Thank you for the updated plans. We have a few questions/concerns:

1. The plans indicate attaching a metal guard rail to the side of our home. We have not given permission for this. However, we definitely agree there should be something installed to protect cars from colliding...a free-standing barrier, perhaps something like concrete/metal bollards. We feel the extremely tight parking situation is a real matter of safety, especially when driving in slippery and/or dark conditions. Our kitchen (with gas appliances), living room, and bathroom all run along that side of our home.
2. Along with the fear of cars maneuvering so closely to our home - the tight quarters appear to severely limit our access to that side of our home for regular maintenance and repair. Our only exterior water connection is on that side as well as gutters etc - of which may need attention multiple times a year. The plans also seem to indicate that snow storage will lean into our fence, thus blocking a newly installed gate. In general, we can't help but feel the project is uncomfortably encroaching upon that side of our property.
3. We have questions about the applicants request to allow parking- based on a compact car size. Namely, how would we or the city ensure that only compact cars are maneuvering in that area and therefore not in jeopardy of collision with each other and us.
4. Lastly, we would like to confirm that the upper levels of the new building will remain >5feet from our property.

In closing, we do not oppose the project but really want to be sure we are aware of the details and fully understand the aspects of this project that may impact our property. We are first-time home owners in Portland and have worked very hard to purchase our home - and look forward to a long and happy life there. So of course, we want to be sure we are safe and that our property is protected. Is there any additional information on these concerns or other key issues that may be helpful for us to consider?

We are available to meet this week on Friday 12/29 any time after 3pm, and various times on Monday 1/1 and Tuesday 1/2 although an earlier time on those days is ideal. If meeting in person is not possible this week or next, we can also plan a phone call.

Sincerely,
Kelly and Kerry

On Thu, Dec 21, 2017 at 10:02 AM, Jean Fraser <jf@portlandmaine.gov> wrote:
Kelly and Kerry

I would be happy to meet you almost anytime - I am out of the office Dec 25th and 28th but otherwise around next week; the week after I am around every afternoon. Let me know what would be convenient for you.

One of the questions we asked the applicant is what rooms with windows were on the side facing the vacant lot to be developed, on the upper floor- and I was sent photos showing this was a bathroom. The Fire Department wanted to be sure there were no bedrooms with windows on that side at the upper level - as if there were then the building would need to allow for ladders to reach the windows. So I would like to double check that with you.

As Barbara advised you, this will be considered by the Planning Board on Tuesday January 9th (probably late afternoon) as a Workshop (no decision) where public comments would be taken. The time of the meeting is yet to be confirmed but they are usually late afternoon. If you wish to have written comments included in the staff Memo for the Board, please get them to me by the end of Jan 3rd. If I get them after that, the Board will still see them, but not until just before the meeting. You are welcome to attend and speak at the meeting during the public comments section. You can write and speak if you wish. The applicant has not confirmed the date of the Neighborhood meeting.

I attach the site plan, elevations, and floor plans that we received late last week - these are still under review but we do not consider that they meet all of the site plan standards and my Memo to the PB will outline the key issues. The renderings are below:





Thank you
Jean

On Mon, Dec 18, 2017 at 6:18 PM, Kelly Hrenko <kelly.hrenko@maine.edu> wrote:

Hi Jean-

My Wife, Kerry MacDonald, and I live at 32 Fox street. We came by the city planning office today to preview the plans on file for 30 Fox. We were given your name as the person to talk with re: any questions with the project. We wonder if you would have any time over the next couple of weeks to meet? We need a little help interpreting some of the information.

Happy Holidays!

Kelly and Kerry

--

Kelly Hrenko, Ph.D.
Associate Professor, Art Education

USM Art Department
109 Robie Andrews Hall, Gorham
Office: [207.780.5364](tel:207.780.5364)
Cell: [612.423.6832](tel:612.423.6832)

[USM Art Education Program Website](#)
[USM Art Department Website](#)

--

Jean Fraser, Planner
City of Portland
874 8728

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.

--

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[USM Art Department Website](#)

30 Fox St. condo project

1 message

Nicholas Sichterman <nicholas.sichterman@gmail.com>

Fri, Jan 5, 2018 at 11:05 AM

To: Jean Fraser <jf@portlandmaine.gov>

Dear Ms. Fraser,

Thank you for your note of 12/19/17.

My wife and I still have concerns about the project being considered at 30 Fox Street. Those concerns begin with the size of the project for a lot this size located where it is on Fox Street and the effort to maximize profits by providing off-street parking by using the five foot buffer on the downhill side as a fully integrated, paved component of the development. We hope some red flags went up when the applicant included this note on his site plan drawing..."Install a metal guardrail on abutting building to protect against vehicle collision." Not only using the buffer, but appropriating the use of private property abutting the development.

Small protection against the obvious -- the house at 32 Fox Street *will be* hit by cars using that parking design. The two cars that are paying for their garage will *always* be backing out across first, the sidewalk (which they will not be able to see until they have blocked it with their car) and then, because of street parking, will be blindly backing out into the traffic of Fox Street.

We also have trouble trying to reconcile the site plan drawings with recent survey work.

We are planing on being at the meeting on Tuesday, the 9th, and would appreciate a confirmation that it is indeed still on the schedule and what **time** and **where** in City Hall we will be meeting.

Thanks for you time on this,

Nicholas Sichterman
Mariah Hughs



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Caitlin Cameron, Urban Designer

Date: January 5, 2018

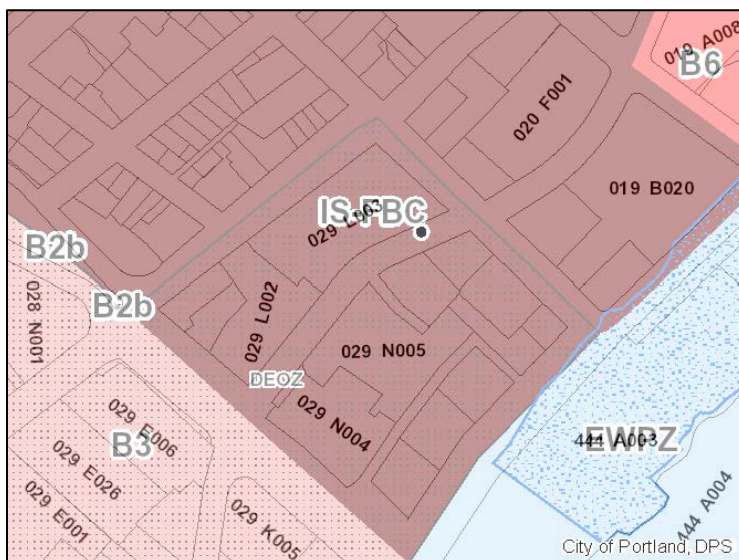
Re: **January 9th 2018 Planning Board Workshop**
Level III Site Plan
126 room extended-stay hotel/parking development, 203 Fore Street (#2017-245)
Chatham Portland DT LLC, Richard Mielbye, Applicant

I. INTRODUCTION

Chatham Portland DT LLC has submitted a Level III Site Plan application for a hotel project on India Street between Middle and Fore streets in the heart of the India Street neighborhood. The proposal is for a four to six story single building of 126 extended-stay hotel rooms, a rooftop bar, and guest amenities such as a dining room and coffee bar. A 120-space valet parking structure is proposed in the middle of the parcel – there are two decks, one structured and one surface parking level facing Middle Street. The project is located on a sloped site that overlooks the harbor; and is located in the IS-FBC zone (UA and UT subdistricts) and within 100 feet of the India Street Historic District but does not apply in this case.

The applicant is seeking the Board's input, in particular, on the zoning waiver requests before proceeding to a final plan submission.

This Workshop was noticed to 261 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on November 27th and 28th 2017. The applicant held a Neighborhood Meeting on November 15th 2017 and the notes are included in Attachment I. The Planning Division has received five emails from residential neighbors (PC 1-5). Comments from neighbors are primarily concerned with parking, traffic, and maintaining green space and pedestrian amenities. There are some concerns about noise from the rooftop bar.



Applicant: Chatham Portland DT LLC (represented by Richard Mielbye, Miel's Development Group)
Agent and Legal Counsel: Bernstein Shur (Mary Costigan)
Architect: DLR Group (Dustin Kurle)

Required reviews and requested waivers:

Applicant's Proposal	Applicable Standards
New construction over 50,000 sf	Level III Site Plan Review and ISFBC UA/UT Design Review
New construction over 50,000 sf	Traffic Demand Management
More info needed – trip generation	Traffic Management Permit – 100 trips threshold
Waivers	Citation
Building Orientation – Request to orient to UT street rather than UA street	14-275.7 Subdistrict Dimensional Requirements: Corner cond.
Frequency of Entries (Middle Street) – Request to provide no (out of 1) entries	14-275.7 Subdistrict Dimensional Requirements: UA
Frequency of Entries (India Street) – Request to provide 2 (out of 3) entries	14-275.7 Subdistrict Dimensional Requirements: UA
Additional Building Length – Request to provide 2 (out of 3) active entries to modules	14-275.6(b)2. Frontage requirements: d.2. Ground Floor Partitions
Frontage Requirements: Request to provide 30% fenestration on Middle Street	14-275.7 Subdistrict Dimensional Requirements: UA

II. PROJECT DATA

SUBJECT	DATA
Total area of the site	47,473 sq ft
Total Disturbed Area	47,473 sq ft
Existing Zoning	ISFBC (UT, UA)
Existing Use	Surface parking for neighboring hotel
Proposed Use	Hotel, restaurant, coffee shop, parking
Impervious Surface Area	
--Existing	20,251 sq ft
--Proposed	37,952 sq ft
--Net Change	17,701 sq ft
Building Footprint	
--Existing	0 sq ft
--Proposed	13,576 sq ft (upper level)
--Net Change	13,576 sq ft
Building Floor Area	
--Existing	0 sq ft
--Proposed	98,746 sq ft (including garage)
--Net Change	98,746 sq ft
Proposed Room Mix	
-Queen Studio	92
-Queen Studio Connecting	18
-Queen Studio Accessible	16
Parking Spaces	120 (93 existing; 12 condo spaces)
Bicycle parking Spaces	22 (none existing)
Estimated Cost of the project:	Not provided

III. EXISTING CONDITIONS

This site is within the India Street neighborhood and has frontage on three streets – India, Middle, and Fore Street. The development site is Lot 2, one of two parcels in common ownership. Lot 1 is occupied by a six-story building occupied by the Hampton Inn, Sebago Brewing restaurant and bar, and 12 condominiums. Several new buildings have recently been completed or are under construction around this site – two new mixed-use projects on India Street a block away, and two recently completed

buildings across India Street next to the Ocean Gateway Garage. These new buildings are quickly defining the India Street character and streetscape.

The site is within the India Street Form-based Code zone and at a prominent corner. India and Middle streets are designated as Urban Active (UA) zoning subdistricts which emphasizes active frontage with the intent of strengthening these main streets with a strong street wall, active frontage and sidewalks, and mixed-uses. Fore Street has an Urban Transitional (UT) zoning designation that allows for up to six stories and longer buildings.

The parcel is across the street from the India Street Historic District. However, the so-called 100' rule does not apply in this case and new development on this site is not subject to historic review. Buildings on this site will be part of historic streetscapes of India and Middle streets and the zoning and design standards emphasize contextuality in order to create a congruent and cohesive streetscape.

The site includes a significant grade change between Middle Street and Fore Street. This allows the proposed parking structure to be buried in the middle of the site but presents constraints on the ground floor activation on Middle and India Streets given the steep slope on India Street, which are discussed in greater detail as part of the review. The site benefits from long views to the harbor and the East End.

The development site is occupied by a surface parking lot for the adjacent lot and hotel located at 207-209 Fore Street. Both parcels are in common ownership and will share parking facilities. The existing conditions were approved under the previous zoning of B3 and a contract zone. A 35' setback was required for the surface parking and is currently occupied by landscaping, street lighting, and benches.





View of site from India and Middle streets



View of site from Fore and India streets

IV. PROPOSED DEVELOPMENT

The proposed hotel, including elevations and perspectives, is shown in the Plan set and described in the applicant's submittal. This image (Plan P23) shows the overall project view from India and Fore streets.



The proposal includes:

- 126 extended-stay hotel rooms;
- Valet parking for 120 vehicles (two levels, structured and surface) for both Lots 1 and 2
- Rooftop bar open to the public;
- Dining room and coffee bar for guests only;
- Extended planting areas/plazas along the Fore Street and Middle Street frontage;
- Required mid-block permeability

The elevation below faces India Street (Plan P18). India and Middle have a four-story height maximum; Fore Street allows up to six stories. The resulting proposal includes height and massing variation.



V. STAFF REVIEW

A. RIGHT, TITLE AND INTEREST

The applicant has submitted the deed (Attachment B). A parking agreement for the site from 2010 is also included (Attachment C). In addition, this property includes a 30' wide public utility easement through the site – staff are still resolving the implications of the easement in relation to the parking structure proposed. The deed also restricts additional restaurants on the site greater than 3,500 sf – all dining areas proposed are less than that threshold.

The Boundary Survey needs to be updated to reflect current conditions and show the property line between the two parcels.

B. ZONING ASSESSMENT

1. General Assessment: The proposed building and parking structure is located in the IS-FBC zone and includes two UA and one UT frontages. On UA streets there is a three-story minimum and a four-story, 50' maximum. On UT streets the height maximum is six stories and 65'. The project meets the height, setback, and mid-block permeability requirements. The proposal is taking advantage of the ability to increase the front yard setback on UA streets to 10' which will create wider sidewalks. The project seeks to use Additional Building Length provisions on Fore and India Streets. On Fore Street, the building may be up to 200' (194' proposed) in length given certain requirements which the project meets by using structured parking. However, on India Street, which can allow up to 150' (145' proposed), the project has not been able to meet the requirement for three active modules to achieve the extended building length. The project is not able to meet all the zoning requirements and there are several partial waivers sought. See the Zoning Checklist for a complete analysis (Attachment 1).
2. Waiver Requests: The proposal currently does not meet five of the zoning requirements. Waiver requests include:
 - o Building Orientation – UA orientation required, UT orientation proposed
 - o Frequency of Entries (Middle Street) – 1 required, none provided
 - o Frequency of Entries (India Street) - 3 required, 2 provided
 - o Additional Building Length – 3 modules required (145' building length proposed), active entry at each module (India Street) – 3 modules created, 3rd module does not have an active entry
 - o % of Fenestration (Middle Street) – 60-90% required, 30% provided

The applicant explains the need for the waiver requests in Attachment F. In all cases, the applicant claims unique site factors make the zoning requirements impractical.

The Planning Board must evaluate the waiver requests using the recently revised IS-FBC zone partial waiver provision with the following criteria (14-275.2):

1. *The intent of the IS-FBC as stated in Sec. 14.275.1 Purpose and Sec. 14-275.7 Subdistrict dimensional requirements are met;*
2. *Be the least adjustment necessary to satisfy the practical, programmatic, or functional needs of the proposed development; and*
3. *At least one (1) of the following applies:*
 - i. *The proposed zoning alternative better achieves the zone and subdistrict intents;*
 - ii. *The zone or subdistrict intent will not be met by applying the requirement in this particular circumstance;*
 - iii. *There is a legal or practical necessity or unique conditions; or*

iv. *Unique site factors make the zoning requirement impractical or cost prohibitive.*

3. **Staff Analysis:** Staff agree that the site has constraints – the significant grade change does create some challenges when it comes to placing entrances and active frontage. However, the majority of the requested waivers stem from the applicant’s program decisions and building scale. The building length and orientation are being driven by the hotel program. The fact that the proposal includes one long building on India Street with a consistent finish floor grade exacerbates the grade change challenges. The hotel program creates less active uses on the ground floor such as pool which, again, is difficult to make comply with the zoning requirements. The intent of the zone is for India and Middle streets to be active main streets and for new buildings to be human-scaled and contextual – staff do not feel the intent of the zone and subdistrict purpose statements are being met by the project as currently proposed.

14-275.1 Purpose: *The India Street Form-based Code is different than traditional zoning, . . . The intent of the India Street Form-based Code Zone is to establish a zoning district that encourages a vibrant, walkable, mixed-use urban district, preserves and values the existing historic neighborhood fabric, and fosters and supports local businesses and residential areas.*

14-275.7 Urban Active (UA) Subdistrict: *The intent of this subdistrict is to maintain and promote a moderate-scale, diverse, mixed-use neighborhood with vibrant streets and active ground floor spaces. Buildings are more active and engage the street at the ground level. Building frontages are transparent and entries are at a sidewalk level with frontage types including storefronts and recessed doorways. The streetscape has steady street planting, and buildings set close to the street providing a consistent street wall.*

4. **Staff Recommendations:** Staff believe that the current proposal does not meet the intent for UA streets in the IS-FBC zone. The site is challenging because it is bounded by three streets and has a dramatic grade change. By proposing one large building that fills the block, the applicant has made it difficult, by choice, to meet important zoning requirements intended to activate the main streets of the neighborhood. The proposal is successful in its design on Fore Street from a zoning and design perspective. India and Middle streets become secondary facades where the zoning seeks the opposite. Staff recommends the applicant seek ways to better meet the zone intent rather than compromise the desired community and urban design outcome through five waivers – some examples include reducing the scale of the building to front on only two streets; propose two buildings – one facing Fore Street, one facing Middle Street; revise the ground floor to internally change to meet the street level at Middle/India Street; add or alter the program, especially on the ground floor to increase the ability to activate the frontage.

C. SITE PLAN STANDARDS

14-526 Site Plan Standards

Traffic - Access, Circulation, Loading and Servicing

The proposal introduces two curb cuts on Lot 2. The Traffic Engineering Reviewer has also noted the following (Attachment 2):

- *A traffic study will be required to evaluate traffic impacts in the vicinity of the project. If the Hampton Inn project is included due to the determination that it is part of a common scheme of development, a Traffic Movement Permit would likely be required. The traffic study would likely review conditions at the Middle Street and Fore Street intersections*

- with India Street and Franklin Street. I would also note that the City will be requiring a fair-share monetary contribution to Franklin Street improvements.
- The project is proposing two driveways (one on Middle Street and one on Fore Street). The number of driveways complies with City Technical standards (assuming the project is NOT a common scheme development. If the Hampton Inn Driveway is considered, the number of driveways exceeds City standards). I would note that the driveways will reduce the number of on-street parking spaces along both streets and thus consideration of narrowing driveway widths may be beneficial.
 - I investigated the location of driveways as it relates to corner clearance standards (to India Street). Middle Street is classified as a Local Street and 35 feet of corner clearance is required. The proposed Middle Street driveway meets City standards. Fore Street is classified as a Collector Street and 150 of corner clearance is required. The proposed driveway appears to provide approximately 140 feet of separation and thus either the driveway will need to shift to the west or a waiver will need to be requested.
 - The proposed driveway on Fore Street meets City driveway separation standards to the existing Hampton Inn driveway.
 - The project will need to provide details on truck deliveries.
 - It will be important that the mid-block walkway be designed to optimize pedestrian safety and minimize vehicle conflict.
 - A construction management plan that complies with City requirements will be required.

Sidewalks – The applicant will work with staff to design the sidewalks to meet this standard and the City of Portland Technical Manual standards. On India and Middle streets the applicant is receiving an extended front yard setback (10') in exchange for extending the public sidewalk onto the private property – this will require an easement to the City.

Public Transit Access - The #8 bus route is northbound on India Street – no transit shelter is required.

Parking – The zoning requires 50 spaces provided for the proposed project (hotel and bar) in addition to the 93 parking spaces for the neighboring hotel/condos = 155 total. The proposal currently provides 120 valet spaces on-site. The proposal would require parking for the hotel and the rooftop bar. The applicant claims parking is not needed for the dining room and coffee shop because they will not be open to the public.

The neighboring Hampton Inn hotel at 207-209 Fore Street (Lot 1) was approved with 93 parking spaces (for 122 hotel rooms and 12 residential units) that are provided on the site of this proposal. The approval letter for that project, dated April 13, 2010, states the following parking condition related to this site:

That the condominium documents for the site contain a provision that allows surface parking to transition to structured parking or be relocated to allow future development of the easterly portion of the site.

The applicant intends to provide those 12 residential parking spaces on-site in the new parking structure.

The applicant is also requesting to amend the Lot 1 parking requirement wishing to reduce the required parking from the previously approved 93 spaces. 120 total parking spaces are currently proposed.

Staff need more information in order to fully evaluate the parking proposal. The Traffic Engineering Reviewer has also noted the following ([Attachment 2](#)):

- *The project will need to provide a parking demand/supply analysis and how parking will be managed between the proposed hotel and Hampton Inn. Also, details on valet parking management and vehicle circulation between two parking areas shall be provided.*
- *I will provide comments on parking lot dimensions upon receipt of that information.*

Snow Storage – Waiting for final submission.

Transportation Demand Management - The applicant is asked to submit a parking study for the whole site and a revised TDM. A TDM was part of the original, approved Hampton Inn site development and will need to be updated and revised since the applicant is also asking to reduce the number of required parking spaces for Lot 1 (Hampton Inn site).

Landscape Preservation / Site Landscaping and Screening – There are no significant landscape or natural features to preserve. The applicant will need to screen surface parking from Middle and Fore Street.

Landscape Plan - Waiting for final submission. Staff will provide guidance on the landscape locations and detailing (Plan P11).

Water quality, Stormwater Management and Erosion Control - Waiting for final submission/survey.

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

The proposals indicate a garage door at the entrance to the garage and do not appear to represent any particular concern. The final submissions should include a lighting plan that would help address this requirement.

Fire Prevention and Public Utilities - There are no concerns for Fire Prevention at this time. Applicant needs to verify Stormwater and Wastewater capacity. There is a 30' public utility easement over the site with stormwater and sewer lines. Staff are reviewing the easement to determine if the proposed building is in conflict. City Engineer Keith Gray had the following comment:

- *We have concerns with the proposed parking deck being located over the existing utility easement. In addition to maintenance clearance concerns, the deck corner support would be very close to the existing SD-2 stormdrain. Provide additional information on clearance, deck support footprint and/or stormdrain relocation.*

Massing, Ventilation and Wind Impact and Shadows: Generally addressed in the Design Review. No wind or shadow impact anticipated.

Historic Resources – The project is not within the historic district and not within 100' of a historic landmark.

Exterior Lighting incl Street Lighting – Waiting for final submission including photometric plan. The project will need to install new street lights along all frontages in the ROW (at the applicant's cost). The lights would need to meet the Technical Standards for street lighting and match the lights installed elsewhere in the India Street neighborhood (Eastern Waterfront medium). Staff will work with the applicant to develop the street light plan.

Noise and Vibration – Waiting for final submission. The final submissions should clarify where the HVAC will be located and how it will be screened even if the exact specifications are submitted later.

Construction Management Plan – Waiting for final submission.

D. DESIGN STANDARDS



The site is located within the IS-FBC zone, Fore Street is the UT subdistrict, Middle and India Streets are in the UA subdistrict. Preliminary design review concluded that more contextual information is needed to fully evaluate the proposal (see Attachment 1).

Staff Analysis: The surrounding built context is a mix of low-rise historic, brick structures and new mixed-use construction. The design priorities for new construction in this neighborhood are buildings that maintain the urban street wall, engage the public realm, and respect and fit into the established context. The design successfully creates interesting forms and massing, and buries the parking interior to the site. However, it is difficult to determine how and whether this large-scale building fits into the streetscape. The proposal orients the building to Fore Street – staff feel this orientation and the proposed program and ground floor design compromise the intent for Middle or India street to be the active main streets of the neighborhood. More information is needed before staff can assess whether the project meets the intent of the zone and the design standards, especially how the project fits into the context. Full Design Review comments (Attachment 1). Concerns include:

- Material selection, placement, and too many materials
- Window proportion and detailing
- Scale, articulation, and detailing of ground floor design on India and Middle Streets – pedestrian comfort and scale, more information needed to assess
- Legibility and emphasis of building entrances



VI. BOARD CONSIDERATIONS

The following items are requested to be considered during this workshop (See section V.B. and D. for staff assessment):

- Zoning waiver requests
 - Building Orientation – UA orientation required, UT orientation proposed
 - Frequency of Entries (Middle Street) – 1 required, none provided
 - Frequency of Entries (India Street) – 3 required, 2 provided
 - Additional Building Length – active entry at each module (India Street) – 3rd module does not have an active entry
 - % of Fenestration (Middle Street) – 60-90% required, 30% provided
- Overall design concept, massing

VII. NEXT STEPS

The final submission will need to fully address the Site Plan review standards, including the following:

- Submit an updated, stamped Survey
- Zoning: Clarify whether the development proposal is a separate lot or lots in common (setback, curb cut, traffic analysis implications)
- Civil and Stormwater: Information/plans regarding grading, impervious surface, utilities, and stormwater system
- Transportation: Traffic Study; Parking Demand/Supply analysis; Revised TDM for one or both sites
- Transportation: Information to address the Traffic Engineer review questions regarding the parking layout and driveway (explain whether a driveway waiver is needed) and service/delivery
- Transportation: Determine whether this proposal constitutes a common scheme of development which would trigger a Traffic Movement Permit
- Site Design: Work with staff for sidewalks/ROW design and materials, street lights, and street tree layouts
- Site Design: Submit lighting plan, landscape plan, sidewalk and site plan, utility and grading plan that meet Site Plan requirements
- Landscape: Specify landscape design and plant selection; provide required screening for surface parking
- Design: Provide a context study and narrative of how the design meets the intent of the *IS-FBC Building Design Standards*; Depictions of the design in its context
- Design: Locations and screening details for HVAC
- Utilities: Submit capacity letter for Wastewater and Water; Coordinate overhead utilities and fire safety; Resolve utility easement
- Provide a Construction Management Plan
- Any other issues raised by the Planning Board

ATTACHMENTS:

Attachments to Memorandum

1. Zoning and Design Checklist – Preliminary
2. Traffic Engineering - Preliminary

Public Comments

PC1 Daniel DesPres 11.03.17

PC2 Daniel DesPres 11.15.17

PC3 Kathleen Shafer 11.24.17

PC4 Susan Murphy 11.25.17

PC5 Gordon Cary 11.28.17

Applicant's Submittal

- A. Application
- B. Right, title and Interest
- C. 2010 Parking Agreement
- D. Project Narrative
- E. Response Letter 12/20/17
- F. Waiver Requests
- G. Financial and Technical Capacity
- H. Trip Generation Letter
- I. Neighborhood Meeting Attendance and Minutes

Plans

- P1 Cover Sheet
- P2 Project Summary Sheet
- P3 Existing Conditions Plat
- P4 Existing Grading and Utility
- P5 Existing Landscape Plan
- P6 Site Plan Level 1
- P7 Site Plan Level 2
- P8 Utility Plan Level 1
- P9 Utility Plan Level 2
- P10 Grading Plan
- P11 Landscape Plan
- P12 Floor Plan Level 1
- P13 Floor Plan Level 2
- P14 Floor Plan Level 3 and 4
- P15 Floor Plan Level 5
- P16 Floor Plan Level 6
- P17 North Elevation
- P18 East Elevation
- P19 South Elevation
- P20 West Elevation
- P21 Perspective 1
- P22 Perspective 2
- P23 Perspective 3
- P24 Perspective 4

Development Review Checklist

IS-FBC

Level I / Level II / Level III / Master Plan
 Project Name: __Home 2 Hotel_____
 Address: __203 Fore Street_____
 Description: Alteration / Addition / New Construction
 Date Received: __11/22/17____ Prelim / Final
 Planner: __Caitlin Cameron_____

Subdistrict UN / UT / UA

	Complies	More Info	Does Not Comply	N/A	Comments
PURPOSE					
General Guiding Principles	☒	☒	☐	☐	Project will continue to fill in the street wall – more information is needed showing the proposal in the context.
Subdistrict Intent	☒	☐	☒	☐	UT, UA – mixed-use, strong street wall; Does not have active ground floor on Middle St
GENERAL DEV. STANDARDS					
(a) Prohibited Uses	☒	☐	☐	☐	Hotel, restaurant, coffee shop
(b) Siting Standards					
Mid-Block Permeability	☒	☐	☐	☐	20' min. width, mid-block
Frontage Req. – Additional Building Length	☒	☐	☒	☐	UT: complies – structured parking <200' UA India: does not comply – 3 modules, not all active entries (Waiver requested)
Setbacks	☒	☐	☐	☐	10' wide, extended sidewalks on UA streets
Small Lot < 35'	☐	☐	☐	☒	
Side Yard less than 5'	☐	☐	☐	☒	
Special corner treatment	☐	☐	☐	☒	
Attached Buildings	☐	☐	☐	☒	
Landscaping & Screening					
Surface Parking	☐	☒	☒	☐	Surface parking must be screened from view of Middle Street and Fore Street sidewalk
1 st Lot Layer - Height	☐	☐	☐	☒	
1 st Lot Layer – Perm.	☐	☐	☐	☒	
Other Lot Layer - Height	☐	☐	☐	☒	
Building Addition - Length	☐	☐	☐	☒	

Building Addition - Stories	☐	☐	☐	☒	
	Complies	More Info	Does Not Comply	N/A	Comments
(c) Height Standards					
Height Bonus - Eligible?	☐	☐	☐	☒	India and Middle St are not eligible
Height Bonus – Conditions	☐	☐	☐	☒	
(d) Parking Standards	☐	☒	☒	☐	50 + 93 = 143 spaces required, 120 spaces provided
Existing Parking - Addition	☐	☐	☐	☒	
SUBDISTRICT DIMS REQ.					
Siting Standards					
Orientation	☐	☐	☒	☐	UA orientation required (Waiver requested)
Corner Condition	☒	☐	☐	☐	UT/UA intersection; height stepbacks provided
Lot Coverage	☐	☒	☐	☐	Need an updated survey with lot area
Frontage Requirements					
Building Length	☒	☐	☐	☐	Fore St: 193'; India St: 145.5'; Middle St: 50'
Additional Bldg Length	☒	☐	☒	☐	UT: complies with garage; UA: 3 modules but only 2 active entries (Waiver requested)
Fenestration Req. (UA)	☒	☐	☒	☐	60% on India, 30% on Middle (Waiver requested)
Setbacks					
Principal Building					
Front Yard	☒	☐	☐	☐	UT: 10' max, UA: 5' max – extended sidewalk up to 10' front yard (Easement required)
Side Yard	☒	☐	☐	☐	UT: 10' min, UA: 5' min
Side Yard	☒	☐	☐	☐	Structured parking deck 10' side yard setback
Exceptions?	☒	☐	☐	☐	Front yard extended to 10' on India and Middle, extended sidewalk (with easement) required for additional setback
Rear Yard	☐	☐	☐	☒	

Accessory Building(s)					
Side Yard	☐	☐	☐	☒	
Rear Yard	☐	☐	☐	☒	
	Complies	More Info	Does Not Comply	N/A	Comments
Building Entries					
Frequency	☐	☐	☒	☐	2 entries required on Fore – 2 provided (1 corner entry); At least one entry required on Middle – 0 provided; 3 entries required on India – 2 provided (Waivers requested)
Principal Entry Orientation	☒	☐	☐	☐	Principle entry on Fore St, Restaurant entry on India
Principal Entry Elevation	☒	☐	☐	☐	At grade on Fore and India Streets
Height Standards					
Principal Building					
Height	☒	☒	☐	☐	Under 65' on Fore, Under 50' on India/Middle – provide average grade datum for height measurement
Stories	☐	☒	☐	☐	6 stories on Fore, 4 stories on India/Middle
Stepbacks (corner)	☒	☐	☐	☐	65' height begins 35' back from India St.
Accessory Building(s)	☐	☐	☐	☒	
Parking Standards					
Surface Parking Location	☒	☐	☐	☐	35' setback from Middle Street
Garage Door Setback	☐	☒	☐	☐	Garage opening is at least 10' from street – not clear if door is proposed
Garage Door Opening	☐	☒	☐	☐	Garage opening is 33' (20' max door width) – not clear if door is proposed

IS-FBC: Building Design Standards (BDS)

	Complies	More Info	Does Not Comply	N/A	Comments
BUILDING DESIGN STANDARDS (BDS)					Review (1/2/18) Caitlin Cameron, Barbara Barhydt, Shukria Wiar
1. Neighborhood Context					
Intent	☐	☒	☐	☐	Provide more context study and images showing project within the context. UA streets do not always provide active ground levels.
Guidelines	☐	☒	☒	☐	More study needed of proportion and rhythm of openings, relationship of materials, texture, and color. Some windows too wide, differ from proportions found in context.
2. Massing & Proportion					
Intent	☒	☐	☐	☐	Some of the massing and material changes help to break up the long building and provide proportions and forms that relate to the more historic buildings within the streetscape. This could be pushed further by adjusting the materials and fenestration pattern. The building is very long on India Street compared with the context.
Guidelines	☒	☐	☐	☐	Variation is provided – façade planes, height, and massing
Standard 2.1	☐	☐	☒	☐	
3. Articulation & Composition					
Intent	☐	☒	☐	☐	Not clear what the ground level experience is – more ped scale comfort in design detail. India Street has long stretch of façade – more articulation.
Guidelines	☐	☒	☐	☐	Sense of enclosure lacking; Ground level articulation is important here
Standard 3.1: 3 required	☒	☐	☐	☐	Delineation of floors (score lines); expression of structure; change in material type/color

Standard 3.2	☐	☒	☐	☐	More info on details, material transitions
Standard 3.3: Blank Wall	☒	☐	☐	☐	Limited blank walls
4. Fenestration					
Intent	☒	☐	☐	☐	
Guidelines	☒	☐	☐	☐	
Standard 4.1 (UA only)	☐	☐	☒	☐	Middle Street does not have high level of visual transparency
Standard 4.2	☒	☐	☐	☐	
Standard 4.3	☐	☒	☐	☐	What is the VT of glass proposed?
Standard 4.4	☐	☒	☐	☐	Where site and program restrict fenestration, what are the articulation methods to provide interest?

	Complies	More Info	Does Not Comply	N/A	Comments
5. Building Materials					
Intent	☐	☐	☒	☐	Some materials do not have small modules
Guidelines	☐	☐	☒	☐	Too many materials – context has simple material palettes; some materials out of character with context (metal, tile)
6. Building Entries					
Intent	☐	☐	☒	☐	UA streets not designed to meet intent
Guidelines	☐	☐	☒	☐	More emphasis needed on entries; ped entries not always direct/numerous
Standard 6.1	☒	☐	☐	☐	
Standard 6.2 (UA only)	☒	☐	☐	☐	Dining room entrance on corner with UA
Standard 6.3	☒	☐	☐	☐	
Standard 6.4	☒	☐	☐	☐	
Standard 6.5	☒	☐	☐	☐	
Standard 6.6	☐	☒	☐	☐	Is a garage door proposed?
Standard 6.7: Frequency	☐	☐	☒	☐	UA streets don't meet the requirement
7. Roof Lines					
Intent	☒	☐	☐	☐	
Guidelines	☒	☐	☐	☐	
Standard 7.1	☐	☒	☐	☐	More info needed on rooftop appurtenances
Standard 7.2	☒	☐	☐	☐	
8. Structured Parking					
Intent	☐	☒	☐	☐	More information needed on the articulation and detail of the garage on Fore Street.
Guidelines	☒	☐	☐	☒	UA: n/a; Materials and detailing appear to be consistent with overall building character
Standard 8.1	☐	☒	☐	☐	
Standard 8.2	☐	☒	☐	☐	

Standard 8.3	☒	☐	☐	☐	
Standard 8.4	☒	☐	☐	☐	



VIEW FROM NE CORNER
AT INTERSECTION OF INDIA AND MIDDLE STREETS

Consider different window
style here



VIEW ROOF DECK
AT INTERSECTION OF FORE AND INDIA STREETS

Legibility + Active Frontage:
more emphasis on entries



Caitlin Cameron <ccameron@portlandmaine.gov>

203 Fore Street Hotel - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Thu, Nov 30, 2017 at 10:39 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>

Hi Caitlin – I have reviewed the application materials and offer the following Preliminary Traffic Comments.

- A traffic study will be required to evaluate traffic impacts in the vicinity of the project. If the Hampton Inn project is included due to the determination that it is part of a common scheme of development, a Traffic Movement Permit would likely be required. The traffic study would likely review conditions at the Middle Street and Fore Street intersections with India Street and Franklin Street. I would also note that the City will be requiring a fair-share monetary contribution to Franklin Street improvements.

- The project is proposing two driveways (one on Middle Street and one on Fore Street). The number of driveways complies with City Technical standards (assuming the project is NOT a common scheme development. If the Hampton Inn Driveway is considered, the number of driveways exceeds City standards). I would note that the driveways will reduce the number of on-street parking spaces along both streets and thus consideration of narrowing driveway widths may be beneficial.

- I investigated the location of driveways as it relates to corner clearance standards (to India Street). Middle Street is classified as a Local Street and 35 feet of corner clearance is required. The proposed Middle Street driveway meets City standards. Fore Street is classified as a Collector Street and 150 of corner clearance is required. The proposed driveway appears to provide approximately 140 feet of separation and thus either the driveway will need to shift to the west or a waiver will need to be requested.

- The proposed driveway on Fore Street meets City driveway separation standards to the existing Hampton Inn driveway.

- The project will need to provide details on truck deliveries.
- The project will need to provide a parking demand/supply analysis and how parking will be managed between the proposed hotel and Hampton Inn. Also, details on valet parking management and vehicle circulation between to two parking areas shall be provided.
- I will provide comments on parking lot dimensions upon receipt of that information .
- It will be important that the mid-block walkway be designed to optimize pedestrian safety and minimize vehicle conflict.
- A construction management plan that complies with City requirements will be required.

If you have any comments, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

+1.207.781.4721 main

+1.207.347.4354 direct

+1.207.400.0719 mobile

+1.207.781.4753 fax

thomas.errico@tylin.com

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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 \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

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.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	Portland II
Proposed Development Address:	203 Fore Street
Project Description:	New Proposed Hotel with Parking
Chart/Block/Lot:	029 L003001
Preliminary Plan	
Final Plan	

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Richard Mielbye
Business Name:	Miel's Development Group
Address:	222 Lakeview Avenue, Suite 200
City/State:	West Palm Beach, FL
Zip Code:	33401
Work #:	5612271366
Home #:	
Cell #:	
Fax #:	
E-mail:	rmielbye@fpg-corp.com

OWNER

Name:	Chatham Portland DT LLC
Address:	222 Lakeview Ave., Suite 200
City/State:	West Palm Beach, FL
Zip Code:	33401
Work #:	561-246-5267
Home #:	
Cell #:	
Fax #:	
E-mail:	ltodd@cl-trust.com

AGENT/REPRESENTATIVE

Name:	Richard Mielbye
Address:	222 Lakeview Ave., Suite 200
City/State:	West Palm Beach, FL
Zip Code:	33401
Work #:	5612271366
Home #:	
Cell #:	
Fax #:	
E-mail:	rmielbye@fpg-corp.com

BILLING (to whom invoices will be forwarded to)

Name:	Stephanie Mielbye
Address:	222 Lakeview Ave., Suite 200
City/State:	West Palm Beach, FL
Zip Code:	33401
Work #:	561-227-1333
Home #:	
Cell #:	
Fax #:	
E-mail:	stmielbye@fpg-corp.com

ENGINEER

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

SURVEYOR

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

ARCHITECT

Name:	DLR Group
Address:	7290 West 133rd Street
City/State:	Overland Park Ks
Zip Code:	66213
Work #:	913-897-7811
Home #:	
Cell #:	913-980-0752
Fax #:	
E-mail:	dkurle@dlrgroup.com

ATTORNEY

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Stephanie Mielbye
E-mail:	stmielbye@fpg-corp.com
Name:	
E-mail:	
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☐	Less than 50,000 sq. ft.	\$750.00
☒	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☐	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☐	Stormwater Quality	\$250.00
☐	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [] x \$25.00 each	\$
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☒	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

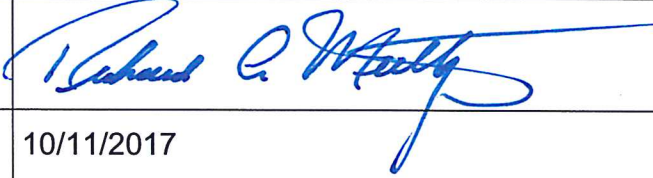
TOTAL AREA OF SITE	47,473	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	47,473	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	20,251	sq. ft.
Impervious Area (Total Proposed)	37,962	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	NA	sq. ft.
Building Footprint (Total Proposed)	12,227	sq. ft.
Building Floor Area (Total Existing)	NA	sq. ft.
Building Floor Area (Total Proposed)	79,245	sq. ft.
ZONING		
Existing	India Street Form Based Code	
Proposed, if applicable	NA	
LAND USE		
Existing	Parking Lot	
Proposed	Hotel	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	na	
# of Residential Units (Total Proposed)	na	
# of Lots (Total Proposed)	na	
# of Affordable Housing Units (Total Proposed)	na	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	na	
# of One-Bedroom Units (Total Proposed)	na	
# of Two-Bedroom Units (Total Proposed)	na	
# of Three-Bedroom Units (Total Proposed)	na	
PARKING SPACES		
# of Parking Spaces (Total Existing)	75	
# of Parking Spaces (Total Proposed)	102	
# of Handicapped Spaces (Total Proposed)	5	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	22	
# of Bicycle Spaces (Total Proposed)	22	
ESTIMATED COST OF THE PROJECT		
	Unknown at this time.	

VI. 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:	10/11/2017

PRELIMINARY PLAN (Optional) - Level III Site Plan

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		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.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

QUITCLAIM DEED WITH COVENANT
(Maine Statutory Short Form)

FORE INDIA MIDDLE, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220, for consideration paid, grants to CHATHAM PORTLAND DT LLC, a Delaware limited liability company, whose mailing address is c/o Chatham Lodging Trust, 50 Cocoanut Row, Suite 211, Palm Beach, Florida 33480, with Quitclaim Covenant, a certain lot or parcel of land, with any buildings and improvements thereon, located on Fore Street, India Street and Middle Street in the City of Portland, County of Cumberland, and State of Maine, being more particularly bounded and described as follows:

Lot 2 as shown on a subdivision plan entitled "Subdivision Plan of Hotel, Restaurant & Portside Residences, 207 & 209 Fore Street, Portland, Maine" dated February 8, 2010, as most recently revised on April 23, 2010, approved by the City of Portland Planning Board on April 13, 2010, and recorded in the Cumberland County Registry of Deeds in Plan Book 210, Page 194 (the "Subdivision Plan").

Lot 2 is hereby conveyed together with and subject to the rights and easements granted by Old Port Hospitality, LLC to Fore India Middle, LLC and by Fore India Middle, LLC to Old Port Hospitality, LLC as set forth in an Amendment of Deed, Termination of Rights and Easements and Grant of Rights and Easements by and between Old Port Hospitality, LLC and Fore India Middle, LLC dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book 28022, Page 181, subject to the terms and conditions with respect to said rights and easements as set forth therein.

Old Port Hospitality, LLC created a condominium on Lot 1 shown on the Subdivision Plan known as the Hotel, Restaurant and Portside Residences Condominium (the "Condominium") pursuant to a Declaration of Condominium dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book 28022, Page 188, as amended by Amendment Number One thereto dated June 3, 2011, and recorded in the Cumberland County Registry of Deeds in Book 28833, Page 126 (the "Declaration") that includes a unit in which is operated as a restaurant facility, which unit is referred to in the Declaration as the "Restaurant Unit". Lot 2 is hereby further conveyed subject to the restriction that for so long as a full-service restaurant is being operated in the Restaurant Unit, no full-service restaurant containing three thousand five hundred (3,500) square feet or more of public space may be operated on Lot 2, provided, however, that this restriction shall, in any event, expire and be of no further force and effect on the fifteenth (15th) anniversary of the date of Old Port Hospitality, LLC's initial conveyance of the Restaurant Unit to a third party. This restriction shall be enforceable by Old Port Hospitality, LLC, its successors and assigns, and the owner of the Restaurant Unit, and not by the owner of any other units in the Condominium. The Restaurant Unit was conveyed by Old Port Hospitality, LLC to Bass Ackwards Realty, LLC by Deed dated January 25, 2011, and recorded in the Cumberland County Registry of Deeds in Book 28563, Page 264, together with the benefit of said restriction.

Lot 2 is further conveyed together with and subject to all rights, easements, terms, covenants, conditions, obligations and agreements set forth in a certain Revised and Restated Parking Agreement by and between Old Port Hospitality, LLC and Fore India Middle, LLC dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book 28022, Page 242 (the "Parking Agreement"), relating to the access and use of a Parking Lot comprised of ninety (90) parking spaces

located on Lot 2, including, without limitation, the perpetual, exclusive and appurtenant right and easement to access and use all of the parking spaces covered by such Parking Agreement with the exception of the twelve (12) parking spaces granted as appurtenant to the Residences Unit of the Condominium, as set forth in a Deed of the Residence Unit from Old Port Hospitality, LLC to Portside Residences, LLC dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book 28022, Page 251.

Chatham Portland DT LLC, by its acceptance of this Deed, hereby assumes all obligations of Fore India Middle, LLC under the Parking Agreement.

The premises conveyed herein are further subject to the following matters of record:

1. Rights and easements for sewer purposes granted by the Slum Clearance and Redevelopment Authority to the City of Portland in an instrument dated October 8, 1958 and recorded in the Cumberland County Registry of Deeds in Book 2438, Page 258, as relocated pursuant to an Easement Relocation Agreement by and between Old Port Hospitality, LLC and the City of Portland dated April 28, 2010 and recorded in the Cumberland County Registry of Deeds in Book 27742, Page 26, further reference being made to a Letter from David Margolis-Pineo, Deputy City Engineer of the Public Services Department, dated August 25, 2010 and recorded in the Cumberland County Registry of Deeds in Book 28028, Page 257;
2. Terms and conditions of a No Further Action Assurance Letter from the Maine Department of Environmental Protection to Jordan's Meats dated April 17, 2003 and recorded in the Cumberland County Registry of Deeds in Book 19244, Page 271;
3. Restrictions, covenants and conditions set forth in a Deed from Zemco Industries, Inc. to PME I, Limited Partnership dated September 23, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23199, Page 107, and repeated in a Deed from said PME I, Limited Partnership to Old Port Hospitality, LLC dated January 29, 2010 and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 40;
4. Matters and General Notes set forth on subdivision plan entitled "Subdivision Plan of Hotel, Restaurant & Portside Residences, 207 & 209 Fore Street, Portland, Maine" dated February 8, 2010, as most recently revised on April 23, 2010, approved by the City of Portland Planning Board on April 13, 2010, and recorded in the Cumberland County Registry of Deeds in Plan Book 210, Page 194;
5. Underground Line Easement granted by Old Port Hospitality, LLC to Central Maine Power Company dated July 21, 2010 and recorded in the Cumberland County Registry of Deeds in Book 28094, Page 298;
6. Maine Department of Environmental Protection Commissioner's Certification dated June 27, 2011 and recorded in the Cumberland County Registry of Deeds in Book 28791, Page 132, as affected by a Commissioner's Certification Amended to Reflect Re-Development Plans Dated August 20, 2012, dated October 26, 2012 and recorded in the Cumberland County Registry of Deeds in Book 30111, Page 193;

7. Declaration of Environmental Covenant by and between Fore India Middle, LLC and the Maine Department of Environmental Protection dated May 24, 2011 and recorded in the Cumberland County Registry of Deeds in Book 28791, Page 136;

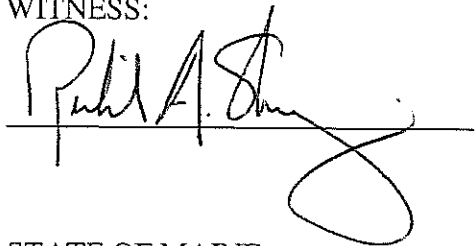
8. Agreement Regarding Wall and Window With Respect to Unit One in Portside Condominium, 207 Fore Street, Portland, Maine, by and between Fore India Middle, LLC and Paula Foley-Stelmack and Mark Stelmack dated September 29, 2011 and recorded in the Cumberland County Registry of Deeds in Book 29001, Page 234; and

9. Certificate of Subdivision Waiver Approval by the City of Portland in favor of Fore India Middle, LLC dated October 18, 2012 and recorded in the Cumberland County Registry of Deeds in Book 30102, Page 285.

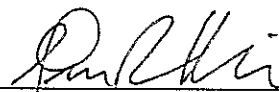
Reference is made to a Quitclaim Deed With Covenant from Old Port Hospitality, LLC to Fore India Middle, LLC dated June 11, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27850, Page 63, as amended by said Amendment of Deed, Termination of Rights and Easements and Grant of Rights and Easements by and between Old Port Hospitality, LLC and Fore India Middle, LLC dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book 28022, Page 181, for Fore India Middle, LLC's source of title to the premises conveyed herein.

IN WITNESS WHEREOF, FORE INDIA MIDDLE, LLC has caused this instrument to be executed by Gregory R. Kirsch, its Manager, hereunto duly authorized, this 21st day of December, 2012.

WITNESS:



FORE INDIA MIDDLE, LLC

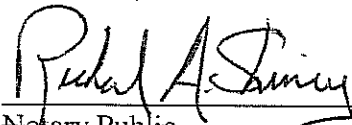
By: 
Gregory R. Kirsch
Its Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

December 21, 2012

Personally appeared the above named Gregory R. Kirsch, Manager of FORE INDIA MIDDLE, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said FORE INDIA MIDDLE, LLC.

Before me,


~~Notary Public~~
Attorney At Law
Richard A. Shinay
Print name

~~My commission expires~~ _____

REVISED AND RESTATED PARKING AGREEMENT

THIS REVISED AND RESTATED PARKING AGREEMENT ("Agreement") is entered into as of the 23rd day of August, 2010, by and between OLD PORT HOSPITALITY, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220 ("Old Port") and FORE INDIA MIDDLE, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220 ("FIM").

WHEREAS, Old Port is the owner of Lot 1 as shown on a subdivision plan entitled "Subdivision Plan of Hotel, Restaurant & Portside Residences, 207 & 209 Fore Street, Portland, Maine" dated February 8, 2010, as most recently revised on April 23, 2010, approved by the City of Portland Planning Board on April 13, 2010, and recorded in the Cumberland County Registry of Deeds in Plan Book 210, Page 194 (the "Subdivision Plan"), being a portion of the premises described in a deed from PME I, Limited Partnership to Old Port dated January 29, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 40 (the "Old Port Property"); and

WHEREAS, FIM is the owner of Lot 2 as shown on the Subdivision Plan, being the same premises described in a deed from Old Port to FIM dated June 11, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27850, Page 63 (the "FIM Property"), and being the remaining premises described in said above-referenced deed from PME I, Limited Partnership to Old Port dated January 29, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 40; and

WHEREAS, Old Port proposes to construct a building and associated improvements on the Old Port Property and has, in connection therewith, declared the Old Port Property and said proposed building and associated improvements to be a condominium known as the Hotel, Restaurant and Portside Residences Condominium pursuant to a Declaration of Condominium dated August 23, 2010, and recorded in the Cumberland County Registry of Deeds in Book ~~28022~~, Page ~~188~~ (the "Condominium") in which there are located a unit comprising a restaurant facility (the "Restaurant Unit"), a unit comprising a hotel facility (the "Hotel Unit") and a unit anticipated to be subsequently declared a separate condominium comprising not more than twelve (12) residential condominium units (the "Residence Unit"); and

WHEREAS, in connection with the development of the Condominium, FIM has agreed to grant Old Port the right and easement to utilize a surface parking lot to be constructed by FIM on the FIM Property to serve the Hotel Unit, the Residence Unit, and any sub-units thereof; and

WHEREAS, Old Port and FIM desire to replace in its entirety that certain Parking Agreement entered into by Old Port and FIM on June 11, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27850, Page 68 with this Agreement;

NOW, THEREFORE, for good and valuable consideration, the receipt whereof is hereby acknowledged, and in consideration of the foregoing and subject to the terms and conditions hereof, Old Port and FIM hereby agree as follows.

1. Complete Restatement of Parking Agreement. The Parking Agreement entered into by Old Port and FIM on June 11, 2010, and recorded in the Cumberland County Registry of Deeds

in Book 27850, Page 68 (the "Original Parking Agreement") is hereby terminated in its entirety and shall have no further force and effect whatsoever, with the parties hereto intending that all of their agreements and understandings with respect to the subject matter of the Original Parking Agreement are now set forth in this Agreement.

2. Grant of Parking Lot Right and Easement to Old Port. FIM hereby grants to Old Port, its successors and assigns (collectively, "Grantees"), as appurtenant to the Hotel Unit and the Residence Unit, unless otherwise limited in any subsequent conveyance of the Residence Unit by Old Port as provided in Section 8 below, the permanent, perpetual, and exclusive right and easement to access, use, operate, maintain and repair a surface parking lot to be constructed by FIM on the FIM Property containing ninety (90) parking spaces, of which thirty-two (32) spaces will be single-vehicle spaces ("Self-Park Spaces") and fifty-eight (58) spaces will be tandem spaces intended to be serviced by a parking valet ("Tandem Spaces"), together with all associated improvements with respect thereto (the "Parking Lot"). The layout of the parking spaces in the Parking Lot shall be substantially as shown on the plan attached hereto as Exhibit A (the "Parking Lot Plan"), which shall be constructed by FIM in accordance with and subject to all local, state and federal, laws, ordinances, rules, regulations, permits and approvals relating to the Condominium and/or the Parking Lot (collectively, "Applicable Laws"). The Parking Lot shall be completed and available for use not later than May 25, 2011. The Parking Lot shall be used solely for the purpose of parking vehicles of the owners of the Hotel Unit and the Residence Unit, or any sub-unit owners within any sub-condominium that may be created within the Hotel Unit or the Residence Unit, and said unit owners' tenants, guests, invitees, customers, providers, contractors and patrons, including, without limitation the guests in the Hotel Unit, subject to the terms and conditions of this Agreement and of the applicable condominium documents. It is anticipated that the Hotel Unit shall have the right and easement hereunder to use fifty-eight (58) Tandem Spaces and twenty (20) Self Park Spaces and that the Residence Unit shall have the right and easement to use twelve (12) Self Park Spaces (being the 12 Self Park Spaces as to which no fees are payable hereunder). The right and easement granted herein shall not be appurtenant to the Restaurant Unit and the Restaurant Unit shall not have the right to use any of the parking spaces in the Parking Lot. Access to and from the Parking Lot shall be limited to access to and from Fore Street only over the Old Port Property. All costs and expenses relating to the construction of the Parking Lot shall be the responsibility of FIM.

3. Maintenance of Parking Lot Following Construction; Costs and Expenses. Following the construction of the Parking Lot, Old Port shall be responsible for the maintenance, repair and replacement of the Parking Lot and all costs and expenses relating to the use, maintenance, repair and replacement thereof, including the removal of ice and snow, and all utility costs with respect thereto, and shall maintain the same in good order, repair and condition in accordance with all Applicable Laws, provided that, at such time as Old Port no longer owns at least one of the three original Units of the Condominium (or all of the sub-units of any sub-condominium created within one of the original Units), the owner of the Hotel Unit shall be responsible for the maintenance, repair and replacement of the Parking Lot in accordance with the foregoing.

4. Fees. Old Port shall pay FIM a monthly fee per parking space of One Hundred and Twenty Dollars (\$120.00) for seventy-eight (78) of the ninety (90) parking spaces located in the Parking Lot. No such monthly fee shall be charged for the remaining twelve (12) parking spaces. Said fees shall not constitute lease payments and shall not in any way diminish the permanent and perpetual nature of the easement rights granted in Section 2 above. Said monthly fee per parking

space shall be due and payable on the first (1st) day of each month commencing on the first (1st) day of the month in which the hotel facility located in the Hotel Unit opens for business, prorated for the number of days that the hotel facility is open for business in that month, and continuing on the first (1st) day of each successive month thereafter. Such monthly fee per parking space shall accrue interest at the rate of eighteen (18%) per annum if not paid when due. In the event of Old Port's failure to pay the fee per parking space, FIM's sole remedy shall be an action for money damages in the amount of fees and interest owing as set forth above, as further specified in Section 9 below.

5. Temporary Substitute Parking Spaces. FIM hereby reserves the right to construct a building or buildings and other improvements on the FIM Property and, in so doing, to temporarily suspend the rights of Grantees under this Agreement as to the Parking Lot, subject to the following conditions:

(a) Any development of the FIM Property that involves the alteration or removal of the Parking Lot shall include a permanent replacement parking arrangement on the FIM Property that satisfies the requirements of Section 6 below; and

(b) FIM shall provide Grantees with written notice of FIM's intention to commence development on the FIM Property and the date after which Grantees' rights hereunder shall be temporarily suspended in connection therewith, which temporary suspension shall commence not less than sixty (60) days after FIM's notice or the date on which the temporary substitute parking required by Section 5(c) below is available for use, whichever is later. Such notice shall include detailed plans for the permanent replacement parking spaces required by Section 5(a) above and a detailed description of the temporary substitute parking arrangements required by Section 5(c) below;

(c) FIM shall, for a period not exceeding twenty-four (24) months following the date upon which Grantees' rights hereunder are temporarily suspended as provided in Section 5(b) above, provide Grantees with temporary substitute parking spaces equivalent to the number of parking spaces in the Parking Lot, which temporary substitute parking spaces may be in one or more locations, provided that not less than twelve (12) of said substitute parking spaces shall be Self-Park Spaces (such twelve (12) spaces being those anticipated to be allocated to the Residence Unit) located within seven hundred and fifty (750) feet of the Condominium with the remaining substitute parking spaces, all of which may be Self-Park Spaces and/or Tandem Spaces (such remaining spaces being those anticipated to be allocated to the Hotel Unit), located within two thousand (2,000) feet of the Condominium; and

(d) Old Port shall continue to pay FIM the monthly fee per parking space parking space in accordance with Section 4 above; and

(e) Notwithstanding any other provision of this Agreement, FIM's rights to temporarily suspend Grantees' parking rights on the FIM Property in accordance with this Section 5 shall be subject to the written approval of the owner of the Hotel Unit, which approval shall not be unreasonably withheld or denied, and the written approval of the then-current first mortgagee(s) of the Hotel Unit and the FIM Property, which approval may be denied in the exclusive and sole discretion of such mortgagee(s) (which term shall include such mortgagee and any affiliate of such mortgagee after purchase of the Hotel Unit by such mortgagee or its affiliate at a foreclosure sale or the acceptance by such mortgagee or its affiliate of a deed in lieu of foreclosure). Without

limitation, it shall not be unreasonable for the owner of the Hotel Unit to deny its consent if (i) the rights of Grantees in such temporary parking spaces are not required to remain in effect until the Replacement Parking Spaces on the FIM Property are available for use in accordance with Section 6 below, (ii) the rights of Grantees in such temporary parking spaces are not made superior to all mortgages and other liens on the property where such spaces located and to any other rights which are not consistent with the use and enjoyment of such spaces, (iii) the owner of the Hotel Unit has reason to believe that such spaces and the location or use thereof may create any issue of safety or security for person or property or are not in accordance with all applicable laws, or (iv) such termination of existing rights and/or provision of temporary parking spaces violates any hotel franchise agreement benefiting the Hotel Unit or requires the consent of any hotel franchisor, which consent has not been obtained.

6. Replacement Parking Spaces. Following the first to occur of (a) the date that is twenty-four (24) months following the date upon which Grantees' rights hereunder are temporarily suspended as provided in Section 5(a) above, or (b) FIM's completion of the development on the FIM Property, FIM shall provide Grantees with ninety (90) permanent replacement parking spaces located on the FIM Property (the "Replacement Parking Spaces"), which Replacement Parking Spaces may be exterior or located in an enclosed parking facility. At least twelve (12) of the Replacement Parking Spaces shall be Self-Park Spaces (such twelve (12) spaces being those anticipated to be allocated to the Residence Unit), and up to seventy-eight (78) of the Replacement Spaces may be Tandem Spaces (such seventy-eight (78) spaces being those anticipated to be allocated to the Hotel Unit). Enclosed Self-Park Spaces shall be no more than one (1) flight of stairs up or down from grade unless served by elevator. At the time that they are made available to Grantees (and Grantees' rights in the temporary parking spaces are terminated), the Replacement Parking Spaces and all facilities required or intended for use in connection with the Replacement Parking Spaces shall be fully complete and immediately available for use in compliance with all Applicable Laws. Old Port shall not be responsible for any maintenance or repairs with respect to the Replacement Parking Spaces and, commencing with the date on which the Replacement Parking Spaces are made available to the Grantees, FIM or any successor owner of the portion of the part of the FIM Property upon which the Replacement Parking Spaces are located (including the unit owners' association of any condominium formed with respect to the FIM Property if the Replacement Parking Spaces are a common element of such condominium), shall have the same maintenance, repair and replacement obligations with respect to the Replacement Parking Spaces as undertaken by Old Port under Section 3 above with respect to the original Parking Lot. In all events, the fees for the Replacement Parking Spaces, as provided in the following Section 7, shall be paid to the person or entity having responsibility for the maintenance, repair and replacement of the Replacement Parking Spaces.

7. Fees for Replacement Parking Spaces. At such time as FIM has provided Grantees with the Replacement Parking Spaces, Old Port shall pay FIM or the person or entity responsible for the maintenance, repair and replacement of the Replacement Parking Spaces, as provided in the preceding Section 6, a monthly fee for seventy-eight (78) of the ninety (90) Replacement Parking Spaces in the following amount: if all of the Replacement Parking Spaces are Self-Park Spaces, the initial monthly fee per parking space shall be Two Hundred Dollars (\$200.00); if not, the initial monthly fee per parking space shall be One Hundred and Twenty Dollars (\$120.00). The foregoing monthly fees may be adjusted annually as hereinafter provided. No monthly fee shall be charged for the remaining twelve (12) Replacement Parking Spaces (such twelve (12) spaces being those anticipated to be allocated to the Residence Unit). Said monthly fee per parking space shall be due

and payable on the first (1st) day of each month commencing on the first (1st) day of the month in which FIM provides Grantees with the Replacement Parking Spaces, prorated for the number of days that Grantees have the use of the Replacement Parking Spaces in that month, and continuing on the first (1st) day of each successive month thereafter. Commencing on January 1 of the first (1st) year following the date on which FIM has provided Grantees with the Replacement Parking Spaces (the "First Adjustment Year") and continuing each year thereafter, the monthly fee per parking space shall be increased or decreased, as the case may be, each year, as of January 1, by multiplying the monthly fee per parking space in effect for the preceding year times the percentage change, in the Consumer Price Index, All Urban Consumers, U.S. City Average ("CPIU") from the preceding year, with the result rounded to the nearest penny. For example, if the CPIU should increase by two percent (2%) for the First Adjustment Year, the monthly fee per parking space for Replacement Parking Spaces that are Self-Park Spaces shall be Two Hundred Four Dollars (\$204.00) during the First Adjustment Year, and if the CPIU then increases by an additional 2% for following year, then the monthly fee per parking space for Replacement Parking Spaces that are Self-Park Spaces shall be Two Hundred Eight Dollars and Eight Cents (\$208.08) during said year and so on and so forth. Notwithstanding the foregoing, in no event shall the monthly fee for parking space be decreased below the amount in effect on the last day of the year prior to the First Adjustment Year. In the event that the United States government ceases publishing the CPIU, then FIM shall select a different index for purposes of this provision. Such monthly fee per parking space shall accrue interest at the rate of eighteen (18%) per annum if not paid when due. In the event of Old Port's failure to pay the fee per parking space, FIM shall have the rights and remedies specified in Section 9 below, but in no event shall FIM have the right to terminate or suspend Grantees' use of the Replacement Parking Spaces.

8. Residence Unit Parking Spaces; Assignment of Agreement. At its sole discretion, Old Port shall have the right in any subsequent deed from Old Port of the Residence Unit to limit the rights of the Residence Unit owner to the use of twelve (12) designated parking spaces in the Parking Lot in accordance with and subject to the terms and conditions of this Agreement and of any terms and conditions that may be set forth in said deed, and thereafter, the Declarant of any sub-condominium comprised of the Residence Unit shall have the right to grant the use of said twelve (12) parking spaces to the owners of the residential sub-condominium units anticipated to be created within the Residence Unit pursuant to the terms and conditions of this Agreement and of the applicable condominium documents. The rights and easements to be granted to said sub-units hereunder shall be assigned in the first deed of any such sub-unit, shall be perpetual and exclusive, and shall run with title to any such sub-unit to which they are so granted. Old Port shall further have the right to assign its rights under this Agreement to any subsequent Owner of the Hotel Unit, provided such subsequent Owner assumes all obligations of Old Port hereunder.

9. Default; Right to Cure.

(a) In the event of a monetary default by Old Port or any assignee of Old Port, FIM's sole remedy shall be an action for money damages, together with the right to seek reimbursement of reasonable attorney's fees and expenses incurred in pursuing its rights hereunder. In the event of a non-monetary default by Old Port or any assignee of Old Port, FIM may pursue an action for money damages and/or for injunctive relief seeking to ensure that the parking rights granted hereunder are being used reasonably and in compliance with the terms hereof, together with the right to seek reimbursement of reasonable attorney's fees and expenses incurred in pursuing its rights hereunder. Notwithstanding the foregoing, it is specifically agreed that FIM shall not be

entitled to seek termination of the parking easements and rights granted under this Agreement. In the event of a default by FIM, in addition to any other remedies provided for herein, Old Port or any assignee of Old Port shall have the right to pursue all remedies available under Maine law, together with the right to seek reimbursement of reasonable attorney's fees and expenses incurred in pursuing its rights hereunder.

(b) Prior to initiating any action to enforce the terms of this Agreement or to seek legal relief for default, the aggrieved party shall provide written notice of the breach to the breaching party and its first mortgagee of record as of the date of the notice, if any, and such notice shall state that both the breaching party and such mortgagee shall have a period of forty-five (45) days to cure the breach or, in the case of a breach that can not be readily cured within such time frame, to initiate and diligently pursue a cure.

10. Miscellaneous.

(a) This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and permitted assigns unless otherwise stated in any subsequent conveyance of the Hotel Unit or the Residence Unit or any sub-units therein.

(b) Any notice, demand and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the second business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to the party to whom notice is to be given at the address set forth above. Either party may change its address for purposes hereof by giving the other party notice of the new address in the manner described herein. In the case of notice to be given to a mortgagee or assignee of a party, notice shall be given at the address set forth in the recorded mortgage deed or recorded deed of assignment, respectively, unless notice of another address shall have been given in the manner described herein.

(c) All paragraph headings in this Agreement are for convenience of reference only and are of no independent legal significance.

(d) This Agreement may not be modified, waived or amended except in a writing signed by the parties hereto. No waiver of any breach or term hereof shall be effective unless made in writing signed by the party having the right to enforce such a breach, and no such waiver shall be construed as a waiver of any subsequent breach. No course of dealing or delay or omission on the part of any party in exercising any right or remedy shall operate as a waiver thereof or otherwise be prejudicial thereto.

(e) Any and all prior and contemporaneous discussions, undertakings, agreements and understandings of the parties are merged in this Agreement, which alone fully and completely expresses their entire agreement.

(f) If any term or provision of this Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which this Agreement is held invalid or unenforceable, shall

not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law provided that the invalid provision does not have a material adverse effect upon the overall purpose of this Agreement.

(g) This Agreement shall be governed by and construed and enforced in accordance with the laws in effect in the State of Maine.

IN WITNESS WHEREOF, OLD PORT HOSPITALITY, LLC and FORE INDIA MIDDLE, LLC have caused this Agreement to be executed by their duly authorized representatives as of the date first set forth above.

WITNESS:



OLD PORT HOSPITALITY, LLC

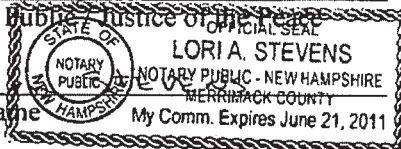
By: 
Mark G. V. Woglom
Its Manager

STATE OF NEW HAMPSHIRE
COUNTY OF BELKNAP, ss.

August 23, 2010

Personally appeared the above named Mark G. V. Woglom, Manager of OLD PORT HOSPITALITY, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said OLD PORT HOSPITALITY, LLC.

Before me,


Notary Public - Justice of the Peace
Print name LORI A. STEVENS


WITNESS:

FORE INDIA MIDDLE, LLC

By: Mark G. V. Woglom
Mark G. V. Woglom
Its Manager

STATE OF NEW HAMPSHIRE
COUNTY OF BELKNAP, ss.

August 23, 2010

Personally appeared the above named Mark G. V. Woglom, Manager of FORE INDIA MIDDLE, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said FORE INDIA MIDDLE, LLC.

Before me,

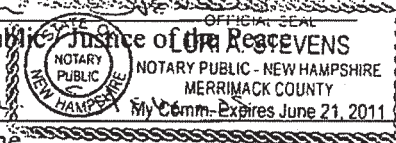
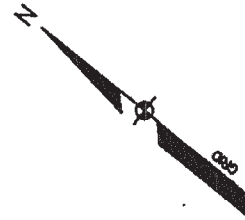
Lois St. Jacques
Notary Public, Justice of the Peace

Lois St. Jacques
Print name

Exhibit A
to
Parking Agreement

32	T29
31	T28
30	T27
29	T26
28	T25
27	T24
26	T23
25	T22
24	T21
23	T20
22	T19
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10	T7
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8	T5
7	T4
6	T3
5	T2
4	T1
3	
2	
1	

Received
 Recorded Register of Deeds
 Aug 25, 2010 03:18:16P
 Cumberland County
 Pamela E. Lovley



Spaces 1 through 32 are single-vehicle "Self-Park Spaces" and spaces T-1 through T-29 are two-vehicle "Tandem Spaces"

Portland, ME 04101-5480
 24 Main Street
 Cumberland County, ME 04101-5480

Note: The precise location of the parking lot on Lot 2 is as shown on the plan "Subdivision Plan of Hotel, Restaurant and Portside Residences 207 & 209 Fore Street Portland, Maine" dated February 8, 2010 revised through April 23, 2010, and recorded in the Cumberland County Registry of Deeds in Plan Book 210 Page 194.



DLR Group

Architecture Engineering Planning Interiors

7290 West 133rd Street
Overland Park, KS 66213

Att. D

September 27, 2017

Caitlin Cameron
Urban Designer
Planning & Urban Development Department
389 Congress Street
Portland, ME 04101

Re: Portland Maine Proposed Business Hotel Level III Application Narrative

Dear Caitlin,

Thank you for your consideration of our proposed hotel project for Site Plan Level III Application review. We have provided the project narrative below for your review.

Proposed 6-Story hotel building with 1-story of common space, dining, kitchen, support space, retail/restaurant and parking garage; 6-stories of hotel rooms with a roof-top bar location on the 5th floor. Parking is located on the first and second floors is only valet accessible. The lobby is located on the first floor with access from Fore Street. The restaurant is also located on the corner of Fore and India street for easy pedestrian access.

The above project description entails the overall building design and program for the proposed hotel. Thank you for your consideration and review of our application.

Sincerely,
DLR Group

Dustin Kurle
Project Architect

INIT:init

Encl:

cc:





**Bernstein, Shur,
Sawyer & Nelson, P.A.**
100 Middle Street
PO Box 9729
Portland, ME 04104-5029

T (207) 774-1200
F (207) 774-1127

Mary E. Costigan
(207) 228-7147 direct
mcostigan@bernsteinshur.com

December 20, 2017

Caitlin Cameron
Urban Planner
City of Portland
389 Congress Street
Portland, ME 04101

RE: 203 Fore Street Home2 Development

Dear Caitlin:

I am writing on behalf of Miel's Development Group, LLC, the applicant for the proposed development project located at 203 Fore Street. The purpose of this letter is to respond to a request for additional information from you in a December 1st email and further clarified in our follow-up conversation.

1. Regarding right, title, and interest, we have submitted updated plans that contain the following information:
 - a. The Subdivision Plan for the parcel containing the existing Hampton Inn (Lot 1) and the proposed Home2 hotel (Lot 2), approved by the Planning Board on April 13, 2010. See Sheet A3.
 - b. Plans that show current property lines, easements, ownership and utilities. See Sheets A6 – A8.
 - c. The City's 30' utility easement is shown on Sheets A6-A8. Sheet A20 shows a cross section of the easement area, demonstrating that the upper parking structure would be at least 12 feet above the ground in compliance with the easement. There will be no support structures for the parking deck in the easement area.
2. Regarding the deed restriction on Lot 2 limiting restaurant use, that restriction prohibits full-service restaurants containing 3,500 sq. ft. or more from Lot 2 as long as a full-service restaurant is operating on Lot 1. The dining area on the plans is not a full-service restaurant, but rather a guest amenity. The rooftop bar

will be open to the public but will not be a full-service restaurant. In any event, both spaces are less than 3,500 sq. ft. as shown on Sheets A12 and A15.

3. Regarding fire separation between the Hampton Inn and the upper parking deck, you indicated that you would consult with the fire department regarding any applicable requirements or concerns.
4. Regarding parking, we provide below an analysis of parking requirements, both under existing zoning and then using the 93 spaces required in the prior approval for the Hampton Inn. You indicated that you were going to determine whether that approval could be amended as part of this approval. You also requested more information on the dining area, coffee shop and bar area in order to calculate required parking. The dining area and coffee shop on first floor are amenities for the hotel guests only, so they do not trigger additional parking requirements. The bar will be open to the public. The bar, including the deck area, will be 2,573 sq. ft. We calculated 1 stall per 150 sq. ft. for a required 18 stalls. Floor plans for the bar, coffee shop and dining area are on Sheets A12 and A 15.

The parking on the existing lower parking lot and new upper parking deck will be shared parking used by both the Hampton Inn and Home2. There will be two hotel entrances on Fore Street. The existing entrance for the Hampton Inn will remain the same. That entrance way is located on the Hampton Inn lot, which is Lot 1 on the subdivision plan. To the extent that Home2 will utilize that entrance drive to access the parking lot, the attached Amendment of Deed dated August 23, 2010 provides Home2 with an easement to utilize the entrance. There will be a new entrance on Fore Street for Home2. There will be clear directional signage, one for the Hampton Inn and one for Home2. Upon entering, guests will then pass their car to valet and enter the respective hotels. The parking is full valet and there will be no self-park, with the exception of the residents that live in the condominiums in the Hampton Inn building. Valet from either hotel will then park the cars in the shared parking area located on the Home2 lot, which is Lot 2 on the subdivision plan. In the event overflow parking is needed, we are in the process of negotiations for offsite parking in a nearby lot or garage.

The attached Parking Agreement, dated August 23, 2010, guarantees 90 parking spaces for the Hampton Inn on the Home2 property. Twelve of the 90 spaces are the self-parking spaces for the residents. The 12 spaces for residents will not change, however the number of spaces provided for the Hampton Inn may be amended, depending upon a determination by the City as to the number of spaces required for the Hampton Inn.

December 20, 2017

Page 3

Parking requirement under existing zoning:

Hampton Inn (Lot 1)

125 Rooms x 1 stall/ 4 rooms: 32 Stalls

Meeting space – 957 SF x 1 stall/ 125 SF: 8 Stalls

Condos: 12 Stalls

Total for Lot 1: 52 Stalls

Home2 Suites

126 Rooms x 1 stall/ 4 rooms: 32 stalls

Rooftop bar – 2573 SF x 1 stall/ 150 SF: 18 stalls (includes deck)

Total for Lot 2: 50 Stalls

Total Parking Required: 102 Stalls

Total Parking Provided: 120 stalls

Parking required using prior approval for Hampton Inn

Hampton Inn (Lot 1)

Per existing approval: 93 stalls

Condo Parking: 12 stalls

Total for Lot 1: 105 stalls

Home2 Suites (Lot 2)

126 Rooms x 1 stall/ 4 rooms: 32 stalls

Rooftop bar – 2573 SF x 1 stall/ 150 SF: 18 stalls (includes deck)

Total for Lot 2: 50 Stalls

Total Parking Required for both hotels: 155 stalls

Total Parking Provided on-site: 120 stalls

Total Parking Provided off-site: 40 stalls (under negotiations)

5. Regarding setbacks, per our discussion, this unique site is bound by three streets with different setback requirements. Fore Street requires a 10' side setback and Middle and India require a 5' side setback. Your interpretation is that the 10' setback will apply for that portion of the project that fronts Fore Street for as long as the property line runs perpendicular to Fore Street. Once the property line makes a turn, the 5' side setback will apply. As shown on the plans, there are no structures located within the 10' setback, as the lower level on that side contains only a parking lot. The upper parking deck is located behind the turn in the property line and meets the 5' setback.
6. You requested more details regarding the design, including materials. See Sheets A11 and A17-A24.

December 20, 2017

Page 4

7. Regarding the required modules on India Street, the coffee shop and dining area will be distinct areas, separated by fire rated, overhead coiling doors that extend 2/3 the depth of the space. Each space will have a legitimate, active door to the outside. We are requesting a waiver from the required third module on India Street because the existing topography makes a third entrance impractical.

Hopefully this letter addresses your outstanding questions. Please let me know if you need more information or have any further questions.

Sincerely,

Mary E. Costigan

Cc: Rick Mielbye

September 27, 2017

Caitlin Cameron
Urban Designer
Planning & Urban Development Department
389 Congress Street
Portland, ME 04101

Re: Portland Maine Proposed Business Hotel Level III Application Waiver Requests

Dear Caitlin,

Thank you for your consideration of our proposed hotel project for Site Plan Level III Application review. We have provided the project waiver requests below for your review.

1. We are requesting a waiver for the 3-module 3-door access along the India Street building elevation. India Street Form Based Code requires 3-modules with 1-door per module access. Due to the site constraints along this elevation where we have 8'-0" of grade change that slopes from the high point of the corner of Middle and India Streets to the low point of Fore and India Streets. Due to the slope/grade changes along this elevation we are proposing of having 2-door access points in lieu of the required 3-door access. See proposed building plans and elevations for clarification.
2. We are requesting a waiver for the amount of required fenestration along the India Street elevation. The India Street Form Based Code requires 60% - 90% of building facade at the first floor to be glazing. We currently do not meet the requirement for the 60% minimum of fenestration for the elevation due to the site constraints along this elevation where we have 8'-0" of grade change that slopes from the high point of the corner of Middle and India Streets to the low point of Fore and India Streets. Due to the slope/grade changes along this elevation we are proposing of having at least 33% of glazing along the India Street elevation.
For Middle Street, we do not meet this requirement either, but are providing 30% of along this elevation. See proposed building plans and elevations for clarification.
3. We are requesting a waiver for the building orientation towards India Street. The India Street Form Based Code considers India Street the main street of the surrounding neighborhood. We currently do not have our main building access along this street due to the site constraints along this elevation where we have 8'-0" of grade change that slopes from the high point of the corner of Middle and India Streets to the low point of Fore and India Streets.

We are proposing of having our main hotel entry along Fore Street, but we have provided a main point of entry at the corner of Fore and India Streets for a proposed restaurant tenant.
See proposed building plans and elevations for clarification.

The above waiver request descriptions entail the extents of changes we are proposing to the zoning requirements for the proposed hotel. Thank you for your consideration and review of our application.

Sincerely,
DLR Group

A handwritten signature in black ink, appearing to read 'Dustin Kurle', with a stylized, flowing script.

Dustin Kurle
Project Architect

INIT:init

Encl:

cc:







CHATHAM
LODGING TRUST

Att. G

Caitlin Cameron
City of Portland
Planning and Urban Development Department
389 Congress St.
Portland, ME 04101

Dear Ms. Cameron:

I am writing to outline Chatham Lodging Trust's financial wherewithal to complete the potential development of our proposed Home2 Suites hotel in Portland, Maine. Chatham Lodging Trust is a publicly traded real estate investment trust that trades on the New York Stock Exchange (ticker: CLDT) that has an equity market capitalization of over \$1.0 billion. As of 9/30/17, we had \$11.3 million of cash and \$175 million of availability under our \$250 million revolving credit facility. On 11/6/17, we completed an equity offering that provided us with an additional \$109 million of cash. Our financial statements are filed with the Securities and Exchange Commission and are publicly available on the SEC's website: www.sec.gov. We are excited about this project and would be happy to answer any other questions you have on our financial wherewithal.

Thanks,

Jeremy Wegner
Chief Financial Officer
561-227-1372

Hospitality

Elevate the Human Experience through Design

ARCHITECTURAL AND INTERIOR DESIGN QUALIFICATIONS

AC HOTEL WESTPORT



DLR Group

Architecture Engineering Planning Interiors

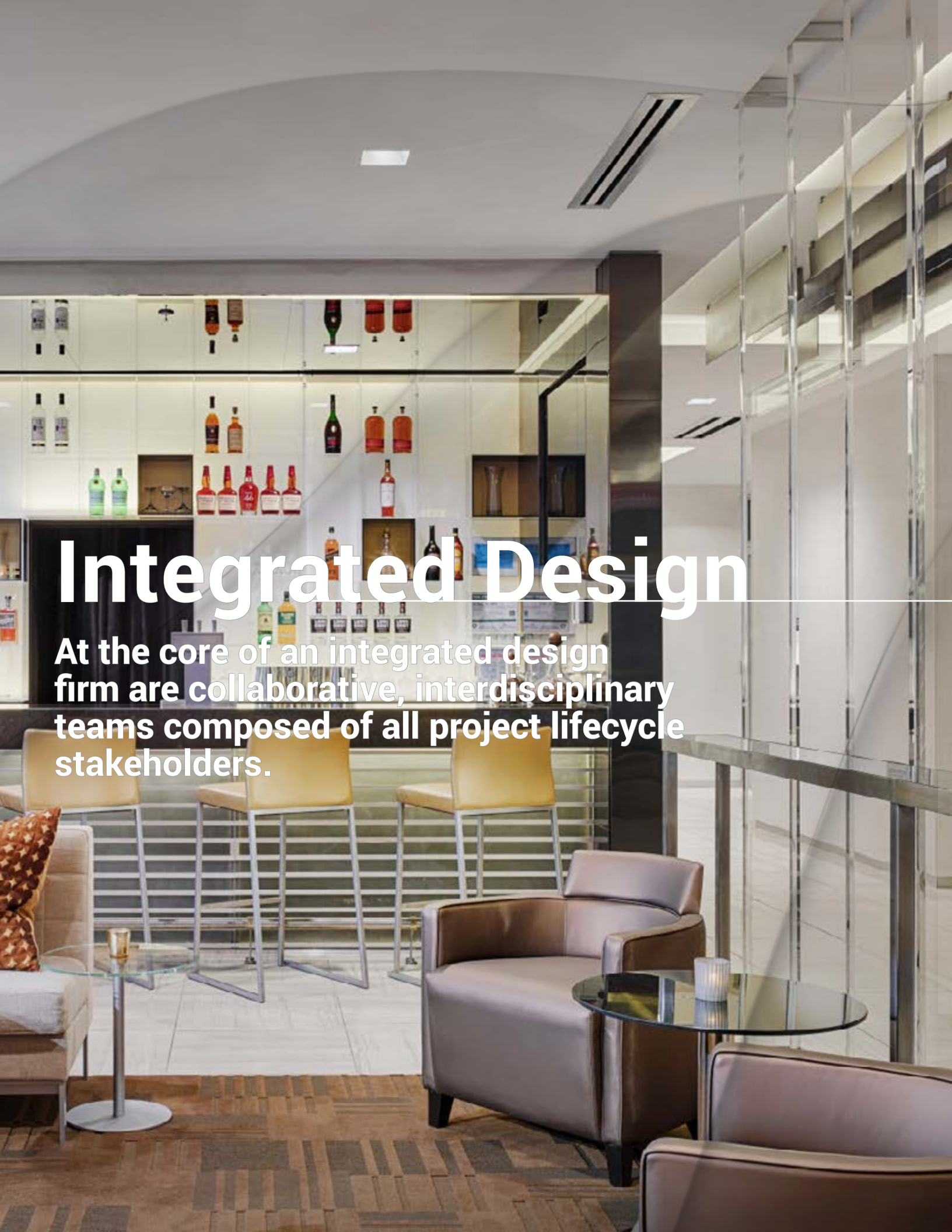
listen.DESIGN.deliver

Elevate the Human Experience through Design

listen.DESIGN.deliver

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RELEVANT EXPERIENCE	29



Integrated Design

At the core of an integrated design firm are collaborative, interdisciplinary teams composed of all project lifecycle stakeholders.



Who We Are

DLR Group is a global integrated design firm.

Our promise is to elevate the human experience through design. This inspires a culture of design and fuels the work we do around the world.

We are 100 percent employee-owned: every employee is literally invested in our clients' success. At the core of our firm are interdisciplinary employee-owner teams, engaged with all project life-cycle stakeholders. These teams champion true collaboration, open information sharing, shared risk and reward, value-based decision making, and proficient use of technology to elevate design.

Our clients experience this through our service model: **listen.DESIGN.deliver**

Locations

Austin	Kansas City	Riverside
Charlotte	Las Vegas	Sacramento
Chicago	Lincoln	San Francisco
Cleveland	Los Angeles	Seattle
Colorado Springs	Minneapolis	Tucson
Dallas	New York	Washington, D.C.
Denver	Omaha	
Des Moines	Orlando	Dubai
Honolulu	Phoenix	Nairobi
Houston	Portland	Shanghai

Services

Architecture • Energy • Engineering
Interiors • ITDG - Innovative Technology Design Group
Experiential Graphic Design • Landscape • Master Planning
Preservation • Sustainability Consulting

Global Firm

DLR Group operates with a business structure and culture of interoffice workload sharing. The **people** with whom you work are directly backed by the firm's entire resources, enabling us to **immediately** and **effectively** scale our teams to meet your needs.

The outcome is sustainable design of a high performance building for a sustainable future.

29 Offices Worldwide

1000+ Full-time Professionals

100% Employee Owned

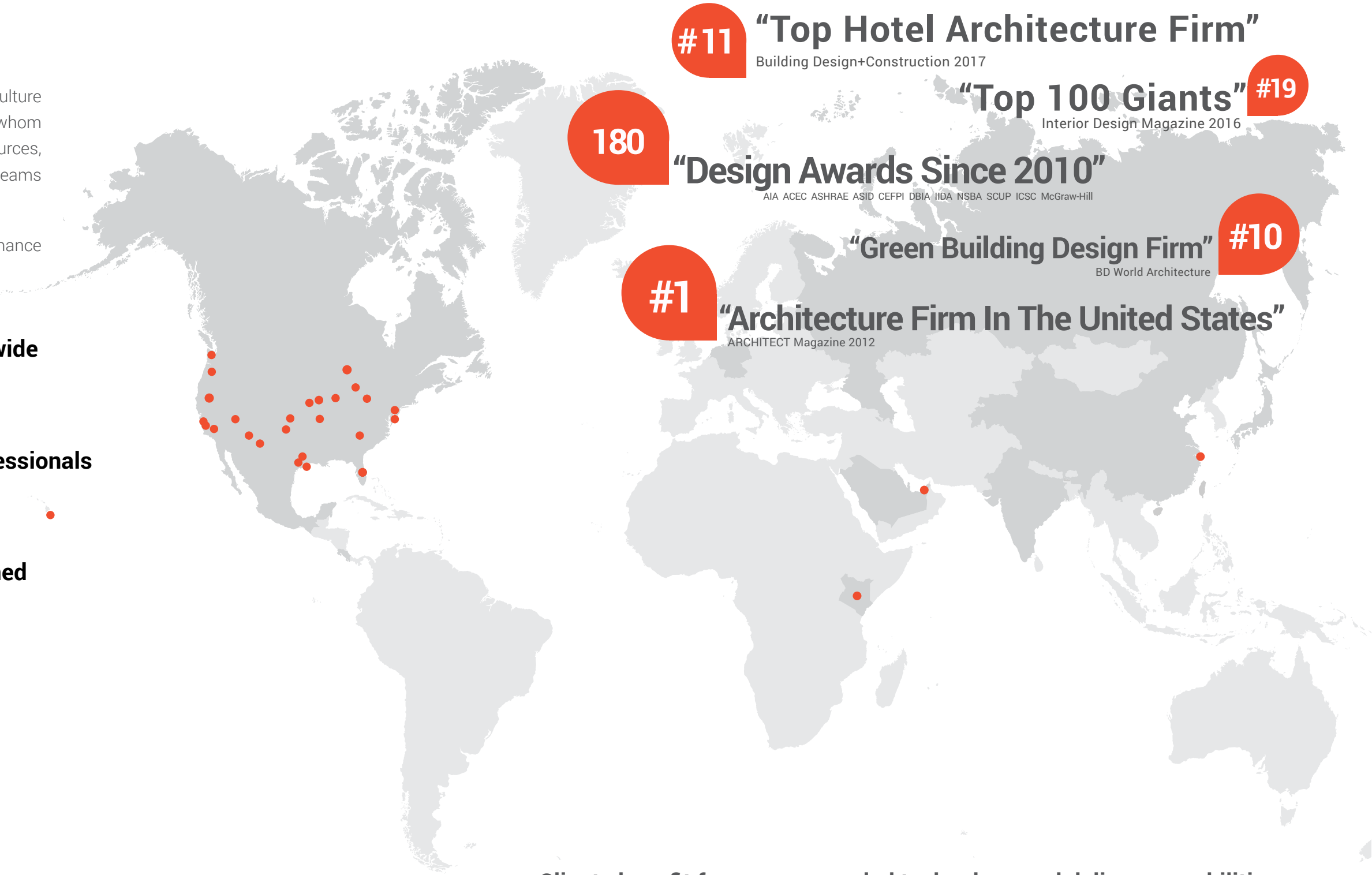
On-site Expertise

Collaborate with in-house construction market experts in each local office for on-site coordination.

Integrated Engineering

- Mechanical/Plumbing Engineering
- Electrical Engineering
- Structural Engineering

● DLR Group offices



Clients benefit from our expanded technology and delivery capabilities, with an awareness of trends and best practices shaping hospitality in both primary and secondary markets worldwide. We've delivered 300+ hospitality projects for best-in-class hoteliers including Marriott, Hilton, Hyatt, IHG and many more.

Local Expertise

Global expertise enriching local communities.

The DLR Group Hospitality Studio thrives in an interoffice workload sharing culture. We strive to balance our clients’ vision and brand hallmarks to deliver a return on the investment. For us, design starts far before the guest steps in the door. You’ll love our designers and their creativity, who are directly backed by the firm’s entire resources. You’ll find the local connection translates into design solutions that are meaningful to the heart of the local community it sits in.

We are dedicated to growing our local community.

Our community involvement runs deep and we are proudly active in professional, cultural and civic institutions which help make our communities continue to be the vibrant community we love to support.

LOCAL
LOVE

The Personality of an Employee Owned Firm guarantees our clients dedicated service from a talented team of employee owners who are literally invested in their clients’ success.



Chicago
Hyatt Place Chicago/River North; Chicago, IL



Minneapolis
JW Marriott at Mall of America; Bloomington, MN



Kansas City
AC Hotel Westport; Kansas City, MO



Denver
The Curtis - a DoubleTree by Hilton; Denver, CO



Atlanta
Hyatt Midtown Atlanta; Atlanta, GA



San Francisco
Residence Inn Walnut Creek; Walnut Creek, CA

Guest Experience

We are passionate about delivering unique space, destination, and experiences that invigorate.

Hospitality Studio

Creating Hospitality Venues large and small, locally and globally.

When positive, the sum of all experiences a consumer has with a hotel will build brand loyalty. Architecture and Design makes valuable contributions to those experiences of guest awareness, discovery, attraction, interaction, and purchase.

Our architects and interior designers approach each new hospitality project with a fresh outlook. At the heart of our approach is your vision of how the space should operate, the guests it serves and how it will be used, plus its role in the unique context and manifestation of the locale. We ask tough questions to learn and understand all the things that are unique and important to you, and we translate those needs into tangible, built solutions.



Project Name: AC Hotel Raleigh North Hills Location: Raleigh, North Carolina



How We Do It

Our team offers the best possible mix of qualifications.

When we LISTEN we learn.

You will work with design leaders who know Hospitality processes, people and standards better than any other architect.

The client knows it. There is trust. You feel it.

When we DESIGN a dream becomes reality.

You will experience a design process accelerating new ways of critical thinking about consumer experience.

You will work with designers offering knowledge-based expertise gained through experience in a wide variety of world-class architectures.

There is collaboration. Great things happen.

When we DELIVER there are no obstacles.

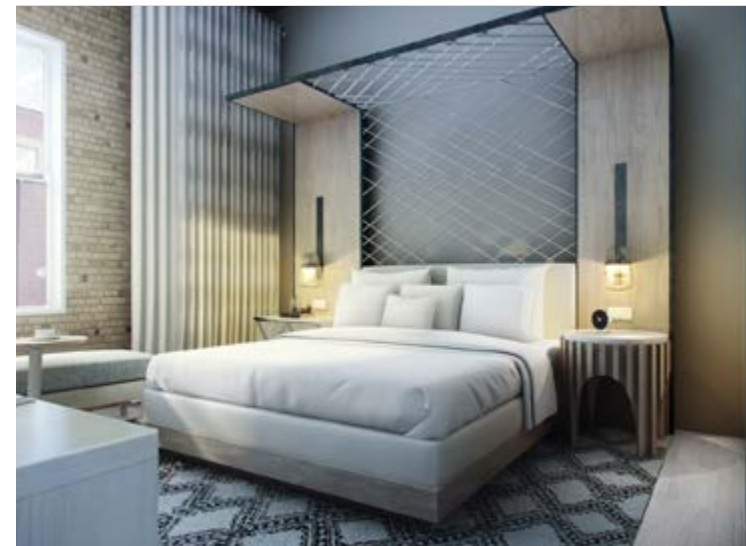
You will work with a professional team that designs for innovative experiences, from arrival at a site to final delivery of a product.

Only solutions. Clients are championed. Teammates are celebrated. We cross the finish line together.



Full Service Design Studio

- Architecture
- Interior
- F&B and dining
- Renovation and expansion
- Store design
- Programming/reprogramming
- Prototype development
- Master Planning
- Structural & MEP Engineering



FF&E Design

- Furnishings specification
- Custom design
- Brand coordination



Hospitality Design

- Luxury
- Boutique
- Mid scale
- Resorts
- Event spaces and conference centers
- High-rise
- Programming/reprogramming
- Prototype development

Energy + Engineering

Do more with less.

A focused approach to systems design will save building owners an average of 30% on their utility costs.

Translating into over \$1 million for an average facility over a standard investment timeline.

IRR 20+ IS COMMON.

Take advantage of integrated design.

Design

- + Full Engineering Services
- + Technology Infrastructure
- + Water Efficiency Strategies
- + Performance Analysis
- + Sustainability Consulting

Reduce

- + Energy Master Planning
- + Life-Cycle Cost Analysis
- + Commissioning
- + Energy Audits
- + Benchmarking

Produce

- + Rooftop Solar Arrays
- + Solar Canopies
- + Car Ports
- + Landmarks
- + Electric Car Charging Stations



Engineering Experts in Hospitality

Yes, that is who we are.

During **The Laylow, Marriott Autograph Collection** renovation, our specialized engineering team was present during the initial building survey to document building systems and assess the condition of the existing equipment. We leveraged our expertise to implement a solid salvage plan for the renovation. This saved the client important time and capital. This boutique hotel now meets the high standards of the Marriott Autograph Collection.

Cooperation at its Finest

Truly integrated.

DLR Group restored a 25 year-old independent hotel into the practically new **Hyatt Midtown Atlanta**. Using an integrated approach, our experienced engineers were involved from the beginning of the design process. Our team tested ideas and choices to align with the best value for the ownership group. Once system selections were made, engineers and architects worked closely to resurrect a modern design into the soul of this aging building. The result was an award winning project with all of the features of a brand new hotel for a fraction of the cost.

Your Goal. Our Goal.

Enrich the guest wellness experience.

Indoor air quality and reliable hot water are among the most important amenities to hotel guests. At the **AC Hotel Westport**, DLR Group engineers completely redesigned the central plant equipment and added a dedicated outside air system (DOAS). This radically changed the indoor environment, delivering ventilation directly into the guest rooms and managing the relative humidity level. The indoor air quality in the hotel is now as fresh as the new interior design.

Creating Space...

by supporting design innovation.

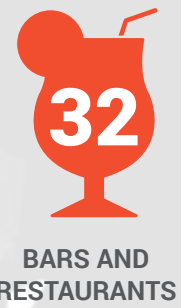
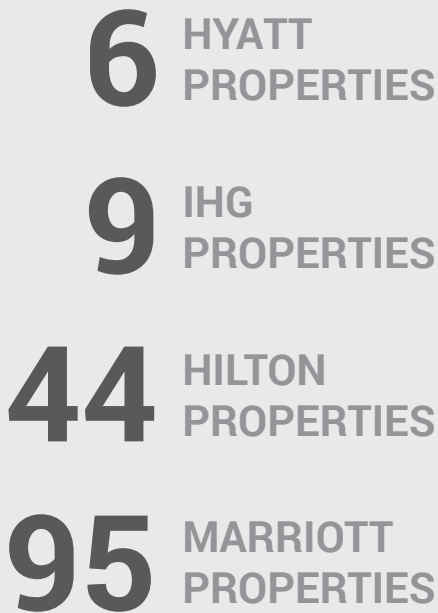
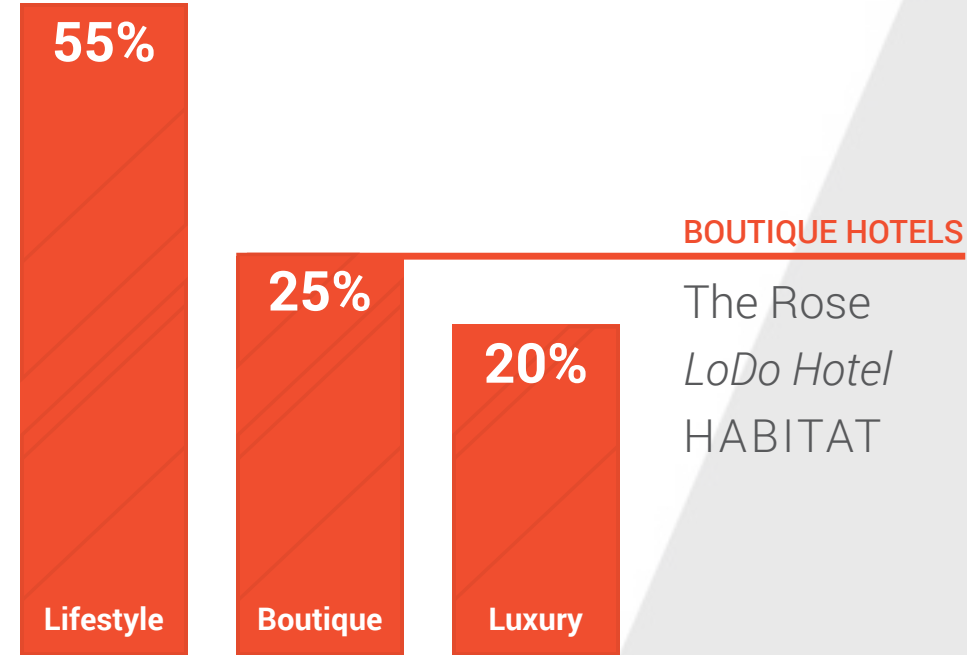
We were challenged with refreshing a 1900 farm machinery factory showroom into a hip 21st century hotel. At the **Canopy by Hilton Minneapolis Mill District**, tight ceilings and urban sight-lines had to be respected. To do this mechanical infrastructure was concealed with creative routing and air distribution strategies. Strict sound levels were met. All done while exposing the brick and timber of a building on the National Register of Historic Places.

Our Relationships



Hospitality Experience

Emphasis is placed on creative designs in the forefront of the marketplace, optimizing the return on investments for our clients and setting the standard for quality of the guest experience.



Hospitality Leadership

Our leaders play an active role in the ongoing growth and development of DLR Group’s Hospitality Studio and provides leadership on a wide range of hotel, conference center, and mixed-use projects.

- Brian Murch** Kansas City
- Ed Wilms** Minneapolis
- Keith Keaveney** Los Angeles
- Joe Cicora** Chicago
- Steve Wolf** Minneapolis
- Melissa Knock** Los Angeles
- Rod Oathout** Kansas City
- Scott Boyle** Chicago
- Sergio Gonzalez** Los Angeles
- Staci Patton** Minneapolis
- Steve Cavanaugh** Chicago
- Tom Mitchell** Kansas City



Brian Murch



Ed Wilms



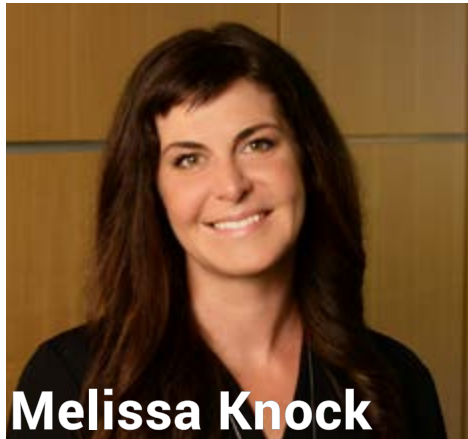
Keith Keaveney



Joe Cicora



Steve Wolf



Melissa Knock



Rod Oathout



Scott Boyle



Sergio Gonzalez



Staci Patton



Steve Cavanaugh



Tom Mitchell

Insights in Hospitality

Our Insights is a forum to discuss new trends and issues of direct concern to our clients. Insights offer viewpoints from our leadership within DLR Group.



by **Tom Mitchell**
Tom Mitchell is DLR Group's Global Hospitality Leader.

When is the “Soft Landing” and How Do We Prepare for it?

As the hotel industry evolves in a shifting marketplace, adaptive reuse is becoming a key piece of many brands’ strategies.

Instead of erecting a cookie-cutter design on empty space or tearing down what already exists, hotel brands are infusing older spaces within existing neighborhoods with new life.

DLR Group focuses on design, but we also remain alert to shifts in the economic and business landscape and look to advise our clients on how best to prepare themselves for the opportunities and challenges that lie ahead. In hospitality, there’s a lot of chatter these days about a “soft landing”

Briefly explained: The industry has been hot for several years now, with demand outpacing supply since 2010 and nearly all sectors registering 10% or better growth. Every time people think this won’t continue, it does. That said ... although signs indicate a good, if not spectacular, 2016 (perhaps 6% growth), it seems clear that 2017 will likely bring a significant slowdown, dropping growth to 1% to 2%. If you’re in hospitality, how should you be thinking about things?

It’s Still All About the Experience.

Travelers will continue to search for that customized, differentiated experience, and millennials, who are entering their prime earning years even as they remain plugged-in, will continue to push growth. In short, it’s the mix of amenities you’re offering, and how well they are presented (design) and integrated (technology), that matters.

Be Smarter About Business.

When it comes to capital investments, there’s a balance to be struck between maintenance and what keeps guests coming. New-build projects will likely ebb in favor of refreshing current properties. During slowdowns, it’s midsize companies — which lack the financial robustness of the big brands and are not quite as nimble as smaller hoteliers in responding to market needs — that are most at risk.

Things continue to feel good in the hospitality industry, and probably will for a little while, but the smart guys are already making their moves for 2017 and beyond. Are you ready for what’s next?

“IN SHORT, IT’S THE MIX OF AMENITIES YOU’RE OFFERING, AND HOW WELL THEY ARE PRESENTED (DESIGN) AND INTEGRATED (TECHNOLOGY), THAT MATTERS.”



by **Ed Wilms**
Ed Wilms leads DLR Group's Hospitality Studio in the North Central Region.

Authentic Local Flavor in Hospitality Dining

The recipe for a successful restaurant-hotel design has many ingredients, but when blended properly the outcome can be a win-win for everyone involved.

Within the matrix of amenities that hotel developers consider when creating a new location, the standalone restaurant is becoming a must-have. Yet more and more, these spaces aren’t being filled by corporate chains. Instead, hoteliers are looking to bring an authentically local flavor to their properties by partnering with area restaurateurs.

The rewards of such a relationship are clear: For the hotel, it’s a unique amenity for guests and a new destination for area residents. For the restaurateur, it’s an opportunity to open a second or third location and connect with a national brand. But a **successful venture** is not without its challenges.

Unlike the clean, relatively easy retail box, restaurants are **infrastructure-intensive spaces**, requiring accommodations for gas, water, ventilation, and the logistics of constantly moving product in and waste out — operations that must be invisible to both diners and the hotel’s guests. Although architects try to account for these things as early as possible, even in a hotel’s schematic design, it’s often not until a deal is final that the spatial reality, based on a particular restaurant’s needs, becomes clear.

Here’s an example: DLR Group is currently working with a hotel property to redevelop a historic Minneapolis building with a major entry at each corner. The restaurant partner negotiated one of the best entry points for itself, which put it farthest from the loading dock. As a result, we’ve reworked the hotel’s floor plan and back-of-house spaces to allow for a new, restaurant-only elevator that uses the basement for loading dock access. In other words, a **restaurant’s design can directly impact how the hotel itself operates**.

Then there is the issue of hotel-restaurant access. Hoteliers generally seek restaurant brands that are sympathetic with their brand and aim to strengthen this connection by having the restaurant directly accessible from within the hotel. Unfortunately though, restaurants do fail, and the next tenant might not be quite as desirable. Thus a design needs to be **flexible** enough to enable that direct connection, but also to

“UNLIKE THE CLEAN, RELATIVELY EASY RETAIL BOX, RESTAURANTS ARE INFRASTRUCTURE-INTENSIVE SPACES, REQUIRING ACCOMMODATIONS FOR GAS, WATER, VENTILATION, AND THE LOGISTICS OF CONSTANTLY MOVING PRODUCT IN AND WASTE OUT.”

be able to close it off without major disruption to the space on either side of the wall.

Designing at the intersection of **restaurant-hotel design** is a challenge. But it’s a satisfying nut to crack — not least because the process can often involve many delicious sample meals as part of the research process. Bon appetit!

Tangible and Authentic Guest Experiences

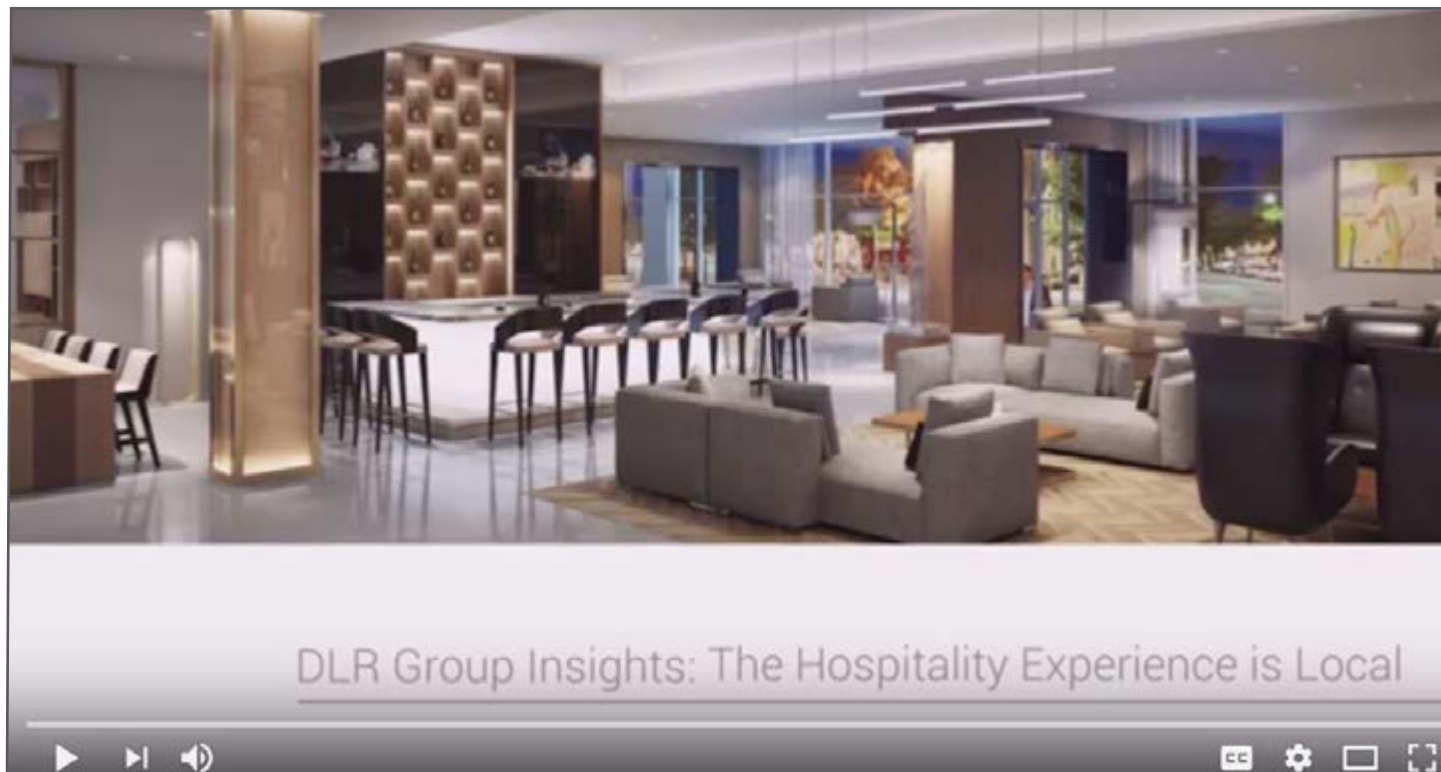
Immersing yourself in the neighborhood is the key to transforming a location into a hotel destination.



Staci Patton shares her view on how designers can approach placemaking to offer tangible authentic experiences for guests. Click below to watch her video.

by **Staci Patton**

Staci Patton leads DLR Group's Hospitality Interior Design Studio.



Art in Hospitality Design

Recently, I've been thinking about art in hospitality projects and why it's important for owners, developers, architects, and interior designers to consider art as an essential part of a hotel design concept, not a decorative afterthought. Here are some of the best reasons, as I see them.

by **Brian Murch**

Brian Murch is one of DLR Group's Hospitality Design Leaders.

Art is the fundamental core of architecture and design. Structures and spaces are as much about expression of the creative spirit as they are the physical representation of a brand's identity.

Architects and interior designers spend hours considering colors, textures, forms, etc., because of how they contribute to that identity. Art, the purest expression of creativity, can speak with at least as much impact as any flooring, wall covering, or furniture selection.

“BUT ART CAN BE AS POWERFUL A DRAW FOR LOCALS AS FOOD AND DRINK AND INFUSE A SPACE WITH LOCAL CULTURE, WHETHER IT'S A PROMINENT, PUBLICLY ACCESSIBLE ARTWORK (SUCH AS A MURAL OR SCULPTURE) BY A NOTABLE PERSON OR A GALLERY SPACE THAT SHOWCASES A ROTATING SELECTION OF AREA.”

Art is the intellectual soul of the hotel.

People travel for leisure because they seek interesting and memorable experiences. Hotels embody that aspiration, that desire for something new—which is why they go to great lengths to demonstrate how they're different. Art is fundamentally about uniqueness and offers a moment of pause and reflection. At the end of the day, people are more likely to remember a hotel's well-displayed original photograph, painting, or sculpture than the lobby furniture.

Art is a point of community connection.

For too long, hotels have attended to travelers' needs while offering little of interest to the surrounding community, but that's changing. These days, there's a focus on finding ways to engage a hotel's neighborhood and being seen as an asset and destination for locals. Eateries and bars created by local restaurateurs are popular, for example. But art can be as powerful a draw for locals as food and drink and infuse a space with local culture, whether it's a prominent, publicly accessible artwork (such as a mural or sculpture) by a notable person or a gallery space that showcases a rotating selection of area talent.

In short, art matters, and the hospitality industry—and by extension, the general public—benefits when hotel spaces celebrate it.



Placemaking
design experiences to create
vibrant, memorable destinations.

Design Approach

The formation of successful hospitality destinations.

DLR Group strives to start every project with a thought-provoking ideation session to engage owners, understand project complexities and uncover hidden potential within the local scene. Incorporating art, fashion, food and beverage and all those in between elements unique to each location, help

create an indigenous and authentic experience for each hotel guest during their stay. These approaches, coupled with our understanding of the client's vision, will undoubtedly create an experience that builds guest loyalty through a meaningful curation of memories to the hotel brand.

Thoughtful design leaves room for the place and its individuality to be formed.

At its best, design gives an identity to every space and can create cohesive environments that are not sterile or faceless. From a physical standpoint, this is achieved through the intertwining of service and function. Providing a balance of open and intimate spaces allows guests to socialize or detach, based on their needs. From a psychological standpoint, playing with light, shadow and temporal experiences all create spaces that surprise with elements of discovery and delight, allowing each space's individuality to show through.

Encouraging individuality is not opposed to simplicity in design and planning.

Clarity comes from proportion in design, use of materials that are humanistic, and a restrained number of design moves, working together in harmony. In this way, the simplicity of planning and design inspires the complexity of vibrant, memorable spaces.

Create positive change for individuals and hotels through the transformation of physical places.

Our fundamental approach to placemaking is to craft a design that reflects both its unique context and the manifestation of the locale. Our design philosophy and methodology seeks to deliberately promote social interaction and ultimately improve the hotel's influence to the quality of life. Engaging with a wide variety of people and places, we have the ability to design positive change for guest experiences through the transformation of physical places. Our focus on innovation and beauty simultaneously elevates the experience of guests while preserving economic value for the project.





Design Matters

DLR Group's brand promise is to elevate the human experience through design.

Relevant Experience

listen.DESIGN.deliver

Our team of designers have delivered many architectural design renovations and new build projects. We understand the complicated scopes of these projects and the aggressive schedules they need to have in order to open and begin gaining the return on your investment. Every project has a strong vision and DLR Group can help you realize this.

Our team constantly seeks to bring high design ideas and concepts with a high level understanding of practical operational or durable solutions. We understand how important it is to have a project delivered on-time and under budget. Our team of designers has a vast portfolio of experience and an understanding for what needs to be done in order to provide your guest with the ideal experience without breaking your budget.

Seamless coordination between all members of the team allows your project to be a priority and delivered on time without delay.



Project Name: Hilton Hotel at Iowa Events Center Location: Des Moines, Iowa

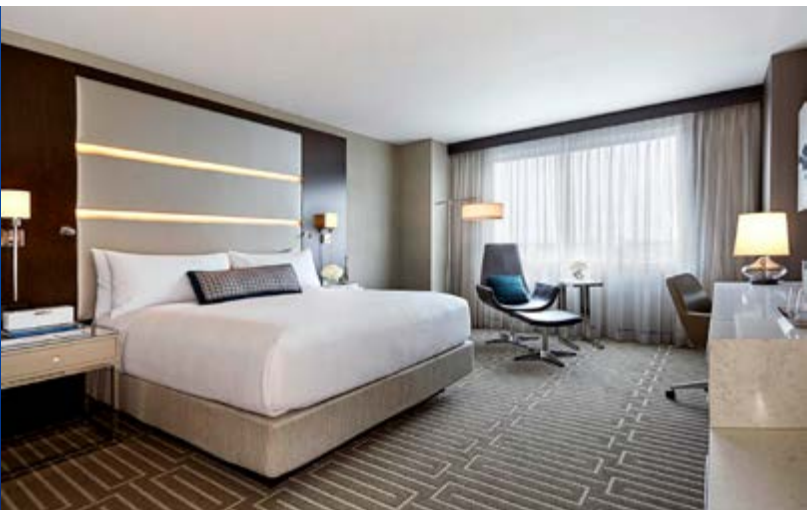
JW Marriott at Mall of America

Bloomington, Minnesota



The iconic Mall of America expansion reinforces the center's strong brand awareness and tourist destination status by featuring fresh new retail concepts and store types, office spaces and a hotel. DLR Group's design opens the center to the north with striking facades that exude vibrant energy and excitement. Exterior signage and design accents turn the mall outward to draw guests to the activity within. By the project's completion it will have more than doubled the existing mall in size.

The scope of work for this 303,000 SF, 15 story, 342 room luxury hotel includes a 16,400 SF ballroom with a spacious pre function area that looks over the main entry plaza. The American style cuisine Cedar & Stone restaurant prominently located along the grand atrium of the new Central Parkway at the Mall of America provides a sophisticated dining option. The JW Marriot is a signature element of an 850,000 SF expansion at the Mall of America that also includes three levels of retail totaling more than 300,000 SF, a 176,000 SF, 10-story office building, and a 525 car two level underground parking structure.



Completion date: 2015
Total square feet: 303,000
Number of Keys: 342

DLR Group provided architecture, coordination of the planning of all the disciplines and construction administration services.

Lower Downtown Denver Lifestyle Hotel

Denver, Colorado



This hotel mixed use project, developed by T2 Hospitality, is located in the Lower Downtown area of Denver, CO. DLR Group's design increases the vitality of the neighborhood environment through sensitivity to the historical context of the site. The building's lower floors respond to the historic buildings style, scale and proportion. The architecture style of the building's upper floors is clean and modern, utilizing a straight forward palette of materials to break up density — including stone, masonry, limited use of plaster, steel, galvanized and painted metal accents and an extensive amount of glazing at the street frontage. The exterior colors are simple and subdued, consisting primarily of cast iron detail, masonry, metal mullion systems, metal paneling, natural stone, and integral color plaster. Hotel guests can engage with the community while taking advantage of the amenities provided with a street-level restaurant and public art areas — offering a seamless connection to nearby offices,

restaurants, bars, and shopping. The attractive design of contemporary architecture with a contextual influence contributes to the urban design and planning of the overall Lower Downtown area.

Located on the urban site of 0.36 acres, the hotel is 11 stories with 220 rooms, approximately 140,000 SF, and provides a ground floor transit lobby space with common access to the ground floor restaurant and cafe from the street level. The restaurant faces 16th Street Mall and provides outdoor patio dining. The hotel lobby on the second floor provides a separate lounge / bar and restaurant for hotel guests. The program of the building is intended to enliven the Lower Downtown area by activating the public realm with hotel and restaurant activity. New public improvements along the project's street frontage will create a safer pedestrian / bicycle linkage throughout Downtown -- stimulating even further development in the active neighborhood.

Completion date: 2018
Total square feet: 140,000
Number of Keys: 220

DLR Group provided planning, architecture, and engineering services as well as assistance in the City Planning approval process.

The Rose, A Boutique Hotel

Rosemont, Illinois



This new boutique hotel is a key component to the visionary “Pearl Street Station” development project in Rosemont, Illinois. DLR Group’s design echoes the branding theme, which is centered on provocative and edgy art pieces. The building’s mass is organized into two sculptural, interlocking forms. The canted walls at the east & west corners of the building create visual dynamism and optimize branding and lighting opportunities from the adjacent freeway. The angle in elevation is also mimicked in plan through a shift at the central lobby, creating more intimate corridors and a more pleasant guest experience.

Signature experiences of this new 99,317 SF, 5-story, 165-key hotel include an art-themed lobby space with interactive, provocative art, locally-inspired “grab & go” food options at the market, upscale appetizers and custom, themed drink offerings at the bar. The hotel also offers flexible, technology-rich meeting spaces as well as small meeting pods to reserve for personal use. Other amenities include a private dining room and fitness center. In addition to the hotel, the “Pearl Street Station” complex will include two restaurants and an office building.

Completion date: 2017
Total square feet: 99,317
Number of Keys: 165

DLR Group provided architecture and MEP engineering services.

Hilton Hotel at Iowa Events Center

Des Moines, Iowa



The new Hilton full service convention hotel is located at the edge of downtown Des Moines’ Iowa Events Center (IEC). Additionally, the ground up hotel will connect to the Des Moines skywalk system, and feature a surface parking lot on the east along with 120 parking spaces below the building. DLR Group’s design team used the building massing to emphasize the border of the existing Iowa Events Center civic buildings on the site and rebrand the intersection at 5th and Park streets. The project incorporates a new transparent base that activates the urban street frontage and invites guests into its lobby and restaurant spaces. The architecture is highlighted by a large sculptural vertical frame that climbs up the structure and anchors the corner of the building. Floating above the intersection and restaurant

is an elevated roof deck entertainment space. The guestroom tower above offers panoramic views of the downtown skyline and capitol building on the east horizon.

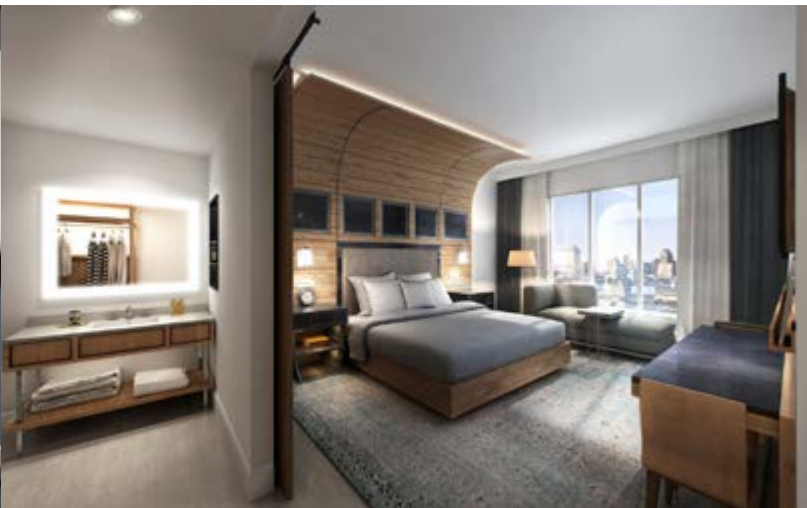
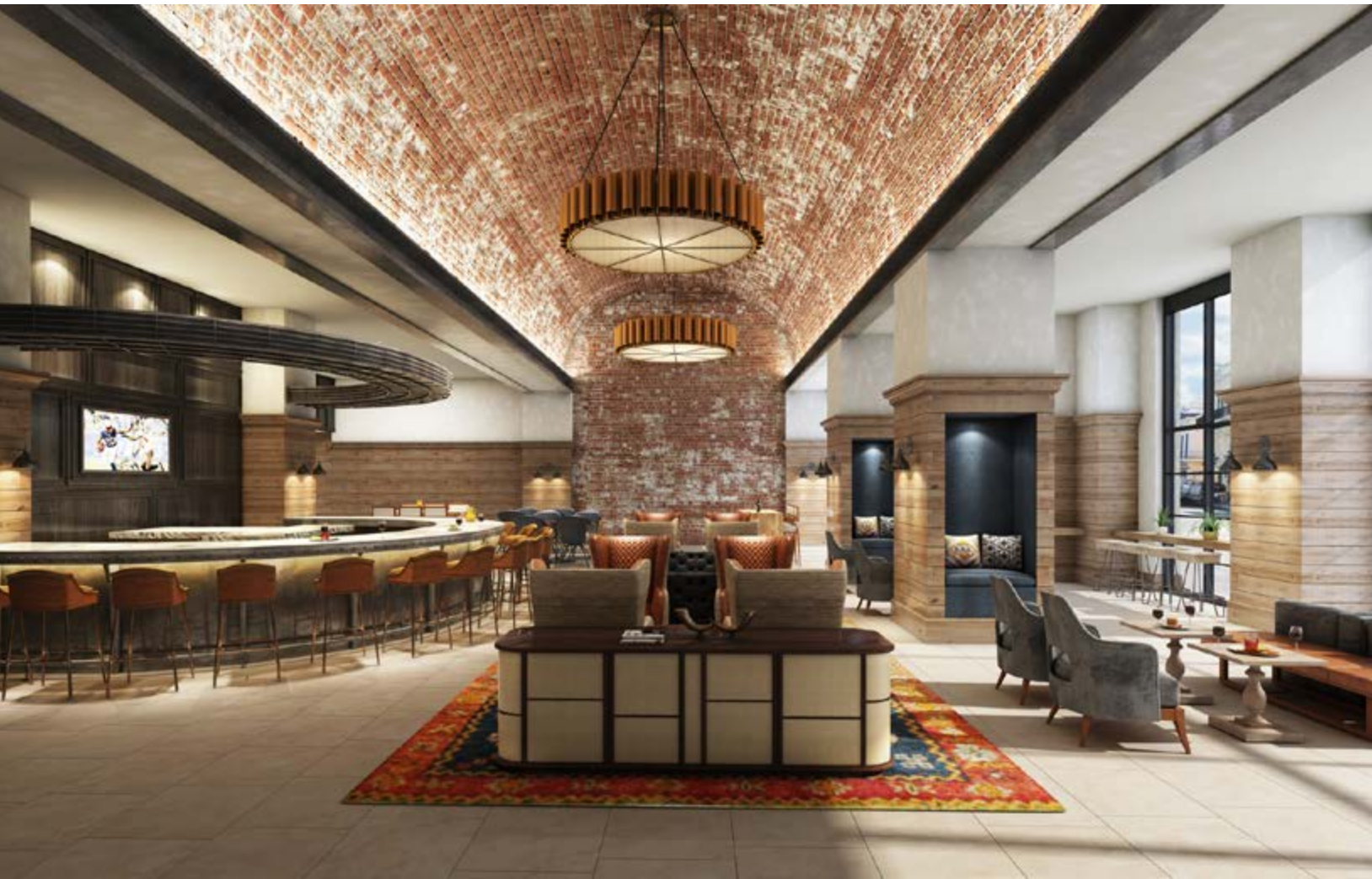
This 317,638 SF of new construction includes 330 guestrooms, public lobby, bar, and amenity spaces. The project also includes 14,000 SF of new meeting space which includes a Ballroom, Meeting Rooms, and Pre-function spaces. A 125 car parking structure is located beneath the building.

Completion date: 2018
Total square feet: 317,638
Number of Keys: 330

DLR Group provided architecture services.

Canopy by Hilton Dallas Uptown

Dallas, Texas



Located at the intersection of Cityplace West and Oak Grove in Uptown Dallas, the Canopy Hotel is the featured hotel of Cityplace, a mixed-use luxury retail and residential development. The Canopy by Hilton Dallas Uptown echoes the direction “New Luxury Is A Stylish & Comfortable Experience” that mirrors and compliments today’s new travel culture. The new lifestyle hotel will be a balance of sophisticated, upscale Dallas residential appeal, with a celebration of the historic character of the trendy neighborhood, McKinney Avenue, and their beloved vintage M-Line trolley. These components will create a spirited and comfortable, hand-touched design. DLR Group’s hotel design ingrains the project within the fabric of the district by extending the well-established West Village retail development eastward along Cityplace West Boulevard, weaving influences and elements of historical roots throughout the overall design. Its renewed, illuminated

presence captures the energy and dynamics of the Uptown area while offering a unique, locally-curated hospitality escape. The aesthetic is conveyed through local artist installations in a mix of objects and prints that are inspired by the neighborhood.

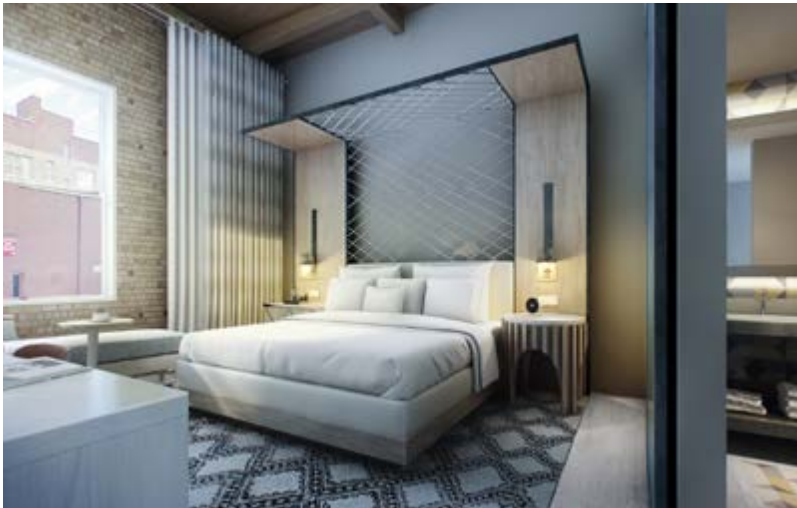
The 99,315 SF, 8-story, 150-room lifestyle hotel will include the signature Canopy Central public space, a restaurant and a boutique rooftop sky lounge offering a private retreat during the day and pouring crafted cocktails in the evening adjacent to a new casual business meet and greet space offering high style, high tech and high comfort. Additionally, the new hotel will include a fitness center, 2,145 SF of meeting space, and flexible social/work areas. The project’s second and third levels comprise the project garage. The parking structure’s exterior façade was designed to seamlessly integrate the architecture from the ground floor through the hotel tower.

Completion date: 2017
Total square feet: 99,315
Number of Keys: 150

DLR Group provided interior design services.

Canopy by Hilton Minneapolis Mill District

Minneapolis, Minnesota



DLR Group is currently designing the new Canopy Minneapolis in the historic Advance Thresher/Emerson-Newton building. Built in 1900 and 1904, the Advance Thresher building has been on the National Historic Register since 1977. Originally designed by Kees and Colburn, the project is an excellent example of the influence of Chicago architect Louis Sullivan on large-scale commercial/industrial buildings in Minneapolis at the turn of the century. The exterior combines brick and beautiful terra-cotta detailing with a broad projecting metal cornice. The interior consists of heavy timber construction with soaring atriums that are filled with natural daylight.

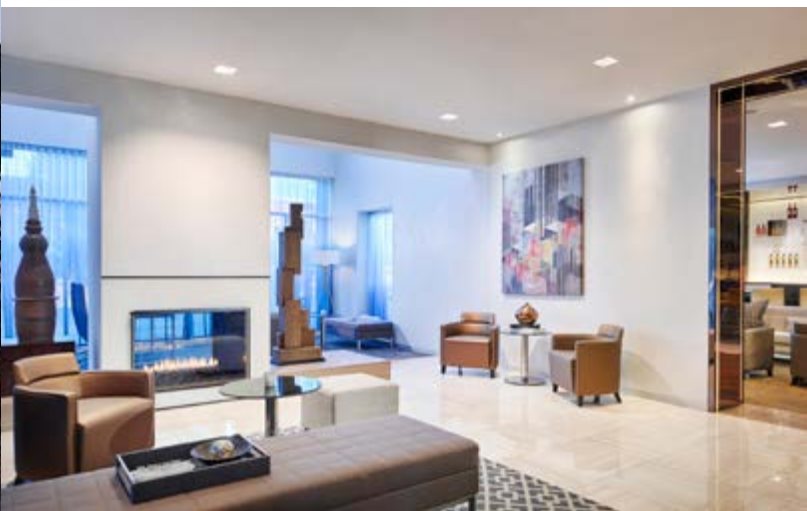
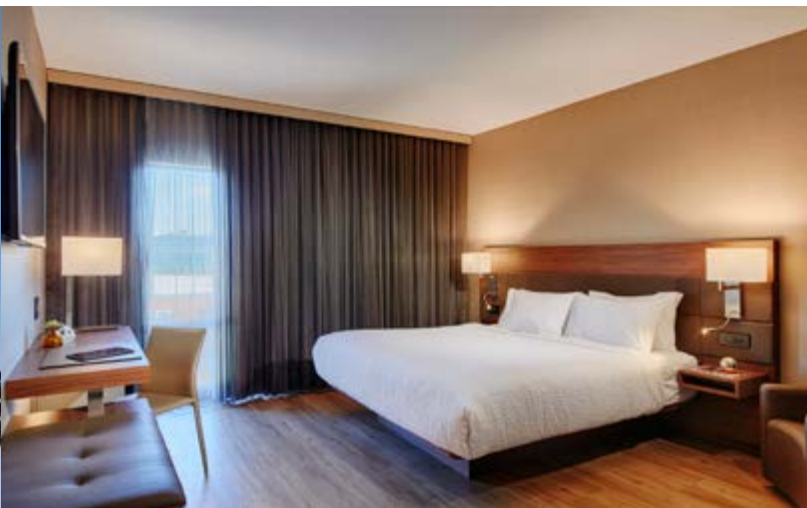
Converting all 7 floors of the building from office use to hotel requires a complete renovation removing all interior elements down to the structural frame. The hotel will have 182 keys, grand canopy central, an independent restaurant and the creation of a sky lounge with dramatic views to the new Minnesota Vikings stadium.

Completion date: 2018
Total square feet: 135,000
Number of Keys: 182

DLR Group provided architecture, interior design, MEP and structural engineering services.

AC Hotel Westport

Kansas City, Missouri



This rebranded hotel brings together a unique neighborhood and the Marriott AC brand to attract the modern, urban guests who visit this area well known for its night life. The former Q Hotel & Spa was originally built in 1986 as an independent hotel in the historic Westport District and is surrounded by a neighborhood that has evolved into five blocks of eclectic restaurants and bars and a high-end residential area. DLR Group's design team worked closely with the developer and the Marriott transformed the dated building into a franchised AC Hotel. The public spaces and guest rooms of the hotel bring the high-style environment and European sophistication that the Marriott AC brand was founded on. Simple, clean and crisp aesthetics are found throughout the hotel and appeal to the design-conscious guests.

The scope of work encompasses renovations to a 4-story hotel building, including 123 guest rooms, a 525 SF meeting room, and two smaller AC branded media salons with highly collaborative technology available for rent by local business entrepreneurs and visitors. An AC bar and lounge, fitness center, guest laundry, market, and an AC library which serves as a business center are available to guests.

Completion date: 2015
Total square feet: 58,710
Number of Keys: 123

DLR Group provided architecture, interior design, MEP engineering, LEED Consulting, energy modeling, and commissioning services.

AC Hotel Fair Oaks

Sunnyvale, California



The new AC Hotel by Marriott in Sunnyvale, CA has 5 stories and provides a ground floor lobby space entry to an outdoor patio area. The fourth level pool deck serves as both an outdoor dining and lounge amenity area for guests. DLR Group’s design is pedestrian and bicycle friendly with numerous upgraded pedestrian connections, bike parking, and seating areas open to the public. As an amenity to the hotel and the surrounding community, a communal park/lounge area with public art is provided at street level. The hotel will be furnished with its own restaurant/bar, lounge, along with an outdoor pool deck and meeting space. The bar and open lounge concept complements the walk along Fair Oaks Ave and El Camino Real. The service and support activities of the hotel are towards the rear of the site for efficiency and activate

the street frontages. New public improvements along the project’s street façade will create a safer pedestrian/ bicycle linkage throughout the Community Center Node - stimulating even further development in the energetic area. This 89,620 SF lifestyle hotel with 187 guestrooms sits on a 1.25-acre site and offers approximately 150 parking stalls; 50 stalls and a drop-off are on grade, while the remaining parking spots are in a subterranean parking structure. Local flora and fauna blends the building and site parking into the surrounding landscape. A straightforward palette of materials is utilized to break up the density including concrete, plaster, steel, galvanized and painted metal accents, and an extensive amount of glazing at the street frontage. Sustainable features

include a high efficiency HVAC system, use of natural lighting, energy-efficient light bulbs, motion-sensored and timed light switches in all offices, store rooms, public restrooms, and LED Exit signs. To enhance the clean air, high efficiency air filters with a minimum efficiency reporting value (MERV) of 8 or better are installed. Low flow toilets, water faucets and showerheads in guestrooms and common areas are provided, as well as water efficient commercial dishwashers and laundry washing machines. All biodegradable non-phosphate cleaning supplies are used.

Completion date: 2018
Total square feet: 89,620
Number of Keys: 187

DLR Group provided architecture and MEP engineering services.

AC Hotels by Marriott

Various Locations



DLR Group has designed or is currently designing additional AC Hotels by Marriott properties in multiple cities, including the following:

Bellevue, Washington

Chapel Hill, North Carolina

Gainesville, Florida

Grand Rapids, Michigan

Kansas City, Missouri

Raleigh, North Carolina

Pleasanton, California

San Jose, California

South San Francisco, California

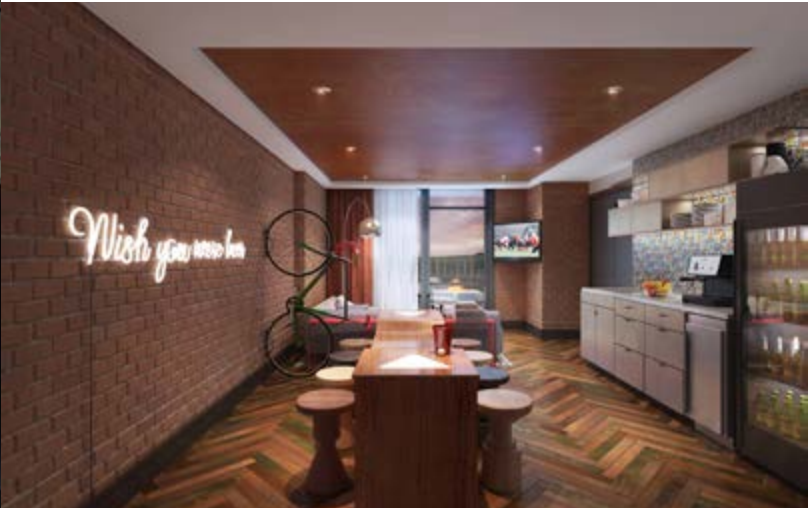
Spartanburg, South Carolina

Sunnyvale, California

Vancouver, Washington

The Elizabeth, Marriott Autograph Collection

Fort Collins, Colorado



The interior design of The Elizabeth, Marriott Autograph Collection, sought to evoke a light and airy ambience, accentuated with handcrafted details in furnishings and moldings, juxtaposed by raw and aged wood. The overall sensual quality is familiar yet elegant and sophisticated. DLR Group’s design uses an abundance of neutral tones in painted moldings, unapologetic filigree, and rich ornamentation on walls, amplified when their shadows further reveal their depth in the daylight. The lobby is punctuated with colors of blue, aubergine and peach, inspired by peonies and spring willow branch buds. The experience of music resonates throughout the property, hearing and feeling the physical vibrations of the drum or guitar at their core. A music library offers guests an opportunity to explore vinyl records and play various musical instruments, encouraging an impromptu jam session or to enjoy in the privacy of their guestroom.

The new development of this 5-story, 162-room hotel, a total of 116,643 SF, includes the main hotel lobby and entry, the lounge, meeting areas, the fitness area, the hotel rooms and hotel room floor corridors and the interior finishes for all the back of house spaces.

Completion date: 2017
Total square feet: 116,643
Number of Keys: 162

DLR Group provided interior design services.

The Laylow, Marriott Autograph Collection

Honolulu, Hawaii



Hawaii’s beach lifestyle meets urban vibe at this newly renovated hideaway in the Center of Waikiki. This boutique hotel is just one block from Waikiki Beach and located in the center of one of the islands biggest shopping and dining districts. The project location offers many opportunities for DLR Group’s designers to give visitors to the island a twofold experience of beach and City with refined and comfortable spaces. The street level of the hotel features an active retail zone and the support space for an urban hotel location, but a quick ride up to the new elevated lobby from the bustling street delivers guests to a more secluded and classically hip Hawaiian hospitality experience. This main amenity level features open-air spaces including the hotel’s registration and lobby, lounge and dining spaces, and a new poolside area that sets the tone for guests to enjoy the property.

The scope of this project is a complete renovation and modernization of a 16-story, 250-room hotel with new guestrooms and retail areas. The street level includes more than 10,000 SF of retail space, additional back of house/service areas and a 500 SF Lanai. On the 2nd floor lobby level a pool deck, fitness area, spa rooms, kitchen and offices, dining area, and a lounge/bar are featured. Through the design process, furnishings and finishes were carefully selected to create a strong sense of rustic Hawaiian luxury, while keeping the hotel stylish and sophisticated. A 20,500 SF parking garage for hotel guests and shoppers is located just below street level. Interiors were designed by Phillpotts & Associates.

Completion date: 2017
Total square feet: 186,780
Number of Keys: 250

DLR Group provided architecture design, MEP and structural engineering services.

AC Hotel Sunnyvale & Autograph Collection

Sunnyvale, California



This hotel project, developed by T2 Hospitality, is located in the Moffett Park specific plan area of Sunnyvale, CA and includes an Autograph Collection Hotel and an AC Hotel. DLR Group’s design connects the hotels through a covered open space and a third-level podium deck that both serve as outdoor dining and lounge areas. As an amenity to the hotels and the surrounding community; public art and a communal park and lounge area is provided at street level. The Autograph Collection Hotel, an upscale lifestyle hotel, is furnished with event and meetings spaces as well as its own full service restaurant, bar, and lounge – which are designed with an open concept on the street level, enhancing the pedestrian experience. The shared outdoor pool deck is linked to the fitness center and other guest amenity areas. The

AC Hotel offers multiple amenities to the business traveler including meeting and board rooms, fitness and business centers, and dining areas. The high-rise building architecture is clean and contemporary, contributing to the collection of exciting projects developing around the tech industry. It utilizes a straightforward palette of materials to break up density, including concrete, plaster, steel, galvanized and painted metal accents, and an extensive amount of glazing at the street frontage. The exterior colors are simple and subdued. The attractive design of contemporary architecture and contributes to the urban design and planning of the overall Moffett Park plan area.



The project site is 3 acres in size, and each hotel is eight stories and approximately 100,000 SF. The Autograph Collection has 190 rooms, and the AC Hotel has 160 rooms. The project will strive for LEED Certification and include programs to promote public transportation which are readily available to this location. The many efforts for sustainability throughout the two hotels include high efficiency HVAC energy, natural lighting, energy efficient light bulbs, and motion sensor and timed light switches in all offices, store rooms, and public restrooms, and LED Exit signs. For clean air, high efficiency air filters with a minimum efficiency reporting value (MERV) of 8 or better. The existing site trees will be preserved wherever possible through a tree preservation and removal plan. Water conservation systems include motion sensor faucets, low flow toilets and showerheads, and high efficiency dishwashers and laundry machines.

Completion date: 2018
Total square feet: 200,000
Number of Keys: AC Hotel - 160 | Autograph Collection - 190

DLR Group provided architecture and MEP engineering services as well as assistance in attaining planning approvals.

Vespera on Ocean Marriott Autograph Collection

Pismo Beach, California



This resort, developed by Nexus Development and designed by DLR Group, is located along the beach and boardwalk area adjacent to the pier of the classic beach town of Pismo Beach, CA. The hotel is furnished with its own restaurant, bar, and lounge that fronts the pool deck providing outdoor patio dining. DLR Group’s design fully immerses guests in the waterfront setting with majority of guestrooms offering an ocean view. The project is pedestrian/bicycle friendly with numerous enhanced sidewalk and boardwalk connections, bike parking and seating areas open to the public. This hotel will increase the quality of the resort area through its seaside, shingle style architectural design. Gabled roof, lighthouse tower, and balcony elements break up the density of the massing and allow the building to step down to the boardwalk and oceanfront. The building façade communicates upscale seaside cottage elegance and

utilizes a straightforward palette of materials - including stone, plaster, composite cedar shingle, fine detail accents and an extensive amount of stone and steel windows at the public level.

The oceanfront site of 1.4 acres consists of a Lifestyle Hotel with 124 rooms. The hotel is 3 stories, approximately 95,000 SF, and provides a ground floor lobby/lounge area with common access to the ground floor restaurant and bar from the street level. The project offers a seamless connection to the adjacent boardwalk and provides the public with access to 12,000 SF of open space. Approximately 166 parking stalls are provided in a 56,000 SF subterranean parking structure. Ground level finishes along the project’s exterior consist primarily of natural stone tile, storefront glazing, metal mullion systems, and architectural paving systems.

Completion date: TBD
Total square feet: 95,000
Number of Keys: 124

DLR Group provided planning, architecture and MEP engineering services and is currently assisting in the City of Pismo Beach Building Permit approval process.

Residence Inn Walnut Creek

Walnut Creek, California



Business Travelers working and staying in Walnut Creek will now have a place to feel at home, and designed for an extended stay. For this hotel the client wanted to provide a better experience for travelers in downtown Walnut Creek. DLR Group's design for the hotel welcomes visitors with a light filled lobby with floor to ceiling glass that will be a lantern at night. The 'U' shaped building maximizes the number of guestrooms per floor on the oddly shaped site. The roof elements at the corners of the site harken back to the Marriott Residence Inn prototype, but the change in scale and overall height of these corners, along with the playful pattern of the two tone metal panels of varying sizes, give the hotel its unique identity. A brick base and large windows on the ground floor enhance the pedestrian connection to the site and establish an urban atmosphere.

The scope of the project is a 6 story hotel with 160 rooms. The project will have one level of on-site structured parking for up to 104 vehicles, and off-site parking for additional 40 vehicles. The 107,038 SF hotel offers meeting rooms, a business center, a fitness room and pool, guest laundry, and an outdoor patio lounge area. The existing site (approximately 48,217 SF or 1.1 Acres) is currently occupied by two single-story single-tenant structures which will be demolished prior to new construction, including all surface parking.

Completion date: 2018
Total square feet: 107,038
Number of Keys: 160

DLR Group provided architecture, interior design, and MEP engineering services.

Cambria Hotel & Suites

Chandler, Arizona



The Cambria Hotel & Suites was recently rebranded into a new prototype looking to attract the new travelers. DLR Group's design of the interior and exterior of the hotel reflects the core brand idea that every guest is high value. Located on a prominent corner in Chandler, Arizona, the site enjoys 360-degree views of the surrounding area, which are highlighted through the façade design. Signature art elements highlight the surrounding context and local Chandler artists are featured in the guest rooms and lounges. The hotel adds new opportunity to the existing mixed use development at this site, The Viridian Development, which includes a center courtyard, outdoor seating, water features, an office building, and retail and residential condominiums.

This project is comprised of 136 keys and a total of 79,915 SF. Unit types range from Double Queens, Kings and 1 Bedroom Suites. Main public areas include a flexible lobby and lounge space, a unique "Coffee House Pub," meeting rooms with a pre-function area opening to the outdoor patio, and an outdoor pool. Other notable hotel elements entail a porte cochere featuring a canted glass canopy. The main entry and lounge is highlighted by a glass, vertical tower with a corner branding element and lighting features. The color scheme is elevated from the brand standards with the use of gray gradients and different textures which accent the Cambria orange and warm red tones at the tower. The corner of the hotel has an outdoor pool with a sun deck, fire pit and seating areas to take advantage of the Arizona climate. The signature interior design elements include adaptable lounge, market, and bar areas that function as a comfortable coffee house by day and an active pub at night.

Completion date: 2017
Total square feet: 79,915
Number of Keys: 136

DLR Group provided architecture and interior design services.

Westin Seattle

Seattle, Washington



The Westin hotel's two round towers have made an impression on Seattle's skyline since 1969 when the first tower was constructed followed by a second tower in 1982. DLR Group's design of the renovation updates the guest experience to maintain the Westin's standing as a preeminent AAA Four Diamond award-winning downtown hotel. New FF&E in all rooms give guests simple, comfortable, elegant accommodations that take advantage of striking views around the entirety of the building. Renovation of the restaurant into the Relish Burger Bistro offers guests a hip dining option, and conversion of former restaurant space into new meeting rooms allows the Westin to host additional group functions. In emphasizing Westin's goals for user comfort, well-being, and enjoyment, the design of this transformation helps effect Westin brand loyalty to ensure guests want to return again and again.

The scope of work for this project encompasses upgrades to all 891 guest rooms and nine suites, including FF&E updates, restrooms updates, ADA improvements, and MEP updates. Improvements to public spaces include finish upgrades in all guest room corridors; conversion of former restaurant space on the first three floors into 13,500 SF of new meeting space; renovation of existing kitchen space into a new three-meal restaurant; and a new barista stand.

Completion date: 2012
Total square feet: 455,370
Number of Keys: 891

DLR Group provided architecture and MEP engineering services.

Hyatt Place Champaign

Champaign, Illinois



The Hyatt Place brand offers downtown Champaign an upscale, select-service hotel well-suited to its location in the heart of the city. DLR Group’s design integrates the new hotel into the urban fabric of the city through the use of brick and traditional detailing. Spacious guestrooms with an ergonomic work center feature state of the art technology to support the needs of the brand’s customer base. Floors two through four comprise structured parking, with the guest rooms occupying the floors above. The architectural design treats parking level facades sensitively to maintain a strong, street front brand impression.

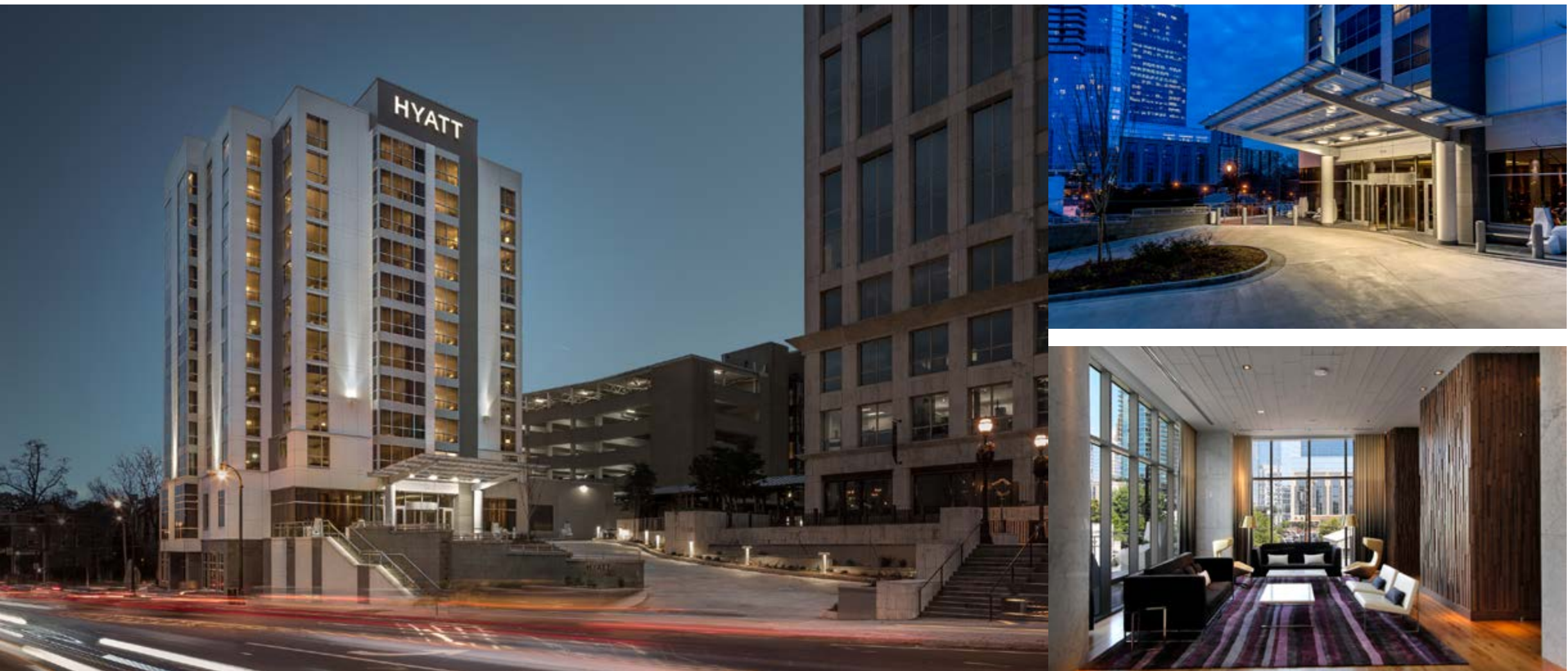
This new 145 room, 9-story, Hyatt Place in downtown Champaign includes an on-site parking structure for 145 cars. The 124,300 SF select service hotel features amenities inspired by the brand’s multi-tasking 24/7 guest’s lifestyle. A fitness center, coffee and wine bar, Grab-N-Go case, and guest kitchen are provided in the design.

Completion date: 2014
Total square feet: 124,300
Number of Keys: 145

DLR Group provided architecture, interior design, and MEP engineering services.

Hyatt Midtown Atlanta

Atlanta, Georgia



This extensive renovation and rebranding transformed a 25 year old independent hotel into the Atlanta Midtown Hyatt, which has in its existence redefined southern hospitality. DLR Group's design accomplishes the clients' goal of having past guests believe a totally new hotel has been built. A complete exterior redevelopment includes the removal of the existing brick skin that has been replaced with a new state of the art rain screen and high performance skin to eliminate past water infiltration issues and more closely reflect its neighboring buildings on Peachtree Street.

The scope of work renovated and converted this 12-story, 194 room hotel into a full service Hotel with a 5,400 SF meeting space addition. Guest room floors were renovated with new interior finishes, furnishings, toilet/bath rooms and corridors. Renovated public areas include a new open and light filled entry lobby, check in desk, meeting spaces, and pool and fitness area. The new restaurant and lounge have been repositioned to the north side of the building and large windows were added in the restaurant and throughout the main floor so diners and guests can see and be seen from the street. A new entry driveway and car courtyard were renovated with new paving, and a stairway with plantings was added to separate vehicle and pedestrian traffic; both create a stronger street presence for the hotel.



Completion date: 2013
Total square feet: 132,357
Number of Keys: 194

DLR Group provided architecture and MEP engineering services.

The Curtis

A DoubleTree by Hilton

Denver, Colorado



A new themed guest experience at the Curtis Hotel is capturing the attention of travelers to downtown Denver. DLR Group's renovation design for the entire property amplifies the Curtis Hotel's named floors, including 'One Hit Wonder,' 'Sci-Fi,' and 'Big Hair,' by creating hyper-themed spaces to maximize the pure fun of travel. Thirteen corner rooms and three luxury suites were transformed into hyper-themed spaces portraying iconic and beloved movies, television shows or musicians to create a unique lodging experience with upgraded food and beverage offerings that complement the room theme. Guests have the ability to choose their experience from Talladega Nights with a nacho cheese plate, Jimmy Buffet with a crafted cocktail, or the ultimate Rolling Stones Suite complete with a pair of lips lounge chairs and psychedelic living room.

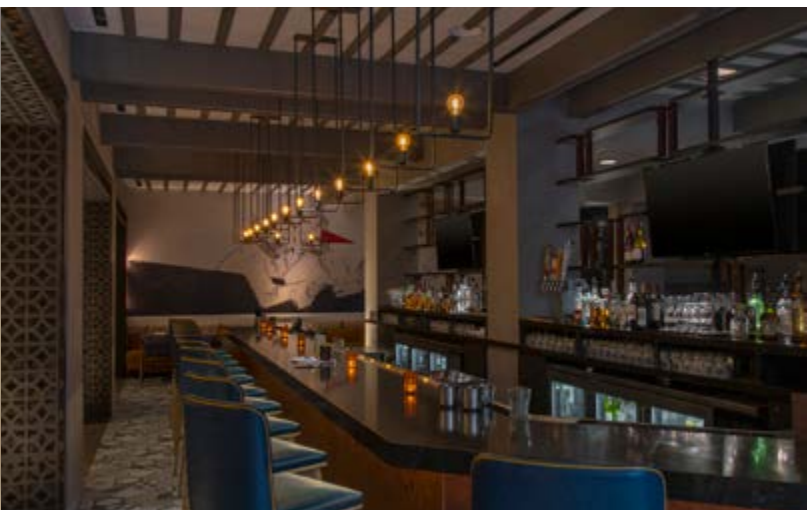
The overall guest experience is what drives travelers to the Curtis Hotel. In addition to the corner room and suite improvements, the hotel's 336 guestrooms were renovated to remedy recent negative feedback regarding guestroom functions. Guestroom improvements feature new custom carpet, custom seating, wall coverings, draperies, custom casework, lighting, and curated art, all finished in a distinct Curtis Hotel style. The renovation also includes 6,000 SF of new indoor and outdoor event and meeting space, banquet seating for 250 guests and a large, west-facing outdoor terrace on the third floor.

Completion date: 2014
Total square feet: 148,121
Number of Keys: 162

DLR Group provided architecture and interior design services.

DoubleTree by Hilton

Austin, Texas



What makes Hilton’s successful DoubleTree properties brand strategy successful is their belief that “doing the little things well can mean everything.” DLR Group’s design focuses on details like DoubleTree’s brand strategy are critical elements of the guest experience. Along with a creating a memorable Hilton experience DLR Group’s youthful and eclectic designers incorporate new finishes and modern furniture design into the existing Spanish Mediterranean styled spaces. These include formal lobby spaces, a ballroom and meeting rooms to create an artful, indigenous experience of Austin Texas. Hilton’s new ‘Made Market’ morning grab-n-go concept and a new restaurant with operable exteriors walls that expand the dining and lounge areas onto the beautiful existing courtyard are included as part of the renovation.

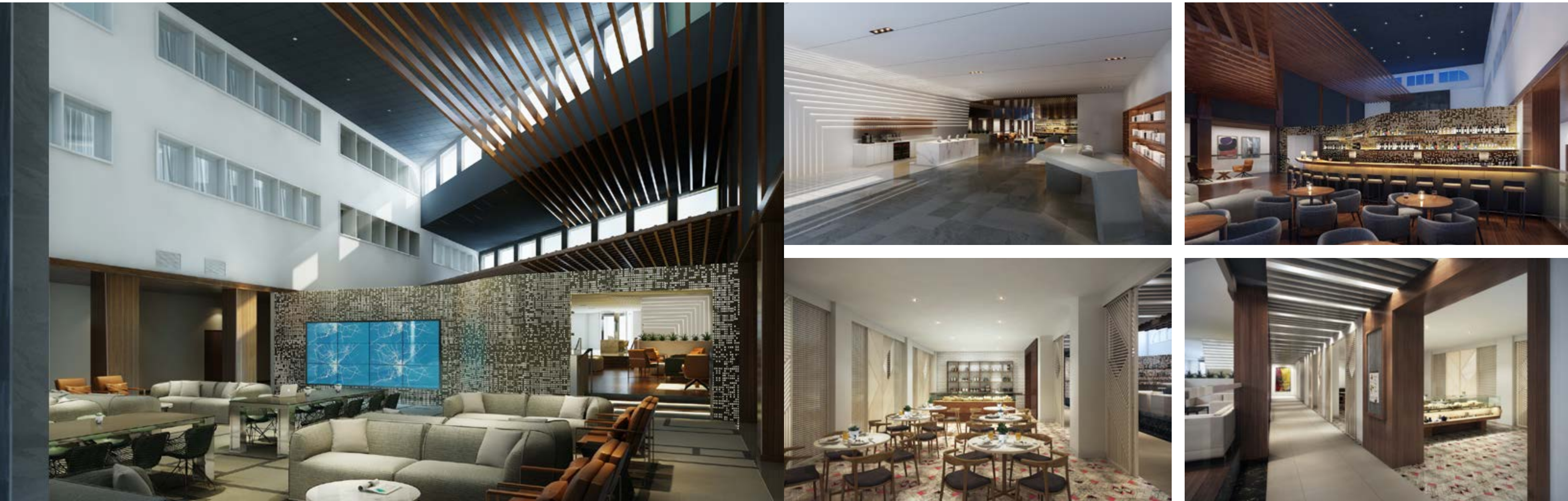
The project scope involves a 220,000 SF renovation of 350 guestrooms and public spaces, a new 2,900 sf restaurant and a grab-n-go market, and a facility-wide ADA upgrade.

Completion date: 2016
Total square feet: 220,000
Number of Keys: 350

DLR Group provided interior design services.

DoubleTree by Hilton

Atlanta, Georgia

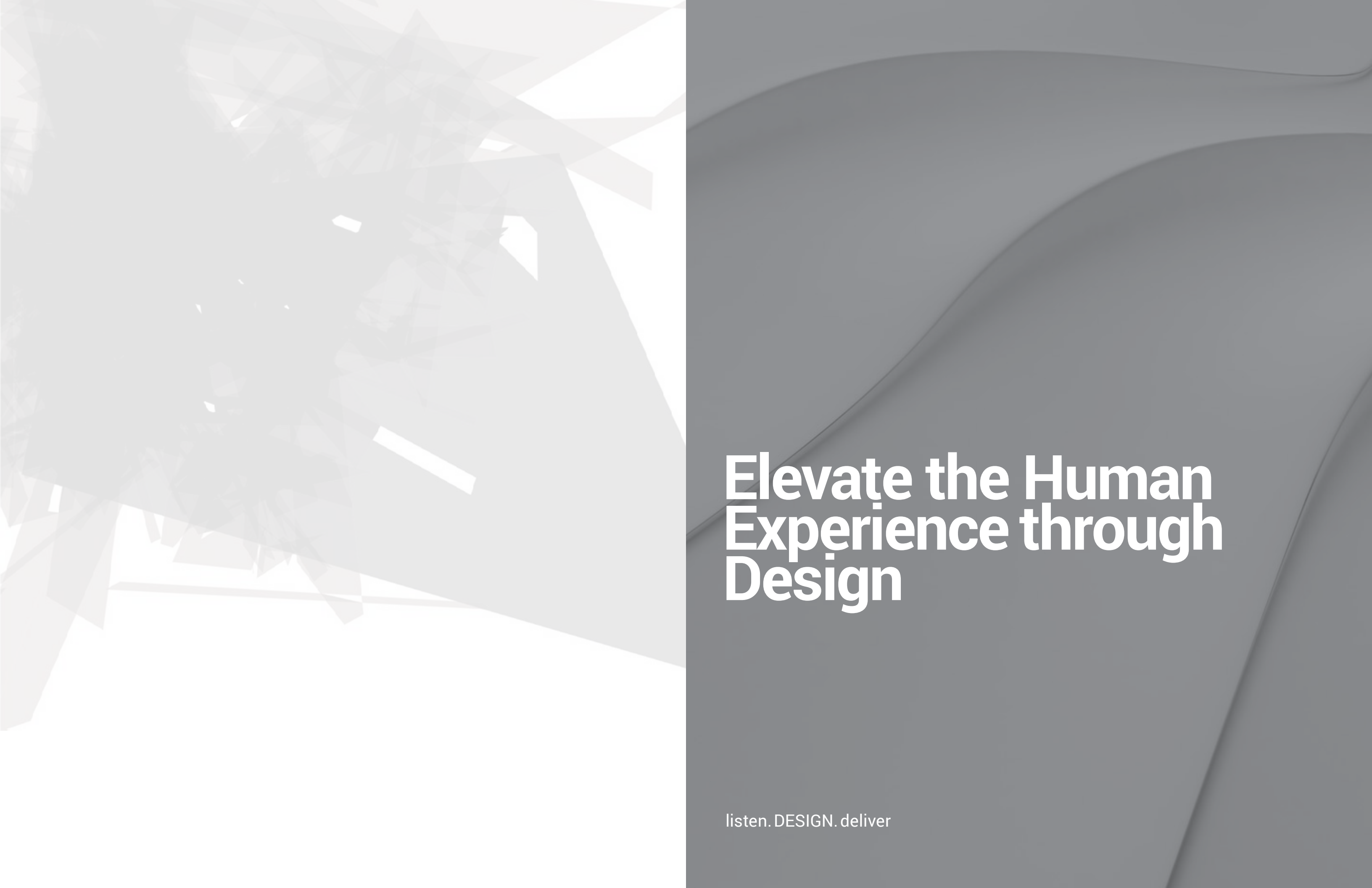


Located just North of Atlanta’s business, shopping and entertainment districts, the new DoubleTree is in close proximity to many area parks and hiking trails, providing the opportunity for guests to explore and engage in a variety of outdoor activities. DLR Group’s design creates a hotel experience that pulls from the cultural surroundings while also maintaining the comfort, convenience and high-end standards that the DoubleTree brand is known for. Utilizing an aesthetic geometric direction, the design combines existing spatial design that emphasizes a linear focus. The lobby space and its stepped ceiling design further captures the linear scheme. The design will incorporate new elements to break up the oversized volume of the space and provide intimacy to the new bar and lounge. The decorative panels create a canopy-like effect to create more comfortable seating arrangements and gives the space a more clean and modern feeling.

This 250-guestroom hotel includes a full renovation to the public spaces and soft renovation to the guestrooms, including bathroom remodels. The 165,681 GSF will be renovated and repositioned from a Holiday Inn Express to a DoubleTree by Hilton, including a re-imagining of the entry and an architectural rebrand of the port cochere. Scope of work also includes a breakfast buffet, bar and lounge, prefunction space, 12,000 SF of meeting space, and an outdoor pool.

Completion date: 2017
Total square feet: 165,681
Number of Keys: 250

DLR Group provided architecture and interior design services.

The background is split into two main sections. The left section features a complex, layered geometric pattern of overlapping triangles and polygons in various shades of light grey and white, creating a sense of depth and movement. The right section is a solid dark grey area with subtle, flowing, organic shapes that blend into the geometric pattern on the left.

Elevate the Human Experience through Design

listen.DESIGN.deliver



LEVEL 7 EL

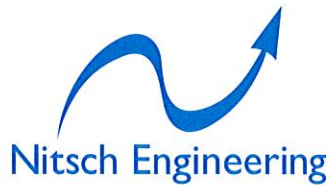
AC HOTEL RALEIGH



DLR Group

Architecture Engineering Planning Interiors

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2 Center Plaza, Suite 430
Boston, MA 02108-1928
T: 617-338-0063
F: 617-338-6472
www.nitscheng.com

October 5, 2017

Mr. Rick Mielbye
President
FPG Development Group
222 Lakeview Avenue, Suite 200
West Palm Beach, FL 33401

RE: Nitsch Project #12549
Transportation Planning
203 Fore Street
Portland, ME

Dear Mr. Mielbye:

This letter is in regards to the proposed 128-room hotel project located at 203 Fore Street in Portland, Maine. In our opinion, the proposed hotel project will have limited impact on local traffic patterns due to the nature of the use. We have developed trip generation estimates for the proposed project based on the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition, published in 2012. Based on the trip generation rates presented in this publication for a hotel use, we have developed the following trip generation estimates:

Average Daily Volume	= 1,046 trips per day
AM Weekday Peak Trips	= 68 trips
PM Weekday Peak Trips	= 77 trips

Hotel uses generate traffic volumes differently than other commercial uses and generates lower peak hour volumes. Therefore, the traffic impacts created by a hotel use are typically lower than other commercial uses.

Please call if you have any questions.

Very truly yours,

Nitsch Engineering, Inc.



Scott D. Turner, PE, AICP, LEED AP ND
Director of Planning

SDT/mma

NEIGHBORHOOD MEETING SIGN-IN SHEET

1. Cheryl Sullivan
2. Susan and Jim Murphy (Green Space) smurphy@bates.edu
3. Mark Stelmack
4. Paula Foley-Stelmack
5. Susan Morris
6. Chip Newell
7. Suzy and Dan DesPres (Landscaping) 747-4388
8. Bill Campbell
9. Rick Huleatt rhuleatt@gmail.com (India St. Neighborhood Assoc.)
10. Jeff Jackson jeffjax@gmail.com (Bury utility lines)
11. Peter Gordon gordonpd@live.com (Green along India & Fore Street Corner & Bury Power Lines)
12. Bethany.field@gmail.com

203 FORE NEIGHBORHOOD MEETING

November 15, 2017

Minutes

Attendees for Property Owner / Applicant: Michelle Steffins, Alex Bates, Dustin Kurle and Rick Mielbye

Mr. Mielbye described the proposed project and explained that it would be a sister hotel to the adjacent Hampton Inn under the same ownership. He stated that the existing Hilton is very successful and he is expecting the new hotel to also be successful. He stated that they understand the market because of their ownership of the existing Hilton and they also own the Residence Inn in South Portland.

Dustin Kurle, the project architect, described the building design, landscaping and parking.

They then opened the floor to public comment and questions.

A member of the public asked about parking, concerned that overflow parking would be on the street. Mr. Mielbye noted that they have more spaces than required by code and would arrange with an off-site garage for overflow if needed.

A member of the public asked if the greenspace will remain.

One member of the public commented that she believed the design to be too modern and an eyesore.

A member of the public who lives across the street from the project noted that they do not want to lose the open space or the 2 parking spaces on Middle Street.

Two members of the public in attendance live in a condo on top of the existing Hilton. They inquired about their parking space and were assured that it would remain in place and would not be covered. They also asked how parking would be accommodated. Mr. Mielbye responded that all parking would be valet and that they will have an agreement with an off-site garage for overflow if necessary. He noted that it is in their best interest to have adequate parking for their customers.

There was a question regarding the distance between the two hotels.

There was a general discussion regarding the green space on Middle Street and a request for pedestrian amenities – benches, etc. There was also a request for add more landscaping to the India Street side.

A member of the public noted that the India Street Neighborhood Association has a green space plan.

A member of the public asked whether the project could include removing telephone poles and above ground utilities.

Mr. Mielbye responded that they will revise the plan to add as much greenspace as the planning board will allow and that he will look into the cost of moving utilities underground.

A member of the public asked about bicycles.

A member of the public asked about restaurant. Mr. Mielbye noted that it would be an amenity for guests and open to public.

Some neighbors were supportive with rooftop bar, others were not and were concerned about noise. Mr. Mielbye noted that as hotel owners, they are also concerned about noise levels to ensure good customer experience at the hotel.

A member of the public asked about the construction schedule? Mr. Mielbye noted that they are not that far yet.

BUSINESS HOTEL

PORTLAND, MAINE
203 Fore Street
Portland Downtown, ME 04101

PRELIMINARY SITE PLAN REVIEW
JANUARY 09, 2018 - Update



7290 West 133rd Street
Overland Park, Kansas 66213
o : 913.787-2811
f : 913.787-6553

NOTE: THIS INFORMATION IS CONCEPTUAL IN NATURE AND IS SUBJECT TO ADJUSTMENTS PENDING FURTHER VERIFICATION AND CLIENT, TENANT, AND GOVERNMENTAL AGENCY APPROVALS. NO WARRANTIES OR GUARANTEES OF ANY KIND ARE GIVEN OR IMPLIED BY THE ARCHITECT.

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JANUARY 09 - 2018

PRELIMINARY SITE PLAN REVIEW
PROPOSED HOME BUSINESS HOTEL
203 Fore Street, Portland, ME 04101

PROJECT DESCRIPTION

PROPOSED 6 STORY HOTEL BUILDING WITH 1 STORY OF COMMON SPACE, DINING, KITCHEN, SUPPORT SPACE RETAIL/RESTAURANT AND PARKING GARAGE; 6 STORIES OF HOTEL ROOMS WITH A ROOF-TOP BAR LOCATION ON THE 5TH FLOOR. PARKING IS LOCATED ON THE FIRST AND SECOND FLOORS THAT IS ONLY VALET ACCESSIBLE. THE LOBBY IS LOCATED ON THE FIRST FLOOR WITH ACCESS FROM FORE STREET. THE RESTAURANT IS ALSO LOCATED ON THE CORNER OF FORE AND INDIA STREET FOR EASY PEDESTRIAN ACCESS.

ZONE: 'INDIA STREET FORM BASED CODE'
BUILDING AREA: SEE BUILDNG PROGRAM

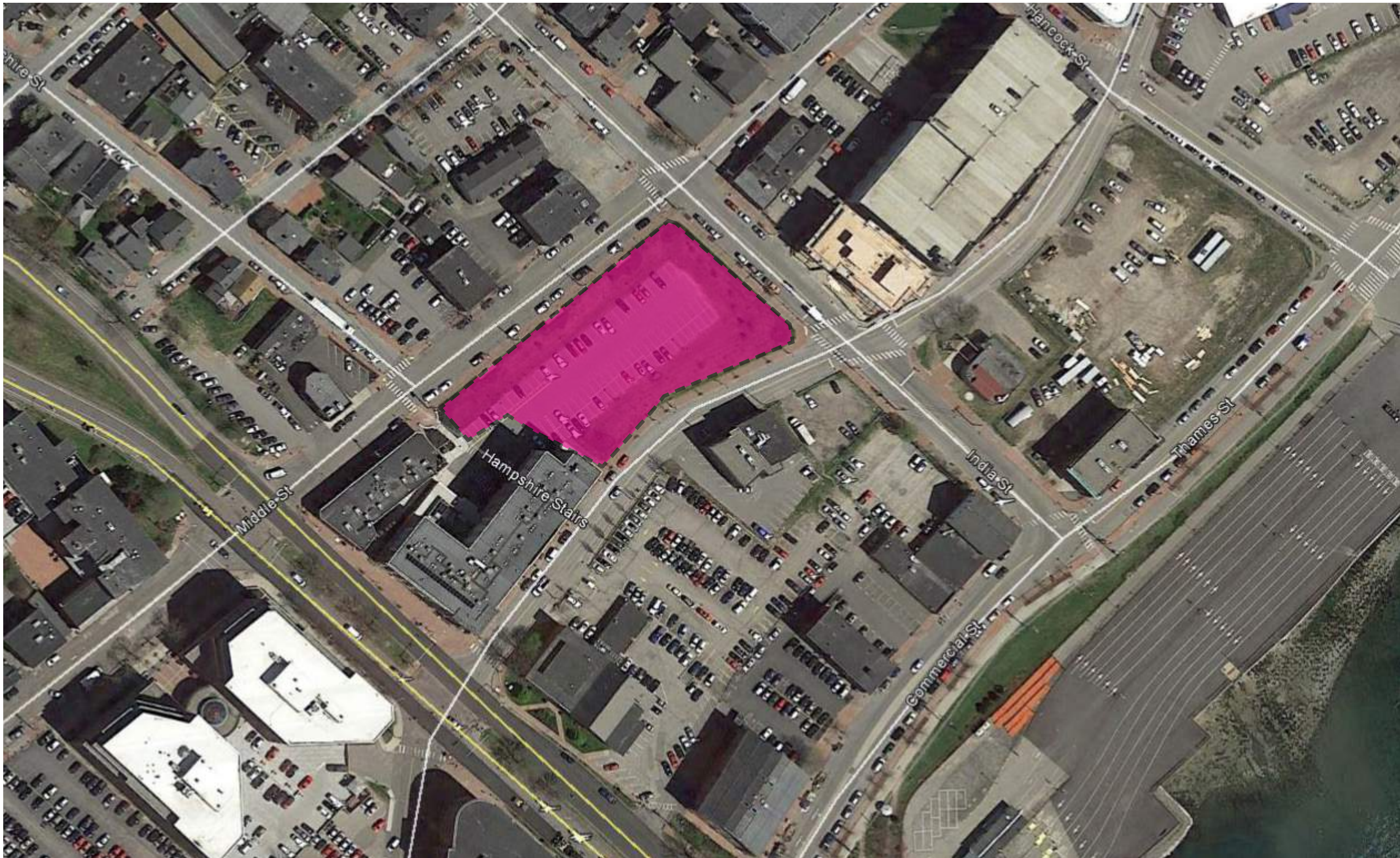
ZONING REQUIREMENTS

THE BUILDING MEETS THE FOLLOWING ZONING REQUIREMENTS BASED ON THE INDIA STREET FORM BASED CODE.

- OUR BUILDING IS LOCATED IN A URBAN ACTIVE DISTRICT AND A URBAN TRANSITIONAL DISTRICT.
- THE BUILDING HEIGHT IS LESS THAN THE 65’ FEET AND 6-STORIES FOR THE UA DISTRICT AND 50’ AND 4-STORIES FOR THE UT DISTRICT.
- LOT SETBACKS IS 10'-0" FOR ALL STREETS AND 75% OF BUILDING FACADE NEEDS TO BE WITHIN THE 10'-0" SETBACK AREA.
- THE MAX. BUILDING LENGTH ALONG FORE STREET IS ALLOWED TO BE 200', WHICH OUR BUILDING MEETS THIS REQUIREMENT. PARKING STRUCTURE IS NOT CONSIDERED PART OF FORE STREET.
- THE MAX. BUILDING LENGTH ALONG INDIA STREET IS ALLOWED TO BE 150', WHICH OUR BUILDING MEETS THIS REQUIREMENT.
- THE MAX. BUILDING LENGTH ALONG MIDDLE STREET IS ALLOWED TO BE 50', WHICH OUR BUILDING MEETS THIS REQUIREMENT.

BIKE STORAGE SUMMARY

BIKE PARKING CODE REQUIREMENT: 2/10 GUESTROOMS
EXISTING BIKE PARKING PROVIDED: 2/10 GUESTROOMS = 25 REQUIRED - 40 PROVIDED HAMPTON INN HOTEL
BIKE PARKING REQUIRED: 126 ROOMS 2/10 GUESTROOMS = 26 REQUIRED
BIKE PARKING PROVIDED: = 20 PROVIDED
TOTAL BIKE STORAGE: 20-NEW 40-EXISTING = TOTAL 60



VICINITY MAP
NOT TO SCALE

WAIVER REQUESTS

1. WE ARE REQUESTING A WAIVER FOR THE 3-MODULE 3-DOOR ACCESS ALONG THE INDIA STREET ELEVATION. INDIA STREET FORM BASED CODE REQUIRES 3-MODULES WITH 1-DOOR ACCESS PER MODULE. DUE TO THE SITE CONSTRAINTS ALONG THIS ELEVATIONS WHERE WE HAVE 8'-0" OF GRADE CHANGE THAT SLOPES FROM THE HIGH POINT OF THE CORNER OF MIDDLE AND INDIA STREETS TO THE LOW POINT OF FORE AND INDIA STREETS. DUE TO THE SLOPE/GRADE CHANGES ALONG THIS ELEVATION, WE ARE PROPOSING OF HAVING 2-DOOR ACCESS POINTS IN LIEU OF THE REQUIRED 3-DOOR ACCESS.
2. WE ARE REQUESTING A WAIVER FOR THE 1-MODULE 1-DOOR ACCESS ALONG THE MIDDLE STREET ELEVATION. INDIA STREET FORM BASED CODE REQUIRES AT LEAST 1-MODULE WITH 1-DOOR ACCESS PER MODULE. DUE TO THE BUILDING SITE CONSTRAINTS ALONG INDIA STREET WITH THE 8'-0" OF SLOPE FROM MIDDLE STREET TO FORE STREET THIS HAS AFFECTED OUR BUILDING ELEVATION ALONG MIDDLE STREET.
3. WE ARE REQUESTING A WAIVER FOR THE BUILDING ORIENTATION TOWARDS INDIA STREET. THE INDIA STREET FORM BASED CODES CONSIDERS INDIA STREET THE MAIN STREET OF THE SURROUNDING NEIGHBORHOOD. THE MAIN HOTEL ENTRANCE IS ALONG FORE STREET, BUT WE HAVE MULTIPLE ENTRANCES ALONG INDIA STREET FOR THE PROPOSED RESTAURANT AND COFFE SHOP. OUR UNDERSTANDING IS THAT THE CITY BELIEVES THAT SINCE OUR HOTEL ENTRY IS ALONG FORE STREET, THIS IS CONSIDERED THE MAIN BUILDING ORIENTATION.

FIRE CODE SEPARATION

THE PROPOSED STRUCTURE WILL COMPLY WITH THE CODE REQUIREMENTS OF SEPARATE OR NON-SEPARATE OCCUPANCIES BETWEEN THE PARKING AREA AND THE HOTEL AREA. THE STRUCTURE WILL BE EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH THE CODE. A FULL CODE REVIEW WILL BE DONE TO PROVIDE THE BEST COURSE OF ACTION FOR THE BUILDING CODE REQUIREMENTS ONCE DESIGN APPROVAL HAS BEEN GIVEN.

HOTEL AREA SUMMARY

Guestroom Floors Summary							Total	
STUDIO		1	2	3	4	5	6	
	Type A - Queen Studio	0	22	25	25	10	10	92
	Type SC - Queen Studio Connecting	0	2	4	4	4	4	18
	Type SA- Queen Studio Accessible	0	2	4	4	3	3	16
Total		0	26	33	33	17	17	126

Building Program				SITE AREA		47,473
Level	Area (GSF)					
Lobby Level	10,630					
Level 02	13,576					
Level 03	15,762					
Level 04	15,762					
Level 05	11,212					
Level 06	8,492					
Total Building	75,434	GSF				
Lobby Parking	23,312					
Level 02 Parking	12,576					
Total Parking	35,888	GSF				
TOTAL BUILDING AND PARKING	111,322	GSF				

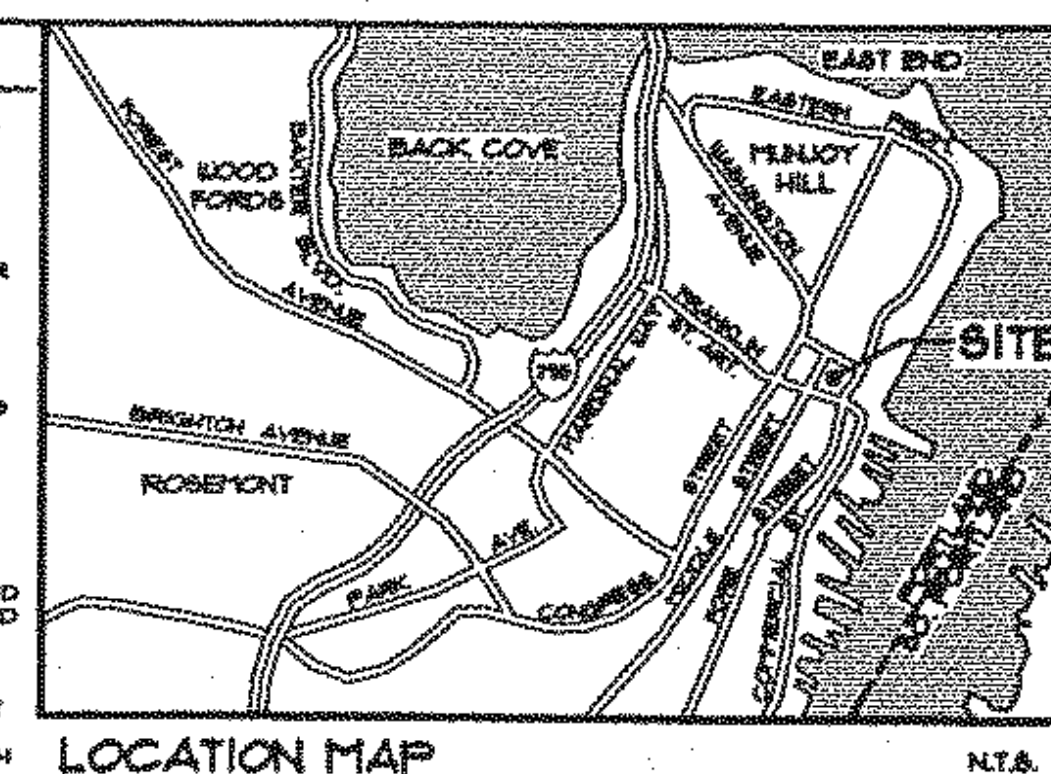
Proposed Parking				REQUIRED PARKING	
VALET SURFACE PARKING				Proposed Hotel	
Standard Valet Stalls	56			126 Guestrooms: 1 Stall / 4 Rooms = 32 Stalls	
Stacked Valet	12			Rooftop Bar @ 2,573sf: 1 Stall / 150sf = 18 Stalls	
Subtotal	68				
VALET ELEVATED PARKING				Existing Hampton Inn	
Standard Valet Stalls	34			125 Guestrooms: 1 Stall / 4 Rooms = 32 Stalls	
Stacked Valet	6			Meeting Space @ 957sf: 1 Stall / 125sf = 8 Stalls	
Subtotal	40			Residential Stalls = 12 Stalls	
REQUIRED RESIDENTIAL PARKING				Required Parking Stalls	
Residential Stalls	12			102	
PROPOSED ON-SITE PARKING TOTAL				120	

[illegible]

10. THE PROJECT IS A PRIVATE CONDOMINIUM DEVELOPMENT AND IMPROVAL AND SHOW REVENUE(S) SHALL BE THE RESPONSIBILITY OF CONDOMINIUM ASSOCIATION(S) OR THE HOTEL UNIT OPERATOR.
11. A SUBDIVISION SHALL BE DEFINED AS THE DIVISION OF A LOT OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF ANY SIZE AND ANY TYPE OF TRACTS, WHETHER ACCORDING TO PLANS, DEVELOPMENT, BUILDING OR OTHERWISE, AND AN PURSUANT TO A BUREAU SECTION FOUR, THE TERM SUBDIVISION SHALL ALSO INCLUDE A NEWLY CREATED TRACT OF LAND THAT IS SUBJECT TO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-TEEN (15) YEAR PERIOD. THE AREA INCLUDED IN THE EIGHTH-FOURTH STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF A FOUR (4) YEAR PERIOD. THE CITY ENGINEER'S DETERMINATION SHALL BE FINAL. IF THE CITY ENGINEER'S DETERMINATION THAT A SALE OR LEASE, IS INTENDED FOR HUMAN HABITABILITY SINGLE-FAMILY AND MULTI-FAMILY HOUSING CONFORMS WITH THE CITY ENGINEER'S DETERMINATION.
12. METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THE FACILITY SHALL COMPLY WITH ALL APPLICABLE TECHNICAL, ELECTRICAL AND DESIGN STANDARDS AND SPECIFICATIONS AND STANDARDS AND SPECIFICATIONS.
13. ALL CUMBING SHALL BE DESIGNED AND BUILT WITH TYPICAL DOWN AND CROWNSHIPS, IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL STANDARDS AND GUIDELINES.
14. THE FACILITY IS SERVICED BY CITY SEWER WATER, GAS, UNDER STORM DRAINAGE, TELEPHONE AND CABLE TELEVISION UTILITY.
15. ALL ELECTRIC, TELEPHONE AND CABLE TV SERVICES SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARDS OF CENTRAL BUSINESS DISTRICT, SAN FRANCISCO, CALIFORNIA, 94102, VERSION NOVEMBER 1987, THE WATER MAIN 15X OR 20X OR OTHER PROVIDING SERVICE TO THIS SITE.
16. ALL WATER MAIN SERVICE AND ASSOCIATED APPURTENANCES CONFORMANCE WITH PORTLAND WATER DISTRICT STANDARDS.
17. ALL NATURAL GAS MAIN, SERVICES AND ASSOCIATED APPURTENANCES IN CONFORMANCE WITH NORTHERN UTILITIES' STANDARD.
18. ALL REMEDIATION AND EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH FRAME EROSION AND SEDIMENTATION CONTROL COLLECTION BEST MANAGEMENT PRACTICES' PUBLISHED BY THE COUNTY OF SUTTER AND WATER RESOURCES AND PLANNING DEPARTMENT OF PROTECTION, MARCH 1993 OR LATER EDITION IT SHALL BE THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN.

7. THE CONTRACTOR OR DEVELOPER IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC SERVICES INSPECTION DIVISION IN WRITING THIRTY (30) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION (814-430-0212, FAX) SHOULD THE IMPROVEMENTS BE OF SIGNIFICANT CONCERN OR IN A SENSITIVE AREA. A PRE-CONSTRUCTION MEETING MUST BE REQUIRED AT THE DISCRETION OF THE PUBLIC SERVICES AUTHORITY.
8. AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE FOR REVIEW BY CITY OF PORTLAND AGUED, MUST BE AVAILABLE AT ALL TIMES DURING CONSTRUCTION.
9. WARNERS SIGNS, MARKERS, BARRICADES OR FLAGMEN, APPROPRIATE FOR THE TYPE OF CONSTRUCTION MUST BE EMPLOYED TO REGULATE TRAFFIC.
10. CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12.
11. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE DEVELOPER/CONTRACTOR AT THEIR EXPENSE.
12. PROTECTIVE FENCEING AND STREET LINE MONUMENTS SHALL BE PROPERLY MAINTAINED AT ALL TIMES DURING CONSTRUCTION TO MAINTAIN INTEGRITY OF THE DISTRICT. IF THE FENCEING OR MONUMENTS ARE DAMAGED OR DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF OREGON AT THE CONTRACTOR/DEVELOPER'S EXPENSE.
13. ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT SEWER DIVISION.
14. ALL NEW CONNECTIONS, RECONNECTIONS, ETC. TO SANITARY OR STORM SEWER MAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT BLUE PRINTS. THE APPROVED CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT BLUE PRINTS MUST BE NOTIFIED AT LEAST 74 HOURS PRIOR TO COMMENCEMENT TO ALLOW FOR INSPECTION.
15. A PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC SERVICES DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY.
16. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEMONSTRATED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY CHANGES TO THE SITE PLAN. ANY CHANGES TO THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR OPEN LAND AREAS, ACCESS, SITE LOCATION AND SURFACING OF PARKING AREAS, AND LOCATION AND SIZE OF BUILDINGS.
17. LANDSCAPING SHALL MEET THE LANDSCAPE/VEGETATION SPECIFICATION AND STANDARDS PRESENTED IN THE CITY OF PORTLAND LANDSCAPING AND PLANNING DIVISION'S DESIGN STANDARDS AND GUIDELINES.

26. ALL DISTURBED AREA ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREA SHALL BE REVEGETATED WITH SEEDS OR OTHER MATERIALS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
27. PRIOR TO CONSTRUCTION A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CONSTRUCTION IMPACTS OF THIS PROJECT. THE CITY ENGINEER'S PRECONSTRUCTION SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE AT THE PROJECT CITY ADDRESS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
28. AREAS DESIGNATED ARE SUBJECT TO EASEMENTS AND RIGHTS TO BE CONVEYED IN APPROVED EASEMENT AGREEMENT BETWEEN OLD PORT HOSPITALITY, LLC AND 90-B-9 COMPDS TO BE RECORDED IN THE CORD.
29. THIS SUBDIVISION SUPERSEDES THE SIXTH WORTH AND RECORDING PORTLAND BOARD OF PLANNING APPROVED BY THE CITY OF PORTLAND PLANNING BOARD ON DECEMBER 3, 2013. ANY SUBSEQUENT BOARD ACTION NOT RECORDED AND APPROVALS HAVE SINCE LAPPED.
30. SEGMENTS L&L 124 AND L34 OF THE BOUNDARY BETWEEN LOT 1 AND LOT 3 ARE INTENDED TO FOLLOW THE BUILDINGS TO BE CONSTRUCTED ON LOT 1 AND SEGMENT L&L 1 IS INTENDED TO FOLLOW THE EXISTING DRIVEWAY FROM THE SOUTH SIDE OF THE LOT. IF THE BUILDING IS CONSTRUCTED, THE FOREGOING SEGMENTS SHALL BE AS SHOWN ON THIS PLAN UPON COMPLETION OF THE BUILDING. THE FOREGOING SEGMENTS SHALL BE DEEMED TO FOLLOW THE LINE OF THE BUILDING AS LOCATED AT THE POINT OF BEGINNING OF THE BUILDING AT GROUND LEVEL (THE "WALL LINE"). SEGMENT L&L 1 SHALL EXTEND ALONG THE WALL LINE OF THE FORMER STREET RIGHT-OF-WAY. NOTWITHSTANDING THE FOREGOING, ALL SUCH AS-BUILT PROPERTY LINE SEGMENTS SHALL NOT DEVIATE MORE THAN TWO FEET FROM THE LINES SHOWN ON THIS PLAN.
31. THE BOUNDARY LINES BETWEEN LOT 1 AND THE ADJUTING LOTS OF 90-B-9 COMPDS FOLLOWOW THE EXISTING FACE OF THE BRICK WALL OF THE BUILDING ON 90-B-9 COMPDS.
32. SEE EASEMENT RELOCATION AGREEMENT BETWEEN OLD PORT HOSPITALITY, LLC AND THE CITY OF PORTLAND TO BE RECORDED IN THE CORD.
33. THE MOLE, METER AND THE RESIDENTIAL UNITS HAVE ACCESS AND PASSAGE RIGHTS ON LOT 2 IN ACCORDANCE WITH THE CITY OF PORTLAND ZONING ORDINANCES AND THE PORTLAND RECORDS. SUCH RIGHTS ARE GRANTED IN THE QUARTERLY DEED CONVEYING TITLE TO LOT 2 FROM OLD PORT HOSPITALITY, LLC TO FOMRE INDIA PEOPLE LLC AND THE CITY AND THE PLAN AND THE 90-B-9 COMPDS. THE CITY OF PORTLAND AND FOMRE INDIA PEOPLE, LLC BOTH TO BE RECORDED IN THE CORD.
34. PEDESTRIAN ACCESS IS TO PROVIDED FROM THE MIDDLE STREET SIDEWALK APPROPRIATELY AT THE HAMPHIRE STREET INTERSECTION THROUGH THE SITE TO FORMER STREET. THE PEDESTRIAN ACCESS SHALL BE OPEN TO PUBLIC USE AS A CONDITION OF PLANNING BOARD APPROVAL FOR THIS PLAN.
35. THE SOUTHEASTERN CORNER OF INDIA STREET SHOWN HEREON IS BASED UPON POLAR MONUMENTATION AND THE INDIA STREET ACCORDANCE. THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS HAS MADE A STREET LINE SURVEY OF CAMDEN STREET AND THAMES STREET INTO THE LINES OF THE BUILDING. THE CITY ENGINEER HAS ALSO USED AN ANGULAR SMOKE ON FILE AT THE DEPARTMENT OF PUBLIC WORKS. ON BAD SURVEY AN ANGULAR SMOKE PRODUCE WAS USED TO LOCATE THE CORNER OF THE BUILDING. THE CITY ENGINEER CORNER OF THE INDIA STREET AND FREDDIE STREET INTERSECTION. THE CITY INDIA STREET NOT REFUSE TO INCLUDE THE ANGLES POINT SO THE CORNER OF INDIA STREET PER THE PUBLIC WORKS SURVEY THE LOCAL PROPERTY WOULD GAIN



EXISTING IE CURVE DATA					
CURVE	LENGTH	RADIUS	DELTA	CRD. BEARING	CRD. DIST.
CI	10.17'	105.44'	21.1630°	ABU 336.4231	54.27'

EXISTING E DATA		
LINE	DIRECTION	DISTANCE
L1	N43°43'29"E	0.28'
L2	S26°34'21"E	2.57'
L3	S36°17'43"W	15.00'

PROPOSED E DATA		
LINE	DESCRIPTION	DISTANCE
L.4	358°16'14"E	26.87'
L.5	331°00'38"W	34.68'
L.6	N58°31'29"E	34.40'
L.7	331°00'24"E	34.81'
L.8	358°37'36"W	39.23'
L.9	331°00'38"W	44.66'
L.14	331°00'24"E	14.68'

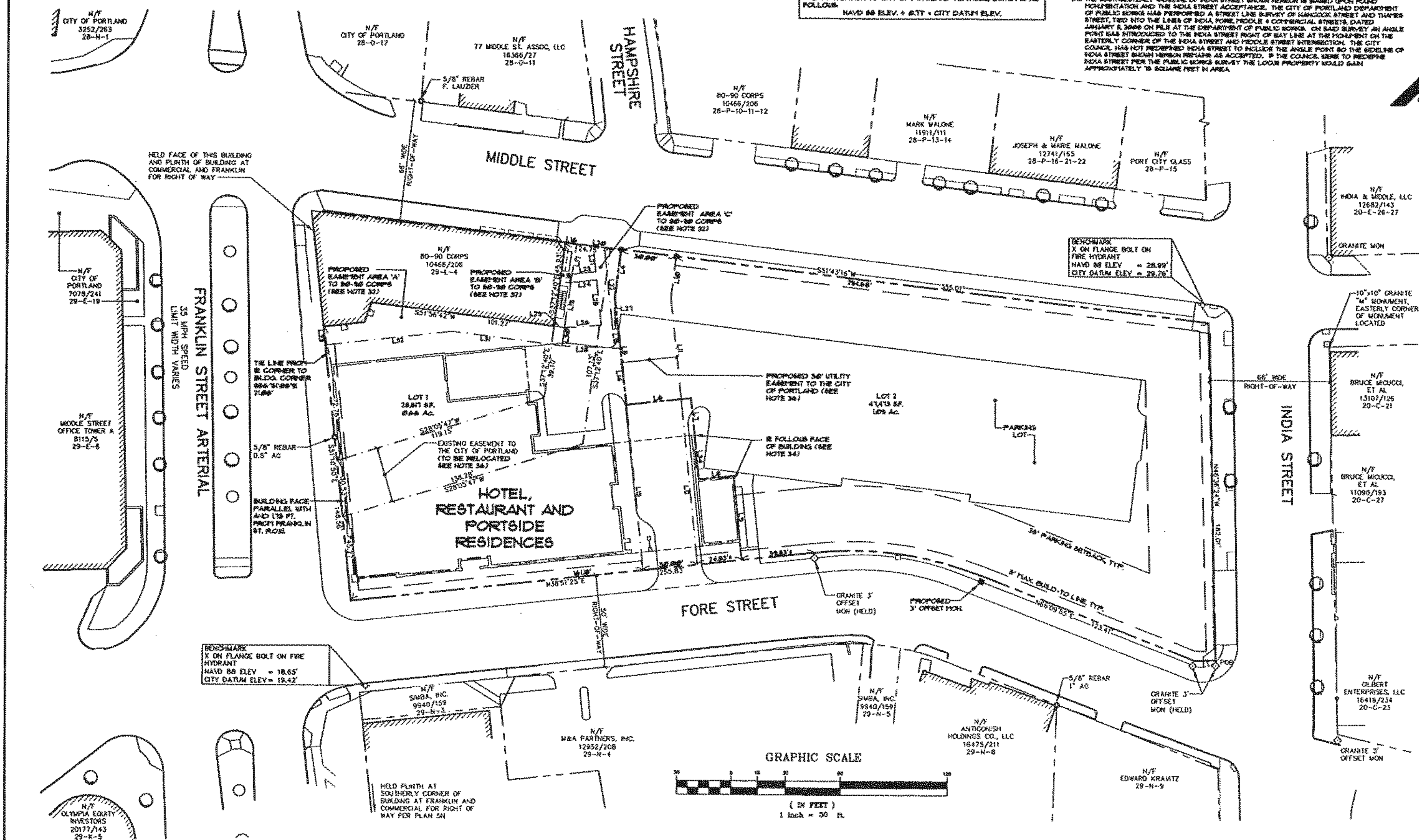
PROPOSED EASEMENT LINE DATA		
LINE	DIRECTION	DISTANCE
L10	N36°36'44"W	22.99'
L11	N89°00'26"W	39.87'
L12	N89°00'26"W	39.87'
L13	N81°00'30"W	26.63'
L14	N81°00'30"W	26.63'
L15	N81°00'30"W	26.67'
L16	N81°00'30"W	26.67'
L17	N11°12'46"W	10.53'
L18	N11°12'46"W	4.64'
L19	N11°12'46"W	4.64'
L20	N37°00'00"W	6.35'
L21	N81°00'30"W	0.50'
L22	N81°00'30"W	4.78'
L23	S35°00'20"W	11.02'
L24	S35°00'20"W	11.02'
L25	N81°00'30"W	14.33'
L26	N37°14'46"W	28.80'
L27	N36°36'44"W	2.83'
L28	N17°00'00"W	25.65'
L29	N81°00'30"W	6.60'
L30	S31°12'46"W	10.60'
L31	N81°00'30"W	6.14'
L32	N81°00'30"W	10.71'

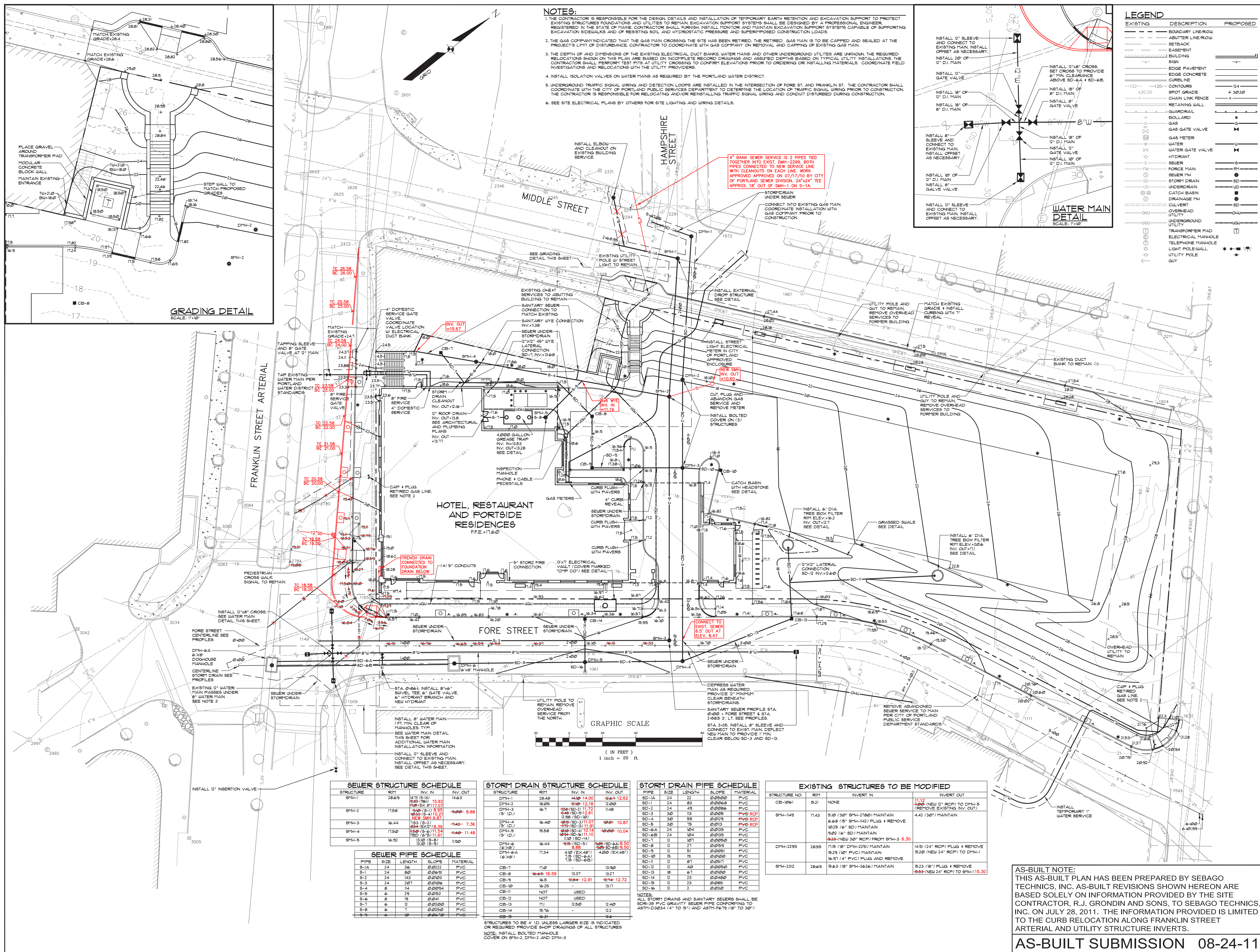
LEGEND

EXISTING	DESCRIPTION	PROPOSED
BOUNDARY LINE/ROAD		
ADJUTANT LINE/ROAD		
DETRACQ		
EASEMENT		
HIGHLIGHT		
HIGH PIPE/ROAD		
CURVE/LINE NO.		
ET/LL		
BENCHMARK		
BUILDING		
EDGE PAVEMENT		
EDGE CONCRETE		
PAVEMENT PAINT		
GRASS		
LIGHT POLE/STALL		
UTILITY POLE		

APPROVAL -
CITY OF PORTLAND
PLANNING BOARD
APRIL 13, 2010

JUNE 19 2010
 RECEIVED
 AT 10:10 AM
 PLAN BOOK 310 PAGE 194
 ATTEST Pamela E. Loder REGISTRAR



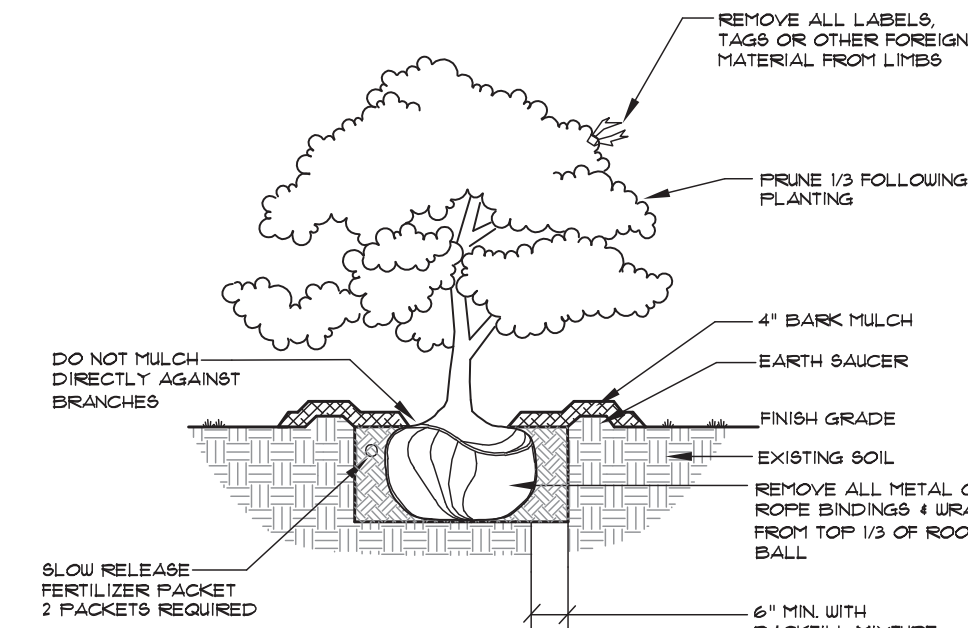


1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE LANDSCAPE CONTRACTOR ONLY. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES AND SPECIES SHOWN ON PLANS.
2. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK" BY THE AMERICAN SOCIETY OF HORTICULTURISTS.
3. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE LANDSCAPE PRACTICES. PRIOR TO PLANTING, THE USER SHALL PREPARE BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYS, WRAPPING AND STAKING, AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER.
5. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE USER. THE USER SHALL BE RESPONSIBLE FOR REPLACING ANY PLANT MATERIAL 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 GUARANTEE PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
6. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS.
7. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE SITE CONTRACTOR.
8. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE FOLLOWING UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER.
9. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE USER'S SPECIFICATIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER.
10. THE SITE CONTRACTOR SHALL PROVIDE STRUCTURAL SOIL MIX FOR STREET TREES AND ADJACENT AREA (3' BEHIND CURB).
11. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SPECIES, SIZE, OR QUANTITY, 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 EQUIVALENTS SHALL BE 10% PART OF FOUR PARTS TOPSOIL, TWO PARTS BRANDED FERT 10080, AND ONE PART HORIZONTAL PERLITE BY THE AMERICAN SOCIETY OF HORTICULTURISTS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCEPTANCE BY THE OWNER.

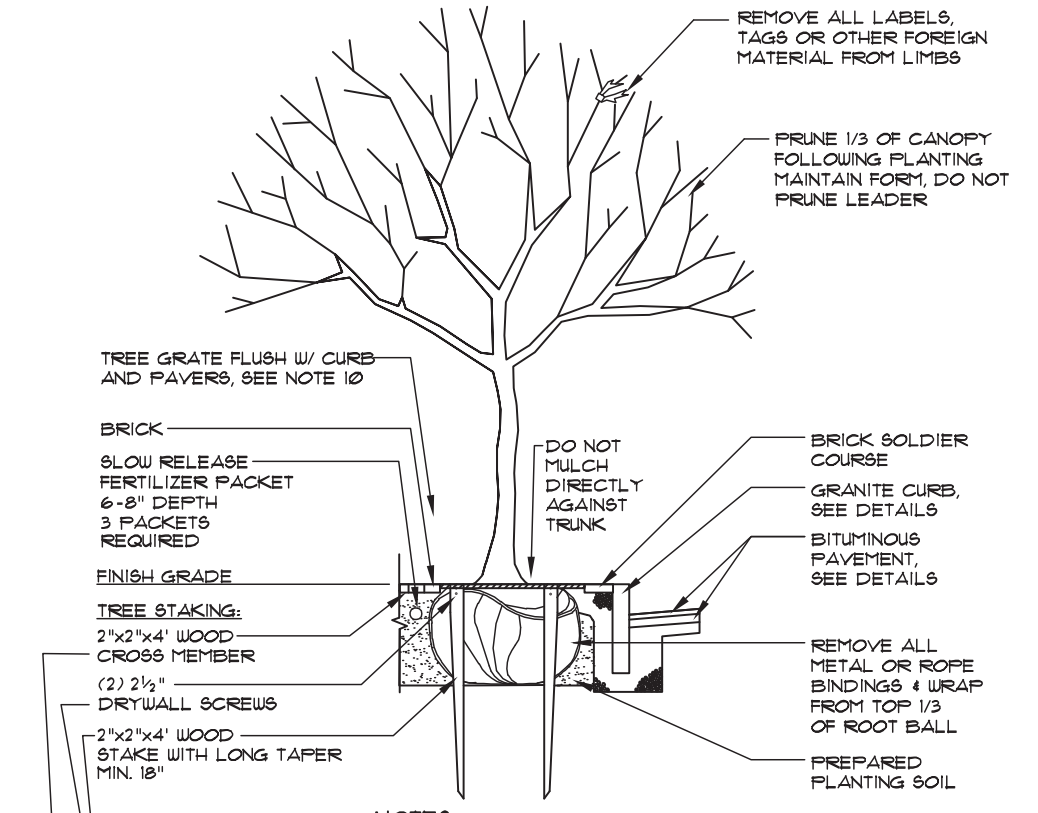
[illegible]

ELEVATION DATUM
ALL ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 88.
THE CONVERSION TO CITY OF PORTLAND VERTICAL DATUM IS AS
FOLLOWS:
NAVD 88 ELEV. + 0.71' = CITY DATUM ELEV.

EXISTING	DESCRIPTION	PROPOSED
_____	BOUNDARY LINE/ROLL	_____
_____	ADJUTER LINE/ROLL	_____
<u> </u>	BUILDING	_____
<u> </u>	EDGE PAVEMENT	_____
_____	PAVEMENT PAINT	_____
_____	CURBLINE	_____
	DECIDUOUS TREE	
	CONIFEROUS TREE	
_____	MULCH LINE	_____
	LIGHT POLE/WALL	



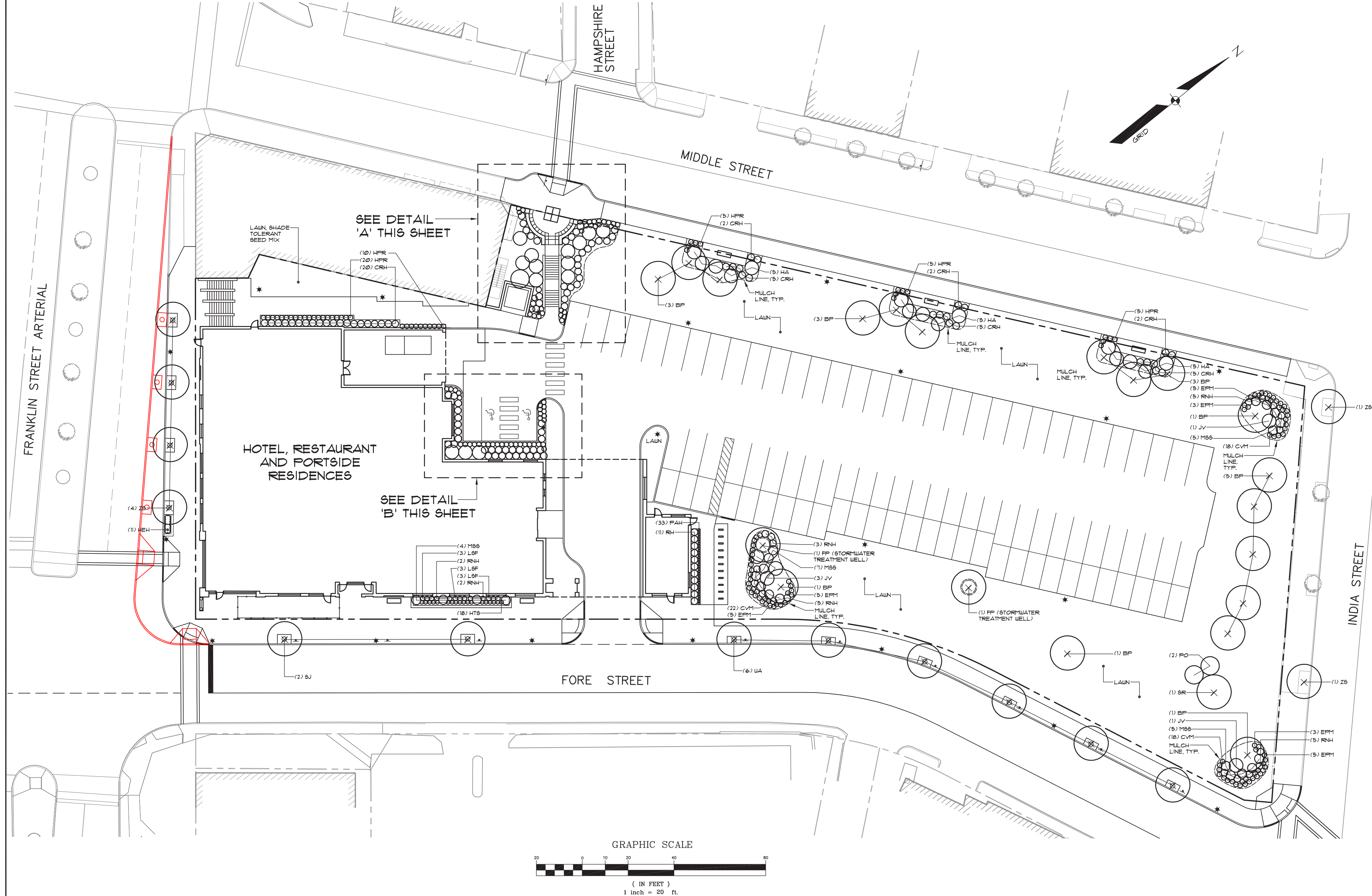
NOT TO SCALE



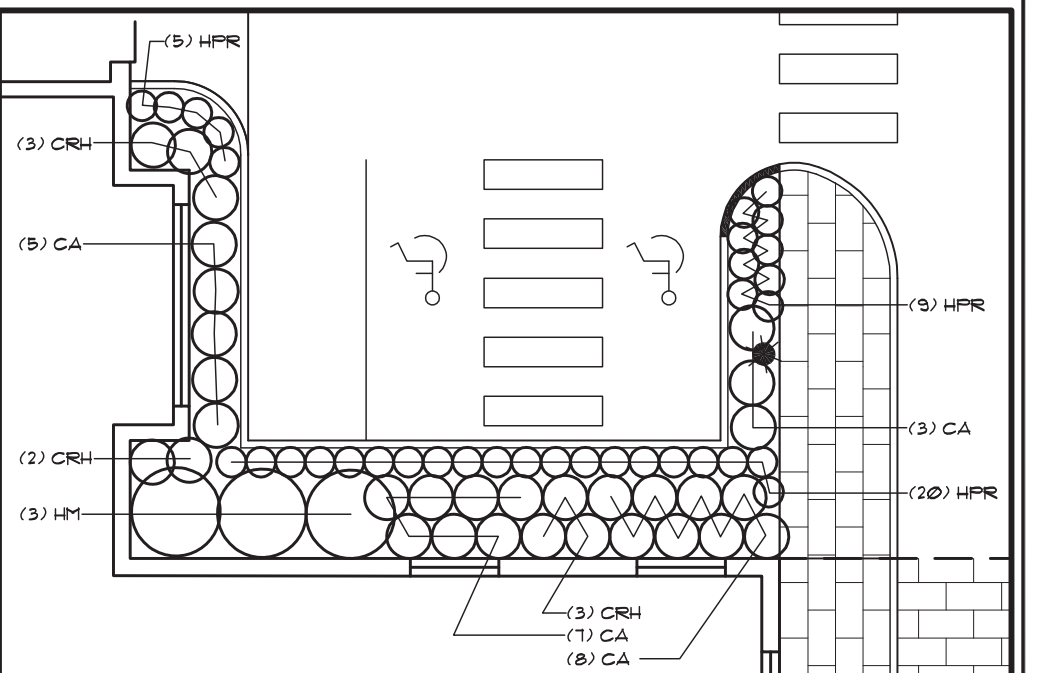
NOTES:
1. REMO

2. TREE GRATE AND FRAME SHALL BE CAST-IRON, NEEHNA FOUNDRY. TREE GUARDS FROM NEEHNA FOUNDRY AND INSTALLED PER MANUFACTURE'S RECOMMENDATION. SEE S PLAN AND DETAILS FOR SPECIFICS.

NOT TO SCALE



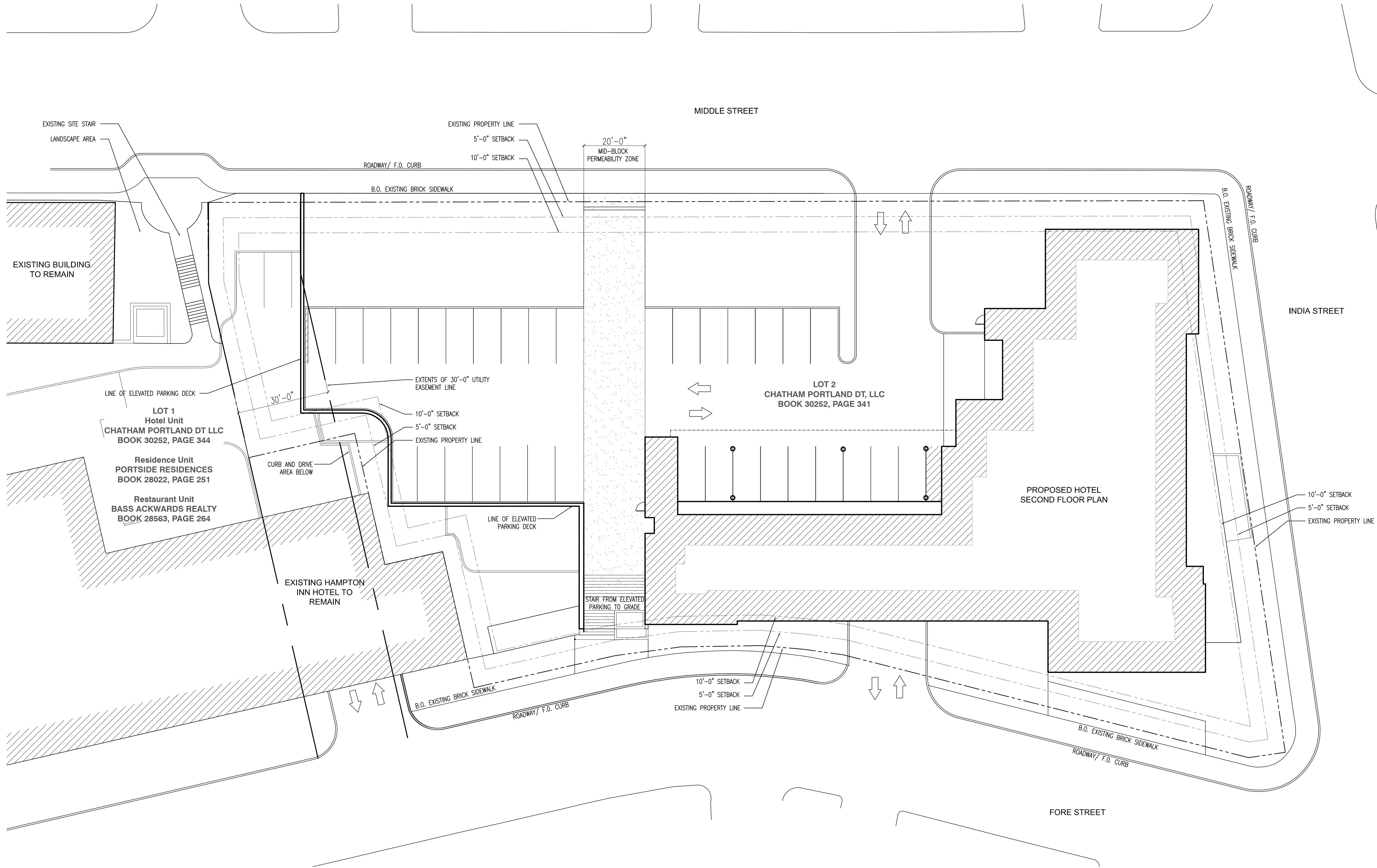
SCALE: 1"=10'



SCALE: 1"=10'

AS-BUILT NOTE
THIS AS-BUILT PLAN HAS BEEN PREPARED BY SEBAGO
TECHNICS, INC. AS-BUILT REVISIONS SHOWN HEREON ARE
BASED SOLELY ON INFORMATION PROVIDED BY THE SITE
CONTRACTOR, R.J. GRONDIN AND SONS, TO SEBAGO TECHNICS,
INC. ON JULY 28, 2011. THE INFORMATION PROVIDED IS LIMITED
TO THE CURB RELOCATION ALONG FRANKLIN STREET
ARTERIAL AND UTILITY STRUCTURE INVERTS.

AS-BUILT SUBMISSION 08-24-11



DEED INFORMATION

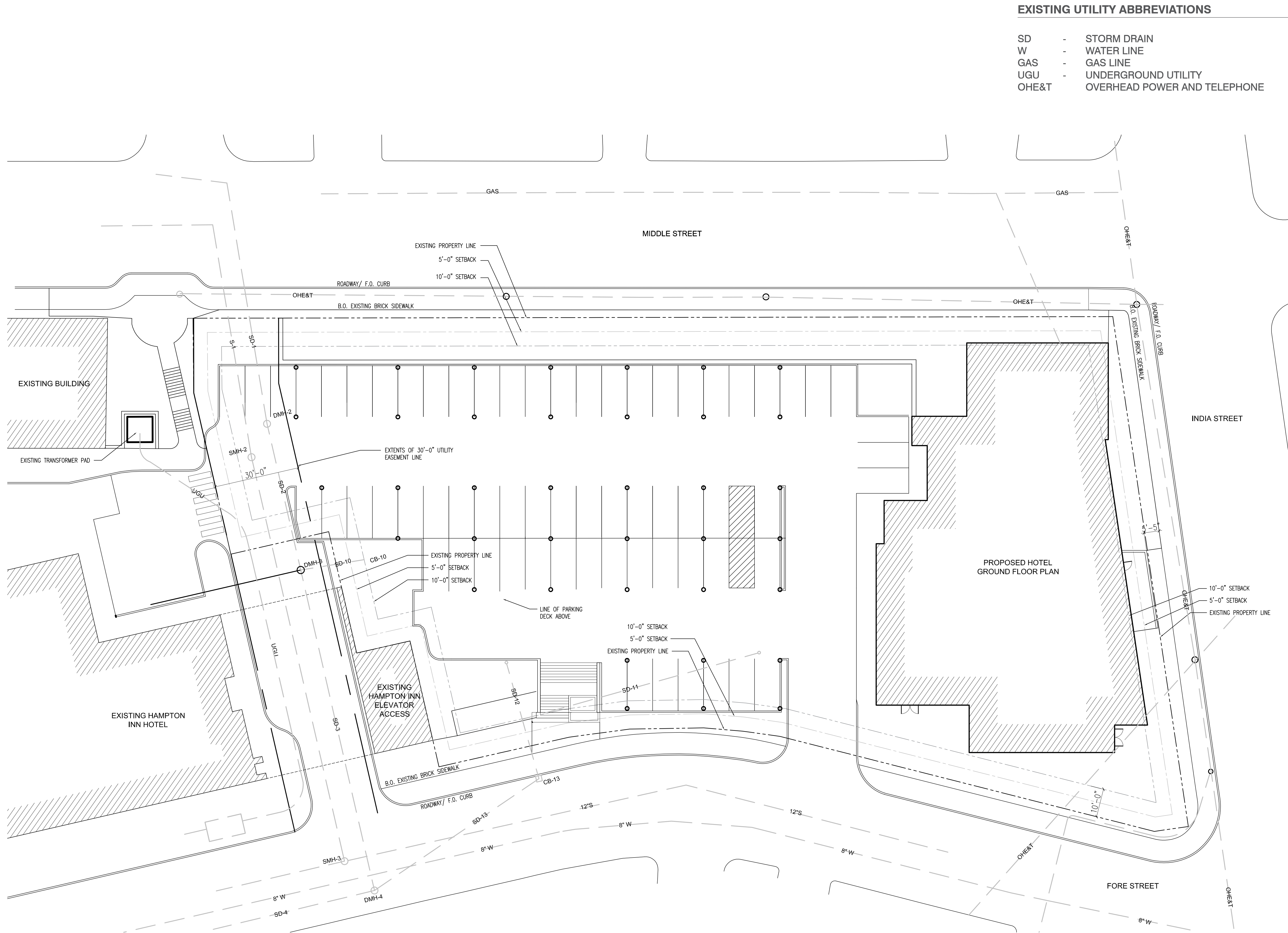
LOT 1
Hotel Unit
CHATHAM PORTLAND DT LLC
BOOK 30252, PAGE 344

Residence Unit
PORTSIDE RESIDENCES
BOOK 28022, PAGE 251

Restaurant Unit
BASS ACKWARDS REALTY
BOOK 28563, PAGE 264

LOT 2
CHATHAM PORTLAND DT, LLC
BOOK 30252, PAGE 341

SITE PLAN LEVEL 02 - MIDDLE STREET
1/16" = 1'-0"

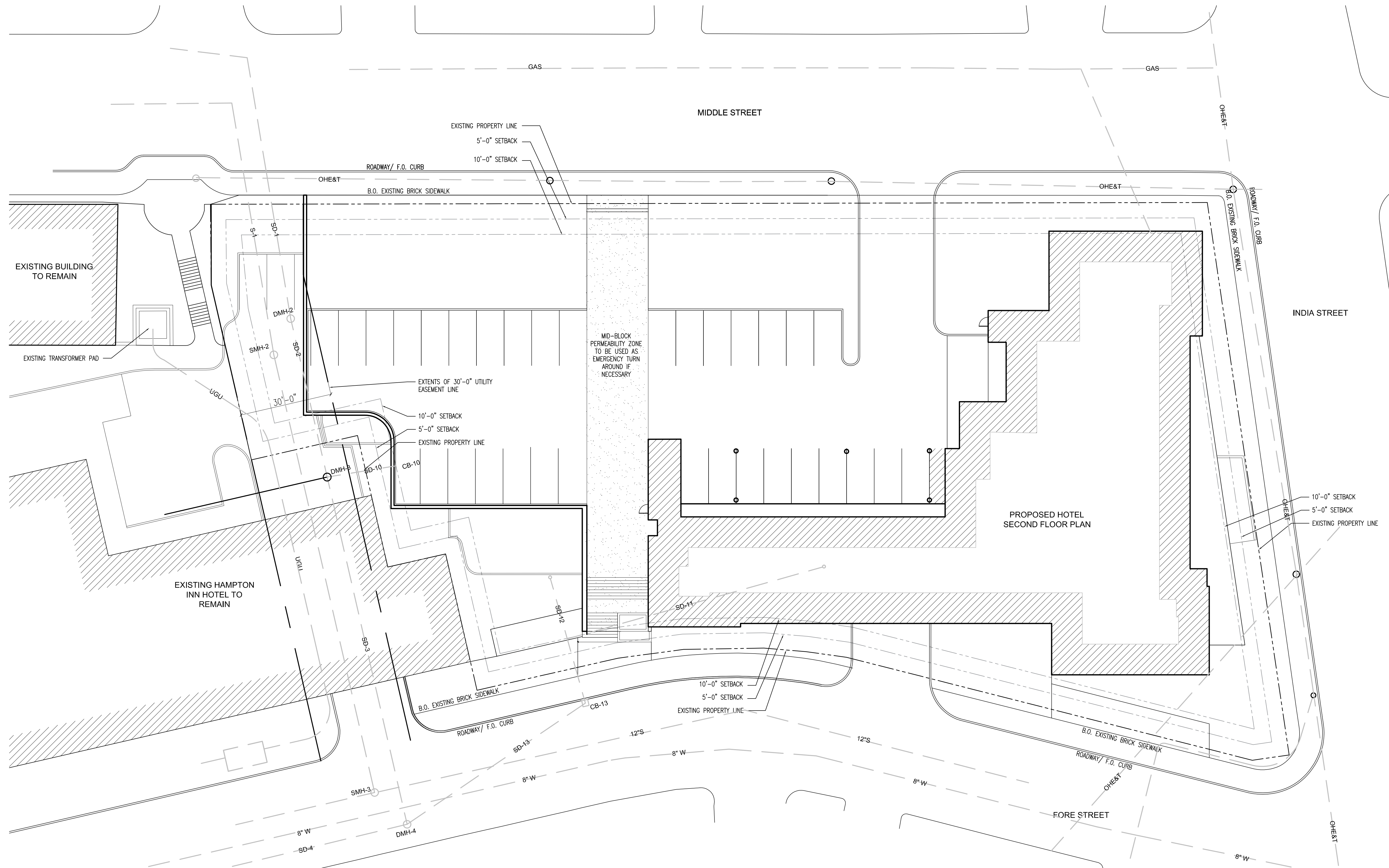


EXISTING UTILITY ABBREVIATIONS		
SD	-	STORM DRAIN
W	-	WATER LINE
GAS	-	GAS LINE
UGU	-	UNDERGROUND UTILITY
OHE&T	-	OVERHEAD POWER AND TELEPHONE

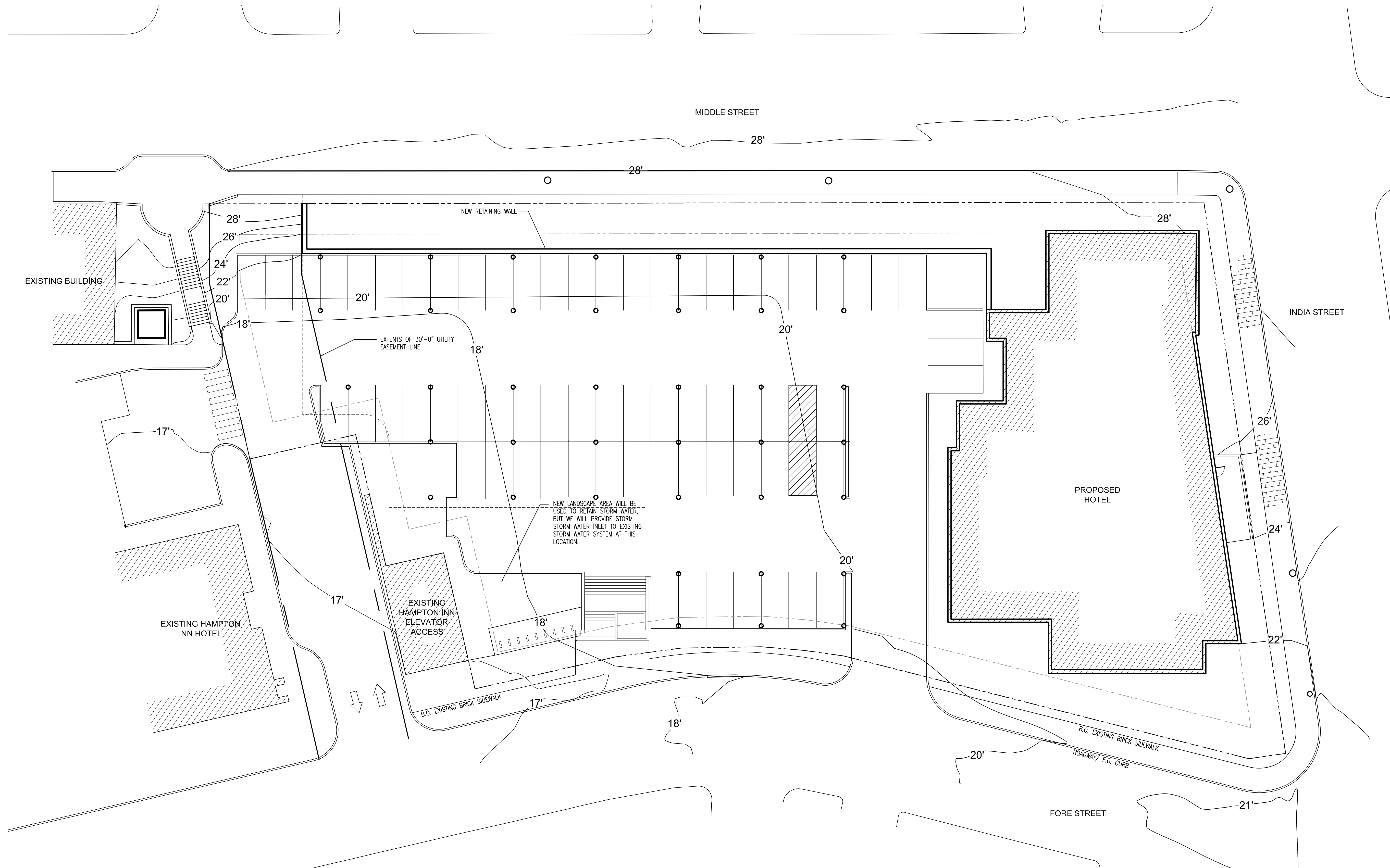
UTILITY PLAN LEVEL 01 - FORE STREET
1/16" = 1'-0"



SD	-	STORM DRAIN
W	-	WATER LINE
GAS	-	GAS LINE
UGU	-	UNDERGROUND UTILITY
OHE&T		OVERHEAD POWER AND TELEPHONE



UTILITY PLAN LEVEL 02 - MIDDLE STREET
1/16" = 1'-0"



GRADING PLAN
1/16" = 1'-0"



PRELIMINARY SITE PLAN REVIEW

PROPOSED HOME BUSINESS HOTEL

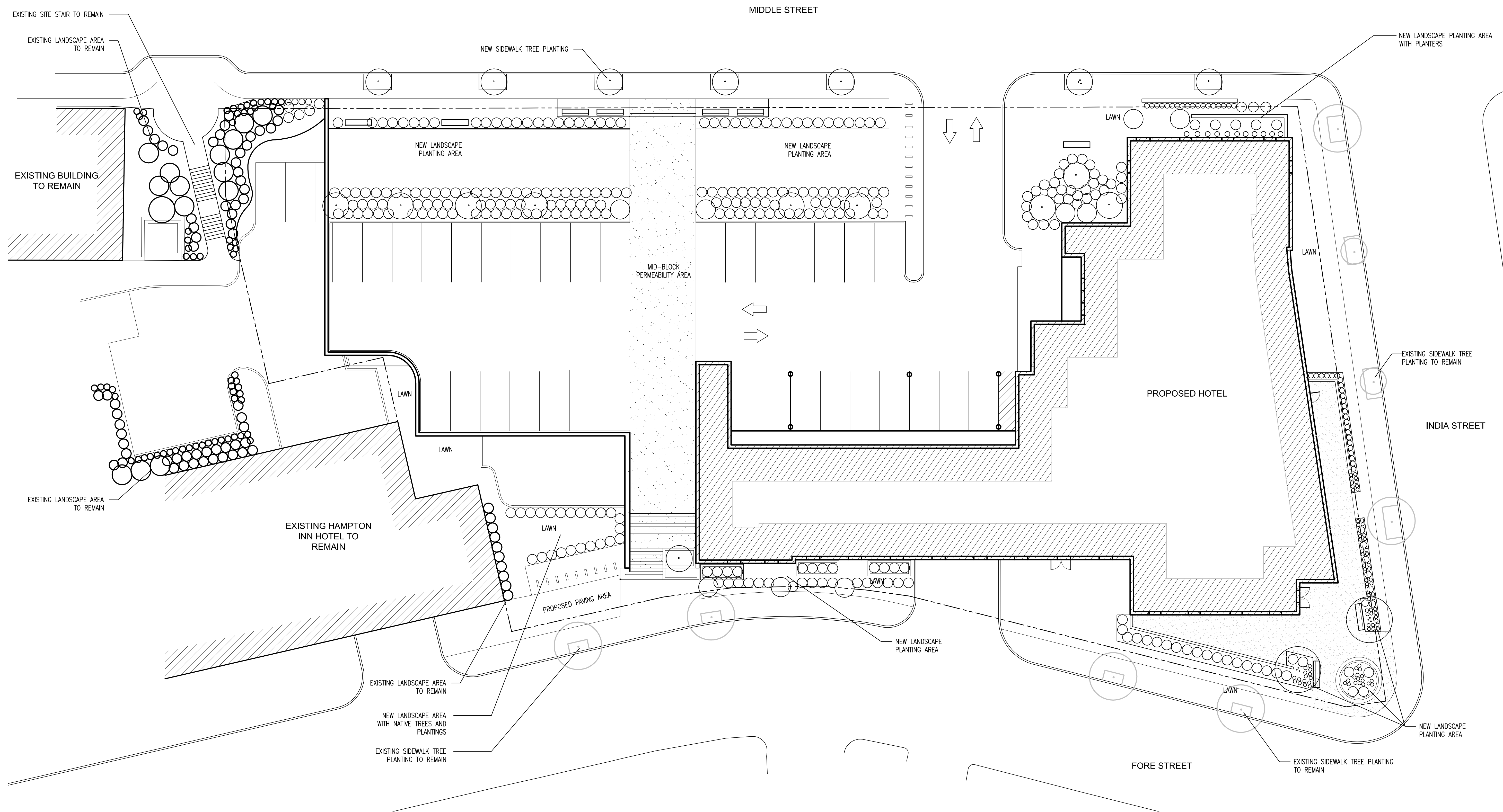
203 Fore Street, Portland, ME 04101

COPYRIGHT © 2017

NOTE: THIS INFORMATION IS CONCEPTUAL IN NATURE AND IS SUBJECT TO ADJUSTMENTS PENDING FURTHER VERIFICATION AND CLIENT, AGENT, AND GOVERNMENTAL AGENCY APPROVALS. NO WARRANTIES OR GUARANTEES OF ANY KIND ARE GIVEN OR IMPLIED BY THE ARCHITECT.

JANUARY 09 - 2018

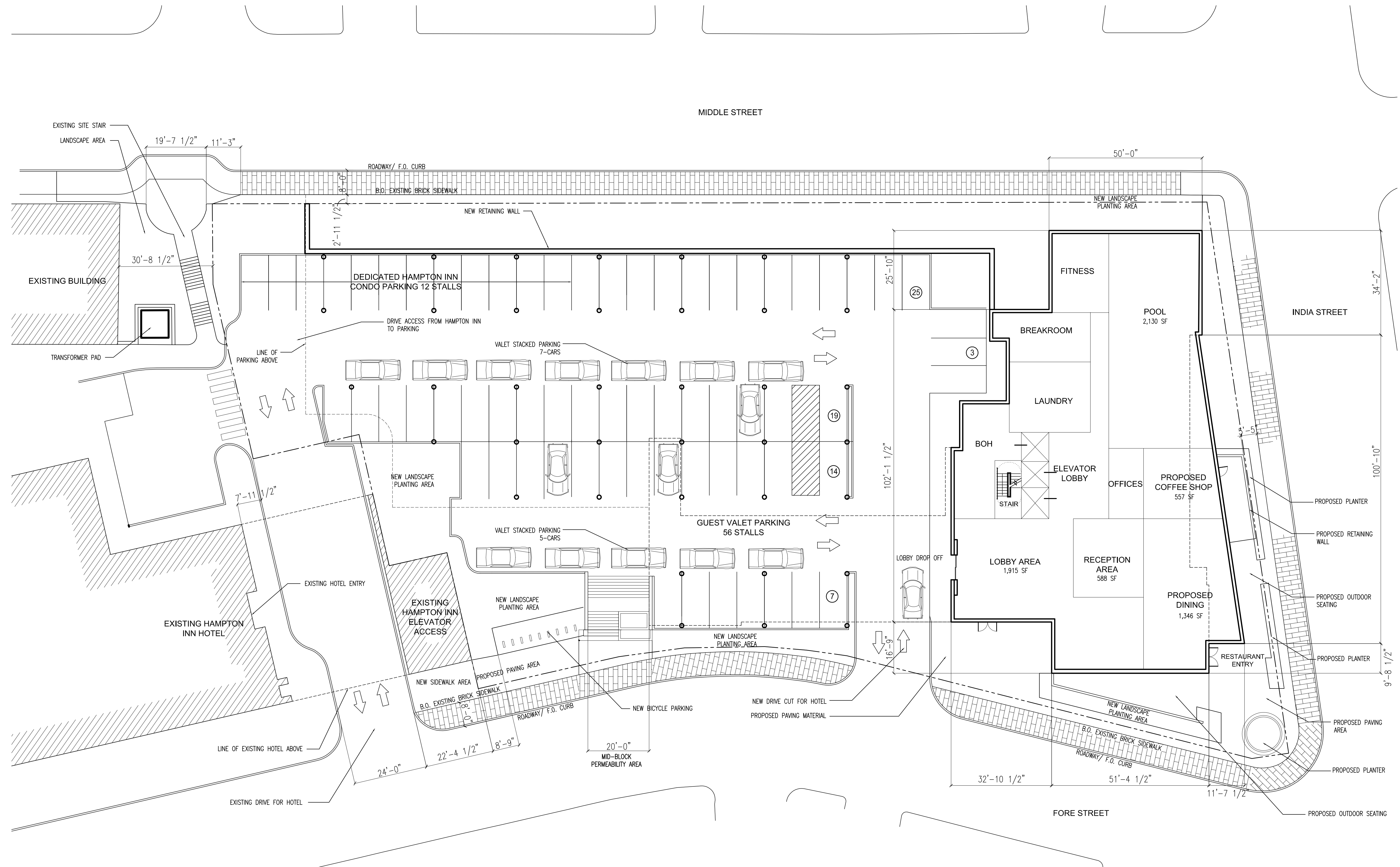
7290 West 133rd Street
Overland Park, Kansas 66213
o: 913.789.7811
f: 913.789.7853



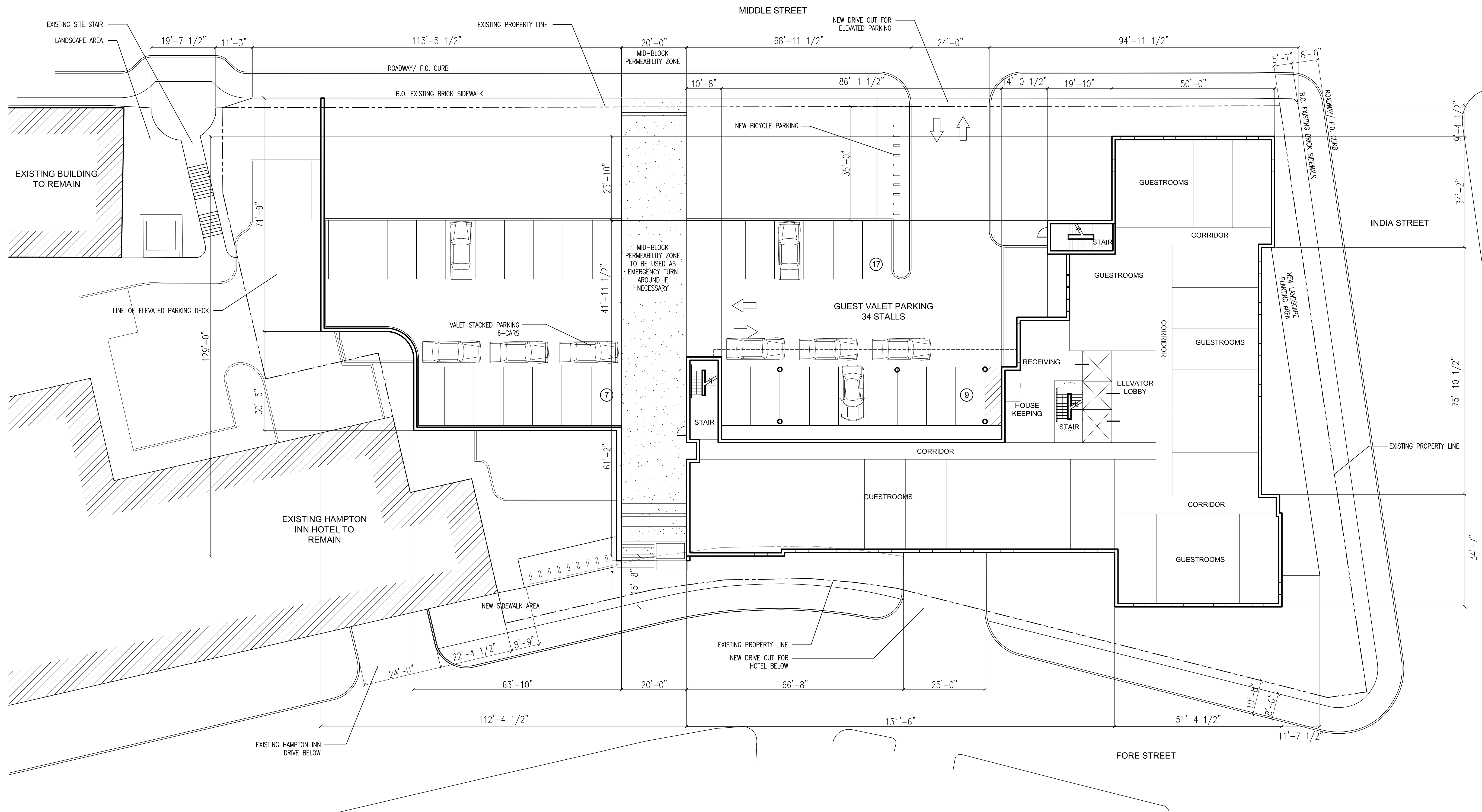
PRELIMINARY TREE PLANTING LIST

- SWAMP WHITE OAK
- AMERICAN ELM - VALLEY FORGE
- AMERICAN HORNBEAM
- SERVICEBERRY 'COLMULUS'
- WHITE CEDAR 'TECHNY'

LANDSCAPE PLAN
1/16" = 1'-0"

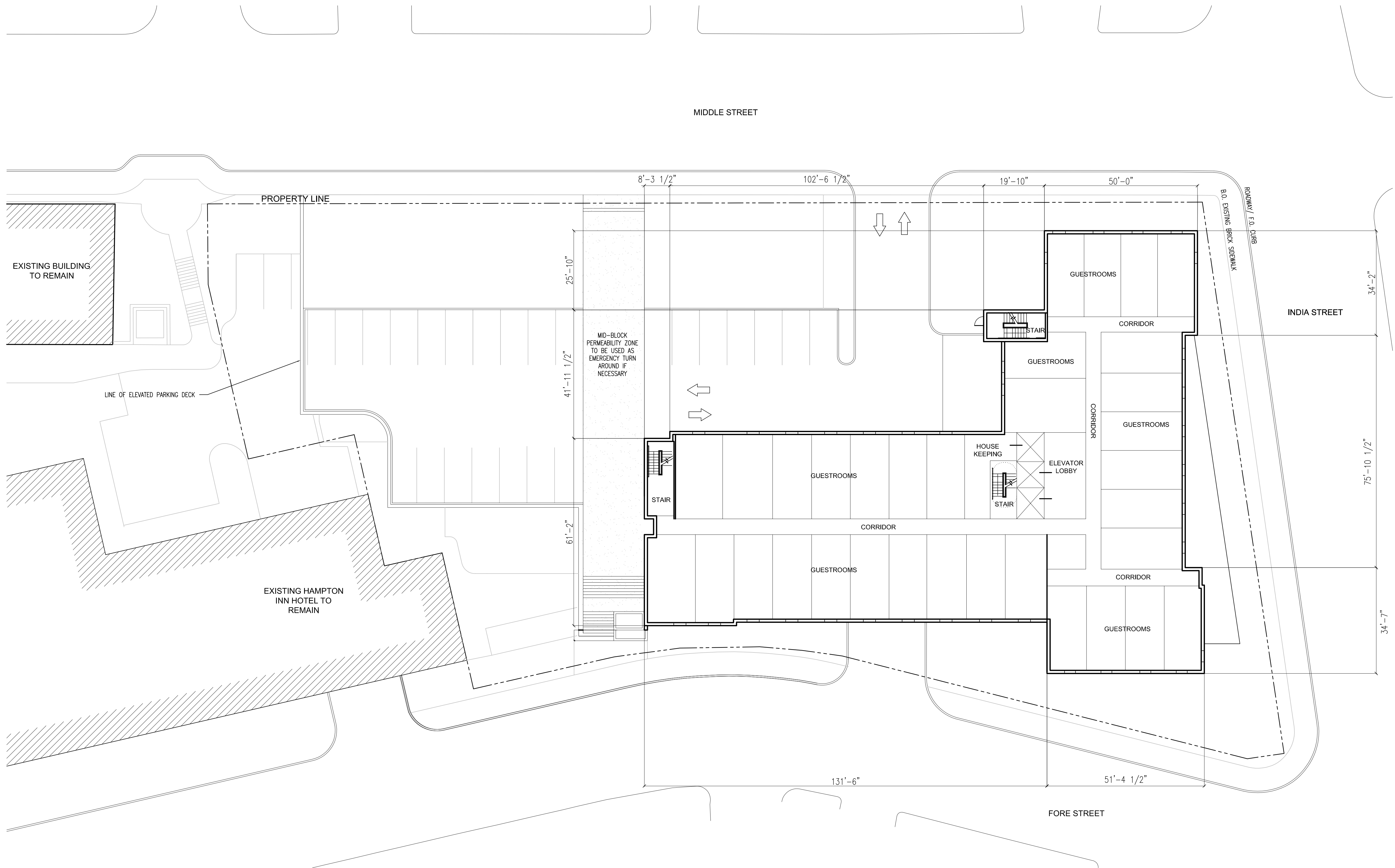


FLOOR PLAN LEVEL 01 - FORE STREET
1/16" = 1'-0"

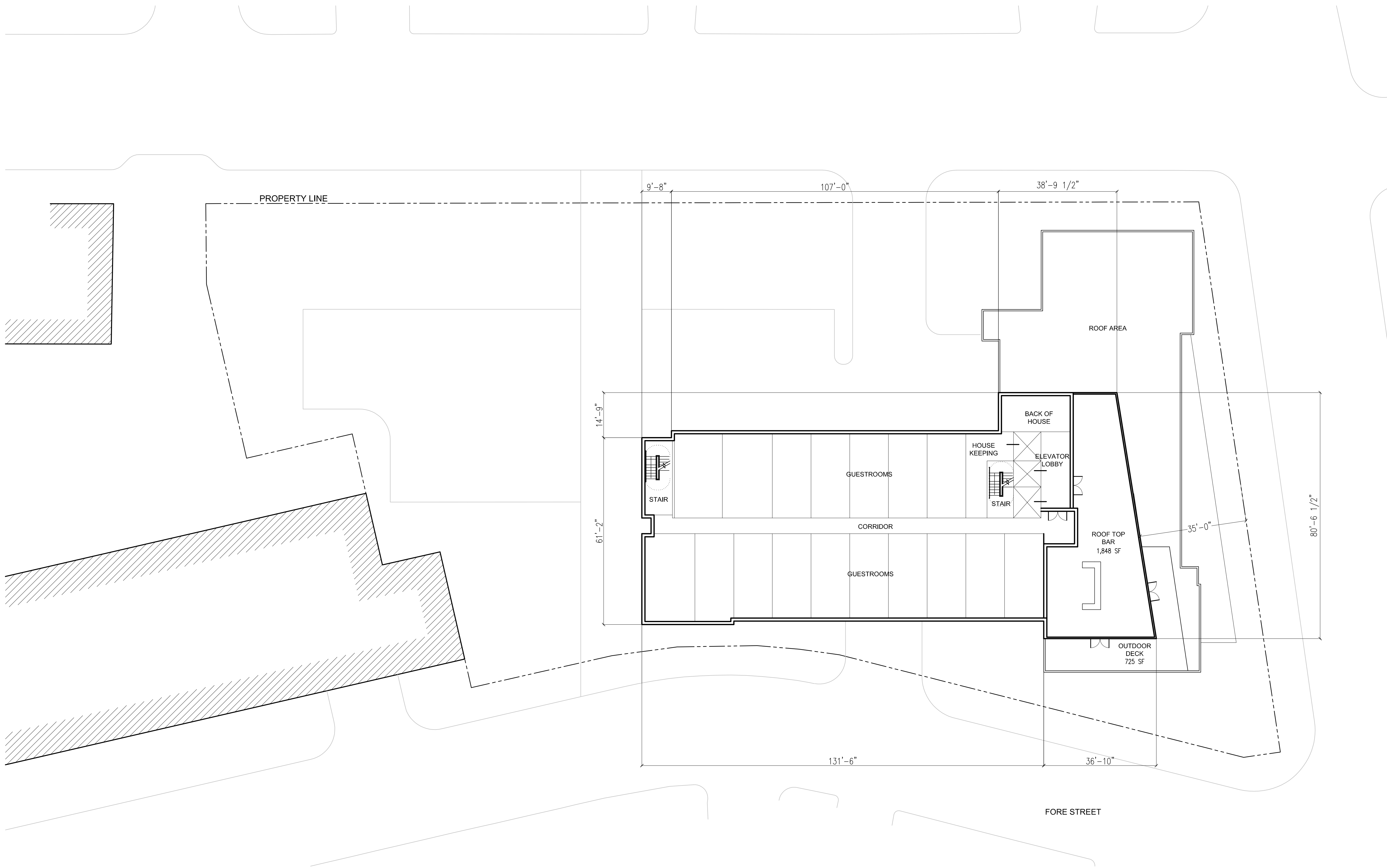


FLOOR PLAN LEVEL 02 - MIDDLE STREET
1/16" = 1'-0"



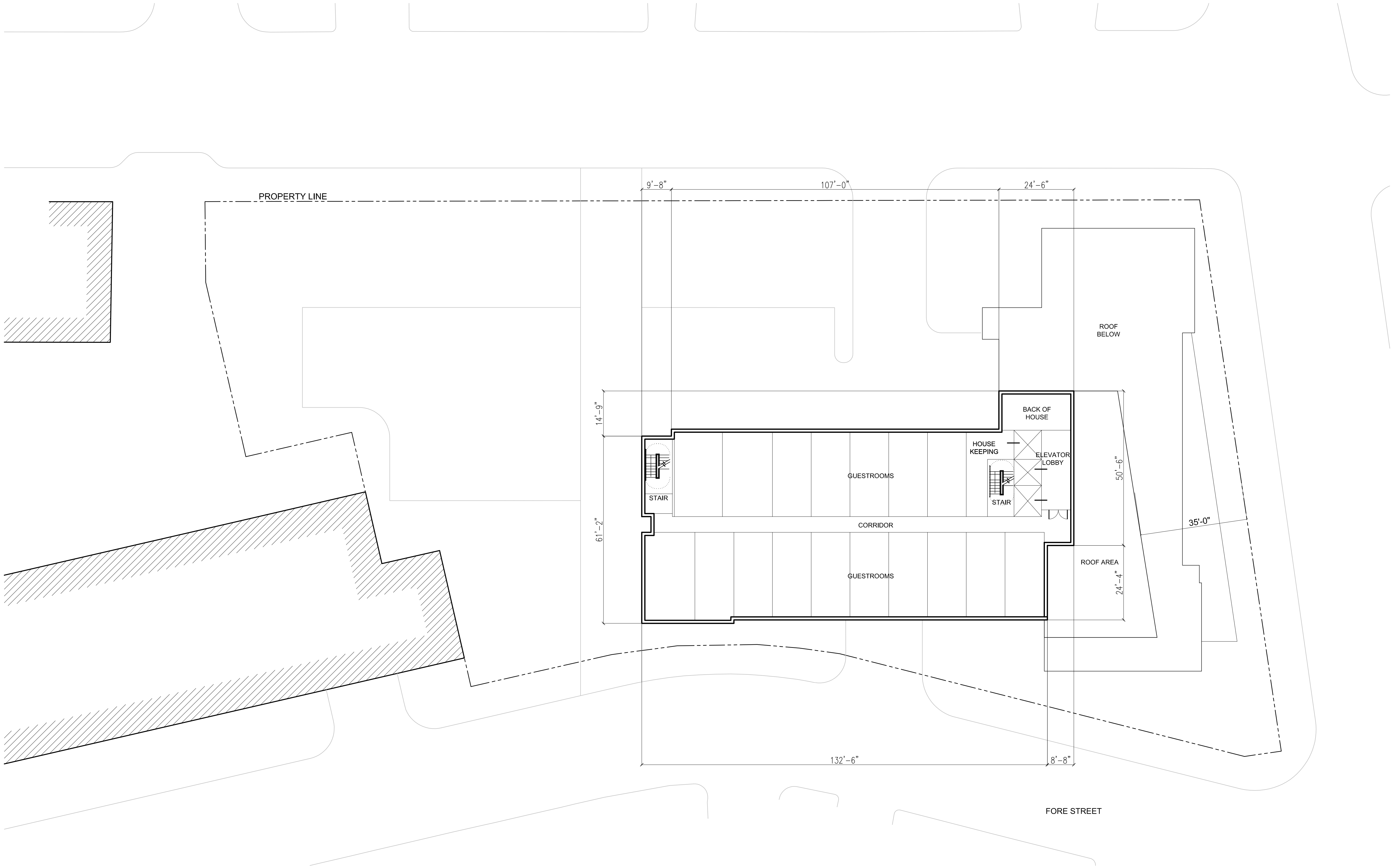


TYPICAL FLOOR PLAN LEVEL 03 AND 04
1/16" = 1'-0"



FLOOR PLAN LEVEL 05
1/16" = 1'-0"





FLOOR PLAN LEVEL 06
1/16" = 1'-0"

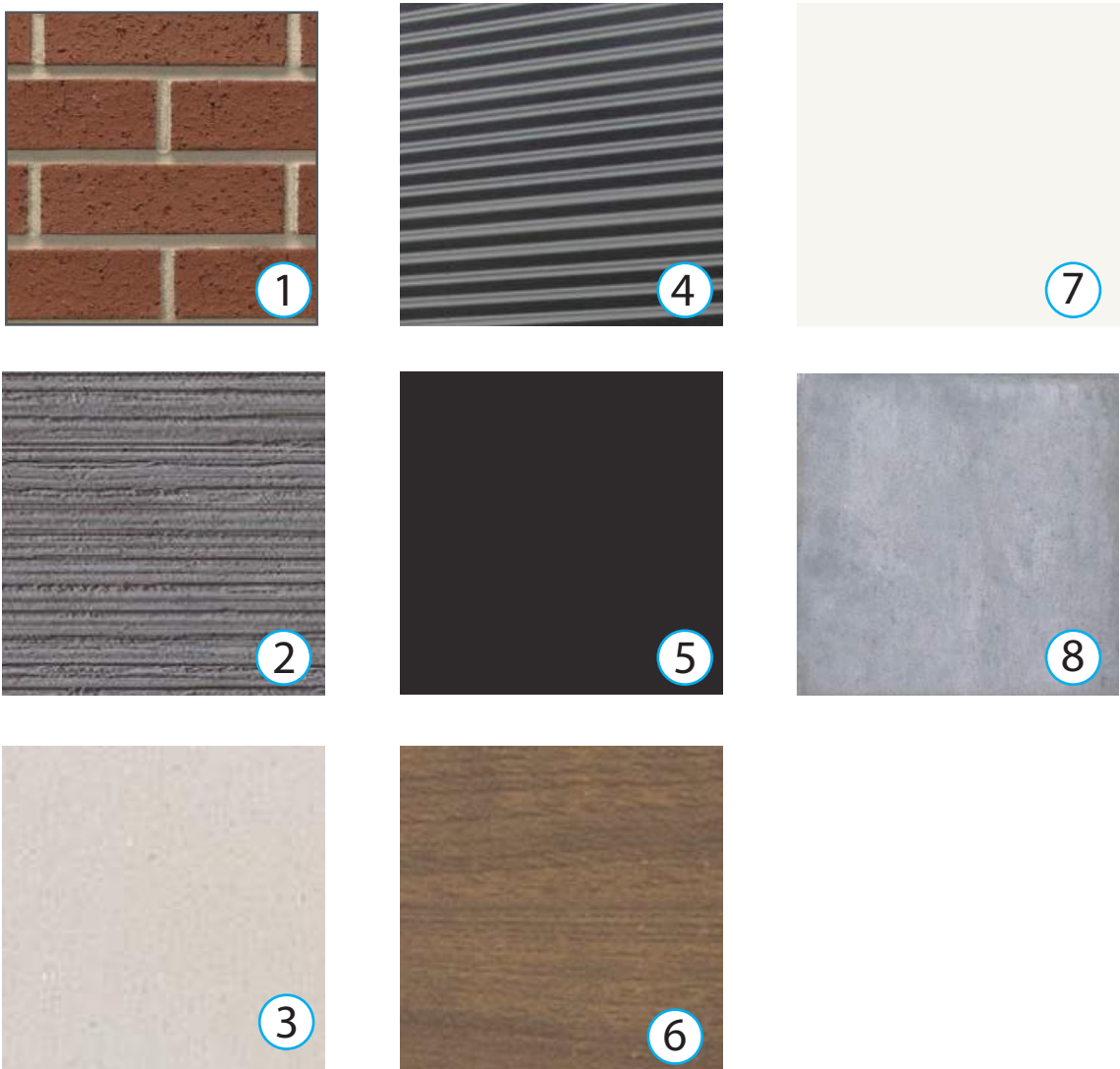


- 1 BRICK 01
CRIMSON - VELOUR TEXTURE
- 2 PORCELAIN TILE
AVENUE DARK GREY
- 3 CAST STONE 01
CHAMPAGNE
- 4 METAL 01
MIDNIGHT BRONZE - SQUARE TUBE PROFILE
- 5 METAL 02
MIDNIGHT BRONZE - FLAT PROFILE
- 6 METAL 03
COLONIAL WHITE
- 7 CONCRETE 01
NATURAL CONCRETE
- 8 CONCRETE 01
NATURAL CONCRETE

GLASS
SOLAR CONTROL, LOW-E GLAZING



Material Palette

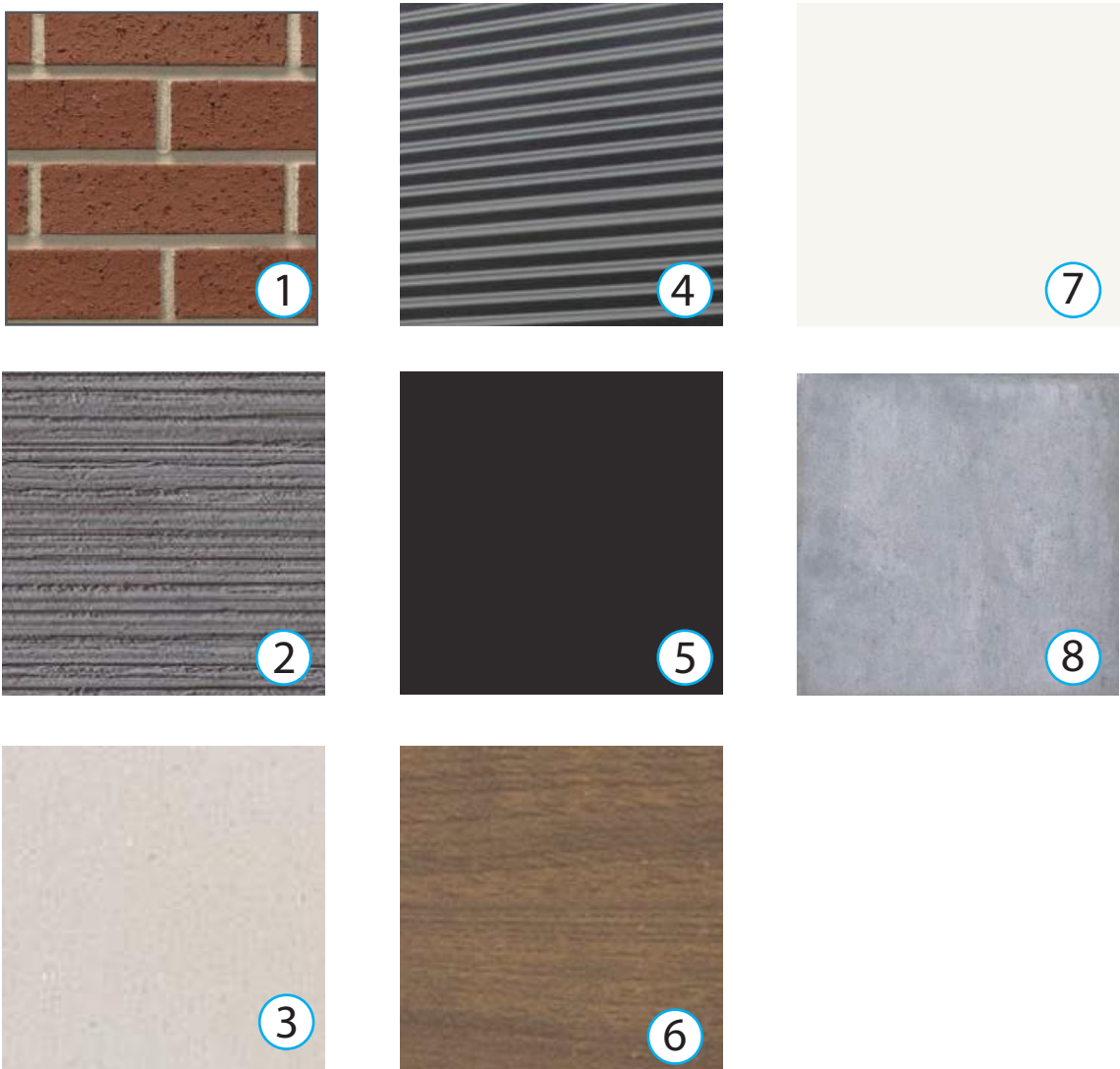


Materials Legend

- 1 BRICK 01
CRIMSON - VELOUR TEXTURE
 - 2 PORCELAIN TILE
AVENUE DARK GREY
 - 3 CAST STONE 01
CHAMPAGNE
 - 4 METAL 01
MIDNIGHT BRONZE - SQUARE TUBE PROFILE
 - 5 METAL 02
MIDNIGHT BRONZE - FLAT PROFILE
 - 6 METAL 03
COLONIAL WHITE
 - 7 CONCRETE 01
NATURAL CONCRETE
 - 8 CONCRETE 01
NATURAL CONCRETE
- GLASS
SOLAR CONTROL, LOW-E GLAZING



Material Palette



Materials Legend

- 1 BRICK 01
CRIMSON - VELOUR TEXTURE
 - 2 PORCELAIN TILE
AVENUE DARK GREY
 - 3 CAST STONE 01
CHAMPAGNE
 - 4 METAL 01
MIDNIGHT BRONZE - SQUARE TUBE PROFILE
 - 5 METAL 02
MIDNIGHT BRONZE - FLAT PROFILE
 - 6 METAL 03
COLONIAL WHITE
 - 7 CONCRETE 01
NATURAL CONCRETE
 - 8 CONCRETE 01
NATURAL CONCRETE
- GLASS
SOLAR CONTROL, LOW-E GLAZING



SOUTH ELEVATION
1/8" = 1'-0"

Material Palette



Materials Legend

- 1 BRICK 01
CRIMSON - VELOUR TEXTURE
- 2 PORCELAIN TILE
AVENUE DARK GREY
- 3 CAST STONE 01
CHAMPAGNE
- 4 METAL 01
MIDNIGHT BRONZE - SQUARE TUBE PROFILE
- 5 METAL 02
MIDNIGHT BRONZE - FLAT PROFILE
- 6 METAL 03
COLONIAL WHITE
- 7 CONCRETE 01
NATURAL CONCRETE
- 8 CONCRETE 01
NATURAL CONCRETE

GLASS
SOLAR CONTROL, LOW-E GLAZING





VIEW FROM FORE STREET
LOOKING EAST



VIEW FROM NW CORNER
AT INTERSECTION OF FORE AND INDIA STREETS



VIEW FROM INTERSECTION
AT FORE AND INDIA STREETS



VIEW OF STREETScape AND HOTEL ARRIVAL
ALONG FORE STREET



VIEW FROM NE CORNER
AT INTERSECTION OF INDIA AND MIDDLE STREETS



VIEW ROOF DECK
AT INTERSECTION OF FORE AND INDIA STREETS



VIEW ALONG MIDDLE STREET
PARKING FIELD AND GUESTROOM TOWER



AERIAL VIEW
ALONG MIDDLE STREET

Google Groups

203 Fore Street

Daniel DesPres <ddepres@sbcglobal.net>

Nov 3, 2017 6:37 PM

Posted in group: **Planning Board**

I live across the street from this property. Many office workers and cruise visitors use this green space for lunchtime eating and relaxation, and numerous dog owners enjoy the area for exercise. Having lived in many urban environments all over the world I greatly appreciate the need for "natural" spaces and would strongly urge the Planning Board to insist that the proposed development plan incorporate some retention of the existing green space for public use. The East End is rapidly becoming a wall-to-wall hotel and condominium desert with no open areas left for the general public. Thank you.

Dan DesPres
185 Fore Street, Unit 202
Portland

Google Groups

203 Fore Street Meeting - 11/15/17

Daniel DesPres <ddepres@sbcglobal.net>

Nov 15, 2017 8:29 PM

Posted in group: **Planning Board**

My wife and I just attended a neighborhood meeting regarding the above property put on by Chatham Lodging Trust. I wanted to share with you two concerns that dominated about 95% of the discussion:

- 1) Green space - The proposed hotel design has minimal landscaping / green space in the current plan. While we were assured that the design complies with the "code", the overwhelming consensus was that more must be done on site to add more landscaping (not hardscaping) and benches on the India Street side of the proposed building and on the corner of India and Fore Streets (see existing plantings for reference).
- 2) Parking - It was evident that none of the presenters understood the already critical state of available parking in this area (pre-WEX!). They referenced valet parking in a yet-to-be constructed off-site garage as a partial solution. At some point the Planning Board needs to come to grips with whether or not they want Portland to be a tourist destination for day visitors. All this hotel (targeted at business travelers) will do is to exacerbate the parking and traffic situation in the area.

They referenced a meeting with the Planning Board tomorrow. Please feel free to share this input at that time.

Dan DesPres
185 Fore Street, Unit 202
207-757-4388



Caitlin Cameron <ccameron@portlandmaine.gov>

Input regarding Application ID # 2017-245

kathleen shafer <kashafer@mac.com>

Fri, Nov 24, 2017 at 4:48 PM

To: ccameron@portlandmaine.gov

I received notice as a resident near the six story 128 room hotel proposed at Middle/India/Fore Streets. It's great to see continued investment and development in this neighborhood.

Since this is a large development here, I would like to provide input on 3 topics that have become increasingly challenging for local residents: Parking, Traffic, and Green Space.

*I believe this development is providing for its own parking rather than consuming nearby public parking resources, which is positive. If that plan changes, as has occurred with other nearby developments, a further diminishing of local parking would be detrimental to the neighborhood.

*The Middle and India St intersection is already a safety issue for both pedestrians and vehicles traveling on Middle Street due to the lack of stop signs or signals for the India St traffic. This intersection needs to have traffic management to allow for safe 4-way traffic flow and heavy pedestrian use. Also the visibility for cars traveling on Middle Street, and stopped at that intersection, is poor due to parked cars close to the intersection.

*Nearby residents with dogs are seeing a rapid disappearance of green space which is becoming a challenge for livability in this section of Portland with pets. Even trees planted along the neighborhood sidewalks in front of the new developments have grates at their bases instead of grass or dirt. The land between Fore/India/Middle is one of the few grass areas remaining in the immediate couple of blocks that is not only beneficial for pet owners, but also used by residents and visitors as an open space to enjoy a sunny day. Will the existing open grass areas be affected by this development? If so, can some landscape features be incorporated into this plan with some grass or dirt that helps keeps the neighborhood "resident and pet friendly"?

Thanks
Kathy Shafer

Google Groups

New Home2 Hotel

Susan Murphy <smurphy@bates.edu>

Nov 25, 2017 2:38 PM

Posted in group: **Planning Board**

Greetings - Last December my husband and I moved from a house in Lewiston to a condo in Portland, on 185 Fore St., at the corner of Fore and India Streets. We love the location, the neighborhood, its historic buildings and shops, the ocean view, the views of the city and especially the green space across the street on India Street.

On Wednesday, November 15, we attended the meeting with Chatham Lodging Trust management to learn about the proposed 6 story, 128 room Home2 Suites Hotel that will be located at 203 Fore St. The plans showed that the hotel would be built in the green space on the corners of Middle, India and Fore Streets.

We have many concerns regarding the proposed construction of the hotel at this location, including the following.

- With several construction projects in the area currently underway or approved, the building density of the neighborhood will increase. There is or will be a new Marriott Hotel, a new condo building on Thames St., two office buildings next to the water pump station, an office building on Middle St. and the new Wex building.

- The car and truck traffic on Federal St. and the small neighborhood streets is already heavy. With the buildings mentioned above, plus another hotel, the traffic and parking needs will increase.

- The hotel is going to be 6 stories high. This building will be higher than all the other buildings on India Street, which are typically 3 or 4 stories high. Plus, there are no retail establishments planned for the ground floor on India Street, to improve the human scale of buildings. One section of the building will be a solid wall, 6 stories high, made of black or dark brick with a large Home2 sign at the top.

- Neighborhood parking is a concern. According to the presentation, there will be an exit from the hotel's garage onto Middle Street. The presenter indicated that there would be space on either side of the driveway for visibility. With the visibility space plus the width of the driveway, the parking spaces on Middle St. will be decreased. The existing spots are used all day, primarily for those visiting Portland and the restaurants on that section of Middle St.

- Our primary concern is the loss of the existing green space. From our deck, we watch dogs, Portlanders, visitors, and tourists from the cruise boats and bus tours enjoying the green space. Families have picnics on the grass, little visitors run in the open spaces, and dogs frolic in the green space. The hotel plan showed some green space on Middle St. but the area on the India side of the hotel is proposed to be covered with paving. Plus the building is planned to go right to the corner of India and Fore St., which is an area that could be opened to green space. The existing green space is a great addition to the neighborhood and it will be missed by many. Interestingly, a picture of the green space is included in the India Street Sustainable Neighborhood Plan as an example of ample recreation and open space.

The India Street Sustainable Neighborhood Plan addresses many of the issues cited above. The plan includes concerns of the human scale of buildings, the desire to not be dominated by automobiles and the need

for areas with ample recreation and open space.

While we don't have any specific questions, I wanted to let you know about our concerns and share our comments with you. In the short time we've been here, we've come to appreciate the neighborhood as it is. Adding a 6 story, 79246 sq. ft. hotel would really affect the ambiance of the area. Thank you.

Susan Murphy

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Susan Murphy

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Susan Murphy



Caitlin Cameron <ccameron@portlandmaine.gov>

ID # 2017-245

gordon carey <carey59@hotmail.com>

Tue, Nov 28, 2017 at 12:47 PM

To: "ccameron@portlandmaine.gov" <ccameron@portlandmaine.gov>

Dear Ms. Cameron,

I am writing regarding the above application. I understand there is a public hearing on 12/06/2017. Unfortunately, I will be out of town that day, but I would like to register my objection to this application.

I do so on several grounds:

1. The proposed development will significantly devalue my property as it will obstruct the view from the property to Casco Bay
2. The proposed development will cause significant disruption for a considerable time during construction. This neighborhood has already had a good deal of disruption and this will add more noise, construction traffic etc. When I visited the Town Hall yesterday to view the plans, the file regarding how to manage the impact on the community during the construction process was empty.
3. Once the project is complete it is not clear that this part of town can manage the additional traffic. I am also concerned about the potential noise from people visiting the rooftop bar.

Thanks for the opportunity to provide input to this process.

Gordon Carey

Unit 404

113 Newbury Street

Portland



PLANNING BOARD REPORT
PORTLAND, MAINE

Planning Board Schedule for 2018
Department of Planning and Urban Development, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: January 9, 2018	Prepared by: Barbara Barhydt, Development Review Services Manager Date: January 5, 2018
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I. INTRODUCTION

Article III of the Rules of the Planning Board state the following for the Board's meetings:

- Section 1. Regular meetings shall be held on the second and fourth Tuesdays of each month at 7:00 p.m. or as otherwise noticed, in City Hall or at such other location of which notice is given. Where a regular meeting day falls on a recognized holiday, the regular meeting shall be held on the following Tuesday.
- Section 2. Special meetings may be called by the Chair at its discretion or upon the request of the City Council or four or more members, provided that twenty-four hours notice is given each member.
- Section 3. Meetings of any committee of the Board shall be held at the call of the Board or the committee Chair or by agreement of at least two committee members.
- Section 4. The Chair, in consultation with the Director of Planning and Urban Development or the Chief Planner, shall set the agenda for workshops, public hearings, and other meetings.
- Section 5. The Board may, by a majority vote, specify a date for an agenda item.

The proposed schedule for the Planning Board's 2018 schedule is attached and the city is seeking the Board's endorsement of the schedule. In general, the schedule includes 2 meetings per month, except for December and the second meeting in August is listed, if needed.

II. MOTION

The Planning Board finds that the proposed schedule **[is/ is not]** consistent with the Rules of the Planning Board and **[endorses/does not endorse]** the attached Planning Board meeting schedule for 2018.

PLANNING BOARD
2018 MEETING SCHEDULE
Regularly Scheduled Meetings- Generally 2nd and 4th Tuesdays

All meetings will be held in City Council Chambers unless otherwise notified

Workshop will begin at 4:30 p.m.

Public Hearing will begin at 7:00 p.m.

Meeting Dates (Please note the change in date and/or time from the regular schedule)**

January 9, 2018

January 23, 2018

February 13, 2018

February 27, 2018

March 13, 2018

March 27, 2018

April 10, 2018

April 24, 2018

May 8, 2018

May 22, 2018

June 12, 2018

June 26, 2018

July 10, 2018

July 24, 2018

August 14, 2018

August 28, 2018 (as needed)

September 11, 2018

September 25, 2018

October 9, 2018

October 23, 2018

November 13, 2018

November 27, 2018

December 11, 2018



PLANNING BOARD REPORT PORTLAND, MAINE

Interim Planning Overlay District for Munjoy Hill R-6 Zone

Submitted to: Chair Boepple and Members of the Planning Board Public Hearing Date: January 8, 2018	Prepared by: Christine Grimando, Senior Planner Date: January 5, 2018
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I. Introduction

On December 6, 2017, the Planning Board was presented a [Communication](#) with background on a set of zoning changes implemented to the R-6 zone in 2015, qualitative and quantitative R-6 zone audit findings on activity in the zone since 2015, as well as a summary of a six-month moratorium on new construction and demolitions in the R-6 zone on Munjoy Hill being considered by the Council.

On December 18th the City Council voted to approve a six-month moratorium on demolition in the R-6 district on Munjoy Hill. The moratorium includes a requirement for the implementation of interim zoning to govern development in the R-6 zone for the duration of the moratorium to be implemented within 65 days of December 4th. This Munjoy Hill Interim Planning Overlay District (IPOD) is the subject of the Planning Board's January 8th public hearing. The IPOD is a tool that provides temporary standards to guide development applications that are received during the remaining 115 days of the moratorium. The details of the audit are based on the critical design issues found in the course of the R-6 audit. A detailed overview of the IPOD follows.

II. Comprehensive Plan Policies

Portland's Plan 2030 has a number of goals and strategies supporting strong neighborhoods, quality design, and housing production. Neighborhoods that are zoned R-6 support, through their density and through their locations, Future Land Use principles, and the goals and strategies in the Housing and Environment Policy Guides (and by extension many of the Plan's transportation goals), including:

From "Future Land Use"

(Complete Neighborhoods are a City-wide planning principle and Munjoy Hill is an example of a robust Complete Neighborhood):

Portland's intent for its predominantly residential neighborhoods is one where all residents regardless of age, ability, or income have access to the basic necessities of daily life - high quality and affordable housing, schools and other civic functions, food, open space, other amenities and services - within a

walkable, bikeable distance. The city already has examples of these neighborhoods, each with its own social networks, physical form and scale, and distinct sense of identity. Neighborhoods such as Munjoy Hill and Deering Center, with their schools, expansive open spaces, small groceries, and restaurants, provide precedents for complete neighborhoods that can inform the evolution of other areas in the city.

From “Housing”:

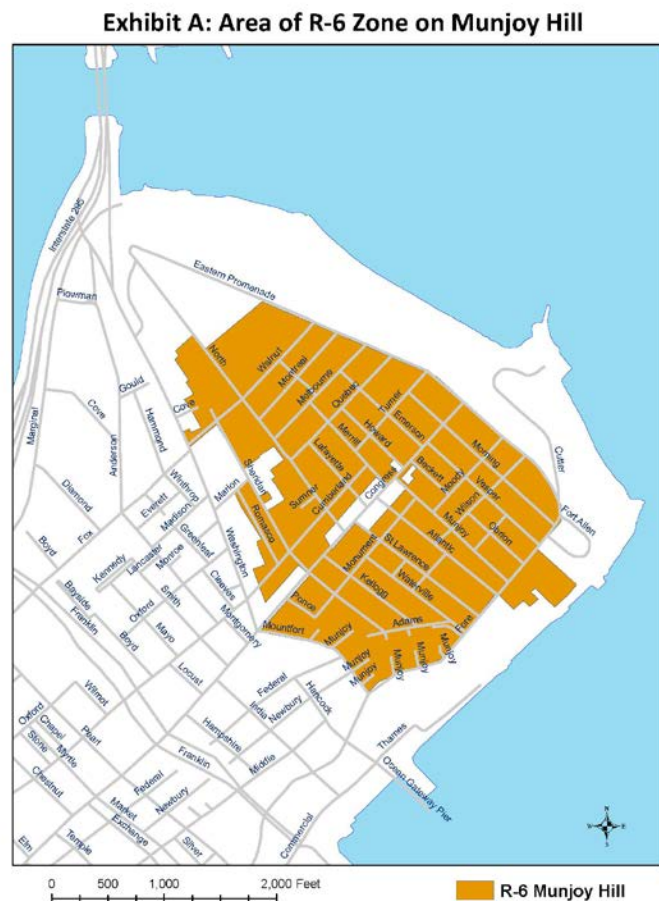
- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Encourage quality, sustainable design in new housing development.
- Reinforce existing housing tools, policies, and programs while continuing to explore emerging best practices.
- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density, and/or use, as well as whether it allows for priority growth areas.

From “Environment”:

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.
- Continue to develop land use policies which support complete neighborhoods.

III. Moratorium Overview

The City Council held a first reading of the proposed moratorium on December 4th, a workshop on December 11th, and voted to approve it at a December 18th Public Hearing. The impetus for adoption was concern from some Munjoy Hill residents that the current residential development interest was resulting in an undue number of demolitions to existing structures, and infill development that was sometimes out of scale and character with existing neighborhood fabric. The moratorium was enacted to provide a temporary hiatus in development activity while the Department of Planning & Urban Development develops any necessary additional land use and design regulations to address both of these issues in the R-6 for Munjoy Hill. In addition,



the moratorium will allow time for staff to conduct additional stakeholder outreach prior to making any recommendations.

The moratorium has two components:

- 1) The 180-day period beginning on December 4, 2017 during which no demolition permit applications may be accepted (demolition of 50% or more of the exterior surface and or/front façade of a structure).
- 2) An interim period beginning on December 4, 2017 and lasting for 65 days, during which no development applications, including Level I, Level II, or Level III site plans, shall be accepted, reviewed, or approved. The moratorium further states that in the interim period the Department of Planning and Urban Development shall develop an interim ordinance to govern development in the R-6 on Munjoy Hill for the remaining 115 days of the moratorium.

Exempted from the moratorium are:

- Demolition permit applications that were included as part of previous site plan approvals,
- Demolition due to the Building Authority determining a structure is dangerous to life or property (due to a condition that pre-dates the effective date of this Moratorium or is the result of fire, accidental catastrophic damage, or a natural disaster), and
- New site plan applications (complete or not) that were submitted prior to December 4th.

The full final text of the moratorium is included as Attachment 2.

IV. Key R-6 Findings

At the Planning Board's December 6th workshop, staff presented findings on activity and trends within the R-6 since text amendments were made to the zone in 2015. This included quantitative and qualitative assessment of overall development trends in the R-6 and on Munjoy Hill in particular. Some of the change underway in the R-6 zone is independent of zoning regulations and/or design guidelines, or in some cases precede the 2015 changes – a strong housing market and interest in Munjoy Hill, deferred maintenance for some of the older housing stock, and contemporary design trends, for instance – but staff strove to identify current development patterns and which were being shaped by current regulations. These findings, in conjunction from community feedback to date, form the basis for the proposed IPOD, and will inform ongoing work to refine regulations in the R-6 on Munjoy Hill.

Some key findings of the R-6 audit:

- Though there has been a significant amount of infill housing of a variety of housing types within the R-6 zone (89 net new dwelling units as of mid-2015), as intended, the same period has also resulted in a disproportionate number of demolitions based on Munjoy Hill. Demolition totals as of December 15th are as follows:

	Totals	Demolitions	Percentage of Total
Buildings in the R6 All	3,215	17	0.53%
Buildings in the R6 Munjoy Hill Only	1,149	13	1.13%

- Though the 2015 R-6 changes included parking exemptions for the first three units, which generated some concern this would exacerbate on-street parking pressures, there has been minimal utilization of this exemption to-date. New construction applications indicate that off-street parking provided (124) exceeds the total number of approved dwelling units (117,) meaning the overall parking ratio remains over 1 space per unit.
- There are several factors influencing the compatibility of scale and character of some of the recent R-6 construction with the neighborhood context, many of which can be addressed in development review standards, including:
 - Off-street structured parking location, particularly as it relates to ground floor design and ground floor façade design;
 - New materials and technology, as manifest in selection of cladding materials, the need for taller floor heights, and placement of rooftop appurtenances;
 - Existing setback and height limits were designed to allow for flexibility but in practice there has been an overall tendency of property owners and developers to maximize allowable square footage on a lot. Design standards, while helpful, have not been adequate to address this issue.
 - Building Code and life safety requirements, including ADA requirements, which influence building placement and entry requirements in ways that often diverge from traditional patterns of the peninsula’s neighborhood streets.

None of the factors in and of themselves limit the compatibility of infill, but as a set they can present design challenges that strategic amendment of zoning and design guidelines can mitigate. The IPOD concerns itself with dimensional and design standards that directs building placement, building proportions, parking location, active ground floor design, HVAC placement, and materials selection.

For a fuller exploration of factors influencing current design of new buildings, please refer to the December 6th [Communication](#). Some of the housing and demolition totals were updated and supplemented in a December 15th memo to the Council that is included as Attachment 4.

V. Proposed IPOD

Interim Planning Overlay Districts (“IPOD’s”) are a common zoning tool used nationally in similar situations, where existing codes are being evaluated but final recommendations are not yet complete. IPOD’s have been used instead of or, as is the case here, in conjunction with a moratorium. They allow for quick and temporary implementation of land use tools to address sensitive issues while allowing some development activity to proceed amidst a longer planning process. This IPOD is intended to be a temporary regulatory framework, usually stricter or more conservative than the underlying zoning, and

is meant to strike an effective balance of allowing some development activity to continue under modified regulations while final recommendations are being created.

The IPOD would govern site plan reviews during the six-month moratorium and is directly based on the dimensional and design issues identified in the R-6 audit work done to-date. Many communities nationally have used made use of IPODs to address identified issues while final tools were developed are diverse in size and location, including Pittsburgh, Brookline, an San Francisco (see Attachment 3 for several examples of IPODs from other communities in the U.S.).

The IPOD (Attachment 1) is proposed to in effect until June 4, 2018th. It is proposed as Sec. 14-140.5, an addition to *Division 7, R-6 and R-6A Residential Zones*. The area of effect is synonymous with the area of the moratorium, as shown on the above map, generally defined as all properties in the R-6 zoning district in an area east of Washington Avenue and Mountfort Street, north of Fore Street, and west of the Eastern Promenade. The IPOD is proposed as a set of additional standards for development in this subset of the zoning district – all other standards for development in the zone remain in effect, including R-6 zone regulations, any any pertinent site plan regulations and Design Guidelines, except that in the case of conflicting standards the IPOD standards prevail. Final recommendations, to be proposed prior to the end of the moratorium, may apply to the Munjoy Hill exclusively, or may in some instances warrant application zone-wide.

The substance of the IPOD falls into two categories: Dimensional Standards and Design Standards, and both categories are intended to produce new structures that show greater contextual sensitivity to the surrounding neighborhood in overall scale, mass, and character.

1. Dimensional Standards

Below is a summary of proposed dimensional standards of the IPOD, contrasted with existing regulations. The changes directly respond to issues found within the audit. For instance, the height is reduced from 45' to 35' for one- and two-family developments, and allows the current maximum height of 45' for 3+- family homes. The maximum height has been 45' for many years, preceding the 2015 changes, reflecting the presence of numerous 4-story buildings on Munjoy Hill and elsewhere in the R-6 zone. However, these larger buildings, though long part of the urban fabric of the peninsula, were invariably associated with multi-family buildings, while single family homes and duplexes tended to 3-stories and below. Similarly, changes to setbacks are proportionate to lot size and/or building size to encourage proportionately scaled new construction. These changes propose to mitigate impacts on adjacent lots while still allowing for a compact, relatively dense neighborhood pattern of a range of housing types and sizes, consistent with the purpose of the R-6 zone and the history of the neighborhood.

Within the IPOD, the following dimensional requirements supersede any outlined elsewhere in Chapter 14. Any standards not specifically addressed by the IPOD remain in effect.

	<i>Existing</i>	<i>IPOD</i>
Height Maximum	45'	35'; 45' for developments of 3 units or more on a lot over 2000 sf. Rooftop appurtenances other than chimneys shall not exceed permitted heights.
Side Yard Setback Minimum	5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft.	Buildings of height up to 35': As per the underlying zoning Buildings of 35' or more: 10' except that one side may be reduced to 5' if the other sides in sum are increased by the same amount.
Structure Stepbacks	Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. Does not apply to side yards on side streets.	Stepback requirements in the underlying zoning shall not apply to side yards.
Side Yard Setback on a Side Street Minimum	None	5'; or the depth of the immediately abutting street-facing yard, whichever is greater.
Rear Yard Setback Minimum	10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.	As measured from a building: 20% of the maximum depth of a lot but no less than 10'. As measured from rear decks, porches, or similar unenclosed space: 7.5' As measured from accessory structures with a ground coverage of 144 square feet or less: 5'

2. Design Standards

Building design is regulated in the Land Use Code and in the City of Portland Design Manual, which includes specific standards for the R-6 zone. A number of design standards are proposed in the IPOD:

- The “Alternative Design Review” process outlined in the *City of Portland Design Manual* for the R-6 zone is removed as an option for new developments in the R-6 zone on Munjoy Hill, as this has been identified in the course of the audit as an option in need of further evaluation and potential modification in the coming months.
- The IPOD requires traditional roof forms, and limits flat roofs to buildings with 3 or more units. This requirement, like the dimensional standards, seeks to better replicate traditional patterns, which included triple-decker multi-family buildings as well as gable and mansard-roofed buildings.
- The IPOD requires the first-floor front façade to contain active living space to address common issues in the design of first floor space dedicated to structured parking. This standard directs attention at the critical influence of the design of the front-façade’s first floor on the feel and function of urban streets and is intended to address the urban design goal of “putting eyes on the street.”
- In addition to the active front façade standards, parking placement is further regulated to the rear of the building, with limited exceptions for smaller lots.
- Rooftop appurtenances, other than chimneys, are required under the IPOD to be integrated into building design or placed out of public view. Locations for rooftop appurtenances are often brought forward after review and approval of a building design – this standard requires rooftop

appurtenance placement to be reviewed as part of the overall design of the building where it currently is not.

- A standard for building materials to be high quality and consistent with traditional building materials is included, as well. There are some standards for building materials in the City of Portland Design Manual, but this addition in the IPOD strengthens the importance of applicant's addressing suitability of new materials in the overall design. The standard allows for a full range of contemporary materials to continue to be used as long as they retain the residential feel of the neighborhood.

The attached IPOD includes several illustrations to accompany the text for these standards. This is a helpful practice used by many other communities that we are seeking to adopt as part of our code as we move forward.

VI. Public Input

Public input about development trends on Munjoy Hill as well as on the moratorium and IPOD in particular has been provided in person, at neighborhood meetings, and via email (Section XI). There has been support for the moratorium in addition to some concern, particularly among property owners that anticipate plans for their own properties being altered or delayed. Thoughtful feedback and suggestions have been provided by Munjoy Hill residents in recent months, demonstrating a good deal of time, care and deliberation put in to this topic. Staff will continue to communicate with residents and the public throughout.

Recent feedback submitted via email (Attachment PC3) suggested that the IPOD include setback and height alterations similar to those staff is recommending. That feedback also recommended alterations to the parking and density standard that are not included in the IPOD. Staff analysis of patterns of new development on Munjoy Hill does not suggest either current minimum parking standards or density are creating negative impacts, and in fact have some positive benefits. The IPOD directly addresses numerous aspects of development scale and design, as each of these emerged aspects of current regulations that can be improved for improved results in the built environment.

As noted above, the parking provided in new projects in the R-6 zone regularly exceeds the minimum requirements, and even the previous requirement of 1 space per unit. The challenge of the newer project is therefore not addressed by reverting to the previous standard. In addition, requiring more off-street parking for relatively small projects often removes public parking from the street in cases where new curb cuts are created. Off-street parking minimums also have implications for new construction costs and neighborhood walkability.

Parking does create significant design issues however, and for this reason staff is recommending that the IPOD require better integration of parking into the design of buildings and layout of lots. Staff will continue to try to balance this complex topic in consideration of the City's regulations, design standards, and project review, but currently the most recent data available indicates that there is not only no need for increased minimum parking requirements in the R-6 zone, but potential detriment.

Density refers to the total number of housing units that can be built on a lot, but concerns that have been voiced about new construction have focused on the scale of new design, often new single- and two-

family homes, rather than the quantity of households on Munjoy Hill. As the R-6 has traditionally been, and currently strives to be, a walkable urban neighborhood of diverse housing types, no changes to permitted density are currently proposed. *Portland's Plan 2030*, as well as recent years of housing policy direction from the City Council, support new housing creation, and have been supportive of enabling infill in existing neighborhoods such as those in the R-6 zone in particular.

Staff will continue to discuss these and other concerns that may arise with all stakeholders in the coming months.

VII. Next Steps

The Planning Board will need to make recommendations on the IPOD to the City Council, and the Council will need to adopt it within 65 days, with a public hearing in February. Following this, applications for new development in the R-6 zone on Munjoy Hill may be accepted and reviewed under the IPOD standards, though the moratorium on any proposed demolitions remains in place until the end of the 180 days.

Following IPOD adoption, staff will continue to develop long-term proposals for the zone, based in part on the findings of the R-6 audit, in part on feedback received to date, and in part through public outreach with Munjoy Hill Neighborhood Association, Greater Portland Landmarks, Portland Society for Architects, property owners, developers, and other stakeholders. Proposals for additional R-6 standards will be brought forward by April, for passage in June 2018. A spectrum of tools is being explored, from making the IPOD standards permanent on Munjoy Hill or zone-wide, to a Munjoy Hill-specific overlay that could take the form of something called a Neighborhood Conservation District, to the creation of a new Local Historic District, or some combination of these and other tools. As befitting a significant policy endeavor with implications for housing, neighborhood character, and sustainability, the City's comprehensive plan, *Portland's Plan 2030*, will be consulted throughout the process.

VIII. Staff Recommendations

The staff recommends that the Planning Board find the proposed IPOD to be consistent with the Comprehensive Plan and recommend to the City Council its adoption.

IX. Motions for the Board to Consider

On the basis of information contained in the Planning Report and testimony presented at the public hearing, the Board finds:

The proposed IPOD (is or is not) in conformance with the City of Portland Comprehensive Plan and therefore (recommends or does not recommend) approval of the proposed zoning amendments to the City Council.

X. Attachments

1. Proposed IPOD (Text Amendments to Portland Land Use Code, Div. 7, R-6 Residential Zone, 14-140.5
2. Adopted Moratorium
3. IPOD Examples
4. Supplemental memo to City Council (December 15, 2017)

XI. Public Comment

PC 1 Chase
PC 2 Macleod
PC 3 Snyder/Agopian

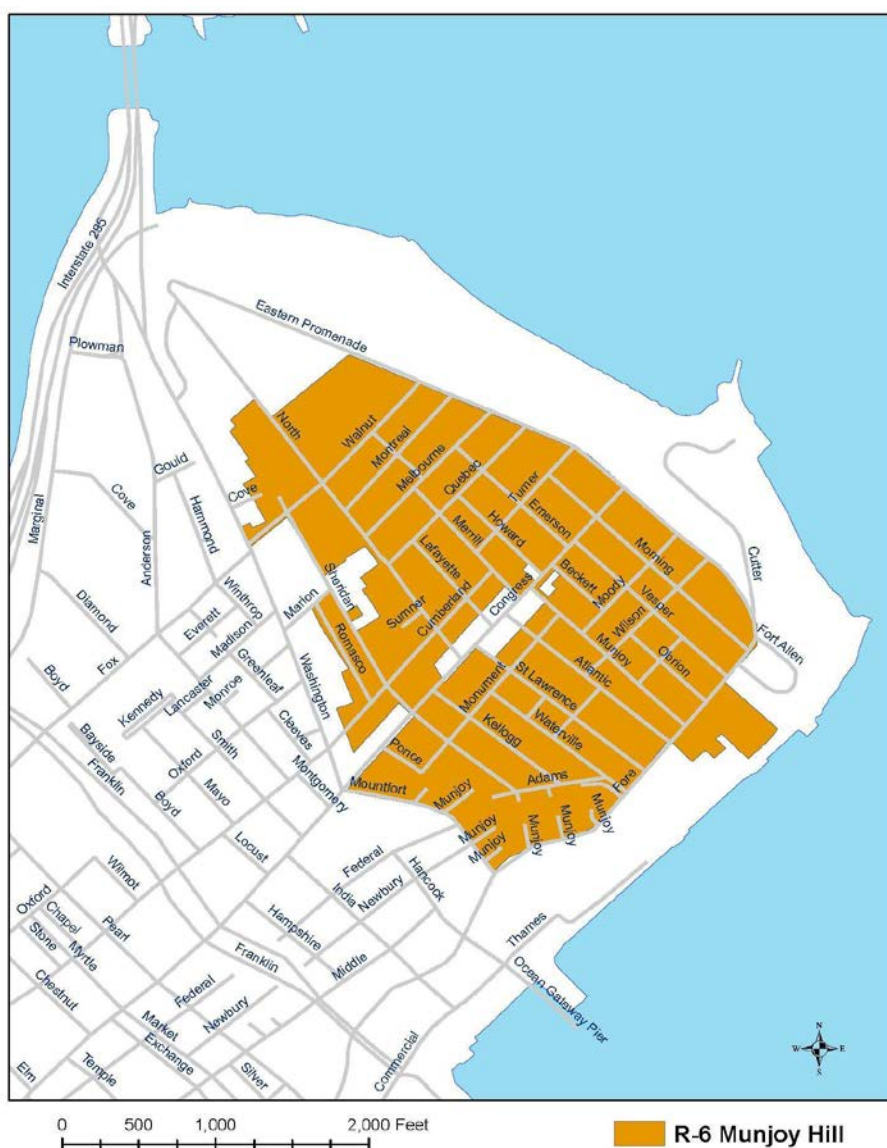
Sec. 14-140.5. Munjoy Hill Interim Planning Overlay District (IPOP)

There shall be a Munjoy Hill Interim Planning Overlay District (the “District”). This District shall remain in effect until June 4, 2018, after which time it shall expire and this Section 14-140.5 shall be removed from the Code of Ordinances.

1. Area of Effect

This District will apply in the highlighted area depicted on the map below and includes all properties in the R-6 zoning district in an area east of Washington Avenue and Mountfort Street, north of Fore Street, and west of the Eastern Promenade.

Diagram 14-140.5.a.: Munjoy Hill Interim Planning Overlay District Boundaries



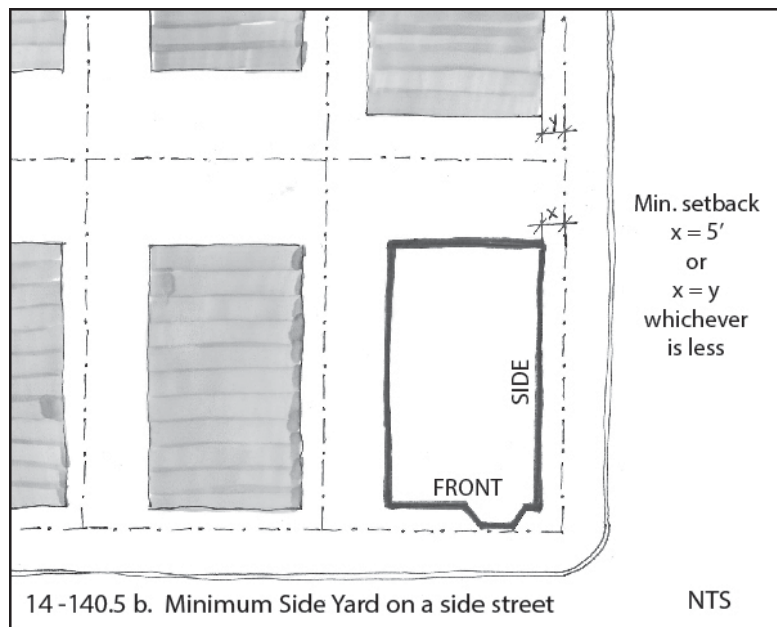
2. Effect of the District

In addition to the standards contained in Chapter 14, Division 7 of the Portland City Code that are applicable to properties in the R-6 zone all properties within this District shall meet the standards in this Section 14-140.5. In cases of conflict between this Section and other sections of Chapter 14, or the *City of Portland Design Manual* and *City of Portland Technical Manual*, the standards in this Section shall control.

3. Dimensional Standards

Within the District, the following dimensional requirements supersede those outlined elsewhere in Chapter 14:

Maximum Height	35'; 45' for developments of 3 units or more on a lot over 2000 sf. Rooftop appurtenances other than chimneys shall not exceed permitted heights.
Minimum Side Yard Setback	Buildings of height up to 35': As per the underlying zoning Buildings of 35' or more: 10' except that one side may be reduced to 5' if the other sides in sum are increased by the same amount.
Stepbacks	Stepback requirements in the underlying zoning shall not apply to side yards.
Minimum Side Yard Setback on a side street	5'; or the depth of the immediately abutting street-facing yard (see Diagram 14-140.5.b.), whichever is greater.
Minimum Rear Yard Setback	As measured from a building: 20% of the maximum depth of a lot but no less than 10'. As measured from rear decks, porches, or similar unenclosed space: 7.5' As measured from accessory structures with a ground coverage of 144 square feet or less: 5'



4. Design Standards

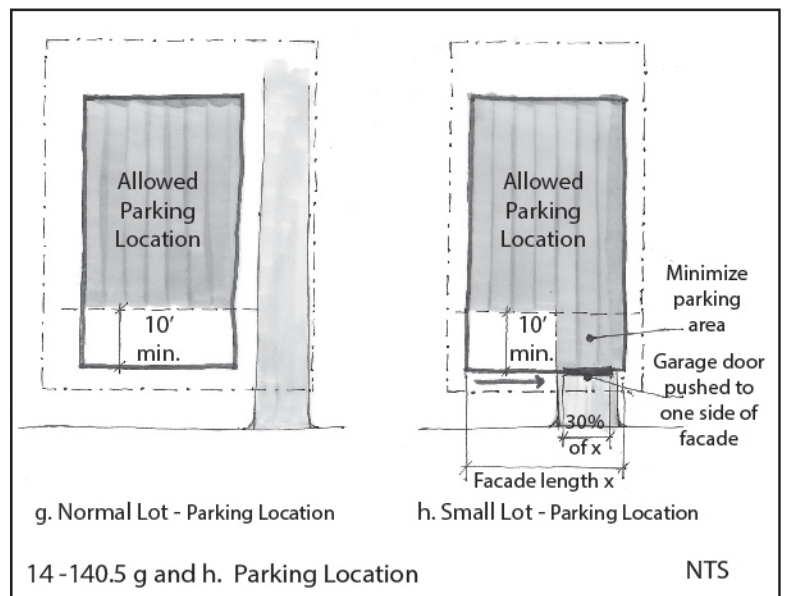
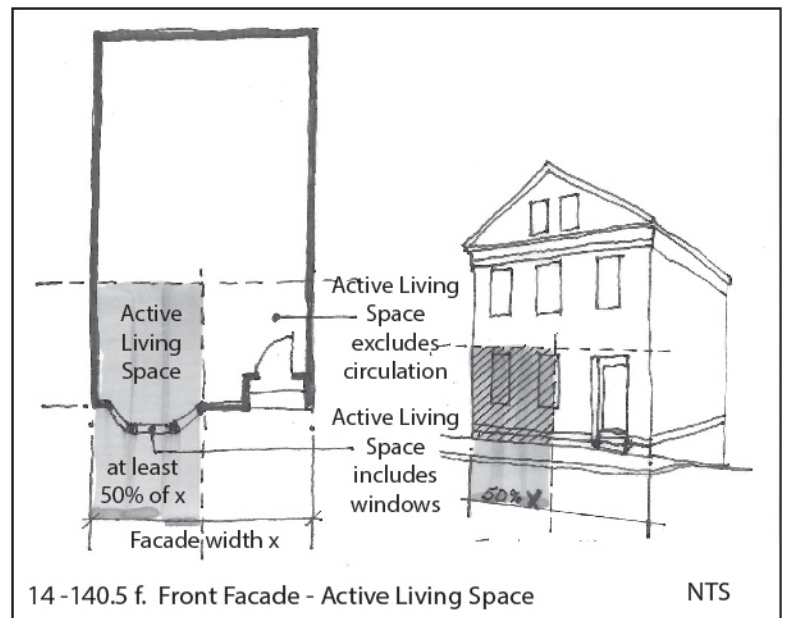
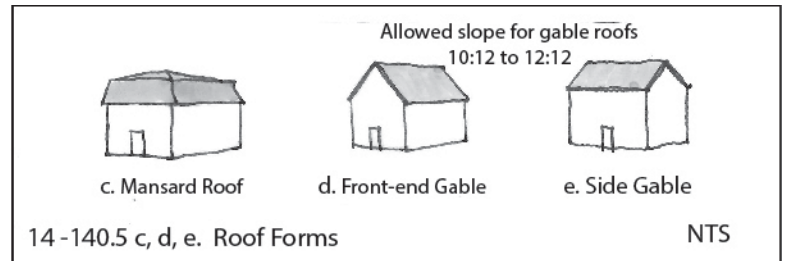
Within the District, developments are not eligible for the “Alternative Design Review” process outlined in the *City of Portland Design Manual* for the R-6 zone.

In addition, the following design standards shall supersede any conflicting standards:

- (a) All buildings shall use traditional roof forms as illustrated in Diagrams 14-140.5.c-e. Flat roofs are only permitted in buildings of 3 or more units;
- (b) The first floor shall contain active living space with windows for at least 50% of the width of the front façade in total, as illustrated in Diagram 14-140.5.f. Active living space does not include circulation space;
- (c) Parking shall be located in the rear of a building, and in no case within the front 10' depth of the building. The only exception shall be for lots smaller than 2,000 sf., which shall be permitted one garage door on the front façade no wider than 30% of the building width, but no less than 9'. In that case, the garage door shall (i) be of high quality design, consistent with the character and pattern of the rest of the façade, including windows as appropriate; and (ii) be located on one side of the façade. See Diagrams 14-140.5.g-h.;
- (d) Rooftop appurtenances other than chimneys shall be integrated into the design or placed out of view from public rights-of-way;
- (e) Building materials shall be high quality and of a scale consistent with traditional residential materials.

5. Severability

To the extent any provision of this Section 14-140.5 is deemed invalid by a court of competent jurisdiction, the balance of this Section that shall remain shall be considered valid.



Order 124-17/18

Amended to add the language of the amendment titled “Emergency Demolition and Application-in-Process Exception”: 9-0 on 12/18/2017

Amended to add after the words “Planning Board” in the fifth from the last paragraph: “unless such applications were received prior to December 4, 2017. Notwithstanding the forgoing, staff may at its discretion review such applications as time permits”: 7-2 (Duson, Ray) on 12/18/2017

Passage as amended and as an Emergency: 7-2 (Batson, Cook) on 12/18/2017

Effective 12/18/2018

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

KIMBERLY M. COOK (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

MORATORIUM
RE: DEVELOPMENT AND DEMOLITION OF STRUCTURES IN THE
R-6 ZONE ON MUNJOY HILL

WHEREAS, in or around April 2015, the City of Portland’s Land Use Code was amended to allow for more infill development and reconstruction in the City’s R-6 zone in an effort to advance the City’s goal to produce additional housing; and

WHEREAS, that change in zoning has helped meet City goals for new housing production, resulting in approximately 92 net new housing units overall; and

WHEREAS, a significant portion of the R-6 zone in the City of Portland is located on Munjoy Hill; and

WHEREAS, of the 92 net new units overall, 29 of them have been on Munjoy Hill; and

WHEREAS, this redevelopment has included the demolition of thirteen (13) housing structures on Munjoy Hill over a thirty (30) month period and the construction of larger housing structures, many of which do not adequately fit with the neighborhood context; and

WHEREAS, there are currently at least two additional buildings on Munjoy Hill planned for demolition pending site plan review and approval; and

WHEREAS, buildings for sale on Munjoy Hill are being actively marketed for their teardown potential;

WHEREAS, the rest of the R-6 zone has seen demolition of only four (4) housing structures as a result of new development; and

WHEREAS, there is a strong likelihood that the R-6 zone on Munjoy Hill will continue to be subjected to this demolition pressure; and

WHEREAS, at present there is a need for additional regulation in the City's Land Use Code to address these aforementioned increases in demolitions and to further refine regulations regarding the character and size of permissible replacement buildings in the R-6 Zone on Munjoy Hill; and

WHEREAS, pursuant to 30-A M.R.S. § 4356(1)(B), there is concern that existing City Land Use Code provisions, regulations or other laws are inadequate to address the aforementioned development and demolition pressures in the R-6 zone on Munjoy Hill and to prevent the public harm from these demolitions, the associated residential developments, and their collective impacts on the fabric of this particular neighborhood; and

WHEREAS, after sufficient notice and a public hearing, there is strong support for this Moratorium on the City Council; and

WHEREAS, it is typical for City staff to conduct a review of significant zoning changes after they have been in place for approximately 2 years and to recommend revisions that improve their effectiveness; and

WHEREAS, that process is underway but will require at least one hundred and eighty (180) days for City staff to fully develop and implement any necessary amendments to address negative impacts of demolitions on Munjoy Hill while also helping to achieve City housing production goals; and

WHEREAS, in the judgment of the Portland City Council, these facts and conclusions outlined above create an emergency within the meaning of 30-A M.R.S. § 4356(1) and the City Charter, and require the following Moratorium as immediately necessary for the preservation of the public health, safety and welfare;

NOW THEREFORE, BE IT ORDERED that, pursuant to its authority in 30-A M.R.S. §§ 3001 and 4356, the Portland City Council hereby ordains that a Moratorium is imposed on any and all demolition applications (as defined and except as exempted below) in the R-6 zone on Munjoy Hill depicted on the map attached hereto as Exhibit A; and

BE IT FURTHER ORDERED, that no demolition permit applications for demolition of 50% or more of the exterior surface of and/or the front façade of a structure, shall be accepted-by the City; for any and all property located in the R-6 zone on Munjoy Hill in the City of Portland (see Exhibit A) for the entire period of this Moratorium, unless that demolition is part of a site plan application submitted prior to the effective date of this moratorium or the Building Authority determines that the building is dangerous to life or property due to a condition that pre-dates the effective date of this Moratorium or is the result of fire, accidental catastrophic damage, or a natural disaster; and

BE IT FURTHER ORDERED, that this Moratorium shall go into effect and be applicable as of December 4, 2017, and remain in effect for one hundred and eighty (180) days thereafter, unless extended, repealed, or modified by the Portland City Council; and

BE IT FURTHER ORDERED, that, in addition to the moratorium on demolition permits outlined above and for all of the reasons outlined above, for an interim period beginning on December 4, 2017 and lasting for sixty-five (65) days thereafter, no development applications for properties located in the R-6 zone on Munjoy Hill, specifically including any and all Level I, II or III Site Plan applications and revisions thereto, shall be accepted, reviewed, approved, or otherwise acted on by the Planning Authority or the Planning Board unless such applications were received prior to December 4, 2017. Notwithstanding the forgoing, staff may at its discretion review such applications as time permits; and

BE IT FURTHER ORDERED, that in that interim period the City's Department of Planning and Urban Development shall draft an interim ordinance to govern development in the R-6 zone during the remaining one hundred and fifteen (115) days of the aforementioned demolition Moratorium for review and approval by the City Council; and

BE IT FURTHER ORDERED, that the interim ordinance shall only apply to applications received after the effective date of this Moratorium and that any site plan applications, together with any revisions thereto, submitted prior to December 4, 2017, or demolition applications submitted prior to December 4, 2017 or associated with a site plan application submitted prior to December 4, 2017, shall be reviewed in accordance with the ordinance and regulations in effect on the date of submission; and

BE IT FURTHER ORDERED, that to the extent any provision of this Moratorium is deemed invalid by a court of competent jurisdiction, the balance of the Moratorium that shall remain shall be considered valid; and

BE IT FURTHER ORDERED, that in view of the emergency cited in the preamble above, that it is hereby found and determined by the Portland City Council that it is necessary that this Moratorium take effect immediately as an emergency pursuant to Article II, Section 8 of the City of Portland Charter.



3.03.6.1 *Coolidge Corner Interim Planning Overlay District*

- a. The Coolidge Corner Interim Planning Overlay District (CCIPOD) consists of the parcels outlined in the map titled “Coolidge Corner Interim Planning Overlay District- November 2005” prepared by the Town of Brookline, bearing the signatures of the members of the Planning Board and on file in the office of the Town Clerk.
- b. The area covered by the CCIPOD consists of M-2.5, M-2.0, M-1.5, M-1.0 and G-1.75 (CC) districts in the vicinity of the intersection of Beacon Street and Harvard Street. This area has a commercial core with dense residential neighborhoods surrounding it. Residential density in the area is very high- over 15 persons per acre. Most of the area is developed, although some open spaces remain on the periphery. Buildings in the area were generally constructed in the early to mid-1900’s, although some older buildings remain. This is an area of Brookline where significant development pressures- particularly for denser residential developments- are resulting in pressure to tear down existing structures and replace them with larger ones.
- c. The CCIPOD is being created to provide the Town with a window of opportunity to create a Coolidge Corner District Plan that will provide strategies for neighborhood conservation while maintaining and enhancing the commercial core of the area. The existing zoning districts permit a level of residential development in the area that threatens the character and quality of existing neighborhoods and the commercial core.
- d. The Brookline Comprehensive Plan calls for the creation of a Coolidge Corner District Plan, and that a CCIPOD should be created during the development of the District Plan. According to the Comprehensive Plan, “[t]he interim zoning regulations ... established during the study period will ensure that an area is not subjected to inappropriate development proposals. After the ... District Plan is complete, the interim zoning might be replaced with new, permanent zoning consistent with the findings of the planning study.” (*Brookline Comprehensive Plan*, p. 34)
- e. The Coolidge Corner District Plan will be a one year planning process directed by the Department of Planning and Community Development and guided by a District Planning Council of residents, businesspersons, and other interested parties. According to the Comprehensive Plan, “[d]istrict Plans would conduct buildout analyses and alternative development scenarios for each district, and then develop a vision for a preferred future of the district. The District Plans would then develop strategies for these areas in a variety of subject areas, including regulatory tools, development preferences, transportation issues, and open space priorities.” (*Brookline Comprehensive Plan*, p. 34) A full scope for the district planning process is available from the Department of Planning & Community Development.
- f. The CCIPOD will be effective until April 30, 2007. While some zoning changes have been submitted to the Fall 2006 Town Meeting, as anticipated, the Coolidge Corner District Planning Council believes that an additional six months are required to complete the zoning work as part of its charge. The District Planning Council shall, prior to the completion of its work, hold a

public hearing, and the Department of Planning and Community Development shall present a report to the Board of Selectmen by no later than March 15, 2007. For parcels within the CCIPOD, the following sections of the Zoning By-Law will be replaced or amended:

- Replacing Principal Use 6 (multiple or attached dwelling units over 2 units) of Section 4 with the table in h. below;
- Adding additional criteria outlined in h. below to those in Section 9.05, regarding conditions for approval of special permits.

h.

1. Multiple or Attached Dwelling Units: For parcels within the CCIPOD, Principal Use 6 in Section 4 shall be governed by the following use table:

Property within the Coolidge Corner Interim Planning Overlay District	
6. Multiple or attached dwelling other than the preceding item divided into dwelling units each occupied by not more than one family but not including lodging house, hotel, dormitory, fraternity or sorority. * Compliance with §4.08 required if containing 6 or more dwelling units. In L and G districts, the ground floor of a building must have no more than 40% of its frontage along a street devoted to residential use, including associated parking or lobby use. A development of three to five units may be permitted by special permit as provided in Section 9.05 and Section 3.03.6.1.h.2	No*

2. Special Permits in the CCIPOD: For parcels within the CCIPOD, any applicant for a special permit shall be required to obtain an additional finding that they meet CCIPOD Interim Guidelines. These Interim Guidelines shall be adopted by the Planning Board pursuant to Section 5.09.4.n. after holding a public hearing, and shall be adopted within 60 days of the approval of this CCIPOD by Town Meeting. All special permit and variance applications must meet these conditions in addition to any conditions outlined in Section 9.05 or elsewhere in the

Zoning By-Law. These Interim Guidelines shall include, but need not be limited to, the following general items:

- Relationship of proposed developments to the existing neighborhood
- Relationship of proposed developments to the street edge
- Materials, massing and scale of proposed developments

3. Underlying Zoning: In all other ways the underlying zoning districts shall continue to apply to parcels within the CCIPOD. In cases of conflicts between this Section 3.03.6.1. and the remainder of the Zoning By-Law, this Section 3.03.6.1. shall govern.
4. Applicability/Exemptions: The terms and conditions of the CCIPOD shall not apply to any proposed development within the area covered by the CCIPOD if the development review process - including the filing of an application for a special permit; variance or beginning the major impact project review process under Section 5.09.3.b. - began prior to September 15, 2005, the date when the Planning Board advertised the notice of hearing on the proposed CCIPOD.



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Community Members Show Support for Proposed Uptown Eco-Innovation District

By [LIZ REID \(/PEOPLE/LIZ-REID\)](#) • MAY 12, 2015

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(http://mediad.publicbroadcasting.net/p/wesa/files/styles/x_large/public/201505/8017276206_a84345d34d_z.jpg)

The city of Pittsburgh expects a wave of development as plans for a bus rapid transit line through Uptown move forward.

CREDIT FLICKR USER JON CASSIE

Real estate agent Helen Perilloux has lived in Pittsburgh's Uptown neighborhood for nine years, and says off the top of her head, she can think of about 30 buildings that have been demolished in that time.

Only one has been replaced with a new structure, she told Pittsburgh City Council President Bruce Kraus and members of the City Planning Department at a public hearing Tuesday.

"I get calls every week from people looking to move to Uptown, but we do have a dwindling housing supply," Perilloux said. "As you know, most of these demolitions have occurred without a plan for redevelopment, so we're stuck with a

lot of vacant lots right now."

Tuesday's public hearing concerned a proposed Interim Planning Overlay District, or IPOD, for Uptown. The designation would put tighter controls on any building and demolition in the area, ahead of a wave of development expected to occur when the Port Authority of Allegheny County runs a bus rapid transit line through Uptown from Oakland to downtown.

Justin Miller, senior planner with the city of Pittsburgh, said construction projects would also face increased public scrutiny during the 18-month IPOD period.

The goal is to put the brakes on the trend of building demolition and the establishment of surface parking lots while the city figures out how best to manage the proposed "eco-innovation" district slated for Uptown (<http://wesa.fm/post/uptown-become-urban-laboratory-sustainable-development>).

The plans are a key part of the city's P4 Initiative (<http://wesa.fm/post/p4-initiative-pittsburgh-looks-future-development>), which prioritizes performance, place, planet and people in development projects. City Planning Director Ray Gastil told City Council in April that they want to take a district-wide approach to issues such as stormwater management, energy, and transportation.

About half a dozen Uptown residents spoke at Tuesday's hearing, and all were supportive of the city's plans. Some residents had even taken it upon themselves to begin rehabilitating the hillsides.

"We are working with the watershed and the natural eco-system up there, how the hillside is setup, we are actually reinforcing the infrastructure for soil retention, to retain the hillside so it doesn't come down," said horticulturalist Dennis Raspanti.

Resident Don Johnson said Uptown community members are advocating for specific initiatives that would fit within the city's eco-innovation theme.

"We've come up with a very lengthy list of sustainability-minded projects, involving urban farms, community gardens, food forests, and we also have plans to control the water flow and set up irrigation systems and establish animal habitats," Johnson said.

James Noschese spoke on behalf of the Pittsburgh Association for the Deaf, which is located on Forbes Avenue, and said he wanted to make sure that plenty of parking spaces remained nearby for the organization's 320 members.

Pittsburgh City Council is slated to discuss the IPOD proposal at their committee meeting next Wednesday.

TAGS: [UPTOWN \(/TERM/UPTOWN\)](#) [DEVELOPMENT \(/TERM/DEVELOPMENT\)](#)

[SUSTAINABILITY \(/TERM/SUSTAINABILITY\)](#) [BUILDING INNOVATION \(/TERM/BUILDING-INNOVATION\)](#)

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APR 1, 2015



SAN FRANCISCO PLANNING DEPARTMENT

New Planning Code Summary

Interim Controls: Large Residential Projects in RH-1, RH-2, and RH-3 Zoning Districts

Amended Sections:	134 and 136
Case Number:	Board File No. 150192 & 160989 Enactment Nos: 076-15 and 461-16
Legislative Sponsor:	Supervisors Wiener
Effective Date:	March 20, 2015
Expiration Date	March 20, 2017

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

These Interim Controls apply only to parcels zoned RH-1, RH-2, or RH-3, and located within the area bound by Market Street, Clayton Street, Ashbury Street, Clifford Terrace, Roosevelt Way, Museum Way, the eastern property line of parcel 2620/063, the eastern property line of parcel 2619/001A, and Douglass Street. These interim controls apply to all applications for residential development in the area covered by the controls where a final site or building permit has not been issued as of the effective date of the Interim Controls.

The Way It Was:

1. Properties located within the area affected by the Interim Controls zoned RH-1 were permitted to cover up to 75% of the lot without seeking a Variance or Conditional Use authorization.
2. Properties zoned RH-2 and RH-3 within the area affected by the Interim Controls were permitted to cover more than 55% of lot based on averaging the depths of the adjacent buildings without seeking a Variance or Conditional Use authorization.
3. For all properties located within the area affected by the Interim Controls, encroachments into the required rear yard were permitted if the applicant obtained a Rear Yard Variance.
4. For properties located within the area affected by the Interim Controls, there were no requirements for Conditional Use Authorization based on the size of a proposed addition.

The Way It Is Now:

Parcels zoned RH-1, RH-2 and RH-3 located within the within the area affected by the Interim Controls are subject to the following requirements for the next 18 months:

1. Conditional Use authorization is required for any residential development, either as an addition to an existing building or as a new building that results in greater than 55% lot coverage. Lot coverage is interpreted to mean how much of the lot a building covers, and not how far the building extends into the lot.
2. Conditional Use authorization is required for any residential development that will result in total residential square footage exceeding 3,000 gross square feet on a parcel if the residential development will occur on a vacant parcel;
3. Conditional Use authorization is required for any residential development that will increase the total existing gross square footage on a developed parcel in excess of 3,000 square feet and by (a) more than 75% without increasing the existing legal unit count or (b) more than 100% if increasing the existing legal unit count; and

The Interim Controls outline the following findings for Conditional Use authorization:

1. Planning Commission shall only grant a Conditional Use authorization allowing residential development to result in greater than 55% lot coverage upon finding unique or exceptional lot constraints that would make development on the lot infeasible without exceeding 55% total lot coverage, or, in the case of the addition of a residential unit, that such addition would be infeasible without exceeding 55% total lot coverage.
2. The Planning Commission, in considering a Conditional Use authorization in a situation where an additional new residential unit is proposed on a through lot on which there is already an existing building on the opposite street frontage, shall only grant such authorization upon finding that it would be infeasible to add a unit to the already developed street frontage of the lot.

The link to signed legislation:

<https://sfgov.legistar.com/LegislationDetail.aspx?ID=2230063&GUID=528EB9C9-7D8B-4998-86AC-3917F888023F&Options=ID|Text|&Search=150192>



Memorandum

Planning and Urban Development Department

Planning Division

To: Mayor Strimling and Members of the City Council
From: Christine Grimando, Senior Planner
Date: December 15, 2017
Re: R-6 Munjoy Hill Moratorium
Meeting Date: December 18, 2017

At the December 11, 2017 City Council Workshop a request was made for additional data regarding total buildings in the R-6 zone and total demolitions, as well as an update on any applications in-process that would be impacted by the proposed R-6 moratorium. Below are total buildings, demolitions since mid-2015, and percentage of demolitions for all of the R-6 and for Munjoy Hill specifically. Data on city buildings is taken from a map file that is not updated on a regular basis, and so the totals listed below are inexact totals. The total number of buildings standing in the R-6 zone today may vary slightly, but the data effectively gives an order of magnitude of the changes being experienced.

	Totals	Demolitions	Percentage of Total
Buildings in the R6 All	3,215	17	0.53%
Buildings in the R6 Munjoy Hill Only	1,149	13	1.13%

Total demolitions have altered since the December 6th Planning Board communication that was forwarded to the City Council for their most recent workshop. The most recent list, with addresses, is included below, and shows 13 demolitions on Munjoy Hill, and four demolitions elsewhere in the zone.

Address	Location
107 Monument Street	Munjoy Hill
16 Morning Street	Munjoy Hill
30 Merrill Street	Munjoy Hill
31 Fore Street	Munjoy Hill
34 Howard Street	Munjoy Hill
40 Quebec Street	Munjoy Hill
44 Quebec Street	Munjoy Hill
5 Cumberland Avenue	Munjoy Hill
5 Merrill Street	Munjoy Hill
67 Merrill Street	Munjoy Hill
9 Merrill Street	Munjoy Hill
9 Moody Street	Munjoy Hill
95 Cumberland Avenue	Munjoy Hill
161 York Street	Not Munjoy Hill
22 Tate Street	Not Munjoy Hill
70 Anderson Street	Not Munjoy Hill
17/19 Dow Street	Not Munjoy Hill

The list of demolitions only includes demolition permits issued since April 2015 through December 15, 2017 in the R-6 zone. Not included in the list are demolition permits issued prior to this period, demolition permits issued in other zones, properties for sale that could potentially be demolitions, or speculation on building permits that might be applied for in the future.

Open projects that were submitted prior to the moratorium effective date include:

1. **25 Monument Street.** An application has been submitted for a 5-unit building to replace an existing 3-unit building. A demolition permit for the existing building has been applied for. As the application includes elimination of three housing units, it is subject to the City's Housing Replacement requirements; funds will be held in escrow until the new building is complete. The application requires Planning Board review.

Under the proposed moratorium, this project could be reviewed after 45 days under interim review standards. The demolition portion of the project would be subject to a six-month delay.

2. **24 St. Lawrence Street.** An application has been submitted for a 5-unit building to replace an existing 2-unit building. The project includes demolition of the existing building. The application requires Planning Board review.

Under the proposed moratorium, this project could be reviewed after 45 days under interim review standards. The demolition portion of the project would be subject to a six-month delay.

3. **9 Moody Street.** An application has been submitted for a 2-unit building to replace an existing 2-unit building. The building has been demolished. The application requires Planning staff review.

Under the proposed moratorium, this project could be reviewed after 45 days under interim review standards.

4. **40 O'Brien Street.** An application has been submitted for a 2-unit project. No demolition required. The application requires Planning staff review.

Under the proposed moratorium, this project could be reviewed after 45 days under interim review standards.

Both the 45-day and the six-month timeline are as of the effective moratorium date of December 4th.

In addition to any interim provisions implemented for new projects in the 45-day window, all of the above, whether reviewed by Planning staff or the Planning Board, are subject to the standards of the City's Land Use Code, and subject to the R-6 design guidelines, which can be found in Appendix 7 here:

<http://www.portlandmaine.gov/DocumentCenter/View/3415>.



Jennifer Munson <jmy@portlandmaine.gov>

Fwd: R-6 Munjoy Hill Audit

Jeff Levine <jlevine@portlandmaine.gov>
To: planning@portlandmaine.gov

Tue, Jan 2, 2018 at 11:25 AM

For the record on the Munjoy Hill IPOD item.

Jeff Levine, AICP
Director
Planning & Urban Development Department
[389 Congress Street 4th Floor](#)
[Portland, Maine 04101](#)
Phone [\(207\)874-8720](#)
Fax [\(207\)756-8258](#)
<http://www.portlandmaine.gov/planning>
[@portlandplan](#)

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

From: **Caitlin Cameron** <ccameron@portlandmaine.gov>
Date: Thu, Dec 28, 2017 at 10:55 AM
Subject: Fwd: R-6 Munjoy Hill Audit
To: "Levine, Jeff" <jlevine@portlandmaine.gov>

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

From: **Liv Chase** <livchase@yahoo.com>
Date: Tue, Dec 26, 2017 at 7:35 PM
Subject: R-6 Munjoy Hill Audit
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Hi Caitlin,

I attended the city council meeting 2 weeks ago in regards to the moratorium for the R-6 zone on Munjoy Hill. I do not have a particular opinion in regards to this moratorium passing, I am however apprehensive about the idea of the R-6 audit. Until this time, I was not aware that there was a plan to revise the zoning code in the R-6 zone on Munjoy. I own 6 properties on Munjoy Hill. I choose this location over the West End because I did not want to be subject to the guidelines of the historic district.

How can I become involved in the process and provide public input? Do you have a copy of the work to date on the audit that you can provide?

Thanks,
Liv Chase
livchase@yahoo.com
[207-522-4345](tel:207-522-4345)

--

Caitlin Cameron, AICP, Associate AIA, LEED AP
Urban Designer
Planning & Urban Development Department
[389 Congress Street](#)
[Portland, ME 04101](#)
phone: [\(207\) 874-8901](tel:(207)874-8901)
email: ccameron@portlandmaine.gov



Jennifer Munson <jmy@portlandmaine.gov>

Re: Munjoy Hill Moratorium

1 message

Barbara Barhydt <bab@portlandmaine.gov>

Tue, Jan 2, 2018 at 1:06 PM

To: Jennifer Munson <jmy@portlandmaine.gov>

Cc: Christine Grimando <cdg@portlandmaine.gov>, Caitlin Cameron <ccameron@portlandmaine.gov>

I would put it in the R-6 folder. It is not related to St. Lawrence, so it should not go there. I am adding Caitlin and Christine to this. If there is an IPOD folder, it should be added to that as well.

Thanks.

Barbara

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov

On Tue, Jan 2, 2018 at 11:37 AM, Jennifer Munson <jmy@portlandmaine.gov> wrote:

Where would be the best place to file this public comment? Is there an IPOD project folder? Should I put it under R6 and the St. Lawrence project?

Jennifer Munson, Office Manager
Planning and Urban Development
City of Portland
389 Congress St., 4th Floor
Portland ME 04101
jmy@portlandmaine.gov
(207) 874-8719
(207) 756-8258 (fax)

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

From: **Jeff Levine** <jlevine@portlandmaine.gov>
Date: Tue, Jan 2, 2018 at 11:24 AM
Subject: Fwd: Munjoy Hill Moratorium
To: planning@portlandmaine.gov

For the record on the Munjoy Hill IPOD.

Jeff Levine, AICP
Director
Planning & Urban Development Department
389 Congress Street 4th Floor
Portland, Maine 04101
Phone (207)874-8720
Fax (207)756-8258
<http://www.portlandmaine.gov/planning>
[@portlandplan](https://twitter.com/portlandplan)

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

From: **Mark MacLeod** <mark_k_macleod@yahoo.com>
Date: Thu, Dec 28, 2017 at 10:33 AM
Subject: Munjoy Hill Moratorium
To: "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>

Cc: Harry Hepburn <hhepburn@briburn.com>, Roberta DiDonato <roberta_didonato@yahoo.com>

December 28, 2017

Mr. Jeff Levine
Director, Planning & Urban Development Department
[389 Congress Street](#)
[Portland, Maine 04101](#)
via email: jlevine@portlandmaine.gov

Dear Mr. Levine,

I'm writing about my concern with the recently-imposed moratorium in the Munjoy Hill area. This letter is an appeal for little to no changes to the current R-6 zoning rules.

In 2016, I purchased the house and adjacent yard at 32-36 St. Lawrence St. The property's marketing brochure showed the potential for a large, contextually-inappropriate 6-unit condo after tearing down the house. Instead, I split the lot, sold the house and kept the yard for building our retirement home. When planning our home, I also agreed to protect the water views and preserve off-street parking for the lovely couple who bought the house.

Several months ago, I contracted BriBurn Architects to design our single-family home on the empty lot at [32 St. Lawrence St.](#) The current R-6 zoning rules allow me to build to a height of 45' which would allow unobstructed ocean views high up on St. Lawrence St. I have asked BriBurn to design a building that is contextually appropriate – that is, in a more classic Munjoy Hill style, with gables, dormers, and perhaps bay windows - and allows us to 'age in place'. The current building design has a lot coverage that is well below the allowable 60%. I was hoping to break ground in the first half of 2018.

Now, after spending \$350,000, my plans are up in the air as a result of the moratorium. I may have to scrap plans altogether if the regulation changes are too onerous. My preference is to submit my Level 1 application in early February, after the 65-day moratorium expires, based on the existing design standards and zoning regulations.

I can understand the concerns about style and context but it seems impossible to dictate this in a place like Munjoy Hill where many diverse styles have existed for decades – from mansions on the Eastern Prom to basic boxes such as the unappealing, older 6-unit property at [102 Morning St.](#) I think the horse is out of the barn when it comes to trying to dictate style. I also think the current R-6 dimensional requirements are sufficient to protect adjacent homeowners in this diverse city setting.

I will be in Portland from January 16-18 and would like to meet with you or staff in your department to understand the direction of possible changes to the design standards and regulations. Can you suggest a time to meet?

Regards,

Mark MacLeod
mark_k_macleod@yahoo.com
709-699-1616

Fwd: Follow-Up to 12/22/2017 Meeting with Jeff Levine

Christine Grimando <cdg@portlandmaine.gov>
Draft

Fri, Jan 5, 2018 at 10:59 AM

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

From: **Karen Snyder** <karsny@yahoo.com>
Date: Fri, Dec 22, 2017 at 2:10 PM
Subject: Follow-Up to 12/22/2017 Meeting with Jeff Levine
To: Jeff Levine <jlevine@portlandmaine.gov>
Cc: Pa Ag <pagopian1@yahoo.com>

Hi Jeff,

Thank you for taking time to speak with us. We felt it was very informative.

Since you had indicated that your dept will probably not be coming up with interim standards until right before the meeting of January 9, 2018 with the Planning Board, we hope you will consider the below suggestions that a group of us Munjoy Hill properties owners felt it was appropriate for the interim. (Below is the handout that we gave you during the meeting)

We would like to be involved as much as possible with interim and strategic design changes for Munjoy Hill. We feel it is even with greater significance/importance knowing that at this past Monday's moratorium vote, Greater Portland Landmarks had indicated approximately 2/3 which is 500 of 750 Munjoy Hill properties that have "historic architecture significance".

Please let us know if you have any questions, feedback or assistance in this very important matter.

Have a relaxing and great holiday.

Regards,
Karen Snyder and Paula Agopian

Interim R6 Changes Suggested to Jeff Levine

Specification	Before 2015	After 2015	Interim on Munjoy Hill
Min. Lot Size	4,500 sq ft	2,000 sq ft	
Min. Lot Area/Dwelling Unit	1,000 sq ft for 1-3 unit 1,200 sq ft greater than 3 units	725 sq ft	1,000 sq ft for 1-3 unit 1,200 sq ft greater than 3 units
Min. Street Frontage	40 feet	20 feet	
Min. Front yard setback	10 feet or average dept of adjacent front yards	5 feet	
Min. Rear Yard Setback	20 feet	10 feet	20 feet
Min. Side Yard Setback	20 feet	5 feet can be 0 under certain circumstances	10 feet
Side Yard on Street Side	10 feet	0 feet	10 feet
Max. Lot Coverage	40% greater than 20 units 50% less than 20 units	75%	
Min. Lot Width	50 feet	20 feet	

Max. Height	45 feet	45 feet R-6A 65 feet	35 feet
Landscaped Open Space	20% less than 20 units 30% 20 or more	20% not including parking areas or impervious services	
Density Min. Floor Area	1,000 sq ft 1-3 units 1,200 sq ft 4-36 units	725 sq ft	
Parking	1 space per unit	0 for up to 3 units 1 space 4 units or more.	1 space per unit



PLANNING BOARD REPORT PORTLAND, MAINE

Level III Subdivision and Site Plan
21 unit multi-family development
“Building 1” of the Sea Coast at Baxter Woods Planned Senior Community

583-605 Stevens Avenue
Sea Coast at Baxter Woods Associates, LLC , Applicant

Project #2017-188 (Subdivision & Site Plan)
CBL: 136 E006001

Submitted to: Portland Planning Board Public Hearing Date: January 9 th , 2018	Prepared by: Jean Fraser, Planner Date: January 5 th , 2018
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I. INTRODUCTION

Licht Environmental Design, LLC, on behalf of Sea Coast at Baxter Woods Associates LLC, has requested final approval to the Level III Subdivision and Site Plan application for the construction of a four story 21-unit residential building. The project was considered at a Planning Board workshop on October 24, 2017.

This proposal is the second phase of the Master Plan Development approved in 2016 and follows on from the first phase conversion of the existing adjacent Motherhouse building now being completed. The site is currently part of the grounds of the Motherhouse and within a 9 acre lot #4 zoned R5 and R5A. The 2015 Zoning amendment (to R5A) and the 2016 Master Plan anticipated that Lot #4 would be developed for a total of 5 new buildings, totaling up to 161 units; this project comprises the first new building.

The proposed building would have a footprint of 11,743 square feet, with three stories of residential development (21 two-bedroom units) over a parking garage containing 28 parking spaces (14 additional parking spaces are proposed nearby). Access is primarily from the recently created Walton Street driveway, and from minor drives in Steven Avenue.

The proposed units will be market -rate. The principle of applying the 66 affordable housing units in the Motherhouse (now under construction) to address the Workforce Housing requirement was agreed in principle during the MDP review as confirmed by the Housing Program Manager ([Attachment 6](#)).

This Hearing was noticed to 122 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on January 1st and 2nd, 2018. A Neighborhood Meeting is required and was held on Thursday October 12th, 2017.



Applicant: Sea Coast at Baxter Woods Associates, LLC
Consultants: Licht Environmental Design, LLC (Rick Licht)
Stantec (Steve Bushey)
Archetype (David Lloyd, Architects)
Carroll Associates (Pat Carroll)

Required reviews:

Applicant's Proposal	Applicable Standards
New structure of 21 dwelling units	Subdivision Review
Multifamily building of 45,013 square feet	Level III Site Plan Review

Waiver Requests:

Waiver Request	Applicable Standards
That the parking aisle located to the east side of the building (accessing 6 parking spaces) be reduced to 22 feet to minimize the pavement area and encroachment on the adjacent athletic fields.	The Technical Manual Section 1.14 and figure 1.27 require a 24 foot wide parking aisle. The applicant submitted additional information to support the waiver request and the Traffic Engineering reviewer supports the waiver request (<u>Att. 2</u>)

II. PROJECT DATA

SUBJECT	DATA
Existing Zoning	R5 and R5A
Existing Use	Grounds of Motherhouse
Proposed Use	Residential
Parcel Size	Lot 4: 9 acres Site of this building: approx. 1.5 acres
Impervious Surface Area	
--Existing	5,204 sq ft
--Proposed	20,865 sq ft
--Net Change	15,661 sq ft
Total Disturbed Area	59,600 sq ft
Building Footprint	
--Existing	0
--Proposed	11,743 sq ft
--Net Change	11,743 sq ft
Building Floor Area	
--Existing	0
--Proposed	45,013 sq ft
Residential	
- Existing # units	0
- Proposed # units	21 two bed units
Parking Spaces	28 in garage on lowest floor; 14 outside
Bicycle parking Spaces	9
Estimated Cost of the Project	\$7,000,000

III. EXISTING CONDITIONS

Site History

The site was the location for a convent in the late 19th century for the Sisters of Mercy in Portland and originally included a church. Other uses were introduced over the years:

- The Maine Girls' Academy: A girl's school founded in 1881 (later expanded into what was known as Catherine McAuley High School in 1971); the expansion of the playing fields at the back was carried out in the last 10 years;
- St Catherine's Hall: Constructed in 1888 as St Joseph's Home for Aged Women, which later became St Joseph's College from 1917 to 1954 (now 18 apartments for Sisters of Mercy that will remain for the foreseeable future);
- The Motherhouse (see photo right): completed in parts between 1909 and 1921, which was the home of up to 300 nuns and closed about 10 years ago. The applicant applied for this building to be included on the national register of historic landmarks and it was so designated in March 2017. It has not yet been added to the local list of landmarks.



Site conditions

The site of the proposed new building is immediately adjacent to the Motherhouse, currently being refurbished for 88 small apartments. It is largely grassed with some smaller trees near Stevens Avenue and the remains of a former “allee” made up of mature trees crossing the site at the rear. The site includes historic fencing just behind the Stevens Avenue sidewalk and the remains of historic/religious items associated with the original use.

Baxter Woods is located to the south of the site and is the subject of an ongoing assessment and improvement program in association with the developers (see MDP approval letter in [Attachment 8](#)). To the west of the site is Stevens Avenue with Evergreen Cemetery across the street, and to the east is the remainder of Lot #4 (currently athletic fields).



IV. BACKGROUND

The proposed new building is the second phase of a 5 phase project that was subject to rezoning (to part R5A) in 2015 and to Master Development Plan review and approval in 2016 ([Attachment 8](#)). The previous reviews are summarized below:

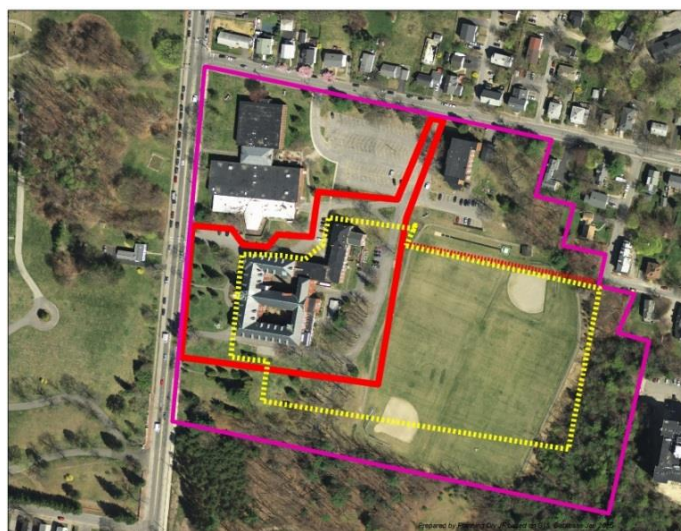
<u>Subject of application</u>	<u>Application Date</u>	<u>PB Workshop(s)</u>	<u>PB Hearing approval</u>	<u>City Council approval</u>
Rezone larger site (approx 20 acres) to R5A senior housing/congregate care	April 2015	April 2015	May 2015	July 6, 2015
Amendment to R5A Text	April 2015	April 2015	May 2015	June 15, 2015
Convert Motherhouse (part in R5A) to 88 senior units, incl. 66 units of affordable housing (Ph 1)	June 2015	July 2015	August 2015	N/A
Subdivision of the entire approx. 20 acre site into 4 lots	June 2015	July 2015	August 2015	N/A
Master Development Plan for Lots 3 & 4	February 2016	March 2016	June 2016	N/A

Subdivision into 4 lots

The Planning Board approved (August 2015) the creation of an overall Subdivision to define the following 4 lots within the overall site (The plan at right shows the R5A zoning in yellow dots, Lot #3 in red outline, and Lot#4 is the southern part of the purple outlined area).

- Lot 1: St Catherines Hall (2.36 acres)
- Lot 2: The Maine Girls' Academy (formerly Catherine McAuley High School) (3.18 acres)
- Lot 3: Motherhouse (4.39 acres)
- Lot 4: Open area and fields (9.05 acres)

The Master Development Plan applies to Lot 3 (Motherhouse building) and Lot 4 (land to south and east of motherhouse building, for senior housing) as Lots 1 and 2 are anticipated to remain as existing for the period of the Master Development Plan.



IV PLANNING BOARD WORKSHOP DISCUSSION AND PUBLIC COMMENT

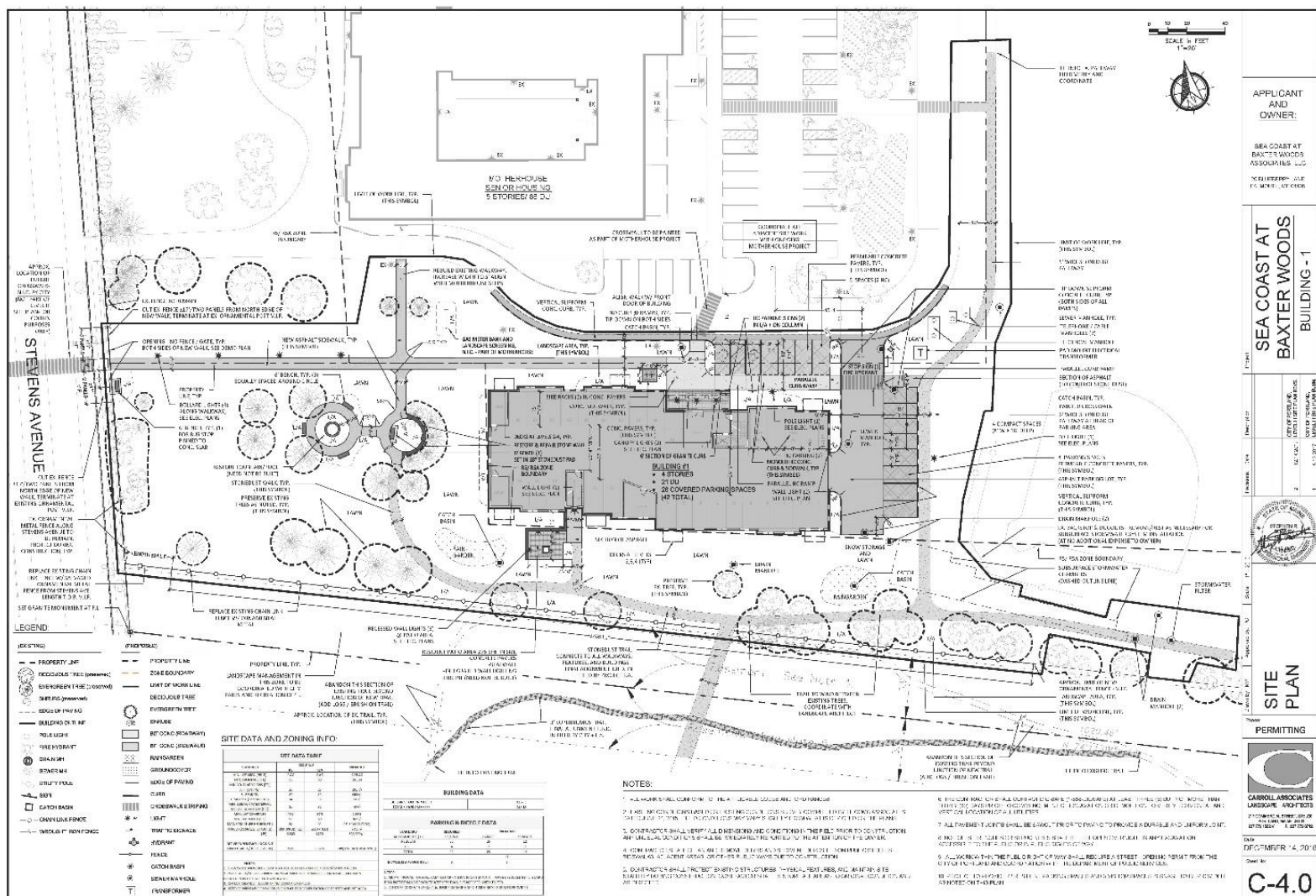
At the Planning Board workshop on October the Board requested design refinements and that the bus stop bench would be better located within the garden area with some form of protection. There were no written or spoken public comments at the Workshop.

V. PROPOSED DEVELOPMENT

The proposals are described in detail in Attachment B and illustrated in the Plan Set. The final Site Plan is extracted below (circles trees are preserved- this plan does not show proposed trees).

Key elements include:

- New four story building
- Parking for 28 cars beneath the building
- Open parking for 14 vehicles
- Paths and walkways linking to Stevens Avenue, Baxter Woods and Walton Street
- Preservation of existing vegetation and new planting
- Patio between the building and Baxter Woods and two landscape features
- Two raingardens and associated stormwater management
- Bench at back of the ROW (with easement) for bus passengers
- Historic fencing to be restored, with 2 small sections removed to open up the Stevens Avenue landscaped area
- Existing chain link fencing to be replaced with decorative metal fencing



VI. STAFF REVIEW

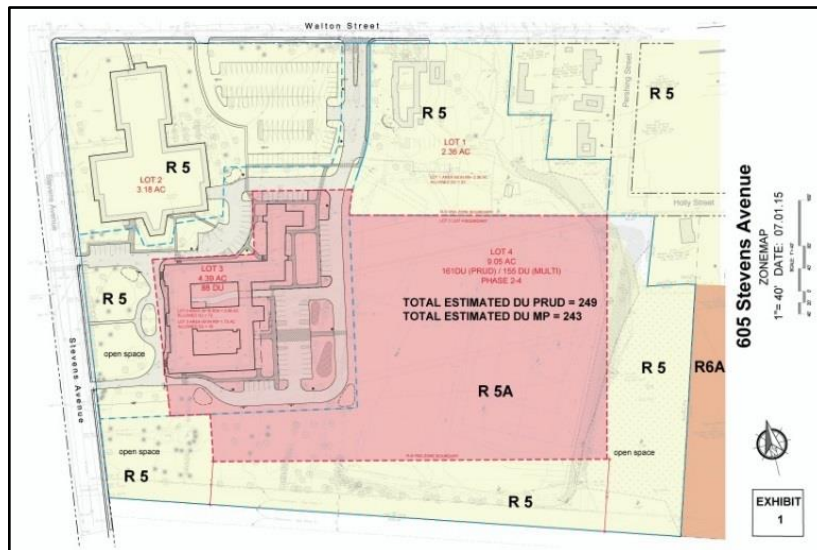
A. RIGHT, TITLE AND INTEREST and FINANCIAL CAPABILITY

The applicant has submitted the deeds that document ownership of the site ([Attachment C](#)).

The applicant has submitted a letter confirming financial capability from the Bath Saving Institution (Att. I).

B. ZONING ASSESSMENT

The zoning assessment is framed by the City Council decision in 2015 that amended the Planning Board recommendation. The Planning Board had recommended that all of Lots 3 and 4 to be rezoned to R5A. In response to public comments, the City Council approved a smaller final boundary of the R5A zone (shown right) which allows for a maximum of 249 dwellings on the Lot 3 (Motherhouse) and Lot 4 (land to south and east of Motherhouse) of the site. This number of dwellings was based on the entire land area of both zones with pro-rata densities. The zone boundaries are not the same as the property or lot boundaries.



The applicant has submitted a zoning analysis that includes the calculations that informed the zoning boundaries ([Attachment F](#)). While the R5 PRUD requirements were used in the calculations, the Master Development Plan did not specify that the project would be considered a PRUD and it is essentially multi-family. However, the key dimensional requirements are the same for the PRUD and multifamily uses, and the proposed new building meets the dimensional requirements as applied to the R5 and R5A zones.

C. COMPLIANCE WITH MASTER DEVELOPMENT PLAN REQUIREMENTS

The MDP requirements and conditions that apply specifically to this site plan proposal are reviewed below:

Overall site plan and phasing

The applicant has outlined how the proposals confirm to the approved MDP ([Attachment U](#)) and staff generally agree with this assessment

Traffic and Parking

The MDP approval ([Attachment 8](#)) includes two conditions that require monitoring and the Traffic Engineer has confirmed that the monitoring be deferred as the Motherhouse conversion had not been completed (Att. 2):

- *The MDP Condition of Approval requires a Traffic Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I support this postponement given the low trip generation estimate prepared by the applicant.*
- *The MDP Condition of Approval requires a Parking Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I would note that this phase of the project is providing two parking spaces per residential unit and thus the supply would be expected to adequately serve demand. The monitoring study is intended to quantify if less than two parking spaces per residential unit is appropriate. I support this postponement.*

The MDP approval required two specific actions related to traffic as noted below by the Traffic Engineering reviewer, and these requirements have been reiterated in the suggested conditions of approval for this site plan:

- *The MDP Condition of Approval requires the installation of a crosswalk and associated improvements at the Stevens Avenue/Walton Street intersection. The applicant is required to implement these improvements prior to occupancy of the proposed building.*
- *The MDP Condition of Approval requires parking regulation changes on Stevens Avenue at the Motherhouse egress driveway. The applicant shall provide specific details on this and implementation schedule.*

Transit/bus shelter – The MDP approval included requirements for a bus shelter and this is discussed below under Section VI E.

Baxter Woods

As part of the MDP review the applicant entered into an agreement to work with the City to ensure Baxter Woods remained the natural open space it was intended to be - the MDP approval letter documents the agreement (Attachment 8). The first part of that work involves a “base” assessment of Baxter Woods which started recently.

The trail link between the site and Baxter Woods (near the proposed building) was shown in the MDP approved phasing to be part of this phase and has been incorporated into the final plans. The proposals include replacement fencing and a new gate at the same location as the existing fence and it is understood that the area between the fence and Baxter Woods will become a Conservation Easement with some tree planting to be agreed with the City Arborist. (The other proposals shown on the Landscape Plan are not part of the current Site Plan implementation).

Lighting

The MDP included the following condition:

- i. *That the site plan applications for the new buildings nearest to Baxter Woods shall include an analysis and supporting information as to how all light sources (buildings, vehicles and site lighting) are proposed to be minimized to avoid impacts on the wildlife attracted to and in Baxter Woods; and*

The final proposals include lighting in the patio area and open parking which are on the Baxter Woods side of the project, and there is no analysis of the potential impact of these lights although the submitted photometric plan shows there is no trespass. A suggested condition of approval requires further information and increased screening of these areas from Baxter Woods.

Easements and Stormwater/Utility analysis conditions - the site plan submissions address these MDP conditions.

Design

The approved Master Development Plan (Attachment 8, conditions ix and xi) required future development to meet design standards that were termed an *Architectural Characteristics Summary* that outlined the objectives for the five new buildings to be developed on Lot #4.

The Design Review for the workshop (Attachment 1) considered the proposed design in the context of the MDP standards and noted that there were several areas where further consideration was needed:

- Greater emphasis and visibility for the entrance;
- Simplification of the roofline;
- Proportions to better match those of the Motherhouse; and
- Use of materials in several locations.

The applicant has submitted revised elevations and rendering (Plans P17 and P18) to address the Planning Board and Urban Design staff review comments at the October PB workshop. The Design Review comments confirm that the revised design is considered to meet the MDP design standards (Attachment 1).

Below is the rendered elevation as presented to the October PB Workshop and the revised elevation:

*As proposed in October
2017:*



*As proposed in January
2018:*



D. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements: The applicant has submitted a draft plat for the subdivision of the new building into 21 units (Plan P3) which is generally acceptable but needs to add references related to the suggested conditions of approval.

14-497. General Requirements (a) Review Criteria

Water, Air Pollution and Soil Erosion

The applicant has submitted Erosion Control and related information in Attachments O and T. These have been reviewed by the Peer Engineer and are acceptable subject to a suggested condition of approval regarding details (Attachments 4). The PWD capacity letter was included in the submissions.

Traffic

The applicant has submitted a traffic analysis (Attachment J) which was reviewed by the City's consultant Traffic Engineer reviewer Tom Errico. Mr Errico agreed that low traffic volumes will be generated for the proposed building and confirmed that he did not expect significant traffic impacts from this project (Attachment 2).

Sanitary Sewer/Soils/Solid Waste

The submissions included additional information which has been reviewed by the Peer Engineering Reviewer (Attachment 4) and is generally acceptable subject to a suggested condition regarding revision of details, and the wastewater capacity letter has not been received.

Scenic Beauty

The proposals include the preservation of many of the existing trees, particularly those that provide a setting for the Motherhouse and along Stevens Avenue. At the rear the new building impacts the former "allee" that extends alongside the athletic fields and into Baxter woods. This issue was considered during the MDP

review and the City Arborist confirmed at that time that the impact was acceptable because these trees were near the end of their natural lives and the new development could reinstate/reinforce the “allee” as part of the new planting. The proposals introduce new planting to re-create the allee in its historical location between the building and Baxter Woods (Plan P6), and the City Arborist has verbally confirmed that the proposed landscape plan is acceptable.

Comprehensive Plan

The project is consistent with the Housing Goals and Policies of the Comprehensive Plan.

Wetlands/Flooding

The proposals do not impact the wetlands that are along the western edge of Lot #4.

E. SITE PLAN STANDARDS

1. Transportation Standards

Traffic - Access, Circulation, Loading and Servicing, Pedestrian Accommodations

The proposals have been revised to address the Traffic Engineer review comments (Attachment 2), and meet the site plan standards.

Public Transit Access/Shelters

The Motherhouse and this phase are both required under the ordinance to provide a transit shelter and the previous financial contributions were not identified for this purpose. As noted in the comments from the Transportation Program Manager (Attachment 3), the applicant is responsible for the provision and cost of this shelter. During discussions staff had acknowledged that a standard METRO shelter may not be appropriate immediately in front of the Motherhouse and a variation (such as a bench) had been suggested. When the proposal to remove some of the existing railings was confirmed, staff suggested that the bench be located just behind the ROW on the site, as the sidewalk is narrow at this location.

The applicant has provided a bench within the site at the back of the sidewalk as an amenity for passengers waiting for the bus that will be arriving at the bus stop nearby (relocated from near Baxter Woods as agreed with METRO). Informal e-mails during the review indicated that the applicant would provide an easement and maintain the bench, and a suggested condition of approval documents this arrangement.

At the PB workshop some Planning Board members considered that the bench should be protected from the elements, and it is understood that the applicant is developing a simple cover on a slender pole to meet this objective and will confirm this detail at the hearing.

Parking

The proposals meet the zoning requirements and the parking proposals are considered acceptable subject to the waiver for the width of the parking aisle. The parking aisle/roadway width (22 feet) does not meet City standards (24 feet) and the applicant was requested to provide specific documentation/details regarding a 2-foot expansion in width. The Traffic Engineering Reviewer has commented (Att. 2):

Status: The applicant has provided specific documentation as it relates to minimizing impact to the abutting Softball Field and minimizing impervious surface area. In my professional opinion the reduced width will not create traffic circulation or safety problems and therefore I support the waiver request.

Transportation Demand Management- the proposed development does not require a TDM.

Construction Management Plan

The applicant has submitted a Construction Management Plan narrative (Att. R) and CMP graphic (Plan P19). These have been reviewed and a previous concern was the need for the access from Stevens Avenue to accommodate large trucks (Att. 2). Mr Errico's updated comment is:

Status: The applicant has noted that given the driveway's current use for Motherhouse construction, no problems have been identified. Given that this is construction of a new building and the types of vehicles accessing the site may be larger and more frequent, I would suggest that this issue be included as part of the Pre-Construction meeting for discussion.

2. Environmental Quality /standards

Landscape Preservation / Site Landscaping and Screening/Street Trees

The tree preservation proposals were reviewed in depth during the review of the MDP and the site plan proposals are in line with the MDP tree removal and planting proposals. Since the Workshop additional planting and trails have been added on the site alongside Baxter Woods and trails relocated within Baxter Woods. The site plan and landscape plan notes indicate that these will be field located in conjunction with the City Arborist. In light of the ongoing Baxter Woods Study that is being lead by the City Arborist and consultants, a suggested condition is that any work within Baxter Woods shall require the submission of plans/details for review and approval by the City Arborist, Parks, Recreation and Facilities Department, and Planning Authority.

The street tree requirement is 21 trees and Jeff Tarling has agreed that these would be placed in or near Baxter Woods; confirmation will be provided at the hearing.

Water quality, Stormwater Management and Erosion - see above under E- Subdivision Standards

3. Public Infrastructure and Community Safety Standards

Consistency with City Master Plans- the sidewalk along the site is in good condition and the sidewalk along Evergreen Cemetery was recently improved by the City..

Public Safety

Staff had noted in the Workshop Memo that there were areas without lighting along the main path connecting the Stevens Avenue sidewalk with the front door of the new building and additional bollard lighting along this path appeared to be needed. The final proposals have introduced low level bollard lighting along this path and the project is considered to have met CPTED standards.

Fire Prevention

The Fire Department has outlined a number of requirements for the construction phase ([Attachment 5](#)) and a suggested condition of approval requires these comments to be addressed.

4. Site Design Standards

Massing/Shadows; View corridors

The MDP Design Standards were developed to address these issues and the project has been revised to meet those standards (see **VI C** above).

Snow and Ice Loading- this is not considered a particular issue for the proposed building.

Historic Resources:

The proposals do not require an advisory review by the City's Historic Program Manager as they are not within 100 feet of Evergreen Cemetery and the Motherhouse is not locally listed as a landmark. The applicant has advised that the State Historic Preservation Office will be reviewing the proposals.

The scale and footprint of the proposed building is designed to make the new building recessive in relation to the Motherhouse, and the planting and open area along the Stevens Avenue frontage is similar in appearance to existing though more accessible to the public.



Exterior Lighting

The applicant has submitted lighting cuts and a Photometric Plan ([Plan P15](#)) which meets the City's Technical Standard requirements. As noted above, the introduction of LED lighting "facing" Baxter Woods is a concern and suggested condition requests these be given further consideration.

Noise and Vibration (HVAC)

The elevations in Plan P17 do not indicate any HVAC mechanicals and a suggested condition is that any external HVAC and mechanical equipment be submitted for review and approval prior to installation.

Signage and Wayfinding - this standard does not appear to be applicable except regarding 911 numbering.

Design Standards

The project has been reviewed in the context of the MDP Design Standards in Section VI C above. There are no additional R5/R5A standards, but the following multi-family design standards apply. The preliminary design review (Attachment 1) included comments on the design and noted that the open parking at the rear was not screened. The revised architectural proposals address the design comments, but the parking area remains unscreened. It is at the rear and may benefit from this more open treatment interim of increased security from overlooking.

VII INCLUSIONARY ZONING

The proposed units will be market -rate. The principle of applying the 66 affordable housing units in the Motherhouse (now under construction) to address the Workforce Housing requirement was agreed in principle during the MDP review. The Housing Program Manager has confirmed that the applicant is creating affordable housing beyond the provisions of Division 30, Section 14-487 (Attachment 6).

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 residential development at 583-605 Stevens Avenue.

IX MOTIONS FOR THE BOARD TO CONSIDER

VII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on January 9, 2018 for application #2017-188 (583-605 Stevens Avenue) 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 traffic engineer's review (Attachment 2), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual Section 1.14 *Parking Lot and Parking Space Design*. The Planning Board [**waives/does not waive**] the *Technical Manual* standard (Technical Manual Section 1.14) to allow the parking aisle to be 22 feet wide as supported by the Traffic Engineering reviewer.

B. INCLUSIONARY ZONING

The Planning Board finds that the proposed development **is/is not** in conformance with the standards of the land use code and **approves/does not approve** the application, based on the confirmation from the Housing Program Manager dated 10.20.2017 that the applicant is creating affordable housing beyond the provisions of Division 30, Section 14-487.

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 September 26, 2017 for application #2017-188 ((583-605 Stevens Avenue)) 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:

- i. The applicant shall submit a final subdivision plat for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority;
- ii. The subdivision plat and Condominium Association documents shall include confirmation that the bench for bus passengers will be maintained;
- iii. The Condominium Association documents shall be finalized to the satisfaction of the Associate Corporation Counsel and Planning Authority;
- iv. That the applicant shall submit an easement for the bench for bus passengers, for review and approval by the Associate Corporation Counsel and Planning Authority.

D. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board report for the public hearing on September 26, 2017 for application 2017-103 for application #2017-188 (583-605 Stevens Avenue) relevant to the Site Plan Ordinance and other regulations and the testimony presented at the Planning Board hearing:

The Planning Board finds that the plan **is** / **is not** in conformance with the site plan standards of the land use code, subject to the following conditions:

- i. That the MDP Conditions of Approval that requires a Traffic Monitoring Study and Parking Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse, be postponed until a future time to be agreed with the Planning Authority.
- ii. That the applicant shall implement the following improvements in the ROW prior to the issuance of a Certificate of Occupancy for the new building:
 - a. Implementation of a 50 feet No Parking Zone on Stevens Avenue at the Motherhouse egress driveway to enhance safety by improving sight distance. Final details of the Zone shall be reviewed and approved by the City prior to implementation;
 - b. Installation of a crosswalk on the south side of Stevens Avenue at Walton Street, to include all works associated with a fully installed ADA compliant crossing and shall include, but not limited to, traffic signal equipment, sidewalk ramps, pavement markings, and signage.
- iii. That the applicant shall submit revised plans and details to address the comments of the Peer Engineer Lauren Swett dated January 4, 2018, for review and approval prior to the issuance of a Building Permit;
- iv. That the applicant shall provide additional information regarding the lighting in the patio and parking areas to address the question of impacts on wildlife and introduce screening of these areas from Baxter Woods, for review and approval prior to issuance of a Building Permit;
- v. That the applicant shall submit the details of the new fencing and gate for review and approval by the Planning Authority prior to the issuance of a Building Permit;
- vi. That any work within Baxter Woods shall require the submission of plans/details for review and approval by the City Arborist and Planning Authority prior to implementation;
- vii. That the details of any external proposed HVAC and similar mechanical equipment shall be submitted for review and approval by the Planning Authority prior to the issuance of a Building Permit;

- viii. That the Construction Management Plan shall be revised for review and approval by the Planning Authority and the Department of Public Works prior to the issuance of a building permit, to address the Fire Department (Robert Thompson) comments dated 10.20.2017 and to confirm that the entrance from Stevens Avenue will be reconsidered at the time of a Pre-construction Meeting to ensure it can accommodate the construction vehicles.
- ix. That the Wastewater Capacity letter shall be submitted prior to the issuance of a building permit.

ATTACHMENTS:

Attachments to Report

- 1. Urban Designer comments
- 2. Traffic Engineering Review comments
- 3. Transportation Program Manager comments
- 4. Engineering Review comments
- 5. Fire Department comments
- 6. Housing Program Manager
- 7. City Arborist comments
- 8. MDP Approval letter

Public Comments (none received at time the Report was finalized)

Applicant's Submittal

As submitted for PB workshop

- A. Cover Letter and Application Site Plan
- B. Project narrative
- C. Right, Title and Interest incl Condo Docs
- D. Maps
- E. Consistency with MDP
- F. Compliance with Zoning
- G. Easements and ROWs
- H. Waiver Requests
- I. Financial and Technical Ability
- J. Traffic analysis
- K. Soils & Geotechnical
- L. Construction Management Plan
- M. Utility Letters
- N. Lighting Cuts
- O. Stormwater Management and Erosion Control
- P. Metro

As submitted for PB hearing

- Q. Final submissions cover letter- addendum 12.15.17
- R. Final Construction Management Plan
- S. Response to review comments 12.15.17
- T. Stormwater Management and Erosion Control updated
- U. Consistency with master Dev Plan updated
- V. Waiver Request updated
- W. Metro updated

Plans

- P1. Cover Sheet (revised)
- P2. Approved Subdivision Plat showing lots
- P3. Draft Sectional Subdivision Plat for Building 1
- P4. Demolition and Tree Preservation Plan (revised)
- P5. Site Plan (revised)
- P6. Landscape Plan (revised)
- P7. Utility Plan (revised)
- P8. Grading, Drainage & EC plan
- P9. Utility Details (revised; 2 sheets)
- P10. Site Details (revised)
- P11. Landscape Details (revised)
- P12. Stormwater Management Details (revised & new; 2 sheets)
- P13. Erosion Control Notes (revised)
- P14. Electrical Site Plan (revised)
- P15. Photometric Lighting Plan (revised)
- P16. Floor Plans
- P17. Elevations (revised)
- P18. Renderings (one revised)
- P19. Construction Management Plan graphic (new)

Planning and Urban Development Department Planning Division



Subject: Design Review – 605 Stevens Avenue Site Plan
Written by: Caitlin Cameron, Urban Designer
Date of Review: Thursday, October 19, 2017

The proposed master plan at 583-604 Stevens Avenue was reviewed subject to the City of Portland Design Manual Multi-family design guidelines as well as the design guidelines established through the Master Development Plan approved submittal of architectural plans, elevations, and renderings (Exhibit B), as well as an Architectural Characteristics Summary (Exhibit B.1). The review was conducted on Tuesday, October 17th by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Deb Andrews, Historic Preservation Program Manager.

In the Master Plan level review, the design considerations include cohesiveness within the proposed development as well as compatibility with the context. In this case, the immediate context is the Motherhouse and campus property on which future developments will be situated. Though the design and placement of buildings should be sensitive to neighboring residential and park contexts, the multi-family building typology and the relationship to the Motherhouse are the primary considerations in evaluating the proposed design characteristics.

Architectural Design

The Architectural Characteristics Summary (Exhibit B.1) describes those characteristics that should apply to all future architectural proposals.

1. Building Footprints – The scale, placement, orientation, and footprint of the building is consistent with the approved Master Development Plan. The proposed footprint successfully mitigates the scale of the building through the use of varied forms and change of building plane. The building is also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees. Consideration was given to the impact on Baxter Woods and the Motherhouse.
2. Roof Lines – Flat roof forms are prescribed.
3. Motherhouse Context – Characteristics taken from the Motherhouse to be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; regular pattern of vertical proportioned windows, and brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette is consistent with the approved MDP.
5. Building Entry – The entry is emphasized by a one-story porch, large windows, and special material placement. **Staff suggest that the profile of the porch could get taller to make the entrance taller and more visible. The building behind the entrance might also be taller and use a different material to further emphasize the entrance (see sketch for clarification).**

6. Massing - The scale of the building is mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition.
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.
8. Window types will be consistent with vertical proportion throughout all buildings – the proposal meets this guideline. There are approximately three window types, all with vertical proportions and used consistently.

Additional Design Considerations:

The following guidelines will be taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings. - The project uses a material change on the fourth floor to create a visual effect similar to the hipped roof of the Motherhouse to meet this guideline. See comment below regarding proportions. Staff feel that this faux roof line is successful and consistent with the MDP guidelines. **However, the line is interrupted quite frequently – attached sketch suggests revisions that simplifies the roofline and brings emphasis to the entry.**
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. - **The four-story building design does not reflect these proportions. Please revise base and fourth floor lines as suggested in the attached sketch to improve the overall building proportions as well as bring the building in closer proportion to the Motherhouse design. The base “water table” line should also be carried consistently around the building and possibly be lowered to improve the overall building proportions.**
- Use as few material types as possible. – The proposal meets this guideline by limiting the materials to brick, stone base, and tile on the fourth floor. **Staff suggests that the central section of the building might include an additional material to bring emphasis to the entry.**
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure. – the comments above reflect how the design might be revised in relationship to the Motherhouse context. Overall, the new buildings are set back from the street in deference to what should be the focal point of the property – the historic Motherhouse building. The new building is set back from the street and its design is subsidiary and defers to the Motherhouse. The proportions, materials, fenestration pattern, and roofline are the most critical elements for compatibility with the Motherhouse building.

(i) Multiple-Family Design Standards (City of Portland Design Manual)

(1)a.1. Building Design: The project is the first of a series of multi-family buildings to be built on this site. The Master Development Plan seeks a cohesive and consistent design treatment of these buildings and emphasizes the Motherhouse as the context for these new buildings – those guidelines are covered above. This standard also calls for, “the design of exterior facades [to] provide positive visual interest by incorporating appropriate architectural elements;” On that subject, staff had the following comments and suggestion (see also attached sketches):

- roof line – simplify the roofline and use variation of height to emphasize the entry. Changes in the height should have a rationale and not read as applique or thin veneer.

- materials – consider introducing another material at the central part of the building at the entry for emphasis. Material placement should be adjusted for proportion – see comments above.

- architectural detail/articulation

- Balcony thickness is out of character with the other trim details

- Consider switching the emphasis from the top cornice line to the top of the brick.

(1)a.2. Building Relationship to the Street: The project is set back quite a distance from the street in compliance with the approved Master Plan. In this unique instance, it is appropriate for the buildings to be set back from the street and placed in a way that is subsidiary to the Motherhouse building which, as a historic landmark, should be considered the focal point of the property from the street. The Motherhouse, too, as an institutional building, is set back quite a ways from the street. The new building also places its short end to the street and that façade is not very active – the Master Plan for this site is very inward-facing and the buildings' relationships to the Motherhouse is leading the design and planning decisions.

(1)a.3. Open Space: Met – Ample landscaped areas and open space provided.

(1)a.4. Light and Air: Met – Each unit has adequate windows.

(1)a.5. Screened Parking: Per design and site plan standards, the surface parking should be screened from Stevens Avenue and the adjacent properties.

(1)a.6. Lodging House Conversion: Not applicable

raise height of brick to achieve better proportions

emphasize brick line, not cornice line

remove

too shallow looks applied

these two sections of bldg could be diff material/taller to emphasize central core entry

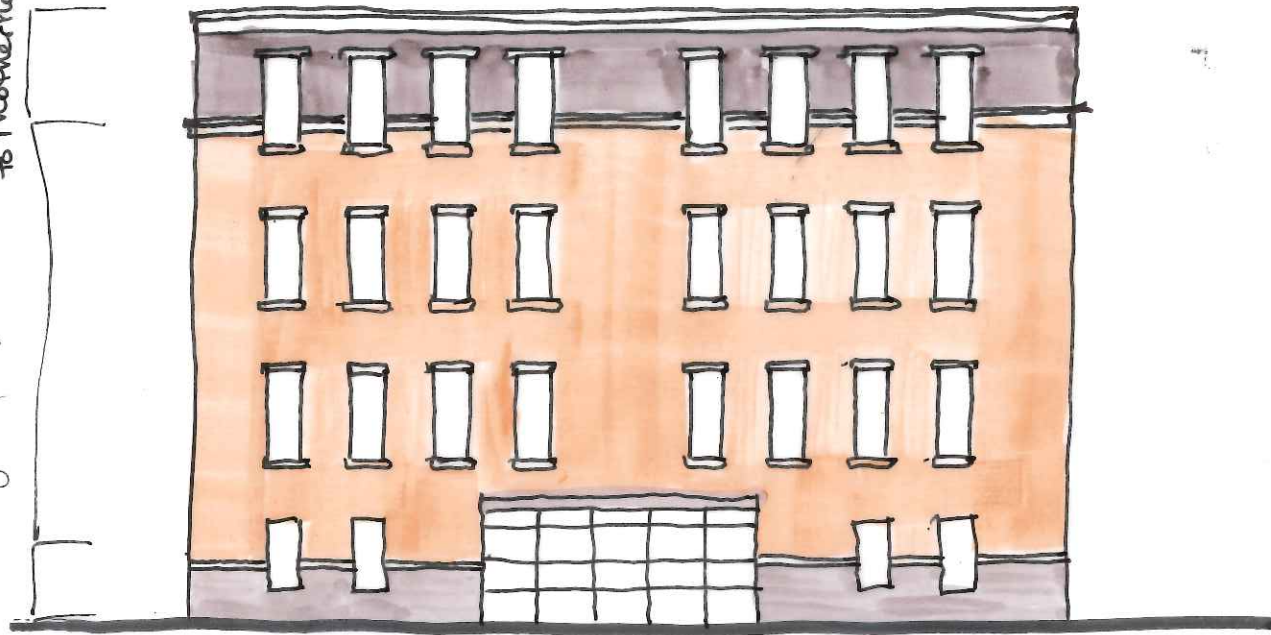
consistent roof line
↳ needs like a chimney from side
competes w/ entry

stone base material placement should be more consistently used across building - line varies quite a bit. Lower the line? → improve proportions

taller / more emphasized entry

reading as blunt / stuck-on
↳ finesse this detail to be incorporated w/ design

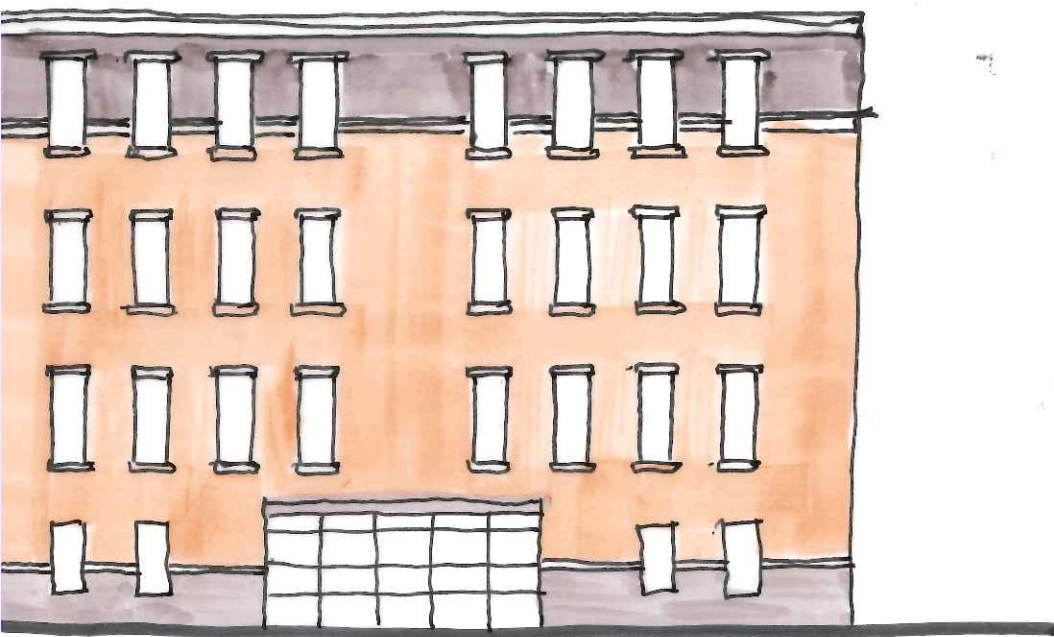
Adjust proportions - more similar to Motherhouse



simplify roofline

emphasize entry

consistent base line



raise height of brick to achieve better proportions

emphasize brick line, not cornice line

remove

too shallow looks applied

these two sections of bldg could be diff material/taller to emphasize central core entry

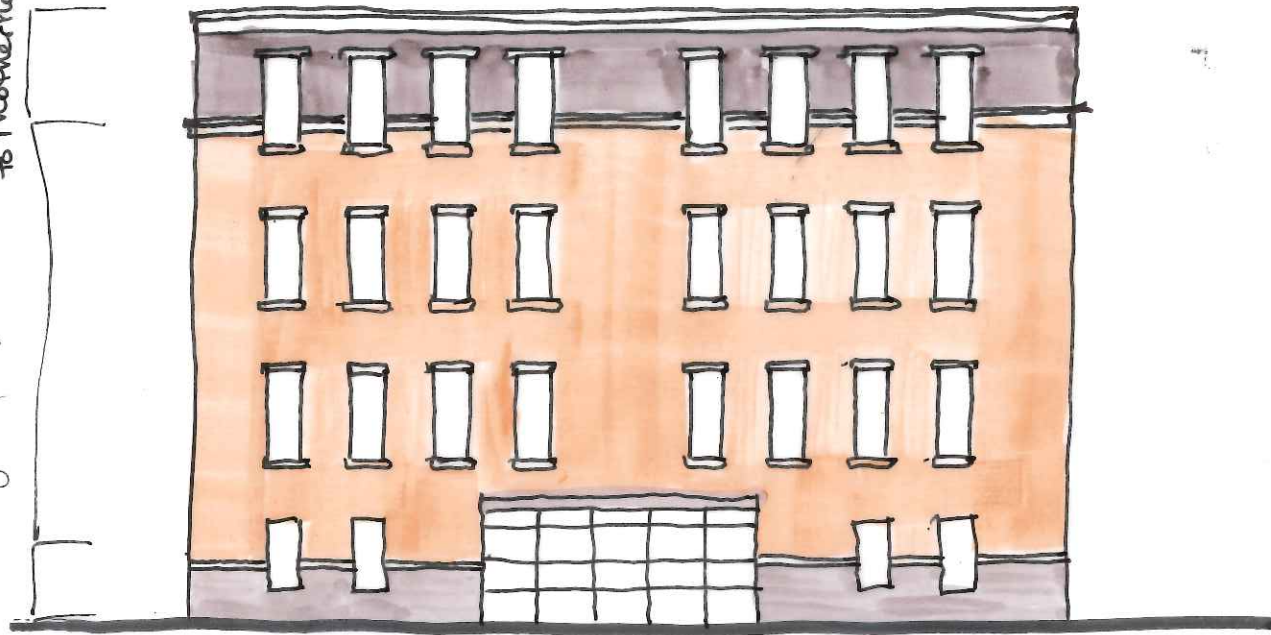
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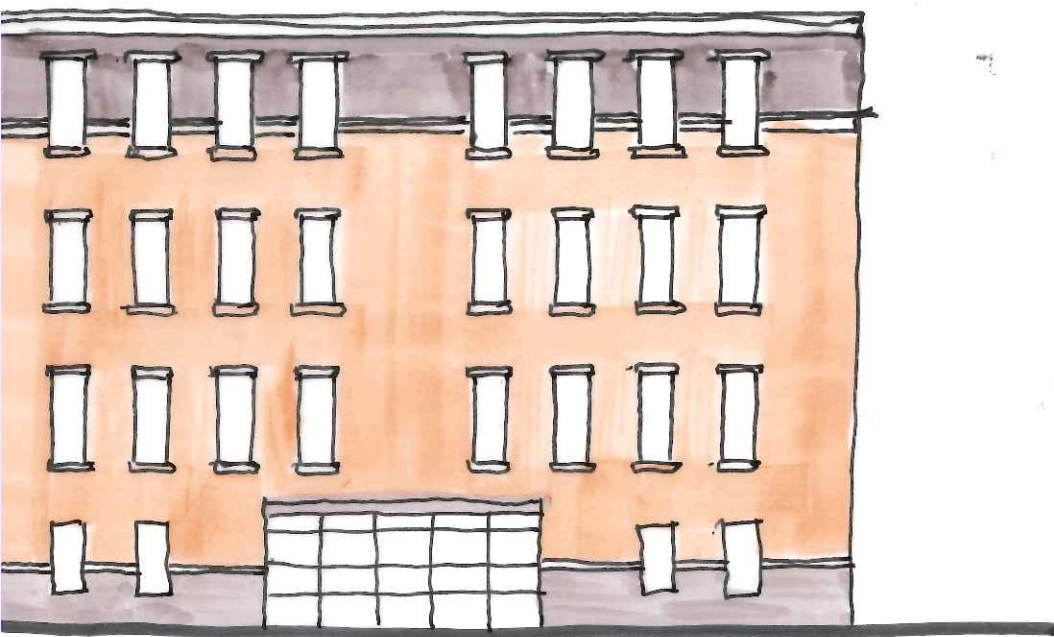
Adjust proportions - more similar to Motherhouse



simplify roofline

emphasize entry

consistent base line



Planning and Urban Development Department Planning Division



Subject: Design Review – 605 Stevens Avenue Site Plan
Written by: Caitlin Cameron, Urban Designer
Date of Review: Wednesday, December 20, 2017

The proposed site plan at 583-604 Stevens Avenue was reviewed subject to the City of Portland Design Manual Multi-family design guidelines as well as the design guidelines established through the Master Development Plan approved submittal of architectural plans, elevations, and renderings (Exhibit B), as well as an Architectural Characteristics Summary (Exhibit B.1). The review was conducted by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Deb Andrews, Historic Preservation Program Manager.

In the Master Plan level review, the design considerations include cohesiveness within the proposed development as well as compatibility with the context. In this case, the immediate context is the Motherhouse and campus property on which future developments will be situated. Though the design and placement of buildings should be sensitive to neighboring residential and park contexts, the multi-family building typology and the relationship to the Motherhouse are the primary considerations in evaluating the proposed design characteristics.

Architectural Design

The Architectural Characteristics Summary (Exhibit B.1) describes those characteristics that should apply to all future architectural proposals.

1. Building Footprints – The scale, placement, orientation, and footprint of the building is consistent with the approved Master Development Plan. The proposed footprint successfully mitigates the scale of the building through the use of varied forms and change of building plane. The building is also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees. Consideration was given to the impact on Baxter Woods and the Motherhouse.
2. Roof Lines – Flat roof forms are prescribed.
3. Motherhouse Context – Characteristics taken from the Motherhouse to be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; regular pattern of vertical proportioned windows, and brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette is consistent with the approved MDP.
5. Building Entry – The entry is emphasized by a two-story porch, large windows, and special material placement. **The entrance is now taller and more visible by using a different material, adding height to the entrance with an additional floor, and slight change in the roof line at the elevator tower.**

6. Massing - The scale of the building is mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition.
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.
8. Window types will be consistent with vertical proportion throughout all buildings – the proposal meets this guideline. There are approximately three window types, all with vertical proportions and used consistently.

Additional Design Considerations:

The following guidelines are taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings. - The project uses a material change on the fourth floor to create a visual effect similar to the hipped roof of the Motherhouse to meet this guideline. Staff feel that this faux roof line is successful and consistent with the MDP guidelines. **The roofline is now simplified and consistent; the proportions have been adjusted as suggested.**
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. - **The four-story building design was revised to reflect these proportions to bring the building in closer proportion to the Motherhouse design. The base “water table” line should now carries consistently around the building.**
- Use as few material types as possible. – The proposal meets this guideline by limiting the materials to brick, stone base, and tile on the fourth floor. **The central section was revised to use a different material to emphasize the entrance. Otherwise, the material palette is applied consistently across the building.**
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure. – The comments above reflect how the design might be revised in relationship to the Motherhouse context. Overall, the new buildings are set back from the street in deference to what should be the focal point of the property – the historic Motherhouse building. The proportions, materials, fenestration pattern, and roofline are the most critical elements for compatibility with the Motherhouse building.

(i) Multiple-Family Design Standards (City of Portland Design Manual)

(1)a.1. Building Design: The project is the first of a series of multi-family buildings to be built on this site. The Master Development Plan seeks a cohesive and consistent design treatment of these buildings and emphasizes the Motherhouse as the context for these new buildings – those guidelines are covered above. This standard also calls for, “the design of exterior facades [to] provide positive visual interest by incorporating appropriate architectural elements;” On that subject, staff had the following comments and suggestion (see also attached sketches):

- roof line – **The roofline was simplified to be consistent across the building – the revisions include a small section with increased height to emphasize the entry. The entry is also emphasized by a two-story mass.**

- materials – **The central part of the building at the entry uses a new material to emphasize the entrance. Material placement was adjusted for proportion as recommended.**

- architectural detail/articulation

- Balcony is shown with a little bit more profile, width has been expanded in some cases.

- Emphasis was switched from the top cornice line to the top of the brick with a trim detail.

(1)a.2. Building Relationship to the Street: The project is set back quite a distance from the street in compliance with the approved Master Plan. In this unique instance, it is appropriate for the buildings to be set back from the street and placed in a way that is subsidiary to the Motherhouse building which, as a historic landmark, should be considered the focal point of the property from the street. The Motherhouse, too, as an institutional building, is set back quite a ways from the street. The new building also places its short end to the street and that façade is not very active – the Master Plan for this site is very inward-facing and the buildings' relationships to the Motherhouse is leading the design and planning decisions.

(1)a.3. Open Space: Met – Ample landscaped areas and open space provided.

(1)a.4. Light and Air: Met – Each unit has adequate windows.

(1)a.5. Screened Parking: Per design and site plan standards, the surface parking should be screened from Stevens Avenue and the adjacent properties. The surface parking is set back from the street but visible from the adjacent future development sites.

(1)a.6. Lodging House Conversion: Not applicable

these could
remain brick full height
if desire
some variation

12/20/17

Sea Coast at Baxter Woods - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Jan 4, 2018 at 10:16 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Keith Gray

<kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, "Swett, Lauren"

<lswett@woodardcurran.com>

Hi Jean – I have reviewed the application materials and offer the following final traffic comments as a status update of prior comments.

- Dimensions for the parking area located in the building should be provided on the plan.

Status: Dimensions have been added and I have no further comment.

- The parking aisle/roadway width (22 feet) does not meet City standards (24 feet). The applicant has requested a waiver. The applicant should provide specific documentation/details regarding a 2-foot expansion in width.

Status: The applicant has provided specific documentation as it relates to minimizing impact to the abutting Softball Field and minimizing impervious surface area. In my professional opinion the reduced width will not create traffic circulation or safety problems and therefore I support the waiver request.

- The construction management plan shall meet the new City Template for details. I would note that the applicant has noted that all construction trucks will be routed to the site via Stevens Avenue. The applicant shall confirm that the driveway width/gate opening can accommodate all large trucks for the project. I would also note that sight distance exiting the site onto Stevens Avenue is poor and the plan should address this issue.

Status: The applicant has noted that given the driveway's current use for Motherhouse construction, no problems have been identified. Given that this is construction of a new building and the types of vehicles accessing the site may

be larger and more frequent, I would suggest that this issue be included as part of the Pre-Construction meeting for discussion.

- A traffic analysis has been provided and I concur that low traffic volumes will be generated for the proposed building. I do not expect significant traffic impacts from this project.

Status: I have no further comment.

- The MDP Condition of Approval requires a Traffic Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I support this postponement given the low trip generation estimate prepared by the applicant.

Status: I have no further comment.

- The MDP Condition of Approval requires a Parking Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I would note that this phase of the project is providing two parking spaces per residential unit and thus the supply would be expected to adequately serve demand. The monitoring study is intended to quantify if less than two parking spaces per residential unit is appropriate. I support this postponement.

Status: I have no further comment.

- The MDP Condition of Approval requires the installation of a crosswalk and associated improvements at the Stevens Avenue/Walton Street intersection. The applicant is required to implement these improvements prior to occupancy of the proposed building.

Status: The applicant has acknowledged this requirement and I have no further comment.

- The MDP Condition of Approval requires parking regulation changes on Stevens Avenue at the Motherhouse egress driveway. The applicant shall provide specific details on this and implementation schedule.

Status: The applicant has acknowledged this requirement will coordinate with City staff prior to Occupancy. I have no further comment.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLININTERNATIONAL

[12 Northbrook Drive](#)

Falmouth, ME 04105

[+1.207.781.4721](#) main

[+1.207.347.4354](#) direct

[+1.207.400.0719](#) mobile

[+1.207.781.4753](#) fax

thomas.errico@tylin.com

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"One Vision, One Company"

Seacoast at Baxter Woods Building 1: PEZ.2017-188

1 message

Bruce Hyman <bhyman@portlandmaine.gov>

Fri, Oct 20, 2017 at 12:15 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Tom Errico <thomas.errico@tylin.com>, Keith Gray <kgray@portlandmaine.gov>

The following comments address the Seacoast at Baxter Woods application for site plan review for building 1:

- Sheet C-7.1 Site Details. The sidewalk (A and I-14) and driveway (I and I-15) details shall be revised to show a maximum 2% cross-slope for the ADA-compliant pedestrian access route for sidewalks and across driveways connecting to sidewalks/pedestrian ways. Across driveways, this pedestrian access route should be a minimum 5' where feasible. (The typical city details are being concurrently updated to more explicitly reflect these ADA requirements/maximum cross-slopes.)
- Sheet C-4 Site Plan. The applicant's site plan shows "by others" for a bench to be placed within the sidewalk in lieu of a required bus shelter. In Exhibit 15, the applicant suggests that its current transit facility requirement is being met by the placement and purchase of a shelter by a City-METRO project along the Evergreen Cemetery frontage. The contribution of \$15,800 as part of the Motherhouse MDP and site plan review was for pedestrian accessibility, curb ramp, sidewalk and crosswalk construction. Contrary to what the applicant states in Exhibit 15, city staff feels the applicant still has a current requirement to meet bus stop/shelter-related amenity requirements along/within its frontage to serve its residents and the general public as part of the project undergoing current review.

Please don't hesitate to contact me if you have further questions.

Bruce

--

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

MEMORANDUM



TO: Matt Grooms, Planner
FROM: Lauren Swett, P.E., and Amy LeBel, E.I.T.
DATE: October 20, 2017
RE: Sea Coast at Baxter Woods Senior Apartments Peer Review

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed development project located at 583/605 Stevens Avenue in Portland, Maine. The project involves installation of a 4-story residential building for senior housing.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated August 16, 2017, prepared by Licht Environmental Design, LLC, on behalf of Sea Coast at Baxter Woods Associates, LLC.
- Engineering Plans; Sheets C3.0, C4.0 E1.0 and E2.0; dated December 14, 2016 (Civil) and August 14, 2017 (Electrical), prepared by Carroll Associates, on behalf of Sea Coast at Baxter Woods Associates, LLC.
- Engineering Plans; Sheets C4.0, C5.0, C6.0, C7.0 – C7.2 and C8.0; dated August 2017, prepared by Stantec, on behalf of Sea Coast at Baxter Woods Associates, LLC.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details should be 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. Notes and details have been provided, but location of ESC features should be shown on the Grading, Drainage, and Erosion Control Plan
 - b) General Standard: The project will require stormwater treatment, as outlined in the Master Development Plan. A detailed stormwater management plan has not yet been submitted. This will be reviewed when available.
 - c) Flooding Standard: The project will require management of stormwater volume, as outlined in the Master Development Plan. A detailed stormwater management plan has not yet been submitted. This will be reviewed when available. Review will be coordinated with the Department of Public Works with regards to the discharge to Baxter Woods.
- 2) The grading plan shows two new CB4 structures at the southeast tie-in to the existing stormdrain. It appears that the square structure is an error and should be removed.
- 3) The floor drains associated with the parking garage should have an oil water separator, or should be connected to the proposed rain garden treatment area.
- 4) It is noted that some of the invert and rim details for the sewer system remain "TBD".
- 5) Details should be provided for all utility and site features, including the sewer manholes

MEMORANDUM



TO: Jean Fraser, Planner
FROM: Lauren Swett, P.E.
DATE: January 4, 2018
RE: Sea Coast at Baxter Woods Senior Apartments Peer Review

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed development project located at 583/605 Stevens Avenue in Portland, Maine. The project involves installation of a 4-story residential building for senior housing.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application Response to Comments and attachments, dated December 15, 2017, prepared by Licht Environmental Design, LLC and Stantec, on behalf of Sea Coast at Baxter Woods Associates, LLC.
- Engineering Plans, revised on December 15, 2017, prepared by Stantec, on behalf of Sea Coast at Baxter Woods Associates, LLC.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - Sedimentation barrier is only shown along the eastern project boundary. Additional sedimentation barrier should be added along other project boundaries to prevent migration of sediment out of the project site. This will be especially important to protect the adjacent Baxter Woods.
 - b) General Standard: The project is required to provide stormwater treatment, as outlined in the previously approved Master Development Plan. Some modifications to the original plan, and a full design has been provided. New impervious surface areas will be treated through the use of a Jellyfish filter and areas of pervious pavement. We have the following comments:
 - The Applicant has noted that they are working with the manufacturers of the proprietary stormwater systems proposed for the site. The utility and grading plans note that the Jellyfish filter sizing is "TBD". The final sizing should be provided on the final plans prior to receiving a building permit.
 - There is minor note inconsistency on the detail for the pervious pavers. The buried underdrain should be labeled.
 - c) Flooding Standard: The proposed stormwater management system will reduce flow from the site in the post-development condition, in compliance with the Flooding Standard.
- 2) The grading plan shows two structures labeled as DMH3 at the inlet to the underground chamber storage.
- 3) Invert and piping details for the sewer system remain "TBD" pending verification of the sewer system installed as part of the Motherhouse. This final sewer information should be provided on the final plans prior to receiving a building permit.

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2017-188
Date: 10/20/2017

Comments Submitted by: Robert Thompson/Fire on 10/12/2017

Construction Management Plan

Streets must maintain a 20' width for Fire Department access at all times.

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

The Construction Company' emergency contact information shall be posted on the property in case of an after hours emergency.

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Comments Submitted by: Robert Thompson/Fire on 10/12/2017

Premises Identification

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

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

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

Address numbers must be a minimum of 6 inches high.

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

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

Whenever possible, should be illuminated.

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

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



Jean Fraser <jf@portlandmaine.gov>

Fwd: Affordable Housing Motherhouse first new building

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Fri, Oct 20, 2017 at 3:03 PM

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

From: **Victoria Volent** <vvolent@portlandmaine.gov>

Date: Fri, Oct 20, 2017 at 12:17 PM

Subject: Re: Affordable Housing Motherhouse first new building

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Jeff Levine <jlevine@portlandmaine.gov>, Mary Davis <mpd@portlandmaine.gov>

Jean,

The development located at [605 Stevens Avenue](#) is proposing the creation of 88 units of rental housing for seniors 55 years or older. The applicant has elected to provide sixty-six (66) units of low-income housing.

Of those units, forty (40) are targeted towards households earning 50% AMI, and twenty-six (26) units target households earning 60% AMI. The remaining twenty-two (22) units will be rented at market rate.

While these units have been subsidized by approximately \$625,000 in City HOME fund, those funds went towards increasing the affordability of the units rather than provision of the units themselves. Specifically, while the Inclusionary Zoning requirement would be for units to be affordable at 100% of Area Median Income (AMI,) these units will be affordable at 50-60% AMI.

The applicant is creating affordable housing beyond the provision of Division 30, Section 14-487.

Please let me know if I may be of further assistance.

Victoria

Victoria Volent

Housing Program Manager

Housing and Community Development

Phone: [207-482-5028](tel:207-482-5028)Fax: [207-874-8949](tel:207-874-8949)www.portlandmaine.gov

Fwd: PB Memo re 583-605 Stevens

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Tue, Oct 24, 2017 at 3:22 PM

From: **Jeff Tarling** <jst@portlandmaine.gov>
Date: Tue, Oct 24, 2017 at 3:08 PM
Subject: Re: PB Memo re 583-605 Stevens
To: Jean Fraser <jf@portlandmaine.gov>

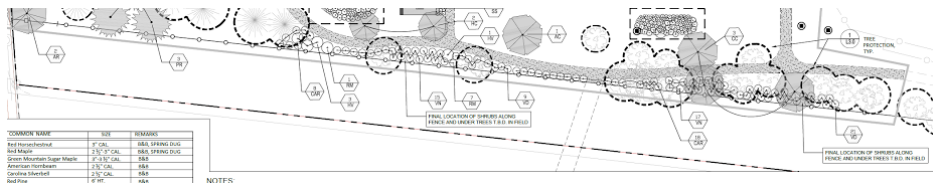
Jean -

I have reviewed the proposed tree and landscape plans for the [583 Stevens Avenue](#) project and offer the following comments, conditions:

a) Street tree requirement - appears to be roughly 20 trees between the proposed building and Stevens Avenue that could qualify for 'street trees'. Due to the unique layout of the plot with the building project next door it was challenging to identify proposed and existing trees and what would qualify for 'street trees'. We would review with the project team and Planning staff to fine tune the actual number.

b) Baxter Road - 'Right of Way'; the project did not show any improvements to their portion of the Baxter Road / Mayor Baxter Woods right of way that abuts the current project site. We would recommend that they include similar tree and landscape treatment to this space as it is technically on their property. Baxter Woods buffer planting - the mid space of the proposed building see image below, should have a greater density of buffer planting in the form of trees that help blend the project site into the nearby historic woodland park. We see space available on both sides of the existing fence for additional trees. This should be condition of approval to mitigate the visual impact to this natural park space.

In addition to trees and landscape, the detail of the rusted chain link fence, gate, and pathway into the park should be addressed in this phase since it is impacted during the proposed construction sequence future work would impact the finished work. The trees, landscape, fence, gate and pathway should be a condition of approval as it will impact Baxter Woods once completed.



c) Project to Park access - Mayor Baxter Woods is going to be an important open space feature for residents of the proposed project. Trail access is needed to facilitate this activity. This should be included in the current phase of the project as future residents are going to want to explore their new open space next door.

Trail improvements - Install main path to connect to existing path and create a new footpath away from the existing fence line path. This also should be a requirement !

Thanks

Jeff

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

CITY OF PORTLAND, MAINE

PLANNING BOARD

Elizabeth Boepple, Chair
 Sean Dundon, Vice Chair
 Carol Morrisette
 David Eaton
 Kristien Nichols
 Lisa Whited
 Maggie Stanley

June 16, 2016

Kevin Bunker/Matthew Teare
 Sea Coast at Baxter Woods Associates, LLC
 100 Commercial Street, Suite 414
 Portland, ME 04101

Frederick Licht, PE, LSE
 Licht Environmental Design, LLC
 35 Fran Circle
 Gray, ME 04039

Project Name: **Master Development Plan for Senior Housing (lots 3 and 4)**
 Project ID: #2016-033
 Address: 605 Stevens Avenue CBL: 136 E006001
 Applicant: Sea Coast at Baxter Woods Associates, LLC
 Planner: Jean Fraser

Dear Sirs:

On June 14, 2016, the Planning Board considered the final Master Development Plan application for the proposed 249 dwelling units of senior housing on two lots (Lots 3 and 4, approximately 13.5 acres) at 605 Stevens Avenue, Portland. The Planning Board reviewed the proposals for conformance with the master development plan regulations of the City's Land Use Code and voted to approve the application with the following motion and conditions as presented below.

A. MASTER DEVELOPMENT PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on June 14, 2016 for application 2016-033 (605 Stevens Avenue) relevant to the master development plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board voted (4-0, Boepple and Morrisette absent; Eaton recused) that it finds that the plan is in conformance with the master development plan standards of the land use code, subject to the following conditions of approval:

- i. That the applicant shall conduct traffic monitoring studies (methodology to be agreed with the Planning Authority prior to undertaking the first study) prior to the submission of site plan applications for each phase after the Motherhouse and the first and second new buildings are completed, to confirm to the Planning Authority that the trip generation levels are consistent with the levels predicted in the traffic studies (based on ITE) and remain below the Traffic Movement Permit threshold of 100 peak hour vehicle trips; and
- ii. That the applicant shall conduct parking monitoring studies (methodology to be agreed with the Planning Authority prior to undertaking the first study) prior to the submission of site plan applications for each phase after the Motherhouse, to confirm to the Planning Authority that the parking supply and circulation conditions at both the project site and at McAuley School are safe and acceptable. Associated with this is the requirement that the applicant confirm the parking generation assumptions for each phase are valid and the project does not impact the public street system and neighborhood; and

- iii. That the proposed parking may be reduced from the zoning requirement of 2 parking spaces per unit of new development (excludes the Motherhouse) if the parking monitoring studies show that the demand is less than 2 spaces per unit. No parking between the new buildings and Baxter Woods shall be constructed until after the fourth building is occupied. The phasing plan shall be revised to show all parking for phases II to V to be located to the north of the buildings southern most wall; and
- iv. That the applicant shall implement the following improvements in the ROW:
 - a. Implementation of a 50 feet No Parking Zone on Stevens Avenue at the Motherhouse egress driveway to enhance safety by improving sight distance. Final details of the Zone shall be reviewed and approved by the City prior to implementation;
 - b. Installation of a crosswalk on the south side of Stevens Avenue at Walton Street, to include all works associated with a fully installed ADA compliant crossing and shall include, but not limited to, traffic signal equipment, sidewalk ramps, pavement markings, and signage. This work shall be installed at the time of occupancy of the first new building (anticipated to be between the Motherhouse and Baxter Woods).
- v. That the applicant shall include the location (which may need to be on the applicant's property) and implementation proposals for a bus shelter along the Stevens Avenue frontage as part of the site plan application for the first building (between the Motherhouse and Baxter Woods), and all site plan applications shall include details and clarification of proposed measures that will be implemented to reduce vehicle trips, such as car share vehicles; van service for local trips; bicycle facilities etc; and
- vi. That the applicant shall include a pedestrian connection to Holly Street as part of the site plan application for the third new building, and continue to coordinate with the City on the location of the crosswalk on Stevens Avenue (to which a contribution has already been required as part of the Motherhouse rehabilitation site plan approval); and
- vii. That the applicant shall contribute to the preservation of Baxter Woods by:
 - a. Implementation of the submitted and approved "*Letter of Intent*" that confirms that the applicant will work with the city to assist in the preservation of Baxter Woods. The City will oversee this work which shall include the assessment of the current condition of Baxter Woods, annual monitoring, and specific work identified as a priority by the monitoring;
 - b. Making a contribution of \$5000 per year (starting at the date of the issuance of the first building permit and ending 2 years after the final phase is occupied) towards the items identified in the *LOI*, amount contributed in any given year may be more or less than \$5000 based on actual costs identified to monitor and improve Baxter Woods in accordance with the *LOI* that year, except in no event will the contribution period exceed either 10 years or amount to more than \$50,000 in total contributions;
 - c. Pursuing the creation of a *conservation easement*, or equally binding legal mechanism, for the 33 ft of applicant's land between the existing fence and the property line along Baxter Woods.
- viii. That the site plan applications for the new buildings nearest to Baxter Woods shall include an analysis and supporting information as to how all light sources (buildings, vehicles and site lighting) are proposed to be minimized to avoid impacts on the wildlife attracted to and in Baxter Woods; and

- ix. That the *Architectural Characteristics Summary* (Exhibit B.1), as amended by the Urban Designer's Design Review Memo dated June 9, 2016, shall be the applicable design guidelines for future development proposals on this site, with the documents in Exhibit B - architectural plans, elevations, and renderings – to be considered guiding documents illustrating the design framework for the project. The *Architectural Characteristics Summary* shall also include an additional guideline 8. as follows: Window types will be consistent with vertical proportion throughout all buildings; and
- x. The applicant shall provide, as part of the site plan application for the first building, a summary of existing and/or proposed easements, covenants, public or private rights-of-way, public access agreements, parking management arrangements or other documents that augment the subdivision plat and condo documents and support the operation of the site as presented in the MDP application; and
- xi. That the comments of the Urban Designer dated 6.9.2016 be taken into consideration when addressing final site plan and building design, location and size for each phase so as to ensure that any changes consider methods to minimize the impact of the buildings on Baxter Woods; and
- xii. For each phase the applicant shall submit an analysis (for review and approval) that documents how the specific proposals relate to the overall MDP stormwater and utility framework and calculations (eg re impervious surfaces, stormwater flows etc) and include evidence of water capacity from the Portland Water District and of sewer capacity from the Department of Public Works.

The approval is based on the submitted plans/documents and the findings related to master development plan review standards as contained in Planning Report for application #2016-033 which is attached.

STANDARD CONDITIONS OF APPROVAL & REQUIREMENTS

Please note the following standard conditions of approval and requirements for all approved master development plans:

1. **Separate Level III Subdivision/Site Plan Approvals Required** This approval establishes the general parameters to be adhered to for the development, 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. This master development plan approval shall not be construed as final authorization of the development. 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 plan approval remains valid, including permissible extensions if granted. Separate Level III subdivision and site plan approvals are required. Level III subdivision and site plans for each phase shall be in general conformance with the master development plan.
2. **Master Development Plan Amendments** A minor amendment to a master development Plan shall be defined as a change which is generally consistent with the approved master development plan layout of buildings, circulation infrastructure, and open spaces, and:
 - i. Does not propose any new general type of use beyond those approved initially;
 - ii. Does not increase the building ground coverage, floor area ratio or residential density of the Master Development Plan;
 - iii. Does not decrease any specified area regulations or enumerated parking ratios; and
 - iv. Does not substantially change access, circulation, or infrastructure on or adjacent to the site.

The Planning Authority shall be authorized to approve such minor amendments to a master development plan upon written application and explanation of the change(s) by the owner (or its agent) of the property. No further public hearings shall be required.

3. **Master Development Plan Expiration** An approved master development plan shall expire six (6) years from the date of approval unless, prior to the expiration of the master development plan, a written request for an extension is submitted to the Planning Authority. Only two (2) such extensions may be granted by the Planning Authority, and each such extension shall be limited to two (2) years from the date of expiration of the master development plan. The Planning Authority may grant an extension provided there have not been substantial changes to the underlying zoning or site plan standards since the date of the master development plan approval that would have a substantial impact on the approval. The Planning Authority may condition the extension on an amendment of the master development plan to comply with such applicable ordinance or site plan standard changes per *Section 14-532(d)* of the city's land use ordinance. Approved major or minor amendments to a master development plan do not alter the expiration date for the master development plan.

If there are any questions, please contact Jean Fraser at 874-8728 or at jf@portlandmaine.gov.

Sincerely,



Elizabeth Boepple, Chair
Portland Planning Board

Attachments:

1. *Letter of Intent*
2. *Architectural Characteristics Summary* (Exhibit B.1)
3. Urban Designer comments dated 6.9.2016

Electronic Distribution:

Jeff Levine, AICP, Director of Planning and Urban Development
Stuart G. O'Brien, City Planning Director
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Jennifer Thompson, Corporation Counsel
Thomas Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File

June 9, 2016

Jean Fraser
Senior Planner
Planning and Urban Development Department
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04104

605 Stevens Avenue -- Master Development Plan Submission
Letter of Intent regarding Monitoring and Preservation of Baxter Woods

The applicant, neighbors, City of Portland and a variety of important stakeholder groups identified the interrelationship between 605 Stevens Avenue and Baxter Woods as a crucial issue for the outset of the planning process. Over the past 24 months, we have heard many comments, concerns and ideas regarding Baxter Woods. Based on this input and meetings with city staff, please accept this letter of intent as one element in our effort to help protect and preserve Baxter Woods.

The fundamental first step in this effort is to recognize the current fence line as the effective border between Baxter Woods and the 605 Stevens campus. While the applicant owns 33 feet of a historic 66-foot-wide road easement located on the Baxter Woods side of the current fence, we will pursue a conservation easement or other legally appropriate mechanism to permanently preserve this area. With the acknowledgement of this border, the next elements of the proposal involve the collection of data and implementing solutions as follows:

I. Assessing and Monitoring the Use and Condition of Baxter Woods

The next important step in protecting Baxter Woods is ensuring accurate and comprehensive data on its current status. With its long history, there is a significant amount of information on Baxter Woods. The applicant proposes assisting the City of Portland in assembling and augmenting this data to create a baseline of information and then establish a periodic monitoring program to update, organize and maintain this information.

Specifically, the applicant will assist the city with the following three initiatives:

- 1) Baseline Data - Engage a professional conservationist /forester, as recommended and approved by the Planning Authority, to complete the following under the supervision of specified City representatives:
 - a) Research and assemble all appropriate existing data and information on Baxter Woods;
 - b) Plan and conduct a monitoring study which will result in a comprehensive set of *baseline data* on the condition, use and impacts on Baxter Woods;

c) Create an annual monitoring plan for Baxter Woods to update the baseline data. The first phase of this data collection process would begin with the financing and construction start of the first phase of the project.

2) Annual Monitoring

- a) Continue the data collection process outlined above by assisting the City to coordinate the annual monitoring and update of the baseline data focusing on the condition, use and impacts on Baxter Woods from both the 605 Stevens community and other users and activities.
- b) The monitoring, including the annual monitoring reports, would occur on an annual basis beginning approximately one year after the completion and publication of the baseline study. The idea would be for the applicant to sponsor the annual effort until 2 years after the occupation of the final phase of the project with some reasonable expectations and limitations. Following this initial period, the applicant would continue to work with the City and local stakeholders to help ensure a partnership develops to continue this work indefinitely.

3) Annual Recommendations to be included in the monitoring report

- a) The monitoring would include a series of recommendations designed to preserve the Baxter Woods experience as originally intended by helping to address any issues identified during the monitoring process.
- b) These recommendations would be updated and published annually.
- c) The recommendations would include a plan of action with specific tasks, deadlines and funding resources designed to ensure implementation.

II. Potential Improvements to Preserve the Baxter Woods Experience

The applicant would fund work in and around its border with Baxter Woods that respect the original deed restrictions regarding the preservation of Baxter Woods. Any and all improvements would be approved and directed by the Planning authority and the City Arborist. These improvements could derive from the Master Planning process, site plan reviews of individual phases or the annual monitoring process.

While the applicant is happy to assist in broader activities regarding the preservation of Baxter Woods, the specific work items under consideration should be directly related to the applicant's border area with Baxter Woods and the impact of the new development upon Baxter Woods. Wherever possible, the improvements should be tailored to address the impact of each new phase of development and any remedial activities should occur during that phase.

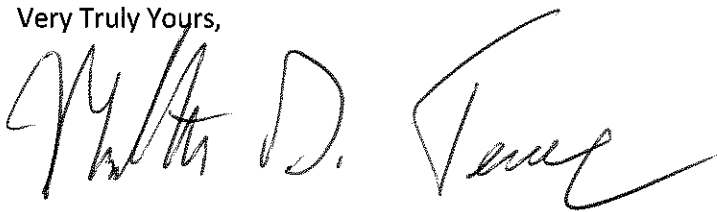
The following are some of the potential activities under consideration for inclusion in a future work plan:

- 1) Re-establishment of the pathway through the allee of mature trees that once connected Baxter Woods to the 605 Stevens Avenue property;

- 2) Relocation and repurposing of some of the secondary trails that run directly against the chain-link fence in the 33' boundary area. These trails should be designed as primitive footpaths – providing for modest, lower level use.
- 3) Removal of invasive species within the 33' boundary area;
- 4) Replacement of the existing chain-link fencing with a more attractive, appropriate option;
- 5) Additional plantings on the 605 Stevens Avenue property to enhance the buffer area between the fence and the new development. Two areas of particular focus should include:
 - a) Red Pine Grove at the Entrance to Baxter Woods along Stevens Avenue. The trees are tall with no limbs for buffering on their lower trunks. There are several areas in and around this viewpoint where plantings could add significant buffering.
 - b) The Meadow in Baxter Woods. While the existing evergreens here are effective, there is a zone approx. 100 ft. long to the north of the meadow where additional plantings would be beneficial.
- 6) Additional supplemental plantings on both sides of the fence with the purpose of providing wildlife habitat and food – particularly for birds. Plantings as viburnum, elderberry and blueberry might add to the buffering and act to enhance the wildlife habitat of the woods.

Over more than 30 years of creating and operating senior communities, the applicant and the residents of our communities have strongly supported a long list of civic minded organizations and initiatives. During that time, initiatives related to land conservation, energy efficiency and energy conservation have received the greatest level of interest and support. The opportunity to enjoy, protect and preserve Baxter Woods and Evergreen Cemetery is a critical element of the proposed community at 605 Stevens Avenue. We look forward to working in partnership with all the various stakeholders to preserve these unique and invaluable resources.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Matthew D. Teare', with a stylized, flowing script.

Matthew D. Teare
Director of Development
Sea Coast Management Company



605 STEVENS AVE
MDP APPLICATION
FINAL SUBMISSION 05-24-16

EXHIBIT B.1

605 STEVENS AVENUE

ARCHITECTURAL CHARACTERISTICS

The following design guidelines are proposed to describe the context of the architectural program for the 605 Stevens Avenue Master Development Plan Architecture. Final details may vary as submitted with individual LIII Site Plans for each building phase but shall incorporate the following design elements into the overall campus masterplan for the site:

1. Final building footprints will generally follow the approved footprints and massing shown on the Site Master Development Plans.
2. All Gable roofs have been eliminated in favor of flat roofs. This has the effect of calming down the architecture and is more reflective of an honest architecture.
3. Elements of the Motherhouse have been reflected in the new buildings such as the granite base of the Mother house will be incorporated into the new designs . A modern version of the mansard on the Motherhouse will be incorporated, but in a vertical, not sloped version , with a zinc faced metal shingle to identify the top floor. Brick elements with brick matching the Mother house are incorporated into the design .
4. The colors of the new buildings are all natural toned, brick, granite and grey clapboard.
5. The entry ways into each building are clearly delineated with welcoming porch elements.
6. Each unit will have its own deck space which also works to help break down the building massing and add interest.
7. Parking is located under each building structure allowing more open green space . The facades of the parking garage are fenestrated with window openings which are similar to a living space yielding a more inviting look to the exterior .

Planning and Urban Development Department Planning Division



Subject: Design Review – 605 Stevens Avenue Master Plan
Written by: Caitlin Cameron, Urban Designer
Date of Review: Thursday, June 9, 2016

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.

In the Master Plan level review, the design considerations include cohesiveness within the proposed development as well as compatibility with the context. In this case, the immediate context is the Motherhouse and campus property on which future developments will be situated. Though the design and placement of buildings should be sensitive to neighboring residential and park contexts, the multi-family building typology and the relationship to the Motherhouse are the primary considerations in evaluating the proposed design characteristics.

Building Footprints

The applicant was asked to consider whether there are strategies for reducing the impact of the buildings facing Baxter Woods. Suggested strategies included reducing the building footprints, varying building heights, turning buildings 90 degrees so that the shorter end faces the park. The applicant responded with a memorandum "Urban Design – Massing Relationship to Baxter Woods" (Exhibit B) describing the building footprints and the rationale for their placement. Staff has no further comment at this time and defers to the Planning Board on the evaluation of the impact of the master plan development on Baxter Woods. In each future Site Plan application, the applicant is expected to re-evaluate the scale, placement, orientation, and footprint of the buildings in consideration of impact on Baxter Woods and will mitigate that impact whenever feasible.

Architectural Design

The applicant has included architectural plans, elevations, and renderings (Exhibit B), as well as an Architectural Characteristics Summary (Exhibit B.1) as guiding documents for future development proposals with the expectation of creating cohesive design throughout the campus as well as defining how new development shall be compatible with the existing context. Staff considers all these documents together and recommends the Planning Board approve the Master Plan Development application with the expectation that these are guiding documents only, but should be considered applicable design guidelines for any future Site Plan application on this site.

The Architectural Characteristics Summary (Exhibit B.1) describes which characteristics found in the drawing set will apply to all future architectural proposals. The staff reviewers are generally in favor of the revisions made to the architectural character proposed for the site and support the guidelines proposed – brief staff comment on each guideline is provided below:

1. Building Footprints – Future development shall generally follow the MDP approved footprints. The proposed footprints – an L-type and a bar-type – successfully mitigate the scale of the buildings through the use of varied forms and change of building plane. The buildings are also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees.
2. Roof Lines – Flat roof forms are prescribed; the change to flat roofs is consistent with the building typology proposed and moves the architecture in a direction that is responsive to the Motherhouse context which has a hipped roof with gabled dormers.
3. Motherhouse Context – Characteristics taken from the Motherhouse be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette should be guided by the material indications on the elevations and renderings and as described in the narrative as having natural tone, brick, granite, and grey clapboard. The more subtle grey material palette with brick vertical elements is supported – the use of as few materials as possible is recommended.
5. Building Entry – Clearly delineated entries with porch elements shall be a common feature.
6. Massing - The scale of each building is proposed to be mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition (see renderings for material placement and massing).
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.

Conditions of Approval

Staff recommends the following design conditions of approval:

- That the documents included in Exhibit B – architectural plans, elevations, and renderings, as well as an Architectural Characteristics Summary (Exhibit B.1) – are considered together to be adopted guiding documents that will be applicable design guidelines for future development proposals on this site.
- That an additional guideline 8. be added to *Exhibit B.1 Architectural Characteristics Summary* as follows: 8. Window types will be consistent with vertical proportion throughout all buildings.

Additional Design Considerations (Site Plan)

The following guidelines will be taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings.
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. The four-story building design in the MDP guiding documents does not reflect these proportions.
- Use as few material types as possible.
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure.

Sea Coast at Baxter Woods Building-1 Final Level III Site Plan & Subdivision Application

583 Stevens Avenue – Lot 4
Portland, Maine



August 16, 2017

Prepared for:

Sea Coast at Baxter Woods Associates, LLC
20 Blueberry Lane
Falmouth, Maine 04105





August 18, 2017

J14.067B

Barbara Barhydt
Development Review Manager
Planning and Urban Development Department
389 Congress Street, 4th Floor
Portland, Maine 04101

**Sea Coast at Baxter Woods –Building-1
583 Stevens Avenue- Lot 4
Level III Site Plan and Subdivision Application Submission
(CBL 143-F012-001 & 136-E006-001)**

Dear Barbara:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are pleased to submit a Level III Site Plan and Subdivision Application for the development of Building-1 of the 2016 approved Master Development Plan (MDP) for a Planned Senior Community located on the former grounds of the St. Josephs Convent. This first of a planned five apartment building campus proposes a 4 story-21 unit building for seniors. This application is being submitted pursuant to the Portland Land Use Code Articles IV Subdivision and Article V Site Plan review, respectively.

This application is being filed through the City E-File System and includes a Level III Site Plan Application, project report and site/architectural plans. We look forward to working with Planning Staff over the coming months to ensure all application requirements are satisfied and the project is placed on the earliest Planning Board workshop agenda. In the meantime should you require any additional information please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Licht".

Frederic (Rick) Licht, PE, LSE
Principal

Encl: Site Plan LIII Application
Project Report
Site Plans Dated 08-16-17

Cc: (via email - PDF copy)
Matt Teare; Sea Coast at Baxter Woods Associates, LLC
Kevin Bunker; Sea Coast at Baxter Woods Associates, LLC
Ron Epstein; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
David Lloyd; Archetype
Steve Bushey; Stantec



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 \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

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.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	Sea Coast at Baxter Woods - Building 1
Proposed Development Address:	583 Stevens Avenue, Portland, Maine
Project Description:	Proposed 21 Unit Building 1 of Approved MDP (Lot 4)
Chart/Block/Lot:	143-F012-001 (Front Parcel) / 136-E006-001 (Back Parcel)
Preliminary Plan	N/A
Final Plan	August 16th, 2017

II. Contact Information (Please enter n/a on those fields that are not applicable)**APPLICANT**

Name:	Matthew Teare - Director of Development at Sea Coast at Baxter Woods Associates, LLC
Business Name:	Sea Coast at Baxter Woods Associates, LLC
Address:	20 Blueberry Lane
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-837-2418
Home #:	n/a
Cell #:	207-837-2418
Fax #:	n/a
E-mail:	mteare@highlandgreenlifestyle.com

OWNER

Name:	Same as Applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Frederic (Rick) Licht, PE, LSE (Licht Environmental Design, LLC)
Address:	35 Fran Circle
City/State:	Gray, Maine
Zip Code:	04039
Work #:	207-749-4924
Home #:	n/a
Cell #:	207-749-4924
Fax #:	n/a
E-mail:	rlicht@securespeed.net

BILLING (to whom invoices will be forwarded to)

Name:	Matthew Teare, Director of Development at Sea Coast at Baxter Woods Associates, LLC
Address:	20 Blueberry Lane
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-837-2418
Home #:	n/a
Cell #:	207-837-2418
Fax #:	n/a
E-mail:	mteare@highlandgreenlifestyle.com

ENGINEER

Name:	Stantec - Stephen Bushey
Address:	482 Payne Road Scarborough Court
City/State:	Scarborough, Maine
Zip Code:	04074-8929
Work #:	207-887-3478
Home #:	n/a
Cell #:	n/a
Fax #:	n/a
E-mail:	stephen.bushey@stantec.com

SURVEYOR

Name:	Titcomb Associates - Rex Croteau, PLS
Address:	133 Gray Road
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-797-9199
Home #:	n/a
Cell #:	207-797-9018
Fax #:	n/a
E-mail:	RCroteau@titcombsurvey.com

ARCHITECT

Name:	Archetype, PA - David Lloyd
Address:	48 Union Wharf
City/State:	Portland, Maine
Zip Code:	04101
Work #:	207-772-6022
Home #:	n/a
Cell #:	n/a
Fax #:	207-772-4056
E-mail:	lloyd@archetypepa.com

ATTORNEY

Name:	Jensen, Baird, Gardner & Henry - Ron Epstein/ Natalie Burns
Address:	10 Free Street, PO Box 04112
City/State:	Portland, Maine
Zip Code:	04112
Work #:	207-775-7271
Home #:	n/a
Cell #:	n/a
Fax #:	207-775-7935
E-mail:	repstein@jbgh.com/nburns@jbgh.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Frederic (Rick) Licht
E-mail:	rlicht@securespeed.net
Name:	Pat Carroll
E-mail:	pcarroll@carroll-assoc.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☒	Less than 50,000 sq. ft.	\$750.00
☐	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☒	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☒	Stormwater Quality	\$250.00
☒	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [21] x \$25.00 each	\$ 525.00
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☒	Design Review	
☐	Housing Replacement	
☒	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 2525.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	Lot 4	394,110	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE		59,600 +/-	sq. ft.
<i>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.</i>			
IMPERVIOUS SURFACE AREA			
Impervious Area (Total Existing)		5204	sq. ft.
Impervious Area (Total Proposed)		20,865	sq. ft.
Building Ground Floor Area and Total Floor			
Building Footprint (Total Existing)		0	sq. ft.
Building Footprint (Total Proposed)		11,743	sq. ft.
Building Floor Area (Total Existing)		0	sq. ft.
Building Floor Area (Total Proposed)		45,013	sq. ft.
ZONING			
Existing		R5A, R5	
Proposed, if applicable		N/A	
LAND USE			
Existing		Former Convent Gardens And Lawn	
Proposed		21 Unit Building	
RESIDENTIAL, IF APPLICABLE			
# of Residential Units (Total Existing)		0	
# of Residential Units (Total Proposed)		21	
# of Lots (Total Proposed)		1 (Lot 4) of a 4 lot Subdivision (Existing)	
# of Affordable Housing Units (Total Proposed)		Refer to MH 88 Units	
PROPOSED BEDROOM MIX			
# of Efficiency Units (Total Proposed)		0	
# of One-Bedroom Units (Total Proposed)		0	
# of Two-Bedroom Units (Total Proposed)		21	
# of Three-Bedroom Units (Total Proposed)		0	
PARKING SPACES			
# of Parking Spaces (Total Existing)		0	
# of Parking Spaces (Total Proposed)		14 Outside/28 Garage = 42	
# of Handicapped Spaces (Total Proposed)		4	
BICYCLE PARKING SPACES			
# of Bicycle Spaces (Total Existing)		0	
# of Bicycle Spaces (Total Proposed)		9	
ESTIMATED COST OF THE PROJECT			
		\$7,000,000	

VI. 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:	Kevin Bunker, Authorized Agent
Date:	8/16/17

Submitting final level III site plan

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
X		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
X		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
to be submitted		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual (Amended Subdiv. Plat includes boundary survey)
X		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
X			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
X			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications; (Metro at Stevens Ave - Part of approved MDP)
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
X			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
N/A			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
X			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings; (Geotech Report)
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
N/A			Ground water protection measures;
X			Existing and proposed sewer mains and connections;

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
X		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance; (300' to Evergreen Cem.)
See Report		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
Location Only		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



****See application report and site plans**

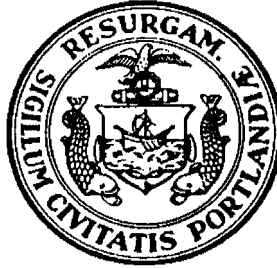
A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: 8/16/17

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

Address: 583 Stevens Avenue - Lot 4, Portland, Maine

Proposed Use:	Mixed-Use Residential	Chart Block Lot Number:	143-F012-001
Previous Use:	Mixed-Use Residential		
Existing Sanitary Flows:	0 GPD	Site Category	Commercial (see part 4 below)
Existing Process Flows:	0 GPD		Industrial (complete part 5 below)
Description and location of City sewer that is to receive the proposed building sewer lateral.			Governmental
Existing campus service to Walton Street over lots 4 and 1, see also approved MotherHouse Plans			Residential
			Other (specify)

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

2. Please, Submit Contact Information.

City Planner's Name: Jean Fraser Phone: 207-874-8728
Owner/Developer Name: Matthew Teare, Director of Development at Sea Coast at Baxter Woods Associates, LLC
Owner/Developer Address: 20 Blueberry Lane Falmouth, Maine 04105
Phone: 207-837-2418 E-mail: mteare@highlandgreenlifestyle.com
Engineering Consultant Name: Frederic (Rick) Licht (Licht Environmental Design, LLC)
Engineering Consultant Address: 35 Fran Circle Gray, Maine 04039
Phone: 207-749-4924 Fax: _____ E-mail: rlicht@securespeed.net

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: 2520 (Total Project 26,000+/-) GPD
Peaking Factor/ Peak Times: 6 (TR-16)

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) Chapter 241 State of Maine Subsurface Wastewater Disposal Rules - metered flow records from similar facilities

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A GPD

Do you currently hold Federal or State discharge permits? Yes No

Is the process wastewater termed categorical under CFR 40? Yes No

OSHA Standard Industrial Code (SIC): (http://www.osha.gov/oshstats/sicser.html)

Peaking Factor/Peak Process Times: _____

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

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



A Guide to Holding Neighborhood Meetings Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
 - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
 - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
 - The meeting should be held within 30 calendar days of filing the application.
 - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
 - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

**Applicant/Consultant
Letterhead**

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____

Meeting Date: _____

Meeting Time: _____

(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 (telephone number of applicant or consultant).

Sincerely,

(Applicant)

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

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 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,

_____ (date)

Attached to this certification are:

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



August 18, 2017

J14.067B

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, Maine 04101

**Sea Coast at Baxter Woods
538 Stevens Avenue, Portland – Building-1
Fire Department LIII Site Plan Review**

Dear Captain Pirone:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are submitting for Fire Department review, the proposed 538 Stevens Avenue Building-1 as required by the City LIII Site Plan Review process. The proposed building will contain 21 senior apartments and is part of the 2016 approved "605 Stevens Avenue Master Development Plan (MDP).

Attached are copies of the Site Plan Sheet C4.0 and Architectural Plans and Elevations for your review along with the following information as required by the Portland Fire Department, Site Review Fire Department Checklist. (Please note that Item #13 - Code Summary will be submitted separately by the architect, Archetype, PA.)

1. *Name, address and phone number of applicant:*
Sea Coast at Baxter Woods Associates, LLC
C/O Matthew Teare, Director of Development
20 Blueberry Lane
Falmouth, Maine 04105
Tele: 207.837.2418
mteare@highlandgreenlifestyle.com
2. *Name, address and phone number of architect:*
Archetype, PA
C/O David Lloyd, RA
48 Union Wharf
Portland, Maine 04101
Tele: 207.772.6022
Lloyd@archetypepa.com
3. *Proposed uses of structure:*
21-unit, 4 story active senior apartment building.
First floor – covered parking & utility areas
Floors 2-4- residential units and common spaces.
Building -1 is the first of a planned five (5) building approved Master Development Plan approved for the former McAuley High School and St. Joseph's Convent property.

4. *Square Footage of Structure:*

Footprint – 11,743 s.f.

Total Building Area – 45,013 s.f.

5. *Elevations of Structures:*

The building will be 43 ft-3 inches +/- in height including the first floor covered parking to the 4th level roofline. Mechanical units will be placed on the roof of the structure.

6. *Proposed Fire Protection of Structure:*

The building will be sprinkled.

7. *Hydrant Location:*

A hydrant is proposed at the northeast corner of the site parking area.

Additional hydrants are located on Walton and Stevens Avenue in the vicinity of the site.

8. *Water Main Size and Location:*

The site and future buildings 2-5 campus will be serviced by a private 8-inch fire line main and 4-inch domestic service.

9. *Access to Structure (min. 2 sides)*

Access to two (2) full sides (north and east) of the building will be provided for fire apparatus. Refer to the Site Plan.

10. *Code Summary shall be included referencing NFPA-1 and all fire department Technical Standards.*

(A Code Summary shall be provided under separate cover by Archetype, PA.)

Please do not hesitate to contact me or David Lloyd of Archetype, PA should you require any additional information or plans for your Site Plan Fire Department review. We are available to meet at your convenience should you desire.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

Encl: Site Plan C4.0 and Architectural Plans A1.1, A1.2, A2.1 and A2.2 dated 08-16-17

Sea Coast at Baxter Woods
Building-1
583 Stevens Avenue, Portland
LIII Site Plan and Subdivision Application
TABLE OF CONTENTS

- **Cover Letter**
- **City of Portland LIII Final Site Plan Development Review Application**
- **Fire Department - Site Plan Review Summary**
- **Site Plan/Subdivision Application Fee (Submitted separately)**
- **Project Report and Narrative**
 1. Introduction and Background
 2. Design Team
 3. Building-1 Lot 4 Review
 4. Existing Conditions and Zoning
 5. Proposed Development - Building-1 Lot 4
 6. Summary
- **Attachments:**
 - Exhibit 1 – Right, Title & Interest
 - Exhibit 2 - USGS Quad Locus
 - Exhibit 3 – Assessors Map
 - Exhibit 4 - Compliance with MDP
 - Exhibit 5 - Compliance with Zoning
 - Exhibit 6 - Easements & ROWs
 - Exhibit 7 – Waiver Requests
 - Exhibit 8 - Financial and Technical Ability
 - Exhibit 9 – Traffic Analysis
 - Exhibit 10 – Soils & Geotechnical
 - Exhibit 11 – Construction Management Plan
 - Exhibit 12 – Utility Serviceability Letters
 - Exhibit 13– Lighting Cuts
 - Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
 - Exhibit 15 – Metro
- **Site/Architectural Plans entitled “Sea Coast at Baxter Woods – Building -1, 583 Stevens Avenue, Portland Maine”, dated August 16, 2017, containing 19 plan sheets.**

583 Stevens Avenue Site Plan Index	
Plan Number	Title
G-1	Title/Cover Sheet
C-1.0	Approved Subdivision Plat
C-2.0	Second Amended Subdivision & Building -1 Sectional Plat
C-3.0	Demolition And Tree Preservation Plan
C-4.0	Site Plan
C-5.0	Utility Plan
C-6.0	Grading, Drainage & Erosion Control Plan
C-7.0	Utility Details
C-7.1	Site Details
C-7.2	Site, Stormwater & Erosion Control Details
C-8.0	Erosion Control Notes
L-1.0	Landscape Plan
L-2.0	Landscape Details
E-1.0	Electrical Site Plan
E-2.0	Site Lighting Calculation Plan
A1.1	First Floor Plan
A1.2	Second Floor Plan
A2.1	Elevations
A2.2	Elevations

PROJECT REPORT AND NARRATIVE

1. INTRODUCTION & BACKGROUND:

The proposal for development and re-purposing of the former St. Joseph's Convent and grounds, an 18.98 acre campus located at 583, 605 and 631 Stevens Ave. commenced in 2014-15 with the concept of creating a senior living/active adult campus. The cornerstone of the property is the former convent or Motherhouse which Sea Coast at Baxter Woods Associates, LLC in partnership with Motherhouse Associates, LP proposed 88 units of affordable and market rate senior housing. That project approvals for the Motherhouse together with the subdivision of the campus into 4 lots were granted on August 11, 2016. Lot 1 includes St. Catherine's residence for nuns and priests while Lot 2 contains the Maine Girls Academy school building, parking and grounds. Lots 3 and 4 are the focus of the senior living community. Prior to that, on July 6, 2015 approval the property obtained a zone change from R5 to R5A over a portion of the property allowing for the development of a planned senior community ("planned residential unit development" or PRUD) with a total combined density of 249 units. Lot 3 (4.39 acres) supporting the Motherhouse re-development can will provide 88 units of affordable and market rate units, while Lot 4 (9.05 acres) including former grounds of the Motherhouse and the Maine Girls Academy athletic fields has a maximum PRUD density of 161 units. The project master plan was approved on June 06, 2015 under a Master Development Plan (MDP) application as a proposed senior living community of 5 buildings with parking, landscaping, common areas and active and passive spaces.

As a campus master plan, **Lot - 4 Building-1** is subject to various overall MDP conditions of approval and retains easement rights over Lots 1, 2 and 3 for access, utilities, drainage and landscaping as provided for in the approved Subdivision Plat and recorded Deed and Declaration of Covenants and Easements. (Refer to Plan C1.0 and *Exhibits 1 and 6* for reference to the subject deed and easements).

Refer to *Exhibit 4* for information on the approved MDP and a copy of the approved Lot 4 senior living campus master plan and Lot 3 Motherhouse Development.

This application seeks LIII Site Plan and Subdivision approvals for the first building (Building-1) of the Lot 4 senior campus MDP. This building will be an attractive 4-story residential building containing ground level garage parking and 3 stories of apartment units and common space totaling 21 units of market rate senior housing.

2. DESIGN TEAM:

The design team consists of the following seasoned professional firms. Refer to *Exhibit 8* for additional supporting qualifications of the applicant Sea Coast at Baxter Woods Associates, LLC:

- Licht Environmental Design, LLC – Project Manager
- Carroll Associates – Master Planning and Landscape Architecture
- Stantec – Civil Engineering
- Archetype, PA –Architecture
- Maine Traffic Resources – Traffic Assessment

- Titcomb Associates – Surveying
- Summit Geoengineering – Geotechnical Services

3. BUILDING -1 LOT 4 REVIEW:

The scope of this application is for approval of Building-1 containing 21 senior market rate units. The following Land Use Ordinance Standards apply:

- a. Level III Site Plan approval in accordance with Article V Section 15-520 to 15-526; and,
- b. 21-Unit Subdivision Review pursuant to Article IV Section 14-490;
- c. Combined Amended 4-Lot Subdivision Plat and Sectional Recording Plat – Lot 4 Building-1.

4. EXISTING CONDITIONS AND ZONING

A. Zoning:

Lot 4 is divided into R5 and R5A Residential Zones. Multi Family dwellings and PRUD developments are permitted in both zones. The proposed Building-1 is located on the former grounds and gardens south of the Motherhouse closest to Stevens Avenue and north of Baxter Woods. Lot 4 contains 141.14 feet of frontage on Stevens Avenue. The building will lie wholly within the R5A zone with the exception of several upper level porches which will extend several feet into the R5 district. Refer to *Exhibit 5* for Net Residential Density calculations and a summary of the zoning standards for Lot 4 based on the R5 and R5A Zones.

B. Existing Uses:

Lot 4 contains 9.05 acres and includes the former grounds and gardens south of the Motherhouse including religious statuary and shrines (to be removed appropriately) , walkways and a former water fountain element (to be retained and refurbished) in the southwestern portion of the lot. This portion of the lot contains woods of mature oaks, cedar, fir and Norway maple trees together with open lawn areas. The frontage along Stevens Avenue contains the historic cast iron fence which will be preserved as indicated in the Motherhouse and MDP applications (except for removal of one section for a new sidewalk connection to Stevens Avenue) and refurbished as part of the Motherhouse project. The eastern portion of Lot 4 occupies the Maine Girls Academy athletic fields and a wetland area below the field fill slopes on the eastern property boundary. The athletic fields will not be impacted by this phase of the Master Plan Development. (Refer to Plan C 3.0 Demolition and Tree Preservation Plan.)

C. General Conditions, Access and Parking:

The area proposed for development of Building -1 is directly adjacent to the Motherhouse project and parking. The site plans for the Motherhouse and Building -1 are coordinated to share access from Stevens Avenue and utilities. No parking or utilities currently exist on Lot 4 in the vicinity of Building-1.

Access to Lot 4 is currently from both Stevens Avenue over the Lot 3 Motherhouse access drives and from the Walton Street driveway and Maine Girls Academy parking lot through Lots 2 and 3.

D. Existing Buffers, Landscaping and Visual Quality:

The Motherhouse and campus in general contain a large number of mature hardwood and softwood specimen trees as well as several shrines and garden grotto areas associated with its

past history as a convent. The project will save and protect as many trees as possible however a number of trees in the building area will be removed. A complete tree inventory has been conducted by Carroll Associates and reviewed through site meetings with Jeff Tarling, City Arborist. Trees to be preserved and removed are indicated on Plan C3.0. The proposed site layout and walkways around the building have been designed to preserve the park like grounds and provide a transitional buffer to the Baxter Woods fence. The views of the proposed building from Stevens Avenue are muted and filtered to a large degree by a thick hedge along with the ornate fence along the site frontage together with trees to remain and additional plantings.

Views from Baxter Woods are also well buffered even from the very near the fence line located 33 feet into Lot 4. Walton Street offers a view of the internal athletic field from the north side of Lot 4 framed by hardwood trees on Lots 1 and 2. The approved MDP and Motherhouse Site Plan will utilize Walton Street as the main access to the campus protecting all but several trees at Walton Street required to be removed for the Lot 3 shared access drive.

What may not be apparent to most visitors to the site is that the former St. Joseph's southern campus property line extends 33 feet beyond (south of) the chain link fence demarking the edge of the formal woods and lawn/athletic field areas. This wooded area, while not legally part of Baxter Woods is ecologically connected and includes a well worn side trail used by the public near the fence line. This 33-foot strip of woods is part of a historic 66-foot wide easement reserved by Mayor James Baxter in the 1908 deed to the Roman Catholic Bishop Corporation. Under the MDP approval, the applicant has committed to provide a conservation easement or covenants to preserve this section of woods providing a permanent buffer area.

E. *Unique Natural Areas:*

Neither the City of Portland nor Beginning with Habitat Maps list any rare or unique areas on the property.

The prime resource area is the adjacent Baxter Woods. This site has a special relationship with Baxter Woods which the applicant has focused on preserving. The wooded 33-foot edge of Baxter Woods will be preserved as discussed above. The City Arborist has identified the former allee of mature oak trees which framed an early 20th century roadway traversing between the campus and Baxter Woods. Some of the oaks are mature and/or are located within the site plan footprint requiring removal. The plans will provide for plantings of new trees and planting beds near the Baxter Woods fence line to provide additional buffering and screening of the building as well to provide a transitional zone adjacent to the formal woods.

The applicant has provided a letter of intent under the MDP process to work with the City to take steps to preserve Baxter Woods. The goals of this program include (1) monitoring and assessing existing ecological conditions, (2) annual funding of the study and (3) implement improvements as directed and approved by the City Arborist in Baxter Woods. Improvements including re-establishing and enhancing the former allee noted above, re-location of the worn trail next to the fence, removal of invasive species, replacement of the chain link fence and other actions which may be proposed by the City. Refer to the MDP approval for a copy of the letter of intent and specific activities proposed in collaboration with the City.

F. Utilities and CSO's:

Existing water (domestic and fire main), sanitary sewer, storm drainage, electric & communications and natural gas utilities are available in both Stevens Avenue and Walton Streets. Electric service is currently provided from an overhead pole line into the site from Walton Street to a pole mounted transformer behind the Smith Wing and into the rear (east side) of the building. That utility trunk line is being upgraded and dropped to an underground service behind the Motherhouse on Lot 3. There is minimal or no site lighting on the Lot 4 property.

The Motherhouse project on Lot 3 will upgrade the existing sanitary sewer and electric service both connecting to Walton Street. Building-1 will provide connections to the new underground electric service and sewer services on Lot 3 and connect to existing natural gas and water mains in Stevens Avenue.

Easements have been provided for the sharing of the campus utilities where required. Refer to Plan C1.0 for locations of all easements.

5. PROPOSED DEVELOPMENT – BUILDING -1 LOT 4:

(Refer to the attached Exhibits and accompanying Site Plans and Architectural Plans for detailed site information.)

A. Building-1 Conformance with Master Development Plan (MDP):

The development of Building -1 on the 9.05 acre Lot - 4 of the 583/605 Stevens Avenue campus is the second component of the senior living/active adult campus. The Lot -3 Motherhouse re-development into 88 senior apartments (66 affordable units and 22 market rate units) initiated the redevelopment of the former St. Joseph's Convent and surrounding campus grounds as Phase 1 of the new senior community. The senior community will target younger seniors and baby boomers from age 55 to 75 looking to simplify their living arrangements and spend more time enjoying an active lifestyle.

The approved 2016 Master Development Plan (MDP) provides a phased campus development "blueprint" for up to 161 new market rate units to be developed on Lot -4 as a phased project of five (5) buildings. Building-1 will provide 21 units of market rate housing on the portion of Lot 4 south of the Motherhouse closest to Stevens Avenue. The general location of the building within the gardens and grounds south of the Motherhouse is consistent with the location and setbacks as approved on the MDP. (Refer to *Exhibit 4* for a copy of the approved Master Development Plan and detailed review of the conditions of the MDP applicable to Building-1.)

Pedestrian and vehicular access and circulation are integrated with the Lot-3 Motherhouse as shown on the approved MDP with easements provided for the sharing of access, utilities and stormwater systems. (Refer to Section 5.C and 5.D below for additional detail.)

Each of the five campus buildings will include a series of amenities and common areas designed to encourage an active healthy lifestyle. In addition to the under-building parking, Building-1

will include a common room area and exterior patio deck on the second floor and an outdoor rear at-grade patio and gathering area for residents to meet and enjoy the views to Baxter Woods. Building-1 will preserve a number of the significant trees on the site and provides a robust landscaping plan together with the protection of the 33-foot easement adjacent to Baxter Woods noted above.

Several primary factors of the approved MDP are incorporated into the Building-1 site plans. They include; (1) the preservation of the historic streetscape views from Stevens Avenue; (2) preservation of the athletic fields used by the Maine Girls Academy. These fields will also provide open space for use by residents and (3) provision for preserving the 33-foot buffer along Baxter Woods located on the south side of the existing fence line together with preservation of many of the significant trees on the Building-1 grounds. (Refer to Section 5.J and 5.K for additional information on landscaping and easements.)

B. Building-1 Architecture:

The four story Building-1 will contain 3 floors of two—bedroom apartments above a first floor covered parking garage. Apartments will be single level, senior friendly apartments designed to accommodate a resident's changing needs as they age. They will include all the elements required for independent living including a comprehensive life safety and security system. Units on floors 2-4 will include small decks to enjoy the views of the historic Motherhouse to the north and Baxter Woods to the south.

Architectural floor plans and elevations are contained in the Site Plan set. The design of the building adapts comments provided during the Master Development Plan review process to present a building which is subordinate to the Motherhouse yet provides architecture which embodies the character of that historic structure. The following summarizes prominent architectural characteristics of Building-1:

1. Elements of the Motherhouse have been reflected in the new buildings. The prominent granite base of the mother house will be incorporated into the Building-1 design using areas of stone veneer. A modern version of the mansard on the Motherhouse will be incorporated , but in a vertical , not sloped version , with a zinc faced metal shingle to identify the top floor . Brick elements with brick matching the Motherhouse are incorporated into the design .
2. The colors of the new buildings are all natural toned , brick, granite and grey clapboard.
3. The entry ways into each building are clearly delineated with welcoming porch elements and entry plaza using a combination of pavers and concrete materials.
4. Each unit has its own deck space which also works to help break down the building massing and add interest .
5. Parking is located under each building structure with a first floor architecture providing interest consistent with the upper floors. The under building parking allows more open green space to be preserved on the site.

6. Mechanical units will be located on the flat rooftop and screened.

Additionally the final building designs will reflect the additional recommendations provided in the MDP review memo from Caitlin Cameron, Urban Designer, City Planning and Urban Development Department dated June 9, 2016.

C. *Site Layout and Circulation:* (Refer to Site Plan Sheet C-4.0)

The building will be set back approximately 190 feet from Stevens Avenue respecting the natural buffer of existing trees together with a proposed allee of trees and new central sidewalk to Stevens Avenue. Building -1 will be set back approximately 70 feet from the western-front face of the Motherhouse respecting the integrity of that historic structure. The building siting will provide an urban feel with curbing and access from Stevens Avenue close to the building, parking along the north and east face and access to the ground level parking garage from the east end of the building. The layout integrates tightly with the Motherhouse parking and circulation aisles to provide a unified site design.

The primary vehicular access to Building -1 and the future campus will be from Walton Street over the approved access drive on Lots 2 and 3, provided for in associated easements. The main entry on the north side of the building will provide concrete paver walks and a covered entry together with landscaping to create a welcoming public face to the apartment building.

The site plan provides for 28 parking spaces in the garage, 8 on the east end and 6 in front of the building for a total of 42 spaces or a ratio of 2:1. Four (4) accessible spaces will be provided. The parking areas are proposed to be constructed with permeable pavers to infiltrate storm water while the access aisles will be standard pavement.

The proposed Lot 4—Building-1 site plan will not result in the loss of any existing playing fields. There will be some minor construction directly adjacent to the west side of the field complex for construction of the new access drive and utilities which will have only a short term impact.

D. *Pedestrian and Bicycle Circulation:*

The site plan is consistent with the approved Master Development Plan, providing a new main campus sidewalk connection to Stevens Avenue forming a main spine between Building -1 and the Motherhouse and leading towards the future phases of the campus development. A walkway will also connect northerly directly to the Motherhouse. Stone dust walkways will link the paved walks around the back of the building and connect to an existing path along the athletic fields north of Building 1 along the east boundary of Lot 3 (Motherhouse lot) providing a strong linkage to Walton Street. (Refer to Site Plan C4.0 for the location of walks and parking areas.)

Bicycle racks located both near the building entrance and in the garage will provide 9 or more bicycle spaces.

E. *Mass Transit Connections:*

The site sits uniquely in a location serviced by the METRO bus service. There are METRO stops on Stevens Avenue and nearby on Forest Avenue a short walk from the site. Typical senior facilities find that a portion of residents do not own cars and those who do in an urban or semi-

urban setting rely heavily on mass transit and walking for their day to day activities. (See METRO Map, *Exhibit 15*.)

The MDP approval required the applicants to contribute \$15,800 towards a new crosswalk and METRO Stop/Shelter on Stevens Avenue. A preliminary location of the shelter, crosswalk and bench provided by Planning Staff are shown on Site Plan C4.0 for coordination purposes. These elements are tied to the MDP approval and are not part of the Building-1 plans. *Exhibit 15* provides additional information on compliance with the Site Plan Section 14-526 Public Transit Access standards.

F. Utilities:

Proposed utility connections are being coordinated with the Lot 3-Motherhouse development. (Refer to *Exhibit 12* for Letters of Serviceability and flow projections.)

1. Natural Gas – A 2-inch main will be provided from Stevens Avenue to a screened meter enclosure in the south lawn of the Motherhouse and extended along the utility corridor along the front (north) side of Building-1 and stubbed for future Lot 4 expansion. A detail of the enclosure is provided in the site plan set.
2. Water – A new 8-inch fire and 4-inch domestic service will be extended from Stevens Ave. along the utility corridor and easement along the common property line with Lots 3 and 4. A domestic meter and vault will be installed just inside the Stevens Avenue fence creating a private water system for Buildings 1-5. Each building will be sub-metered separately.
3. Fire Protection – Based on public safety review comments from the MDP the site will include a new fire hydrant located at the northeast end of the new building. Access for fire and emergency vehicles will be from the north and east ends of Building -1.
4. Sanitary Sewer - A new building sewer will exit the east end of the building and provide an extension to the main campus sewer trunk line northerly on Lot 3. The applicant is submitting the Wastewater Capacity Application and supporting flows to the Department of Public Services for review with estimated flows of 2,520 gallons per day of water/wastewater projected for the Building -1 development.
5. Electric/Communications – Will be provided with a new three phase transformer and underground conduit extensions from the rear of the Motherhouse extending to the northeast corner of the Building-1 parking lot. Utility vaults will be installed to provide for future extensions into Lot 4 for buildings 2-5.

G. Site Lighting:

Site Lighting on the northern access and parking area will be provided with three (3) light fixtures as part of the approved Motherhouse project. An additional two (2) fixtures will be added on the north side and east end of the building. The main walkway corridor from Stevens Avenue will be softly illuminated with eight (8) bollard lights providing both safety lighting and a visual connection to the new building in the evening hours. Building lighting will be limited to recessed lights at the external doorways and wall lighting at the garage and rear door entry. The rear patio area will have lights installed in the seat wall to provide accent. All lighting will be LED. Refer to the Site Electrical and Site Lighting Calculation (photometric) Plan Sheet E 2.0 for light fixture locations and specifications and *Exhibit 13* for lighting cuts.

The site lighting plans reflect the sensitivity of Baxter Woods by limiting lighting in the rear of the building. Lighting from apartments will be subtle and buffered to a large extent by the existing and proposed landscaping and trees located in the south lawn area.

H. Solid Waste Management:

Building-1 will not require a formal dumpster. Residents will be required to bring trash and recyclable materials to a dedicated waste management room located in the first floor level garage for sorting into roll-away bins. These will be rolled to the east end garage door area and picked up by a waste hauler. The facility will contract with a licensed waste hauler for pick up and disposal.

I. Stormwater Management and Erosion & Sedimentation Controls:

Refer to *Exhibit 14* for a Stormwater Management letter report prepared by Stantec. Erosion control specifications are provided on Plan Sheet C7.2

The stormwater management system for the Building -1 site has proposed several BMP's to take advantage of the infiltration capacity of the granular site soils. The site will remove existing paved walks and results in a net of only 15,661 s.f. (0.36 ac.) of impervious area. Stormwater BMP's to meet general (quality) and flooding (quantity) standards include use of pervious pavers in the parking spaces and sections of the entry walks, installation of two (2) rain gardens at the rear of the building and capture of roof runoff via internal roof drains to charcoal filter systems located below the garage floor. The drainage system will be connected to the existing 12-inch storm drain located in the softball field to the east of the new building which discharges to the wetlands below the athletic field fill slopes to the east.

J. Landscaping and Buffers:

The approach to the landscape plan for the project has been to preserve as many of the existing mature trees on site and provide supplemental infill where appropriate. Carroll Associates has performed an inventory of the existing trees on-site and met with Jeff Tarling, City Arborist to review vegetation conditions. The Demolition and Tree Preservation Plan, Sheet C.3.0 and Landscape Plan Sheet L1.0 provide details on specific trees to be removed either due to development or due to their poor or compromised health. The new and parking and access drives have been laid out to respect the existing trees, landscaping and gardens to the greatest extent possible. There will be no impact to buffers to Baxter Woods from the Building - 1 development.

Refer to Sections 4.D and 4.E above for more details on the landscaping and buffer in relation to Baxter Woods.

Approximately 450 feet of the chain link fence along the 33-foot Baxter Woods easement will be replaced with a more decorative fence as detailed on the site plans. Additionally the corner at Stevens Avenue will be anchored with one or two sections of the historic wrought iron fence, removed from the Motherhouse project.

K. Easements:

Refer to the Overall Subdivision Plan, Sheet C-2.0 for existing and proposed easements. As a master planned campus, shared utility, storm drainage, access and parking easements are

required to be provided between the various lots to secure rights for use. The subdivision plat identifies all existing and proposed easements.

The applicant will provide a conservation easement over the 33-foot wooded strip of land adjacent to Baxter Woods to essentially merge that portion of woods with Baxter Woods.

Refer to *Exhibit 6* for a summary of existing and proposed easements.

L. NFPA-1 and Fire Safety Code Review:

Refer to the Fire Safety review letter contained with the Site Plan Application for a summary of the Fire Department Checklist standards. The project architects, Archetype, PA, will provide a fire safety code review under separate cover and forward to the Fire Chief and Planning Department for review.

M. Snow Storage and Management:

Snow removal and sidewalk maintenance will be contracted to an outside contractor for Building-1. The Site Plan Sheet C4.0 designates a snow storage area off the back of the eastern parking area for plowing snow from the east end of the building. The plowing of the front parking spaces will be coordinated with the Motherhouse Lot 3 service contract and either plowed together with the Motherhouse parking and access ways or removed with a snow blower.

N. State and Federal Permits:

The project is being reviewed by the City of Portland under their DEP Delegated Review authority. As such DEP Site Location of Development and Stormwater Chapter 500 permits are not required. The project will not impact any wetlands therefore no DEP-NRPA or U.S. Army Corps of Engineers permits are required.

Due to the relationship with the Motherhouse and National Park Service (NPS) review for that site under the Historic Tax Credit process, the Building-1 project is being reviewed by the project team historic consultant to ensure compatibility with prior recommendations provided by the NPS.

6. SUMMARY:

In summary we believe that the proposed Lot -4 Building-1 Level III Site Plan and Subdivision plans meet the requirements of the Portland Land Use Code - Subdivision Article IV and Site Plan Article V. The project will provide needed off peninsula senior housing within a carefully planned campus community close to amenities and services. We look forward to working closely Planning Staff and the Planning Board in the coming months as we seek approvals for this exciting project.



SEA COAST AT BAXTER WOODS
BUILDING-01 SITE PLAN APPLICATION

EXHIBIT 1

RIGHT, TITLE & INTEREST

Sea Coast at Baxter Woods Associates, LLC acquired in the 18.98 acre former St. Joseph's Convent and Hospital property in December, 2106 which includes the approved 4 lots of the 605 Stevens Avenue approved subdivision.

The deed (CCRD Book 33698 Pages 187 – 202) provides for rights of access, utilities, landscaping, etc. over and between the 4 lots as shown on the "Overall Subdivision Plan, 605 Stevens Avenue and Walton Street, prepared for Sea Coast at Baxter Woods Associates, LLC, dated June 24, 2015 as amended June 14, 2016 and recorded in the CCRD Plan Book 216 Page 433 together with the Declaration of Covenants and Easements recorded in the CCRD Book 33922 Page 172.

A copy of the Deed and Declaration of Covenants and Easements are attached. The location of easements within the subdivision are shown in the Site Plans as Plan C1.0 – Approved Subdivision Plat.

QUITCLAIM DEED WITH COVENANT
(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS, that **ST. JOSEPH'S CONVENT AND HOSPITAL**, a Maine non-profit corporation ("Grantor"), for consideration paid, grants to **SEA COAST AT BAXTER WOODS ASSOCIATES, LLC**, a Maine limited liability company, its successors and assigns, having its principal place of business at 20 Blueberry Lane, in the Town of Falmouth, County of Cumberland and State of Maine ("Grantee"), with **QUITCLAIM COVENANT**, the land in the City of Portland, County of Cumberland and State of Maine, described in Exhibit A hereto attached and made a part hereof.

SUBJECT TO the permitted exceptions set forth on Exhibit B attached hereto and made a part hereof and the reserved rights described in Exhibit A attached hereto.

Together with and also hereby conveying the following rights and easements for the benefit of Lots 2, 3 and 4 (the "Benefitted Property") as shown on the plan entitled "Overall Subdivision Plan 605 Stevens Avenue Stevens Avenue & Walton Street, Portland, Maine", made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433 (hereinafter the "Subdivision Plan"), provided that the following easements and the rights thereunder shall be exercised in a manner and during such times so as to minimize any interference with the use and occupancy of the apartment complex located on Lot 1 as shown on the Subdivision Plan and related access and parking, and further subject to the terms and conditions set forth herein:

1. Utilities: Together with the perpetual non-exclusive right and easement to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove underground utility conduits, pipes and mains, and poles and wires with all necessary underground fixtures and appurtenances under the portions of Lot 1 as shown on the Subdivision Plan labelled as "#5 Utility and Drainage Easement" as shown on the Subdivision Plan and in the existing locations of any underground sewer and water lines that currently serve Subdivision Plan Lots 2, 3 or 4 (collectively, the "Utility Easement Areas") for any and all underground utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables and mains, below ground, together with all necessary underground facilities and fixtures and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances together with the right at all times to make connection with all of said facilities to the Benefitted Property as deemed appropriate by Grantee, its successors and assigns.

2. Drainage: Together with the perpetual non-exclusive right and easement to enter the portions of Lot 1 as shown on the Subdivision Plan labelled as "#5 Utility & Drainage Easement" and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove underground drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary underground fixtures and appurtenances, and to make connection therewith with the Benefitted Property, and to flow and direct water under such areas.

3. Parking: Together with the perpetual right and easement to construct a 20 parking space expansion (the "Expanded Parking Lot") of the existing parking lot located on Lot 1 located easterly of

the existing parking lot and to have the exclusive use of the Expanded Parking Lot for parking of vehicles. The existing parking lot shall be for the exclusive use of the owner and residents of Lot 1.

4. Related Rights: Together with the perpetual non-exclusive right and easement in connection with or in exercising any of the above described rights to enter the Utility Easement Areas and to work, fill, excavate, tunnel and trench and cut or remove trees and brush in such areas, but only to such extent as in the reasonable judgment of Grantee is necessary for any of the above described purposes; provided, that Grantee gives Grantor not less than ten (10) days prior notice of such entry.

Grantor and Grantee acknowledge and agree that the rights and easements granted hereunder are expressly subject to the following terms and conditions:

- (a) Grantee shall maintain the Expanded Parking Lot and all utility and drainage materials and apparatus installed by Grantee in good condition and repair. In addition, upon completion of the Expanded Parking Lot, Grantee shall be responsible, at its sole cost, for the prompt removal of ice and snow from both the Expanded Parking Lot and the Existing Parking Lot.
- (b) The exercise of all rights of the Grantee hereunder shall be undertaken at the sole cost of Grantee. All utilities and the drainage system shall be fully underground. All construction and maintenance shall be performed in a good and workmanlike manner. Grantee agrees that as soon as practicable, but in any event no later than thirty (30) days after completion of the installation or any maintenance of any utility or drainage equipment or materials, it will restore the surface of the disturbed area to substantially the same condition prior to such work. Prior to disturbing any of the surface of the Utility Easement Areas as provided herein, Grantee shall give at least 30 day's notice to Grantor.
- (c) Prior to taking any action that would reduce or impede the use of any of the parking spaces in the existing parking lot, Grantee shall provide substitute parking that would be available during any period of disturbance that is reasonably equivalent in proximity and quality to the parking spaces being disturbed. At all times, reasonable and safe access shall be maintained between the parking areas and the building located on Lot 1. Grantee covenants that in its exercise of the easement rights granted hereunder, it shall not adversely impact access to Lot 1 over and from Easement #2 (50' Access & Utility Easement) shown on the Subdivision Plan. Prior to disturbing any of the parking spaces in the existing parking lot as provided herein, Grantee shall give at least 30 day's notice to Grantor, which notice shall also describe the substitute parking to be given by Grantee to Grantor, as provided in this paragraph.
- (d) Grantee acknowledges that Grantor's primary access to Lot 1 will be over the 50' Access and Utility Easement, shown as "Easement 2" on the Subdivision Plan, as provided herein. In the exercise of Grantee's rights hereunder, it shall insure that Grantor's access to Lot 1 over and from Easement 2 is not impaired; provided, however, that if in Grantor's reasonable judgment, it is necessary to preclude or limit Grantor's access to Lot 1 over and from Easement 2 in connection with the exercise by Grantor of its rights granted herein, Grantor may do so provided that (i) it provides Grantor with prior notice of not less than 10 days prior notice, except in the case of an emergency, in which case the best practicable notice shall be given and (ii) Grantee provides, at its cost, reasonably equivalent access to Lot 1; and (iii) such interruption of access be minimized to the extent practicable in terms of time and scope.
- (e) Grantee shall enter upon the Utility Easement Areas at its sole risk and hereby releases Grantor and its successors and assigns and shall indemnify and hold Grantor, its successors and assigns, harmless from and against any and all liability, loss, cost, damage or expense,

including court costs or fees related to litigation or alternative dispute resolution and attorneys' fees, incurred by Grantor as a result of or in connection with the exercise by Grantee or its employees, agents, invitees and licensees of the rights granted or described herein or for any damage or injury caused by any equipment, apparatus or materials installed by Grantee, except to the extent arising from the intentional misconduct or willful violation of law by Grantor.

- (f) Grantor shall have the right to use the Utility Easement Areas for access and parking and for such other uses that do not unreasonably impair or hinder the use granted to Grantee herein. In addition, Grantor shall have the right, at its sole discretion, to make changes, modifications or alterations to the Utility Easement Areas, provided that the utility of such easement areas for the purposes described herein is not unreasonably impaired or hindered.
- (g) Grantor shall have the right to connect to any utilities or drainage facilities installed by Grantee, at Grantor's sole cost and expense. Grantor shall not be charged, other than the actual cost to make the connection. As a condition to such connection: (i) Grantor shall provide Grantee with not less than 10 days prior notice, except in the case of an emergency, in which case the best practicable notice shall be given and (ii) any interruption to service be minimized to the extent practicable in terms of time and scope.
- (h) In recognition of the fact that the apartments are residential dwelling units and the primary residence of its tenant, Grantee shall ensure that construction noise and construction related traffic on Lot 1 is minimized between the hours of 6:00 p.m. and 8:00 a.m.

The terms and conditions of the Easements, as set forth in paragraphs (a) through (h) above shall be binding upon the parties hereto and their respective successors and assigns from time to time of all or any portion of either or both of the benefited and servient estates or any portion or portions thereof, however such estates may hereafter be divided or combined, and shall be covenants running with the land. Grantee joins in this deed for the purpose of evidencing its agreement to the terms and conditions set forth herein.

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IN WITNESS WHEREOF, the said St. Joseph's Convent and Hospital has caused this instrument to be executed and delivered in its name by Jacqueline Marie Kieslich, its President, duly authorized, this 14 day of December, 2016.

WITNESS:

Lacey Harris

GRANTOR:

St. Joseph's Convent and Hospital

By: Jacqueline Marie Kieslich, RSM
Name: Jacqueline Marie Kieslich, RSM
Its: President

STATE/~~COMMONWEALTH~~ OF Rhode Island
Providence, ss. December 14, 2016

Then personally appeared the above named Jacqueline Marie Kieslich, RSM, as President of St. Joseph's Convent and Hospital and acknowledged the foregoing instrument to be her free act and deed in said capacity and the free act and deed of said corporation.

Before me,

Isabel Sousa
Attorney at Law/Notary Public
Printed Name: 4-3-19

SEAL

IN WITNESS WHEREOF, the said Sea Coast at Baxter Woods Associates, LLC has caused this instrument to be executed and delivered in its name by John B. Wasileski, its Manager, duly authorized, this 16 day of December, 2016.

WITNESS:

GRANTEE:

Sea Coast at Baxter Woods Associates, LLC

By:

John B. Wasileski, Its Manager

STATE OF MAINE
CUMBERLAND, ss.

16, 2016

Then personally appeared the above named John B. Wasileski as the Manager of Sea Coast at Baxter Woods Associates, LLC and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said Sea Coast at Baxter Woods Associates, LLC.

Before me,

[Signature]
Attorney at Law/Notary Public
Printed Name: Ronald G. Gaten

EXHIBIT A

(Attached to and forming a part of
Quitclaim Deed With Covenant from
St. Joseph's Convent and Hospital to
Sea Coast at Baxter Woods Associates, LLC)

LEGAL DESCRIPTION OF THE PREMISES

PARCEL 1:

A certain lot or parcel of land situated in the Town of Deering, County of Cumberland and State of Maine, and is a portion thereof known as Stevens Plains, viz: A lot sixty and one-half (60 1/2) feet square, enclosed within the outer corners of four granite posts set in the ground by said Smith, said lot being near the center of the enclosure surrounded by the cemetery wall built by said Smith, said granted lot being the same which was reserved, excepted and excluded from a conveyance to James A. Healy, executed July 27, 1881 recorded in said Registry in Book 477, Page 379.

Being the same premises conveyed to Saint Joseph's Convent and Hospital by Administrator's Deed of Charles W. Goddard, et al. dated July 18, 1884 and recorded in the Cumberland County Registry of Deeds in Book 479, Page 327.

PARCEL 2:

A certain lot or parcel of land situated in said Deering and being a part of the "Forest Home" property so-called owned at one time by the late Francis O. J. Smith bounded and described as follows to wit, viz: Commencing at the southerly corner of the Tomb Lot so-called; thence southeasterly parallel with the westerly sideline of Oak Street formerly called Forest Street, one hundred and fifty (150) feet, more or less, to land now or formerly owned by Mary T. Reing; thence North easterly by said Reing's land four hundred and eighteen (418) feet, more or less, to said Oak Street; thence northwesterly by the westerly sideline of said Oak Street eight hundred and fifty-six and one-half (856 1/2) feet, more or less, to the Stevens Plains road (so-called); thence southwesterly by the southerly sideline of said road two hundred and twelve (212) feet, more or less, to the easterly sideline of a street fifty (50) feet wide laid out and described in the deed of said Francis O. J. Smith to "Smiths Home for Aged Indigent Mothers" dated August 12, A.D. 1863 and recorded in the Cumberland County Registry of Deeds, Book 322, Page 479; thence southeasterly by the easterly sideline of said last mentioned street and by the stone wall on the easterly side of the "Tomb Lot" so-called six hundred and seventy-two (672) feet, more or less to the easterly corner of said "Tomb Lot"; thence southwesterly by said "Tomb Lot" two hundred one and one-half (201 1/2) feet, more or less, to the point begun at. Excepting however from this conveyance the following described lots conveyed by said Smith in his lifetime to wit: Two (2) lots measuring together on said Oak Street sixty-five (65) feet and running back therefrom one hundred and eight and two tenths (108.2) feet conveyed by said Smith to John J. McDonnell by deed dated January 23, A.D. 1875 recorded in said Registry of Deeds, Book 414, Page 266 and by deed dated March 23, 1875 recorded in Book 418, Page 54, also a lot measuring on said Oak Street thirty-two and five tenths (32.5) feet running back one hundred and seven and seven tenths (107.7) feet conveyed by said Smith to Edward Farrell otherwise called Edward Tarrell, otherwise called Edward Tirrell by deed dated June 11, A.D. 1872, recorded in Book 395, Page 17 in said Registry, also lots together measuring on said Oak Street ninety-seven and five tenths (97.5) feet and running back therefrom one hundred and six and four tenths (106.4) feet sold and conveyed by said Smith to John Bell by deed dated January 20, A.D. 1876 recorded in Book 426, Page 357, in said Registry of Deeds, also lot on the corner of said Oak Street and said Stevens Plains road

measuring seventy and two thirds ($70 \frac{2}{3}$) feet on said road and running back to land conveyed to John Bell as aforesaid, said corner lot having been sold and conveyed by said Smith to Ann R. Bramhall and others by deed dated May 27, A.D. 1876 recorded in Book 434, Page 201 in said Registry, also excepting a certain lot of land situate on the southerly side of Oak Street aforesaid having a frontage of sixty-five (65) feet on said Street and extending back at right angles therefrom one hundred and eight (108) feet being the same premises conveyed by Francis O. J. Smith to Simon Niles by deed dated September 18, A.D. 1871 recorded in aforesaid Registry of Deeds, Book 388, Page 147, to which deed reference is hereby made for a more particular description of said premises. Also another lot of land situate on the southerly side of said Oak Street in said Deering, bounded and described as follows, viz: Beginning at the northeasterly corner of land heretofore conveyed by Francis O. J. Smith to John Bell in the southerly sideline of said Oak Street; thence extending southerly by the easterly sideline of Bell's land one hundred and six (106) feet and four (4) inches; thence easterly forty-eight (48) feet and nine (9) inches to a point one hundred and six (106) feet and seven (7) inches from said Oak Street; thence to the southerly line of said Oak Street at a point forty-eight (48) feet and nine (9) inches from the first bounds mentioned; thence to said first bounds being all of Lot No. 22 and one-half of Lot No. 24 on a plan made by C. H. Howe in June A.D. 1864, being the same lot conveyed by said Francis O. J. Smith to Ann R. Bramhall and others by deed dated May 27, A.D. 1876, recorded in said Registry of Deeds, Book 434, Page 201, to which deed reference is hereby made for a more particular description of said premises and being a part of the same premises heretofore conveyed by James P. Baxter to said James Augustine Healy by deed dated July 24, A.D. 1881 recorded in said Registry of Deeds, Book 477, Page 396, to all which deeds reference is hereby made for a more particular description of the lots excepted from this conveyance.

Also excepting and reserving for the use forever of the heirs at law of said Smith for entrance and egress to and from the Burial Lot above-described a right of way in common in the Street fifty (50) feet in width known as Avenue "D" leading from said Oak Street to said Burial Lot. Also all my right, title and interest in and to a certain parcel of land which said Smith had at his decease and which was deeded by John W. Lane to the Executors of the Last Will and Testament of said Francis O. J. Smith, said deed dated July 15, A.D. 1878 and recorded in said Registry of Deeds for said Cumberland County, Book 455, Page 382 situate in Deering aforesaid and in a portion thereof known as Stevens Plains, bounded and described as follows, to wit: Beginning at a granite monument in the easterly sideline of the County road that crosses said Plains; thence running south sixty-four and one-half ($64 \frac{1}{2}$) degrees East four hundred and forty-one (441) feet to the westerly corner of the Cemetery wall built by said Smith and still in the same course following the southerly exterior sideline of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet more to the southerly corner thereof; thence at a right angle North twenty-five and one-half ($25 \frac{1}{2}$) degrees East by the easterly exterior sideline of said wall two hundred and two and one-half ($202 \frac{1}{2}$) feet to the easterly corner thereof; thence at a right angle North sixty-four and one-half ($64 \frac{1}{2}$) degrees West by the northerly exterior line of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet to the northerly corner thereof and still in the same course four hundred and sixty-five (465) feet to a point in said easterly sideline of said County road two hundred and three (203) feet distant from the granite monument first above-mentioned; thence by said County road line southwesterly two hundred and three (203) feet to said first mentioned monument with the buildings thereon reserving, excepting and excluding from this conveyance a lot sixty and one-half ($60 \frac{1}{2}$) feet square enclosed within the outer corners of four (4) granite posts set in the ground by said Smith. Said reserved lot being near the entre of the enclosure surrounded by the Cemetery wall aforesaid and containing in the middle thereof the tomb built by said Smith wherein his body and the bodies of his parents, children and wives repose. Also reserving a suitable and sufficient right of way to and from said tomb over said granted premises from and to said County road through one of the two entrances left in the westerly wall of said Cemetery for the lineal descendants of said Smith and all other persons who are or hereafter shall be entitled to visit said Cemetery or tomb for burial and all other lawful purposes so long as said tomb shall continue within said Cemetery provided that whenever and so long as a suitable and sufficient right of way to and from said tomb for such persons and purposes from and to Oak Street in said Deering through an entrance in such

case to be made through the northerly wall of said Cemetery equal to either of the two entrances now left in the westerly wall thereof shall be provided and maintained by said grantee, his heirs, representatives, successor or assigns then during such period the right of way hereby reserved over the said granted land from and to said County road shall be and remain in abeyance and no longer.

And when the right of way and entrance through said Cemetery wall to and from said Oak Street shall have been provided according to the foregoing stipulations the two entrances through said westerly wall thereof may be closed and may remain closed so long as said last named right of way and entrance from Oak Street shall be maintained as aforesaid and no longer.

This deed is made and accepted with the express agreement and subject to the condition that the Cemetery wall aforesaid and the entrance aforesaid through the same shall be maintained in as good repair by said grantee, his heirs, representatives, successors or assigns at his or their own expense as the said wall now is so long as said tomb shall continue within said Cemetery also to the further condition and stipulations that no portion of said Cemetery or area enclosed within said wall shall ever be sown or planted for crops or ploughed or in any way cultivated or used for agricultural purposes and that no building of any description shall be erected thereon so long as said tomb shall continue in said Cemetery.

Also all right, title and interest in and to a certain parcel of land which the Inhabitants of the Town of said Deering conveyed by deed bearing date July 25 A.D. 1881, said deed being recorded in said Registry of Deeds for Cumberland County August 4, A.D. 1881, Book 481, Page 1 situate in said Deering, bounded and described as follows, to wit, bounded on the southerly side of Oak Street, so-called and fronting on said Street thirty-two (32) feet and six (6) inches; thence southerly holding said width one hundred and seven (107) feet and four (4) inches; thence easterly thirty-two (32) feet and six (6) inches in a line distant one hundred and seven (107) feet and seven (7) inches from the southerly side of Oak Street aforesaid and thence to the front line first mentioned on said Street. It being lot numbered thirty-six (36) on a plan of the premises described and of adjoining lots by C. H. Howes Civil Engineer 1 June A.D. 1864 and being the same lot conveyed to Edward Tarrell otherwise called Edward Farrell otherwise called Edward Tirrell by Francis O. J. Smith by said Smith's deed dated June 11, A.D. 1882 and recorded in Cumberland County Registry of Deeds, Book 395, Page 17.

Being the same premises conveyed to St. Joseph's Convent and Hospital by James Augustine Healy by deed dated April 29, 1882 and recorded in said Registry of Deeds in Book 486, Page 322, as affected by instrument recorded in said Registry of Deeds in Book 498, page 178.

PARCEL 3:

A certain parcel of land in said Town of Deering, and in a portion thereof known as Stevens Plains, viz: Beginning at a granite monument in the easterly sideline of the County road that crosses said Plains; thence running South sixty-four and one-half ($64 \frac{1}{2}$) degrees East four hundred and forty-one (441) feet to the westerly corner of the Cemetery wall built by said Smith and still in the same course following the southerly exterior sideline of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet more to the southerly corner thereof; thence at a right angle North twenty-five and one-half ($25 \frac{1}{2}$) degrees East by the easterly exterior sideline of said wall two hundred and two and one-half ($202 \frac{1}{2}$) feet to the easterly corner thereof; thence at a right angle North sixty-four and one-half ($64 \frac{1}{2}$) degrees West by the northerly exterior line of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet to the northerly corner thereof and still in the same course four hundred and sixty-five (465) feet to a point in said easterly line of said County road two hundred and three (203) feet distant from the granite monument first above-mentioned; thence by said County road line southwesterly two hundred and three (203) feet to said first mentioned monument with the buildings thereon reserving, excepting and excluding from this conveyance a lot sixty and one-half ($60 \frac{1}{2}$) feet square enclosed within the outer corners of four (4)

granite posts set in the ground by said Smith, said reserved lot being near the center of the enclosure surrounded by the cemetery wall aforesaid and containing in the middle thereof the tomb built by said Smith wherein his body and the bodies of his parents, children and wives repose.

Also reserving a suitable and sufficient right of way to and from said tomb over said granted premises from and to said County road through one of the two entrances left in the westerly wall of said cemetery for the lineal descendants of said Smith and all other persons who are or hereafter shall be entitled to visit said cemetery or tomb for burial and other lawful purposes so long as said tomb shall continue within said cemetery provided that whenever and so long as suitable and sufficient right of way to and from said tomb for such persons and purposes from and to Oak Street in said Deering through an entrance in such case to be made through the northerly wall of said Cemetery equal to either of two entrances now left in the westerly wall thereof shall be provided and maintained by said grantees, their heirs, representatives, successors or assigns then and during such period the right of way hereby reserved over the said granted premises from and to said County road shall be and remain in abeyance and no longer.

And when the right of way and entrance through said cemetery wall to and from said Oak Street shall have been provided according to the foregoing stipulations the two entrances through said westerly wall therefrom be closed and may remain closed as long as said last named right of way and entrance from Oak Street shall be maintained as if resaid and no longer.

This deed is made and accepted with the express agreement and subject to the condition that the cemetery wall aforesaid and the entrance aforesaid through the same shall be maintained in as good repair by the said grantees, their heirs, representatives, successors or assigns at their own expense as the said wall now is so long as said tomb shall continue within said cemetery. Also to the further condition and stipulation that no portion of said cemetery or area enclosed within said wall shall ever be sown or planted for crops or ploughed or in any way cultivated or used for agricultural purposes and that no building of any description shall be erected thereon so long as said tomb shall continue in said cemetery.

Being the same premises conveyed to St. Joseph's Convent and Hospital by Charles W. Goddard, et al. by deed dated October 25, 1882 and recorded in said Registry of Deeds in Book 494, Page 178.

PARCEL 4:

The following described real estate situate in said Deering, to wit: A certain lot of land with the buildings thereon bounded and described as follows, viz: Beginning at the northeasterly corner of a lot of land conveyed to John McDonnells by Francis O. J. Smith; thence easterly on Oak Street thirty-two (32) feet and six (6) inches; thence southerly holding the width of said thirty-two (32) feet and six (6) inches from the easterly sideline of said McDonnells land one hundred and eight (108) feet and five (5) inches; thence westerly to the southeast corner of said McDonnell's land; thence northerly one hundred and eight (108) feet and three (3) inches to the southerly sideline of Oak Street and to the point begun at. Also a certain lot of land in said Deering described as follows, viz: Commencing on Oak Street above-named on the westerly corner of the above-named lot; thence by said Oak Street thirty (30) feet and six (6) inches to a point; thence extending back holding to the width of thirty-two (32) feet and six (6) inches, one hundred and eight (108) feet and one (1) inch.

Being the same premises conveyed to Saint Joseph's Covent and Hospital by Timothy P. Linnehan by deed dated April 12, 1883 and recorded in said Registry of Deeds in Book 496, Page 71.

PARCEL 5:

A lot of land situated on the corner of Spring and Cherry Streets in Maple Grove in said Deering, being numbered sixteen as per plan of said Grove deposited in the office of the Register of Deeds for said County of Cumberland on the twenty-fourth day of October, 1865, said Grove being situated on the westerly side of Forest Avenue and on the southerly side of Oak Street. Said lot numbered sixteen commencing at the junction of Spring and Cherry Streets on the northerly side of Cherry Street and running in a northwesterly direction one hundred and thirty-one (131) feet to land owned formerly by F. O. J. Smith; thence in a southwesterly direction on the line of said Smith land one hundred forty-four (144) feet six (6) inches to the corner; thence in a southeasterly direction one hundred and thirty-one (131) feet on the line of said Smith land; thence in a northeasterly direction one hundred sixty-seven (167) feet to the first bounds mentioned. Said lot containing twenty thousand two hundred and eighty (20,280) square feet.

Also another lot of land situated on the northwest side of Cherry Street in said Maple Grove and numbered fifteen on said plan and bounded as follows: Commencing at the southeast corner of land now or formerly of A. T. Smith and running in a northwesterly direction on the line of said A. T. Smith land one hundred twenty-seven (127) feet and six (6) inches to land owned formerly by F. O. J. Smith; thence southwesterly on the line of said F. O. J. Smith land sixty-nine (69) feet; thence in a southeasterly direction on the line of lot numbered sixteen one hundred and thirty-one (131) feet to the head of Spring Street; thence on a line with Cherry Street sixty-nine (69) feet to the first bounds mentioned; said lot containing eight thousand nine hundred and one (8,901) square feet. Including herein all lands conveyed by Livonia W. Jaques to said Manns Boyce by deed dated October 3, A.D. 1889.

Being the same premises conveyed to St. Josephs Convent and Hospital by Manns Boyce by deed dated October 3, 1889 and recorded in said Registry of Deeds in Book 563, Page 275.

PARCEL 6:

A certain lot or parcel of land situated in Deering, County of Cumberland and State of Maine, bounded and described as follows: Beginning at the corner bounded by the southerly sideline of Oak Street and the easterly side of the Stevens Plains road, so-called; thence southerly along the easterly side of said Stevens Plains road seventy (70) feet and eight (8) inches; thence easterly one hundred (100) feet and nine (9) inches to land conveyed to John Bell by Francis O. J. Smith by his deed dated January 20, 1876 and recorded in Cumberland County Registry of Deeds, Book 426, Page 357 to a point in the westerly sideline of said Bell lot seventy (70) feet six (6) inches from the southerly sideline of said Oak Street, measuring from the most northwesterly corner of said Bell lot; thence by said Bell lot to said Oak Street; thence westerly by said southerly sideline of Oak Street one hundred nine (109) feet to the first bounds.

Being the same premises conveyed to St. Joseph's Convent and Hospital by the Roman Catholic Bishop of Portland by deed dated January 6, 1898 and recorded in said Registry of Deeds in Book 698, Page 426.

PARCEL 7:

A certain parcel of land situated in Deering, County of Cumberland, State of Maine, bounded and described as follows: Beginning on the southerly sideline of Oak Street one hundred nine (109) feet easterly from the corner formed by said southerly line and the easterly side of the Stevens Plains road, so-called and at the northeasterly corner of a parcel of land conveyed to Robert A. Bell by Royal E. Dean and another by deed dated November 27, 1878 and recorded in Cumberland County Registry of Deeds, Book 453, Page 347; thence southerly by the easterly line of said Bell lot and on the same line produced one hundred five (105) feet and nine (9) inches to a point, said point being ninety-six (96) feet and eight (8) inches easterly from said easterly side of said Stevens Plains road; thence easterly ninety-seven (97) feet six (6) inches to a point, which point is one hundred six (106) feet and four (4) inches from the said

southerly sideline of Oak Street; thence northerly to said southerly sideline of Oak Street to a point, which point is ninety-seven (97) feet six (6) inches easterly of the point begun at; thence westerly by said southerly sideline of Oak Street to the first mentioned point, being lots 16, 18 and 20 on a plan of said premises made by Charles H. Howe, surveyor, and being the same conveyed to John Bell by Francis O. J. Smith by his deed dated January 29, 1876 and recorded in said Registry of Deeds in Book 426, Page 357 and which was inherited from him with the buildings thereon.

Being the same premises conveyed to St. Joseph's Convent and Hospital by the Roman Catholic Bishop of Portland by deed dated January 11, 1898 and recorded in said Registry of Deeds in Book 698, Page 427.

PARCEL 8:

A certain lot or parcel of land situated in Portland, Maine, in the Deering District, so-called and being a portion of "Forest Home" so-called, bounded and described as follows, to wit: Beginning at a point on the east side of Stevens Avenue, so-called, which point is the southwest corner of land owned by St. Joseph's Convent and Hospital; thence running southwest along said Avenue a distance of two hundred (200) feet to a point; thence on a course of about South fifty-eight degrees, thirteen minutes East (S 58° 13' E) to a point opposite the southeast corner of land above mentioned as owned by said Convent and Hospital and at right angles with the south line of said land; thence Northeast to said southeast corner above-mentioned; thence northwesterly along the south line of the said line to the point begun at.

Being the same premises conveyed to St. Joseph's Convent and Hospital by James P. Baxter by deed dated March 10, 1908 and recorded in said Registry of Deeds in Book 821, Page 57.

PARCEL 9:

Land situated in Portland, Maine, in the Deering District, so-called, and being a portion of "Forest Home" so-called, bounded and described as follows, to wit: Beginning at the northeast corner of land conveyed by James P. Baxter to St. Joseph's Convent and Hospital by deed March 10, 1908 and recorded in the Cumberland County Registry of Deeds, Book 821, Page 57, thence from said corner running southwest along the easterly sideline of said land and along the easterly side of land conveyed by James P. Baxter to Roman Catholic Bishop of Portland by deed dated March 10, 1908, and recorded in said Registry, Book 821, Page 59, to the southeast corner of said last described land; thence southeast on a prolongation of the southerly line of said last mentioned land to a point on the westerly side of Forest Avenue, which point is four hundred (400) feet south measured on said avenue from land once belonging to the heirs of William Ewing or others, on said avenue, called Maple Grove; thence northwesterly along said avenue four hundred (400) feet to the land formerly of said Ewing or others; thence northwesterly along the southerly line of said Ewing's land and the land of others and northwest along the rear line of lots fronting on Holly Street, to the point of beginning, together with a right of way in common with said James P. Baxter, his heirs and assigns, in a strip of land thirty-three (33) feet wide adjoining the southerly sideline of said lot above described, and subject to a right of way reserved to said James P. Baxter, his heirs and assigns, in a similar strip of land thirty-three (33) feet wide lying on the northerly side of said southerly sideline.

Being the same premises conveyed to St. Joseph's Convent and Hospital by St. Elizabeth's Roman Catholic Asylum by deed dated August 20, 1941 and recorded in said Registry of Deeds in Book 1649, Page 160.

PARCEL 10:

A certain lot or parcel of land with any buildings thereon situated on the southerly side of Walton Street in said Portland, and bounded and described as follows, to wit:

Beginning on the most northeasterly corner of land now or formerly belonging to John Bell in the southerly sideline of Oak Street, now Walton Street; thence extending southerly by the easterly sideline of said Bell's land one hundred six (106) feet and four (4) inches; thence easterly forty-eight (48) feet nine (9) inches to a point one hundred six (106) feet seven (7) inches from said Oak Street, now Walton Street; thence to the southerly line of said street at a point forty-eight (48) feet nine (9) inches from the first bounds mentioned; thence to said first bounds, being all of Lot No. 22 and one-half of Lot No. 24 on a plan made C. H. Howe in June 1864 and being the second parcel conveyed to Ann R. Bramhall, et al. by Francis O. J. Smith by deed dated May 27, 1876, recorded in Cumberland County Registry of Deeds, Book 434, Page 201, the said Bramhall having conveyed her interest to Deane and Brooks by deed dated June 21, 1877, recorded in said Registry in Book 442, Page 316.

Also a certain lot or parcel of land with any buildings thereon situated on the easterly side of Stevens Avenue in said Portland and bounded and described as follows, to wit:

Beginning at a point on the east side of Stevens Avenue, so-called, which point is the southwest corner of land conveyed to St. Joseph's Convent and Hospital by James P. Baxter by deed dated March 10, 1908; thence running southwest along said Avenue a distance of two hundred (200) feet to a point; thence southeast along a line which, if extended through to Forest Avenue, would strike said Avenue at a point four hundred (400) feet south of the land on said Avenue once belonging to the heirs of William Ewing or others called Maple Grove, to a point in said line opposite the southeast corner of the land of the said Convent and Hospital, which point would be the prolongation of the easterly line of land conveyed to said St. Joseph's Convent & Hospital by said James P. Baxter by deed dated March 10, 1908; thence northeast along said prolongation to the southeast corner of said land conveyed to St. Joseph's Convent & Hospital by James P. Baxter by deed dated March 10, 1908; thence northwest along the south line of said land to the point begun at.

Together with a right of way and subject to a right of way as is more fully described in a deed from James P. Baxter to Roman Catholic Bishop of Portland dated March 10, 1908 and recorded in Cumberland County Registry of Deeds, Book 821, Page 59, to which deed and record thereof reference is hereby made for a more particular description of said right of way.

Also a certain lot or parcel of land with any buildings thereon situated on Holly Street in said Portland and bounded and described as follows, to wit:

Land and buildings situated in Maple Grove, so-called, in said Portland, being Lot No. 17 as per plan of said Grove, recorded in Cumberland County Registry of Deeds, Plan Book 2, Page 52, bounded and described as follows: Beginning at the northerly corner of said lot at the southwesterly corner of Holly Street, formerly Spring Street, on the westerly line of Fern Street, formerly Cherry Street, as delineated on said plan; thence southwest by land now or formerly of Rev. Parker Jaques one hundred forty-three (143) feet to land formerly of F. O. J. Smith; thence southeasterly on said Smith's land sixty-nine feet; thence northeasterly on Lot No. 18, one hundred thirty-seven (137) feet to said Holly Street; thence on said Street sixty-nine (69) feet to the first mentioned bounds, containing nine thousand six hundred sixty (9,660) feet.

Being the same premises conveyed to St. Joseph's Convent & Hospital by Roman Catholic Bishop of Portland by deed dated August 20, 1941 and recorded in said Registry of Deeds in Book 1652, Page 357.

PARCEL 11:

A certain lot or parcel of land, situated in said Portland on the westerly side of Forest Avenue and the southerly side of Holly Street, bounded and described as follows: Beginning at a point where the southerly sideline of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly on the westerly sideline of Forest Avenue one hundred (100) feet to a stake; thence northwesterly one hundred eighty-five (185) feet, more or less, to a stake and land formerly owned by P. H. Lennon; thence northeasterly along said land eighty-five (85) feet, more or less, to the southerly sideline of said Holly Street; thence by the said southerly sideline of said Holly Street southeasterly one hundred twenty-two (122) feet, more or less, to Forest Avenue and point of beginning, containing 13,000 square feet, more or less.

PARCEL 12:

Also another certain lot or parcel of land situated in said Portland on the westerly side of Forest Avenue, and bounded and described as follows: Beginning at a point on the westerly sideline of Forest Avenue one hundred (100) feet southerly from the point where the southerly sideline of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly along the westerly sideline of Forest Avenue, a distance of eighty-one and one-half (81 1/2) feet, more or less, to a stake; thence northwesterly one hundred seventy-four (174) feet, more or less, to the division line between said lot and land formerly owned by James P. Baxter; thence northwesterly by said land forty-nine (49) feet, more or less, to a stake; thence westerly by said land twenty-one (21) feet, more or less, to a stake; thence northeasterly along said land forty-seven (47) feet to a stake and the southerly sideline of Parcel 11; thence southeasterly by said Parcel 11, one hundred eighty-five (185) feet, more or less, to said Forest Avenue, and the point of beginning, containing 12,300 square feet, more or less.

PARCEL 13:

A certain lot or parcel of land situated on the westerly side of Forest Avenue, in said Portland, bounded and described as follows: Beginning at a point in the westerly sideline of Forest Avenue distant thereon southerly one hundred eighty-one and fifty-four hundredths (181.54) feet from its intersection with the southerly sideline of Holly Street; thence southerly by said westerly sideline of Forest Avenue, eighty-one and fifty-four hundredths (81.54) feet to a point; thence northwesterly by Parcel 14 hereof, eighty-seven (87) feet, more or less, to land formerly of James P. Baxter; thence northwesterly by said land, one hundred forty-seven (147) feet, more or less, by Parcel 12 hereof; thence by said Parcel 12 southeasterly, one hundred seventy-four (174) feet, more or less, to the point of beginning.

PARCEL 14:

A certain lot or parcel of land situated in said Portland, bounded and described as follows: Beginning at a point on the westerly sideline of Forest Avenue, two hundred sixty-three (263) feet, more or less, from the point where the southerly line of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly by the westerly sideline of Forest Avenue, eighty-one and one-half (81 1/2) feet, more or less, to an old wall at a point where the division line between said lot and land formerly owned by James P. Baxter intersects the westerly sideline of Forest Avenue; thence northwesterly along said division line, one hundred forty-seven (147) feet, more or less, to the southerly sideline of land devised to William L. Ewing being Parcel 13 hereof; thence along said Parcel 13, eighty-seven (87) feet, more or less, to the westerly sideline of Forest Avenue and the point of beginning.

PARCEL 15:

A certain lot or parcel of land with the buildings thereon, situated on the westerly side of Holly Street in said Portland, and bounded and described as follows: Beginning on said Holly Street at the northwesterly corner of lot numbered eighteen (18) as per a plan of "Maple Grove" recorded in the Cumberland County Registry of Deeds, October 24, 1865, and running in a southwesterly direction, one hundred thirty-seven (137) feet to land now or formerly of F. O. J. Smith; thence southeasterly on said Smith line, one hundred thirty-eight (138) feet to the westerly sideline of lot numbered twenty (20) as per said plan; thence in a northeasterly direction, one hundred thirty-seven (137) feet to said Holly Street; thence in a northwesterly direction on the line of said Holly Street, one hundred thirty-eight (138) feet to the first bounds. Containing eighteen thousand five hundred nine (18,509) square feet, more or less.

Excepting and reserving from the above-described premises, however, a certain lot or parcel of land conveyed by Bridget Kenney, as Administratrix of the Estate of Patrick Kenney, to Michael O'Connor by deed dated July 6, 1880 and recorded in Cumberland County Registry of Deeds, Book 459, Page 338, said described land being a triangular parcel measuring eight (8) feet on the street line and extending back to a point of intersection of the southeasterly corner of lot numbered nineteen (19) with the southwesterly corner of lot numbered twenty (20).

Being the same premises conveyed to St. Joseph's Convent and Hospital by Saint Joseph's Academy and College for Women by deed dated July 20, 1971 and recorded in said Registry of Deeds in Book 3181, Page 454 and re-recorded in Book 3205, Page 118.

PARCEL 16:

A certain lot or parcel of land with the buildings thereon, situated on the westerly side of Holly Street (formerly Spring Street) in the Deering District of said Portland, and bounded and described as follows:

Beginning on said Holly Street at the northwesterly corner of lot numbered eighteen (18) as per a plan of "Maple Grove" recorded in Cumberland County Registry of Deeds, October 24, 1865 and running in a southwesterly direction one hundred thirty-seven (137) feet to land now or formerly of F. O. J. Smith; thence southeasterly on said Smith line one hundred thirty-eight (138) feet to the westerly sideline of lot numbered twenty (20) as per said plan; thence in a northeasterly direction one hundred thirty-seven (137) feet to said Holly Street; thence in a northwesterly direction on the line of said Holly Street one hundred thirty-eight (138) feet to the first bounds. Containing eighteen thousand five hundred nine (18,509) square feet, more or less. The above described distances are more or less.

Excepting and reserving from the above-described premises, however, a certain lot or parcel of land conveyed by Bridget Kenney, as Administratrix of the Estate of Patrick Kenney, to Michael O'Connor by deed dated July 6, 1880 recorded in Cumberland County Registry of Deeds in Book 459, Page 338, said described land being a triangular parcel measuring eight (8) feet on the street line and extending back to the point of intersection of the southeasterly corner of lot numbered nineteen (19) with the southwesterly corner of lot numbered twenty (20).

Being the same premises conveyed to Saint Joseph's Convent and Hospital by Joseph W. Finney by deed dated July 13, 1977 and recorded in said Registry of Deeds in Book 4067, Page 310.

Excepting the following out sales:

1. Sale from Seller to Diocesan Bureau of Housing by deed dated July 21, 1971 and recorded in said Registry of Deeds in Book 31818, Page 458; and

2. Sale from Seller to Joseph W. Finney by deed dated July 13, 1977 and recorded in said Registry of Deeds in Book 4055, Page 45; and
3. Sale from Seller to Timothy A. Hoyt by deed dated December 8, 1986 and recorded in said Registry of Deeds in Book 7537, Page 256

RESERVING, to Grantor, its successors and assigns, Lot 1 (St. Catherine's Residence) as shown on the Subdivision Plan, which Lot is not hereby conveyed.

ALSO RESERVING, to Grantor, its successors and assigns, for the benefit of Lot 1, the following rights and easements:

1. A perpetual non-exclusive right and easement for access and utilities, and to pass and repass on foot and with vehicles at any and all times, over, under, across and through the 50' Access & Utility Easement located on Lot 3, as shown on the Subdivision Plan and identified thereon as "Easement 2", together with the right to use, maintain, repair, inspect and operate any existing utilities located in the 50' Access & Utility Easement currently serving Lot 1. Grantee shall maintain Easement 2 in good condition and repair, including reasonably free from ice and snow, at Grantee's sole cost, except to the extent that any such repair is caused by the intentional misconduct or willful violation of law by Grantor or its tenants, guests or invitees.
2. A perpetual non-exclusive right and easement over the Easements identified on the Subdivision Plan as "#6, Utility & Drainage Easement", and "#7 30' Drainage Easement", for drainage purposes referenced on the Subdivision Plan, as the same may be relocated by Grantee from time to time. Grantee shall have the right to connect to any such utilities or facilities, in the same manner as provided in Paragraph 4(b) of this deed.
3. A perpetual non-exclusive right and easement over the within-conveyed premises to use, maintain, repair, inspect and operate any existing utilities currently serving Lot 1, if any, provided, however, that Grantee shall have the right to relocate any such utilities in connection with its use and development of the within-conveyed premises and such utility service is not interrupted.

EXHIBIT B

(Attached to and forming a part of
Quitclaim Deed With Covenant from
St. Joseph's Convent and Hospital to
Sea Coast at Baxter Woods Associates, LLC)

PERMITTED EXCEPTIONS

The Premises conveyed hereby are conveyed subject to the following: (i) real estate taxes which are not yet due or payable; (ii) any encumbrances listed in Exhibit A to this deed or which exist of record in the Cumberland County Registry of Deeds as of June 16, 2014; (iii) that certain Lease Agreement between Grantor as landlord and McAuley Education Center d/b/a Catherine McAuley High School, dated as of December 31, 2014, and the rights of the tenant thereunder; (iv) customary public utility easements serving the Premises; and (v) any matter caused by, or arising from the actions of, Grantee, its agents or contractors, or anyone claiming by, through or under any of them.

Received
Recorded Register of Deeds
Dec 16, 2016 02:39:24P
Cumberland County
Nancy A. Lane

DECLARATION OF COVENANTS AND EASEMENTS

This Declaration of Covenants and Easements is made this 5th day of May, 2017, by Sea Coast at Baxter Woods Associates, LLC, a Maine limited liability company (hereinafter referred to as "Declarant").

WHEREAS, Declarant has acquired certain property located at Stevens Avenue and Walton Street in Portland, Maine, more particularly described in Exhibit A attached hereto and made a part hereof; and

WHEREAS, Declarant desires to provide for the use and improvement of certain Common Facilities, as hereafter defined, located or to be located on such property in accordance with a harmonious plan for its development, including utilities, rights-of-way, easements, and roads, all to assure that Owners of said Lots, their successors and assigns, shall benefit from the easements and covenants set forth herein; and

NOW, THEREFORE, Declarant hereby declares that all of the Lots, as hereafter defined (including Lot 1 only if hereafter acquired by Declarant) and all of the Common Facilities shall be held, occupied, improved, transferred, sold, leased and conveyed subject to the protective covenants and restrictions, the reservations and exceptions, the common rights and easements, and the provisions for a lot owners association as set forth herein, all of which are declared to be in furtherance of a common scheme for the development of the property and that said protective covenants, reservations, common easements, and provisions for a lot owners association are intended to enhance and protect the value and desirability of the property as a whole, to mutually benefit each of the Lots, to create mutual equitable servitudes upon each of the Lots in favor of each and all other Lots and to create reciprocal rights and those in privity of contract or estate between all persons acquiring or owning any interest in any portion of the property, including Declarant, and Declarant's grantees, successors and assigns, and shall be deemed to run with the land and be a burden and benefit to and enforceable by the Association and all such Lot Owners, including Declarant and Declarant's grantees, successors and assigns, all on the following terms and conditions:

ARTICLE 1. DECLARATION PURPOSES

Section 1.1. General Purposes: Declarant is the owner of certain real property located at Stevens Avenue and Walton Street in the City of Portland, County of Cumberland and State of Maine, more particularly described in Exhibit A attached hereto and made a part hereof, and desires to create a planned development thereon. Declarant, at such time that Declarant acquires title to Lot 1, may add Lot 1 to this Declaration by recording a supplement to this Declaration stating that Lot 1 is subject to the terms and conditions of this Declaration. Declarant desires to subject the Lots to the covenants, restrictions, easements, charges and liens hereinafter set forth, each and all of which is and are for the benefit of said Lots and each owner thereof. Declarant also desires to establish a lot owners association as a method for the administration, maintenance, preservation, use and enjoyment of the Common Facilities.

Section 1.2. Declaration: To further the general purposes herein expressed, Declarant, for itself and its successors and assigns, hereby declares that the Lots, whether or not referred to in any deed of conveyance of such Lots, at all times shall be held, transferred, used, sold, conveyed and occupied subject to and with the benefit of the covenants, restrictions, easements, charges and liens hereinafter set forth.

ARTICLE 2. DEFINITIONS

The following words and terms when used in this Declaration or any supplemental declaration, and whether or not capitalized (unless the context indicates otherwise), shall have the following meanings:

"Association" shall mean the 605 Stevens Avenue Lot Owners Association, a Maine non-profit corporation with a place of business in Portland, Maine.

"Board" or "Board of Directors" shall mean the duly appointed or elected Board of Directors of the Association.

"Bylaws" shall mean the duly adopted bylaws of the Association, including any amendments thereto as may be adopted from time to time.

"Common Expenses" shall mean the actual and estimated expenses of operating the Association and constructing, installing, maintaining, repairing, replacing and upgrading from time to time the Common Facilities, all as may be found to be necessary and appropriate by the Board of Directors pursuant to this Declaration and the Bylaws of the Association.

"Common Facilities" shall mean all easements, roads, parking areas, utility lines and facilities and drainage facilities shown on the Plan or described in this Declaration that serve or benefit more than one Lot.

"Eligible Mortgage Holder" means the holder of record of a recorded first or second mortgage on a Lot or Unit which has delivered written notice to the Association stating its name and address, the name and address of the Owner, the identifying number of the Lot and if the Lot is a condominium the number of the Unit on which the mortgage is held, and that such mortgage is a recorded first or second mortgage.

"Investor Limited Partner" means 481 Maine and New Hampshire Housing Fund III Limited Partnership, a Maine limited partnership, in its capacity as investor limited partner of Motherhouse Associates LP, its successors and assigns.

"Lot" shall mean and refer to the individual lots indicated on the Plan.

"Mortgagee" shall mean the holder of a recorded mortgage or deed of trust on a Lot or a Unit.

"Owner" shall mean and refer to the record owner, whether one or more persons or entities, of the fee simple title, or that estate or interest which is most nearly equivalent to a fee simple title, to any Lot (or if any Lot is subjected to the condominium form of ownership, to any Unit in such condominium), but shall not mean or refer to any mortgage holder thereof unless and until such holder has acquired title pursuant to foreclosure or any proceeding in lieu of foreclosure.

"Plan" shall mean, collectively, that subdivision plan entitled "Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue & Walton Street, Portland, Maine", made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151, as amended from time to time and the Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated June 24, 2015 recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 434, as amended by the First Amended Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated April 10, 2017 recorded in the Cumberland County Registry of Deeds in Plan Book 217, Page 152.

"Project Documents" shall mean, collectively the Plan as approved by the City of Portland Planning Board, as amended from time to time including the submissions therewith, and all other governmental approvals relating to construction or use of improvements on the Properties, which include the parking management plan and the storm water operations and maintenance provisions set forth or referenced therein.

"Properties" shall mean and refer to the Lots and the easement rights and Common Facilities described herein.

"Proportionate Share" shall mean for each Lot, a fraction, the numerator of which is the square footage area of the buildings located on such Lot and the denominator of which is the total square footage area of the buildings located on all of the Lots, and shall mean for each Unit, a fraction, the numerator of which is the square footage area of the buildings that are part of the Unit (including its allocated interest in any buildings that are common elements of the condominium) and the denominator of which is the total square footage area of the buildings located on all of the Lots. The initial Proportionate Share of each Lot and Unit as of the date of this Declaration is set forth in Exhibit B hereto, and such Exhibit B shall be revised by the Association annually, as needed, in accordance with any changes to the square footage area of the buildings located on the Lots or in the Units. The total square footage of buildings in calculation of the Proportionate Share of each Lot or Unit will be estimated by the Association based on a certification of an architect or engineer retained by the Association.

"Unit" shall mean a unit in a condominium if a Lot is subject to the condominium form of ownership.

ARTICLE 3. PROPERTIES

Section 3.1. Properties: The Lots and Common Facilities which are and shall be held, transferred, sold, conveyed and occupied subject to this Declaration are located in the City of Portland, County of Cumberland and State of Maine and shown on the Plan. Common Facilities located on a Lot or Unit shall be owned by the Owner of such Lot or Unit but shall be subject to the rights, easements, terms and conditions of this Declaration. The interests in the Common Facilities cannot be separated from the associated Lot or Unit.

ARTICLE 4. GENERAL RESTRICTIONS

Section 4.1. Utility Lines: All Common Facilities located on any Lot shall be constructed, maintained, repaired and replaced in compliance with all applicable federal, state and local laws, regulation, ordinances, permits and approvals. The Association shall have access to each of the Lots for purposes of constructing, installing, maintaining, repairing and replacing the Common Facilities.

Section 4.2. Rules and Regulations: In order to ensure the peaceful and orderly use and enjoyment of the Common Facilities, the Association may from time to time adopt, modify and revoke in whole or in part, such reasonable rules and regulations, to be called Rules and Regulations, governing the use, maintenance and protection of the Common Facilities, as reasonably necessary, including, but not limited to, methods and procedures for enforcing compliance with the Declaration.

Section 4.3. National Park Service Standards. Declarant, for itself and the Association, acknowledges that (i) Unit 1 of 605 Stevens Avenue Condominium, i.e., the Motherhouse Building, on Lot 3, will be rehabilitated according to the United States Department of Interior, National Park Service's historic rehabilitation standards (the "NPS Standards"), allowing the owner of such Unit 1 to claim federal and state historic rehabilitation tax credits, and (ii) that Unit 1 and the other structures on Lot 3 and a portion of Lot 4 are functionally related historically and are part of an historic district. Accordingly, the

Declarant, for itself, the Owners and the Association, hereby declares and agrees that for a period of five (5) years after the completion of the initial rehabilitation of Unit 1, all construction, installation, maintenance, repair, replacement and upgrading of the Common Facilities, all demolition or work on the buildings or construction on Lot 3, and all construction and work on the portion of Lot 4 that is part of the historic district undertaken shall comply in all respects with any applicable provisions of the NPS Standards, and the Owner of said Unit 1 shall have the right to compel all such construction, maintenance, repair, replacement and upgrading of the Common Facilities, all such demolition or work on the buildings or construction on Lot 3 and all such construction or work on the portion of Lot 4 that is part of the historic district be done in accordance with applicable NPS standards in order to avoid any recapture of such tax credits. If the Owner of Unit 1 becomes aware of any proposed construction, installation, maintenance, repair, replacement and upgrading of the Common Facilities, any proposed demolition or work on the buildings or construction on Lot 3 or any proposed construction or work on the portion of Lot 4 that is part of the historic district that would be in violation of the provisions of this Section, it shall give prompt notice to Declarant, the Owners and the Association of such non-compliance and may take all actions necessary to ensure compliance with the NPS Standards and prevent recapture of the federal and state historic rehabilitation tax credits. The Owners of Lots, the Owners of Units 2 and 3 on Lot 3 and the Declarant agree to indemnify and hold harmless the Owner of Unit 1 from any damage incurred by the Owner of Unit 1 due to their failure to comply with these standards.

Section 4.4. Use Restrictions. Each Owner covenants and agrees that no noxious activity shall be carried on any Lot, nor shall anything to be done or kept on any Lot which is a public or private nuisance. The following uses will not now or hereafter be permitted in any portion of any Lot: (i) gambling, betting, gaming or anything similar thereto, (ii) a liquor store, (iii) any type of sexually oriented business, adult entertainment or adult bookstore; including but not limited to any facility selling or displaying adult or pornographic books, literature, videotapes or materials in any medium, or any facility providing adult entertainment or other adult services (for purposes of this limitation, materials or activities shall be considered "adult" or "pornographic" if the same are not available for sale or rental to children under 18 years old because they explicitly deal with or depict human sexuality); adult oriented products or entertainment, (iv) a tanning salon, massage or tattoo parlor, (v) the sale of any firearms, ammunition or weapons, or a shooting gallery of any type; (vi) the sale of fireworks, except as an incidental part of another primary business; (vii) pay day lending activities, pay day advances, pay check advances, or any similar type of lending activity; (viii) pawn shops, pawn brokers, car title lenders (which, for purposes of this limitation, will not include auto loans made by a state or federally chartered bank or thrift), or any similar type of lending activity; (ix) check cashing services, except as an incidental part of another primary business or incident to the banking activities of a state or federally chartered bank or thrift; (x) debt collection activities, debt consolidation services, credit repair or credit restoration activities, except as such activities are incidental to banking activities conducted by a state or Federally chartered bank or thrift; (xi) bail bond services of any kind, or any activities of a bail bond agent; (xii) the sale, distribution, marketing, or production of medical marijuana, medical cannabis or any constituent cannabinoids such as THC, as well as any substance considered to be synthetic cannabinoids (this limitation applies broadly, regardless of whether the activity is conducted by collectives, collective caregivers, co-ops, growers, or any other entity or organization.); (xiii) the sale, distribution, or manufacture of any type of drug paraphernalia; (xiv) any use that would unreasonably increase the rate of casualty insurance upon any Lot or the Property, or (xv) any use that would cause the cancellation of any insurance policy on any Lot or the Property and prevent the replacement of said policy on commercially reasonable terms.

ARTICLE 5. MEMBERSHIP AND VOTING RIGHTS **IN THE ASSOCIATION; ASSOCIATION PURPOSE AND POWERS**

Section 5.1. Members: Each Owner shall by virtue of, and during, its ownership of a Lot or Unit, be a member of the Association. Association membership shall be appurtenant to each Lot and may not be separated from Lot ownership.

Section 5.2. Voting: Each Owner (or their designee) shall be entitled to vote the number of votes equal to the Proportionate Share allocated hereunder to the Lot times 100, provided, however, that each Owner shall have at least 1 vote. A simple majority in interest of the members of the Association shall constitute a quorum for any meeting of the Association, and a simple majority of the members present at a meeting may take any action; provided, however, that amendments to this Declaration may be adopted only in accordance with the provisions of Article 9 hereof. Other provisions for the operations of the Association shall be set forth in any By-Laws adopted by the Association.

Section 5.3. Association's Obligations: The Association shall construct, install, operate, maintain, repair, and replace the Common Facilities in accordance with this Declaration and all applicable laws, codes, ordinances, regulations, and governmental permits and approvals and the Project Documents. The Association shall make appropriate arrangements for the timely construction, installation, management, operation, maintenance, snow removal, salting and sanding, repair, resurfacing, repaving and replacement, as necessary, of the Common Facilities. The Association will preserve and maintain for the common benefit of the Lot Owners all of the Common Facilities, keep the same in good and order and repair and comply with and enforce the provisions of this Declaration. The Association shall be responsible for implementing the Project Documents. The Association may purchase liability insurance (or shall otherwise ensure that sufficient liability insurance is secured and maintained for the benefit of the Association, the Lot Owners and the Owners of any Units on the Lots) in amounts as approved by the Owners each year to protect the Association, Lot Owners, the Owners of any Units on the Lots and the Mortgagees from claims for property damage and personal injury caused by, resulting from or arising out of the Association's construction, installation, administration, operation, maintenance, repair and replacement of the Common Facilities and any improvements thereto. The Association shall pay in a timely fashion all expenses necessary or incidental to the performance of its functions and responsibilities.

So long MaineHousing is a Mortgagee, (a) all insurance must comply with MaineHousing's insurance requirements and must be reviewed and approved by MaineHousing in accordance with said requirements, (b) MaineHousing and its successors and assigns must be added as an "Additional Insured" on all liability insurance coverage and added as a "Mortgagee" and "Loss Payee" on all other insurance coverage obtained by the Association, (c) MaineHousing must receive a certificate or memoranda of insurance, as applicable, and a copy of all such insurance policies, (d) the Association must obtain and maintain directors and officers liability and fidelity or employee dishonesty coverage on the members of the board of directors of the Association and any managing agent, and (e) in the event of a notice of cancellation or cancellation of insurance obtained by the Association, MaineHousing shall have the right, but not the obligation, to pay the premiums to maintain the coverage or obtain alternative coverage to protect its interests.

If the Association fails to comply with its obligation to construct, install, maintain, replace or repair any part of the Common Facilities as specified in this Declaration, within a reasonable time after the Owner of requests that such required construction, installation, maintenance, replacement or repair be performed by the Association, not to exceed sixty (60) days, then such Owner shall have the right to perform the required construction, installation, maintenance, replacement or repair, provided that no work done by an Owner shall impair or cause damage to any improvements located on another Lot. Any Owner may at any time commission an engineer's report regarding the necessity or advisability of such construction, installation, maintenance, replacement or repair, and may present that report to the Association. If the Owner has performed such construction, installation, maintenance, replacement or repair pursuant to this paragraph, the Owner may seek reimbursement from the Association as an Association expense for any portion of any expense so incurred by the Owner, the cost of which would not have been allocated to such Owner. If, after a reasonable time, not to exceed sixty (60) days, an Owner is not satisfied with or disagrees with the Association's response, such Owner may submit the dispute, including, without limitation, any request for reimbursement of expenses, if applicable, to the dispute resolution process in accordance with Section 10.4 of this Declaration. The expenses of such

dispute resolution process shall be an Association expense. If the arbitrator finds in favor of the Owner that commissioned the engineering report, the expense of such report shall be an Association expense. Otherwise, such expense shall be borne by said Owner.

Section 5.4. Directors; Officers: Each Owner shall designate one person who shall represent it on the Board of Directors of the Association. The Association shall elect officers who shall be responsible for the performance of the duties of the Association.

Section 5.5. Powers: The Association shall be the governing body for all the Owners with respect to the administration, maintenance, repair, and replacement of the Common Facilities as provided by this Declaration. The Association shall have all powers provided to the Association hereunder, including, but not limited to, the power to: (a) adopt and amend bylaws and rules and regulations; (b) adopt and amend budgets for revenues, and expenditures and collect assessments from Owners; (c) hire and terminate managing agents and other employees, agents and independent contractors; (d) institute, defend or intervene in litigation or administrative proceedings in its own name on behalf of itself or two or more Owners on matters affecting the Association; (e) make contracts and incur liabilities; (f) regulate and use, maintenance, repair, replacement and modification of the Common Facilities; (g) cause additional improvements to be made as part of the Common Facilities; (h) impose charges for the late payment of assessments and after notice and an opportunity to be heard, levy reasonable fines for violations of the Declaration, Bylaws and Rules and Regulations of the Association; (i) impose reasonable charges for the preparation and recording of amendments to the Declaration; (j) provide for the indemnification of its officers and directors and maintenance of directors and officers liability insurance; (k) assign its right to future income for purposes of the Association with the prior approval of all Owners and Eligible Mortgage Holders; (l) exercise any other powers conferred by the Declaration or Bylaws; (m) exercise any other powers necessary and proper for the governance and operation of the Association; (n) grant easements, leases, licenses and concessions through or over the Common Facilities with the prior approval of all Owners and Eligible Mortgage Holders and any such easements, leases, licenses and concessions shall not interfere with the rights of the Owners in such Common Facilities; and (o) enforce compliance with this Declaration, the Plan and the Project Documents.

ARTICLE 6. EASEMENT RIGHTS IN THE PROPERTIES AND OBLIGATIONS OF THE ASSOCIATION WITH RESPECT THERETO

Section 6.1. Grant and Reservation of Easements: The following Lots shall be conveyed subject to and together with the benefit of the perpetual rights and easements (with the numbering and location of such easement areas to be as shown on the Plan and on the plan attached hereto as Exhibit C) described as follows:

Easement #1 (Parking and Access Easement located on Lot 2): Lot 2 shall be subject to the perpetual right and easement to use the parking spaces located on Lot 2, as shown on the Plan, for the parking of vehicles, in the area shown as Easement #1 (Parking and Access Easement) on the Plan, for the benefit of Lots 1, and 4, in common with Lot 2. The Association shall establish procedures for the scheduling of events and communication to all Lot and unit owners when events are scheduled that will affect use of such parking areas in order to avoid having multiple events scheduled for the same time that would impact use of such Easement #1 parking area. Notwithstanding any other provision of this Declaration, the expenses and costs of construction, maintenance, repair and improvement of said Easement #1 shall be borne solely by the Owners of Lots 1, 2 and 4.

Easement #2 & Easement #3 and Easement #8 (50' Access, Utility and Drainage Easements located on Lot 3 leading to and from Walton Street and to and from Stevens Avenue): Lot 3 shall be subject to the perpetual right and easement to use the areas shown as Easement 2 (50' Access & Utility Easement) and

Easement 3 (50' Access & Utility Easement) and Easement 8 (50' Access & Utility Easement) on the Plan, for the benefit of Lots 1, 2, and 4, in common with Lot 3, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to pass and repass on foot and with vehicles at any and all times from Walton Street to Lots 1, 2, and 4, in common with Lot 3, together with the right to enter from time to time within said easement areas to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such easement areas.

b. Utilities; Signs: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over Easements 2, 3 and 8 for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances (but excluding any hazardous, illegal or harmful substances and liquids) together with the right at all times to make connection with all of said facilities to land adjoining the premises. Together with the right to maintain, relay, repair, inspect, operate, maintain, rebuild, replace and remove utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances, in all existing locations, even if not part of the areas shown as Easement 2 and Easement 3 and Easement 8, of existing utilities lines, conduits, pipes, mains, poles and wires.

c. Drainage: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to enter such easement areas and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to the any part of the property described in Exhibit A, and to flow and direct water into such easement areas.

d. Landscaping: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement areas and to work, fill, excavate, tunnel, and/or trench within such easement areas, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #4 (Access, Parking, Utility and Drainage Easement located on Lot 3 between Stevens Avenue and Easement #2): Lot 3 shall be subject to the perpetual rights and easements to use the area shown as Easement #4 on the Plan, for the benefit of Lots 1, 2 and 4, in common with Lot 3, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement #4, to pass and repass on foot and with vehicles, at any and all times together with the right to enter from time to time within said easement area to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over Easement #4.

b. Utilities; signs: Together with the perpetual right and easement, over Easement #4, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

c. Drainage: Together with the perpetual right and easement, over Easement #4, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to any part of the property described in Exhibit A, and to flow and direct water into such easement area.

d. Landscaping: Together with the perpetual right and easement, over Easement #4, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

f. Parking: Notwithstanding any other provision of this Declaration, the parking spaces located on Lot 3 shall be used, allocated and assigned as described in Section 6.1A of this Declaration and the easements set forth herein shall not interfere with the rights described in Section 6.1A of this Declaration to use the parking spaces for the parking of vehicles, in the parking spaces as shown on the Plan along the sides of the area shown as Easement #4 on the Plan, and the expenses and costs of construction, maintenance, repair and improvement of the parking spaces on said Easement #4 shall be borne solely by the Owner of the Units located on Lot 3 as limited common expenses as set forth in the Declaration of Condominium relating to such Units.

Easement #5 (Access, Utility & Drainage Easement located on Lot 1): Lot 1 is subject to the perpetual rights and easements to use the area shown as Easement #5 located on Lot 1 as shown on the Plan, for the benefit of Lots 2, 3, and 4, in common with Lot 1, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement #5, to pass and repass on foot and with vehicles, but with vehicles solely for maintenance and for emergency access purposes, at any and all times together with the right to enter from time to time within said easement area to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such easement area.

b. Utilities; signs: Together with the perpetual right and easement, over Easement #5, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power,

transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

c. Drainage: Together with the perpetual right and easement, over Easement #5, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to the property described in Exhibit A, and to flow and direct water into such easement area.

d. Landscaping: Together with the perpetual right and easement, over Easement #5, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #6 (Utility and Drainage Easement located on Lot 4): Lot 4 shall be subject to the perpetual right and easement to use the area shown as Easement 6 located on Lot 4 as shown on the Plan, for the benefit of Lots 1, 2, and 3, in common with Lot 4, for the following described purposes:

a. Utilities; signs: Together with the perpetual right and easement, over Easement 6, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Drainage: Together with the perpetual right and easement, over Easement 6, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to Lots 1, 2 and 3, and to flow and direct water into such easement area.

c. Landscaping: Together with the perpetual right and easement, over Easement 6, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

d. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #7 (30' Drainage Easement located on Lot 4): Lot 4 shall be subject to the perpetual right and easement to use the area shown as Easement #7 located on Lot 4 as shown on the Plan, for the benefit of Lots 1, 2, and 3, in common with Lot 4, for the following described purposes:

a. Drainage: Together with the perpetual right and easement, over Easement #7, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove underground drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to Lots 1, 2 and 3, and to flow and direct water into such easement area, together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #9 (Utility easement located on Lot 3): Lot 3 is subject to the perpetual rights and easements to use the area shown as Easement #9 located on Lot 3 as shown on the Plan, for the benefit of Lots 1, 2 and 4, in common with Lot 3, for the following described purposes:

a. Utilities: The perpetual right and easement, over Easement 9, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #10 (Utility easement located on Lot 2): Lot 2 is subject to the perpetual rights and easements to use the area shown as Easement #10 located on Lot 2 as shown on the Plan, for the benefit of Lot 3, in common with Lot 2, for the following described purposes:

a. Utilities: The perpetual right and easement, over Easement 10, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or

below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances or liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Notwithstanding the foregoing provisions creating easements with respect to Easements 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, the Owner of a Lot encumbered by any such easements shall have the right to relocate at its expense, such easement areas and all utilities, drainage facilities and parking spaces and other Common Facilities located in such easement areas to another location, provided that the same are replaced with comparable facilities for the substantially similar benefit of the other Lots as provided herein.

Other Existing Utilities: Lot 2 shall be subject to an easement for the benefit of Lot 3, at the expense of the Owners of the Units located on Lot 3, to maintain, repair and replace the existing overhead power line in its existing location, subject to the right of the Owner of Lot 2 to relocate such line at any time at its expense.

Section 6.1A. Parking on Lot 3. The 76 parking spaces on Lot 3 shall be allocated and assigned as follows: 73 of the parking spaces shall be allocated and assigned as limited common elements to Unit 1 (the Motherhouse) of the 605 Stevens Avenue Condominium for the sole use of the residential tenants of the Owner of said Unit 1, and 3 of the parking spaces shall be allocated and assigned as limited common elements to Unit 2 (the Smith Wing) of the 605 Stevens Avenue Condominium for the sole use of the Owner of said Unit 2, its successors and assigns. No other Lot Owner or Unit Owner shall have any rights in such parking spaces.

Section 6.2. Members' Easement Enjoyment: Subject to the provisions of this Declaration, every Lot Owner shall have the right and easement of enjoyment in and to the Common Facilities in common with other Owners and such easement shall be appurtenant to and shall pass with the title to every Lot, subject to the Project Documents and the provisions of this Declaration.

None of the easements or rights granted or reserved under this Declaration or the use thereof shall unreasonably interfere with any Owner's use and enjoyment of the Owner's Lot or Unit.

Section 6.3. Obligation of the Association with Respect to Common Facilities: The Association will preserve and maintain for the common benefit of the Owners all of the Common Facilities, keep the same in good and sightly appearance, and comply with and enforce the provisions of this Declaration.

Section 6.4. No Implied Obligations: Nothing in this Declaration shall give rise to any affirmative or implied obligation or duty on the part of the Declarant except as expressly set forth herein.

Section 6.5. Lots Subject to Right of Entry: Each Lot is subject to the right of the Association or its agents to enter thereon at all reasonable times and upon reasonable notice, or in the case of an emergency without notice, for the purpose of performing maintenance or repairs to the Common Facilities or for carrying out any of the rights or duties of the Association. Other than in the event of an emergency, reasonable advance notice (not less than 24 hours or longer period required by applicable law) must also be given to the residential rental tenants in Unit 1 on Lot 3 before entering a tenant's unit and entry should be at a reasonably convenient time for the tenants to the extent possible.

Section 6.6. Maintenance of Stormwater Facilities: The Association shall be obligated to maintain and repair all stormwater drainage facilities located on the easement areas as part of the Common Facilities.

ARTICLE 7. ASSESSMENTS FOR COMMON EXPENSES

Section 7.1. Assessments: Each Owner of a Lot or Unit by acceptance of a deed thereto, whether or not it shall be so expressed in such deed, shall pay to the Association annual and special assessments as set forth below:

(a) Annual assessments or charges. An annual budget shall be prepared by the Association. The Proportionate Share of Common Expenses in the budget shall be prorated for each Lot and each Unit so that each Owner shall pay annually to the Association, or its authorized representative, its Proportionate Share of the Common Expenses. The Association shall fix the amount of the annual assessment (for the fiscal year determined by the Association) against each Lot and each Unit at least thirty (30) days in advance of each annual assessment period. Written notice shall be sent to every Owner subject thereto, which notice shall include the budget and the Association's calculations of every Owner's Proportionate Share of Common Expenses. Such written notice shall also be delivered to every Mortgagee who has requested that written notice of any assessment be provided to such Mortgagee.

(b) Special assessments. The Association may levy, in any assessment year, a special assessment applicable to that year only for the purpose of defraying, in whole or part, the cost of any construction, reconstruction, or major replacement of the improvements to the Common Facilities; provided that any such supplemental assessment shall have the consent of two-thirds (2/3) in interest vote (determined in accordance with the Proportionate Shares) of the Owners who are voting in person or by proxy at a meeting duly called for this purpose.

Notwithstanding the foregoing, an Owner shall be liable for the expense of repair or replacement of any damage to the Common Facilities or to another Lot or the improvements thereon caused by such Owner's act (including damage caused by construction activity in excess of ordinary wear and tear), neglect or carelessness, or such Owner's contractors.

Section 7.2 Payment Dates: The due dates (whether annual or monthly) of all assessments shall be established by the Association. Assessments and other proper charges authorized and billed by the Association shall be a charge on the Lot or the Unit if a Lot is a condominium and shall be a continuing lien upon the Lot or the Unit upon which such assessment is made. If the assessment to an Owner shall not be paid within thirty (30) days after the date when due, then said assessment shall be delinquent and shall, together with interest at the rate of one percent (1%) per month, or any portion thereof, costs of collection and reasonable attorneys' fees, become a continuing lien on the Lot or the Unit (if the Lot is a condominium) owned by the delinquent Owner which lien shall bind such Lot or Unit, with the buildings and improvements thereon as well as the delinquent Owner and its heirs, devisees, successors, personal representatives and assigns.

Section 7.3. Liens: Assessment liens may be enforced in the same manner as assessments against condominium units provided in the Maine statutes, as the same may be amended. All such charges, in addition to being a lien, shall also constitute the personal liability of the Owner of the Lot or the Unit (if the Lot is a condominium) so assessed at the time of the assessment. If the Association determines that a lien is uncollectible, the amount of the assessment lien shall be assessed against all Lots or Units for Lots that are condominiums in the next annual assessment thereafter based on each Owner's Proportionate Share of Common Expenses. Without limitation of the foregoing, each Owner shall be bound by the following provisions:

(a) The Association has a lien on a Lot or Unit for any assessment levied against that Lot or Unit from the time the assessment becomes due. The Association's lien may be foreclosed in like manner as a mortgage on real estate. If an assessment is payable in installments, the full amount of the assessment is a lien from the time the first installment thereof becomes due.

(b) A lien under this section is prior to all other liens and encumbrances on a Lot or a Unit except: (1) liens and encumbrances recorded before the recordation of this Declaration; (2) a first or second lien mortgage and any restrictive covenants with priority over such first and second lien mortgages recorded before or after the date on which the assessment sought to be enforced becomes delinquent; and (3) liens for real estate taxes and other governmental assessments or charges against a Lot or Unit. The lien under this section is not subject to the provisions of Title 14, section 4651 and Title 18-A, Part 2, as they or their equivalents may be amended or modified from time to time.

(c) Recording of this Declaration constitutes record notice and perfection of the lien. No further recordation of any claim of lien for assessment under this section is required.

(d) A lien for unpaid assessments is extinguished unless proceedings to enforce the lien are instituted within 3 years after the full amount of the assessments become due.

(e) This section does not prohibit actions to recover sums for which this Declaration creates a lien, or to prohibit the Association from taking a deed in lieu of foreclosure.

(f) A judgment or decree in any action or suit brought under this section shall include costs and reasonable attorney's fees for the prevailing party.

(g) Each Owner shall be deemed to have waived any objection or right of contest with respect to any invoice from the Association to the Owner for any assessment under this Declaration if not objected to in writing by the Owner within 60 days after the date the invoice is sent or if a civil action to contest the assessment is not commenced within one year after the date the invoice is sent.

(h) The Association shall furnish to an Owner and any Mortgagee upon written request a recordable statement setting forth the amount of unpaid assessments currently levied against its Lot or Unit.

(i) To the extent that the assessments and other income collected during the preceding year is more or less than the expenditures for such year, the surplus or deficit, as the case may be, shall be taken into account in establishing the budget and determining the assessments in the current year such that the assessments will be credited to the extent of the surplus from the preceding year and the assessments will be increased to the extent of the deficit from the preceding year, any such credits or increases to the Owners to be equal to such Owner's Proportionate Share.

Section 7.4. Notwithstanding anything to the contrary contained in this Declaration, for a Lot that is a condominium, (a) separate assessments shall be made against each Unit that is part of the Lot based on each Unit's respective Proportionate Share rather than an assessment against the Lot, and (b) any delinquency or lien for nonpayment of any assessments shall be limited to the Unit(s) that do not timely pay the assessment against such Unit(s) rather than against the entire Lot. The Owner of a Unit shall not be responsible or liable for the Proportionate Share of Common Expenses of or other assessments against any other Units or the Lot (except the Proportionate Share of the Unit of such Owner) or for any expenses to repair or replace any damage caused by the Owners of other Units or their agents, and the Owner's Unit shall not be subject to any lien for the delinquencies or defaults of the Owners of other Units or for damage caused by the Owners of other Units or their agents; provided that, the Owner and its Mortgagees shall have the right, but not the

obligation, to cure the delinquencies or defaults of and to pay the damages caused by other Unit Owners.

ARTICLE 8. MORTGAGES OF LOTS; RIGHTS OF MORTGAGEES

Section 8.1. Right to Mortgage: Each Owner shall have the right to mortgage or encumber his own respective Lot or Unit. An Owner who mortgages his Lot or Unit shall notify the Board of Directors in writing of the name and address of his Mortgagee(s) and shall file a conformed copy of the note and mortgage or copy of the executed note and recorded mortgage with the Board.

Section 8.2. Mortgage Foreclosure: Any Eligible Mortgage Holder that obtains title to the Lot or Unit pursuant to the remedies provided in the mortgage, or through a completed foreclosure of the mortgage, or through deed (or assignment) in lieu of foreclosure, shall take the Lot or Unit free of such claims and liens for unpaid assessments for Common Expenses, interest and costs levied against such Lot or Unit which accrue prior to the acquisition of title to such Lot or Unit by the Eligible Mortgage Holder, other than the Proportionate Share of the Common Expenses which become due and payable from and after the date on which the Eligible Mortgage Holder shall acquire title to the Lot or Unit through a completed foreclosure or deed (or assignment) in lieu of foreclosure.

Section 8.3. Notices to Eligible Mortgage Holder: The Association shall send written notice by prepaid United States mail to each Eligible Mortgage Holder of the following proposed actions either within a reasonable period, but not less than thirty (30) days, prior to the taking of any of such proposed actions or at the time that notice thereof is given to Owners unless a longer period of time is specified herein: (1) any condemnation loss or any casualty loss which affects a material portion of the Common Facilities; (2) notice of any default or delinquency in the payment of assessments for Common Expenses or any other charges owed by an Owner of a Lot or Unit subject to a mortgage held of record by such an Eligible Mortgage Holder, or any other default in the performance or payment of such an Owner of any obligation under this Declaration, the Bylaws or any rules and regulations of the Association, which delinquency or other default continues for a period of thirty (30) days, to the Eligible Mortgage Holder of the mortgage to which such Owner's Lot or Unit is subject, and such Eligible Mortgage Holder shall have at least sixty (60) days from the date such notice is sent to such Eligible Mortgage Holder to cure such delinquency or default; (3) expiration, cancellation or material modification of any insurance maintained by the Association; (4) meetings of the Association and Board of Directors to adopt the budget on which annual assessments are made and any special assessments; (5) adoption or modification of any rules or regulations; (6) termination of the Association or this Declaration; and (7) any proposed action which would require the consent of Eligible Mortgage Holders or a specified percentage thereof pursuant to this Declaration. Upon written request of any Eligible Mortgage Holder, the Association will provide an audited financial statement of the Association for the preceding fiscal year.

Section 8.4. Mortgagee Approval Rights: For purposes of this Section, where approval by a stated percentage of Eligible Mortgage Holders is required, such approval shall be based upon one (1) vote for each Lot or Unit (if a Lot is a condominium) on which a mortgage is held. The written consent or approval of at least fifty-one percent (51%) of the Eligible Mortgage Holders affected by such amendments shall be required to add or amend any material provisions of this Declaration or the Bylaws which establish, provide for, govern or regulate any of the following matters: (i) voting; (ii) assessments, assessment liens or subordination of such liens; or (iii) changes in responsibility for maintenance and repair of the Common Facilities or the addition, annexation or contraction of the Common Facilities or the addition, annexation or withdrawal of Common Facilities to or from the properties except as provided herein. An addition or amendment to the Declaration or Bylaws shall not be considered material if it is for the purposes of correcting technical errors. An Eligible Mortgage Holder who received written request to approve any additions or amendments which do not constitute either a material change to the Declaration or Bylaws or any amendment described in the preceding paragraph hereof who does not deliver to the requesting party a negative response within thirty (30) days after the giving of notice shall be deemed to have approved such request in writing.

ARTICLE 9. AMENDMENT

This Declaration may be amended as follows: (a) Prior to the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, the Declarant shall have the right to amend and re-amend this Declaration in any manner that the Declarant may deem appropriate; and (b) After the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, this Declaration may be amended from time to time by Supplemental Declarations duly executed by the Association pursuant to a 75% in interest vote of the Owners allocated in accordance with their Proportionate Shares and with there being a total of 100 votes, provided, however, that no amendment shall modify, terminate or adversely affect any of the easement and easement rights set forth herein without approval in writing recorded in the Cumberland County Registry of Deeds of 100% of the Owners. Any amendment shall not become effective until the recording of such amendment in the Cumberland County Registry of Deeds.

Notwithstanding anything to the contrary contained in this Declaration or the By-laws, (a) for as long as any Eligible Mortgage Holder holds a recorded first mortgage on any Lot or Unit, no amendment to this Declaration or the By-laws and no adoption or modification of any rules or regulations that affect the rights or obligations of such Lot or Unit or the Owner thereof, including without limitation those set forth in Section 8.4 above, shall be valid unless such Eligible Mortgage Holder consents thereto, and (b) for as long as the Investor Limited Partner is a limited partner in Motherhouse Associates LP, a Maine limited partnership, no amendment to this Declaration or the By-laws and no adoption or modification of any rules or regulations that affect the rights or obligations of Lot 3 or Unit 1 or the Owner thereof, including without limitation those set forth in Section 8.4 above, shall be valid unless such Investor Limited Partner consents thereto.

ARTICLE 10. GENERAL PROVISIONS

Section 10.1. Covenants to Run with Land: The covenants and restrictions set forth in this Declaration shall run with and bind the land, for the benefit of all property owned by Declarant and shall inure to the benefit of and be enforceable by Declarant, the Association or the Owner of any land subject to this Declaration, their respective successors and assigns.

Section 10.2. Notices: Any notice sent or required to be sent to any person under the provisions of this Declaration shall be deemed to have been properly given when hand-delivered or sent by United States mail, postage prepaid, or if such notice is a default notice or a lien, sent by registered or certified mail, return receipt requested and postage prepaid, to the last known address of the person provided by the person in writing to the Association, or if no such address is provided and the person is an Owner, the address of the Unit or Lot of such Owner. Each Owner shall provide to the Association and the other Owners notice in writing of any change of ownership of such Owner's Lot or Unit and the new Owner's current address.. The initial address for the Declarant and Association shall be:

605 Stevens Avenue Lot Owners Association
c/o Ocean View Management Company
20 Blueberry Lane
Falmouth, ME

Section 10.3. Enforcement: Enforcement of these covenants and restrictions shall be by any proceeding at law or in equity against any person or persons violating or attempting to violate any covenant or restriction brought by Declarant, any Lot Owner or the Association. Such action may include, but is not limited to, an action to restrain violation or to recover damages, or against the land to enforce any lien created by these covenants. Such action may seek any remedy available at law or in equity including specific performance. Failure by Declarant, the Association or any Owner to enforce any covenant or restriction herein contained in no event shall be deemed a waiver of the right to do so hereinafter.

Section 10.4. Dispute Resolution: (a) Deadlock. In the event of a deadlock with respect to any proposed action of the Association, the taking or failing to take of which might have a material effect on the Association, or in the event of any dispute between either the Declarant or any Lot owner on the one hand, and the Association or any other Lot Owners, on the other hand, that such parties are unable to resolve by themselves, such deadlocked matters or disputes (referred to collectively herein as "Disputes") shall be dealt with as provided in this Section.

(b) Mediation. The parties shall first attempt to resolve Disputes through mediation. Within ten (10) days of the date on which the Dispute first becomes apparent, the parties shall select a mutually acceptable mediator. The mediator shall select the procedure to be employed, provided that the parties to the Dispute are treated equally. In the event the parties are unable to resolve the Dispute after good faith attempts through mediation, or in the event the parties are unable to agree on a mediator, arbitration shall be employed as provided in subsection (c) below.

(c) Arbitration. Within ten days of the date of the last unsuccessful mediation session pursuant to subsection (b) above, the parties shall select an arbitrator to resolve the Dispute. If the parties are unable to agree on a choice for the arbitrator, each party to the Dispute shall select an arbitrator, and the two arbitrators so selected shall appoint a third arbitrator, and the three arbitrators so selected shall proceed to hear and decide the Dispute. The arbitration shall be conducted in accordance with the Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise. This agreement to arbitrate shall be specifically enforceable under the prevailing arbitration law. The award rendered by the arbitrators shall be final, and the judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof. Notice of the demand for arbitration shall be filed in writing with the other parties and with the American Arbitration Association. In no event shall it demand for arbitration be made after the date when institution of legal or equitable proceedings based on such claim, dispute or other matter in question would be barred by the applicable statute of limitations.

Section 10.5. Beneficiaries of Easements, Rights and Privileges: The easements, licenses, rights and privileges established, created and granted by this Declaration shall be for the benefit of, and restricted solely to, Declarant, the Association, the Owners and Mortgagees; but the same are not intended to create nor shall it be construed as creating any rights in or for the benefit of the general public.

IN WITNESS WHEREOF, the said Sea Coast at Baxter Woods Associates, LLC, has caused this instrument to be signed and sealed in its limited liability company name by John B. Wasileski, its Manager, thereunto duly authorized, this 5th day of May, 2017.

WITNESS:

See Ili.

Sea Coast at Baxter Woods Associates, LLC

By:

Name: John B. Wasileski, Its Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

May 5, 2017

Then personally appeared the above named John B. Wasileski, Manager of said Limited Liability Company, as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in her said capacity and the free act and deed of said Limited Liability Company, before me,

Attorney at Law/Notary Public

Ronald Epstein

Exhibit A

Certain lots or parcels of land together with all buildings and improvements thereon located in the City of Portland, County of Cumberland and State of Maine, being Lot #2, Lot #3 and Lot #4 as shown on the Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151.

Exhibit B

Initial Proportionate Share of each Lot and Unit

Lot 2: 68,522/187,707 or 36.50%

Lot 3: 119,185/187,707 or 63.50%

Condominium Unit 1: 79.30% of the percentage allocated to Lot 3

Condominium Unit 2: 16.40% of the percentage allocated to Lot 3

Condominium Unit 3: 4.30% of the percentage allocated to Lot 3.

Lot 4: 0

Exhibit C
(Plan of Easements)

For the dimensions and locations of the easements, see First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated March 16, 2017, see also the rights, easements and covenants set forth in the Declaration of Covenants and Easements, both to be recorded in the Cumberland County Registry of Deeds

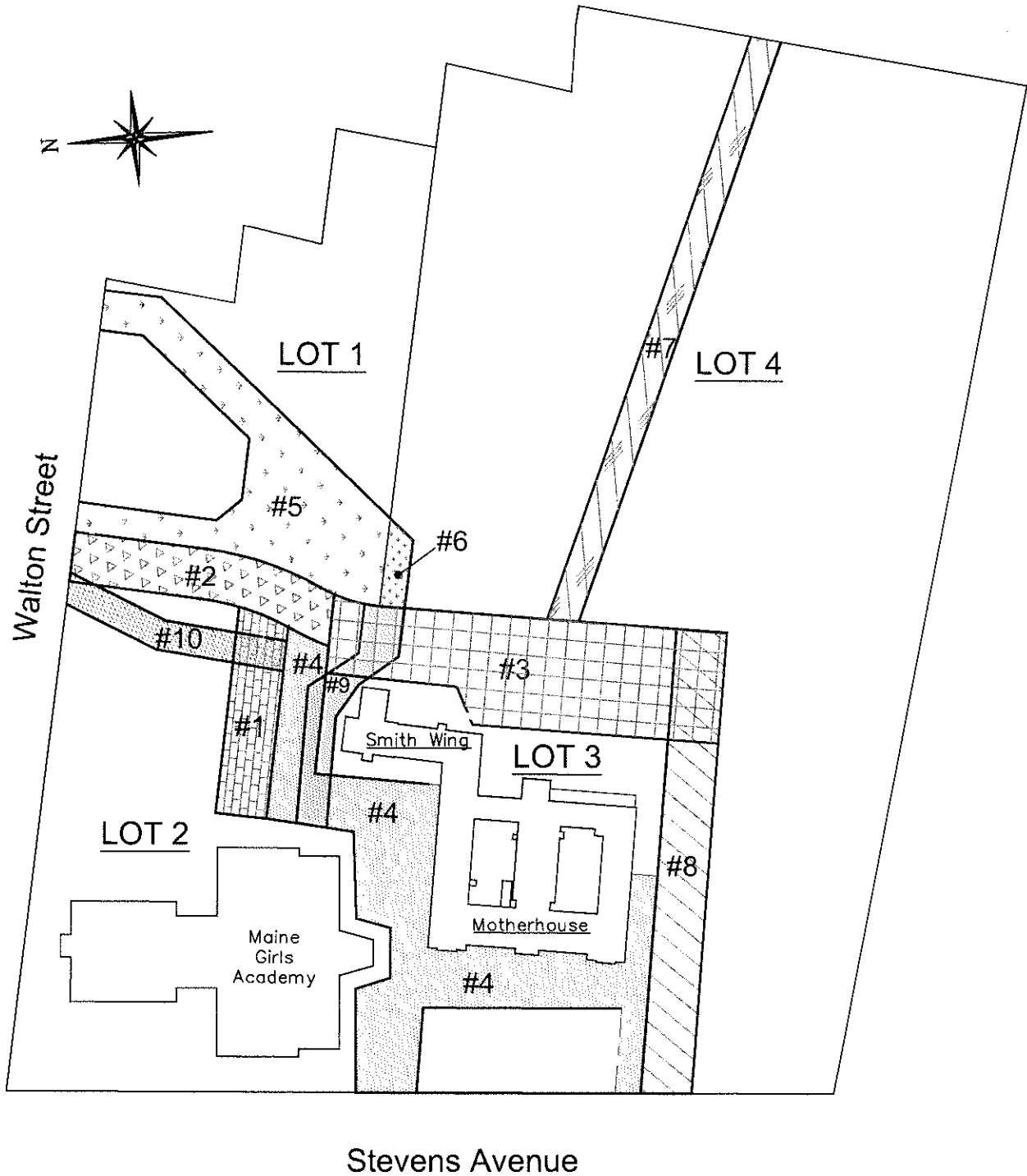


Exhibit A-Easement Locations

JOB# 202096

DATE: April 19, 2017

SCALE: 1"=150'

DWG: Exhibit A



Titcomb Associates

133 Gray Road, Falmouth, Maine 04105
(207)797-9199 www.titcombsurvey.com



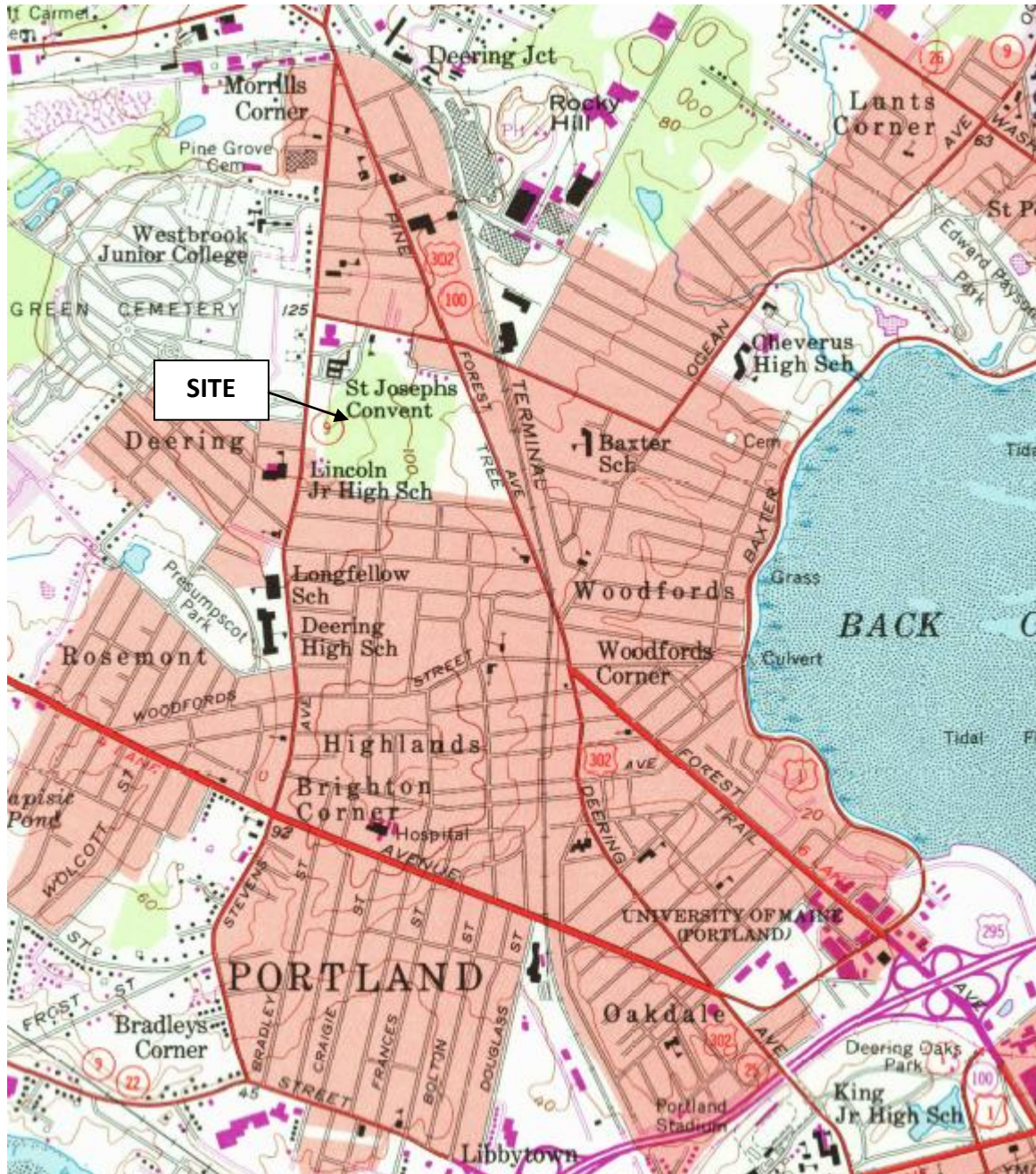
SEA COAST AT BAXTER WOODS
BUILDING-01 SITE PLAN APPLICATION

EXHIBIT 2

USGS QUAD LOCUS

A copy of the USGS Quad locus map is attached as *Exhibit 2*.

REFERENCE : USGS Portland West Quad., 7.5 Minute Series, 1978



PREPARED FOR:

605 STEVENS AVE. PROJECT
MOTHERHOUSE ASSOC. LP
100 COMMERCIAL STREET
SUITE 414
PORTLAND, ME 04104

DATE: 06/2015 SCALE: 1"=1000' JOB NO: 14.067

TITLE:

**EXHIBIT 3
USGS LOCUS MAP**

EXHIBIT 3

ASSESSORS MAP

A draft copy of the new assessors CBL's for the new 4 lot subdivision approved in 2015 is attached as *Exhibit 3*. Lot 4 is listed as CBL 136-E006-001 (rear portion of Lot 4) and CBL 143-F012-001 (front portion of Lot 4 within the TIF District containing Building -1). This map was provided by the City Assessor Chris Huff as an interim Assessors CBL Map until the formal maps are updated. The current maps available through the City Assessors website reflect the several map CBL's in effect for the last century which have been superseded by the new 4 lot subdivision.



EXHIBIT 4

CONSISTENCY WITH MASTER DEVELOPMENT PLAN

A copy of the June, 2016 Approved Master Development Plan (MDP) is attached showing a senior campus on the 9.05 acre Lot 4 with five (5) buildings with a central courtyard, parking and access over Lot 3.

The proposed LIII Site Plan for Building-1 is consistent with the Master Development Plan based on the following:

1. **Location:** The proposed building is shown in the same general location and configuration as the MDP.
2. **Height:** The MDP proposed that the first building closest to Stevens Avenue would be subordinate to yet architecturally compatible with the Motherhouse. Building-1 is proposed as a 4-story building with a lower building height at 43 ft.-3 inches as compared to the Motherhouse at 5 stories including the 5th floor dormer apartments at 55-60 feet in height.
3. **Massing:** The applicant agreed that the Building-1 would also be lower in height to also present less massing softened by the robust existing and proposed landscaping and site trees as viewed from Stevens Avenue. The proposed site plan reflects this condition.
4. **Site Access and Circulation:** The proposed site plans provide for parking and access from Walton and Stevens Avenue through Lot 3 as per the approved MDP. The building will provide 28 covered parking spaces in the first floor garage to reduce surface parking as generally shown on the approved MDP. Pedestrian walks and paths behind and around the building are similar to those shown on the approved MDP. A stonedust path will be provided from Building-1 along the east side of Lot 3 to connect with the exiting pathway and new walkway (to be constructed under the Motherhouse contract) connecting to Walton Street providing pedestrian linkages to both Stevens Avenue and Walton Street.
5. **Sensitivity to Baxter Woods** – The MDP process reviewed the relationship of the campus buildings 2, 3 and 4 to Baxter Woods. The design of Building -1 considered the following to provide a plan which is both sensitive to and integrated with the character of Baxter Woods. (Refer to Plan L1.0 -Landscape Plan for additional detail.)
 - a. The applicant has agreed to provide a conservation easement or deed covenants on the 33-foot portion of Lot 4 on the south side of the southern chain link fence. This is an area which appears to be a part of Baxter Woods complete with a trail traversing sections of the lot but is actually on Lot 4. The applicant's representatives have met with Jeff Tarling, City Arborist to review options for relocating a portion of the degraded side trail directly adjacent to the fence together with providing additional plantings along the north side of the fence. Refer to the Letter of Intent provided by the applicant as part of the MDP approval process for specific conditions.

(NOTE: reference to any work or plantings within the 33-foot easement or improvements or funding of same within Baxter Woods is part of the MDP approvals and are outside the scope of this LIII Application except as noted herein.)

- b. Invasive trees (Norway Maple) will be removed on the site as recommended by the City Arborist and planted with indigenous trees as shown on the landscape plan, Sheet L1.0. The area closest to Stevens Avenue near the red pine grove with minimal understory for buffering views will be enhanced with additional trees and landscaping
 - c. The rear of the building is proposed with a robust landscaping plan with indigenous plant materials compatible with Baxter Woods to provide additional buffering and infill to mitigate the removal of trees within the building footprint and removed due disease or age.
 - d. Two rain gardens behind the building will be incorporated with additional landscaping.
 - e. Exterior lighting will be kept to a minimum. All fixtures will be LED.
 - f. The chain link fence will be replaced with a decorative style fence along the edge of the 33-foot easement.
 - g. The building will be set back over 75 feet from Baxter Woods providing significant area for infill plantings together with a walking trail on Lot 4 behind the building.
6. **Building-1 Architectural Review** –The building structure together with the site plan, has drawn from the historic character of and relationship to the Motherhouse. We believe that architectural comments and suggestions made by the City Urban Designer, Caitlin Cameron dated June 9, 2016 have been incorporated into the Building-1 design. That memo references the MDP Final Submittal, Exhibit 8.1 –Architectural Characteristics Summary, together with preliminary architectural elevations and renderings as “guiding documents” for the implementation of the 5 building senior campus.

Specific architectural elements referenced for “future approvals” by Ms. Cameron have been summarized as follows with responses in italics. (The reviewer’s items 1-9 have been replaced with letters a-h):

- a. Building Footprint – Shall generally follow the MDP approved footprints.
The building -1 footprint is very similar to the MDP approved footprint.
- b. Roof Lines – Flat roof forms are preferred to respond to the Motherhouse hipped roofs and dormers.
Building-1 will have a flat roof with accent trim lines.
- c. Motherhouse Context – Apply Characteristics of the Motherhouse to the new buildings.
Building-1 will utilize a combination of brick and first level stone veneer base material to follow the form of the Motherhouse granite base; brick will be the predominate material similar to the Motherhouse with accent shingles on the 4th floor simulating the hip roof of the Motherhouse. Granite/stone window headers will provide a similar repeating

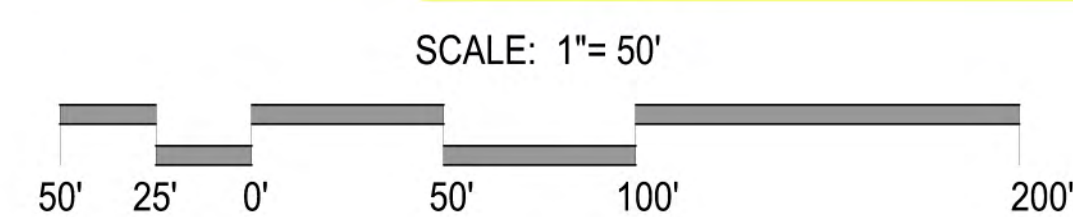
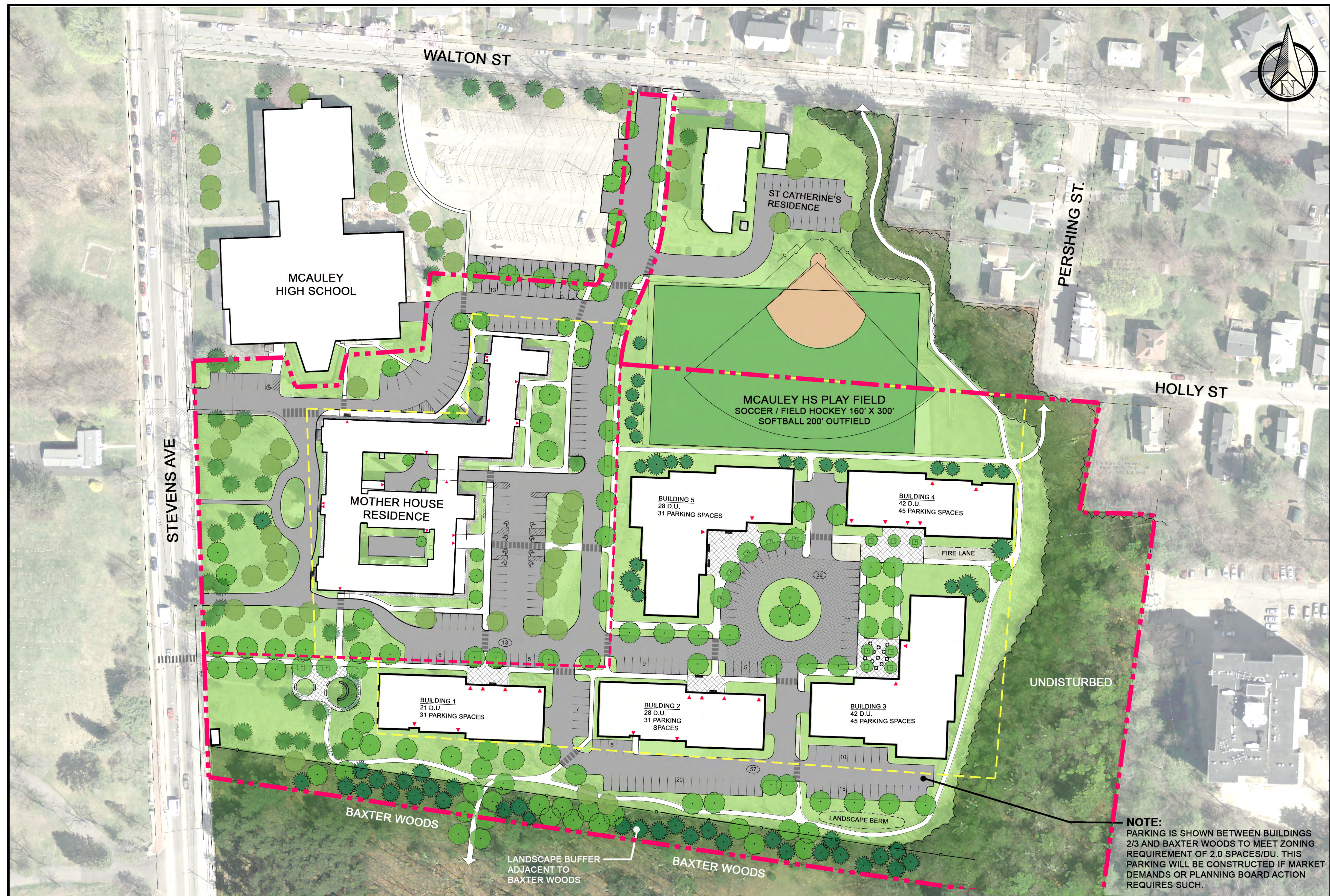
form as used in the Motherhouse. Fenestration in the building faces will break up the massing to soften the scale of the building.

- d. Material Palette –Material selection and color palette should be guided by those shown in the MDP renderings and elevations:
The proposed Building-1 Elevations are similar in materials and colors to the approved MDP renderings.
- e. Building Entry – Clearly delineate the entries with porch elements:
The Main (north) entry is proposed with an inviting entry plaza and canopy with vertical posts simulating a traditional porch. The rear (south) entry will be primarily for residents to access walking paths and an external patio and seating area. This entry will be much more subtle due to landscape buffering from Baxter Woods and the secondary nature of this entry door.
- f. Massing –Mitigate the scale of the buildings:
The proposed building architecture will provide for both vertical and horizontal breaks and fenestrations in the building exterior to break up the massing together with the discretely placed changes in materials from the stone veneer base, primary brick exterior and 4th floor shingle siding. The narrow end of the building will face Stevens Avenue filtered through both existing evergreen trees and proposed trees. The final building elevations are very similar to those presented with the MDP.
- g. Parking: Structured parking to be consistent with upper floors:
The first floor covered parking has been carefully designed to blend in with the overall architectural context of the building – creating the image of a residential ground floor. Again the use of an intermittent stone base will also provide balance in context with the base of the Motherhouse.
- h. Additional Guideline Recommended by the Reviewer - Window types will be consistent with the vertical proportion throughout all buildings:
Building 1 windows are shown as elongated with floor to floor proportions similar in overall context to the Motherhouse windows. Future buildings will follow this general design guideline to create a unified architectural “look” between the 5 buildings.

- 7. **MDP Stormwater Plan:** Building -1 site plans will provide for two rain gardens as well as roof drain filters taking advantage of the sandy soils for infiltration. This concept is consistent with the approved MDP Stormwater Plan C1.0, copy attached.
- 8. **MDP Utility Plan:** Water and gas utilities will be serviced from Stevens Avenue as shown on the approved MDP plan C2.0 (copy attached). Electric will be provided from the rear of the Motherhouse from the upgraded overhead line extending from Walton Street as shown on the MDP Utility Plan. Evaluation of Building-1 sewer alignments are slightly altered the MDP plans of a single sewer trunk line running through the future Buildings 2-5 central corridor. Instead, a new sewer trunk line running along the east side of Lot 3 is proposed to avoid trenching within the athletic fields at this phase of development.

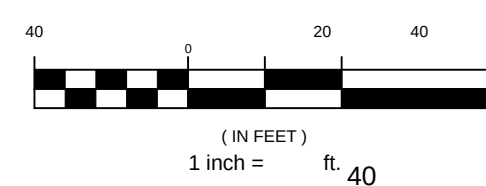
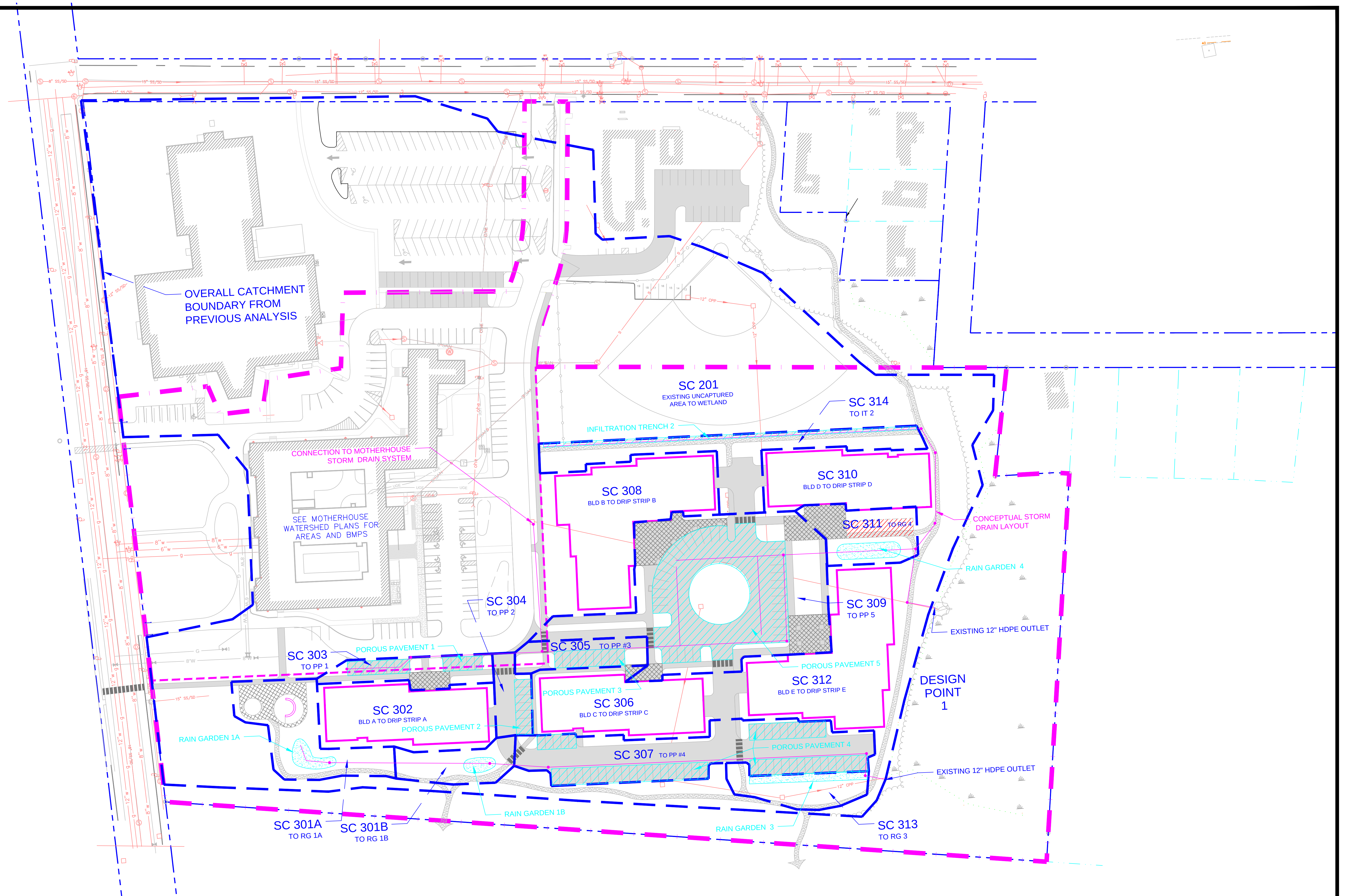
However the sanitary sewer will continue to discharge to the same mains as shown across Lot 1 to Walton Street. Based on the above we believe the utility plan is consistent with the approved MDP.

In summary, we believe that the proposed Building-1 development is consistent with the approved 2016 Master Development Plan in all respects.



605 Stevens Avenue

CONCEPTUAL MASTER PLAN



PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT 605 STEVENS AVE. MASTER DEVELOPMENT PLAN			STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM		
SHEET TITLE CONCEPT STORMWATER LAYOUT AND POST DEVELOPMENT WATERSHED PLAN			DRAWN: DED DESIGNED: ADJ CHECKED: ADJ		
CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC & MOTHERHOUSE ASSOCIATES, LP			DATE: MAY 2016 SCALE: 1" = 40' JOB NO. FILE NAME: SP-M162 UTILITY		
SHEET			C1.0		



CONNECTIONS TO
WATER AND GAS MAINS
FROM MOTHERHOUSE
PROJECT

NEW PRIMARY ELECTRIC
FROM DROP POLE (SEE
MOTHERHOUSE PLANS)

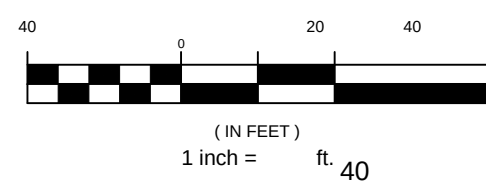
NEW SEWER
TO CONNECT
AT EXISTING
MANHOLE

NEW SEWER LINE

NEW GAS MAIN

NEW WATER MAIN

HYDRANT (TYP)



PRELIMINARY - NOT FOR CONSTRUCTION

			PROJECT 605 STEVENS AVE. MASTER DEVELOPMENT PLAN		STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
			SHEET TITLE CONCEPT UTILITY PLAN		DRAWN: DED DESIGNED: ADJ CHECKED: ADJ	
			CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC & MOTHERHOUSE ASSOCIATES, LP		DATE: MAY 2016 SCALE: 1" = 40' JOB NO. FILE NAME: SP-M162 UTILITY	
					SHEET C2.0	
1	05-10-16	ISSUED FOR MASTER PLAN REVIEW				
REV	DATE	DESCRIPTION				
			P.E.			
			LIC. #			



EXHIBIT 5

ZONING REVIEW

Refer to attached Net Residential Density Table for the Campus Lot 3 and 4 density provisions applying both uses as “Multiplex” and “PRUD” as defined in the Land Use Ordinance. The PRUD densities provides the greater total units on Lot 4 (maximum of 161 units) and has been used as the basis of the Approved Lot-4 Master Development Plan.

The building is located within the R5A Zoned portion of Lot 4. The following Site Data Table provides a compliance summary of R5 and R5A zoning requirements. The project complies with all zoning requirements of the R5 and R5A Districts.

SITE DATA TABLE			
STANDARD	REQUIRED		PROVIDED
	R5	R5A	
MIN. LOT AREA (PRUD)	2 AC	2 AC	9.05 AC
MIN. FRONTAGE (FT)	50	50	141.14
MIN. YD. DIMENSIONS (FT.)			
A. FRONT YD.	20	25	191+/-
B. REAR YD.	20	25	668+/-
C. SIDE YD. (>2.5 STORIES)	14	16	78+/-
MIN. SETBACK TO EXTERNAL SUBDIV. BOUNDARY (FT.)	35	35	78+/-
MAX. LOT COVERAGE	40%	30%	2.98%
MIN. LOT WIDTH (FT.)	90	60	162+/-
MAX. STRUCTURE HEIGHT (FT.)	35	55	43'-3"
MIN. OPEN SPACE (SF/DU)(1)	300 (PRUD) (2.)	200 (PRUD)	7 AC+/-
(SF)	6,300	4,200	305,000+/-
NET AREA PER DWELLING UNIT			
MIN LOT AREA/DU (2, 3, 4) (SF)	N/A	33,600	200,376 (NET -R5A ZONE)
NOTES:			
1. OPEN SPACE PROVIDED - EXISTING ATHLETIC FIELDS AND LOT 4 LAWN/GARDEN AREAS			
2. R5 LOT AREA/DU = USE 6000 SF GROSS AC WITH LESS THAN 250 FT. FRONTAGE. NO UNITS LOCATED IN R5 DISTRICT -NOT APPLICABLE.			
3. R5A LOT AREA/DU = 1600 SF OF NET LAND AREA (PRUD)			
4. REFER TO NRD TABLE ON SUBDIVISION PLAT FOR COMPUTATION OF DENSITY AND NET AREA.			

605 Stevens Avenue, Portland - Residential Density Computations Lots 3 & 4 V13							
PRUD & MULTIPLEX/MULTIFAMILY ANALYSIS							
Overall Subdiv. Parcel ID	Gross Acreage (Ac.)	R5A ESTIMATED NRA DEDUCTS per § 14-47 as AMENDED	LOT 3 - MOTHERHOUSE-MULTIFAMILY/ MULTIPLEX		LOT 4-FIELDS MULTIFAMILY/ MULTIPLEX		LOT 4 - FIELDS PRUD
		Gross Area (ac.)	4.39		9.05		9.05
		(s.f.)	191,066		394,110		394,110
		Zone	R5	R5A	R5	R5A	R5 R5A
		Proposed Area in Ea. Zone (Ac.)	1.73	2.66	4.20	4.85	4.20 4.85
Lot 1 St. Catherines	2.36	Deducts:					
Lot 2 McAuley HS	3.18	A. Exist. watercourses	0	0	0	0	0 0
Lot 3 Motherhouse	4.39	B. Wetlands & Slopes	0	0	0	0.25	1.66 0.25
Lot 4 Fields/Stevens Ave.	9.05						
Total Acreage	18.98						
		Deducts Total:	0	0	0	0.25	1.66 0.25
		NET LAND AREA (Gross Ac.- Deducts) (Ac.)	1.73	2.66	4.20	4.60	2.54 4.60
		MULTIPLEX UNITS PERMITTED	16	72	30	125	36 125
		TOTAL	88		155		161
		TOTAL LOT 3 + 4 PRUD	249				
		TOTAL LOT 3 + 4 MULTI	243				
Notes:							
1. Under Multiplex Analysis: R5 density is 1 unit per 4,500 sf Gross ac. with 250 ft frontage (Lot 3) and 1 unit per 6,000 sf Gross ac. with < 250 ft. frontage (Lot 4) per (§ 14.117(a.) 2.)							
2. Under Multifamily Analysis: R5A density is 1 unit per 1600 sf NET ac. based on Amended § 14-47 Net Land Area def. of 06-15-15							
3. Under PRUD Analysis: R5 density is 1 unit per 3000/sf NET ac and R5A is 1 unit per 1600 sf NET ac.							
4. No affordable housing multiplex density bonuses per §14-488 applied to Motherhouse Lot 3							

EXHIBIT 6

EASEMENTS & ROW'S

Att. G

As a master planned senior/active adult campus with 4 lots – the sharing of access, utilities, stormwater, etc. is necessary between and over the various lots. Lot 3 is subject to a Declaration of Covenants and Easements (See Exhibit 1) granting these reciprocal rights. Refer to the Amended Subdivision/Sectional Plat, Plan C2.0 for the locations of all easements.

Following are both existing and proposed easements related to Lot 4:

Existing Easements –on Lot 4:

1. 33-foot ROW Easement reserved in the deed from James P. Baxter to the Roman Catholic Bishop of Portland dated March 10, 1908. This easement reserves rights for an access road along the edge of Baxter Woods together with a 33- foot easement to the City of Portland adjacent to and within Baxter Woods. The applicant has agreed to provide a conservation easement or covenants over this easement to preserve the wooded buffer subject to the rights together with the City of Portland to amend or create trails.
2. Easement #6 - Utility and Drainage Easement: provides rights for utility and storm drainage over a portion of Lot 4 together with Easement #5 (below) over Lot 1.
3. Easement #7 – Drainage Easement: provides rights for Lot 3 to utilize the existing stormdrain under the athletic fields on Lot 4 with the rights to move or relocate said stormdrain if required.

Existing Easements –on Lots 2 & 3:

1. Easements # 2, 3, 4 and 8 provide pedestrian and vehicular easement rights for Lot 4 to utilize the main access corridors and access drives to and from Stevens Avenue as well as utility, drainage, signage and landscaping rights.
2. Easement # 1 provides the rights to use or add additional parking if required for Lot 1 and 4 over Lot 2 (Maine Girls Academy) for events, etc.
3. Easement #9 reserves utility rights over Lot 3 to benefit Lots 1, 2 and 4.

Existing Easements - On Lot 1:

1. Easement #5 provides access, utility and drainage rights to Lots 2, 3 and 4 over Lot 1.



SEA COAST AT BAXTER WOODS
BUILDING-1 SITE PLAN APPLICATION

EXHIBIT 7

WAIVERS

The following waivers are respectfully requested from the Site Plan and Subdivision Ordinance

1. Portland Land Use Code Division 20 Section 14-341 Off Street Parking: Aisles required for 6 or More Spaces: This section of the Land Use Code refers to the Portland Technical Manual for standards for parking. The Technical Manual Section 1.14 and Figure 1.27 require a 24 foot parking aisle width.

Waiver Request: A waiver of the referenced Ordinance standards is requested for the parking aisle located on the east side of Building -1 providing access to 6 surface parking spaces and the under building parking. The waiver request is to reduce the aisle width from 24 to 22 feet. The rationale for the request is to minimize the disturbance and encroachment to the east towards the softball field and backstop and to minimize pavement area. The 22 foot aisle is considered adequate for the level of use and parking in this area of the site.



EXHIBIT 8

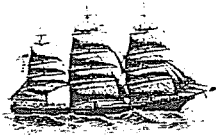
FINANCIAL AND TECHNICAL ABILITY

1. Financial Capacity – The applicant has provided, attached, a letter from Bath Savings Institution indicating the ability to provide financing for the project based on a history of successful projects with the applicant.
2. Technical Ability – The applicants, John Wasileski and Kevin Bunker, as Sea Coast at Baxter Woods Associates, LLC, have successfully permitted and developed a significant number of very successful and award winning projects ranging from active adult and full continuum of care retirement communities to senior affordable and market rate housing projects in Maine. They are known for working closely with neighborhoods and stakeholders to achieve results that work for all involved, and intend to work very closely with the City and neighborhood to see that this project is a major credit to the tax base and a wonderful new neighbor.

Notable projects include:

- The Motherhouse Renovations
- Nathan Clifford Residences, Portland
- Hodgkin School Apartments, Augusta
- Ocean View at Falmouth
- Highland Green, Topsham
- The Highlands, Topsham
- Granite Hill Estates, Augusta
- River Landing Affordable Senior Apartments, Topsham
- Plummer School Affordable Senior Apartments, Falmouth
- Osprey Circle, South Portland

The success of these projects is unparalleled in Maine and provides the technical and financial standing to undertake and complete this first phase of the Lot-4 senior campus at 583 Stevens Avenue in Portland.



Benj. F. Packard

Bath Savings Institution

Since 1852

August 9, 2017

Ms. Jean Fraser, Senior Planner
Planning and Urban Development Department – Planning Division
389 Congress Street, 4th Floor
Portland, ME 04104

605 Stevens Avenue – Market Rate Senior Housing Development
Financial Capacity of Sea Coast at Baxter Woods

Dear Ms. Fraser:

Bath Savings has assisted John Wasileski with the development of his senior housing communities for over 20 years including the purchase of the campus at 605 Stevens Avenue. We have reviewed the plans for the new market rate senior / active adult community located on the campus and we welcome the opportunity to provide financing for this exciting new project in Deering Center.

Over the years we have found John Wasileski to be an exceptional operator due in part to his attention to detail and his ability to bring together a strong management and development team. We believe that John Wasileski and his team have a proven track record in designing, building, marketing and managing high quality housing throughout Maine.

Thank you for this opportunity to submit this financial capacity letter regarding the new community located on Stevens Avenue in Deering Center.

Sincerely,

Geoff Gattis
Executive Vice President
Bath Savings Institution



SEA COAST AT BAXTER WOODS
BUILDING-1 SITE PLAN APPLICATION

EXHIBIT 9

TRAFFIC ANALYSIS

Maine Traffic Resources has prepared a Traffic Impact Analysis for the proposed project which dovetails with the Traffic Impact Analysis completed for the Master Development Plan. A copy is attached.

The project is expected to generate 8 one way trips in the A.M peak hour and 7 trips in the P.M. peak hour. There are no significant off-site impacts expected from this minor level of trip generation.

The MDP approval Condition A.1 recommended that traffic monitoring studies be conducted prior to the site plan applications for the first two phases following the Lot 3 Motherhouse development including assessment of parking on Lot 2 the Maine Girls Academy. However with the Motherhouse project still in construction with occupancy not expected until 2018, these studies cannot be completed for the Building-1 application.

SUMMARY MEMORANDUM

TO: Mr. Matthew D. Teare
Director of Development
Sea Coast Management Company
20 Blueberry Lane
Falmouth, ME 04105

DATE: May 2, 2017

RE: Trip Generation Analysis for Building 1 of 605 Stevens Avenue Senior Housing Development in Portland, Maine

Introduction

The purpose of this memorandum is to summarize trip generation analysis for local City of Portland Planning Board approval for Building 1 of the proposed senior housing development at 605 Stevens Avenue. A traffic impact study (TIS) for the overall Master Development Plan was prepared by Maine Traffic Resources, dated March 15, 2016. The first phase of the overall master plan was renovation and conversion of the Motherhouse to provide for 88 dwelling units. This component of the overall project previously gained site plan approval from the City of Portland in 2015. It is understood that construction is expected to begin on the Motherhouse shortly. The first new building, Building 1, will contain 21 age restricted dwelling units.

Trip Generation Analysis

The number of trips to be generated by the proposed Building 1 was estimated using the most recent Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition report, as was done in the original Traffic Impact Study for the Master Development Plan. Land use codes (LUC) 251 Senior Adult Housing Detached and 252 Senior Adult Housing Attached were used on the basis of 21 dwelling units. To be conservative, the higher of the two rates was used for each time period. The results are summarized below:

<u>Time Period</u>	<u>ITE Trip Generation (One-Way Trip-Ends) Senior Housing Trips</u>
Weekday	78
AM Peak Hour Adjacent Street	5
Entering	2
Exiting	3

<u>Time Period</u>	<u>Senior Housing Trips</u>
AM Peak Hour – Generator	8
Entering	4
Exiting	4
PM Peak Hour – Adjacent Street	6
Entering	4
Exiting	2
PM Peak Hour – Generator	7
Entering	4
Exiting	3

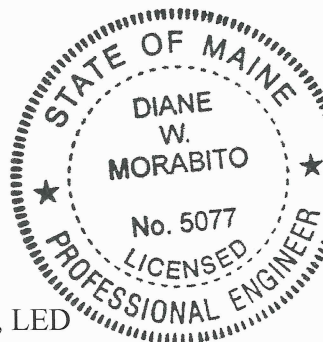
As can be seen above, Building 1 is expected to generate just eight (8) one-way trips during their AM peak hour and seven (7) trips during their PM peak hour. This minimal level of traffic should have no significant impact off-site beyond the drive intersections. These trips will be further reduced by entering and exiting assignments to the Stevens Avenue and Walton Street drive intersections according to the patterns in the Traffic Impact Study. Additionally, the off-site impacts of all trips for the Master Development Plan were previously analyzed in the original Traffic Impact Study.

Monitoring Requirements

One of the conditions of the Master Development Plan approval for the entire project involves traffic monitoring. The approval states that traffic monitoring studies shall be conducted after the Motherhouse and first and second buildings are completed. The purpose of this monitoring will be to confirm that the ITE trip generation rates used in the original study were appropriate. Given that the currently proposed building is the first building this monitoring is not yet required.

Additionally, monitoring studies are also to be required to confirm parking supply, circulation both on site and at The Maine Girls' Academy and arrival and departure patterns. Given that construction has not yet begun on the Motherhouse, it is too soon to conduct any of this required monitoring.

Please do not hesitate to contact me if you or the City of Portland have any questions regarding the trip generation analysis for Building 1.



Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E. PTOE
President

cc: Rick Licht, LED

EXHIBIT 10

SOILS & GEOTECHNICAL

Att. K

The applicant has retained Summit Geoengineering to perform a site geotechnical and soils evaluation. Onsite drilling was conducted over the campus in December 2014 and 9 test borings logged. A final report is attached dated March, 2015.

Soils onsite are generally deep granular till or fill material over marine clay with relatively deep bedrock. The soil conditions do not present any unusual design constraints for site development. The granular soils and deep groundwater depths are favorable for storm water infiltration BMP's which are proposed on the site to encourage groundwater treatment and recharge.



PRELIMINARY GEOTECHNICAL REPORT

**McAuley Place Development
Stevens Avenue & Walton Street
Portland, Maine**

Prepared for:

Sea Coast Management Company

Prepared by:

Summit Geoengineering Services
145 Lisbon St.
Lewiston, Maine

Project #14238
March 2015



March 27, 2015
Summit #14238

Matthew Teare
Sea Coast Management Company
30 Governors Way
Topsham, Maine 04101

Reference: Preliminary Geotechnical Investigation, McAuley Place Site Development
Stevens Avenue and Walton Street, Portland, Maine

Dear Matt;

Summit Geoengineering Services (SGS) has completed the geotechnical investigation for the proposed development and renovations at the site referenced above. Our scope of service included nine borings, laboratory testing of collected samples, and this geotechnical report summarizing our findings and providing geotechnical recommendations. This report is intended to identify and address the geotechnical issues at the site and provide recommendations for the construction of the new development. We understand that the proposed building layout, building sizes, parking (above ground and below ground), and finish grades are currently conceptual and subject to change. The recommendations included in this report are general in nature to accommodate for potential changes to the development. The project and site description below summarize the current development concepts and were used to guide the assumptions made for our analysis. We recommend that SGS be allowed to review final concepts to verify the geotechnical recommendations provided in this report.

1.0 Project and Site Description

The McAuley Place site is located at the intersection of Stevens Avenue and Walton Street in Portland, Maine. Located at the site is the Sisters of Mercy Motherhouse on the western end, the McAuley high school building to the northwest, paved parking on the northern portion, and multiple athletic fields on the eastern portion. Multiple paved walkways throughout the property connect these locations. Grades at the site slope gently downwards from elevation 128 feet to elevation 114 feet in an easterly direction.

We understand that a total of 4 senior living housing buildings and a main lodge are being proposed to be constructed at the site. A single story retail/commercial building is also proposed. These buildings are anticipated to range from 3 to 5 floors, will be wood framed, and may include underground parking. The senior living and main lodge buildings are proposed to be built within the existing athletic field. The retail/commercial building will be built in the existing grassed area south of the Motherhouse. We understand that the existing buildings will remain, with renovations being proposed to the Motherhouse. We also understand that stormwater

treatments systems at the site may include a wet pond below the slope on the east side of the existing athletic fields and Low Impact Development (LID) systems, potentially rain gardens, scattered throughout the site.

2.0 Explorations and Laboratory Testing

2.1 Explorations

Summit Geoengineering Services (SGS) observed the subsurface conditions at the site with the drilling of 9 test borings on December 29 and 30, 2014. All borings were drilled using a 2 1/4" hollow stem auger with split spoon samples collected at 5 foot intervals. Standard Penetration Testing (SPT) was conducted in general accordance with *ASTM D1586* to collect blow counts during the advancement of the split spoon sampler. All borings were advanced to refusal. Groundwater observations wells were installed at Boring B-6 and B-8.

The locations of the borings were marked by SGS prior to the days of drilling by measuring from existing structures and landmarks. These locations can be seen in the SGS Boring Plan in Appendix A. A copy of the Boring Logs can be found in Appendix B. Borings were widely spaced throughout the site with the intent to characterize as much of the subsurface as possible, with a general focus in the area of proposed development

2.2 Laboratory Testing

Laboratory testing included two grain size analyses on samples collected from Borings B-6 and B-8. Grain size analyses were performed in general accordance with *ASTM D422*. The table below summarizes the grain size results:

GRAIN SIZE ANALYSIS RESULTS						
Boring	Sample	Depth (ft)	Composition			USCS
			Gravel	Sand	Silt/Clay	
B-6	S-2	5 to 7	0.3%	97.2%	2.5%	SP
B-8	S-3	10 to 12	0.4%	97.6%	2.0%	SP

Detailed results of the laboratory tests can be found in Appendix C.

3.0 Subsurface Conditions

3.1 Soil

The subsurface conditions at the site generally consist of ***topsoil*** or ***pavement*** overlying ***fill/reworked native soil*** overlying ***marine fan deposit*** overlying ***bedrock***.

The ***topsoil*** was encountered in all of the borings except for Boring B-1. It is described as dark brown silt with some to little sand, trace gravel and rootlets, firm, and damp. The thickness of this layer ranges from 0.5 feet to 1.0 feet. It classifies as ML in accordance with the Unified Soil Classification System (USCS).

The **pavement**, encountered only in Boring B-1, is four inches thick.

The **fill/reworked native** layer, encountered in in all Borings except B-3, B-4, and B-5, is described as light brown to dark brown fine to coarse sand with little to some silt and gravel. In Boring B-9, the **fill/reworked native** is olive brown clayey silt to silty clay with little silt and gravel. The layer ranges from damp to wet and from loose to compact. The thickness of the layer ranges from 1.1 to 10.0 feet. It classifies as SP, SM, SP-SM, SW-SM, ML, or CL in accordance with the Unified Soil Classification System (USCS).

The **marine fan deposit** was encountered in all of the borings overlying bedrock. There are two sub-layers within the **marine fan deposit**. The top layer consists of light brown to tan fine to coarse sand with trace to some silt and trace clay and gravel. The top sub-layer ranges from loose to dense and humid to wet. SPT-N values ranged from 4 to 28 with an average of 16. The layer classifies as SP, SM, or SP-SM in accordance with the Unified Soil Classification System (USCS).

The lower sub-layer of the **marine fan deposit** consists of silty or gravelly sand, silty clay, and sandy silt. It ranges from very soft to compact and is wet. Thickness of this layer ranges from 8.9 feet to 24.3 feet. SPT-N values ranged from WOH (weight of hammer) to 37, with an average of 17. Pockets of gray silty clay were encountered in this layer in Borings B-4, B-5, and B-9 ranging from 4.1 to 4.5 feet thick. Two samples were collected for laboratory grain size analyses in this lower marine fan layer, and both resulted in a classification of SP in accordance with the Unified Soil Classification System. From visual classification, this layer classifies as SM, ML, CL, SP, and SP-SM in accordance with the Unified Soil Classification System (USCS).

3.2 Groundwater

Groundwater was encountered in all of the borings and ranged from 5.4 feet to 11.4 feet below ground surface (elevation 104.6 feet to elevation 113.1 feet). In general, the groundwater table elevation was observed to be within or at the top of the marine fan deposit

Groundwater elevation was measured on 2/15/2015 and again on 3/23/2015 in Borings B-6 OW and B-8 OW. Groundwater at Boring B-6 was encountered at 8 feet below ground surface (elevation 107 ft. +/-). Groundwater was encountered at 6.1 feet below ground surface (elevation 107.9 ft. +/-) at Boring B-8.

3.3 Bedrock

Bedrock was encountered in all of the borings except for Boring B-7, which was terminated 22 feet. Depth to bedrock from the ground surface (where it was encountered) ranged from 12.9 feet to 25.1 feet (elevation 92 feet +/- to elevation 106.9 feet +/-). Bedrock depths and corresponding elevations are summarized in the table below. According to the Maine Geologic Survey, the bedrock at the site is of the Silurian – Ordovician Vassalboro Formation typically consisting of sandstone and quartzite with occasional schist and limestone.

BEDROCK DEPTH & ELEVATION		
Boring	Depth (ft)	Elevation (ft)
B-1	12.9	106.9 +/-
B-2	15.1	106.9 +/-
B-3	20.0	99.0 +/-
B-4	25.1	95.9 +/-
B-5	22.0	93.0 +/-
B-6	13.1	101.9 +/-
B-7	*	*
B-8	13.1	100.9 +/-
B-9	20.1	93.9 +/-

*Boring B-7 was terminated at depth 22 ft. (elevation 92 ft. +/-), no bedrock was encountered

4.0 Evaluation

In general the soils throughout the area of the site we explored are stable and competent and will safely support all proposed structures on conventional spread footings. An important consideration is the presence of shallow groundwater and its effects on the dewatering of the new buildings and stormwater treatment systems.

5.0 Preliminary Foundation Design Recommendations

The following recommendations are preliminary and based on conceptual building layouts. The general recommendations presented below may require refining based on the final building layouts.

Based on the current proposed development, the newly constructed buildings can be supported by conventional frost walls on continuous spread footings. Where underground parking is desired, foundation walls can also be supported on continuous spread footings. Columns on isolated footings may be used where needed.

5.1 Bearing Capacity

For planning purposes, we recommend that frost wall and basement footings be proportioned using an allowable bearing capacity of 3,000 psf. This includes footings supported by existing fill and by the native marine fan deposit. This allowable bearing capacity is based upon the following:

- Fill required to raise the grade at the site does not exceed 3 to 4 feet.
- Exposed existing fill and native soils are improved by proofrolling.
- Any soft, unsuitable soils below the bottom of footing elevation exposed during the excavation are removed and replaced with crushed stone or competent specified soil.

Depending on final footing locations and elevations, this allowable bearing capacity may be able to be increased. SGS can evaluate this possibility once more detailed footing foundation information is available.

5.2 Frost Protection

The design air freezing index for the Portland area is approximately 1,200 degree F days (10 year, 90% probability). Based on this, exterior footings should be constructed at a minimum depth of 4 feet below the exterior finish grade.

5.3 Basement Walls

We recommend that foundation walls acting as retaining walls be designed for the lateral earth pressures taken from the following table.

CAST-IN-PLACE RETAINING WALL LATERAL LOADS			
Condition	Drained at Base	Equivalent Fluid Pressure	Live Load Surcharge
Free at Top	Yes	37 psf/ft	100
	No	81 psf/ft	
Fixed at Top	Yes	61 psf/ft	100
	No	94 psf/ft	

Passive resisting pressure in front of cast-in-place walls can be taken as 400 psf per foot of embedment depth. A value of 0.5 should be used for the friction coefficient at the base of the wall for walls constructed on the native marine fan soil or fill.

5.4 Seismic Design and Liquefaction Potential

Based on Standard Penetration Testing (SPT) N blow counts collected from the borings as well as the presence of relatively shallow bedrock, the subgrade profile at the site is categorized as Site Class C “Very dense soil and soft rock” in accordance with the 2009 International Building Code. The following seismic site coefficients should be used:

SEISMIC DESIGN COEFFICIENTS	
Seismic Coefficient	Site Class C
Short period spectral response (S_S)	0.318
1 second spectral response (S_1)	0.078
Maximum factored spectral response (S_{MS})	0.382
1 second factored spectral response (S_{1S})	0.132
Design short period spectral response (S_{DS})	0.255
Design 1 second spectral response (S_{D1})	0.088

Liquefiable soils were not encountered at the site.

5.5 Groundwater Consideration

Groundwater was encountered in all of the borings ranging from 5.4 feet to 11.4 feet below ground surface. Based on this and the proposed building layouts (particularly those with underground parking), we believe that groundwater elevation may be as high as 5 to 6 feet above the bottom of constructed basement footings and potentially even higher during large rainfall events.

There are two available options for dealing with the presence of groundwater for the new foundations. The first option is to construct perimeter undrains around the entire foundation to draw the surrounding water down below the footing. If installed correctly, the underdrains will alleviate basement flooding and reduce the pressure on the foundation walls. For foundations which include underground parking, the undrain will either need to be trenched for outletting to daylight or de-watered with a pump.

The second option is to provide no de-watering system and design the foundations to include the presence of water against the wall. If this option is selected, we anticipate that a waterproofing membrane will be required along the entirety of the foundation wall. Recommendations for foundation wall pressures with and without the presence of groundwater are presented in Section 5.3. In addition to the added pressure against the foundation walls, the basement slabs and foundations will be required to resist uplift forces from hydrostatic uplift pressures if groundwater is not lowered around the constructed buildings. Recommendations for design groundwater elevations can be provided once final building layouts are complete.

6.0 Pavement Section Recommendations

Based on a mean annual air freezing index of 900 degree F days for the Portland, Maine region, we recommend a minimum total pavement section thickness of 18 inches, equal to 50% of the approximate mean annual frost penetration of 36 inches. We further recommend that the pavement section consist of the following materials.

PAVEMENT SECTION RECOMMENDATION		
Material	Thickness (in)	Specification
Asphalt Surface Course	1	MDOT Superpave
Asphalt Binder Course	2	MDOT Superpave
Base Soil	3	MDOT 703.06 Type A
Subbase Soil	15	MDOT 703.06 Type D

The maximum particle size of the subbase soil should be limited to 4 inches and the maximum particle size of the MDOT 703.06 Type A should be limited to 2 inches. All placed fill should be placed in a maximum of 12-inch lifts, and be compacted to 95 percent, in accordance with ASTM D1557.

Type D aggregate for subbase gravel may contain up to 50 percent by weight Recycled Concrete Aggregate (RCA). When RCA is used, the portion of the resulting blend of gravel and RCA retained on a ½” square mesh sieve shall contain a total of no more than 5 percent by weight of other recycled materials such as brick, concrete masonry block, or asphalt pavement as determined by visual inspection.

RCA shall be substantially free of wood, metal, plaster, and gypsum board as defined in Note 9 in Section 7.4 of AASHTO M 319. RCA shall also be free of all substances that fall under the category of solid waste or hazardous material.

7.0 Preliminary Stormwater System Recommendations

7.1 General

We understand that the stormwater runoff from the added impervious area for the proposed development will be treated mainly by a wet pond to be located at the bottom of the existing slope to the east of the existing athletic fields. We further understand that there may be some LID infiltration stormwater BMPs scattered throughout the new development. The locations, configurations, and elevation of the stormwater features were not available to SGS for this report. The following recommendations should be reviewed and amended as necessary by SGS once final stormwater systems have been determined.

7.2 Infiltration Rates

Grain size analyses were conducted on two separate samples of the marine fan soil collected from Borings B-6 and B-8. The detailed results of these tests are presented in Appendix C. From the grain size analysis results, infiltration rates were estimated and are presented in the table below:

INFILTRATION RESULTS				
Boring	Sample	Depth (ft)	D₁₀ (mm)	Hydraulic Conductivity (in/hr)
B-6	S-2	5 to 7	0.20	60
B-8	S-3	10 to 12	0.18	

The above values can be used for design of the stormwater treatment systems and for construction and permanent dewatering of building foundations.

7.2 Proposed Wet Pond

A groundwater elevation of 107.9 feet in the vicinity of Boring B-8 can be used for layout of the wet pond. An impermeable liner may be required for construction of the wet pond to maintain a permanent pool if the pond is elevated above the groundwater. If the construction of the wet pond results in an embankment greater than 10 feet, certification by a geotechnical engineer will

be required. Furthermore, if the groundwater elevation intersects the constructed slope above the permanent pool elevation, subsurface drainage will be necessary to avoid creating a seasonal spring on the face of the slope.

8.0 Construction and Earthwork Considerations

Areas within the limits of the proposed buildings footprints should be cleared, stripped and grubbed of organic matter, topsoil, and other deleterious materials prior to placing engineered fill or constructing footings. Should pockets of soft soils be encountered during excavation we recommend the subgrade be visually inspected by the geotechnical engineer to determine if stabilization and/or removal is necessary as part of preparation for the new building foundations.

Utility trenching and general excavations below 4 feet should be sloped no greater than 1.5H to 1V (OSHA type C) in granular soils and/or below groundwater. These slopes are based on the current OSHA Excavation Guidelines. Depending on the extent of available area beyond excavations for sloping, sheet piles may be needed for the construction of the foundations of the buildings which include underground parking basements.

Dewatering will likely be required for some excavations. Dewatering may consist of shallow sumps, a well point system, or other dewatering methods. The marine fan subgrade is generally considered relatively pervious with transmissivity rates at approximately 60 in/hr, based on the gradation results. The contractor should furnish, install, operate, maintain, and remove the temporary dewatering systems to lower and control groundwater levels at least 2 feet below subgrade of excavations and to permit construction in-the-dry.

9.0 Closure

Our recommendations are based on professional judgment and generally accepted principles of geotechnical engineering. Although unanticipated at this site, some changes in subsurface conditions from those presented in this report may occur. Should soil conditions differ materially from those described in this report, Summit should be notified so that we can re-evaluate our recommendations.

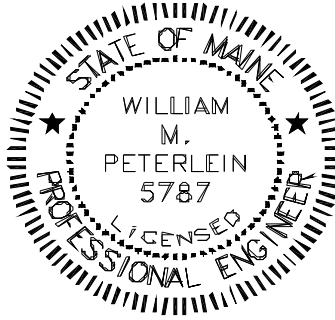
This report is intended to identify and address the geotechnical issues at the site and provide recommendations for the construction of the new development. We understand that the proposed building configurations, parking (above ground and below ground), finish grades, and stormwater treatment systems are currently conceptual and subject to change. The recommendations included in this report are general in nature to accommodate for potential changes to the development. Prior to final design or construction of all buildings, Summit should be retained to review final proposed building layouts to verify our recommendations and provide more refined, building-specific recommendations if appropriate. Additional geotechnical investigations may be required, depending on the building location and layout.

We appreciate the opportunity to provide geotechnical engineering and consulting services on this phase of the project. If there are any questions please do not hesitate to contact us.

Sincerely,
Summit Geoengineering Services, Inc.



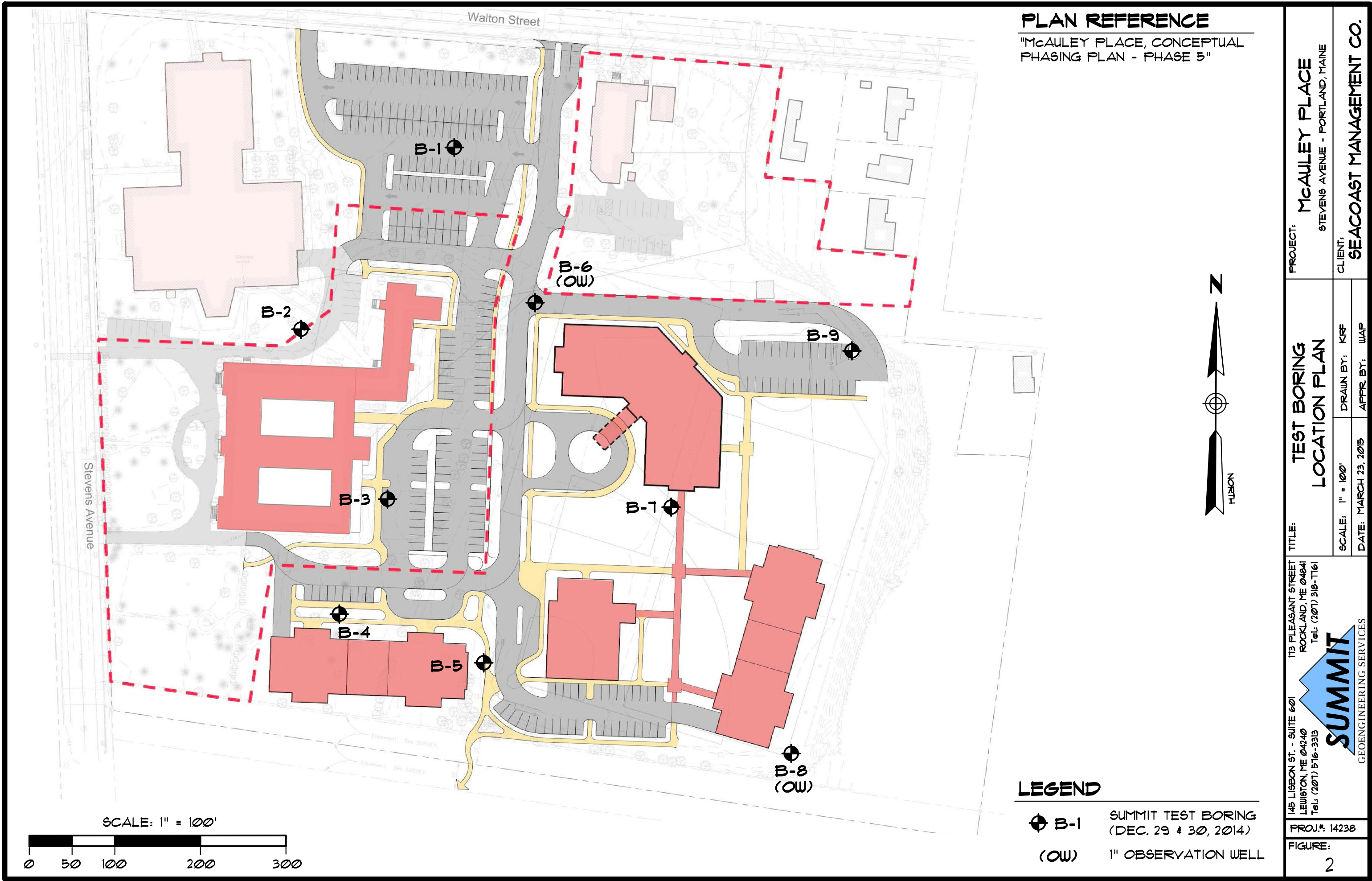
Mathew Hardison, EI
Geotechnical Engineer



William M. Peterlein, PE
Principal Geotechnical Engineer

APPENDIX A

BORING LOCATION PLAN



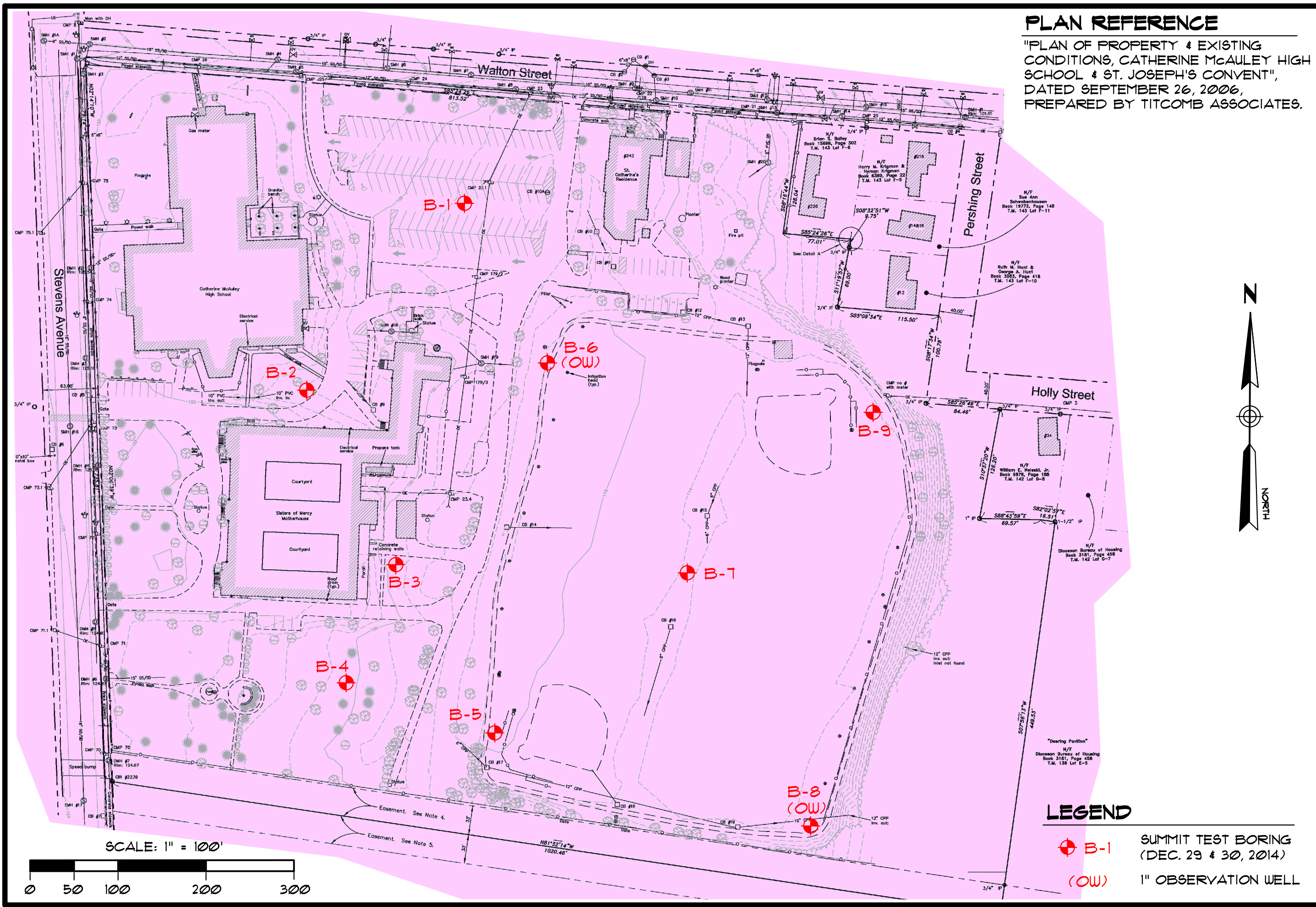
PLAN REFERENCE

"McAULEY PLACE, CONCEPTUAL
PHASING PLAN - PHASE 5"

PROJECT:	McAULEY PLACE		
	STEVENS AVENUE - PORTLAND, MAINE		
CLIENT:	SEACOAST MANAGEMENT CO.		
TITLE:	TEST BORING		
	LOCATION PLAN		
SCALE: 1" = 100'	DRAWN BY:	KRF	
	DATE: MARCH 23, 2015	APPR BY:	WAP
145 LISBON ST. - SUITE 601 LEWISTON, ME 04240 Tel: (207) 576-3313  SUMMIT GEOENGINEERING SERVICES 173 PLEASANT STREET ROCKLAND, ME 04841 Tel: (207) 318-7161			
PROJ.#: 14238			
FIGURE: 2			

LEGEND

- ⊕ B-1 SUMMIT TEST BORING
(DEC. 29 & 30, 2014)
- ⊙ (OW) 1" OBSERVATION WELL



PLAN REFERENCE

"PLAN OF PROPERTY & EXISTING CONDITIONS, CATHERINE MCAULEY HIGH SCHOOL & ST. JOSEPH'S CONVENT", DATED SEPTEMBER 26, 2006, PREPARED BY TITCOMB ASSOCIATES.

PROJECT:	MCAULEY PLACE	
	STEVENS AVENUE - PORTLAND, MAINE	
CLIENT:	SEACOAST MANAGEMENT CO.	
TITLE:	TEST BORING LOCATION PLAN	
SCALE:	1" = 100'	DRAWN BY: KRF
	DATE: JANUARY 5, 2015	APPR BY: WAP
173 PLEASANT STREET ROCKLAND, ME 04841 Tel: (207) 318-7161	 GEOENGINEERING SERVICES	
145 LISBON ST. - SUITE 601 LEWISTON, ME 04240 Tel: (207) 576-3313	PROJ.#: 14238	
FIGURE:		1

APPENDIX B

BORING LOGS



EXPLORATION COVER SHEET

The exploration logs are prepared by the geotechnical engineer from both field and laboratory data. Soil descriptions are based upon the Unified Soil Classification System (USCS) per ASTM D2487 and/or ASTM D2488 as applicable. Supplemental descriptive terms for estimated particle percentage, color, density, moisture condition, and bedrock may also be included to further describe conditions.

Drilling and Sampling Symbols:

SS = Split Spoon Sample
UT = Thin Wall Shelby Tube
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RW = Rotary Wash
SV = Shear Vane
PP = Pocket Penetrometer
RC = Rock Core Sample

Hyd = Hydraulic Advancement of Drilling Rods
Push = Direct Push of Drilling Rods
WOH = Weight of Hammer
WOR = Weight of Rod
PI = Plasticity Index
LL = Liquid Limit
W = Natural Water Content
USCS = Unified Soil Classification System

Water Level Measurements:

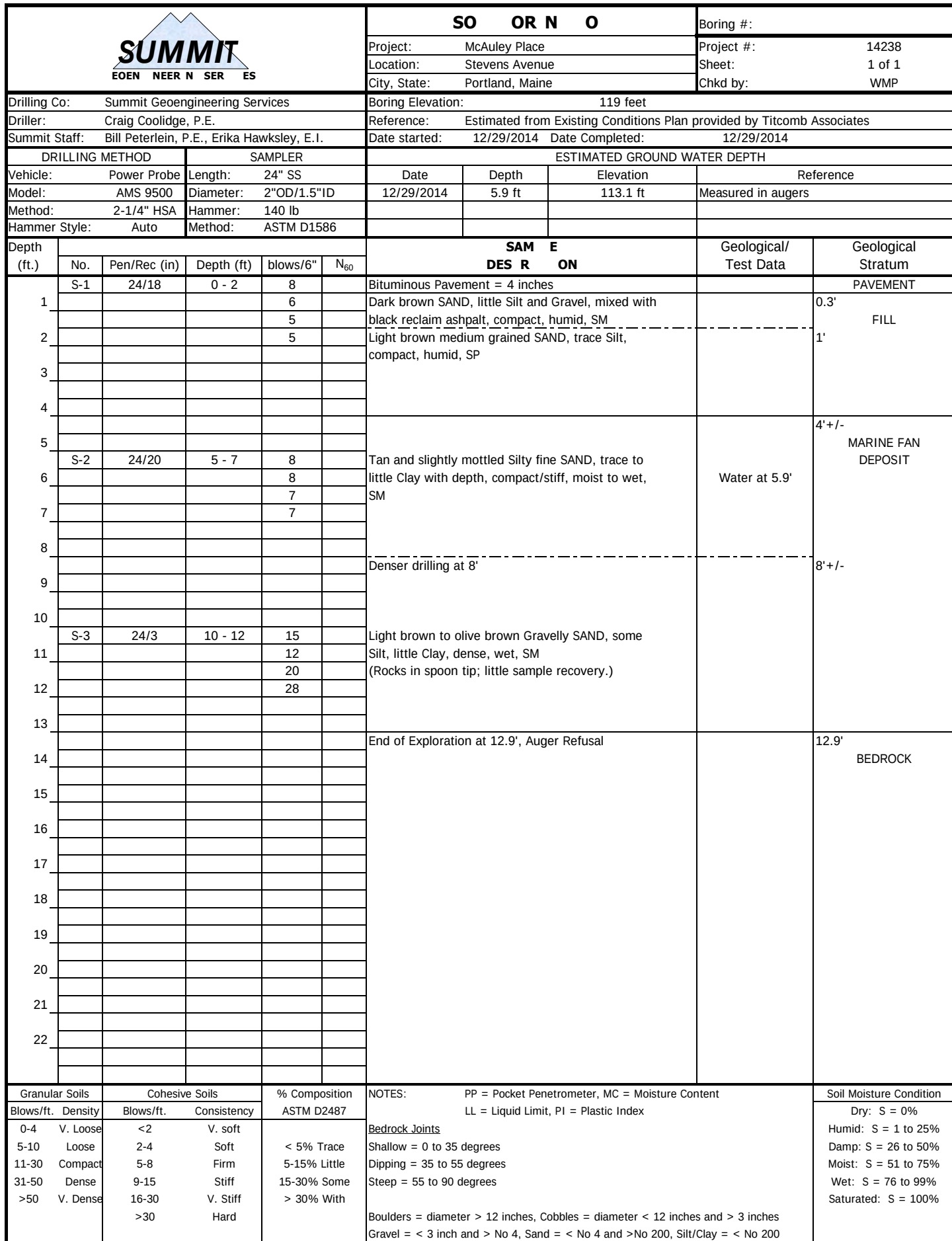
Water levels indicated on the boring logs are the levels measured in the boring at the times indicated. In pervious soils, the indicated elevations are considered reliable groundwater levels. In impervious soils, the accurate determination of groundwater elevations may not be possible, even after several days of observations. Groundwater monitoring wells may be required to record accurate depths and fluctuation.

Gradation Description and Terminology:

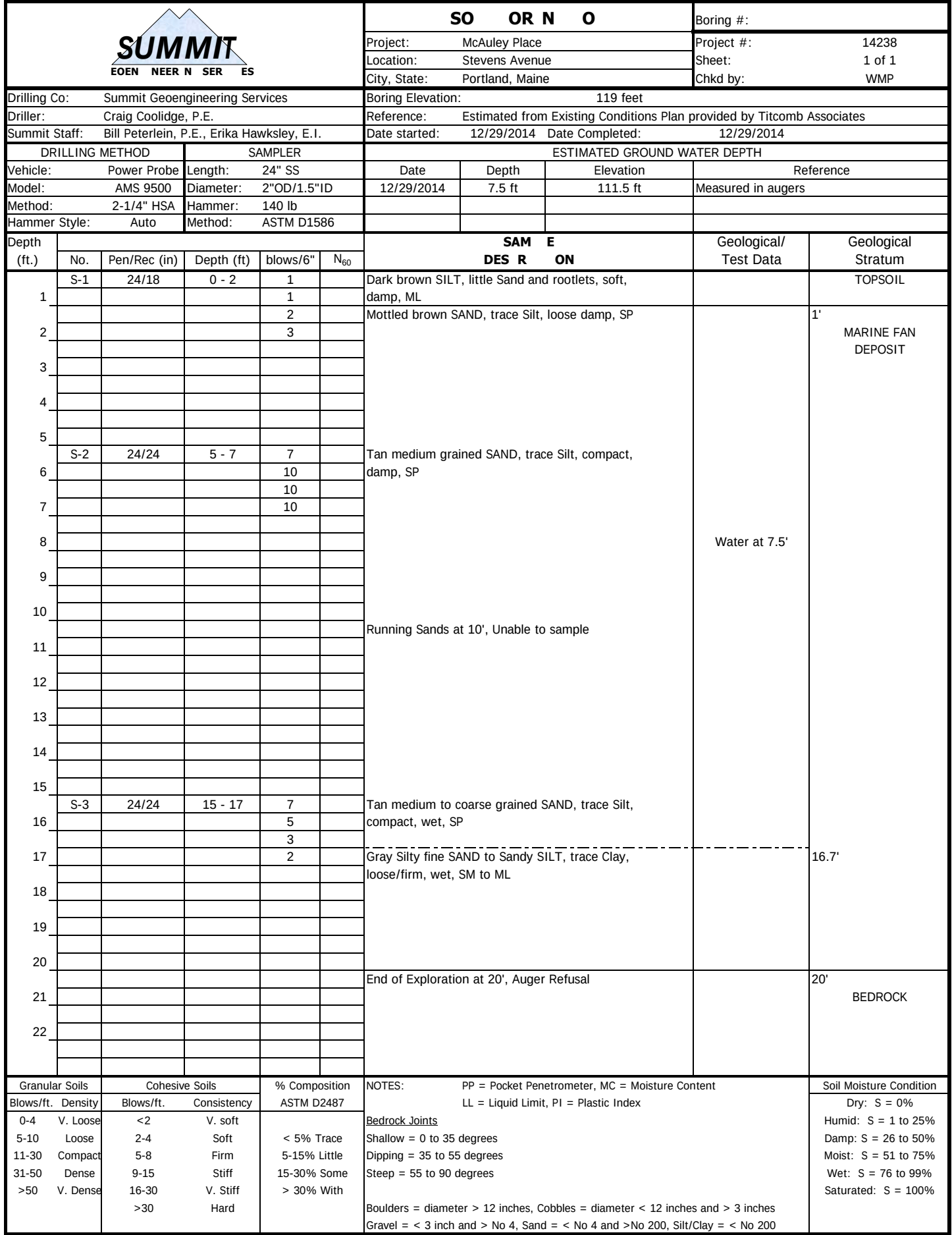
Boulders:	Over 12 inches	Trace:	Less than 5%
Cobbles:	12 inches to 3 inches	Little:	5% to 15%
Gravel:	3 inches to No.4 sieve	Some:	15% to 30%
Sand:	No.4 to No. 200 sieve	Silty, Sandy, etc.:	Greater than 30%
Silt:	No. 200 sieve to 0.005 mm		
Clay:	less than 0.005 mm		

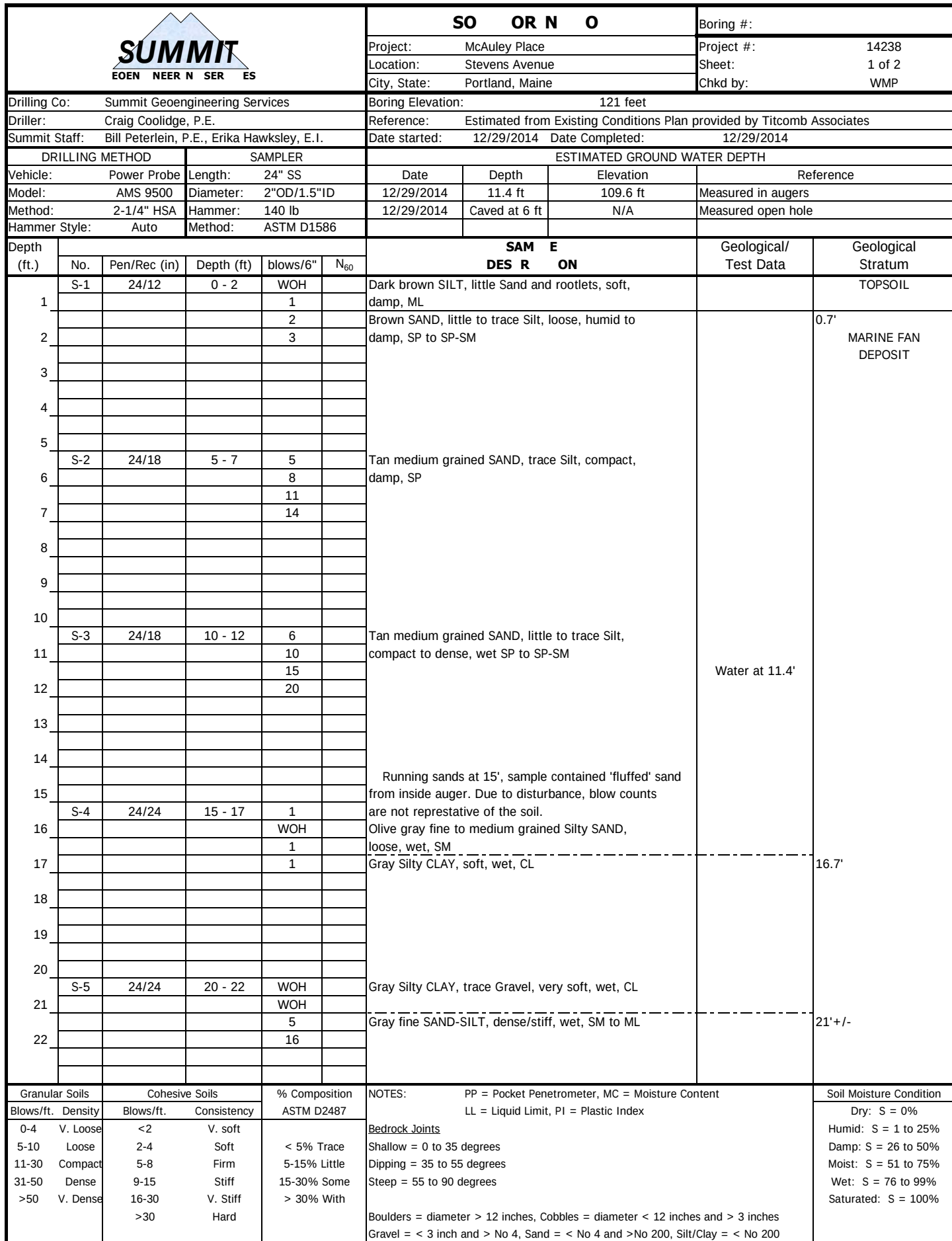
Density of Granular Soils and Consistency of Cohesive Soils:

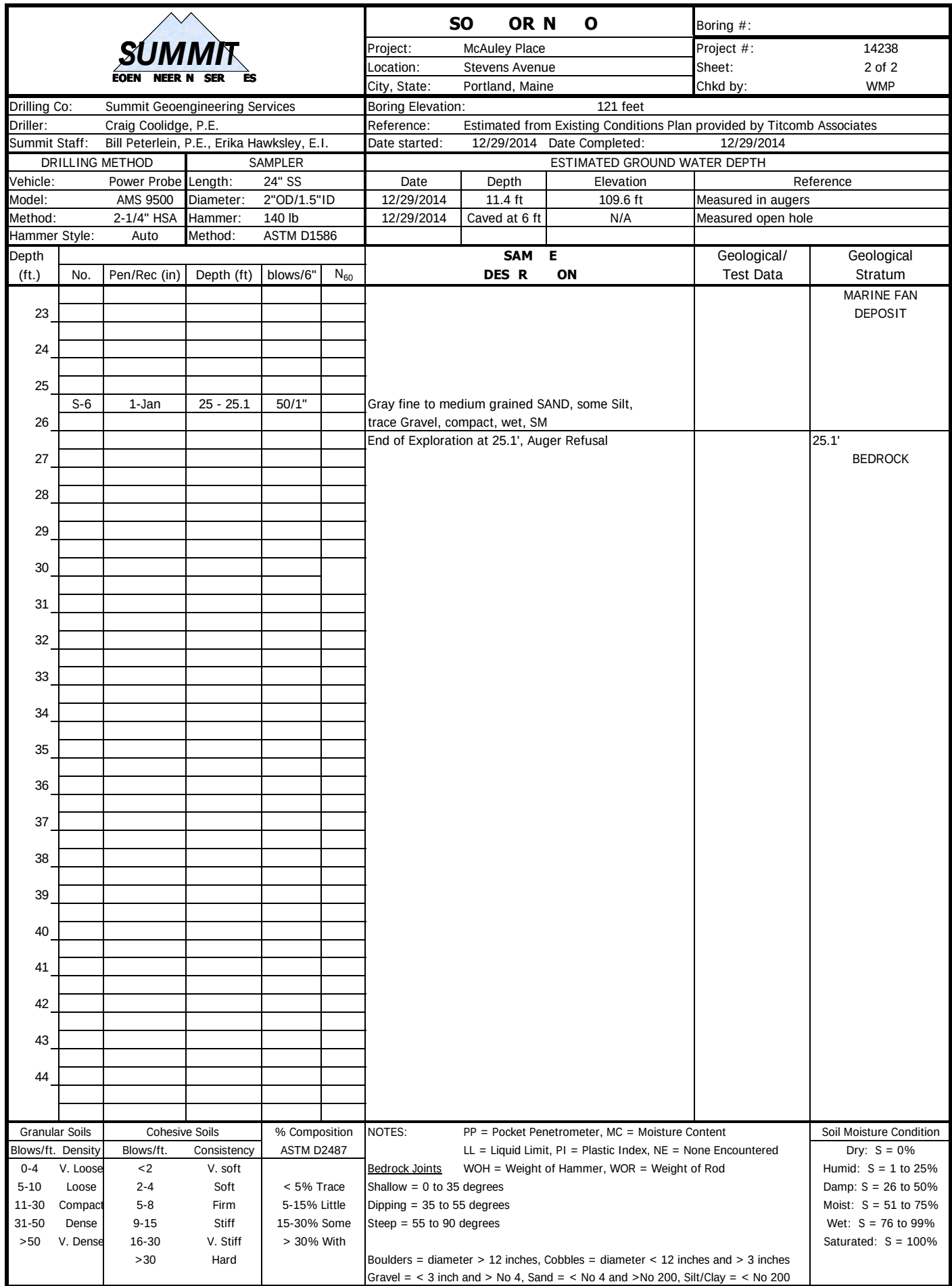
CONSISTENCY OF COHESIVE SOILS		DENSITY OF GRANULAR SOILS	
SPT N-value blows/ft	Consistency	SPT N-value blows/ft	Relative Density
0 to 2	Very Soft	0 to 4	Very Loose
2 to 4	Soft	5 to 10	Loose
5 to 8	Firm	11 to 30	Compact
9 to 15	Stiff	31 to 50	Dense
16 to 30	Very Stiff	>50	Very Dense
>30	Hard		



						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 122 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/29/2014		10.4 ft		111.6 ft		Measured in augers			
Method: 2-1/4" HSA		Hammer: 140 lb		12/29/2014		Caved at 5.4 ft		N/A		Measured in open hole			
Hammer Style: Auto		Method: ASTM D1586											
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/18	0 - 2	2		Dark brown SILT, some to little Sand, trace Gravel, rootlets, firm, damp, ML					TOPSOIL		
2				3		Dark brown SAND, some Silt, loose, damp, SM					0.5'		
3				3		Light brown medium to fine grained SAND, little Silt, loose, damp, SP-SM					1.7' FILL/ REWORKED NATIVE		
4													
5													
6	S-2	24/18	5 - 7	9		Tan medium to coarse grained SAND, trace Silt, compact, damp, SP					4' +/- MARINE FAN DEPOSIT		
7				11									
8				13									
9				15									
10													
11	S-3	24/24	10 - 12	7		Tan medium to coarse SAND, little to trace Silt, compact, moist, SP-SM			Water at 10.4'				
12				7									
13				19		Olive brown SILT-CLAY, fine Silty SAND seams, little Gravel, very stiff, moist to wet, ML to CL					11.5'		
14													
15						Gray Silty CLAY, fine Silty SAND seams, stiff, wet, CL (Dark purple to black rock fragments in spoon tip)							
16	S-4	1/1	15 - 15.1	50/1"		End of Exploration at 15.1', Spoon & Auger Refusal					15.1' BEDROCK		
17													
18													
19													
20													
21													
22													
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487								Dry: S = 0%	
0-4	V. Loose	<2	V. soft	< 5% Trace		Humid: S = 1 to 25%							
5-10	Loose	2-4	Soft	5-15% Little		Damp: S = 26 to 50%							
11-30	Compact	5-8	Firm	15-30% Some		Moist: S = 51 to 75%							
31-50	Dense	9-15	Stiff	> 30% With		Wet: S = 76 to 99%							
>50	V. Dense	16-30	V. Stiff			Saturated: S = 100%							
		>30	Hard										







						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 115 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference				
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/29/2014	5.5 ft	109.5 ft	Measured in augers				
Method: 2-1/4" HSA			Hammer: 140 lb										
Hammer Style: Auto			Method: ASTM D1586										
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/24	0 - 2	3		Dark brown SILT, little Sand and rootlets, firm, damp, ML				TOPSOIL			
2				7		Brown SAND, some Gravel, little Silt, compact, damp, SM				0.9'			
3				11						MARINE FAN DEPOSIT			
4				14									
5													
6	S-2	24/20	5 - 7	6		Tan SAND coarse to fine grained w/depth, trace to little Silt, compact, wet, SP to SP-SM			Water at 5.5'				
7				9									
8				10									
9				10									
10													
11	S-3	24/24	10 - 12	6		Light brown medium to fine grained SAND, little Silt, loose to compact, wet, SP-SM				11'			
12				4		Gray Silty CLAY, firm, wet, CL							
13				3									
14				3									
15													
16	S-4	24/24	15 - 17	WOH		Gray Silty CLAY, firm, wet, CL				15.5'			
17				4		Gray Silty fine SAND to Sandy SILT, dense/hard, wet, SM to ML							
18				19									
19				21									
20													
21	S-5	24/24	20 - 22	8		Gray Silty fine SAND to Sandy SILT, very dense/hard, wet, SM to ML							
22				29									
				70									
				72									
						End of Exploration at 22', Spoon Refusal				22'			
										PROBABLE BEDROCK			
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content						Soil Moisture Condition	
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		LL = Liquid Limit, PI = Plastic Index						Dry: S = 0%	
0-4 V. Loose		<2 V. soft				Bedrock Joints						Humid: S = 1 to 25%	
5-10 Loose		2-4 Soft		< 5% Trace		Shallow = 0 to 35 degrees						Damp: S = 26 to 50%	
11-30 Compact		5-8 Firm		5-15% Little		Dipping = 35 to 55 degrees						Moist: S = 51 to 75%	
31-50 Dense		9-15 Stiff		15-30% Some		Steep = 55 to 90 degrees						Wet: S = 76 to 99%	
>50 V. Dense		16-30 V. Stiff		> 30% With		Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches						Saturated: S = 100%	
		>30 Hard				Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200							

						SO OR N O			Boring #:		
						Project: McAuley Place			Project #: 14238		
						Location: Stevens Avenue			Sheet: 1 of 1		
						City, State: Portland, Maine			Chkd by: WMP		
Drilling Co: Summit Geoengineering Services						Boring Elevation: 115 feet					
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates					
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/30/2014	6.4 ft	108.6 ft	Measured in augers		
Method: 2-1/4" HSA			Hammer: 140 lb			3/23/2015	8.0 ft	107.0 ft	Measured in OW on 3/23/2015		
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum	
1	S-1	24/24	0 - 2	4		Dark brown SILT, little Sand and rootlets, firm to stiff, damp to frozen, ML				TOPSOIL	
2				5		Dark brown Silty SAND, little Gravel, compact, damp, SP				0.7' FILL	
3				8		Brown Sand, trace Silt and Gravel, compact, damp, SP				1.8' MARINE FAN DEPOSIT	
4											
5											
6	S-2	24/18	5 - 7	8		Light brown to tan medium grained SAND, trace Silt, compact, damp, SP			Water at 6.4'	1" PVC Well Screen 3.1' to 13.1'	
7				12							
8				12							
9				10							
10											
11	S-3	24/24	10 - 12	2		Olive brown and mottled fine Sandy SILT to Silty CLAY, some fine Sand, firm, wet, ML to CL					
12				2							
13				5							
14						End of Exploration at 13.1', Auger Refusal				13.1' BEDROCK	
15											
16											
17											
18											
19											
20											
21											
22											
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content					Soil Moisture Condition
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		LL = Liquid Limit, PI = Plastic Index					Dry: S = 0%
0-4 V. Loose		<2 V. soft				Bedrock Joints					Humid: S = 1 to 25%
5-10 Loose		2-4 Soft		< 5% Trace		Shallow = 0 to 35 degrees					Damp: S = 26 to 50%
11-30 Compact		5-8 Firm		5-15% Little		Dipping = 35 to 55 degrees					Moist: S = 51 to 75%
31-50 Dense		9-15 Stiff		15-30% Some		Steep = 55 to 90 degrees					Wet: S = 76 to 99%
>50 V. Dense		16-30 V. Stiff		> 30% With		Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches					Saturated: S = 100%
		>30 Hard				Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200					

						SO OR N O			Boring #:		
						Project: McAuley Place			Project #: 14238		
						Location: Stevens Avenue			Sheet: 1 of 1		
						City, State: Portland, Maine			Chkd by: WMP		
Drilling Co: Summit Geoengineering Services						Boring Elevation: 114 feet					
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates					
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/30/2014	5.4 ft	108.6 ft	Measured in augers		
Method: 2-1/4" HSA			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum	
1	S-1	24/15	0 - 2	5		Dark brown SILT, little Sand and rootlets, firm, damp to frozen, ML				TOPSOIL	
2				6		Brown SAND, little Silt and Gravel, compact, damp, SM				0.7' FILL / REWORKED NATIVE	
3				9							
4				7							
5											
6	S-2	24/18	5 - 7	3		Dark brown medium to fine grained SAND, some to little Silt, moist to wet, loose, SM			Water at 5.4'		
7				7		(Probable former topsoil and reworked native sand)					
8				13		Brown medium to fine grained SAND, little to trace Silt, compact, wet, SP to SP-SM				6' +/- MARINE FAN DEPOSIT	
9				15							
10											
11											
12											
13											
14											
15											
16	S-3	18/18	8.5 - 10	*		*Running Sands at 10'. Sampled 'fluffed' sand inside augers. Disturbed sample, no blow counts recorded. Same as above, compact, wet, SP to SP-SM					
17				*							
18				*							
19											
20											
21											
22	S-4	24/24	15 - 17	2		Light brown Silty fine SAND, trace Clay, occasional Silty CLAY seam, compact/stiff, wet, SM					
				7							
				9							
				14							
						Denser drilling at 18'					
	S-5	24/24	20 - 22	7		Same as above, compact, wet, SM					
				9							
				6							
				7							
						End of Exploration at 22', No Refusal				22'	
Granular Soils						Cohesive Soils			% Composition		
Blows/ft. Density		Blows/ft. Consistency				ASTM D2487			NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index		
0-4	V. Loose	<2	V. soft						Soil Moisture Condition		
5-10	Loose	2-4	Soft						Dry: S = 0%		
11-30	Compact	5-8	Firm						Humid: S = 1 to 25%		
31-50	Dense	9-15	Stiff						Damp: S = 26 to 50%		
>50	V. Dense	16-30	V. Stiff						Moist: S = 51 to 75%		
		>30	Hard						Wet: S = 76 to 99%		
									Saturated: S = 100%		
						Bedrock Joints					
						Shallow = 0 to 35 degrees					
						Dipping = 35 to 55 degrees					
						Steep = 55 to 90 degrees					
						Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches					
						Gravel = < 3 inch and > No 4, Sand = < No 4 and > No 200, Silt/Clay = < No 200					

						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 114 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/30/2014		6 ft +/-		108 ft +/-		Observed moisture content			
Method: 2-1/4" HSA		Hammer: 140 lb		2/16/2015		6.1 ft		107.9 ft		Measured in OW on 2/16/2015			
Hammer Style: Auto		Method: ASTM D1586		3/23/2015		6.1 ft		107.9 ft		Measured in OW on 3/23/2015			
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/12	0 - 2	8		Dark brown SILT, some to little Sand and Gravel, rootlets, firm, damp to frozen, ML					TOPSOIL		
2				4		Brown Gravelly SAND, little Silt, compact, damp, SM Cobbles at 1.5'					0.5' FILL / REWORKED NATIVE		
3				5									
4													
5													
6	S-2	24/18	5 - 7	2		Dark brown medium to fine grained SAND, some to little Silt, moist to wet, loose, SM (Probable former topsoil and reworked native sand)							
7				3									
8				7		Light brown medium to coarse SAND, trace Silt, compact to dense, wet, SP					6.5' MARINE FAN DEPOSIT		
9				14							1" PVC Well Screen 4' to 9'		
10													
11	S-3	24/24	10 - 12	2		Light brown medium to coarse SAND, trace Silt and Gravel, loose, wet, SP							
12				4									
13				6									
14				8		Olive brown Silty CLAY, some fine Sand, stiff, wet, CL					11.7'		
15													
16						End of Exploration at 13.1', Auger Refusal					13.1' BEDROCK		
17													
18													
19													
20													
21													
22													
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487								Dry: S = 0%	
0-4	V. Loose	<2	V. soft			Humid: S = 1 to 25%							
5-10	Loose	2-4	Soft	< 5% Trace		Damp: S = 26 to 50%							
11-30	Compact	5-8	Firm	5-15% Little		Moist: S = 51 to 75%							
31-50	Dense	9-15	Stiff	15-30% Some		Wet: S = 76 to 99%							
>50	V. Dense	16-30	V. Stiff	> 30% With		Saturated: S = 100%							
		>30	Hard										

						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 114 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/30/2014		9.4 ft		104.6 ft		Measured in augers			
Method: 2-1/4" HSA		Hammer: 140 lb											
Hammer Style: Auto		Method: ASTM D1586											
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/18	0 - 2	3		Dark brown SILT, little Sand, Clay, and rootlets, firm to stiff, damp to frozen, ML					TOPSOIL		
2				9		Brown SAND, some Gravel, little Silt, compact, damp, SW-SM					1'		
3				8		Cobbles at 1.5'					FILL / REWORKED NATIVE		
4													
5													
6	S-2	24/24	5 - 7	2		Olive brown Clayey SILT to Silty CLAY, little Sand and Gravel, firm, damp to moist, ML to CL							
7				2									
8				3									
9				4									
10						Dark brown medium to fine grained SAND, some Silt, rootlets and organics, wet, loose, SM			Water at 9.4'				
11	S-3	24/20	10 - 12	3		(Probable former topsoil and reworked native sand)							
12				6		Light brown and mottled SAND, little Silt, trace Gravel, compact, wet, SP-SM to SM					11'		
13				13							MARINE FAN DEPOSIT		
14				14									
15													
16	S-4	24/24	15 - 17	5		Light brown and mottled coarse SAND, trace Silt, compact, wet, SP					16'		
17				7		Olive brown to gray Silty CLAY, stiff, wet, CL							
18				6									
19				5									
20													
21	S-5	7/7	19.5 - 20.1	4		Olive brown to gray Silty CLAY, some Sand and Gravel, firm, to stiff, wet, CL							
22				50/1"		End of Exploration at 20.1', Spoon & Auger Refusal					20.1'		
											BEDROCK		
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487								Dry: S = 0%	
0-4	V. Loose	<2	V. soft	< 5% Trace		Humid: S = 1 to 25%							
5-10	Loose	2-4	Soft	5-15% Little		Damp: S = 26 to 50%							
11-30	Compact	5-8	Firm	15-30% Some		Moist: S = 51 to 75%							
31-50	Dense	9-15	Stiff	> 30% With		Wet: S = 76 to 99%							
>50	V. Dense	16-30	V. Stiff			Saturated: S = 100%							
		>30	Hard										

APPENDIX C

LABORATORY TESTING RESULTS



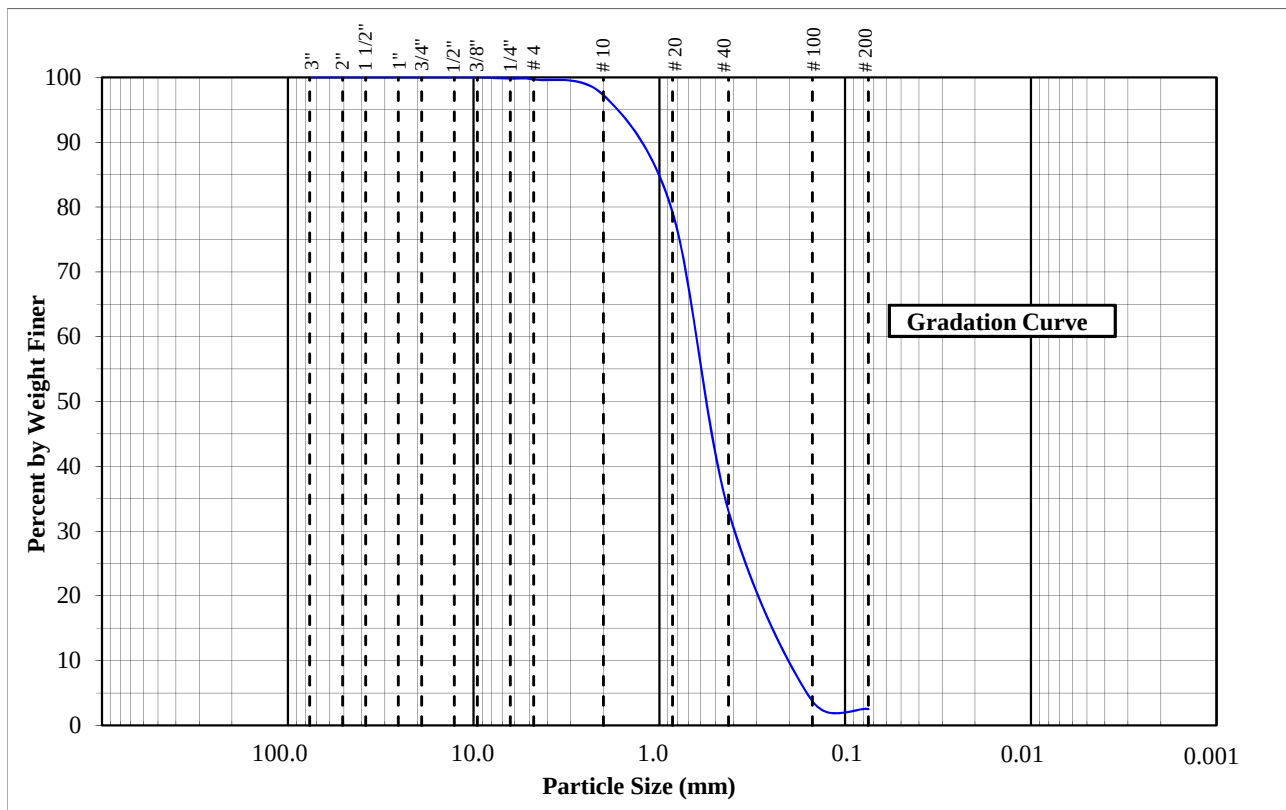
GRAIN SIZE ANALYSIS - ASTM D422

PROJECT NAME: McAuley Place
CLIENT: Sea Coast Management Company
SOURCE: B-6, 5'-7"
DATE: 1/8/2015

PROJECT NUMBER: 14238
SAMPLE NUMBER: B-6, S-2
DESCRIPTION: Medium-fine SAND, trace Silt, SP
TECHNICIAN: Erika Hawksley, E.I.

DATA

PARTICLE SIZE mm	% BY WT FINER
76.20 (3 in)	100.0
50.80 (2 in)	100.0
38.10 (1-1/2 in)	100.0
25.40 (1 in)	100.0
19.05 (3/4 in)	100.0
12.70 (1/2 in)	100.0
9.53 (3/8 in)	100.0
6.35 (1/4 in)	99.8
4.75 (No. 4)	99.7
2.00 (No. 10)	97.3
0.85 (No. 20)	79.2
0.43 (No. 40)	33.1
0.15 (No. 100)	3.8
0.075 (No. 200)	2.5



REMARKS: Moisture Content = 14.7%



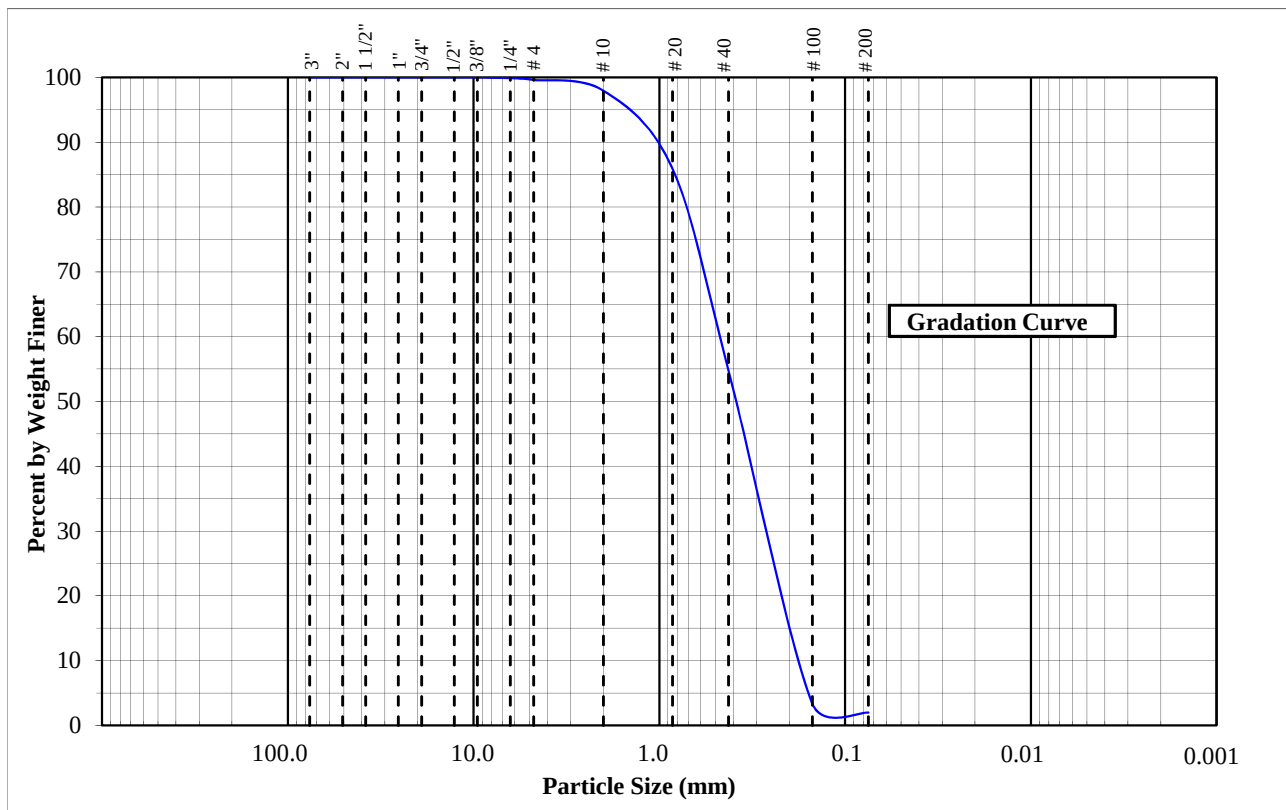
GRAIN SIZE ANALYSIS - ASTM D422

PROJECT NAME: McAuley Place
 CLIENT: Sea Coast Management Company
 SOURCE: B-8, 10'-12'
 DATE: 1/8/2015

PROJECT NUMBER: 14238
 SAMPLE NUMBER: B-8, S-3
 DESCRIPTION: Medium-fine SAND, trace Silt, SP
 TECHNICIAN: Erika Hawksley, E.I.

DATA

<u>PARTICLE SIZE mm</u>	<u>% BY WT FINER</u>
76.20 (3 in)	100.0
50.80 (2 in)	100.0
38.10 (1-1/2 in)	100.0
25.40 (1 in)	100.0
19.05 (3/4 in)	100.0
12.70 (1/2 in)	100.0
9.53 (3/8 in)	100.0
6.35 (1/4 in)	99.9
4.75 (No. 4)	99.6
2.00 (No. 10)	98.0
0.85 (No. 20)	85.9
0.43 (No. 40)	54.8
0.15 (No. 100)	3.3
0.075 (No. 200)	2.0



REMARKS: Moisture Content = 18%



EXHIBIT 11

CONSTRUCTION MANAGEMENT PLAN

Construction of Lot 4-Building -1 is expected to commence in the summer of 2018 following approvals and be completed in the summer/fall of 2019.

The site area will be secured with fencing and accessed using the same entrance and exit as with the Motherhouse from Stevens Avenue. A final plan will be prepared by the Contractor prior to issue of the building permit. All work will be coordinated closely with the work at the Motherhouse while there is overlap of construction windows. It is anticipated that all heavy site work for Building-1 would be completed prior to final paving of the Motherhouse or the access aisles would remain as base pavement until such time as heavy equipment for Building-1 can be minimized. All work will be coordinated with the Maine Girls Academy and Motherhouse contractors.

Utility connections and street openings in Stevens Avenue or Walton Street will not be required as they are being completed during the Motherhouse project. All service leads will be onsite at the commencement of Building 1- start up.

SPECIFIC CONSTRUCTION MANAGEMENT ACTIVITIES FOR BUILDING-1 INCLUDE:

1. **SITE SECURITY AND FENCING:**
 - a. Construction barriers will be utilized around the front of Lot 4 up to the athletic fields with access gates at key locations to be coordinated with the contractor and the Maine Girls Academy.
 - b. Designated gates and markings will provide strict control over access routes between the Maine Girls Academy and the Athletic Fields.
 - c. All fencing for Building-1 will be secured at the end of site activities on a regular basis.
 - d. In general work impacting the Maine Girls Academy will attempt to be scheduled as best as possible during low use periods (vacations, etc.).
 - e. Regular site safety and scheduling meetings will be held between the contractor, owners, the Maine Girls Academy and St. Catherine's resident representatives.
2. **CONSTRUCTION VEHICLE AND MCAULEY HS ACCESS:**
 - a. All construction traffic will be directed to and from Stevens Avenue similar to the Motherhouse project. Truck routes will be reviewed with the City at the pre-construction meeting.
 - b. Stone aprons will be provided as required at the construction access off from paved surfaces during renovations to the access as specified on the site plans and Erosion Control Report.
3. **UTILITY INSTALLATION:**
 - a. Sewer service along the edge of Lot 3 and 4 to the main on-site trunk line will be coordinated with the Motherhouse and the Maine Girls Academy to minimize disruption to the edges of the athletic fields and will be conducted when those fields are in minimal use or off-season.
 - d. Any storm drainage work which affects the athletic fields (minimal is required) will be coordinated during non-field use periods and the fields signed appropriately.

4. BUILDING CONSTRUCTION:

- a. Construction debris and recycled materials will be stored in 30 yard or similar construction bins and removed as required from the Stevens Avenue access route.
- b. All work will be coordinated through the general contractor with all deliveries to be made from Stevens Avenue unless unusual circumstances require access from Walton Street.
- c. All trees to be saved will be protected with fencing or approved barriers in areas of construction.
- d. Material lay down and storage areas will be designated and secured.



SEA COAST AT BAXTE WOODS
BUILDING -1 SITE PLAN APPLICATION

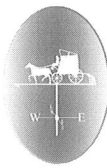
EXHIBIT 12

UTILITY SERVICEABILITY LETTERS

Attached are letters from the Portland Water District and Central Maine Power Company. Please note that these letters apply to the full campus build-out and were provided for the overall subdivision and MPD approval. The letters remain valid for Lot 4-Building 1.

The design team has been working closely with UNITIL to provide a 2-inch natural gas service from Stevens Avenue into the site to service both Lot 3 (Motherhouse) and the future development of Lot 4 (Buildings 1-5). The contract for that extension has been approved by UNITIL and the main is expected to be installed within several weeks up to Building -1. We will provide an updated serviceability letter to Planning Staff when received from UNITIL.

The Wastewater Capacity Application for the City of Portland is being processed concurrent with this submission to the Department of Public Services for approval. A final letter from that Department will be provided to Staff when issued.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 15, 2015

Fay Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

Attn: Andrew Johnston, P.E.
Re: McAuley High School Campus - 605 Stevens Avenue Portland
Ability to Serve with PWD Water

Dear Mr. Johnston:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 6, 2015. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Conditions of Service

The following conditions of water service apply:

- The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main (for service sizes 2-inch and smaller) or removing the gate valve and capping the tapping sleeve (for service sizes 4-inch and larger).
- Approval of plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

Existing Site Service

According to District records, the project site does currently have a number of existing water services. The following water service lines are located as shown on the attached water service cards:

- Saint Josephs Convent (605 Stevens Avenue) is served by a 6-inch diameter cast iron domestic water service line and an 8-inch cast iron fire service line.
- Catherine McAuley High School (631 Stevens Avenue) is served by a 4-inch diameter cast iron domestic service line
- Saint Catherines Hall (242 Walton Street) is served by a 1.5-inch diameter copper domestic water service line and a 6-inch cast iron fire service line.



Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron main water main on the east side and a 12-inch cast iron water main on the west side of Stevens Avenue, a 6-inch cast iron water main on the south side of Walton Street and public fire hydrants located on Stevens Avenue and on Walton Street in front of the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location:	Stevens Ave 200' S of Walton St	Walton St 100' W of Dingley Ct
Hydrant Number:	POD-HYD01287	POD-HYD01922
Last Tested:	3/9/2013	2/14/2013
Static Pressure:	64 psi	64 psi
Residual Pressure:	Not Measured	Not Measured
Flow:	Not Measured	Not Measured

Public Fire Protection

You have not indicated whether this project will include the installation of new public hydrants to be accepted into the District water system. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

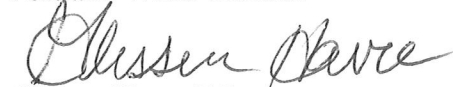
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District


Glissen Havu, E.I.
Design Engineer



3/9/2015

Andrew Johnson

Fay, Spofford & Thorndike

778 Main Street

South Portland, ME 04106

Sent via email to: AJohnston@fstinc.com

RE: Ability to Serve Letter for Redevelopment of McAuley High School Campus in Portland

Dear Mr. Johnson:

CMP has the ability to serve the proposed project located at 605 Stevens Avenue in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

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

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

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com



An equal opportunity employer



For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

[CMP Handbook of Standard Requirements](http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

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

If you have any questions, please contact me.

Regards,

A handwritten signature in black ink that reads "Jamie Cough".

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
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EXHIBIT 13

LIGHTING CUTS

Att. N

The project will provide the following site lighting as well as benefitting from new shared lighting being installed on the south side of Lot 3 as part of the Motherhouse project. Refer to the Site Lighting and Lighting Calculations Plans Plans E 1.0 and E2.0 for lighting locations and photometrics. The light fixtures are consistent with the Motherhouse and will continue to be used for continuity throughout the future senior campus.

1. Light Fixtures- Two (2) 12-foot residential scale LED fixtures, with 90 degree cutoff shields are proposed. (Mozart Series by US Architectural Lighting® & Sun Valley Lighting®.)
2. Bollard Lights – The new main sidewalk from Stevens Avenue to Building -1 which will serve as a future major pedestrian access into the future Lot 4 campus will include 8 bollard LED lights for night time safety and provide a low level illumination accent into the site. (BRA6 series by US Architectural Lighting®.)
3. The main entry will utilize recessed ceiling LED lights by Fail Safe®.
4. The garage door and rear door will be provided with down lit LED wall lights by Lumark®.
5. The rear patio seating will house recessed low level wall lights by Targetti®.

Lighting cuts are attached.

There will be no lighting spillover into Baxter Woods based on the photometrics of Plan E2.0.

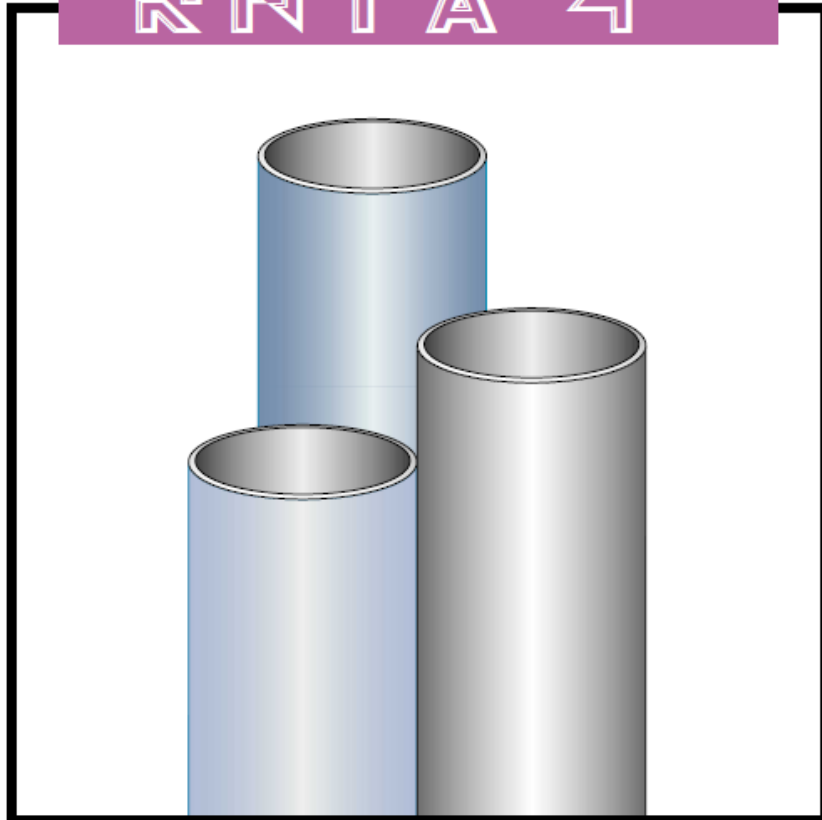
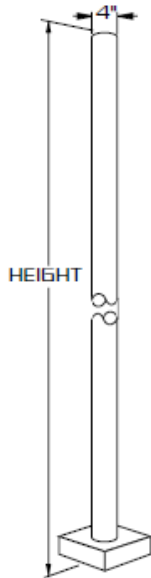
Bartlett Design
IG TI G E E TRI A E GI EERI G
942 WASHINGTON STREET BATH, MAINE 04530
TEL (207) 443-5447
bartlettdesigninc@comcast.net

te ens A en e
Portland, Maine

August 11, 2017

RO O ED ITE IG TI G I T RE

RNTA 4"



4" ROUND STRAIGHT ALUMINUM

SPECIFICATIONS

SHAFT: 4" DIAMETER, EXTRUDED FROM 6063 ALLOY ALUMINUM TUBING. HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT INCLUDES A PERIPHERALLY REINFORCED HAND HOLE FURNISHED WITH COVER. SHAFT IS FURNISHED WITH GROUND LUG LOCATED ON CAST ALUMINUM BASE PLATE.

BASE PLATE: CAST ALUMINUM CONSTRUCTED OF A-356 ALUMINUM ALLOY HEAT TREATED TO PRODUCE A T6 TEMPER. STRUCTURALLY ENGINEERED BASE INCLUDES EIGHT HEAVY WALL REINFORCING VERTICAL GUSSETS. BASE TELESCOPES AND IS CIRCUMFERENTIALLY WELDED TO SHAFT AT BOTH THE OUTSIDE TOP AND INSIDE BOTTOM OF THE BASE.

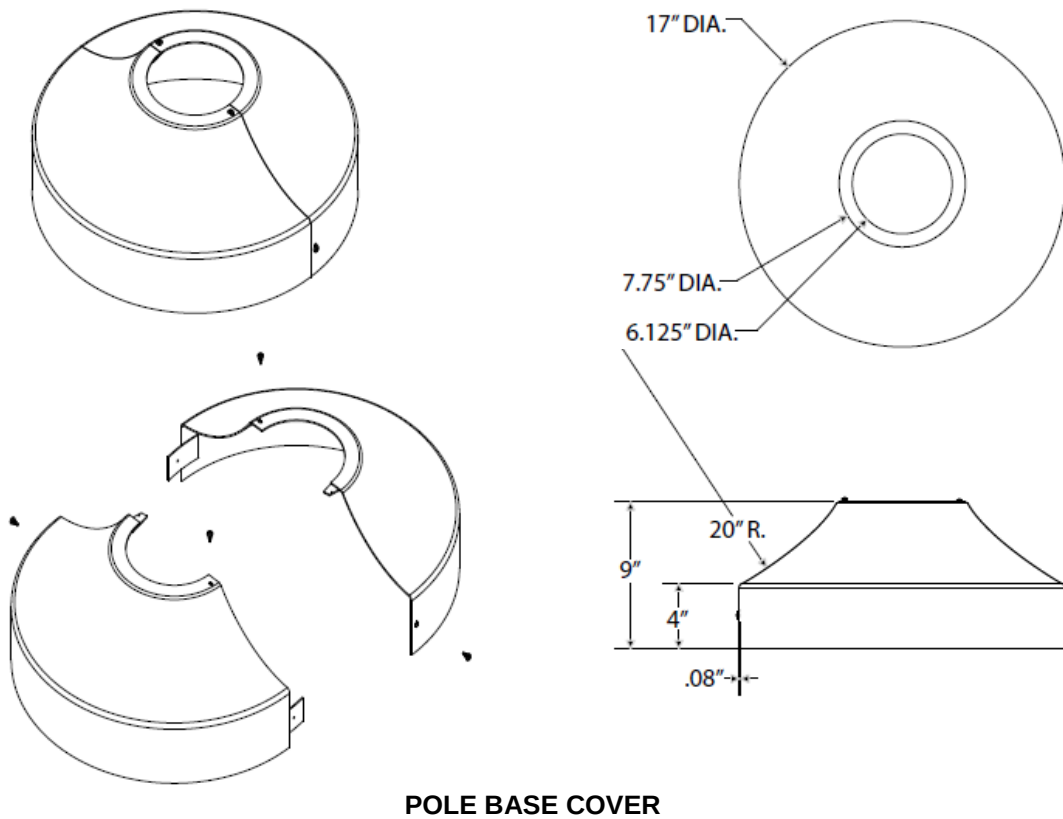
ANCHORAGE: [4] ANCHOR BOLTS FABRICATED FROM HOT ROLLED STEEL BAR, MINIMUM YIELD STRENGTH OF 50,000 P.S.I. BOLTS HAVE "L" BEND ON ONE END AND ARE THREADED ON THE OTHER END. BOLTS ARE FULLY GALVANIZED AND ARE FURNISHED WITH TWO NUTS AND TWO WASHERS.

BASE COVER: FABRICATED FROM HEAVY WALL ALUMINUM CONSTRUCTION. TWO PIECE COVER ENTIRELY CONCEALS BASE.

FINISH: POLYESTER POWDER COAT-STATE OF THE ART 20 PSI PRESSURE POWER WASH AT 140° TEMPERATURE INCORPORATES FOUR STEP IRON PHOSPHATE PROCESS TO CLEANSE AND PRETREAT THE METAL SURFACE FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED TEXTURED POLYESTER POWDER TOPCOAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.

T E

MODEL NO. :	POLES	MOUNTING	FINISH																																	
R N T A	<table border="1"><thead><tr><th></th><th>POLE HEIGHT</th><th>WALL THICKNESS</th><th>BOLT CIRCLE</th><th>ANCHORAGE</th></tr></thead><tbody><tr><td>☐ 84-125</td><td>8'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 104-125</td><td>10'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 124-125</td><td>12'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 144-125</td><td>14'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr></tbody></table>		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE	☐ 84-125	8'	.125	10 1/4"	3/4"X18"X3"	☐ 104-125	10'	.125	10 1/4"	3/4"X18"X3"	☐ 124-125	12'	.125	10 1/4"	3/4"X18"X3"	☐ 144-125	14'	.125	10 1/4"	3/4"X18"X3"	☐ 2 3/8"X4" TENON PT23 ☐ 2 7/8"X4" TENON PT27 ☐ OTHER TENON MT _____ DRILL MOUNT <table border="0"><tr><td>☐ 1.....</td><td>☐ 3-90.....</td></tr><tr><td>☐ 2-180.....</td><td>☐ 4-90.....</td></tr><tr><td>☐ 2-90.....</td><td>☐ 3-120.....</td></tr></table> <table border="0"><tr><td>2-90, 3-90, 4-90 REQUIRES PT27 AND T490 ADAPTER</td><td>3-120 REQUIRES PT27 AND T3120 ADAPTER</td></tr></table>	☐ 1.....	☐ 3-90.....	☐ 2-180.....	☐ 4-90.....	☐ 2-90.....	☐ 3-120.....	2-90, 3-90, 4-90 REQUIRES PT27 AND T490 ADAPTER	3-120 REQUIRES PT27 AND T3120 ADAPTER	STANDARD SMOOTH FINISH ☐ BLACK RAL-9005-S ☐ WHITE RAL-9003-S ☐ GREY RAL-7004-S ☐ DRK BRONZE RAL-8019-S ☐ GREEN RAL-6005-S OPTION: ☐ BRONZE ANODIZED AZ313 ☐ NATURAL ANODIZED AZ ☐ BLACK ANODIZED AZBK FOR TEXTURED FINISH REPLACE SUPPLY WITH SUPPLY (EXAMPLE: RAL-9005-T) CONSULT FACTORY FOR CUSTOM COLORS
		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE																															
	☐ 84-125	8'	.125	10 1/4"	3/4"X18"X3"																															
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POLE BASE COVER

SOLID STATE AREA LIGHTING

MOZART SERIES-LED

SPECIFICATIONS

FIXTURE HOUSING

One piece unitized precise heavy wall cast aluminum construction comprised of low copper (< 0.2% Cu) aluminum. Hood is fastened to the Housing with a stainless steel hinge and secured with a tool-less stainless steel latch 180° opposite the hinge. Housing and Hood is sealed with an extruded closed cell silicone gasket. Driver/wiring access through top of Mounting Hub. Hub accommodates a 2 7/8" x 3" tenon. All exposed hardware is stainless steel.

LED OPTICAL MODULE

Low copper A356 alloy (< 0.2% copper) cast aluminum housing. Integrated clear tempered 3/16" glass lens sealed with a continuous silicone gasket protects emitters (LED's) and emitter Reflector-Prism optics, and seals the module from water intrusion and environmental contaminants. Reflector-Prism injection molded from H12 acrylic. Each Reflector-Prism has indexing pins for aiming and is secured to an optical plate made of matte black anodized aluminum. The optical plate locates a Reflector-Prism over each emitter. Reflector-Prisms are secured to the optical plate with a UV curing adhesive. The Reflector-Prisms are arrayed to produce IES Type II, III, IV, and V-SQ distributions. The entire Optical Module is field rotatable in 90° increments. Both module and drivers are factory wired using water resistant, insulated cord. Lens, module and drivers are field replaceable.

LED EMITTERS

High output LED's are utilized with drive currents ranging from 350mA to 700mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER

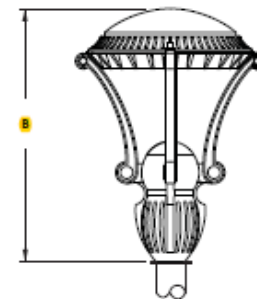
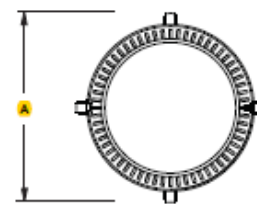
UL and CUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277, 50/60hz, or 347-480V 50/60hz and utilizes 0-10v dimming. Driver is mechanically fastened to a retaining bracket. Main power quick disconnect provided. Surge protector supplied for field installation at the most conveniently serviceable location.

FINISH

Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step sand blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability. Texture finish is standard.

PROJECT NAME: _____

FIXTURE TYPE: _____



Fitter supplied to fit over 2 7/8" X 3"
(73mm X 76mm) tenon.

FIXTURE	A	B
MOZ	26" 660mm	34.5" 876mm
MOZM	20" 508mm	26.5" 673mm

T E

LUMINAIRE	OPTICS	LED		MOUNTING	FINISH	OPTIONS	
LUMINAIRE	IES DISTRIBUTION TYPE	# of LED's	DRIVE CURRENT	COLOR TEMP-CCT	ARM MOUNT	STANDARD TEXTURED FINISH	
☐ MOZ-LED	☐ TYPE I I VLED - II  ☐ TYPE I I VLED - III  ☐ TYPE I V VLED - IV  ☐ TYPE V-SQ VLED - V-SQ 	MOZ ☐ 120LED ☐ 100LED ☐ 80LED ☐ 64LED ☐ 48LED	☐ 350mA ☐ 525mA ¹ ☐ 700mA ²	☐ NW (4000K) * STANDARD ☐ CW (5000K) ☐ WW (3000K) OTHER LED COLORS AVAILABLE CONSULT FACTORY	☐ XXX/1 (TYP.)  ☐ XXX/2-180 (TYP.)  ☐ XXX/2-90 (TYP.)  ☐ XXX/3-90 (TYP.)  ☐ XXX/3-120 (TYP.)  ☐ XXX/4-90 (TYP.)  (XXX = Arm Model # Ex = XSW-2-180/RAL-9005-T)	☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T	☐ 7-PIN TWIST LOCK RECEPTACLE ONLY (ANSI C136.41) TPR7 ☐ INTERNAL HOUSE SIDE SHIELDS HS-VVLED ☐ HIGH-LOW DIMMING FOR HARDWIRED SWITCHING OR NON-INTEGRATED MOTION SENSOR HLSW ☐ PHOTO CELL + VOLTAGE (EXAMPLE: PC120V) PC+V ☐ TWIST LOCK PHOTOCELL + VOLTAGE TPC+V ☐ TWIST LOCK PHOTOCELL RECEPTACLE ONLY ... TPR
☐ MOZM-LED		MOZM ☐ 80LED ☐ 64LED ☐ 48LED	NOTE: 1 - 80LED, 64LED & 48LED Only 2 - 64LED & 48LED Only	VOLTAGE ☐ 120 ☐ 208 ☐ 240 ☐ 277 ☐ 347 ☐ 480	POST TOP MOUNT (STANDARD 2" x 3" TENON) ☐ PT  WALL MOUNT ☐ WM 	FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH SUFFIX "S" (EXAMPLE: RAL-9500-S) SEE USALTG.COM FOR ADDITIONAL COLORS	CONTACT FACTORY FOR STEP DIM MOTION SENSOR (PROGRAMMED 50/100)

DESCRIPTION

The patented Lumark Crosstour® LED Wall Pack Series of luminaries provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged die-cast aluminum construction, universal back box, stainless steel hardware along with a sealed and gasketed optical compartment make the Crosstour impervious to contaminants. The Crosstour wall luminaire is ideal for wall/surface, inverted mount for façade/canopy illumination, post/bollard, site lighting, floodlight and low level pathway illumination including stairs. Typical applications include building entrances, multi-use facilities, apartment buildings, institutions, schools, stairways and loading docks test.

SPECIFICATION FEATURES

Construction

Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching housing styles incorporate both a small and medium design. The small housing is available in 12W, 18W and 26W. The medium housing is available in the 38W model. Patented secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes three half-inch, NPT threaded conduit entry points. The universal back box supports both the small and medium forms and mounts to standard 3-1/2" to 4" round and octagonal, 4" square, single gang and masonry junction boxes. Key hole gasket allows for adaptation to junction box or wall. External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Minimum 5" wide pole for site lighting application. Not recommended for car wash applications.

Optical

Silicone sealed optical LED chamber incorporates a custom engineered mirrored anodized reflector providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages; 5000K and 4000K CCT.

Electrical

LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 12W, 18W, 26W and 38W series operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C models available. Crosstour luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Three half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized

electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz or 347V 60Hz models.

Finish

Crosstour is protected with a Super durable TGIC carbon bronze or summit white polyester powder coat paint. Super durable TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty

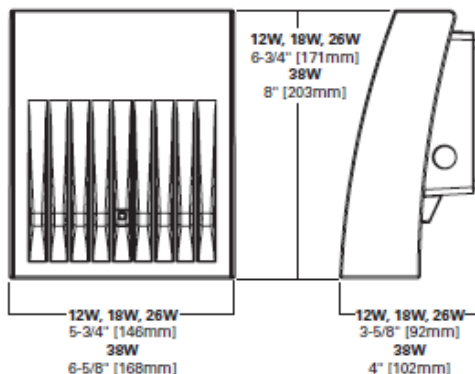
Five-year warranty.



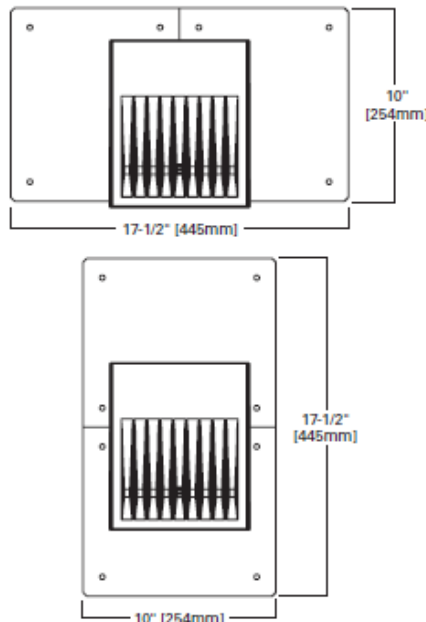
XTOR CROSSTOUR LED

APPLICATIONS:
WALL / SURFACE
POST / BOLLARD
LOW LEVEL
FLOODLIGHT
INVERTED
SITE LIGHTING

DIMENSIONS



ESCUTCHEON PLATES



CERTIFICATION DATA

UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
ADA Compliant
NOM Compliant Models
IP66 Ingress Protection Rated
Title 24 Compliant

TECHNICAL DATA

40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

EPA

Effective Projected Area (Sq. Ft.):
XTOR1B, XTOR2B, XTOR2B-0.34
XTOR4B-0.45

SHIPPING DATA:

Approximate Net Weight:
3.7 – 5.25 lbs. [1.7 – 2.4 kgs.]

te ens A en e Portland, Maine

T E

Series	LED Kelvin Color	Housing Color	Options (Add as Suffix)	Accessories (Order Separately)
XTOR1B –Small Door, 12W XTOR2B –Small Door, 18W XTOR3B –Small Door, 26W XTOR4B –Medium Door, 38W	[Blank] –Bright White (Standard), 5000K W –Neutral White, 4000K	[Blank] –Carbon Bronze (Standard) WT –Summit White BK –Black BZ –Bronze AP –Grey GM –Graphite Metallic	PC1 –Photocontrol 120V ¹ PC2 –Photocontrol 208-277V ^{1,2} 347V –347V ² HA –50°C High Ambient ²	WG/XTOR –Wire Guard ⁴ XTORFLD-KNC –Knuckle Floodlight Kit ⁵ XTORFLD-TRN –Trunnion Floodlight Kit ⁵ XTORFLD-KNC-WT –Knuckle Floodlight Kit, Summit White ⁵ XTORFLD-TRN-WT –Trunnion Floodlight Kit, Summit White ⁵ EWP/XTOR –Escutcheon Wall Plate, Carbon Bronze EWP/XTOR-WT –Escutcheon Wall Plate, Summit White

LED Information	XTOR1B	XTOR1B-W	XTOR2B	XTOR2B-W	XTOR3B	XTOR3B-W	XTOR4B	XTOR4B-W
Delivered Lumens (Wall Mount)	1,418	1,396	2,135	2,103	2,751	2,710	4,269	4,205
Delivered Lumens (With Flood Accessory Kit) ¹	1,005	990	1,495	1,472	2,099	2,068	3,168	3,121
B.U.G. Rating ²	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B2-U0-G0	B2-U0-G0
CCT (Kelvin)	5,000	4,000	5,000	4,000	5,000	4,000	5,000	4,000
CRI (Color Rendering Index)	70	70	70	70	70	70	70	70
Power Consumption (Watts)	12W	12W	18W	18W	26W	26W	38W	38W

NOTES: 1 Includes shield and visor. 2 B.U.G. Rating does not apply to floodlighting.

Fail-Safe

DESCRIPTION

The 11" round LED provides exceptional aesthetics with impressive strength and is available in 10, 15, 20, or 25 watt lumen packages. Polycarbonate lens, clear or opal, combined with four face plates provides a choice of different styles. Also, choose a photo control or motion sensor for control. Choose an emergency battery pack to provide egress illumination.

SPECIFICATION FEATURES

Housing

Shallow casting is die-cast aluminum. Backplate constructed of 16 gauge aluminum.

Face Plate Finish

Injection-molded polycarbonate color is matte black standard, matte white painted, or bronze painted. Border paint option is a premium baked-on finish. For custom colors, provide manufacturer paint number, RAL number or color chip.

Shallow Casting Finish

Polyester powder-coat paint applied in a five-stage process, 2.0 mil thickness, and baked on at 400° F. Finish is TGIC, textured, thermoset, polyester powder-coat.

Mounting

Surface, ceiling or wall. Interior or exterior.

Gasket

Die-cut closed-cell silicone gasket seals lens to casting. Gasket is secured with adhesive, and locked in place to the back casting. When the casting is not required, the gasket is mechanically attached to the back plate. One gasket seals the fixture.

Lens

One-piece, injection-molded opal or clear polycarbonate, 0.125" thick. Attached with 4 recessed T20 stainless-steel TORX®-head fasteners.

Lens Lifetime Warranty.

Decorative Faces

High-impact, injection molded, 0.125" minimum thickness, polycarbonate overlay attached to lens with two recessed T20 stainless steel TORX®-head fasteners. Eyelid offers optimal lamp shielding. Open face is lens for continuous radial light pattern. Border face utilizes the standard open lens with paint on the border, eliminating backlit halo effect.

Electrical

LED driver is mounted to the backpan for optimal thermal management. High efficiency LED mounted to circuit board. 70% lumen maintenance at 50,000 hours when operated in an environment as noted on the Maximum Ambient Operating/Option Matrix on the following page.

Labels

UL/cUL listed for wet locations, ceiling or wall mount. IP65 rated. Available to mount on combustible or non-combustible surfaces.



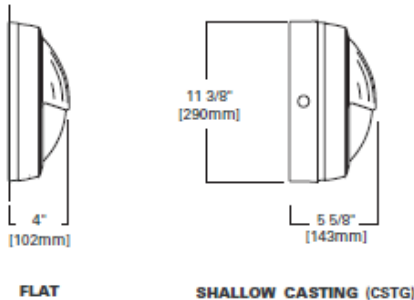
TR 11 LED

LD4 LED

11" Round
10/15/20/25 Watt
High Abuse
Polycarbonate
Lens Lifetime Warranty

CEILING/WALL
INTERIOR/EXTERIOR

MOUNTING



T	R	11	LD4	UNV	ED		
Product T-Terrapin LED		Size 11-11"	LD4-LED 4.0	Lens OPL-Opal CL-Clear		C1-Single Circuit, Low Voltage Leads not connected D1-Single Circuit, Low Voltage Dimming Leads connected to driver and presented at supply	Options ² F1-Fuse(specify voltage) ² CSTG-Shallow Casting - ^{3,4} Same as SCB11, but ships with fixture PB120/CSTG-Photocell, 120V ^{2,3} (Shallow Casting Necessary) PB277V/CSTG-Photocell, 277V ^{2,3} (Shallow Casting Necessary) OS-Occupancy Sensor, Internal (behind lens), FM105 ^{2,8} EL5W/CSTG-Emergency Battery Pack, 5W ^{2,3,7} (Shallow Casting Necessary), 20, 25 watt limited to max. 25°C ambient environment
Shape R-Round		Wattage ² 10W-10 Watt 15W-15 Watt 20W-20 Watt 25W-25 Watt		Color ^{1,6} BK-Black WH-White BZ-Bronze			Accessories (order separately) VRSD-T20 Center-pin tamper-proof TORX®-head screwdriver
Style B-Border Paint ⁵ E-Eyelid ⁵ F-Four Quadrant ⁵ R-Ring ⁵ O-Open ⁶		Color Temp 35-3500K 40-4000K 50-5000K		Voltage UNV-Universal Voltage			
				Driver ED-Electronic Driver			

SOLID STATE BOLLARDS

BRA SERIES-LED

S P E C I F I C A T I O N S

BOLLARD

Durable corrosion resistant extruded and cast aluminum construction. 1/4" wall thickness.

LED POWER ARRAY™

Three-dimensional array consisting of 6 individual LED tubes for the BDA8 model and 4 individual LED tubes for the BDA6 model, which are fastened to a retaining plate equally spaced to provide 360° of even illumination output. Each LED tube consists of a circuit board populated with a multiple of LED's which is fastened to a radial aluminum heat sink. A white polycarbonate lens and end caps protect each LED tube's internal components and provides diffusion to prevent shadowing and striations.

INTERNAL LOUVER (IL) - A specular louver stack conceals the inner LED Power Array Module and provides uplight and glare control through the external clear polycarbonate lens.

CAST LOUVER (CL) - External cast aluminum louver stack protects the internal LED Power Array Module and provides uplight and glare control. An internal clear polycarbonate lens is integrated with the LED Power Array Module.

OPAL LENS (WP) - Exterior white polycarbonate lens protects the internal LED Power Array Module and provides a uniform white glow.

RADIAL LED MODULE

LED'S are mounted to a circular heatsink in a radial array. The radial LED module is concealed in the cap of the bollard. LED's are not directly visible from angles above 90°.

PARABOLIC REFLECTOR (TR) - A specular Parabolic Reflector reflects a portion of the distribution from the radial LED module and provides a uniform wide angle throw through the outer clear polycarbonate lens.

LED EMITTERS

High Output LED's are driven at 350mA for nominal 1 Watt output each. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER

UL and CUL recognized Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz. Consult Factory for (347-480VAC). Driver is mechanically fastened to a retaining bracket. Driver has a minimum 4KV of internal surge protection, 10KV & 20KV Surge Protector optional. Dimmable and High-Low Driver options available.

FINISH

Polyester powder coat incorporates four step iron phosphate process to pretreat metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.

PROJECT NAME: _____

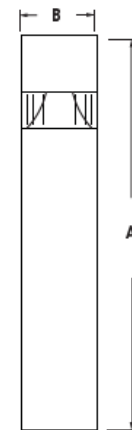
FIXTURE TYPE: _____



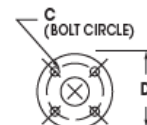
B R A

BRA8 SHOWN WITH -TR OPTICS

PATENT PENC



**INTERNAL
LOUVER
SUPPLIED WITH
CLEAR
POLYCARBONATE
LENS**



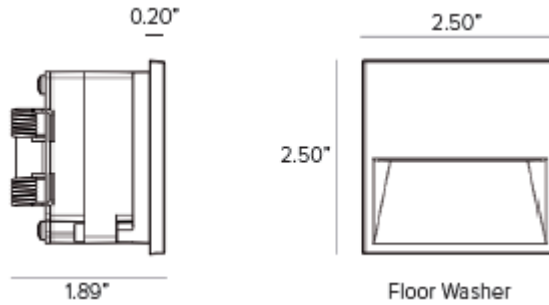
BOLLARD	A	B	C	D
BRA8	42' 1067mm	8' 203mm	6' 152mm	8' 203mm
BRA6	42' 1067mm	6' 152mm	4' 102mm	6' 152mm

**U.S. ARCHITECTURAL
LIGHTING**

T E

BOLLARD	OPTICS	LED		MOUNTING	FINISH	OPTIONS
☐ BRA8-LED ☐ BRA6-LED	VERTICAL POWER ARRAY ☐ INTERNAL LOUVER IL ☐ CAST LOUVER CL ☐ OPAL POLYCARBONATE WP*	# of LEDs ☐ 36LED ¹ (42 Watts) ☐ 24LED ² (28 Watts)	COLOR ☐ NW (4000K) Standard ☐ CW (5000K) ☐ WW (3000K) OTHER LED COLORS AVAILABLE. CONSULT FACTORY	☐ GROUND INSTALLATION (STANDARD) ☐ WALL MOUNT WM	STANDARD TEXTURED FINISH ☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH SUFFIX "S" (EXAMPLE: RAL-9500-S) SEE USALTG.COM FOR ADDITIONAL COLORS	☐ DIMMABLE DRIVER (0-10V PROVIDED) DIM ☐ HIGH-LOW DIMMING FOR HARDWIRED SWITCHING OR NONINTEGRATED MOTION SENSOR HLSW ☐ INTERNAL HOUSE SIDE SHIELD. ... HS ☐ DUPLEX RECEPTACLE DUP ☐ GROUND FAULT RECEPTACLE GFI ☐ 10KV SURGE PROTECTOR 10SP ☐ 20KV SURGE PROTECTOR (277V & 480V Only) 20SP OPTIONAL HEIGHTS: ☐ 30" ☐ 36"
	RADIAL LED MODULE ☐ PARABOLIC REFLECTOR TR	☐ 18LED ¹ (21 Watts) ☐ 12LED ² (15 Watts)	VOLTAGE ☐ 120 ☐ 208 ☐ 240 ☐ 277 ☐ 347 ☐ 480			
	*WP OPTICS USE OPAL POLYCARBONATE LENS	NOTES: 1 - AVAILABLE IN BRA8 ONLY. 2 - AVAILABLE IN BRA6 ONLY.				

T E



Housing: Small 2.5" x 2.5" faceplate available in 3 emission options (Floor Washer, Louvre, or Bi-Emission Floor Washer + Halo) available in 13 standard finishes.

Materials: Die-cast anodised aluminium body fitted with a spring fixing system. Powder coated die-cast anodized aluminum external frame.

Optics: It is available as three frames for three distinct lighting effects.

Floor Washer: A steplight with uniform optical distribution on the floor and excellent visual comfort.

Louvre: High visual comfort with the source entirely hidden from view producing defined light on the floor from two precise louver windows.

Bi-Emission: The floor washer optics combined with an indirect glow where the halo effect becomes a uniformly illuminated marker light with an opal diffuser.

Mounting: To be completed with stainless steel mounting/wiring back box with multiple attachment and wire conduit options to meet specific installation needs. Custom designed spring mounting system. Recommended mounting height is +18" A.F.F. on 48" center spacing to meet egress requirements of 1fc minimum.

Installation: Pre-cabled with 10' Belden 18ga 2 conductor direct burial cable.

Power Supply: Remote Class II 120V-277VAC to 24VDC power supply, up to 15 fixtures on one Class II 96W Power Supply circuit. Phase or 0-10v dimming options also available, see page 2 for LED driver options.

Wattage: 5.4W

Color Temperature: 3000K and 4000K standard

CRI: 84

Voltage: 24VDC

IP Rating: IP66

Certifications: UL Listed class 2 wet location
Low voltage landscape lighting
Tested in accordance with LM-79-08

PRODUCT CODE	DRIVER	FACEPLATE	FINISH		WATTAGE	COLOR TEMP	CRI	VOLTAGE
ZES – ZEDGE Small Step Light	RP – Remote Power	FW – Floor Washer	FE – Ferrite Grey	GO – Gold	L1 – 5.4W	30 – 3000K	84 – 84 CRI	24 – 24VDC
		LV – Louvre	DB – Deep Black	PG – Pink Gold		40 – 4000K		
		BE – Bi-Emission Floor Washer + Halo	WH – Plaster White	BO – Bone				
			HB – Heritage Brown	BR – Brick				
			SI – Silver	OL – Olive				
			CO – Copper	RO – Rose				
				SA – Saphire				

T E

Power Supplies	Type	Max Fixtures Per Driver	Wattage	Voltage	Dimmability	Listing	Dimensions
DEL-X-120-1-4-24	Electronic Power Supply in NEMA3R Enclosure	15	96W / 1X4A**	90-305V AC / 24V DC	Non-Dimmable	cULus	12"W X 12"L 4"D*
DEL-X-240-2-4-24		30 <i>two rows of 15ea</i>	192W / 2X4A**				
DEL-X-320-3-4-24		45 <i>three rows of 15ea</i>	288W / 3x4A**				
DEL-LPF-25-24¹	Electronic Stand-alone IP67 <i>(Listed Enclosure Provided by Others)</i>	4	25W / 1x1A**			UR Class II	2.67"W X 9.66"L 1.53"D
DEL-120-1-4-24¹	Electronic Stand-alone <i>(Listed Enclosure Provided by Others)</i>	15	96W / 1X4A**				
DEL-X-120-1-4-24-D	Electronic Power Supply in NEMA3R Enclosure	15	96W / 1X4A**		Integral 0-10V Dimming Interface	cULus	12"W X 12"L 4"D*
DEL-X-240-2-4-24-D		30 <i>two rows of 15ea</i>	192W / 2X4A**				
DEL-X-320-3-4-24-D		45 <i>three rows of 15ea</i>	288W / 3x4A**				



Enclosure with Electronic Driver



SEA COAST AT BAXTE WOODS
BUILDING -1 SITE PLAN APPLICATION

EXHIBIT 14

STORMWATER MANAGMENT

The project stormwater management plan is integrated with the approved MDP Stormwater Management plan for the campus. Stormwater management for Building-1 will be accomplished through the use of several BMP's taking advantage of infiltration with the prevalence of deep well drained granular soils. The limited size of the project coupled with credits taken for removal of existing impervious areas (walks, etc) result in a modest increase in peak flow rates which are mitigated using the following BPM's to meet the DEP Chapter 500/City of Portland Technical Standards for General (water quality) and Flooding (peak rate) standards for the Building-1 Project.

Ultimate stormwater overflow discharge will connect to the existing 12-inch storm drain located under the south end of the athletic fields and discharging to the wetland area towards the eastern property boundary.

Proposed Stormwater Management BMPS:

- Two Rain gardens located on the south side of the building.
- Roof Drain Filters (Located below the garage floor).
- Pervious pavers in selected parking/walkway areas.
- Maximizing lawn and landscape area onsite.

A stormwater report has been prepared by Stantec and will be provided under separate cover.



SEA COAST AT BAXTE WOODS
BUILDING -1 SITE PLAN APPLICATION

EXHIBIT 15

METRO

The applicant has been working with the City Planning Staff to coordinate a location of a proposed new METRO Bus Shelter and crosswalk on Stevens Avenue as a condition of the the Master Development Plan Approval condition A.v. and the Motherhouse LIII Approval condition C.ii. together with a contribution of \$15,800. The current suggested location across from Lot 4 as proposed by METRO is shown on the attached sketch provided by City Planning Staff and on Site Plan sheet C4.0 for reference. A METRO Map is also provided.

The placement of the above METRO stop and shelter will be within 1,320 feet of the project and therefore the requirements of the Site Plan Review Ordinance Section 14-526 A. (3.)(a.) to provide a transit facility will have been satisfied.

Metro Bus Service





December 15, 2017

J14.067B

Barbara Barhydt
Development Review Manager
Planning and Urban Development Department
389 Congress Street, 4th Floor
Portland, Maine 04101

Sea Coast at Baxter Woods –Building-1
583 Stevens Avenue- Lot 4
Level III Site Plan and Subdivision Application
ADDENDA 1 –RESPONSE TO STAFF COMMENTS
(CBL 143-F012-001 & 136-E006-001)

Dear Barbara:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are submitting the following and attached materials in response to Staff and Planning Board comments on the initial August 18, 2017 LIII Site Plan Submission.

This Addenda-1 submittal provides responses to comments with references to the original submission Sections or Exhibits as noted herein. Revised Site Plans dated 12-14-17 are also included for uploading onto the Eplan system.

The following comments have been received and are addressed herein:

1. October 24, 2017 Planning Board workshop comments.
2. October 19, 2017 Design Review Memo & Sketches – Caitlin Cameron.
3. October 20, 2017 Woodard & Curran Peer Review Memo – Lauren Swett
4. October 24, 2017 Memo re: Baxter Woods and Landscaping – Jeff Tarling
5. October 19, 2017 Traffic Review Memo – Tom Errico
6. October 20, 2017 Email re: Transportation and Stevens Ave – Bruce Hyman
7. October 12, 2017 Fire Dept. Memorandum – Robert Thompson
8. Misc. emails and correspondence with Staff

This **Addenda-1** includes responses to the above comments itemized along with updated Exhibits as applicable corresponding to the same Exhibit number as the August, 2017 submittal and revised site plans –full set entitled: *LIII Site Plans “Sea Coast at Baxter Woods, Building -1, 583 Stevens Ave, Portland, Maine, LIII Site and Subdivision Plan” revised December 14, 2017.*

Updated Exhibits include:

- Exhibit 4 – Compliance with MDP (Architecture Updated)
- Exhibit 7 – Waiver Requests
- Exhibit 11 – Construction Management Plan
- Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
- Exhibit 15 - Metro

I. GENERAL PLAN REVISIONS:

Plan revisions are relatively modest and include the following changes and improvements:

1. **Relationship with Baxter Woods:** The plans (Sheets C4.0 and L1.0) now show the integration with into the 33-foot buffer area along Baxter Woods reflecting comments from and on-site reviews with Jeff Tarling, City Arborist. The Building -1 project will include the following improvements with the northern transitional area of Baxter Woods which are tied to the Master Development Plan and Letter of Intent with the City to participate and contribute to the ecological study and improvements to Baxter Woods.
 - a. Remove and relocate the trail along the fence.
 - b. Extend plantings into the 33-foot easement area.
 - c. Extend the former carriage trail into Baxter Woods to the southern edge of the full 66 foot easement area.
 - d. Provide additional plantings along the chain link fence (to be replaced with a decorative fence as detailed on the plans.) to increase buffering to the center of Building-1.
2. **Parking Dimensions:** Additional dimensions have been added to the garage parking on Plan Sheet C4.0 per Tom Errico's memo.
3. **Stormwater Management:** The Stormwater Management system has been upgraded with additional detail and adding underground storage chambers and infiltration systems to the proposed raingardens. An additional "Jellyfish®" membrane filter by Contech Engineered Solutions and flow splitter box have been added to the stormwater system to provide additional water quality treatment. Refer to *Exhibit 14*, Plan C6.1 Stormwater Management Plan and C7.4 Stormwater Management Details for the layout and details of the system.
4. **METRO Bench:** In response to the City Transportation and Staff comments, the requested bench for the METRO bus stop has been located on the project grounds inside of the Stevens Avenue fence. Several sections of the fence are to be removed to provide a "gateway" opening into the project for the new sidewalk and create a more inviting feel from the Stevens Avenue sidewalk. A granite bench and concrete pad edged with landscape plantings will provide an attractive feature to the pedestrian entrance to the campus while serving as a METRO stop for neighborhood residents. Refer to Plan C4.0 Site Plan and *Exhibit 15*.
5. **Gas Meter:** Although not a part of the Building-1 project, The Unitil gas meter assembly for the Motherhouse has been finalized and approved by Unitil. The meters are located on Lot 3 in the lawn northwest of Building-1 and the original wood meter enclosure has been replaced with a more natural landscaped and screened surround to buffer the meter assembly. Refer to Plan L1.0.
6. **Misc:** Minor updates to site details and plan labeling have been added in response to staff comments.

II. RESPONSES TO STAFF AND BOARD COMMENTS:

1. Planning Board Workshop 10-24-17:

- a. The Planning Board provided feedback and guidance on several key areas of the site plan and building design which we believe have been addressed with the updated Site and Architectural plans. Items discussed included:
 - i. Building Architecture and contextural relationship with the Motherhouse and review of Caitlin Cameron's design review comments and sketches.
 - ii. Integration with Baxter Woods and the MDP Letter of Intent between Sea Coast at Baxter Woods Associates, LLC and the City to work collaboratively and contribute funding towards the study and improvements to Baxter Woods.
 - iii. METRO bus stop bench on Stevens Avenue.
 - iv. Existing fencing to be preserved and sections to be removed along Stevens Avenue and new decorative fencing to replace the current chain link fencing along the 33-foot easement along Baxter Woods.
 - v. Request for 22-foot aisle parking waiver.

We believe that this Addenda-1 submittal addresses the Board and Staff's comments as more specifically noted herein.

2. Building Architecture –Caitlin Cameron Memo 10-19-17:

Archetype, PA has submitted a revised rendering and elevations, Plans A2.1 and A2.1 which address staff and Planning Board Comments. The main concerns focused on the building entry, proportions of building materials in relation to the Motherhouse and the roofline. Comments and changes are summarized below and included in *Exhibit 4*:

- a. The building entry has been made into a two story space making the entry a more prominent architectural element . The common deck is now on the third floor. The siding material behind the deck has been changed to fiber cement to emphasize entry as noted by staff.
- b. The building roof line has been simplified.
- c. The base and fourth floor horizontal lines have been adjusted as suggested in Ms. Cameron's sketches.
- d. The deck proportions have been modified, made longer and the balcony thickness has been modified by adding a shadow line.
- e. The stone base has been expanded to be more consistent on building base.
- f. Historic Review – The Motherhouse has received the Part II approval through Department of the Interior National Historic Landmark review which included the general review of the Lot 4 Building-1 relationship to the Motherhouse. We do not

believe any additional review is warranted. The Lot 4 development does not require City Historic review.

3. Woodard & Curran Peer Review Memo 10-20-17:

1. Stormwater Management Plan to be submitted - A stormwater management plan has been prepared by Stantec and will be added to *Exhibit 14*. The system incorporates LID BMP's including porous pavers, two raingardens, underground storage and infiltration and a Contech Jellyfish® Treatment device. Refer to *Exhibit 14* and Site Plan Sheets C6.0 and C7.4.
2. CB -4 Structures – The drainage system has been revised and CB-4 changed to a DMH.
3. Oil-Water Separator - The garage floor drains are connected to an oil-water separator inside the garage prior to discharge to the sanitary sewer. Refer to Plan Sheet C5.0.
4. Sewer inverts – The sanitary sewer connects to the new sanitary sewer trunk line behind the Motherhouse. The as-built grades of that recently installed system are being verified and Plan C5.0 will be updated with the appropriate sanitary sewer manhole inverts at Building-1.
5. Utility Details – Additional details have been added to Plan Sheets C7.0 and C7.1.

4. Baxter Woods & Landscaping Memo - Jeff Tarling Memo 10-24-17:

- a. Street Trees – The landscape plan (Sheet L1.0) identifies approximately 20 trees to be retained between the building and Stevens Avenue and over 18 trees to be planted on the west lawn of Building-1. Additionally 13 deciduous trees (Serviceberry & Red Oak) and 7 conifer trees (Red Pine & Balsam Fir) are proposed to be planted within the 33-foot easement and Baxter Woods as recommended by Jeff Tarling and used towards the Motherhouse street requirement. We will review the final accounting of trees to be applied with Jeff Tarling for his final recommendation.
- b. Baxter Woods Right of Way – The Landscape Plan, Sheet L1.0 provides additional details of the proposed trees, relocated trail & fencing both on Lot 4 and within the 33 foot right of way easement area as reviewed in the field with Carroll Associates and Jeff Tarling.
- c. Access to Baxter Woods – The carriage trail connection from Lot 4 to Baxter Woods has been added to Plan L1.0.

5. Traffic Review Memo-Tom Errico 10-19-17:

- a. Garage Parking Dimensions have been added to Plan C4.0.
- b. Waiver Request – 22 foot access aisle on east end of building. Refer to *Exhibit 7* – Waiver Requests for additional rationale to support the waiver from 24 to 22 feet in aisle width. The waiver is being requested to reduce the grading and impact to the softball field directly adjacent to the parking area, to reduce impervious area and is

located in a small parking area which will service only vehicles from the garage and 8 exterior spaces.

- c. Construction Management Plan – An updated Construction Management Plan has been added to *Exhibit 11* meeting the new City format and providing a formal plan for review. Access for construction vehicles will continue to be primarily from Stevens Avenue which has been in use without any issues for the duration of the construction of the Motherhouse.
- d. Traffic Analysis – No Comments.
- e. MDP Traffic Monitoring Study – We agree with the recommendation to postpone the study until the Motherhouse has been leased and is operational.
- f. MDP Parking Monitoring Study – We agree with postponing this study until Building -1 is operational to determine if less than 2 spaces per unit is warranted for future buildings within the campus master plan.
- g. MDP Crosswalk at Stevens Avenue/Walton Street – We concur that these improvements will be completed prior to Building-1 occupancy as proposed in Condition A. iv.a of the June 2016 MDP Approval.
- h. MDP Parking adjustments at Stevens Avenue Driveways – The MDP approval Condition A.iv.b requires the creation of a 50 foot no parking zone along Stevens Avenue at the egress driveway which will be provided for City Staff review prior to occupancy of the Motherhouse.

6. METRO email - Bruce Hyman 10-20-17:

- a. Plan Sheet 7.1 ADA Details – Walkway and Driveway Details I-14 and I-15 (New Plan Sheet number 7.2) have been updated with the 2% cross slope.
- b. METRO Bench – The Site Plan Sheet C4.0 details the location of the proposed granite bench, opening of several sections of the Stevens Avenue fence and landscape plantings to provide an attractive and safe bench at the proposed METRO stop. The applicant understands that the \$15,800 contribution towards the crosswalk and METRO improvements required under the MDP approval is separate from the requirement of the Building -1 project requirement to provide the pedestrian/bus stop amenity. *Exhibit 15* – Metro has been revised accordingly.

7. Fire Code Review Memo – Robert Thompson 10-12-17:

- a. All of the Life Safety and E911 addressing comments will be coordinated with the Fire Department prior to construction to address Mr. Thompson's comments.

III SUMMARY:

We believe all staff and Planning Board comments have been addressed with this Addenda-1 submittal. Should staff require any additional information or have subsequent comments, please do not hesitate to contact me.

We look forward to presenting the updated plans at the next available Planning Board hearing date.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

- Encl: REVISED Exhibit 4 – Compliance with MDP (Architecture)
REVISED Exhibit 7 – Waiver Request
REVISED Exhibit 11 – Construction Management Plan
REVISED Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
REVISED Exhibit 15 - Metro
Seacoast at Baxter Woods, 583 Stevens Avenue Site Plans Revised Date 12-14-17
- Cc: (via email - PDF copy)
Matt Teare; Sea Coast at Baxter Woods Associates, LLC
Chris Wasileski; Sea Coast at Baxter Woods Associates, LLC
Kevin Bunker; Sea Coast at Baxter Woods Associates, LLC
Ron Epstein; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
David Lloyd; Archetype
Steve Bushey; Stantec
Diane Morabito; Maine Traffic Resources

ADDENDA-1 REVISED PLAN SHEET INDEX

REV-1

583 Stevens Avenue Site Plan Index rev 12-14-17	
Plan Number	Title
G-1	Title/Cover Sheet
C-1.0	Approved Subdivision Plat
C-2.0	Second Amended Subdivision & Building -1 Sectional Plat
C-3.0	Demolition And Tree Preservation Plan
C-4.0	Site Plan
C-5.0	Utility Plan
C-6.0	Grading, Drainage & Erosion Control Plan
C-7.0	Utility Details 1 of 2
C-7.1	Utility Details 2 of 2
C-7.2	Site Details
C-7.3	Site, Stormwater & Erosion Control Details
C-7.4	Stormwater Management Details
C-8.0	Erosion Control Notes
L-1.0	Landscape Plan
L-2.0	Landscape Details
E-1.0	Electrical Site Plan
E-2.0	Site Lighting Calculation Plan
A1.1	First Floor Plan
A1.2	Second Floor Plan
A2.1	Elevations
A2.2	Elevations
A2.3	4-Story Rendering

Sheets indicated in **RED** are new plan sheets.

Also included in the *Construction Management Plan - Exhibit 11* is a new Construction Management Plan Sheet CMP 1.0 prepared by Carroll Associates dated 12-14-17.

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: 9/14/17
--	------------------

Matthew D. Teare
Director of Development

Sea Coast Properties including Sea Coast at Baxter Woods

SEA COAST
MANAGEMENT COMPANY
*Highland Green of Topsham
OceanView at Falmouth*

20 Blueberry Lane
Falmouth, ME 04105
(207) 837-2418
teare.mattd@gmail.com

Matthew D. Teare
Director of Development

Winner of the Governor's Award for Business Excellence



SEA COAST AT BAXTE WOODS
 BUILDING -1 SITE PLAN APPLICATION
 ADDENDA 1 12-15-17

EXHIBIT 11 REV-1

CONSTRUCTION MANAGEMENT PLAN

(REVISIONS IN RED AND ATTACHED)

Construction of Lot 4-Building -1 is expected to commence in the summer of 2018 following approvals and be completed in the summer/fall of 2019.

The site area will be secured with fencing and accessed using the same entrance and exit as with the Motherhouse from Stevens Avenue. A final plan will be prepared by the Contractor prior to issue of the building permit. All work will be coordinated closely with the work at the Motherhouse while there is overlap of construction windows. It is anticipated that all heavy site work for Building-1 would be completed prior to final paving of the Motherhouse or the access aisles would remain as base pavement until such time as heavy equipment for Building-1 can be minimized. All work will be coordinated with the Maine Girls Academy and Motherhouse contractors.

Utility connections and street openings in Stevens Avenue or Walton Street will not be required as they are being completed during the Motherhouse project. All service leads will be onsite at the commencement of Building 1- start up.

SPECIFIC CONSTRUCTION MANAGEMENT ACTIVITIES FOR BUILDING-1 INCLUDE:

1. **SITE SECURITY AND FENCING:**
 - a. Construction barriers will be utilized around the front of Lot 4 up to the athletic fields with access gates at key locations to be coordinated with the contractor and the Maine Girls Academy.
 - b. Designated gates and markings will provide strict control over access routes between the Maine Girls Academy and the Athletic Fields.
 - c. All fencing for Building-1 will be secured at the end of site activities on a regular basis.
 - d. In general work impacting the Maine Girls Academy will attempt to be scheduled as best as possible during low use periods (vacations, etc.).
 - e. Regular site safety and scheduling meetings will be held between the contractor, owners, the Maine Girls Academy and St. Catherine's resident representatives.
2. **CONSTRUCTION VEHICLE AND MCAULEY HS ACCESS:**
 - a. All construction traffic will be directed to and from Stevens Avenue similar to the Motherhouse project. Truck routes will be reviewed with the City at the pre-construction meeting.
 - b. Stone aprons will be provided as required at the construction access off from paved surfaces during renovations to the access as specified on the site plans and Erosion Control Report.
3. **UTILITY INSTALLATION:**
 - a. Sewer service along the edge of Lot 3 and 4 to the main on-site trunk line will be coordinated with the Motherhouse and the Maine Girls Academy to minimize disruption to the edges of the athletic fields and will be conducted when those fields are in minimal use or off-season.

- d. Any storm drainage work which affects the athletic fields (minimal is required) will be coordinated during non-field use periods and the fields signed appropriately.
4. BUILDING CONSTRUCTION:
- a. Construction debris and recycled materials will be stored in 30 yard or similar construction bins and removed as required from the Stevens Avenue access route.
 - b. All work will be coordinated through the general contractor with all deliveries to be made from Stevens Avenue unless unusual circumstances require access from Walton Street.
 - c. All trees to be saved will be protected with fencing or approved barriers in areas of construction.
 - d. Material lay down and storage areas will be designated and secured.

SEE ATTACHED NEW CONSTRUCTION MANAGEMENT PLAN AND NARRATIVE REV. DECEMBER 2015.

Construction Management Plan Narrative
Sea Coast at Baxter Woods Associates, LLC
Sea Coast at Baxter Woods Building - 1
583 Stevens Avenue
December 2017

A construction management site plan has been prepared and is attached to this document.

The Construction Management narrative and plan depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The goal for the plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that Sea Coast at Baxter Woods Associates, LLC and its contractor have identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

B. Development Review of Construction Management Plan

Sea Coast at Baxter Woods Associates, LLC and its contractor shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. The plan minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process. The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, Sea Coast at Baxter Woods Associates, LLC and its contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code.

Other permits, as applicable, include:

1. **Street Opening Permits:** A street opening permit will be required for all subsurface utility connections within Stevens Avenue (including water, gas, and electric/communications, and curbing). Schedule and duration of work are unknown at this time.
2. **Blasting:** No blasting is anticipated for this project.

D. Construction Administration and Communication

Sea Coast at Baxter Woods Associates, LLC and its contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager will work closely with adjacent abutters, businesses and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust.

1. Contact Person and contact information for the Sea Coast at Baxter Woods Associates, LLC and its contractor and who is available 24 hours.

Contractor and contact person: **Portland Builders**
 Bill Cuddy
 207-879-0118

Developer/owner contact person: **Sea Coast at Baxter Woods Associates, LLC**
 Matt Teare
 207-837-2418

2. Contractor will have a project sign with the contact information.
3. Phone numbers will be on sign and available for issues at all times of day during the construction period
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.

Construction schedule:

- **Commencement of construction: September 2018**
- **Duration of construction: 12 months**
- **Schedule of major construction events:**

Site Prep and Foundations 09/2018 – 11/2018

Building Construction

- **(steel/framing, roofing, siding, windows 11/2018 – 2/2019**
- **MEP, internal completion (2/2019 – 09/19)**

Site Work

- **Rough Earthwork (10/2018/11/2018)**

- Utilities (10/2018 –12/2018)
 - Gravels, Parking, Walks/Completion Utilities/Lighting (04/2019 -08/19)
 - Landscaping and Site improvements (08/19 - 09/2019)
2. Hours of Construction: **7:00 AM – 7:00 PM Monday – Friday. Construction activities shall start no earlier than 8:00 AM on Saturdays, Sundays or Holidays.** Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit and Section 25-129. Noise, dust and debris.
 3. There is no anticipation of night work on this project.
 4. All deliveries for materials will comply with the noise requirements listed above or will be restricted to the hours allowed for construction.
 5. Material Deliveries: Schedule and designated location for delivery of materials and boxed goods.
Deliveries may only occur during normal hours of construction and must be taken on-site within the secure construction fence. No deliveries are allowed to occur on Stevens Avenue.

F. Security & Public Safety

1. The site construction fence will be placed either on the property line, at back of curb, or at limit of work; as depicted on the plan to allow for construction equipment and construction employees to access the exterior walls of the building and for the site work.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16.
3. Sea Coast at Baxter Woods Associates, LLC and its contractor shall develop a fire safety and emergency protocol plan and contact the nearest Fire Station to advise them of the ongoing construction project.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual. (not anticipated)
5. Any proposed temporary security lighting shall be shown on the CMP and all fixtures shall be full cutoffs. (not anticipated)

G. Construction Permitting and Traffic Control Plans

1. **Construction Activity in Public Streets:** Will only occur when making connection to utilities within Stevens Avenue and when new curbing is set. All required permits will be obtained at the responsibility of the general contractor. Traffic and bicycle flow will be maintained and controlled as necessary for this work to occur.
2. **Sewer and Stormwater:** All sewer and stormwater water system connections will be per the City's requirements/standards and are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk

at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.

Other utilities: All other utilities (gas, water, underground electric/communications) will be per the utility provider requirements/standards. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works.

3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory 'maintenance of traffic' (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic
- Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.
- Flaggers will be used during utility connection within the adjacent streets.
- No police detail or lighted intersections are anticipated for this project.

All existing modes of travel in work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Stevens Avenue: Both bicycles and pedestrians will be alerted that the sidewalks along the project frontage will be temporarily closed for sidewalk, bus stop, and utility connections. Signage will indicate where crossings should occur to the opposite side of the streets to alternate sidewalks/bike routes.
- Typical construction fencing will be used to secure the site. Alternate sidewalks are available on the other side of the adjacent streets.

- ADA compliance shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works. Sea Coast at Baxter Woods Associates, LLC and its contractor shall apply for the necessary permits. (not anticipated)

H. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls
3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris (Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin or drainage to help snow melt
 - 6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. 510 Stevens Ave, LLC's selected contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.

2. 510 Stevens Ave, LLC's selected contractor shall maintain all tree and landscaping preservation measures as depicted on the landscaping plan within the area of construction.
3. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Construction Management Plan depicts locations of the material staging areas, the location on on-site temporary construction job trailers, the location on on-site truck delivery/holding areas, the location on-site parking, the general location of the construction security fence, temporary toilets, and the general location of temporary construction dumpsters.
2. Delivery Truck Holding Areas On-Site: The delivery holding area is shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, an off-site marshaling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan (in front of Motherhouse in loop).

K. Parking During Construction

1. Construction Parking: Parking for construction workers is provided on-site. If it is found that more parking is required separate arrangements for off-street parking at an off-site location shall be provided. Arrangements for potential use of unoccupied spaces at the Motherhouse (MH) may be utilized depending on occupancy levels of the MH pending completion of building construction on that lot.
2. Management Plan shall address the designated truck routes and expected truck volumes. All deliveries to the site shall be via Stevens Avenue. All deliveries will be made on-site within the secure construction fence. Delivery volumes will vary depending on construction sequencing but will only occur during allowable hours of operation.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/deep excavation/ piling and/or special construction techniques, or are located near sensitive uses e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.

No special measures of construction are anticipated for this project.



December 15, 2017

J14.067B

Barbara Barhydt
Development Review Manager
Planning and Urban Development Department
389 Congress Street, 4th Floor
Portland, Maine 04101

Sea Coast at Baxter Woods –Building-1
583 Stevens Avenue- Lot 4
Level III Site Plan and Subdivision Application
ADDENDA 1 –RESPONSE TO STAFF COMMENTS
(CBL 143-F012-001 & 136-E006-001)

Dear Barbara:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are submitting the following and attached materials in response to Staff and Planning Board comments on the initial August 18, 2017 LIII Site Plan Submission.

This Addenda-1 submittal provides responses to comments with references to the original submission Sections or Exhibits as noted herein. Revised Site Plans dated 12-14-17 are also included for uploading onto the Eplan system.

The following comments have been received and are addressed herein:

1. October 24, 2017 Planning Board workshop comments.
2. October 19, 2017 Design Review Memo & Sketches – Caitlin Cameron.
3. October 20, 2017 Woodard & Curran Peer Review Memo – Lauren Swett
4. October 24, 2017 Memo re: Baxter Woods and Landscaping – Jeff Tarling
5. October 19, 2017 Traffic Review Memo – Tom Errico
6. October 20, 2017 Email re: Transportation and Stevens Ave – Bruce Hyman
7. October 12, 2017 Fire Dept. Memorandum – Robert Thompson
8. Misc. emails and correspondence with Staff

This **Addenda-1** includes responses to the above comments itemized along with updated Exhibits as applicable corresponding to the same Exhibit number as the August, 2017 submittal and revised site plans –full set entitled: *LIII Site Plans “Sea Coast at Baxter Woods, Building -1, 583 Stevens Ave, Portland, Maine, LIII Site and Subdivision Plan” revised December 14, 2017.*

Updated Exhibits include:

- Exhibit 4 – Compliance with MDP (Architecture Updated)
- Exhibit 7 – Waiver Requests
- Exhibit 11 – Construction Management Plan
- Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
- Exhibit 15 - Metro

I. GENERAL PLAN REVISIONS:

Plan revisions are relatively modest and include the following changes and improvements:

1. **Relationship with Baxter Woods:** The plans (Sheets C4.0 and L1.0) now show the integration with into the 33-foot buffer area along Baxter Woods reflecting comments from and on-site reviews with Jeff Tarling, City Arborist. The Building -1 project will include the following improvements with the northern transitional area of Baxter Woods which are tied to the Master Development Plan and Letter of Intent with the City to participate and contribute to the ecological study and improvements to Baxter Woods.
 - a. Remove and relocate the trail along the fence.
 - b. Extend plantings into the 33-foot easement area.
 - c. Extend the former carriage trail into Baxter Woods to the southern edge of the full 66 foot easement area.
 - d. Provide additional plantings along the chain link fence (to be replaced with a decorative fence as detailed on the plans.) to increase buffering to the center of Building-1.
2. **Parking Dimensions:** Additional dimensions have been added to the garage parking on Plan Sheet C4.0 per Tom Errico's memo.
3. **Stormwater Management:** The Stormwater Management system has been upgraded with additional detail and adding underground storage chambers and infiltration systems to the proposed raingardens. An additional "Jellyfish®" membrane filter by Contech Engineered Solutions and flow splitter box have been added to the stormwater system to provide additional water quality treatment. Refer to *Exhibit 14*, Plan C6.1 Stormwater Management Plan and C7.4 Stormwater Management Details for the layout and details of the system.
4. **METRO Bench:** In response to the City Transportation and Staff comments, the requested bench for the METRO bus stop has been located on the project grounds inside of the Stevens Avenue fence. Several sections of the fence are to be removed to provide a "gateway" opening into the project for the new sidewalk and create a more inviting feel from the Stevens Avenue sidewalk. A granite bench and concrete pad edged with landscape plantings will provide an attractive feature to the pedestrian entrance to the campus while serving as a METRO stop for neighborhood residents. Refer to Plan C4.0 Site Plan and *Exhibit 15*.
5. **Gas Meter:** Although not a part of the Building-1 project, The Unitil gas meter assembly for the Motherhouse has been finalized and approved by Unitil. The meters are located on Lot 3 in the lawn northwest of Building-1 and the original wood meter enclosure has been replaced with a more natural landscaped and screened surround to buffer the meter assembly. Refer to Plan L1.0.
6. **Misc:** Minor updates to site details and plan labeling have been added in response to staff comments.

II. RESPONSES TO STAFF AND BOARD COMMENTS:

1. Planning Board Workshop 10-24-17:

- a. The Planning Board provided feedback and guidance on several key areas of the site plan and building design which we believe have been addressed with the updated Site and Architectural plans. Items discussed included:
 - i. Building Architecture and contextural relationship with the Motherhouse and review of Caitlin Cameron's design review comments and sketches.
 - ii. Integration with Baxter Woods and the MDP Letter of Intent between Sea Coast at Baxter Woods Associates, LLC and the City to work collaboratively and contribute funding towards the study and improvements to Baxter Woods.
 - iii. METRO bus stop bench on Stevens Avenue.
 - iv. Existing fencing to be preserved and sections to be removed along Stevens Avenue and new decorative fencing to replace the current chain link fencing along the 33-foot easement along Baxter Woods.
 - v. Request for 22-foot aisle parking waiver.

We believe that this Addenda-1 submittal addresses the Board and Staff's comments as more specifically noted herein.

2. Building Architecture –Caitlin Cameron Memo 10-19-17:

Archetype, PA has submitted a revised rendering and elevations, Plans A2.1 and A2.1 which address staff and Planning Board Comments. The main concerns focused on the building entry, proportions of building materials in relation to the Motherhouse and the roofline. Comments and changes are summarized below and included in *Exhibit 4*:

- a. The building entry has been made into a two story space making the entry a more prominent architectural element . The common deck is now on the third floor. The siding material behind the deck has been changed to fiber cement to emphasize entry as noted by staff.
- b. The building roof line has been simplified.
- c. The base and fourth floor horizontal lines have been adjusted as suggested in Ms. Cameron's sketches.
- d. The deck proportions have been modified, made longer and the balcony thickness has been modified by adding a shadow line.
- e. The stone base has been expanded to be more consistent on building base.
- f. Historic Review – The Motherhouse has received the Part II approval through Department of the Interior National Historic Landmark review which included the general review of the Lot 4 Building-1 relationship to the Motherhouse. We do not

believe any additional review is warranted. The Lot 4 development does not require City Historic review.

3. Woodard & Curran Peer Review Memo 10-20-17:

1. Stormwater Management Plan to be submitted - A stormwater management plan has been prepared by Stantec and will be added to *Exhibit 14*. The system incorporates LID BMP's including porous pavers, two raingardens, underground storage and infiltration and a Contech Jellyfish® Treatment device. Refer to *Exhibit 14* and Site Plan Sheets C6.0 and C7.4.
2. CB -4 Structures – The drainage system has been revised and CB-4 changed to a DMH.
3. Oil-Water Separator - The garage floor drains are connected to an oil-water separator inside the garage prior to discharge to the sanitary sewer. Refer to Plan Sheet C5.0.
4. Sewer inverts – The sanitary sewer connects to the new sanitary sewer trunk line behind the Motherhouse. The as-built grades of that recently installed system are being verified and Plan C5.0 will be updated with the appropriate sanitary sewer manhole inverts at Building-1.
5. Utility Details – Additional details have been added to Plan Sheets C7.0 and C7.1.

4. Baxter Woods & Landscaping Memo - Jeff Tarling Memo 10-24-17:

- a. Street Trees – The landscape plan (Sheet L1.0) identifies approximately 20 trees to be retained between the building and Stevens Avenue and over 18 trees to be planted on the west lawn of Building-1. Additionally 13 deciduous trees (Serviceberry & Red Oak) and 7 conifer trees (Red Pine & Balsam Fir) are proposed to be planted within the 33-foot easement and Baxter Woods as recommended by Jeff Tarling and used towards the Motherhouse street requirement. We will review the final accounting of trees to be applied with Jeff Tarling for his final recommendation.
- b. Baxter Woods Right of Way – The Landscape Plan, Sheet L1.0 provides additional details of the proposed trees, relocated trail & fencing both on Lot 4 and within the 33 foot right of way easement area as reviewed in the field with Carroll Associates and Jeff Tarling.
- c. Access to Baxter Woods – The carriage trail connection from Lot 4 to Baxter Woods has been added to Plan L1.0.

5. Traffic Review Memo-Tom Errico 10-19-17:

- a. Garage Parking Dimensions have been added to Plan C4.0.
- b. Waiver Request – 22 foot access aisle on east end of building. Refer to *Exhibit 7* – Waiver Requests for additional rationale to support the waiver from 24 to 22 feet in aisle width. The waiver is being requested to reduce the grading and impact to the softball field directly adjacent to the parking area, to reduce impervious area and is

located in a small parking area which will service only vehicles from the garage and 8 exterior spaces.

- c. Construction Management Plan – An updated Construction Management Plan has been added to *Exhibit 11* meeting the new City format and providing a formal plan for review. Access for construction vehicles will continue to be primarily from Stevens Avenue which has been in use without any issues for the duration of the construction of the Motherhouse.
- d. Traffic Analysis – No Comments.
- e. MDP Traffic Monitoring Study – We agree with the recommendation to postpone the study until the Motherhouse has been leased and is operational.
- f. MDP Parking Monitoring Study – We agree with postponing this study until Building -1 is operational to determine if less than 2 spaces per unit is warranted for future buildings within the campus master plan.
- g. MDP Crosswalk at Stevens Avenue/Walton Street – We concur that these improvements will be completed prior to Building-1 occupancy as proposed in Condition A. iv.a of the June 2016 MDP Approval.
- h. MDP Parking adjustments at Stevens Avenue Driveways – The MDP approval Condition A.iv.b requires the creation of a 50 foot no parking zone along Stevens Avenue at the egress driveway which will be provided for City Staff review prior to occupancy of the Motherhouse.

6. METRO email - Bruce Hyman 10-20-17:

- a. Plan Sheet 7.1 ADA Details – Walkway and Driveway Details I-14 and I-15 (New Plan Sheet number 7.2) have been updated with the 2% cross slope.
- b. METRO Bench – The Site Plan Sheet C4.0 details the location of the proposed granite bench, opening of several sections of the Stevens Avenue fence and landscape plantings to provide an attractive and safe bench at the proposed METRO stop. The applicant understands that the \$15,800 contribution towards the crosswalk and METRO improvements required under the MDP approval is separate from the requirement of the Building -1 project requirement to provide the pedestrian/bus stop amenity. *Exhibit 15* – Metro has been revised accordingly.

7. Fire Code Review Memo – Robert Thompson 10-12-17:

- a. All of the Life Safety and E911 addressing comments will be coordinated with the Fire Department prior to construction to address Mr. Thompson's comments.

III SUMMARY:

We believe all staff and Planning Board comments have been addressed with this Addenda-1 submittal. Should staff require any additional information or have subsequent comments, please do not hesitate to contact me.

We look forward to presenting the updated plans at the next available Planning Board hearing date.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

Encl: REVISED Exhibit 4 – Compliance with MDP (Architecture)
REVISED Exhibit 7 – Waiver Request
REVISED Exhibit 11 – Construction Management Plan
REVISED Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
REVISED Exhibit 15 - Metro
Seacoast at Baxter Woods, 583 Stevens Avenue Site Plans Revised Date 12-14-17

Cc: (via email - PDF copy)
Matt Teare; Sea Coast at Baxter Woods Associates, LLC
Chris Wasileski; Sea Coast at Baxter Woods Associates, LLC
Kevin Bunker; Sea Coast at Baxter Woods Associates, LLC
Ron Epstein; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
David Lloyd; Archetype
Steve Bushey; Stantec
Diane Morabito; Maine Traffic Resources

ADDENDA-1 REVISED PLAN SHEET INDEX

REV-1

583 Stevens Avenue Site Plan Index rev 12-14-17	
Plan Number	Title
G-1	Title/Cover Sheet
C-1.0	Approved Subdivision Plat
C-2.0	Second Amended Subdivision & Building -1 Sectional Plat
C-3.0	Demolition And Tree Preservation Plan
C-4.0	Site Plan
C-5.0	Utility Plan
C-6.0	Grading, Drainage & Erosion Control Plan
C-7.0	Utility Details 1 of 2
C-7.1	Utility Details 2 of 2
C-7.2	Site Details
C-7.3	Site, Stormwater & Erosion Control Details
C-7.4	Stormwater Management Details
C-8.0	Erosion Control Notes
L-1.0	Landscape Plan
L-2.0	Landscape Details
E-1.0	Electrical Site Plan
E-2.0	Site Lighting Calculation Plan
A1.1	First Floor Plan
A1.2	Second Floor Plan
A2.1	Elevations
A2.2	Elevations
A2.3	4-Story Rendering

Sheets indicated in **RED** are new plan sheets.

Also included in the *Construction Management Plan - Exhibit 11* is a new Construction Management Plan Sheet CMP 1.0 prepared by Carroll Associates dated 12-14-17.



SEA COAST AT BAXTE WOODS
BUILDING -1 SITE PLAN APPLICATION
ADDENDA 1 12-15-17

EXHIBIT 14 *REV-1*

STORMWATER MANAGEMENT

(REVISIONS IN RED AND ATTACHED)

The project stormwater management plan is integrated with the approved MDP Stormwater Management plan for the campus. Stormwater management for Building-1 will be accomplished through the use of several BMP's taking advantage of infiltration with the prevalence of deep well drained granular soils. The limited size of the project coupled with credits taken for removal of existing impervious areas (walks, etc) result in a modest increase in peak flow rates which are mitigated using the following BPM's to meet the DEP Chapter 500/City of Portland Technical Standards for General (water quality) and Flooding (peak rate) standards for the Building-1 Project.

Ultimate stormwater overflow discharge will connect to the existing 12-inch storm drain located under the south end of the athletic fields and discharging to the wetland area towards the eastern property boundary.

Proposed Stormwater Management BMPS:

- Two Rain gardens located on the south side of the building.
- **Underground storage chambers and Contech Jellyfish® filter**
- Pervious pavers in selected parking/walkway areas.
- Maximizing lawn and landscape area onsite.

A stormwater report has been prepared by Stantec and will be provided under separate cover.



EXHIBIT 4 **REV-1**

CONSISTENCY WITH MASTER DEVELOPMENT PLAN

(REVISIONS IN RED)

A copy of the June, 2016 Approved Master Development Plan (MDP) is attached showing a senior campus on the 9.05 acre Lot 4 with five (5) buildings with a central courtyard, parking and access over Lot 3.

The proposed LIII Site Plan for Building-1 is consistent with the Master Development Plan based on the following:

1. **Location:** The proposed building is shown in the same general location and configuration as the MDP.
2. **Height:** The MDP proposed that the first building closest to Stevens Avenue would be subordinate to yet architecturally compatible with the Motherhouse. Building-1 is proposed as a 4-story building with a lower building height at 43 ft.-3 inches as compared to the Motherhouse at 5 stories including the 5th floor dormer apartments at 55-60 feet in height.
3. **Massing:** The applicant agreed that the Building-1 would also be lower in height to also present less massing softened by the robust existing and proposed landscaping and site trees as viewed from Stevens Avenue. The proposed site plan reflects this condition.
4. **Site Access and Circulation:** The proposed site plans provide for parking and access from Walton and Stevens Avenue thought Lot 3 as per the approved MDP. The building will provide 28 covered parking spaces in the first floor garage to reduce surface parking as generally shown on the approved MDP. Pedestrian walks and paths behind and around the building are similar to those shown on the approved MDP. A stonedust path will be provided from Building-1 along the east side of Lot 3 to connect with the exiting pathway and new walkway (to be constructed under the Motherhouse contract) connecting to Walton Street providing pedestrian linkages to both Stevens Avenue and Walton Street.
5. **Sensitivity to Baxter Woods** – The MDP process reviewed the relationship of the campus buildings 2, 3 and 4 to Baxter Woods. The design of Building -1 considered the following to provide a plan which is both sensitive to and integrated with the character of Baxter Woods. (Refer to Plan L1.0 -Landscape Plan for additional detail.)
 - a. The applicant has agreed to provide a conservation easement or deed covenants on the 33-foot portion of Lot 4 on the south side of the southern chain link fence. This is an area which appears to be a part of Baxter Woods complete with a trail traversing sections of the lot but is actually on Lot 4. The applicant's representatives have met with Jeff Tarling, City Arborist to review options for relocating a portion of the degraded side trail directly adjacent to the fence together with providing additional plantings

along the north side of the fence. Refer to the Letter of Intent provided by the applicant as part of the MDP approval process for specific conditions.

(NOTE: Reference to any work or plantings within the 33-foot easement as proposed in the June, 2016 MDP approval in the vicinity of Building-1 are included on the revised Plan Sheets C3.0 and L1.0 of this LIII Application except as noted herein.)

- b. Invasive trees (Norway Maple) will be removed on the site as recommended by the City Arborist and planted with indigenous trees as shown on the landscape plan, Sheet L1.0. The area closest to Stevens Avenue near the red pine grove with minimal understory for buffering views will be enhanced with additional trees and landscaping
 - c. The rear of the building is proposed with a robust landscaping plan with indigenous plant materials compatible with Baxter Woods to provide additional buffering and infill to mitigate the removal of trees within the building footprint and removed due disease or age.
 - d. Two rain gardens behind the building will be incorporated with additional landscaping.
 - e. Exterior lighting will be kept to a minimum. All fixtures will be LED.
 - f. The chain link fence will be replaced with a decorative style fence along the edge of the 33-foot easement.
 - g. The building will be set back over 75 feet from Baxter Woods providing significant area for infill plantings together with a walking trail on Lot 4 behind the building.
 - h. The trail along the fence will be removed and relocated and a formal trail connection made at the former carriage road into the 66-foot combined easement area. (Plan Sheet L1.0).
 - i. Additional tree plantings and buffering in and adjacent to the 33-foot easement are shown on Plan Sheet L1.0.
6. **Building-1 Architectural Review** –The building structure together with the site plan, has drawn from the historic character of and relationship to the Motherhouse. We believe that architectural comments and suggestions made by the City Urban Designer, Caitlin Cameron dated June 9, 2016 have been incorporated into the Building-1 design. That memo references the MDP Final Submittal, Exhibit 8.1 –Architectural Characteristics Summary, together with preliminary architectural elevations and renderings as “guiding documents” for the implementation of the 5 building senior campus.

Additional modifications in the building design as recommended by Ms. Cameron’s updated October 19, 2017 memo and sketches are reflected in the December 14, 2017 Revised Architectural Plans and as noted below in items i-m.

Specific architectural elements referenced for “future approvals” by Ms. Cameron have been summarized as follows with responses in italics. (The reviewer’s items 1-9 have been replaced with letters a-h):

- a. Building Footprint – Shall generally follow the MDP approved footprints.
The building -1 footprint is very similar to the MDP approved footprint.
- b. Roof Lines – Flat roof forms are preferred to respond to the Motherhouse hipped roofs and dormers.
Building-1 will have a flat roof with accent trim lines.
- c. Motherhouse Context – Apply Characteristics of the Motherhouse to the new buildings.
Building-1 will utilize a combination of brick and first level stone veneer base material to follow the form of the Motherhouse granite base; brick will be the predominate material similar to the Motherhouse with accent shingles on the 4th floor simulating the hip roof of the Motherhouse. Granite/stone window headers will provide a similar repeating form as used in the Motherhouse. Fenestration in the building faces will break up the massing to soften the scale of the building.
- d. Material Palette –Material selection and color palette should be guided by those shown in the MDP renderings and elevations:
The proposed Building-1 Elevations are similar in materials and colors to the approved MDP renderings.
- e. Building Entry – Clearly delineate the entries with porch elements:
The Main (north) entry is proposed with an inviting entry plaza and canopy with vertical posts simulating a traditional porch. The rear (south) entry will be primarily for residents to access walking paths and an external patio and seating area. This entry will be much more subtle due to landscape buffering from Baxter Woods and the secondary nature of this entry door.
- f. Massing –Mitigate the scale of the buildings:
The proposed building architecture will provide for both vertical and horizontal breaks and fenestrations in the building exterior to break up the massing together with the discretely placed changes in materials from the stone veneer base, primary brick exterior and 4th floor shingle siding. The narrow end of the building will face Stevens Avenue filtered through both existing evergreen trees and proposed trees. The final building elevations are very similar to those presented with the MDP.
- g. Parking: Structured parking to be consistent with upper floors:
The first floor covered parking has been carefully designed to blend in with the overall architectural context of the building – creating the image of a residential ground floor. Again the use of an intermittent stone base will also provide balance in context with the base of the Motherhouse.

- h. Additional Guideline Recommended by the Reviewer - Window types will be consistent with the vertical proportion throughout all buildings:
Building 1 windows are shown as elongated with floor to floor proportions similar in overall context to the Motherhouse windows. Future buildings will follow this general design guideline to create a unified architectural "look" between the 5 buildings.
 - i. The building entry has been made into a two story space making the entry a more prominent architectural element . The common deck is now on the third floor. The siding material behind the deck has been changed to fiber cement to emphasize entry as noted by staff.
 - j. The building roof line has been simplified.
 - k. The base and fourth floor horizontal lines have been adjusted as suggested in Ms. Cameron's sketches.
 - l. The deck proportions have been modified, made longer and the balcony thickness has been modified by adding a shadow line.
 - m. The stone base has been expanded to be more consistent on building base.
7. **MDP Stormwater Plan:** Building -1 site plans will provide for two rain gardens as well as roof drain filters, **underground storage and a membrane filter to provide treatment** taking advantage of the sandy soils for infiltration. This concept is consistent with the approved MDP Stormwater Plan C1.0, copy attached.
8. **MDP Utility Plan:** Water and gas utilities will be serviced from Stevens Avenue as shown on the approved MDP plan C2.0 (copy attached). Electric will be provided from the rear of the Motherhouse from the upgraded overhead line extending from Walton Street as shown on the MDP Utility Plan. Evaluation of Building-1 sewer alignments are slightly altered the MDP plans of a single sewer trunk line running through the future Buildings 2-5 central corridor. Instead, a new sewer trunk line running along the east side of Lot 3 is proposed to avoid trenching within the athletic fields at this phase of development.

However the sanitary sewer will continue to discharge to the same mains as shown across Lot 1 to Walton Street. Based on the above we believe the utility plan is consistent with the approved MDP.

In summary, we believe that the proposed Building-1 development is consistent with the approved 2016 Master Development Plan in all respects.



SEA COAST AT BAXTER WOODS
BUILDING-1 SITE PLAN APPLICATION
ADDENDA 1 12-15-17

EXHIBIT 7 **REV-1**

WAIVERS

(REVISIONS IN RED)

The following waivers are respectfully requested from the Site Plan and Subdivision Ordinance

1. Portland Land Use Code Division 20 Section 14-341 Off Street Parking: Aisles required for 6 or More Spaces: This section of the Land Use Code refers to the Portland Technical Manual for standards for parking. The Technical Manual Section 1.14 and Figure 1.27 require a 24 foot parking aisle width.

Waiver Request: A waiver of the referenced Ordinance standards is requested for the parking aisle located on the east side of Building -1 providing access to 6 surface parking spaces and the under building parking. The waiver request is to reduce the aisle width from 24 to 22 feet. **The rationale for the request is to minimize the disturbance and encroachment to the east towards the softball field and backstop where a graded slope already extends up to the backstop. The requested waiver will also minimize pavement and impervious area. Third the aisle will be used for access/egress to the garage and only 8 outside spaces and is not a major access aisle to the campus.**

The 22 foot aisle is considered adequate for the level of use and parking in this area of the site.

EXHIBIT 15 *REV-1***METRO****(REVISIONS IN RED)**

The applicant has been working with the City Planning Staff to coordinate a location of a proposed new METRO Bus Shelter and crosswalk on Stevens Avenue as a condition of the the Master Development Plan Approval condition A.v. and the Motherhouse LIII Approval condition C.ii. together with a contribution of \$15,800. The current suggested location across from Lot 4 as proposed by METRO is shown on the attached sketch provided by City Planning Staff and on Site Plan sheet C4.0 for reference. A METRO Map is also provided.

Additionally a new granite METRO bus stop bench and plantings are proposed on the western edge of Lot 4 behind the Stevens Avenue sidewalk as recommended by staff. Several sections of the existing fence will be removed to create a more welcoming pedestrian entry to the project. Refer to revised Plans C4.0, L1.0 and L2.0.

MEETING • PHONE • FIELD VISIT NOTES

Project:	583-605 STEVENS AVE. PORTLAND BUILDING-1 LIII SITE PLAN/SUBDIV. APP.	Project No.:	14.067B
Attendees:	PROJECT TEAM: MATT TEARE, SEACOAST AT BAXTER WOODS ASSOCIATES, LLC RICK LICHT, LED ABUTTERS: JIM & KELLY RIVOLI, 279 WALTON ST. TED RAND, 67 WINDING WAY SARAH CAMPBELL, 67 WINDING WAY	Date:	OCTOBER 12, 2017 6:30 PM
Subject:	NIEGHBORHOOD MEETING	Location:	MAINE GIRLS ACADEMY ATRIUM 631 STEVENS AVE. PORTLAND

OVERVIEW:

Neighborhood meeting held in compliance with City of Portland LIII Site Plan/Subdivision application for proposed Building-1 Senior Apartments located at the 583-605 Stevens Ave. campus.

Public notice (attached) was mailed to all abutters within 500 feet of the project on or about October 2nd, 2017 with copy provided to City Planning Staff.

DISCUSSED:

Matt Teare and Rick Licht provided a brief presentation of the proposed 4 story-21 Unit senior apartment building to be located on the grounds and to the south of the former St. Josephs Covent (Motherhouse). Key talking points:

- Project is the first of a proposed 5-building senior retirement community approved in June 2016 as a Master Development Plan (MDP) for the former campus grounds.
- Building -1 will have 3 stories of apartments with the first floor being a 28 space covered garage. Units are proposed at 1400-1500 sf+/- however sizes may be reduced pending market demands.
- Total of 42 parking spaces provided (28 internal/14 external) or 2:1 parking ratio.
- Architectural Elevations and site plans were presented showing context with Motherhouse and Baxter Woods.
- MDP –Baxter Woods Memorandum of Agreement submitted with the MDP to work with the City to provide baseline ecological study work as a partner to provide improvements to Baxter Woods reviewed.

COMMENTS AND QUESTIONS:

1. *Discussion of Fence along Stevens Ave.* – Historic wrought iron fence at Stevens Ave. to remain as part of Motherhouse (MH) project except for gates to be opened and new pedestrian entry to Building-1 and Lot 4 campus. Chain link fence along Baxter Woods to be removed and replaced behind Building -1 with new decorative fence.

2. *What is the schedule for Building-1?* – Expectation is that permitting with the City will be complete over the early winter 2017-18 and construction start-up late 2018 pending pre-sales of units and market conditions.
3. *What will rents be for the MH and Building-1, other project specifics?* – Motherhouse affordable unit rents expected at \$600-800/month. Building -1 may be in the range of \$1200-1500 and up to \$2500 for larger units however final determination is yet to be made based on market conditions, proposed rent control ordinance and other outside factors. The developer has not determined whether units will be for rent or sale (condominiums).
4. *Other project details* – Lot 4 will be a 55+ senior campus community, 5 buildings with a common amenity in each building with limited services (as available in other SeaCoast full continuum retirement communities). Building-1 will have 21 units ranging from 1200-1500+/- sf.
 - a. Potential campus amenities to include outdoor fireplaces, fitness center, common kitchen, common recreation room and/or theater room.
 - b. Buildings will be energy efficient and likely include solar arrays which have been successfully implemented in the other SeaCoast projects.
5. *Traffic is a concern – have seen trucks on Walton Street from Motherhouse construction -*
 - a. Project has submitted a traffic study indicating minimal trip generation as is typical with senior communities. Seniors can choose to drive off “peak” hours which reduces impacts to peak hour congestion. Site has 2 spaces per unit proposed - no parking is proposed for Stevens Avenue.
 - b. A construction management plan has been submitted for both the Motherhouse and Building-1. The main entrance being used for MH truck traffic is from Stevens Ave. except for oversized deliveries. The applicant will look into trucks using Walton Street with the MH Contractor.
6. *What is happening with Baxter Woods?* – As part of the Master Development Plan approval, the applicant has committed to a 10 year \$5,000/year collaborative effort with the City to perform a baseline ecological study and fund improvements to Baxter Woods.
7. *Parking issues on Stevens Avenue; why not work with UNE and City to force students to use UNE Satellite lot?* The applicants agree that more effective parking controls with UNE and Students would be beneficial to alleviate Stevens Ave. parking . However this project is not anticipated to have a negative impact on Stevens Ave. parking as all parking is planned for on-site

These meeting notes have been Issued by Frederic (Rick) Licht, PE and represent notes taken by the author based on records of the meeting. If there are discrepancies or omitted information please contact the author for issue of revised notes.

583 STEVENS AVE. BUILDING -1

NEIGHBORHOOD MEETING- LIII SITE PLAN/SUBDIV. REVIEW

LOCATION:		MAINE GIRLS ACADEMY, AUDITORIUM.		OCTOBER 12, 2017, 6:30 PM
	ATTENDEE NAME	ADDRESS		
1	Rick Licht	(Development Team) Light Env. Design, LLC, 35 Fran Circle, Gray, ME		
2	Jim + Kelly Rivoli	279 WATSON ST. PORTLAND ME. 04103		
3	Phil Tease	Sea Coast / Developers Collaborative Portland ME		
4	TEO RAND	67 WINDING WAY		
5	SARAH CAMPBELL			
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 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,

_____

11/3/17 (date)

Attached to this certification are:

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

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our Level III Site Plan and Subdivision Amendment for a proposed 21-unit senior housing building located at 583 Stevens Avenue on the campus of the former St. Josephs Convent. This project commences the second phase of the approved Master Development Plan for the property. As you may be aware, the Phase-1 approved "Motherhouse" site plan is currently being renovated and re-purposed as senior apartments.

The meeting information follows:

Meeting Date: Thursday, October 12th, 2017

Meeting Time: 6:30 P.M.

Meeting Location: Maine Girls Academy Auditorium, 631 Stevens Avenue, Portland

This is meant to be an informal, collaborative conversation regarding the plans and application that is before the City of Portland. After a brief presentation of our site and architectural plans, we would like to hear your thoughts, concerns, comments and ideas.

In addition, if you would like to meet with our team individually or have other questions / comments; feel free to contact me via phone or email at 837-2418 or mteare@highlandgreenmaine.com.

Thank you for your time and consideration.

Matt Teare

Director of Development

SeaCoast at Baxter Woods Associates, 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

SEA COAST AT BAXTER WOODS

BUILDING - 1

583 Stevens Ave. | Portland, Maine

MAP / BLOCK / LOT
143-F012-001

Consultants:

PROJECT MANAGER:

LICHT ENVIRONMENTAL DESIGN, LLC
35 Fran Circle
Gray, ME 04039
(207) 749-4924

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial St. Suite 200
Portland, ME 04101
(207) 772-1552

CIVIL ENGINEER:

STANTEC
482 Payne Road Court
Scarborough, ME 04074-8929
(207) 887-3478

ARCHITECT:

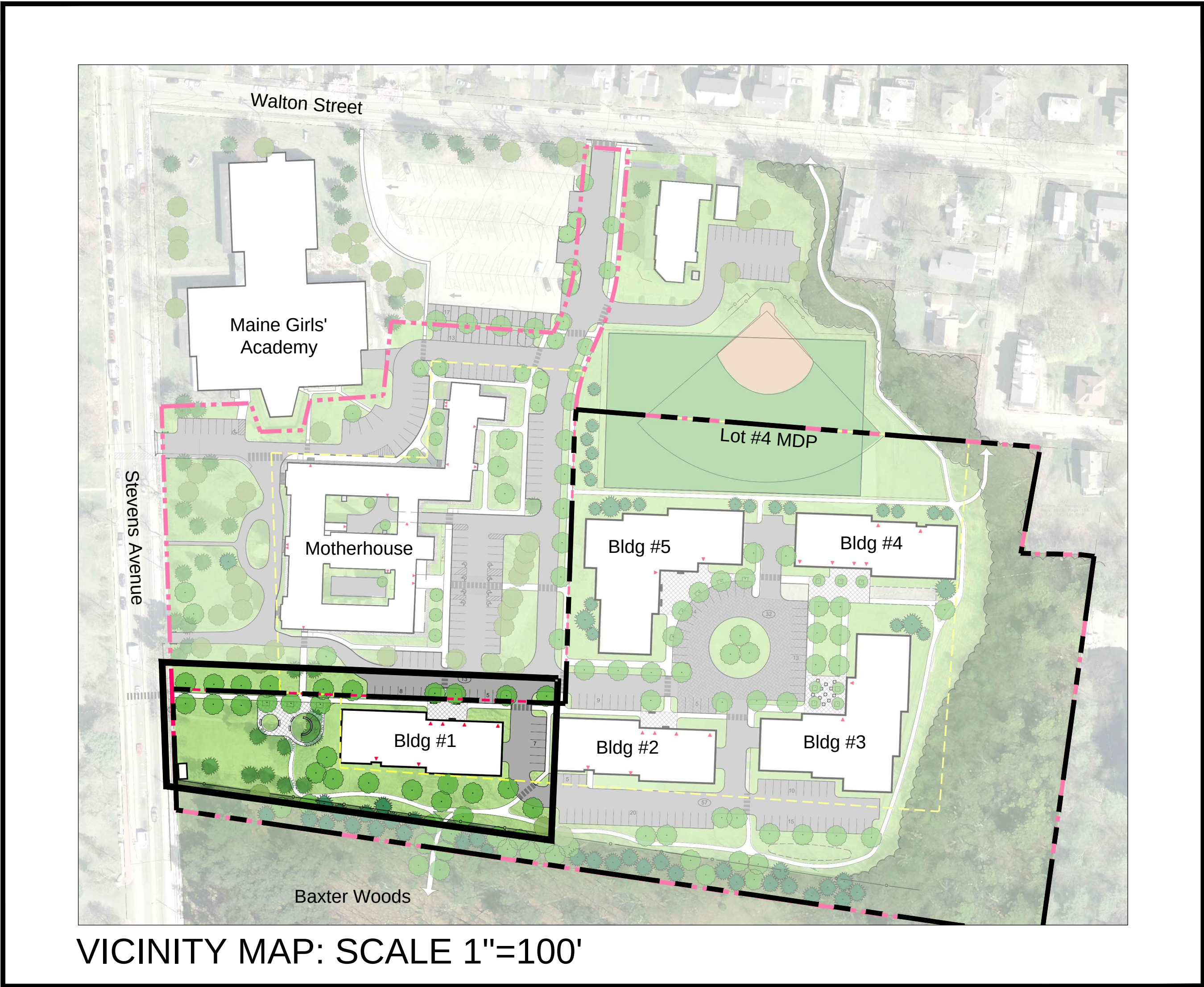
ARCHETYPE ARCHITECTS
48 Union Wharf
Portland, ME 04101
(207) 772-6022

SURVEYOR:

TITCOMB ASSOCIATES
133 Gray Road
Falmouth, ME 04105
(207) 797-9199

Level III Site + Subdivision Plan

August 16, 2017
Revised December 14, 2017



Owner / Applicant:

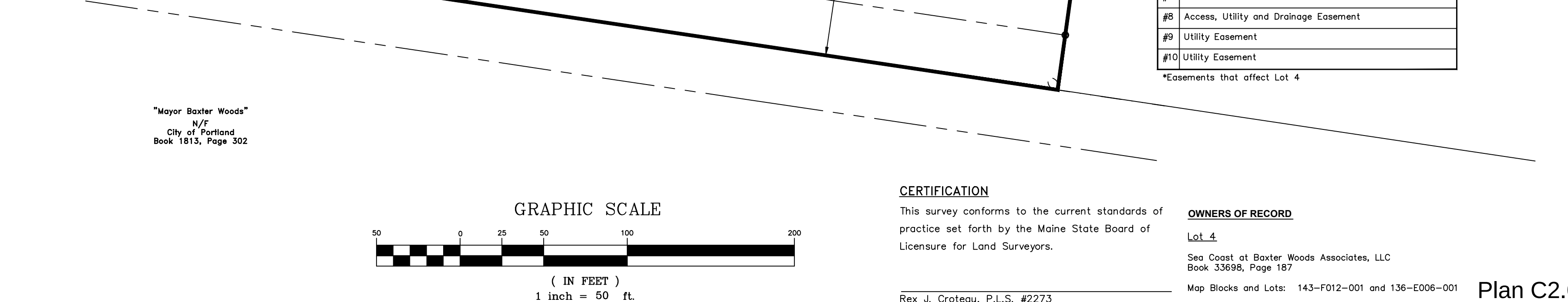
SEA COAST AT BAXTER WOODS
ASSOCIATES, LLC

20 BLUEBERRY LANE
FALMOUTH, ME 04105

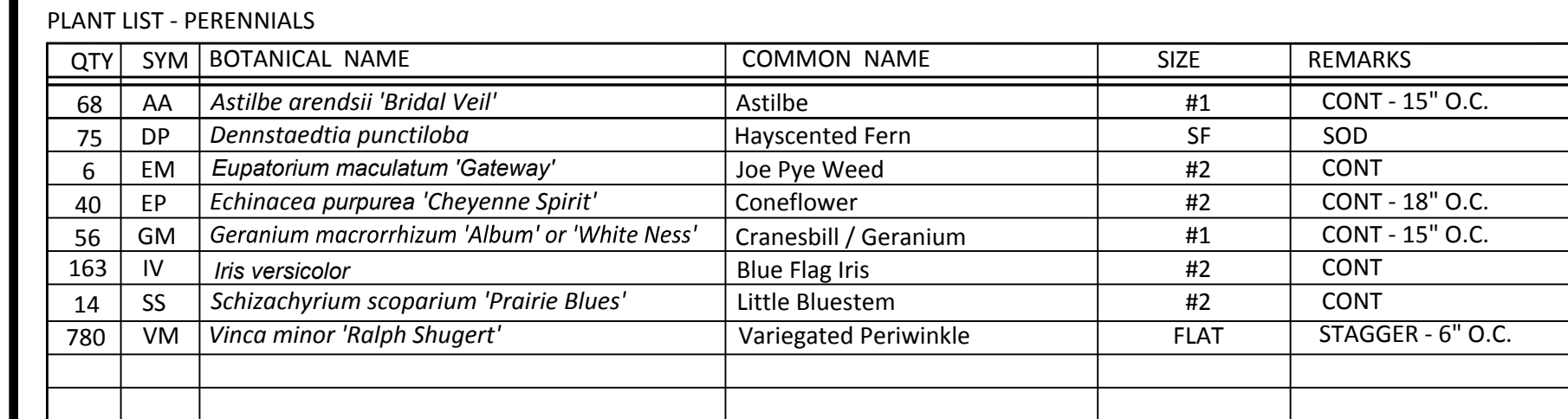
Index of Drawings:

G-1	TITLE / COVER SHEET
C-1.0	APPROVED SUBDIVISION PLAT
C-2.0	SECOND AMENDED SUBDIVISION + BUILDING-1 SECTIONAL PLAT
C-3.0	DEMOLITION AND TREE REMOVAL PLAN
C-4.0	SITE PLAN
C-5.0	UTILITY PLAN
C-6.0	GRADING, DRAINAGE, AND EROSION CONTROL PLAN
C-6.1	STORMWATER MANAGEMENT PLAN
C-7.0	UTILITY DETAILS
C-7.1	UTILITY DETAILS
C-7.2	SITE DETAILS
C-7.3	SITE, STORMWATER & EROSION CONTROL DETAILS
C-7.4	STORMWATER MANAGEMENT DETAILS
C-8.0	EROSION CONTROL NOTES
L-1.0	LANDSCAPE PLAN
L-2.0	LANDSCAPE DETAILS
E-1.0	ELECTRICAL SITE PLAN
E-2.0	SITE LIGHTING CALCULATION PLAN
A1.1	FIRST FLOOR PLAN
A1.2	SECOND FLOOR PLAN
A2.1	ELEVATIONS
A2.2	ELEVATIONS

<i>State of Maine, Cumberland ss</i> <i>Registry of Deeds</i> <i>Received</i> _____ <i>20</i>____ <i>at</i> _____ <i>h</i>____ <i>m</i>____ <i>and recorded in</i> <i>Plan Book</i> _____ <i>Page</i> _____ <i>Attest:</i> _____ <i>Register</i> Approved by the City of Portland Planning Board _____ _____ _____ _____ _____ _____ _____ _____ _____	<u>MDP CONDITIONS OF APPROVAL</u> MDP Conditions of Approval (June 14, 2016) relating to Lot 4—Building—1 Development include: 1) Condition A.i: Parking Monitoring of Site and Maine Girls Academy (Formerly McAuley School). 2) Condition A.iii: The Planning Board may allow a reduction in the approved parking ratio of 2:1 should Lot 4 build-out conditions demonstrate a lesser ratio is satisfactory. 3) Condition A.viii: Analysis of light sources and impacts to Baxter Woods. 4) Condition A.ix: Architectural Characteristics Summary shall be reviewed for consistency with the Designer's Design Review memo dated June 9, 2016 and comments related to the window design. 5) Condition A.x: Provide a summary of all easements and covenants, etc. relating to the subdivision. 6) Condition A.xi: Incorporate comments of the Urban Designer dated June 9, 2016 into the building design. 7) Condition A.xxi: Provide an analysis of how each building site plan relates to the overall MDP utility and stormwater management plan.
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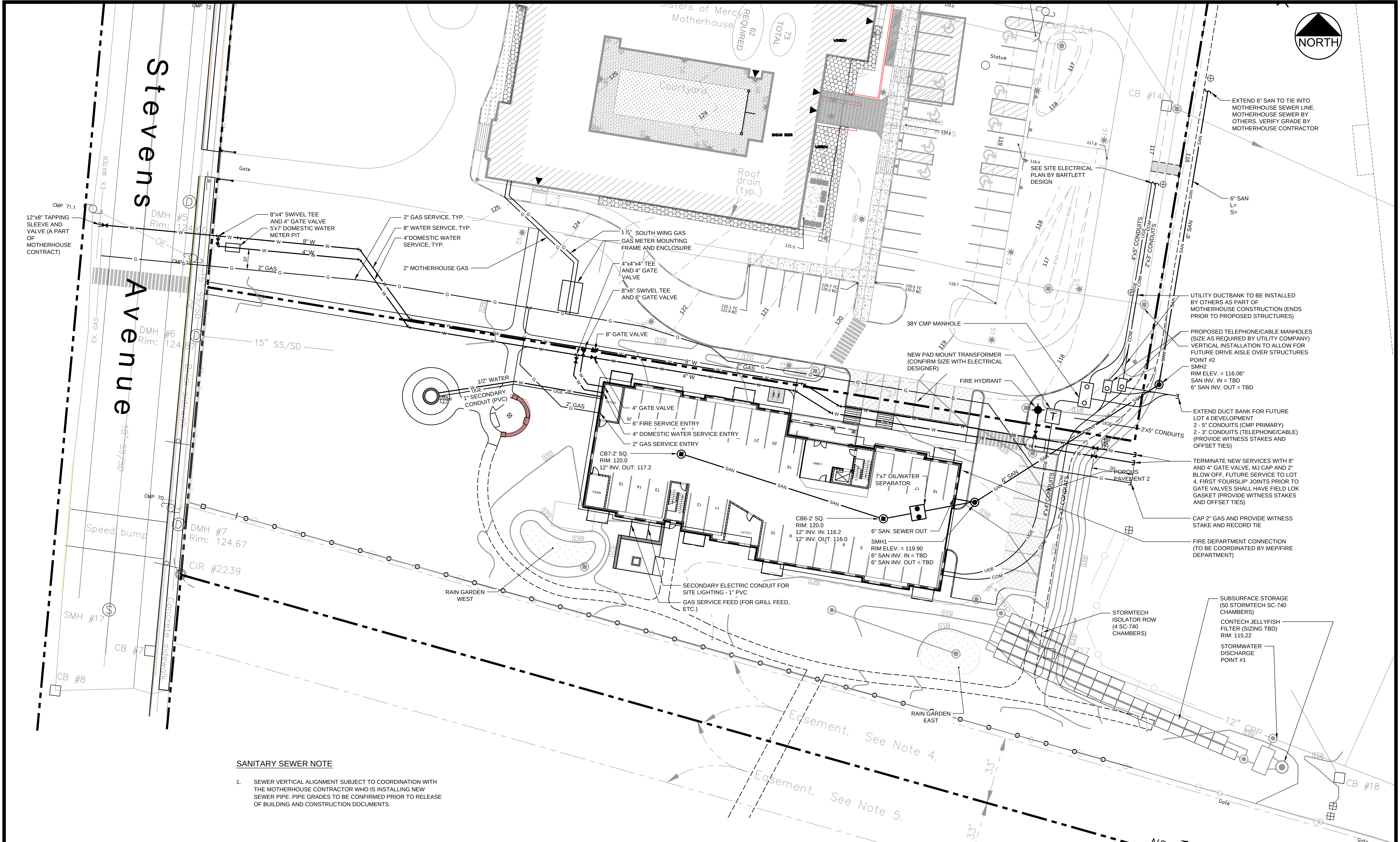


BAXTER WOODS-BUILDING 1, 583 STEVENS AVENUE PORTLAND, MAINE DATED AUGUST 16, 2017, 19 SHEETS INCLUDED		
SECOND AMENDED SUBDIVISION & BUILDING-1 SECTIONAL PLAT		
Sea Coast at Baxter Woods Building-1		
583 Stevens Avenue	Portland, Maine	
MADE FOR		
Sea Coast at Baxter Woods Associates, LLC		
20 Blueberry Lane	Falmouth, Maine 04105	
JOB# 202096.1	DATE: August 16, 2017	SCALE: 1" = 50'
BOOK# 525, 578		
202096_Lot 4.dwg		
FILE# 8558		
 Titcomb Associates 133 Gray Road, Falmouth, Maine 04105 (207)297-9199, www.titcombassociates.com		



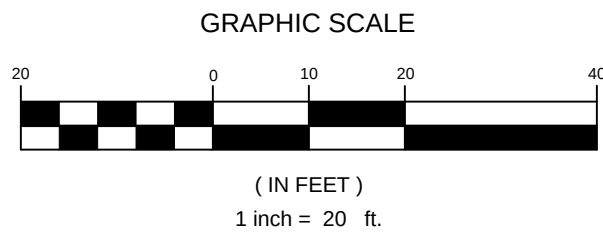
2 RAIN GARDEN PLANTING (WEST)
SCALE: 1"=5'-0"

- # 110



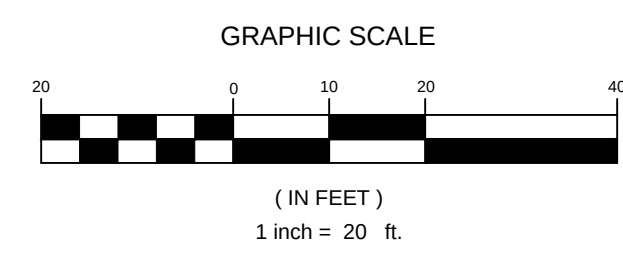
SANITARY SEWER NOTE

- 1. SEWER VERTICAL ALIGNMENT SUBJECT TO COORDINATION WITH THE MOTHERHOUSE CONTRACTOR WHO IS INSTALLING NEW SEWER PIPE. PIPE GRADES TO BE CONFIRMED PRIOR TO RELEASE OF BUILDING AND CONSTRUCTION DOCUMENTS.

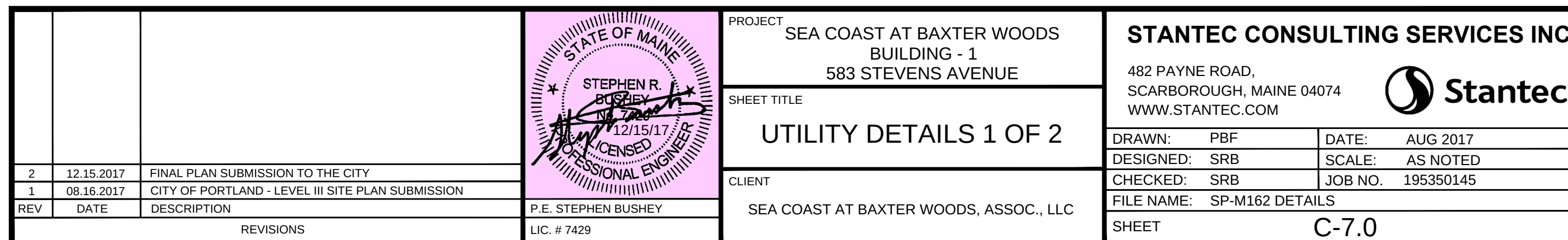


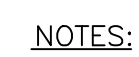
PRELIMINARY - NOT FOR CONSTRUCTION

2023.09.2017 08.16.2017 REV		REVISIONS 1. REVISED PER SURVEYOR AND THE CITY 2. CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION	STATE OF MAINE STEPHEN R. BUSHEY PROFESSIONAL ENGINEER P.E. STEPHEN BUSHEY LIC. # 7429	PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE SHEET TITLE UTILITY PLAN CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 50145_utility DATE: AUG 2017 SCALE: 1" = 20' JOB NO.: 195350145 SHEET C-5.0
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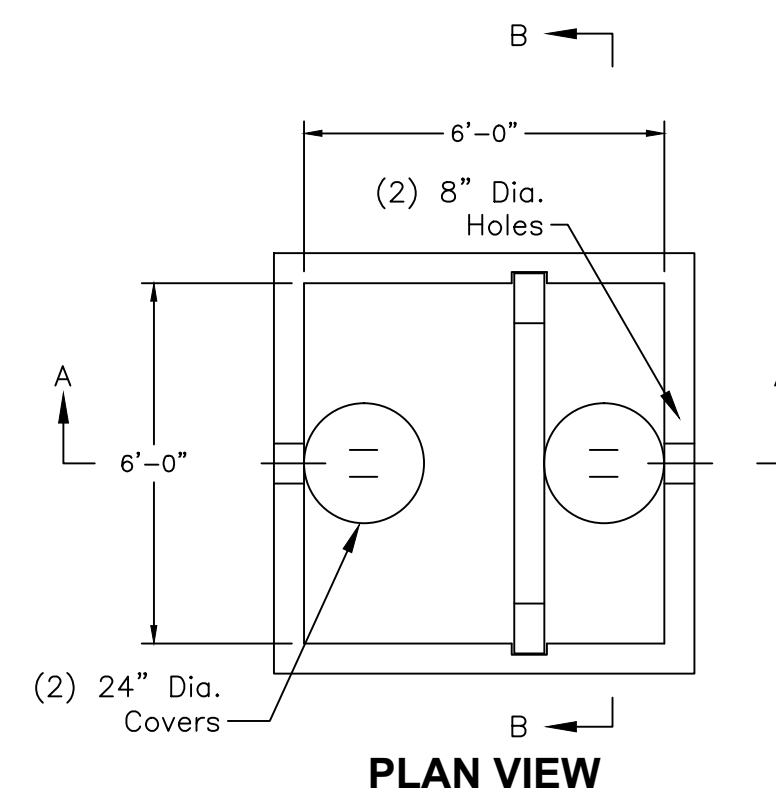


				PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
				SHEET TITLE GRADING, DRAINAGE & EROSION CONTROL PLAN		
				CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC		
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION				
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY			
		REVISIONS	LIC. # 7429			





1. Concrete: 5,000 P.S.I.
Minimum Strength @ 28 Days
2. Steel Reinforcement- ASTM A-615,
Grade 60.
3. Cover to Steel-1" Minimum
4. Tanks are Designed to Meet ASTM
C858 and ACI 318 with AASHTO
HS-20 Loading
5. Earth Cover-0 to 5 Feet
Minimum
6. Construction Joint-Sealed with
1" Dia. Butyl Rubber or Equivalent
7. Approx. Wt. Top Pc. = 6.3 Tons
Approx. Wt. Bottom Pc. = 6.3 Tons
8. This Print is an Example of an O/V
Separation and is not designed for
Specific Performance Ratings.
Openings can be Modified for
Specific Project Requirements.



**6'-0" x 6'-0" x 5'-0" I.D.
Oil/Water Separator
1,000 Gallon Capacity**

(A) OIL AND WATER SEPARATOR DETAIL
N.T.S.



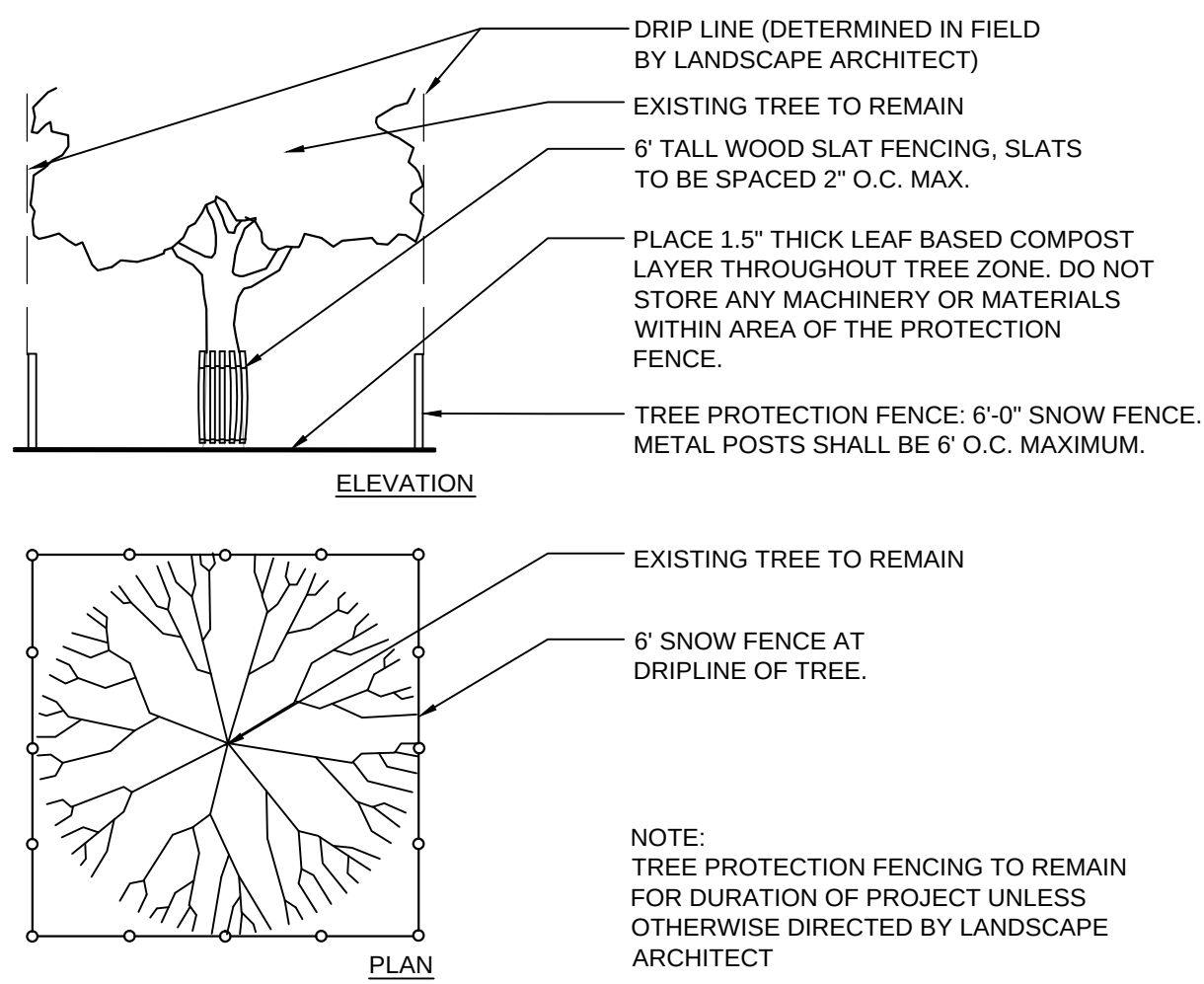
* NOTE:
CHANNEL MAY ALSO BE A
PREFABRICATED FIBERLINER 2000
CHANNEL AS FABRICATED BY GDT,
INC. OF ESSEX, CT OR EQUAL



1. ALL BASES TO BE SET 6" ABOVE GRADE (MINIMUM). OR AS DESCRIBED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE. CONTRACTOR SHALL CONFIRM PRIOR TO ANY POLE INSTALLATIONS.
2. BASE SIZE TO BE CONFIRMED WITH THE LIGHT POLE SUPPLIER.

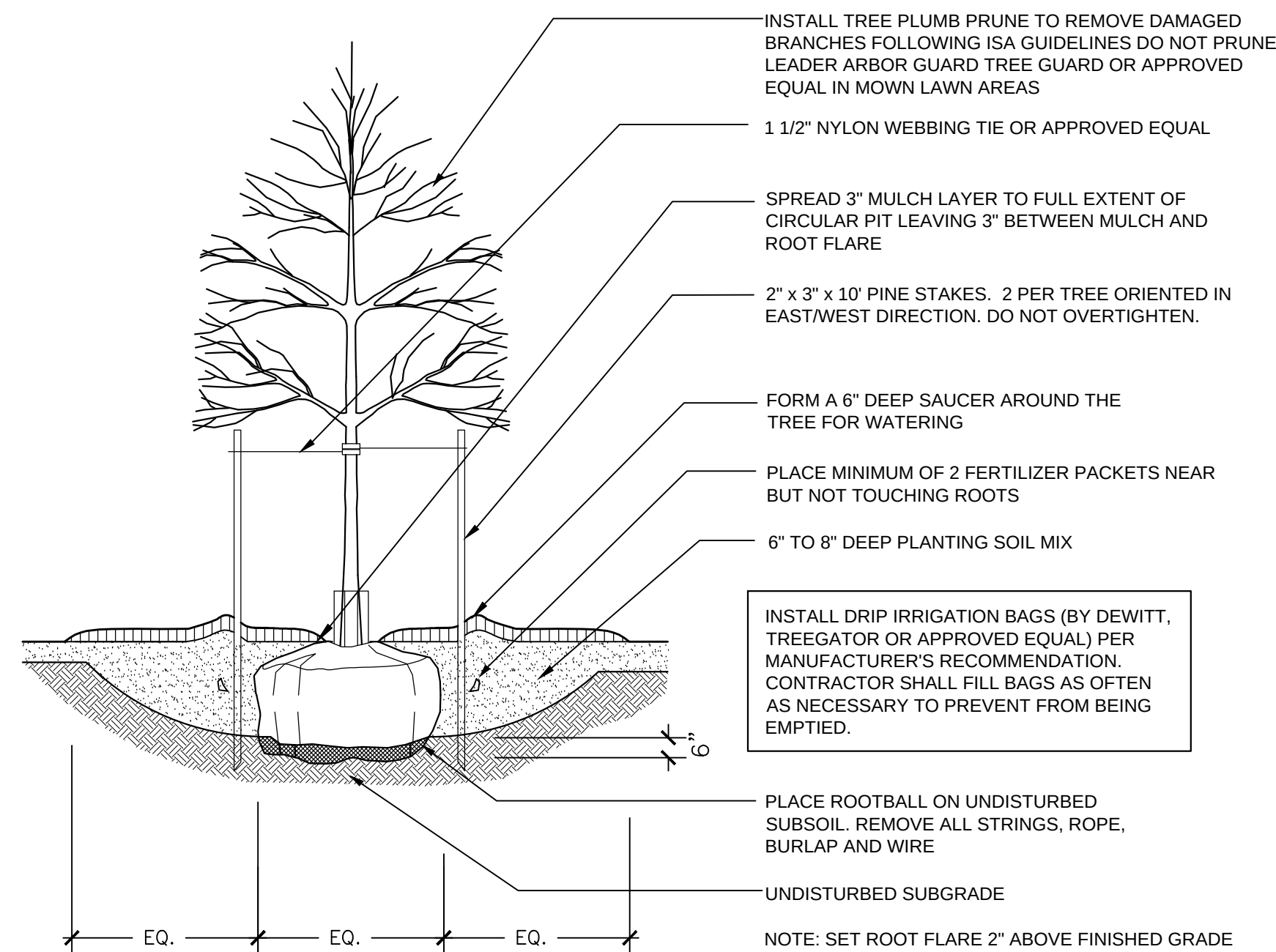
© TYPICAL PARKING LOT LIGHTING POLE FOUNDATION
N.T.S.

				PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE		STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM		
				SHEET TITLE UTILITY DETAILS 2 OF 2		DRAWN: PBF DATE: AUG 2017 DESIGNED: SRB SCALE: AS NOTED CHECKED: SRB JOB NO. 195350145		
				CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC		FILE NAME: SP-M162 DETAILS SHEET		
2	12.15.2017	FINAL PLAN SUBMISSION TO THE CITY						
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION						
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY					
REVISIONS			LIC. # 7429					



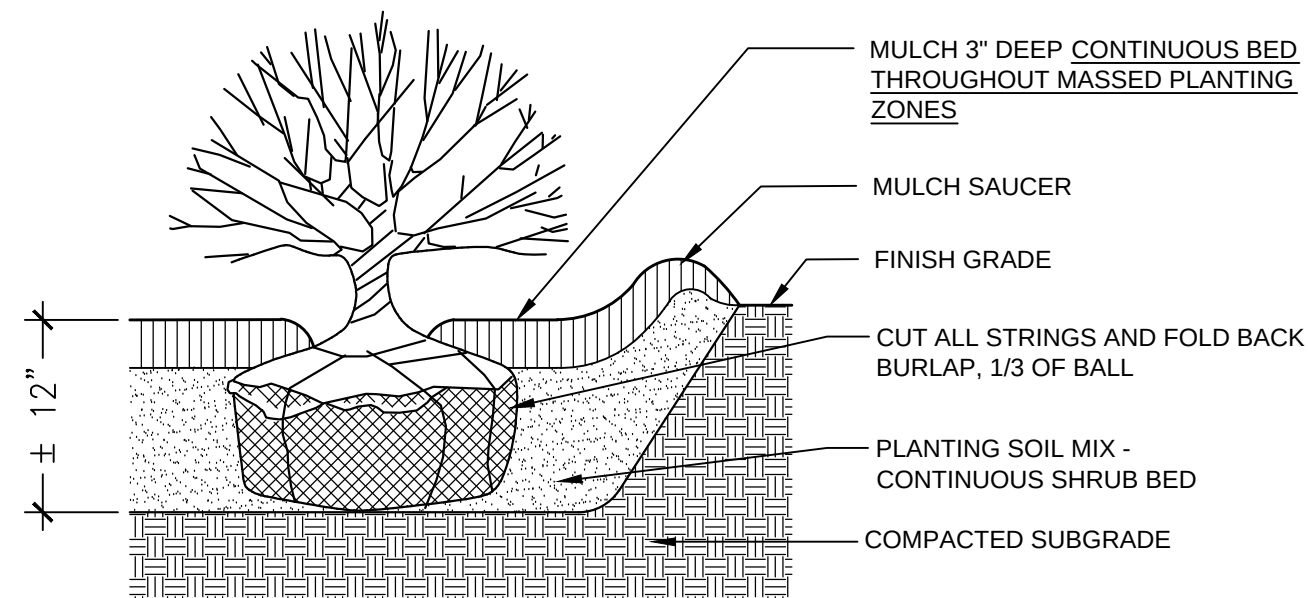
1 TREE PROTECTION

SCALE: N.T.S.



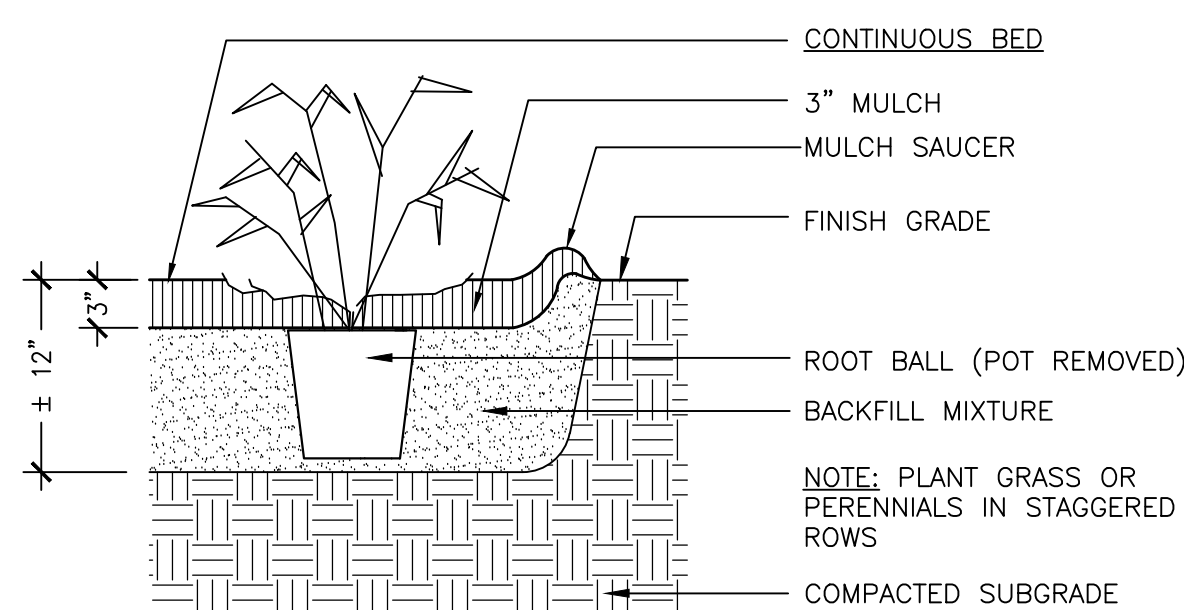
2 TREE PLANTING

SCALE: NTS



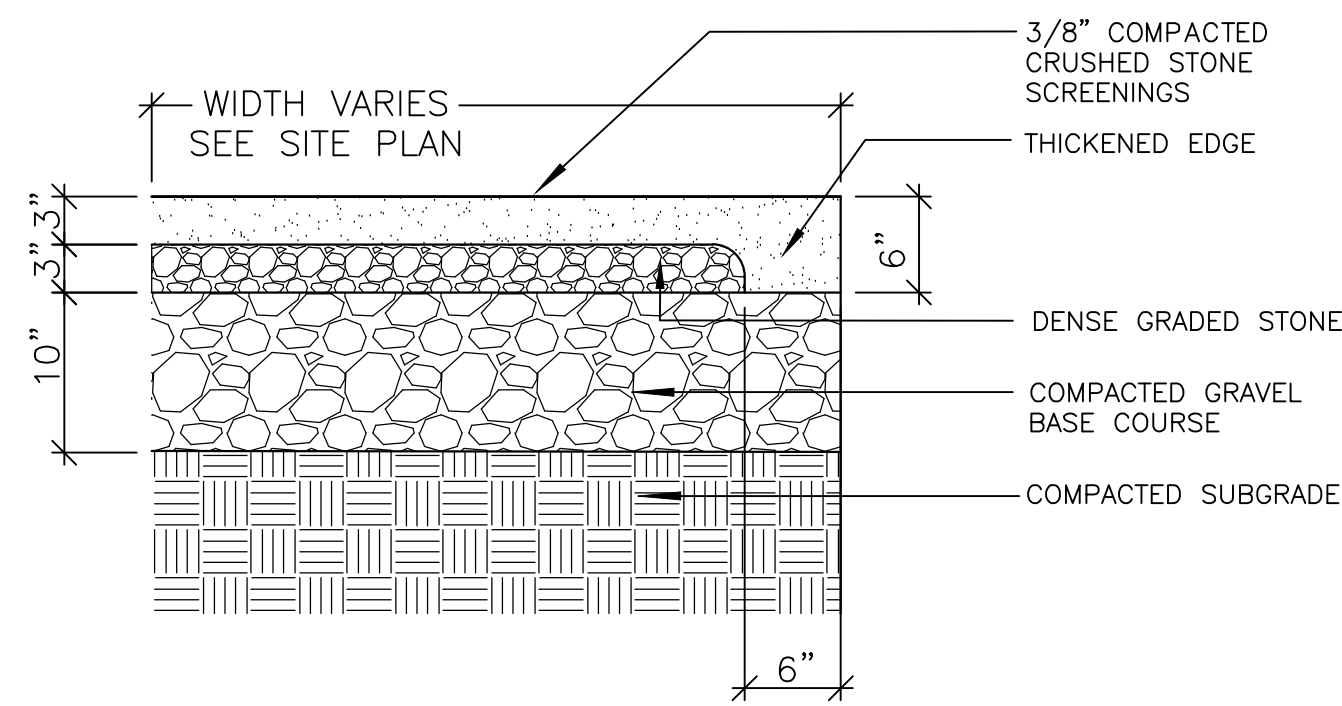
3 SHRUB PLANTING

SCALE: NTS



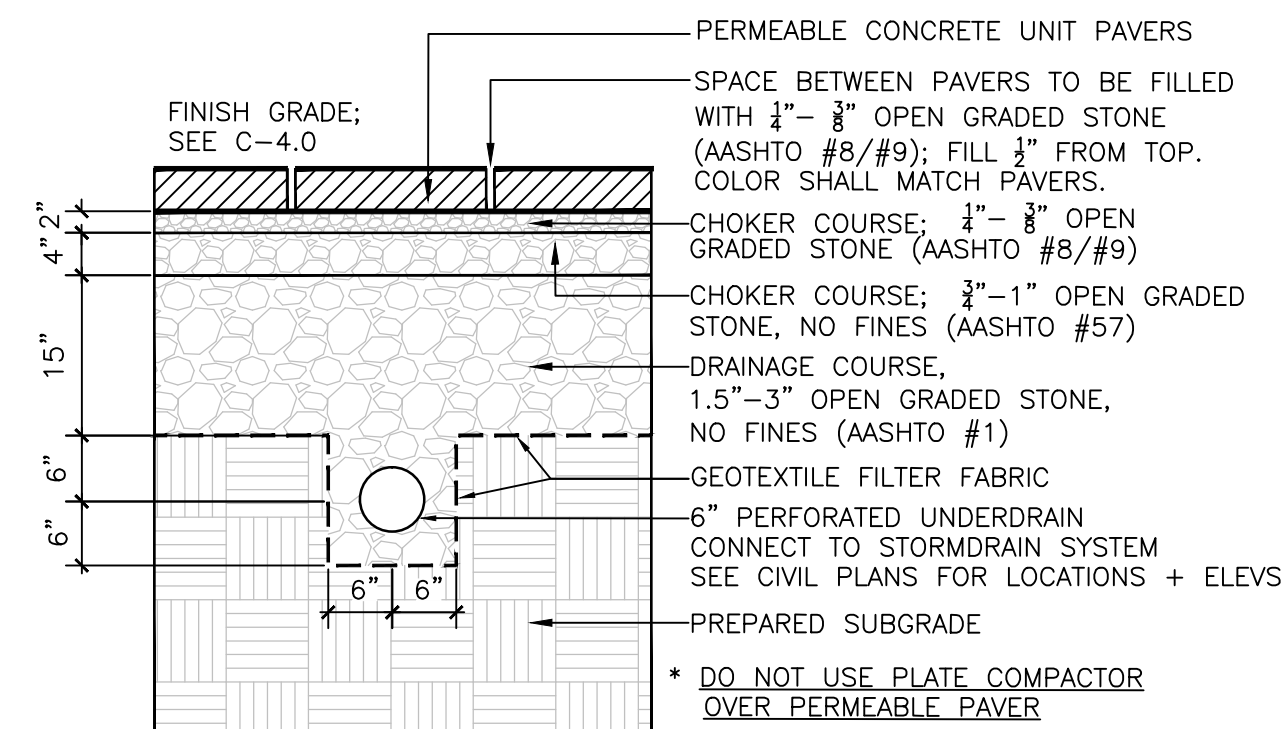
4 PERENNIAL / ORNAMENTAL GRASS PLANTING

SCALE: NTS



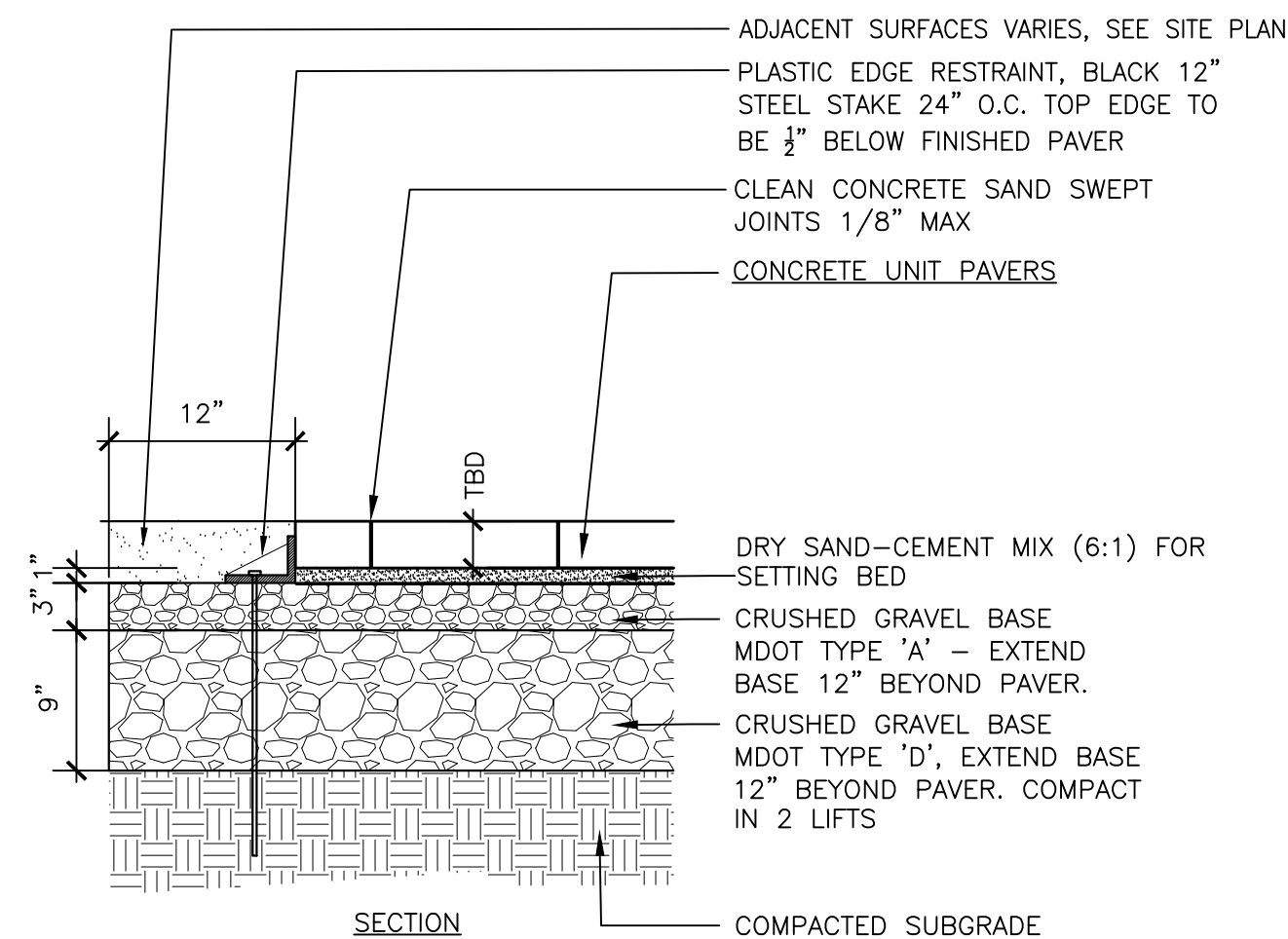
5 STONEDUST PAVING (PATHWAY)

SCALE: NTS



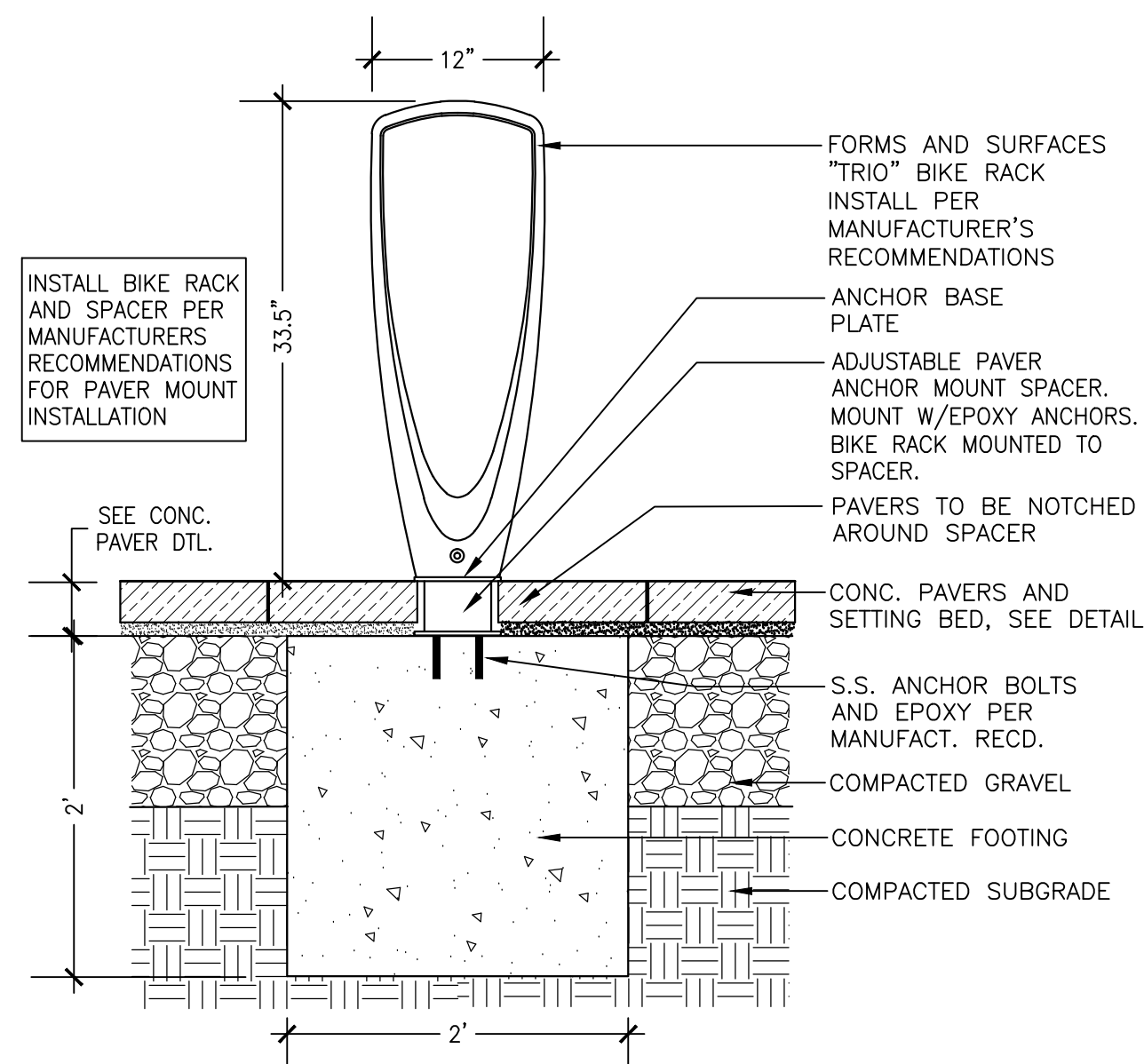
6 PERMEABLE CONCRETE PAVERS

SCALE: NTS



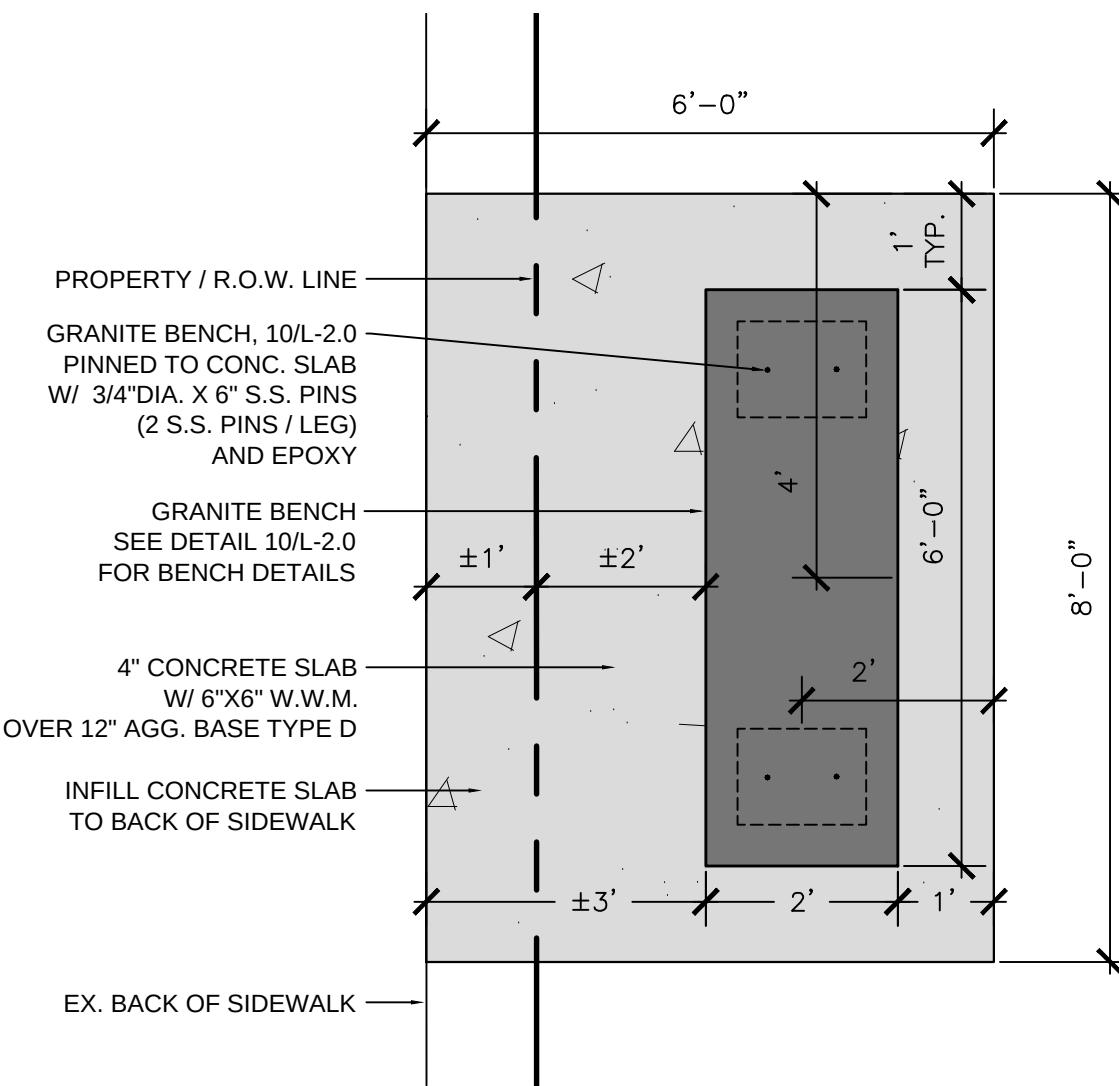
7 CONCRETE PAVERS

SCALE: NTS



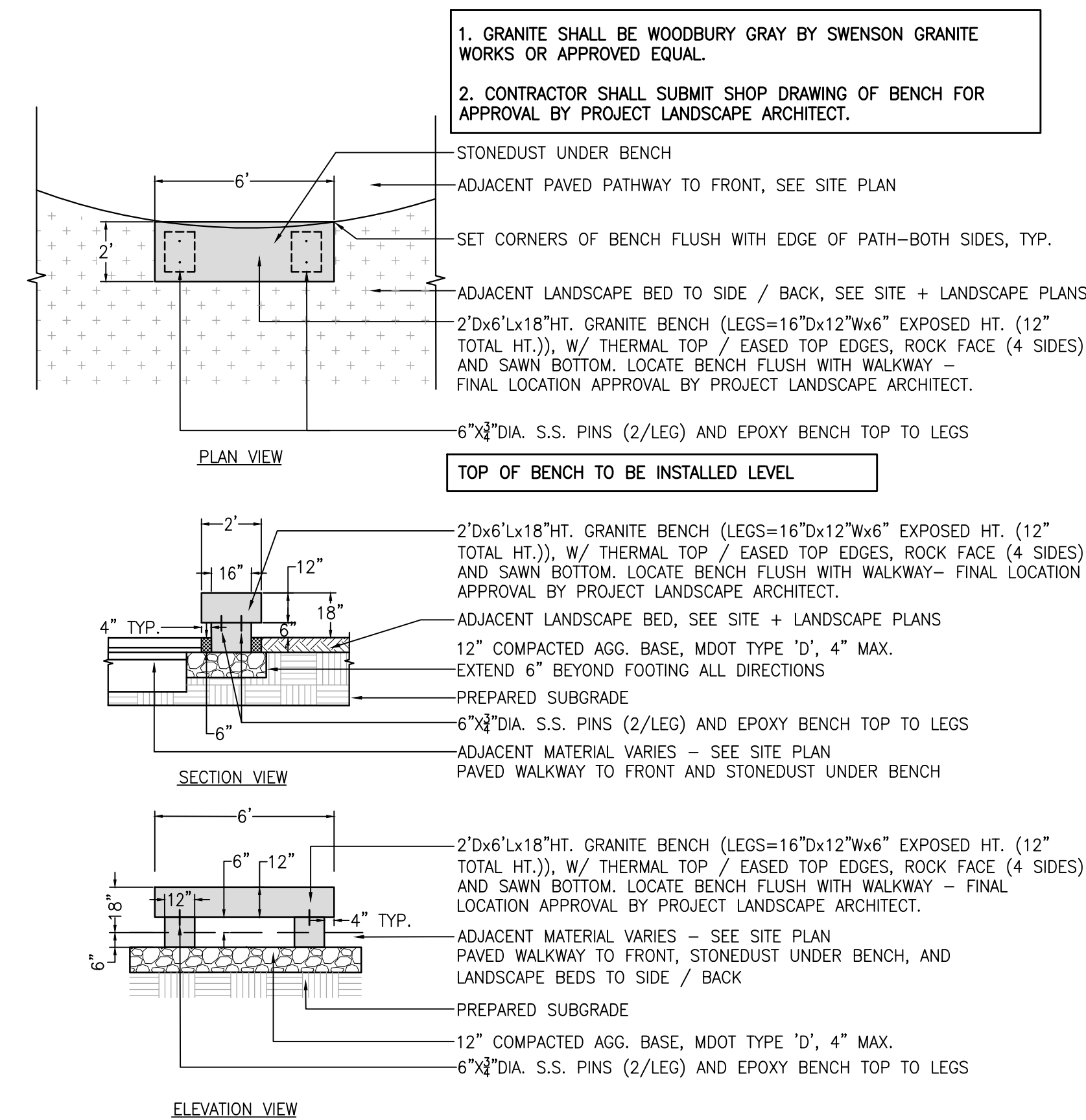
8 BIKE RACK

SCALE: NTS



9 BENCH @ BUS STOP

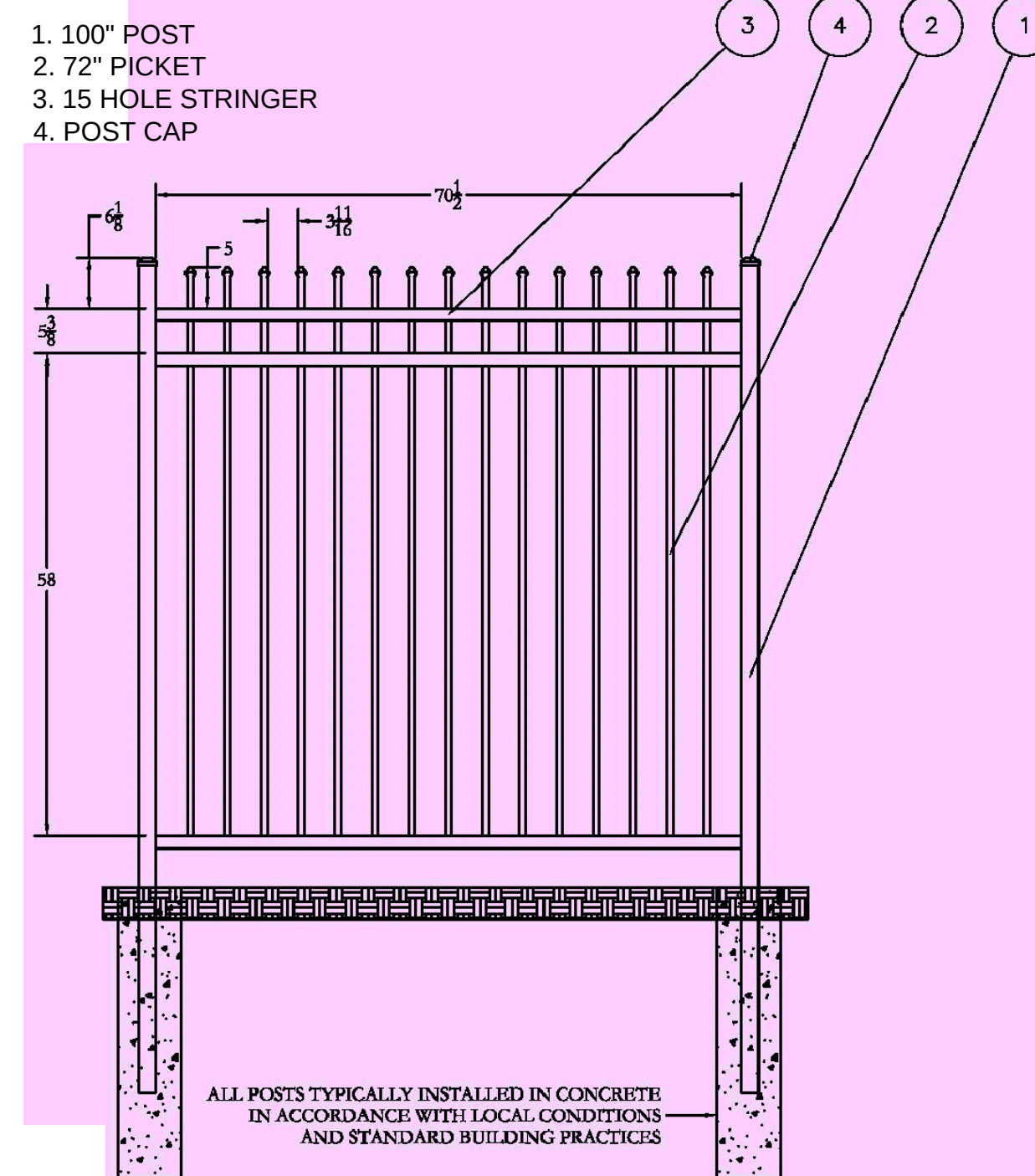
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10 BENCH

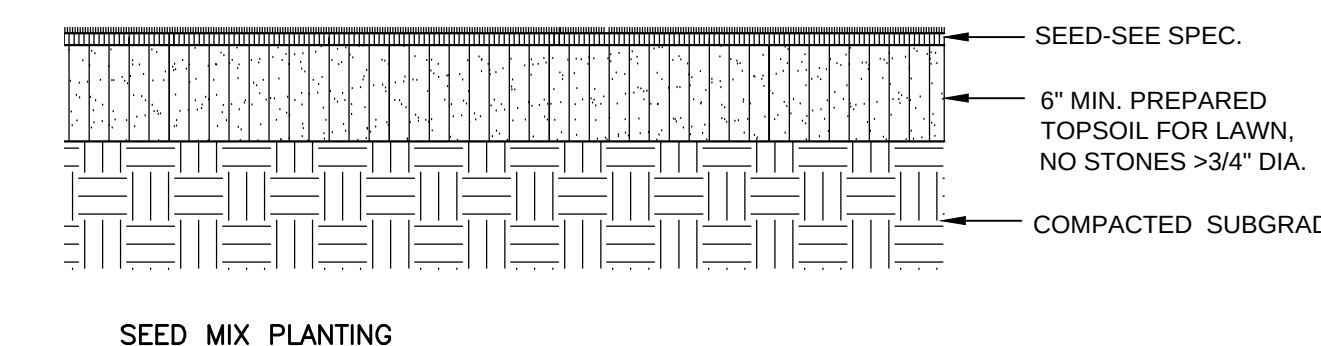
SCALE: NTS

- NOTES:
- 72\"/>



11 ORNAMENTAL METAL FENCE

SCALE: NTS



12 LAWN

SCALE: NTS

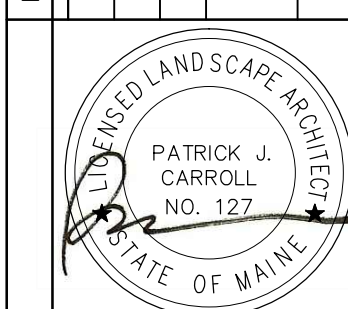
APPLICANT AND OWNER:

SEA COAST AT
BAXTER WOODS
ASSOCIATES, LLC

20 BLUEBERRY LANE
FALMOUTH, ME 04105

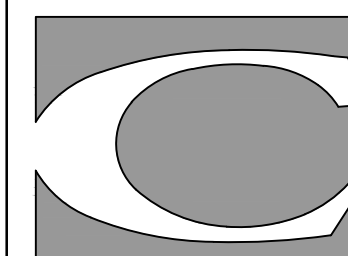
SEA COAST AT BAXTER WOODS BUILDING - 1

Revisions	Date	Description
2	12.14.2017	CITY OF PORTLAND, LEVEL II SITE PLAN REV.
1	8.16.2017	CITY OF PORTLAND, LEVEL II SITE PLAN SUBM.



LANDSCAPE DETAILS

PERMITTING

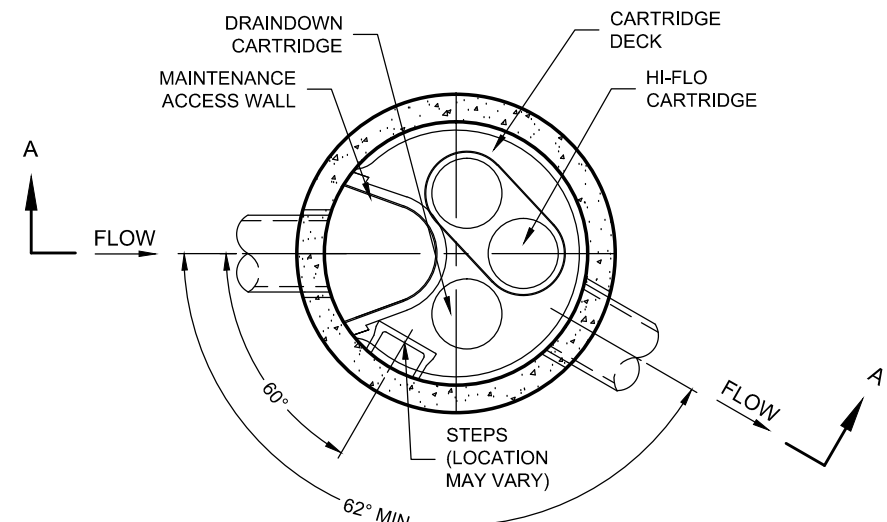


CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

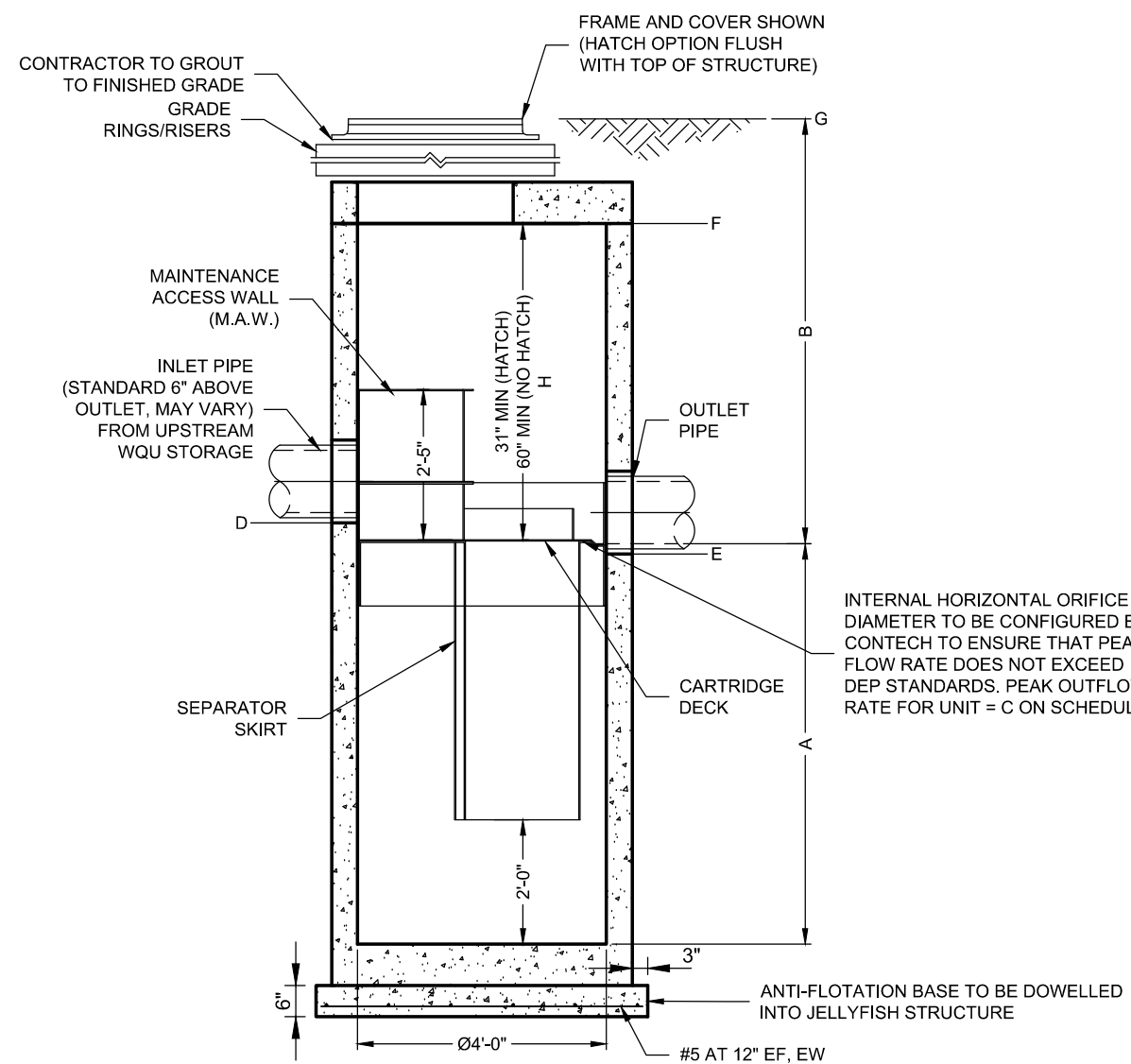
Date:
DECEMBER 14, 2016

Sheet No:

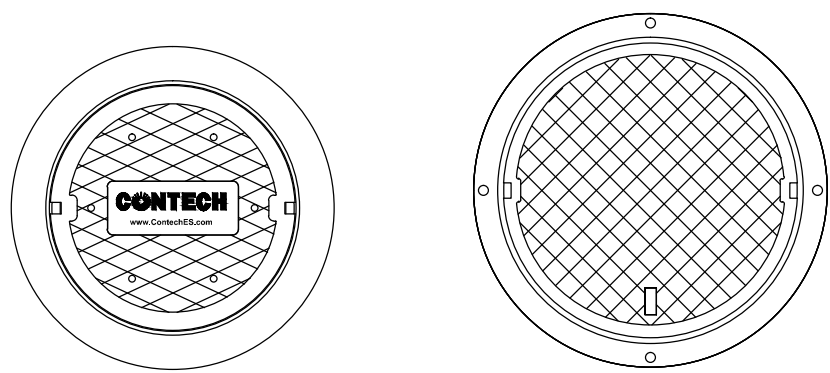
L-2.0



PLAN VIEW



SECTION A-A



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

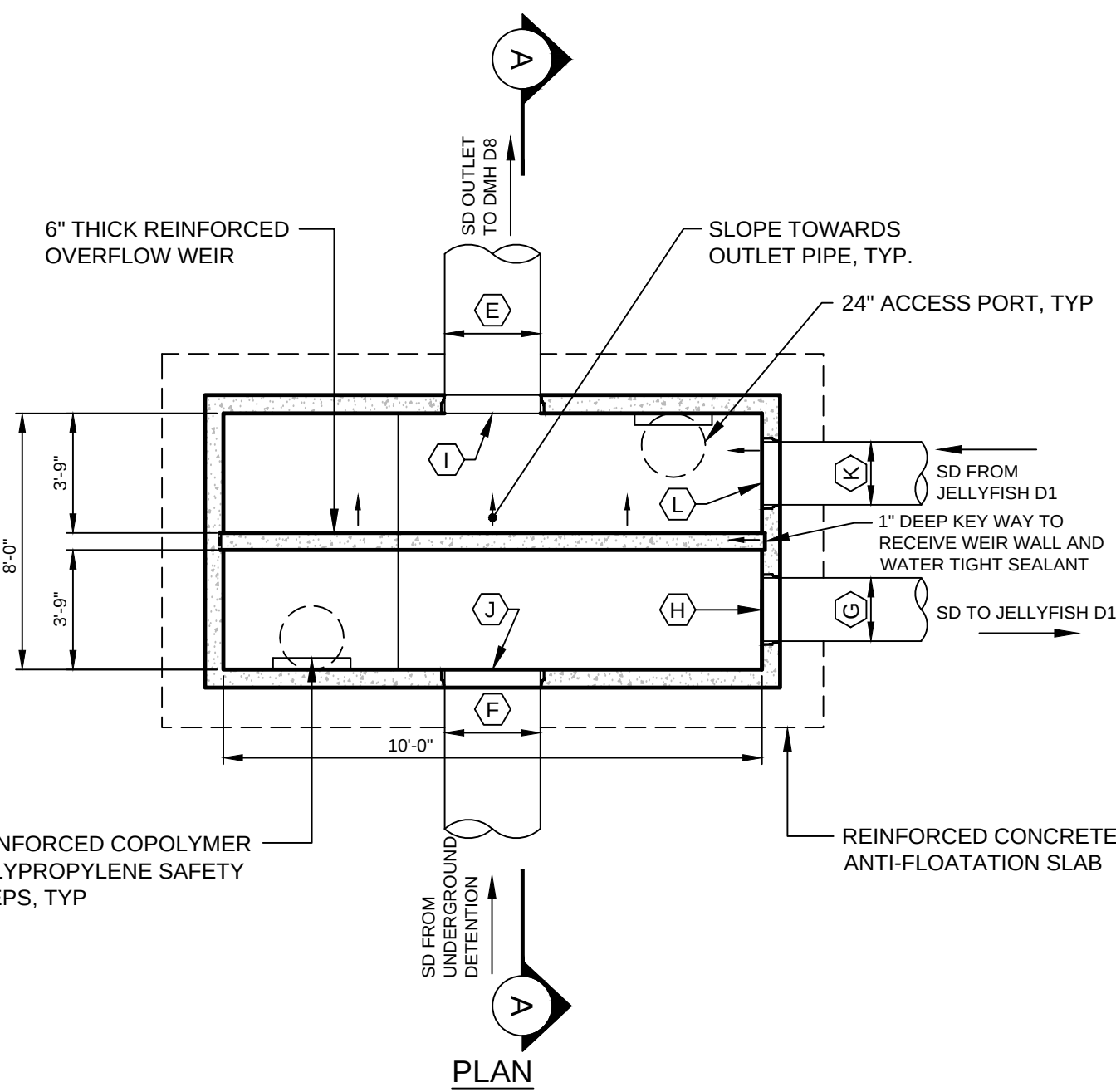
HATCH
(Ø36" CAST INTO SLAB)
N.T.S.

JELLYFISH DESIGN NOTES

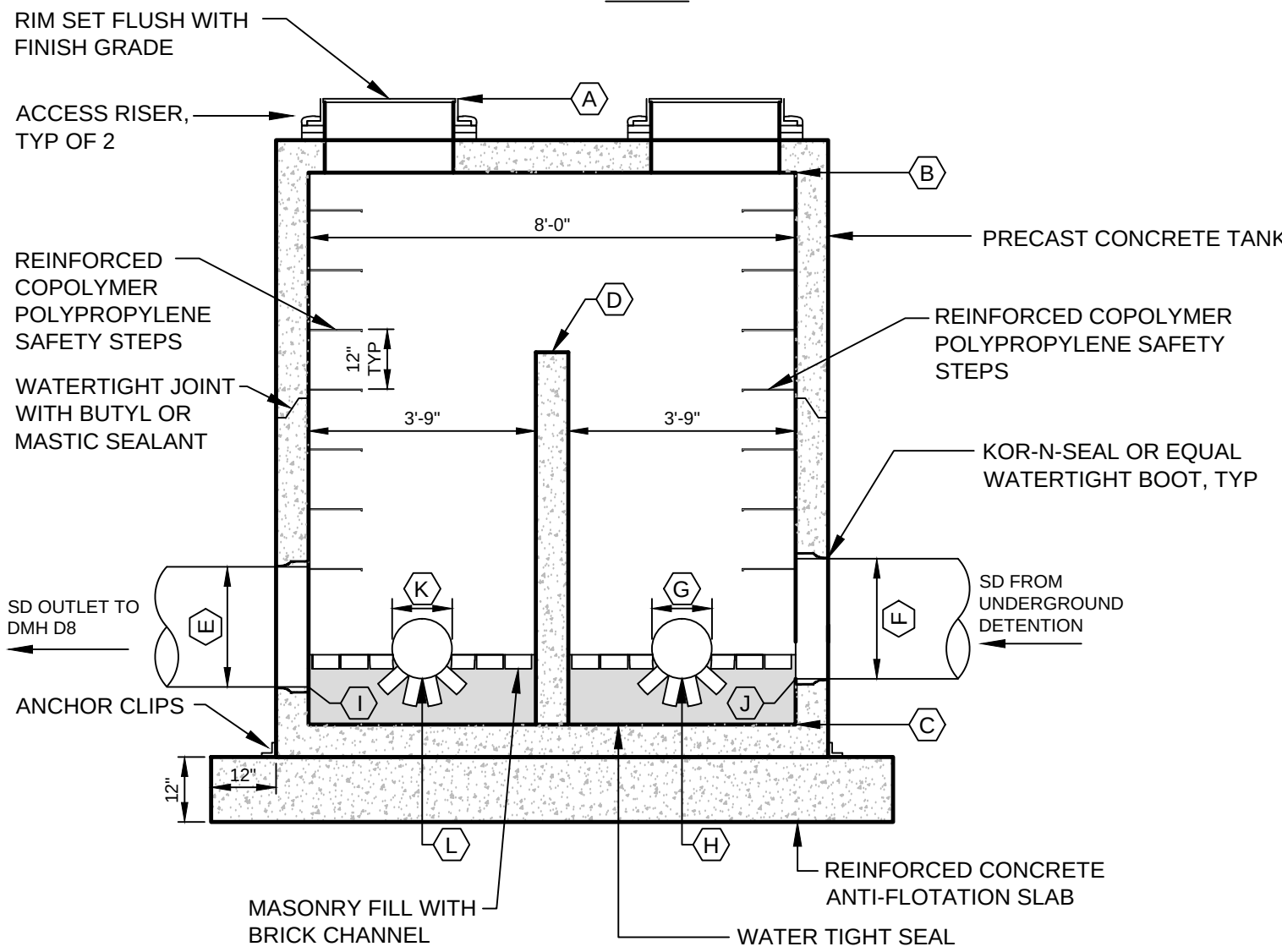
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. Ø48" MANHOLE. JELLYFISH PEAK TREATMENT CAPACITY IS 0.45 CFS. IF THE SITE CONDITIONS EXCEED 0.45 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.				
CARTRIDGE SELECTION	54"	40"	27"	15"
CARTRIDGE DEPTH	6'-5"	5'-3"	4'-2"	3'-2"
OUTLET INVERT TO STRUCTURE INVERT (A)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	2 / 1			
MAX. CARTS HIGH-FLO / DRAINDOWN				

THIS PROJECT

JELLYFISH JF4 STANDARD DETAIL
N.T.S.



PLAN



SECTION A-A

- NOTES:
1. ALL CONCRETE TO HAVE A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
 2. DESIGN LOAD FOR H-20 WHEEL LOAD
 3. STRUCTURE TO CONFORM TO ASTM-C478 SPECIFICATIONS
 4. SET STRUCTURE ON 12" THICK CRUSHED STONE

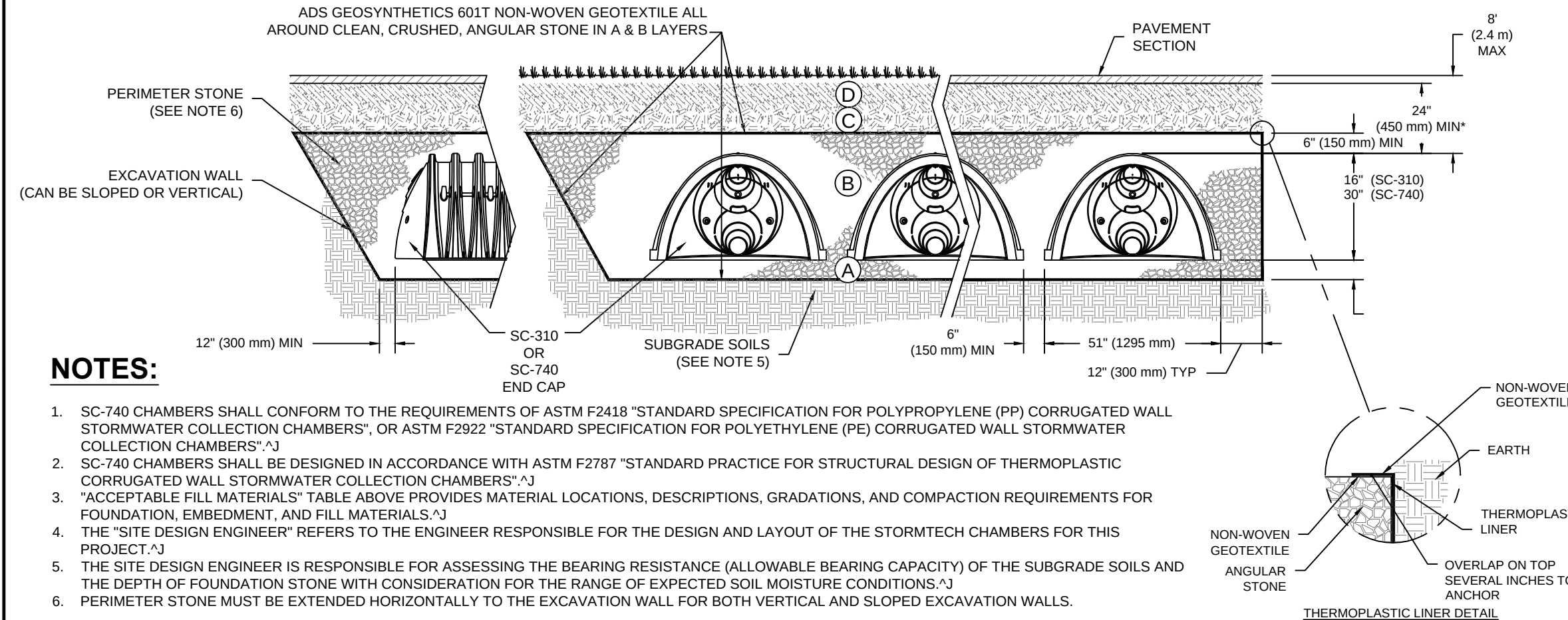
OVERFLOW DIVERSION STRUCTURE SCHEDULE

ITEM DESCRIPTION	ZONE F
(A) APPROXIMATE RIM ELEVATION	115.38
(B) TOP OF INSIDE OF TANK	14.5
(C) BOTTOM OF INSIDE OF TANK	8.92
(D) TOP OF WEIR WALL	13.02
(E) DIAMETER OF OVERFLOW OUTLET PIPE	12"
(F) DIAMETER OF INLET PIPE	12"
(G) DIAMETER OF OUTLET PIPE TO JELLYFISH	12"
(H) INV OF OUTLET PIPE TO JELLYFISH	109.72
(I) INV OF OVERFLOW OUTLET PIPE	109.22
(J) INV OF INLET PIPE	109.72
(K) DIAMETER OF OUTLET PIPE FROM JELLYFISH	12"
(L) INVERT OF OUTLET PIPE FROM JELLYFISH	109.22

OVERFLOW DIVERSION STRUCTURE
N.T.S.

ACCEPTABLE FILL MATERIALS: STORMTECH CHAMBER SYSTEMS			
MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	AASHTO M145 ¹ A-1, A-2.4, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{1, 2}

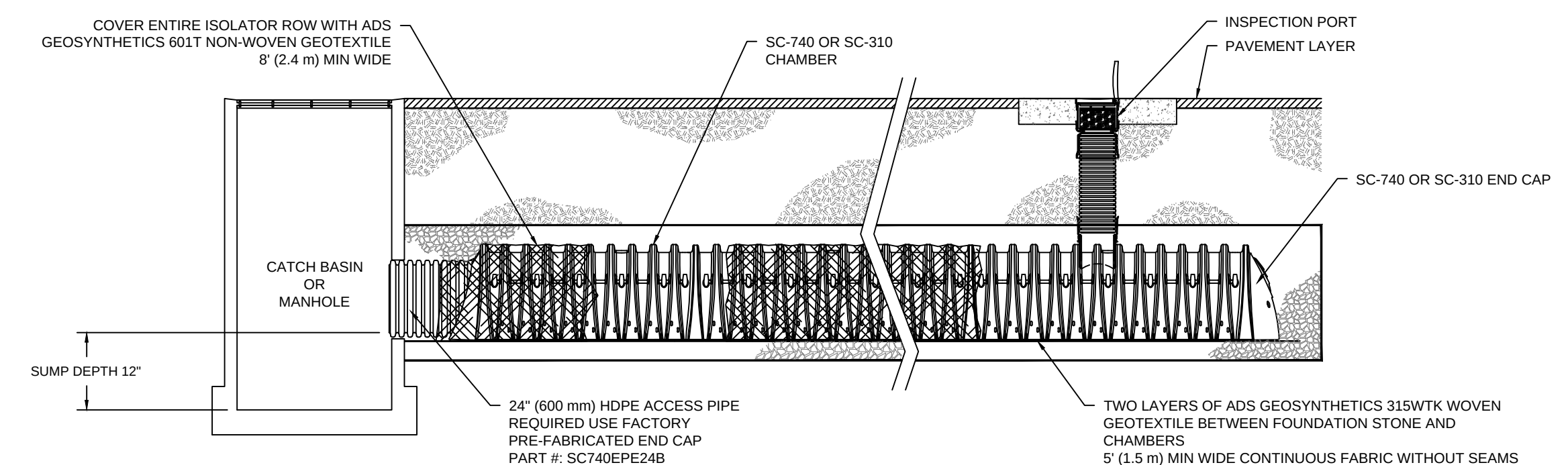
- PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE"
 2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
 3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



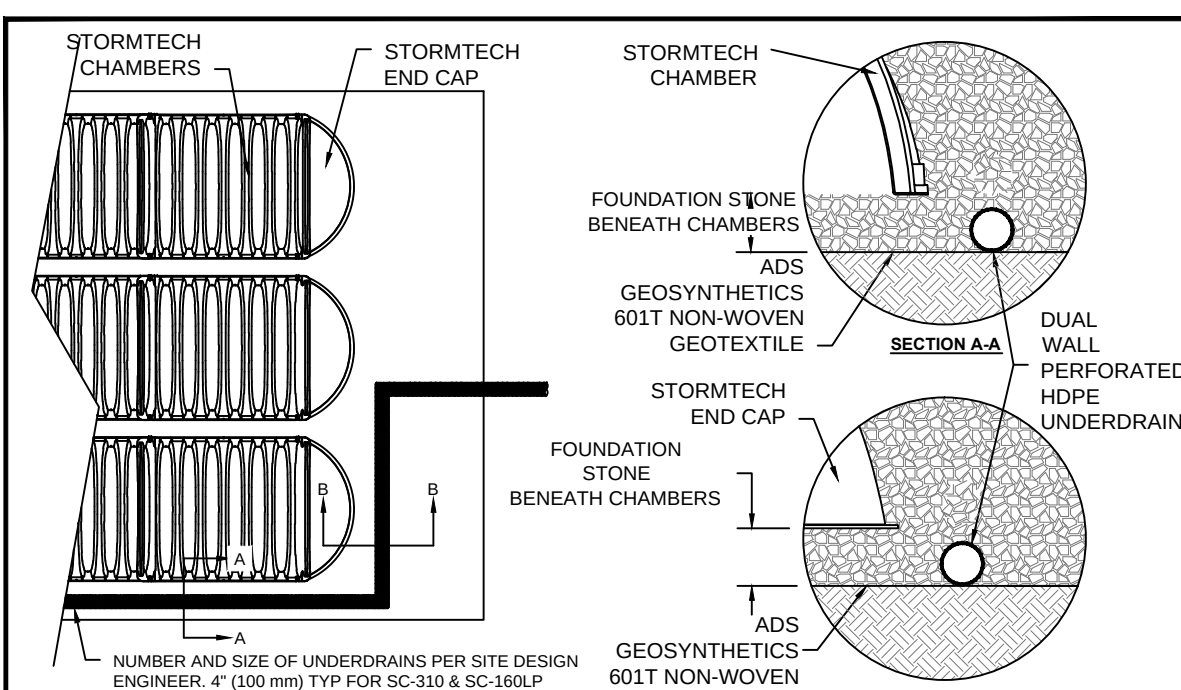
NOTES:

1. SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".³
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".³
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.^{1, 2}
4. THE "SITE DESIGN ENGINEER" REFERS TO THE ENGINEER RESPONSIBLE FOR THE DESIGN AND LAYOUT OF THE STORMTECH CHAMBERS FOR THIS PROJECT.³
5. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.³
6. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
7. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

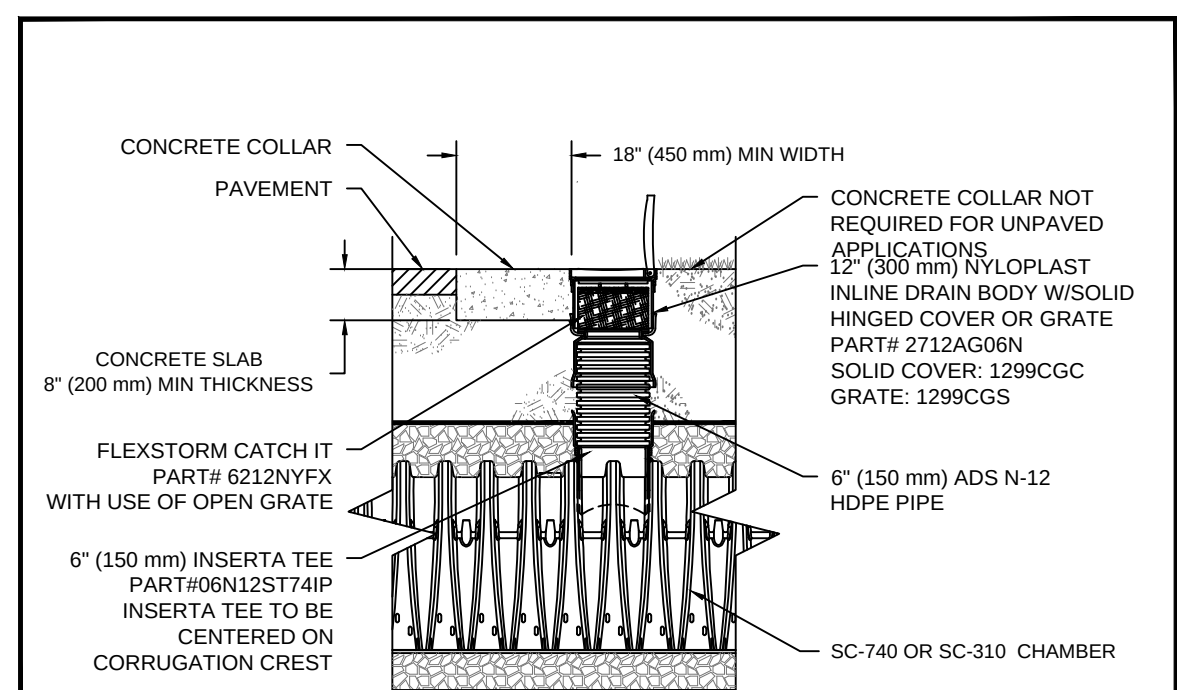
SC-740 CHAMBER SYSTEM DETAIL
N.T.S.



SC-740 ISOLATOR ROW DETAIL
N.T.S.



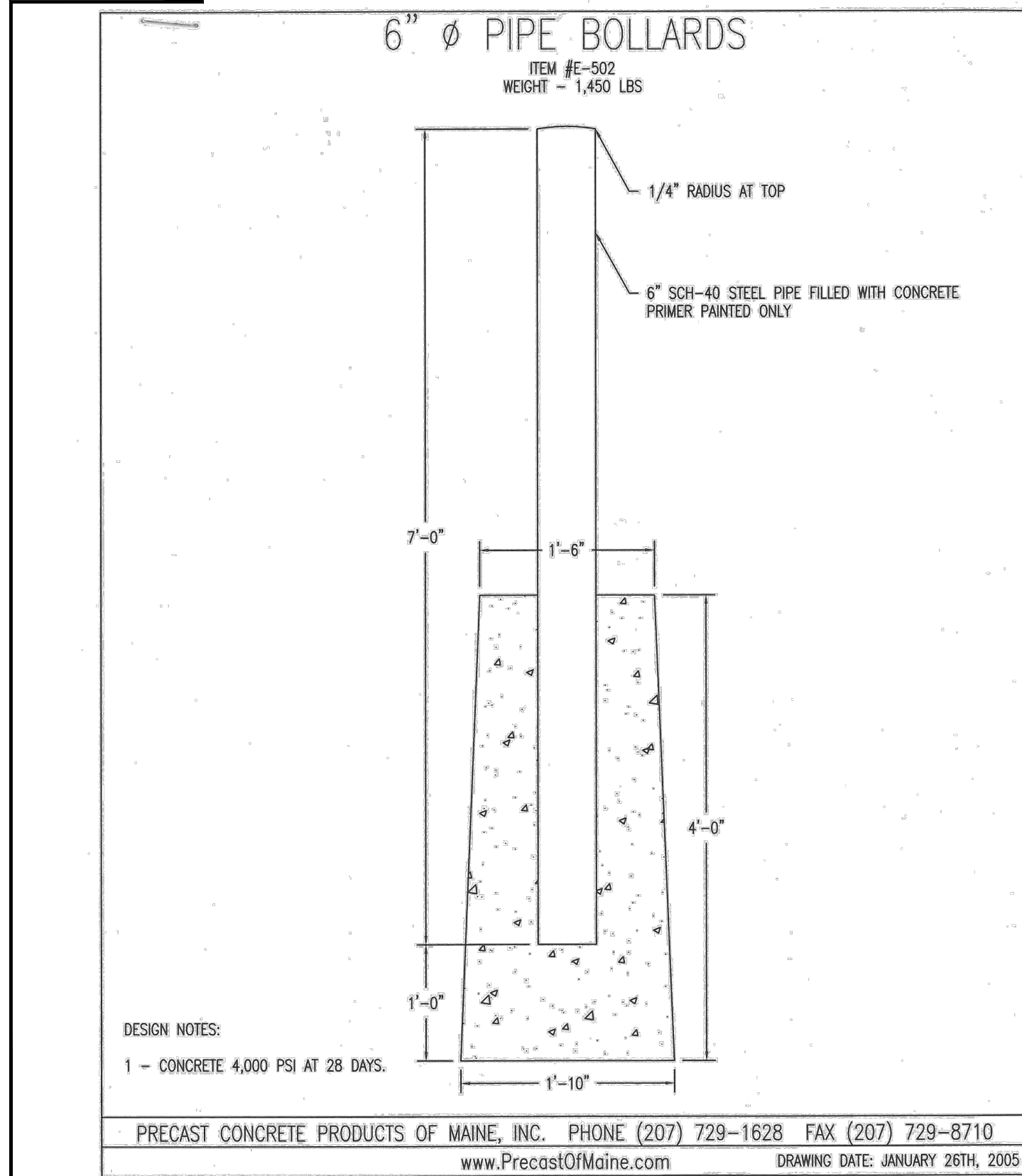
SC-740 6" INSPECTION PORT DETAIL
N.T.S.



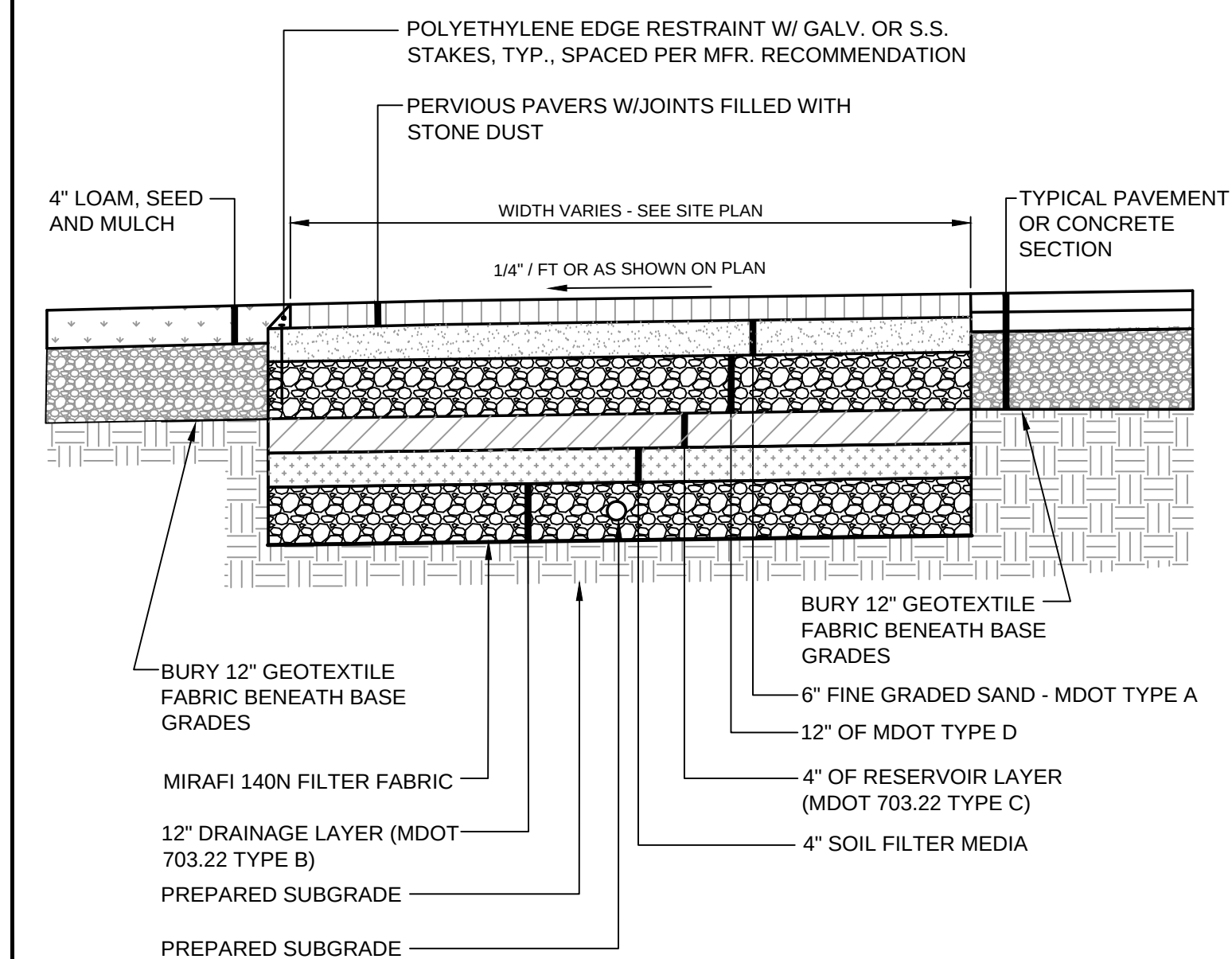
SC-740 6" INSPECTION PORT DETAIL
N.T.S.

2 12.15.2017 FINAL PLAN SUBMISSION TO THE CITY 1 08.16.2017 CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION REV DATE DESCRIPTION	STATE OF MAINE STEPHEN R. BUSHEY REGISTERED PROFESSIONAL ENGINEER 2015/17 MAINE P.E. STEPHEN BUSHEY LIC. # 7429	PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM
		SHEET TITLE STORMWATER MANAGEMENT DETAILS	DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: SP-M162 DETAILS SHEET

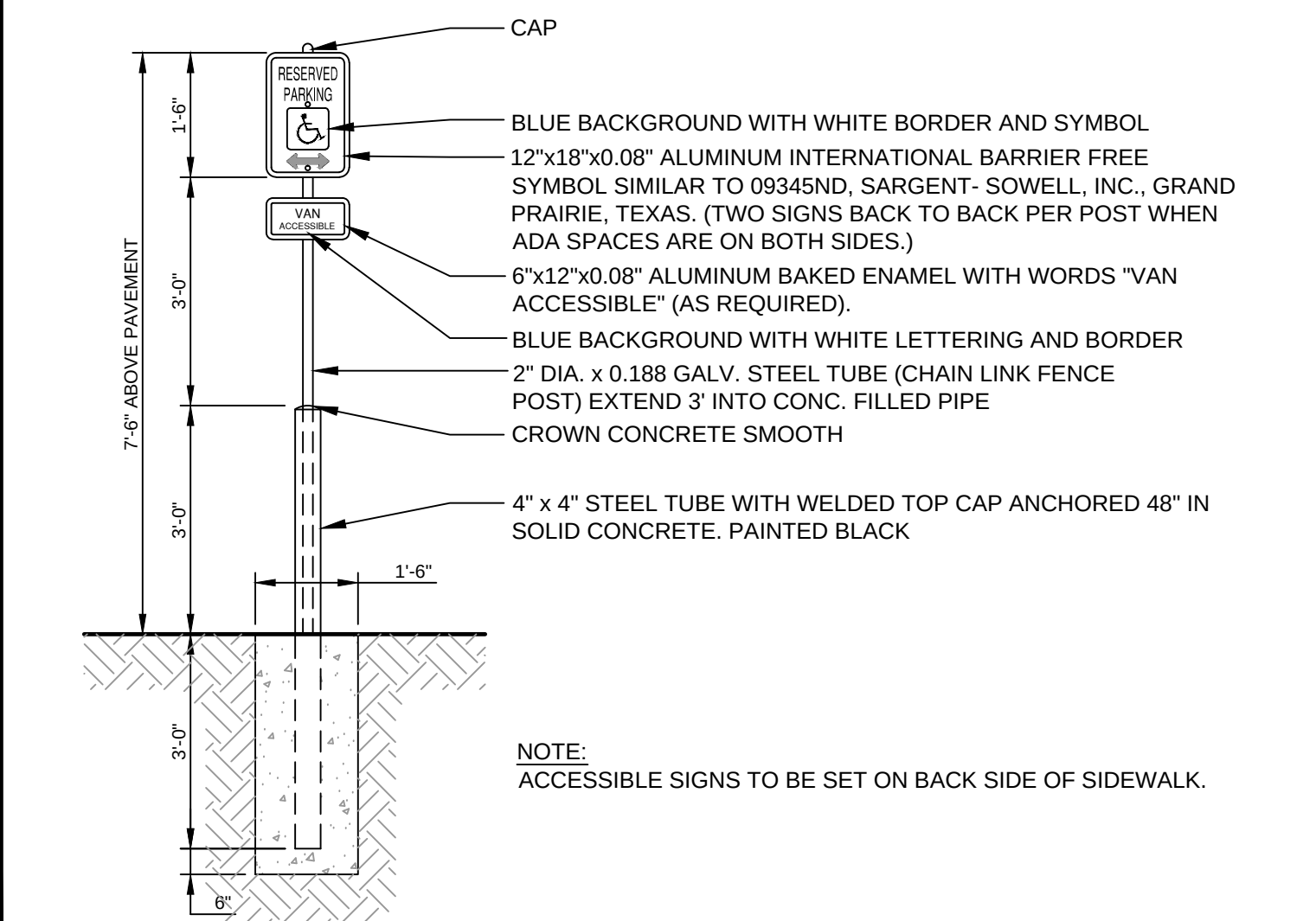
PRELIMINARY - NOT FOR CONSTRUCTION



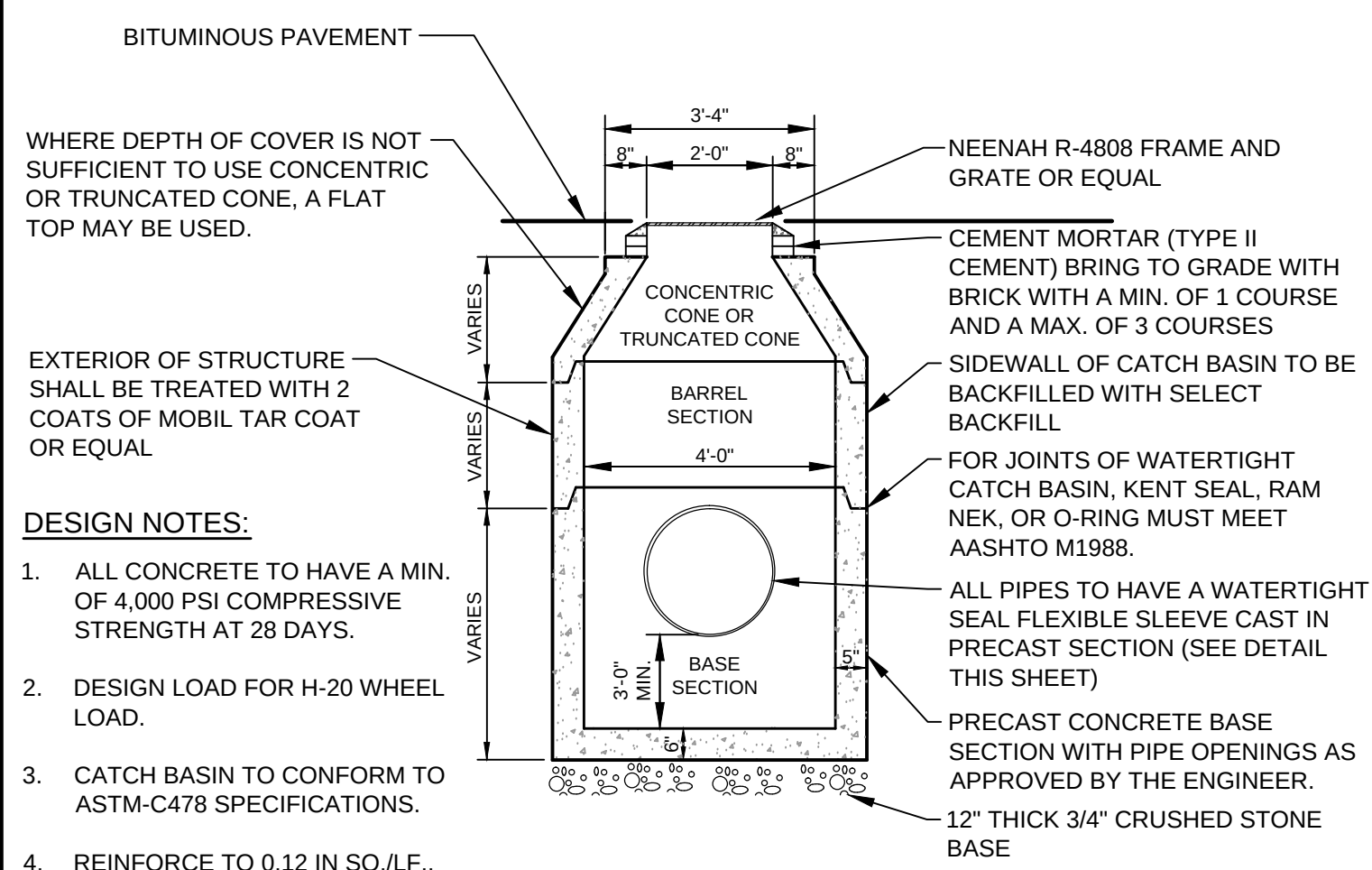
A PIPE BOLLARD DETAIL
N.T.S.



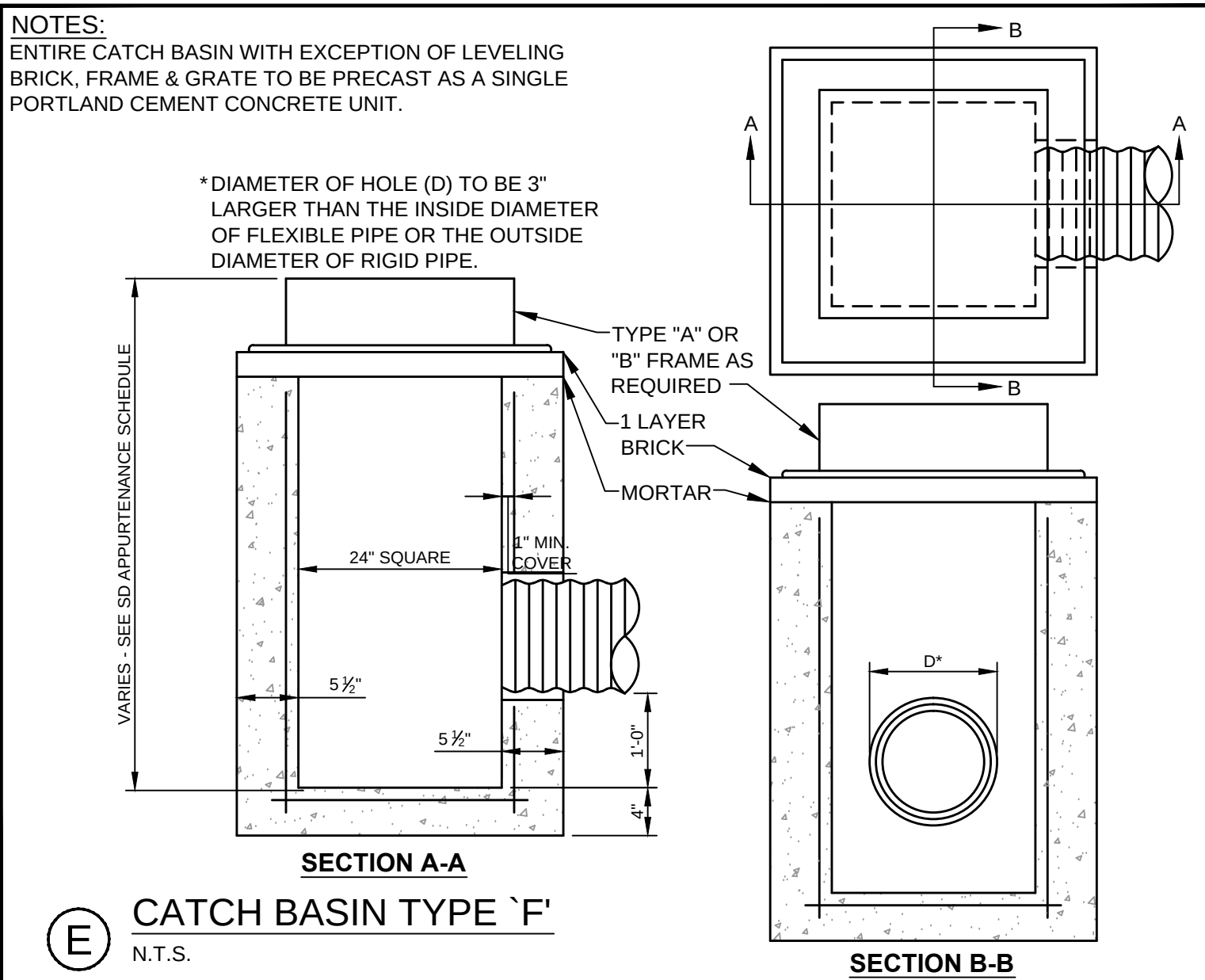
B TYPICAL PAVER DETAIL
N.T.S.



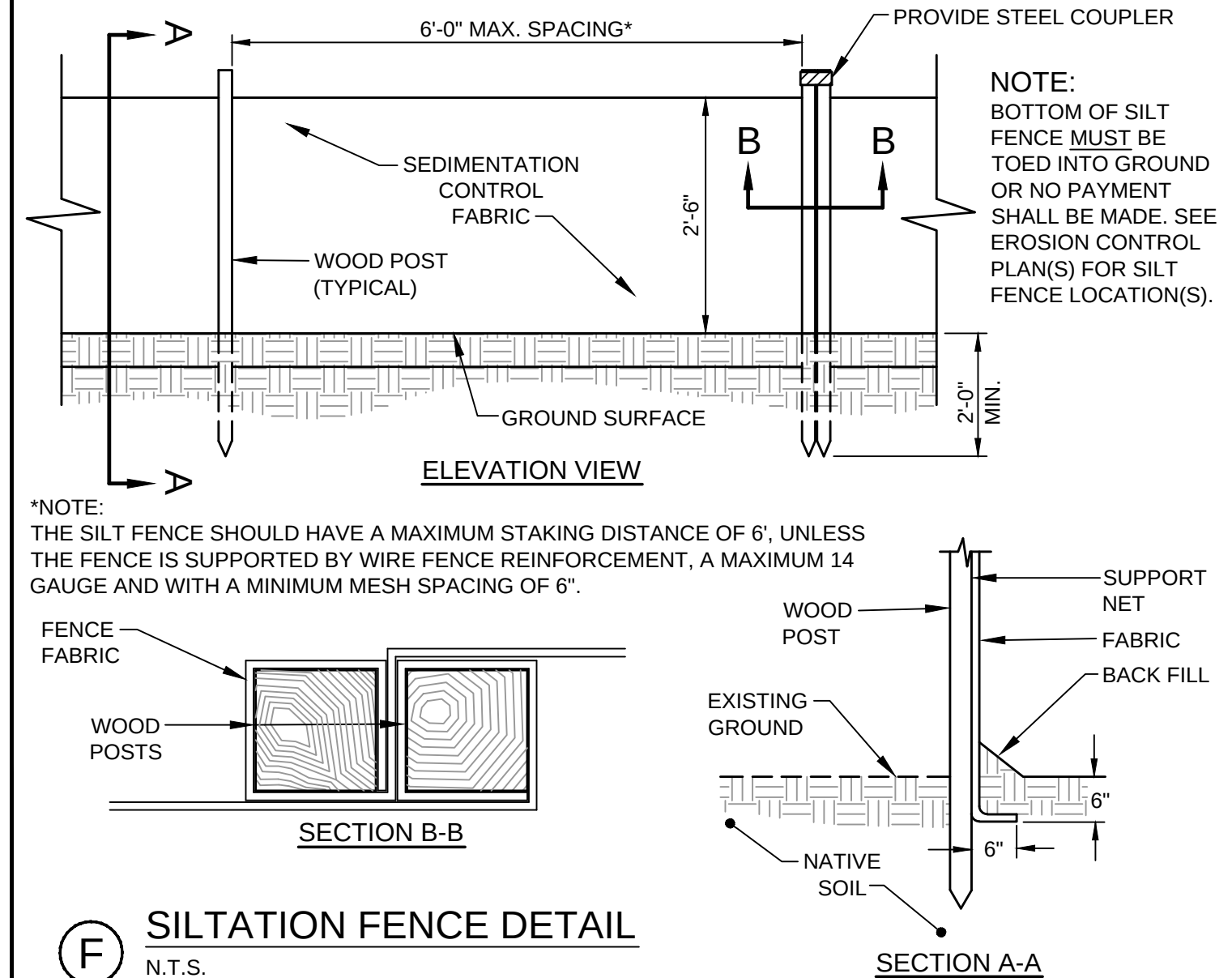
C BARRIER FREE PARKING SIGN
N.T.S.



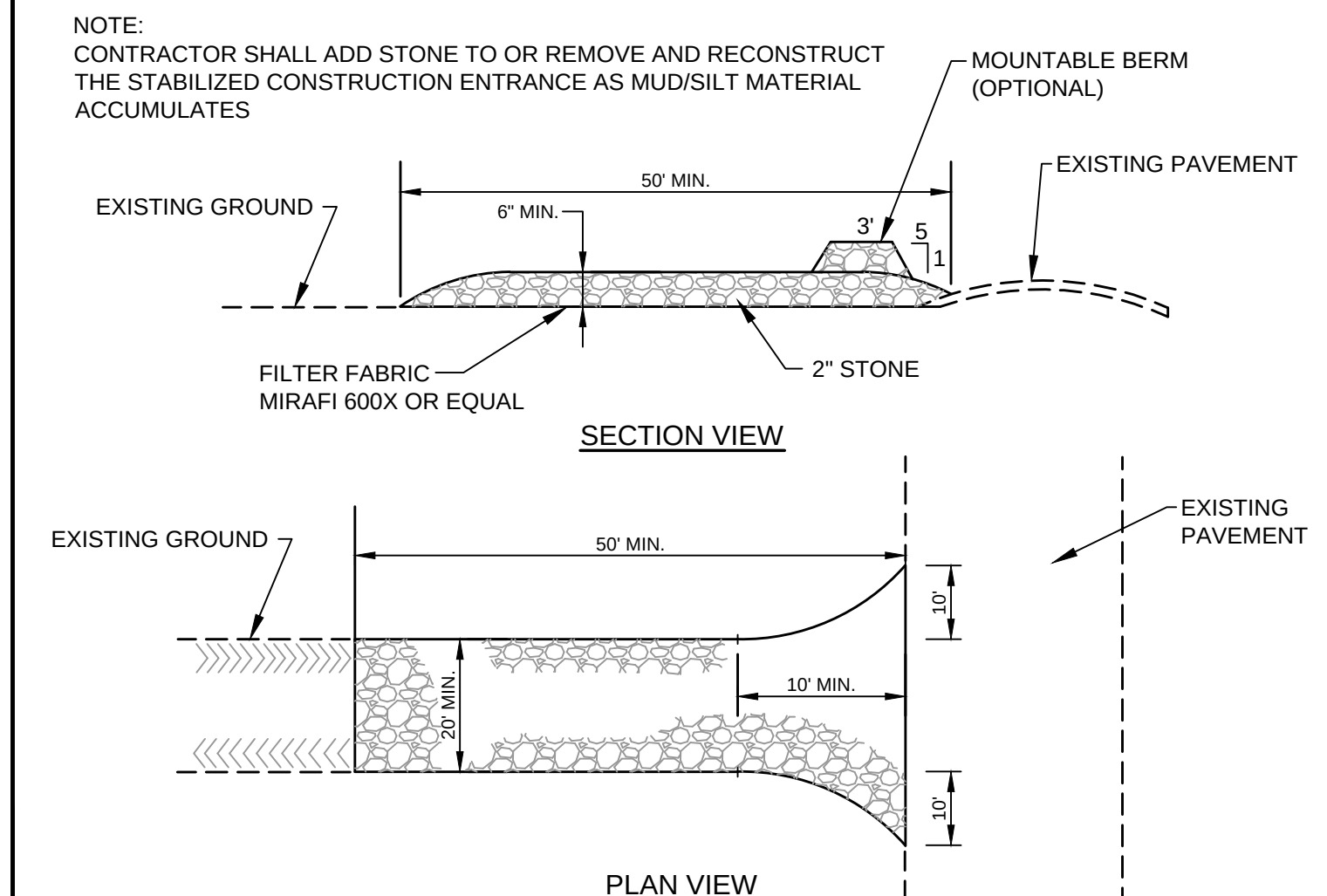
D 4'-0" PRECAST CATCH BASIN DETAIL
N.T.S.



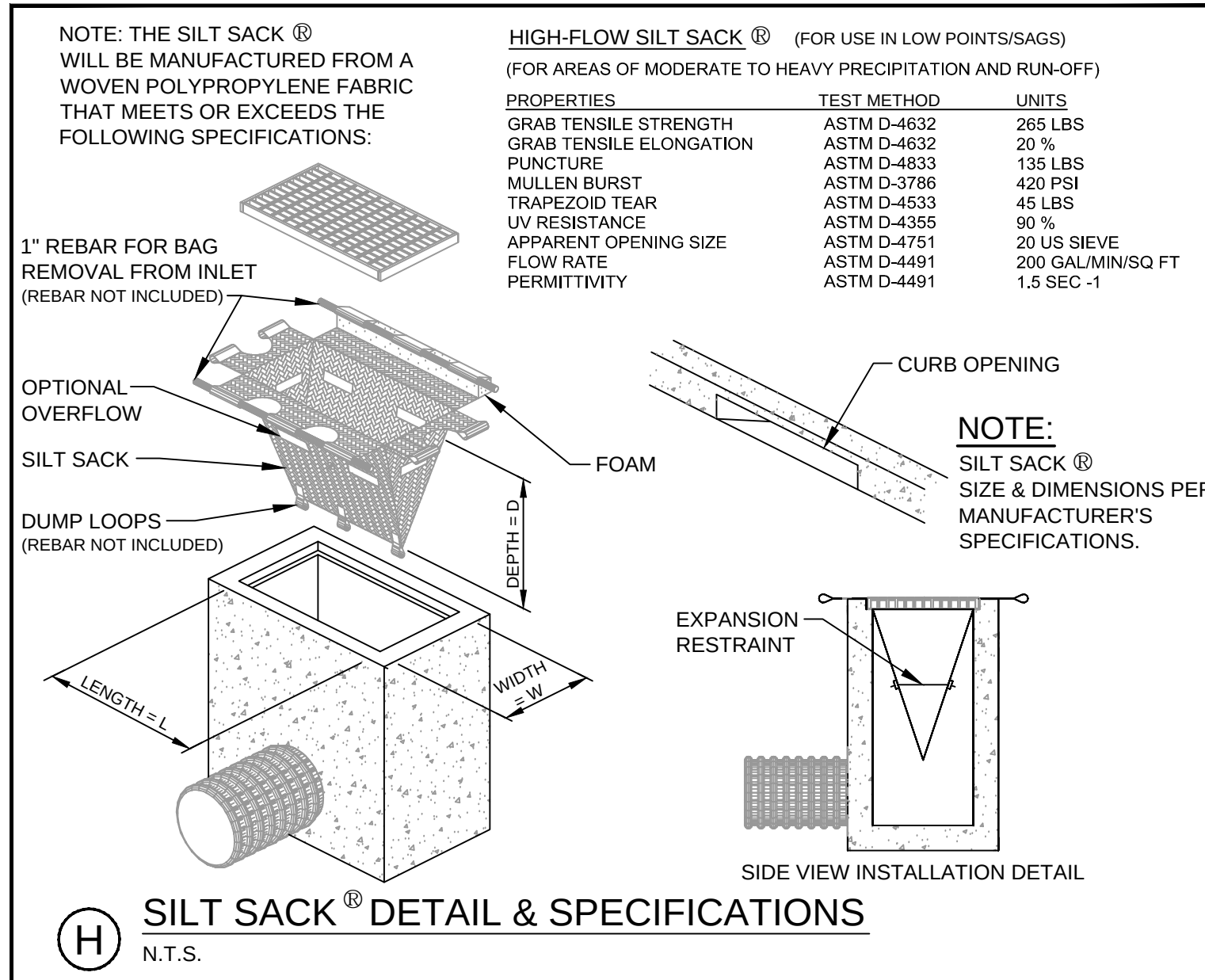
E CATCH BASIN TYPE 'F'
N.T.S.



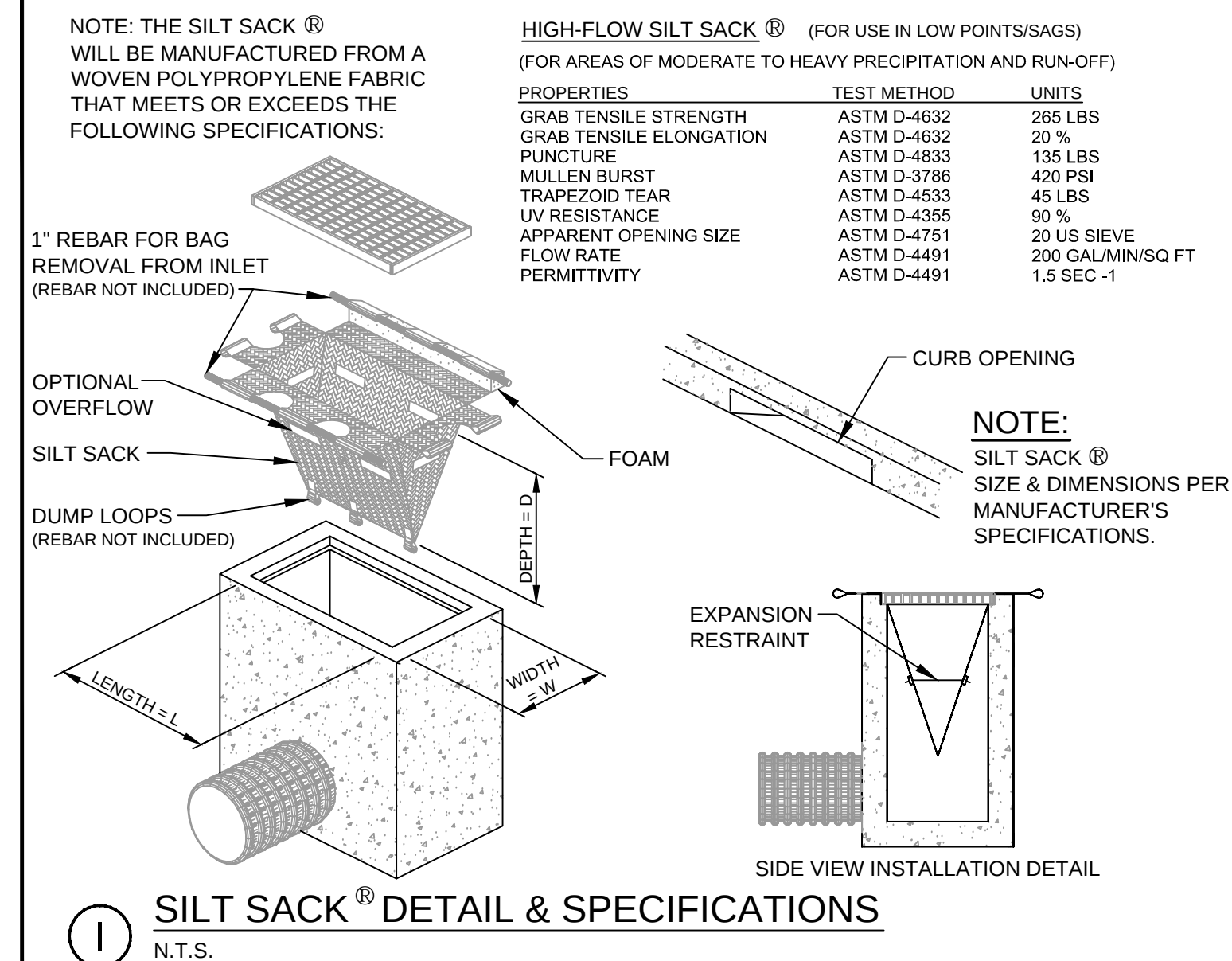
F SILTATION FENCE DETAIL
N.T.S.



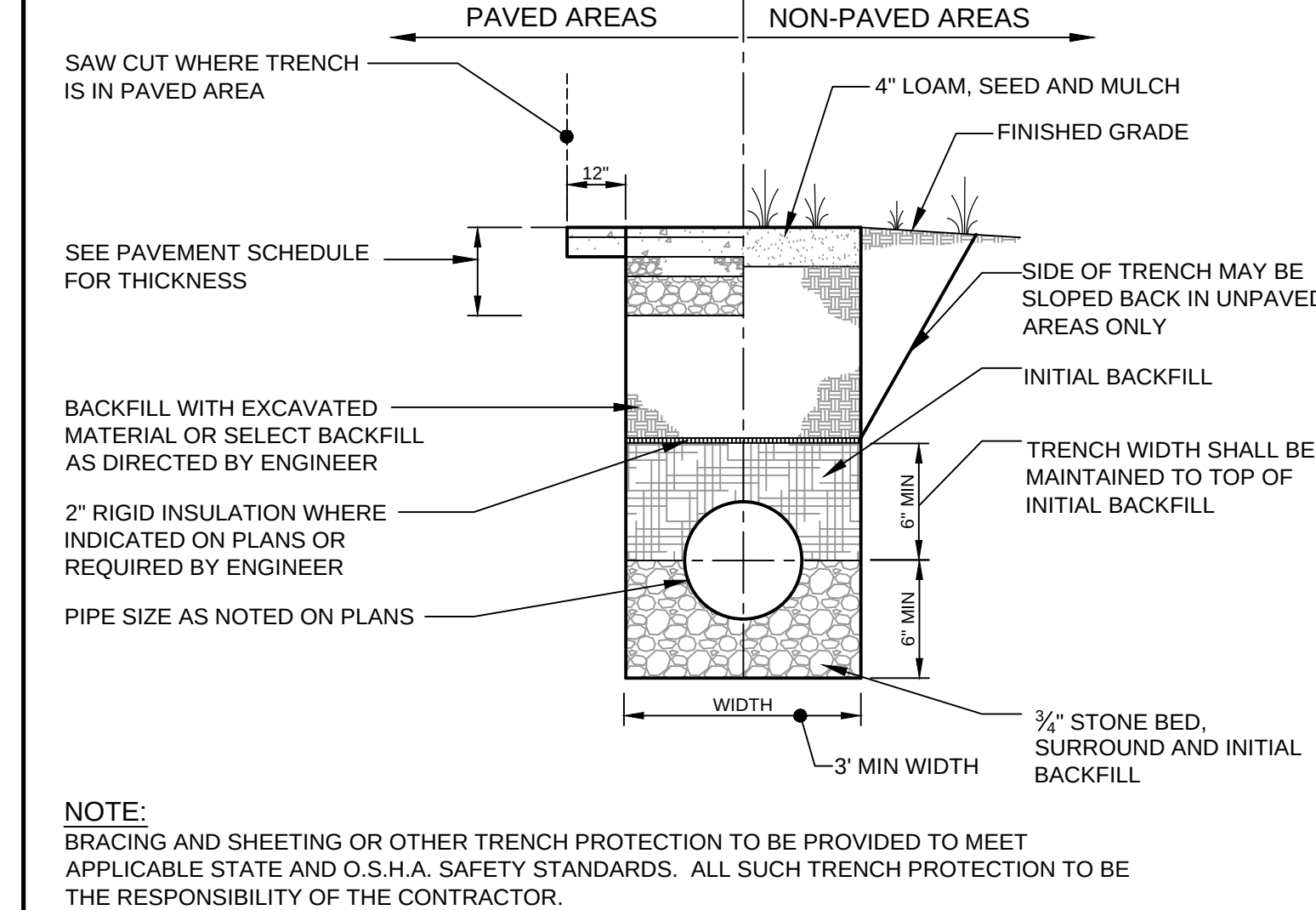
G STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



H SILT SACK DETAIL & SPECIFICATIONS
N.T.S.



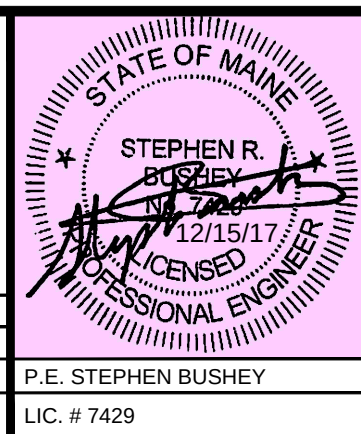
I SILT SACK DETAIL & SPECIFICATIONS
N.T.S.



J TYPICAL SEWER AND STORM DRAIN TRENCH SECTION
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	REVISIONS
2	12.15.2017	FINAL PLAN SUBMISSION TO THE CITY	
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION	



PROJECT	SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE
SHEET TITLE	SITE, STORMWATER & EROSION CONTROL DETAILS
CLIENT	SEA COAST AT BAXTER WOODS, ASSOC., LLC
DRAWN:	PBF
DESIGNED:	SRB
CHECKED:	SRB
FILE NAME:	SP-M162 DETAILS
SHEET	C-7.3

STANTEC CONSULTING SERVICES INC

482 PAYNE ROAD,
SCARBOROUGH, MAINE 04074
WWW.STANTEC.COM

 **Stantec**

DRAWN: PBF	DATE: AUG 2017
DESIGNED: SRB	SCALE: AS NOTED
CHECKED: SRB	JOB NO. 195350145

FILE NAME: SP-M162 DETAILS

HEET

C-7.3

TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, SILTATION FENCE, CATCH BASIN INLET BARRIERS, CATCH BASIN SEDIMENT COLLECTION BAGS, EROSION CONTROL BLANKET, AND TEMPORARY SEEDING AND MULCHING AS REQUIRED. PERMANENT DEVICES INCLUDE PAVEMENT AND PERMANENT VEGETATION.

GENERAL

A. IT IS ANTICIPATED THAT CONSTRUCTION MAY BEGIN AS SOON AS POSSIBLE FOLLOWING RECEIPT OF NECESSARY PERMITS.

1. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND THE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2003, OR AS CURRENTLY REVISED OR U.S. ENVIRONMENTAL PROTECTION AGENCY PUBLICATION 832/R-92-005 (SEPTEMBER, 1992) STORM WATER MANAGEMENT FOR CONSTRUCTION, CHAPTER 3, WHICHEVER IS MORE STRINGENT.

2. ANY ADDITIONAL EROSION AND SEDIMENTATION CONTROL DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) PERSONNEL AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.

3. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.

4. ANY SOIL OR DEBRIS TRACKED ONTO ABUTTING PAVED AREAS OR STREETS SHALL BE REMOVED IMMEDIATELY

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/ REPLACEMENT/ MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF ACCEPTABLE PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:

A. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS A 90% COVER OF THE DISTURBED AREA WITH MATURE, HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.

B. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.

C. FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.

D. PAVED AREAS: FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUBBASE IS COMPLETED.

B. EROSION AND SEDIMENTATION CONTROL MEASURES

1. PRIOR TO THE BEGINNING OF CONSTRUCTION, THE STABILIZED CONSTRUCTION ENTRANCE AND TEMPORARY SILT FENCE SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. IT IS THE INTENT THAT SILT FENCE BE INSTALLED DOWN GRADIENT OF ALL DISTURBED AREAS OF THE SITE. SILT FENCE SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS WILL BE MADE IMMEDIATELY. SEDIMENT DEPOSITS SHALL BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE SILT BARRIERS. THIS SEDIMENT WILL BE SPREAD AND STABILIZED IN AREAS OF THE SITE NOT SUBJECT TO EROSION. SILT FENCE SHALL BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, THEY WILL BE REPLACED WITH A TEMPORARY CRUSHED STONE CHECK DAM.

2. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED DURING CONSTRUCTION.

3. REMOVAL OF SOD, TREES, BUSHES AND OTHER VEGETATION AND SOIL DISTURBANCE WILL BE KEPT TO A MINIMUM WHILE ALLOWING PROPER SITE DEVELOPMENT.

4. GRUBBINGS AND ANY UNUSABLE TOPSOIL SHALL BE STRIPPED AND REMOVED FROM THE PROJECT SITE AND DISPOSED OF IN AN APPROVED MANNER.

5. ANY SUITABLE TOPSOIL WILL BE STRIPPED AND STOCKPILED FOR REUSE IN FINAL GRADING. TOPSOIL WILL BE STOCKPILED IN A MANNER SUCH THAT NATURAL DRAINAGE IS NOT OBSTRUCTED AND NO OFF-SITE SEDIMENT DAMAGE WILL RESULT. IF A STOCKPILE IS NECESSARY, THE SIDE SLOPES OF THE TOPSOIL STOCKPILE WILL NOT EXCEED 2:1. TOPSOIL STOCKPILES WILL BE TEMPORARILY AROOSTOOK RYE. ANNUAL OR PERENNIAL RYE GRASS WITHIN 7 DAYS OF FORMATION, OR TEMPORARILY MULCHED IS SEEDING CANNOT BE DONE WITHIN THE RECOMMENDED SEEDING DATES.

6. TEMPORARY DIVERSION BERMS AND DRAINAGE SWALES SHALL BE CONSTRUCTED AS NECESSARY.

7. TEMPORARY STABILIZATION SHALL BE CONDUCTED WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, PRIOR TO ANY RAIN EVENT, AND PRIOR TO ANY WORK SHUT DOWN LASTING MORE THAN ONE DAY. TEMPORARY STABILIZATION INCLUDES SEED, MULCH, OR OTHER NON-ERODABLE COVER

8. TEMPORARY SEEDING SPECIFICATIONS: WHERE SEEDBED HAS BEEN COMPACTED BY CONSTRUCTION OPERATIONS, LOOSEN SOIL TO A DEPTH OF 2 INCHES BEFORE APPLYING FERTILIZER, LIME, AND SEED. APPLY LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 600 LBS PER ACRE (13.8 LB. PER 1,000 SQUARE FEET), UNIFORMLY APPLY SEED AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.

RECOMMENDED TEMPORARY SEEDING DATES AND APPLICATION RATES ARE AS FOLLOWS:

AROOSTOOK RYE:
RECOMMENDED SEEDING DATES: 8/15 - 10/1
APPLICATION RATE: 112 LBS/ACRE

ANNUAL RYE GRASS:
RECOMMENDED SEEDING DATES: 4/1 - 7/1
APPLICATION RATE: 40 LBS/ACRE

PERENNIAL RYE GRASS:
RECOMMENDED SEEDING DATES: 8/15 - 9/15
APPLICATION RATE: 40 LBS/ACRE

9. PERMANENT SEEDING SPECIFICATION SHALL BE AS SHOWN ON THE LANDSCAPE PLAN. LATE SEASON SEEDING SHALL BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER ISHALL BE SEEDED WITH AROOSTOOK RYE OR MULCHED AT RATES PREVIOUSLY SPECIFIED. SEE WINTER CONDITIONS NOTES FOR SEEDING STABILIZATION AFTER NOVEMBER 1.

A. APPLY TOPSOIL TO A MINIMUM DEPTH OF 4 INCHES. MIX TOPSOIL WITH THE SUBSOIL TO A MINIMUM DEPTH OF 6 INCHES.

B. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND GRANULAR, COMMERCIAL-GRADE, 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 800 LBS PER ACRE (18.4 LBS PER 1,000 SQUARE FEET).

C. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES. APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.

D. THE SEED MIXTURE FOR LAWN AND FILTRATION BASIN AREAS SHALL CONSIST OF SEEDS

PROPORTIONED BY WEIGHT AS FOLLOWS:

30% CREEPING RED FESCUE
50% KENTUCKY BLUEGRASS
20% ITALIAN/PERENNIAL RYE GRASS

NOTE: SEED MIXTURE SHALL CONSIST OF AT LEAST TWO VARIETIES PF EACH TYPE OF GRASS. WHEN USED IN A FILTER BASIN, STORMWATER SHALL NOT BE DIRECTED TO THE BASIN UNTIL THE GRASS IS ESTABLISHED.

10. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF APPLICATION RATE

11. DITCH LININGS, STONE CHECK DAMS, AND RIP RAP INLET AND OUTLET PROTECTION SHALL BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR INSTALLATION OF CULVERT.

12. RIP RAP REQUIRED AT CULVERTS AND STORM DRAIN INLETS AND OUTLETS SHALL CONSIST OF FIELD STONE OR TOUGH UNHEWN QUARRY STONE APPROXIMATELY RECTANGULAR IN SHAPE.

13. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 15%. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

14. TEMPORARY CONTROL MEASURES, SUCH AS SILT FENCE, SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

C. WINTER CONDITIONS - NO WINTER SITE CONSTRUCTION IS PROPOSED ON THIS PROJECT.

D. HOUSEKEEPING

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON-SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORM WATER, AND APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING AND IMPLEMENTATION.

2. 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.

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.

4. DEBRIS AND OTHER MATERIAL. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER, MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. COMPLY WITH THE REQUIREMENTS OF SECTION 01570, CONSTRUCTION WASTE MANAGEMENT, FOR REMOVAL AND DISPOSAL OF CONSTRUCTION DEBRIS AND WASTE.

6. TRENCH OR FOUNDATION DE-WATERING. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED AREAS THAT ARE SPECIFICALLY DESIGNATED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFER DAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE.

E. INSPECTION AND MAINTENANCE

1. INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION AND STORM WATER CONTROL MEASURES, AREAS USED FOR STORAGE THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE A WEEK AND BEFORE AND AFTER A STORM EVENT, PRIOR TO COMPLETION OF PERMANENT STABILIZATION. A PERSON WITH KNOWLEDGE OF EROSION AND STORM WATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT AND ANY DEP OR MUNICIPAL COMPANION DOCUMENTS, MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE MODIFIED IF ADDITIONAL 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.

2. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME AND QUALIFICATIONS OF THE PERSON PERFORMING THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO OPERATION OF EROSION AND SEDIMENTATION CONTROLS AND POLLUTION PREVENTION MEASURES. MAJOR OBSERVATIONS MUST INCLUDE: BMPS THAT NEED TO BE MAINTAINED, LOCATION(S) OF BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED THAT DID NOT EXIST AT THE TIME OF THE INSPECTION. FOLLOW-UP TO CORRECT DEFICIENCIES OR ENHANCE CONTROLS MUST ALSO BE INDICATED IN THE LOG AND DATED, INCLUDING WHAT ACTION WAS TAKEN AND WHEN.

F. CONSTRUCTION SCHEDULE & SEQUENCE

1. INSTALL TEMPORARY EROSION CONTROL MEASURES IN THE VICINITY OF THE CONSTRUCTION AREA, INCLUDING A STABILIZED CONSTRUCTION ENTRANCE AT LOCATIONS DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, SEDIMENT BARRIERS, AND SILT FENCE.

2. REMOVE EXISTING PAVEMENT AND STRUCTURES AS SHOWN, STOCKPILE REUSABLE MATERIAL, AND DISPOSE OF UNUSABLE AND/OR SURPLUS MATERIAL. INSTALL UNDERGROUND UTILITIES AND INSTALL NEW BASE GRAVEL IN PARKING AREAS AND DRIVES.

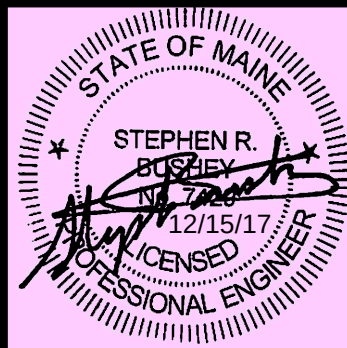
3. EXCAVATE AROUND FOUNDATIONS FOR BUILDING IMPROVEMENTS AND DRIP EDGE INSTALLATION.

4. CONSTRUCT OTHER SITE IMPROVEMENTS, INCLUDING PAVEMENT, SIDEWALKS.

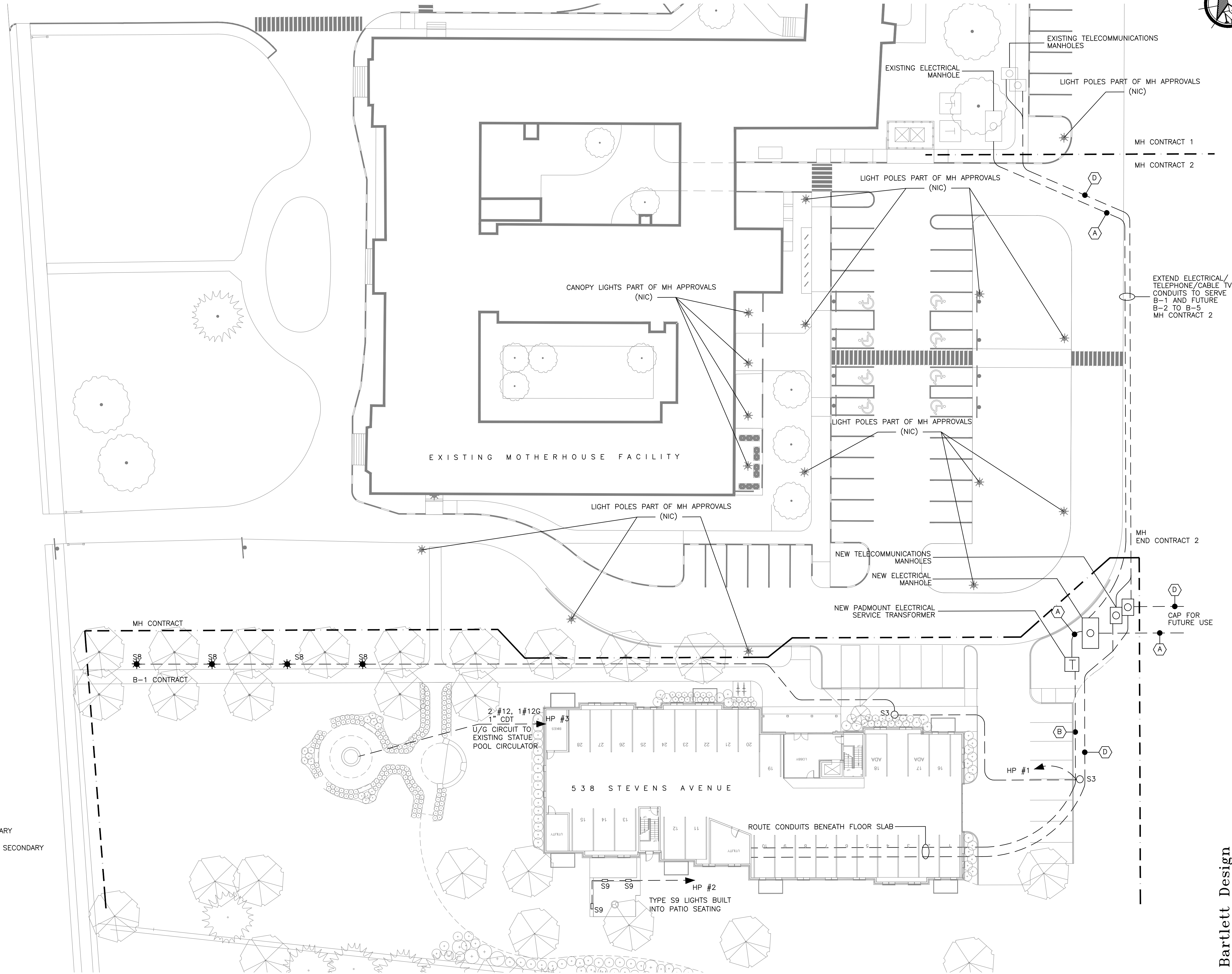
5. INSTALL LANDSCAPING AND HARDSCAPE AROUND BUILDINGS.

6. FOLLOWING PERMANENT STABILIZATION OF THE SITE, REMOVE TEMPORARY EROSION CONTROL MEASURES.

PRELIMINARY - NOT FOR CONSTRUCTION

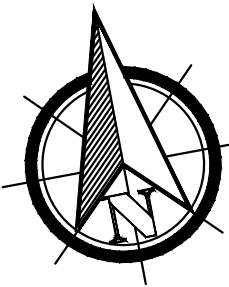
				PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM 
				SHEET TITLE EROSION CONTROL NOTES	
2	12.15.2017	FINAL PLAN SUBMISSION TO THE CITY		CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC	DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: SP-M162 DETAILS SHEET
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION			DATE: AUG 2017 SCALE: AS NOTED JOB NO. 195350145
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY LIC. # 7429		C-8.0
REVISIONS					

- (A) 2-5" UNDERGROUND CDTs. FOR CMP PRIMARY
(B) 4-4" UNDERGROUND CDTs. FOR ELECTRICAL SECONDARY
(C) NOT USED
(D) 1-3" UNDERGROUND CDT. FOR TELEPHONE
1-3" UNDERGROUND CDT. FOR CABLE TV



0 10 20 40
SCALE in FEET
1"=20'

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET - BATH, ME 04630
TEL (207) 443-5447



APPLICANT:
SEA COAST AT
BAXTER WOODS
ASSOCIATES, LLC
20 BLUEBERRY LANE
FALMOUTH, MAINE
04105

605 STEVENS AVE
PHASE 2 BUILDING 1

ELECTRICAL SITE PLAN

Phase:
PERMITTING

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

Date:
August 14, 2017

Sheet No:

E-1.0

STATE OF MAINE
LAWRENCE E. BARTLETT
No. 7928
LICENSED PROFESSIONAL ENGINEER
8/14/17
Lawrence E. Bartlett

Revisions	Date	Description
1	12-14-17	NO REV THIS SHEET

Drawn By: LEB
Approved By: LEB
Scale: 1"=20'-0"

PROPOSED LIGHTING FIXTURES

TYPE S3

MANUFACTURER: U.S. ARCHITECTURAL
CATALOG #: RNTA-124-125-PT27-RAL-9005S (POLE)
MOZM-LED-VLED-IV-48LED-350mA-NW-120-PT-RAL-9005T-HS-VLED (LUMINAIRE)

DESCRIPTION: DECORATIVE POST-TOP LUMINAIRE WITH 48-4000K LED LAMPS. LUMINAIRE OPTICS SHALL PROVIDE AN IES TYPE IV DISTRIBUTION WITH HOUSE-SIDE SHIELDING. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. POLE SHALL BE 12-FEET TALL, ROUND, STRAIGHT ALUMINUM WITH A DECORATIVE BASE COVER. LUMINAIRE AND POLE FINISH SHALL BE BLACK.

TYPE S6

MANUFACTURER: LUMARK

CATALOG #: XT0R1B-W

DESCRIPTION: WALL MOUNTED 4000K LED LUMINAIRE WITH DOWNWARD OPTICAL DISTRIBUTION. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. INSTALL AT HEIGHTS AS INDICATED ON THE PLANS. LUMINAIRE FINISH SHALL BE BLACK.

TYPE S7

MANUFACTURER: FAIL-SAFE

CATALOG #: TRO-11-LD4-20W-40-OPL-BK-UNV-ED-C1

DESCRIPTION: SURFACE CEILING MOUNTED 4000K LED LUMINAIRE WITH OPAL POLYCARBONATE DIFFUSER. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE HOUSING FINISH SHALL BE BLACK.

TYPE S8

MANUFACTURER: U. S. ARCHITECTURAL

CATALOG #: BRA6-LED-IL-24LED-NW-GROUND-RAL-9005T-36"

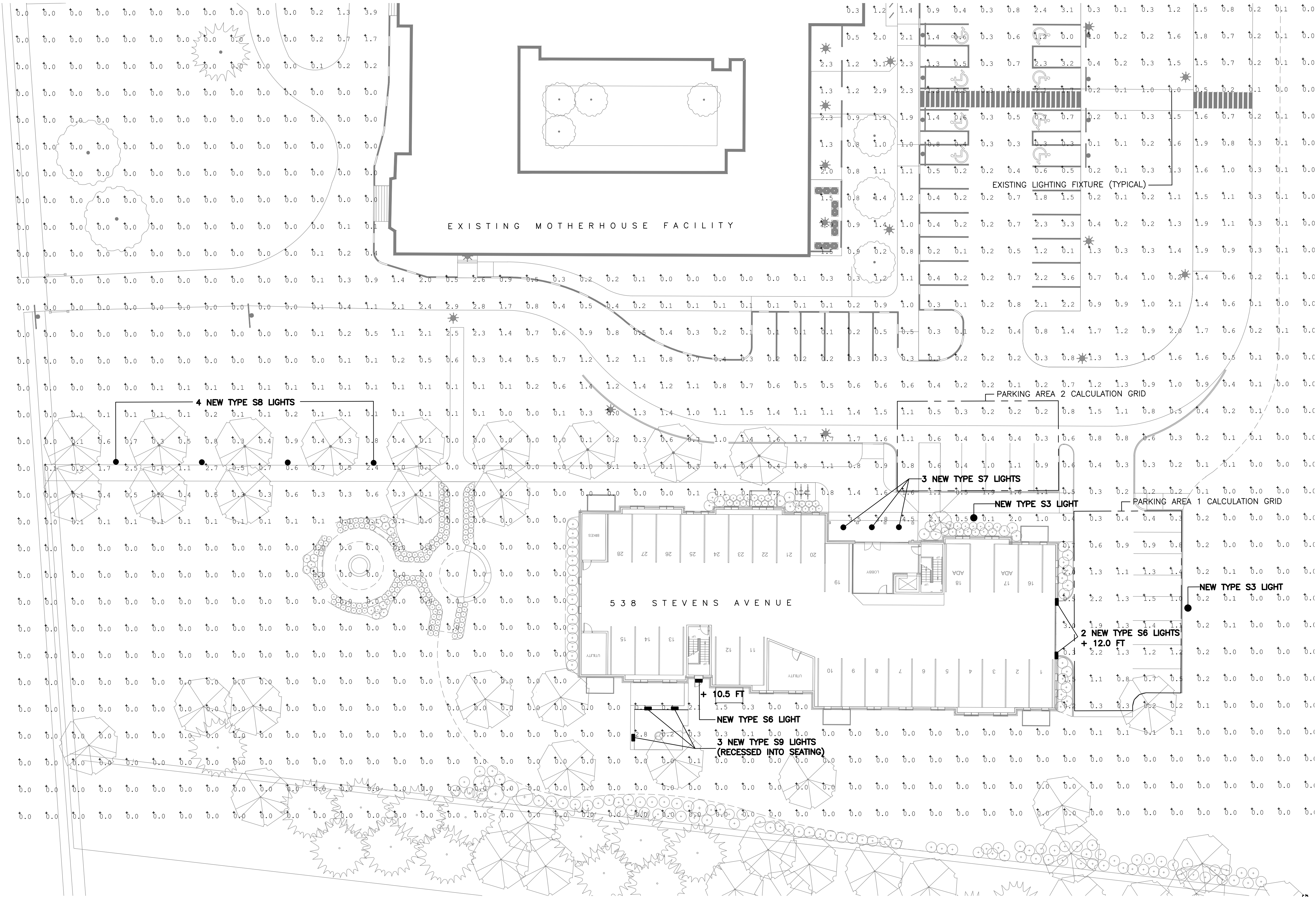
DESCRIPTION: 36-INCH TALL, BY 6-INCH DIAMETER BOLLARD LIGHT WITH 4000K LED LAMPS, AND WITH INTERNAL SHIELDING LOUVERS. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE FINISH SHALL BE BLACK.

TYPE S9

MANUFACTURER: TARGETTI

CATALOG #: ZES-RP-FW-FE-L1-40-84-24

DESCRIPTION: RECESSED LED STEP-LIGHT TO BE BUILDING INTO PATIO SEATING. HEAT OF LUMINAIRES SHALL BE 2-FEET ABOVE GRADE. GROUP OF 3 LUMINAIRES TO BE PROVIDED WITH A REMOTE LED DRIVER IN A WEATHERPROOF ENCLOSURE. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE FACE FINISH SHALL BE FERRITE GRAY COLOR.



CALCULATED HORIZONTAL INITIAL ILLUMINANCE LEVELS INDICATED AT GRADE

CALCULATION INCLUDES ILLUMINANCE FROM EXISTING PHASE 1 PROJECT LIGHTS
ALL LIGHTS SHOWN ARE EXISTING EXCEPT THOSE INDICATED AS NEW TYPES S3, S6, S7, S8, & S9

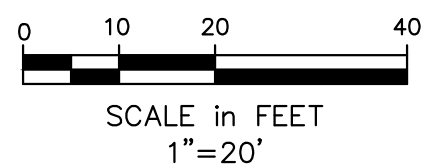
CALCULATED LIGHTING RESULTS:

PARKING AREA 1:

AVERAGE: 1.0 FOOTCANDLES
MAXIMUM: 2.2 FOOTCANDLES
MINIMUM: 0.3 FOOTCANDLES
AVERAGE-TO-MINIMUM UNIFORMITY RATIO: 3.4 : 1
MAXIMUM-TO-MINIMUM UNIFORMITY RATIO: 7.3 : 1

PARKING AREA 2:

AVERAGE: 0.8 FOOTCANDLES
MAXIMUM: 1.9 FOOTCANDLES
MINIMUM: 0.2 FOOTCANDLES
AVERAGE-TO-MINIMUM UNIFORMITY RATIO: 4.0 : 1
MAXIMUM-TO-MINIMUM UNIFORMITY RATIO: 9.5 : 1



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BAXTER WOODS
ASSOCIATES, LLC
20 BLUEBERRY LANE
FALMOUTH, MAINE
04105

605 STEVENS AVE
APARTMENT BUILDING - 1

Project:	Description	Date	Revisions
NO REV THIS SHEET		12-14-17	1

SITE LIGHTING
CALCULATION PLAN

Phase:
PERMITTING

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
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Date:
August 14, 2017

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E-2.0



PARKING LEVEL AREA CALCULATIONS

PARKING:	9,705 SF
CIRCULATION:	345 SF
PUBLIC SPACES:	941 SF
WALL THICKNESS:	752 SF +
GROSS AREA:	11,743 SF

BUILDING AREA CALCULATIONS

PARKING LEVEL:	11,743 GSF
SECOND FLOOR:	11,141 GSF
THIRD FLOOR:	11,141 GSF
FOURTH FLOOR:	10,988 GSF +
TOTAL AREA:	45,013 GSF

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017



A1.1

48 Union Wharf Portland, Maine 04101



SECOND FLOOR AREA CALCULATIONS

DWELLING UNITS:	8,823 SF
AMENITIES:	453 SF
CIRCULATION:	938 SF
WALL THICKNESS:	927 SF
GROSS AREA:	11,141 SF

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017

A1.2



FOUR CORNER AVERAGE HEIGHT
 $(43'-3" + 43'-3" + 40'-11" + 40'-2 \frac{1}{2}") / 4 = 41'-11"$

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

11 DEC, 2017

A2.1



1 | LEFT ELEVATION - 4 STORY BUILDING
1/8" = 1'-0"



2 | RIGHT ELEVATION - 4 STORY BUILDING
1/8" = 1'-0"

SEA COAST AT BAXTER WOODS - BUILDING - 1

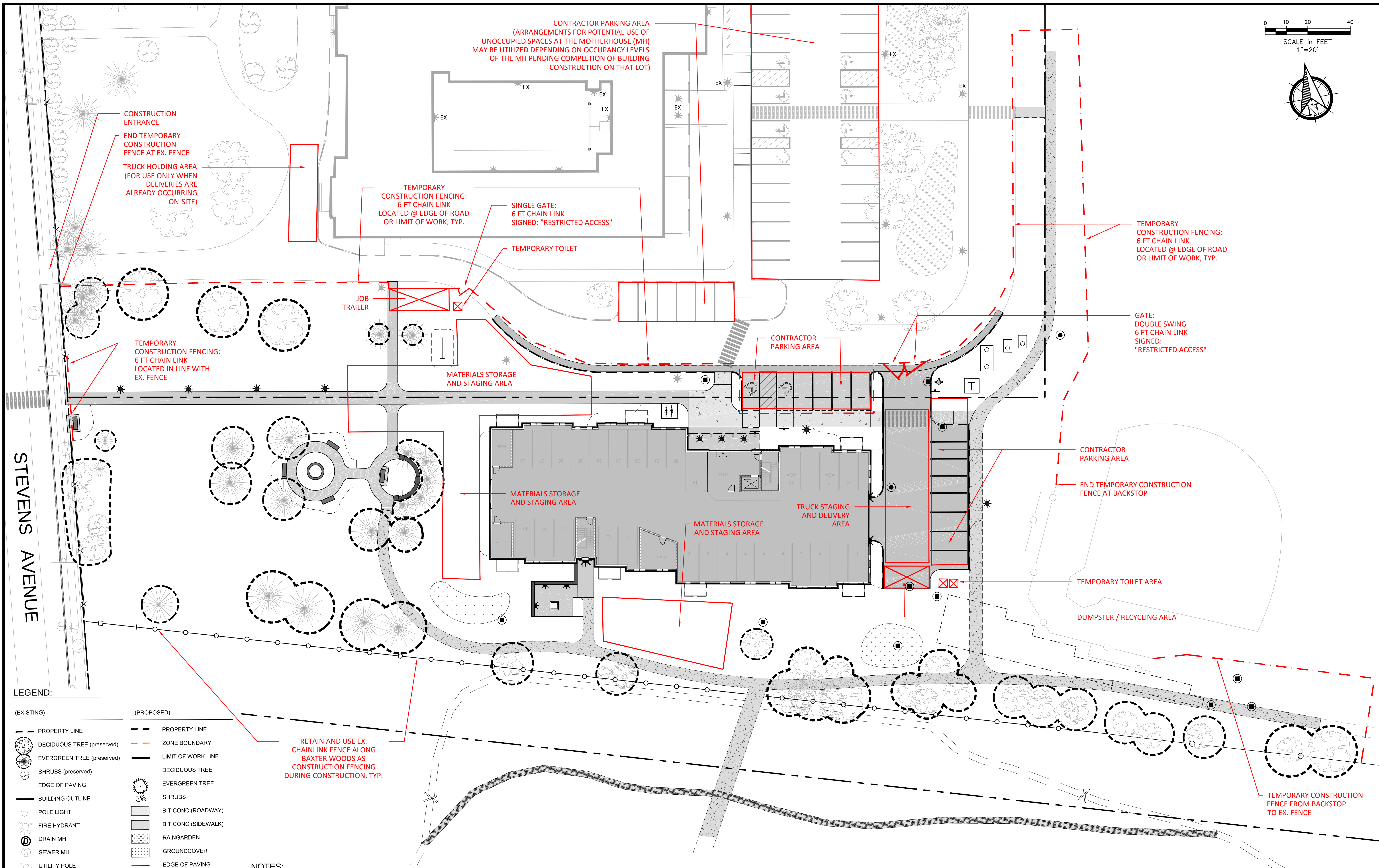
583 STEVENS AVENUE, PORTLAND, MAINE

11 DEC, 2017

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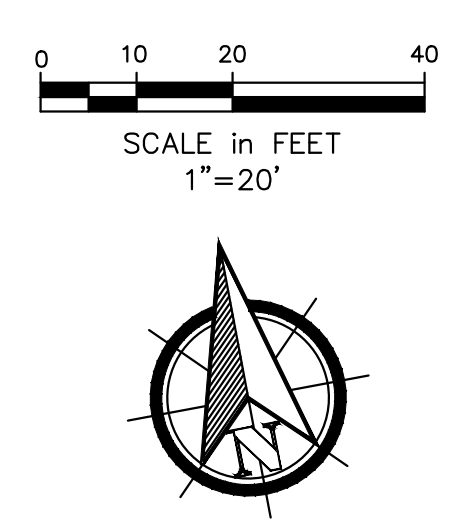


LEGEND:

(EXISTING)	(PROPOSED)
PROPERTY LINE	PROPERTY LINE
DECIDUOUS TREE (preserved)	ZONE BOUNDARY
EVERGREEN TREE (preserved)	LIMIT OF WORK LINE
SHRUBS (preserved)	DECIDUOUS TREE
EDGE OF PAVING	EVERGREEN TREE
BUILDING OUTLINE	SHRUBS
POLE LIGHT	BIT CONC (ROADWAY)
FIRE HYDRANT	BIT CONC (SIDEWALK)
DRAIN MH	RAINGARDEN
SEWER MH	GROUND COVER
UTILITY POLE	EDGE OF PAVING
SIGN	CURB
CATCH BASIN	CROSSWALK STRIPING
CHAIN LINK FENCE	LIGHT
WROUGHT IRON FENCE	TRAFFIC SIGNAGE
	HYDRANT
	CATCH BASIN
	SEWER MANHOLE
	TRANSFORMER

- NOTES:**
- ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
 - EXISTING CONDITIONS BASED ON EXISTING CONDITIONS SURVEY COMPLETED BY TITCOMB ASSOCIATES DATED JUNE 24, 2015. FIELD CONDITIONS MAY VARY SLIGHTLY FROM WHAT IS DEPICTED ON THE PLANS.
 - CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION. ANY UNUSUAL CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE ATTENTION OF THE OWNER.
 - CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
 - CONTRACTOR SHALL PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED.
 - THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
 - ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
 - NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
 - ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A STREET - OPENING PERMIT FROM THE CITY OF PORTLAND AND COORDINATION WITH THE DEPARTMENT OF PUBLIC SERVICES.
 - PROJECT TO PROVIDE 73 RESIDENT PARKING SPACES AND 3 VISITOR SPACES. SIGNAGE TO BE PROVIDED AS NOTED ON THIS PLAN.

- THIS CONSTRUCTION MANAGEMENT PLAN IS INTENDED TO ILLUSTRATE SECURITY, ACCESS, PARKING, PEDESTRIAN CIRCULATION, AND ON-SITE USE OF THE SITE. PLEASE REFER TO THE CONSTRUCTION MANAGEMENT PLAN NARRATIVE FOR ADDITIONAL DETAILS.
- ALL DELIVERIES ARE TO BE MADE ON-SITE, NOT IN STEVENS AVENUE.



APPLICANT AND OWNER:	
SEA COAST AT BAXTER WOODS ASSOCIATES, LLC	
20 BLUEBERRY LANE FALMOUTH, ME 04105	
SEA COAST AT BAXTER WOODS BUILDING - 1	
Project:	
Description:	
Date:	
Revisions:	
2	CITY OF PORTLAND, LEVEL III SITE PLAN REVS. 12.14.2017
1	CITY OF PORTLAND, LEVEL II SITE PLAN SUBM. 8.16.2017
CONSTRUCTION MANAGEMENT PLAN	
Phase: PERMITTING	
CARROLL ASSOCIATES LANDSCAPE ARCHITECTS	
217 COMMERCIAL STREET, STE 200 PORTLAND, MAINE 04101 207.772.1652 V. F. 207.772.0712	
Date: DECEMBER 14, 2016	
Sheet No: CMP-1.0	