1. Legal Ad

    Documents:

        PB LEGAL AD 3-13-18.PDF

2. Agenda (Rescheduled From 3/13/18 Meeting Due To Weather)

    Documents:

        PB AGENDA 3-22-18.PDF

3. Thompson's Point

    3.I. Report And Attachments

        Documents:

            THOMPSONS POINT (REPORT).PDF
            THOMPSONS POINT (REPORT ATTACHMENTS).PDF
            THOMPSONS POINT - (APPLICANTS SUBMITTAL).PDF
            THOMPSONS POINT (PLANS).PDF

4. Zoning Text Amendment, Section 14-403. Street Access

    4.I. Report And Attachments

        Documents:

            ZONING TEXT AMENDMENT, SECTION 14-403 (REPORT, ATTACHMENTS, PUBLIC COMMENT).PDF

    4.II. Additional Public Comment

        Documents:

            PC3 LIV CHASE 3-11-18.PDF
            PC4 BRENT ADLER 3-11-18.PDF
            PC5 JOHN MCGOVERN 3-19-18.PDF

5. 44 Hanover Street

    5.I. Report And Attachments

        Documents:

            HANOVER ST. - 44 (REPORT).PDF
            HANOVER ST. - 44 (REPORT ATTACHMENTS).PDF
            HANOVER ST. - 44 (APPLICANT SUBMITTALS).PDF
            HANOVER ST. - 44 (PLANS).PDF

    5.II. Additional Public Comment

        Documents:

            PC1 VICTORIA MORALES (3-22-18).PDF

PC2 GEORGE RHEAULT (3-22-18).PDF

6. 510 Stevens Avenue

6.I. Report And Attachments

Documents:

STEVENS AVE. - 510 (REPORT).PDF
STEVENS AVE. - 510 (REPORT ATTACHMENTS).PDF
STEVENS AVE. - 510 (APPLICANTS SUBMITTALS).PDF
STEVENS AVE. - 510 (PLANS).PDF

LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD - MEETING AGENDA

The Portland Planning Board will hold a meeting on Tuesday, March 13, 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; Thompson's Point Hotel; Thompson's Point; Forefront Hoteliers, LLC., Applicant. (4:30 – 5:45 p.m. estimated time) The Board will hold a workshop to consider a proposal for a five-story, 148 room, full service hotel with a building footprint of 19,000 sq. ft. and total floor area of 90,000 sq. ft. The hotel will be 54 feet in height and is zoned B-5 and Resource Protection.

ii. Zoning Text Amendment, Section 14-403. Street Access; Portland Corporation Counsel, Applicant. (5:45 - 6:30 p.m. estimated time) The Board will hold a workshop on the proposed text amendments to replace the current Section 14-403. The amendments include, but are not limited to, clarifying a building or structure may only be constructed or moved on a lot or a dwelling added to a lot where the minimum street requirements are met for permanently paved and accepted streets (or island streets) and for streets to be upgraded in connection with development.

Public Hearing – 7:00 p.m.

i. Level III Subdivision; 44 Hanover Street; City of Portland Economic Development Department, Applicant. (7:00 - 7:45 p.m. estimated time) The Board will hold a public hearing on a proposal to subdivide approximately 141,600 sq. ft. of land into 3 lots for private development. The site is the former Department of Public Works site at 44 Hanover Street bounded by Portland St., Hanover St., Parris St. and Kennebec St. The property is located in the B-2b and B-7 zones.

ii. Level III Site Plan and Subdivision; 510 Stevens Avenue; 510 Stevens Ave., LLC., Applicant. (7:45 - 8:30 p.m. estimated time) The Board will hold a public hearing to consider a proposed 4,884 sq. ft. building with retail on the first floor and three residential units on the second floor. A shared driveway with the adjoining property leads to eight parking spaces behind the building. The site is in the B-1b zone.

Evening Workshop - Immediately Following Public Hearing

i. Amended Level III Site Plan and Subdivision; 75 Chestnut Street; A & M Partners, Inc., Applicant (estimated time 8:30 p.m.) The Portland Planning Board will hold an evening workshop on a proposal by A & M Partners, Inc. to amend the previously approved proposals for the project entitled "Westerlea View Lofts" to construct a 7 story residential building including commercial space. The key amendments relate to the design of the roof, window sizes, and decks, and modify the building footprint. The site is in the B-7 zone.

SEAN DUNDON, CHAIR – PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

Sean Dundon, Chair
Brandon Mazer, Vice Chair
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited

AGENDA
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Thursday, March 22, 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; Thompson's Point Hotel; Thompson's Point; Forefront Hoteliers, LLC., Applicant.
(4:30 – 5:45 p.m. estimated time) The Board will hold a workshop to consider a proposal for a five-story, 148 room, full service hotel with a building footprint of 19,000 sq. ft. and total floor area of 90,000 sq. ft. The hotel will be 54 feet in height and is zoned B-5 and Resource Protection.

ii. Zoning Text Amendment, Section 14-403. Street Access; Portland Corporation Counsel, Applicant.
(5:45 - 6:30 p.m. estimated time) The Board will hold a workshop on the proposed text amendments to replace the current Section 14-403. The amendments include, but are not limited to, clarifying a building or structure may only be constructed or moved on a lot or a dwelling added to a lot where the minimum street requirements are met for permanently paved and accepted streets (or island streets) and for streets to be upgraded in connection with development.

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 FEBRUARY 27, 2018:
Workshop: Dundon, Mazer, Boepple, Eaton, Morrissette, and Stanley. Whited absent
Public Hearing: Dundon, Mazer, Boepple, Eaton, Morrissette, and Stanley. Whited absent.

4. REPORT OF DECISIONS AT THE MEETINGS HELD ON FEBRUARY 27, 2018:

i. Change of Use; 255 Diamond Avenue – Great Diamond Island; The General Store at Diamond Cove, Applicant. Mazer moved and Morrissette seconded a motion to approve the change of use application with six (6) conditions of approval. Vote: 6-0, Whited absent.

ii. Level III Subdivision and Conditional Use for Inclusionary Zoning Application; Brandy Lane Subdivision; 22 Hope Avenue; LBW, LLC., Applicant. Mazer moved and Morrissette seconded a motion to waive the sidewalk along the north side of the street between Hope Lane and Lot 16. Vote: 6-0, Whited absent. Mazer moved and Morrissette seconded a motion to approve the Conditional Use for Inclusionary Zoning with two conditions of approval. Vote: 6-0, Whited absent. Mazer moved and Morrissette seconded a

motion to approve the subdivision application with nine (9) conditions of approval. Vote: 6-0, Whited absent.

iii. Level III Site Plan and Subdivision; 37 Casco Street; Port Property Management, Applicant. Mazer moved and Morrissette seconded a motion to approve the site plan and subdivision application for the addition of 6 residential units with three (3) conditions of approval. Vote: 6-0, Whited absent.

iv. Level III Site Plan and Subdivision Amendment; 502 Stevens Avenue; 502 Deering Center, LLC., Applicant. Mazer moved and Boepple seconded a motion to approve the amended site plan and subdivision application for 7 residential units. Vote: 6-0, Whited absent.

5. NEW BUSINESS

i. Level III Subdivision; 44 Hanover Street; City of Portland Economic Development Department, Applicant. (7:00 - 7:45 p.m. estimated time) The Board will hold a public hearing on a proposal to subdivide approximately 141,600 sq. ft. of land into 3 lots for private development. The site is the former Department of Public Works site at 44 Hanover Street bounded by Portland St., Hanover St., Parris St. and Kennebec St. The property is located in the B-2b and B-7 zones.

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Evening Workshop - Immediately Following Public Hearing

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Memorandum
Planning and Urban Development Department
Planning Division

To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: March 9, 2018
Re: Forefront Hotel, Thompson's Point, Forefront Hoteliers, LLC
Project #: 2017-241 CBL: 201 A005001
Meeting Date: March 13, 2018

I. INTRODUCTION

Forefront Hoteliers, LLC, has requested a Level III site plan review for a construction of a multistory restaurant and hotel building with associated parking, utilities and stormwater management. The project includes the development of Lot 6 of the previously approved Forefront at Thompson's Point Subdivision Plan at Thompsons' Point. The hotel will be a 148 room, full service hotel. The total development area consists of 1.15 acres. The site's approved master development plan called for an educational development on this site but a hotel was always a part of the overall Thompson's Point master plan. A time line of the multiple reviews and approvals for this site is below, as background information.

Figure 1: Aerial of Propose Site

This development is being referred to the Planning Board for compliance with the site plan standards. The project is also subject to the B-5 and B-5b Urban Commercial Business Zones standards in the City's Design Manual, which addresses shared infrastructure, the location of buildings to the street, and location of parking lots.

A total of 283 notices were sent to property owners within 500 feet of the site and a legal ad ran in the Portland Press Herald on March 5th and 6th, 2018.

Applicant: Chris Thompson, Forefront Hoteliers, LLC
Consultants: Bo Kennedy, P.E., Placemaker Partners, LLC; Keith A. Kelly, Architect – Opechee Associates; Charlie Marchese, Surveyor, Sebago Technics.

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14-526
Design Review	B-5 and B-5b Urban Commercial Business Zones Design Standards

III. PROJECT DATA

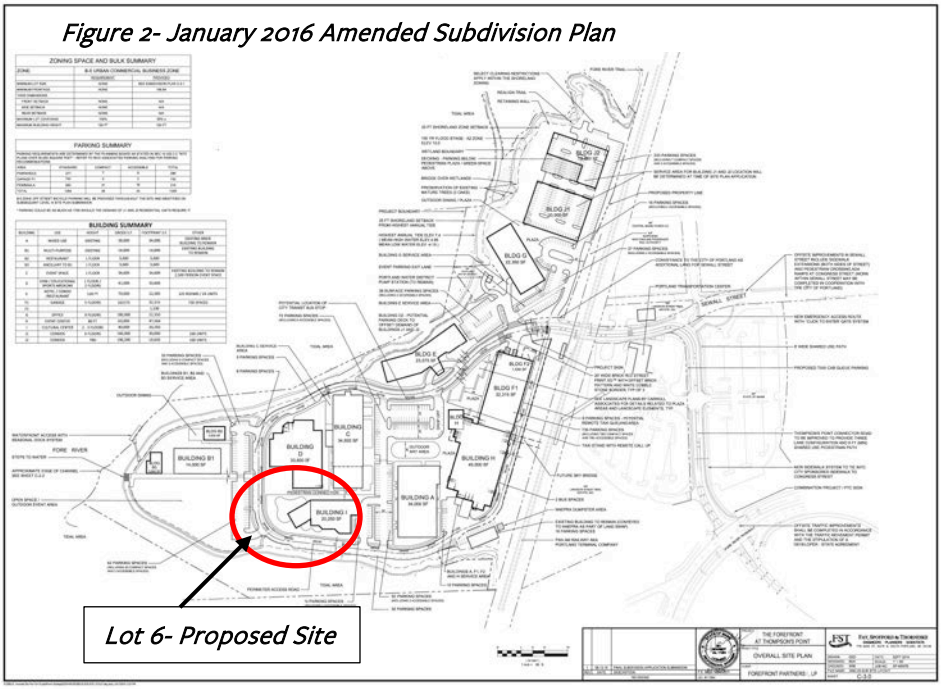
Existing Zoning	B-5
Existing Use	Vacant Lot
Proposed Use	Hotel and Restaurant
Parcel Size	1.15 acres (26.26 acres for Thompson's Point)

	Existing	Proposed	Net Change
Building Footprint	0 SF	19,000 SF	19,000 SF
Building Floor Area	0 SF	90,000 SF	90,000 SF
Impervious Surface Area	76,939 SF	63,124 SF	13,815 SF
Parking Spaces (on site) - Proposed Onsite - On the Proposed Loop Road - Per Zoning Requirement	 0 Unknown 0	 5 (1 Handicapped) 8 None Required	 5 8
Bicycle Parking Spaces	0	8	8
Estimated Cost of Project	$18 Million		

IV. BACKGROUND

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

Figure 2- January 2016 Amended Subdivision Plan



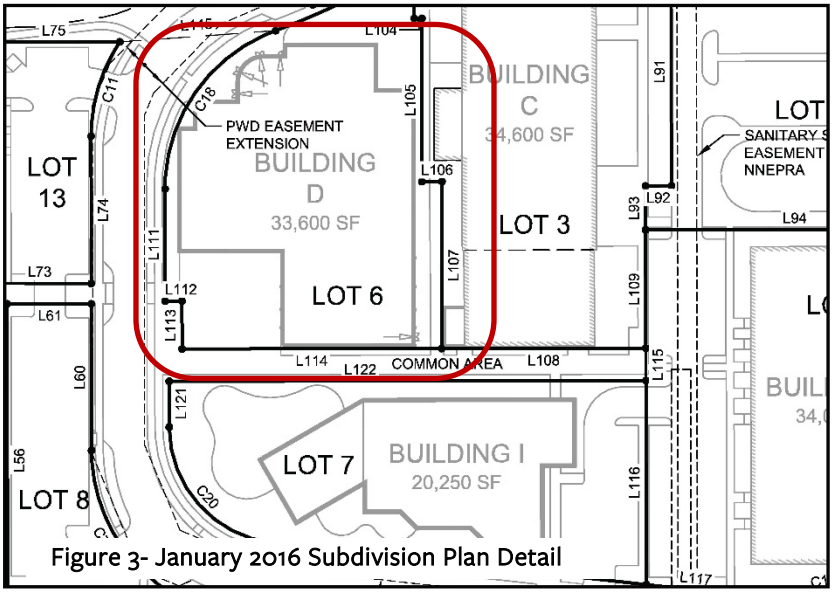


Figure 3- January 2016 Subdivision Plan Detail

Thompson's Point has been the site of a number of approvals since an initial proposal in 2012. Initially, the site was approved for 600,000 square feet of a mix of uses as a Level III site plan and subdivision, but a Master Development Plan (MDP) was approved in March of 2014 reimagined the 30+ acre site and superseding, subsequently, the 2012 Level III site plan approval. The MDP approval established a cohesive development, allowing for multiple development phases over an extended time frame of six years, with possibilities for extension. An approval of a MDP requires subsequent site plan and subdivision applications with specific construction proposals towards fulfillment of the overarching approval.

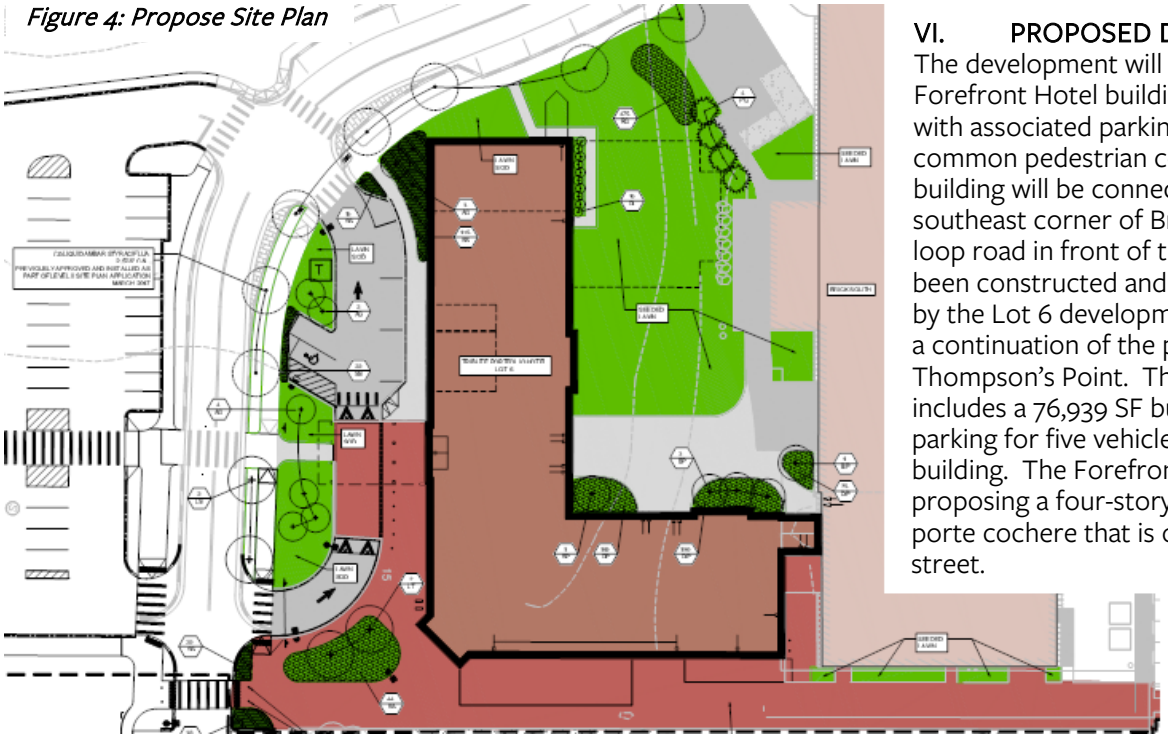
The 2014 MDP approved a host of different uses, consistent with the B-5 zone, including: office, restaurant, retail, educational and cultural uses, an event center, gym and medical office, outdoor stage, boat launch, hotel, parking garage, and residential condominiums.

A revised overall site plan and subdivision plan was approved by the Planning Board in January 2016, and depicts the most recent site layout, which didn't alter MDP approved uses, total parking, overall site circulation configuration or permitted total square feet of building area. The MDP approval is meant to provide a flexible framework for larger sites to develop over multiple phases and multiple years, and is not intended to conclusively fix locations of buildings or locations of uses within the site. The layout approved in the MDP is important for understanding of site plan intent and impacts, including those related to site circulation, infrastructure, stormwater management, and initial design concepts, but the need for submission of site plans for each phase of development assures that the particulars of each will be reviewed under full site plan standards, and reviewed for overall consistency with the MDP. The proposed building and the configuration of parking on lot 6 is consistent with the MDP approval in building location, and general site configuration and circulation.

V. EXISTING CONDITIONS

The hotel project parcel is designated as Lot 6 on the approved Subdivision Plat (Plan 1). The total site area is 1.15 acres (50,094 SF) and currently vacant, open lot. The site is bordered by the Brick North building to the west and to the south of the site, future Children's Museum development (Lot 7) is located. The depot and concert grounds are located to the east. To the site's north side, the loop road, parking, and yard area to the Fore River are located.

Figure 4: Propose Site Plan



VI. PROPOSED DEVELOPMENT

The development will consist of Forefront Hotel building construction with associated parking spaces and the common pedestrian corridor. The building will be connected to the southeast corner of Brick North. This loop road in front of the building has been constructed and will be utilized by the Lot 6 development. The road is a continuation of the private road on Thompson's Point. The site plan includes a 76,939 SF building and onsite parking for five vehicles near the building. The Forefront Hotel is proposing a four-story building with a porte cochere that is oriented to the street.

Below are the elevations of the proposed building. The development will also include new utilities including water, sanitary, drainage, power, and/or communications extensions, and landscaping.

Figure 5: Front Elevation

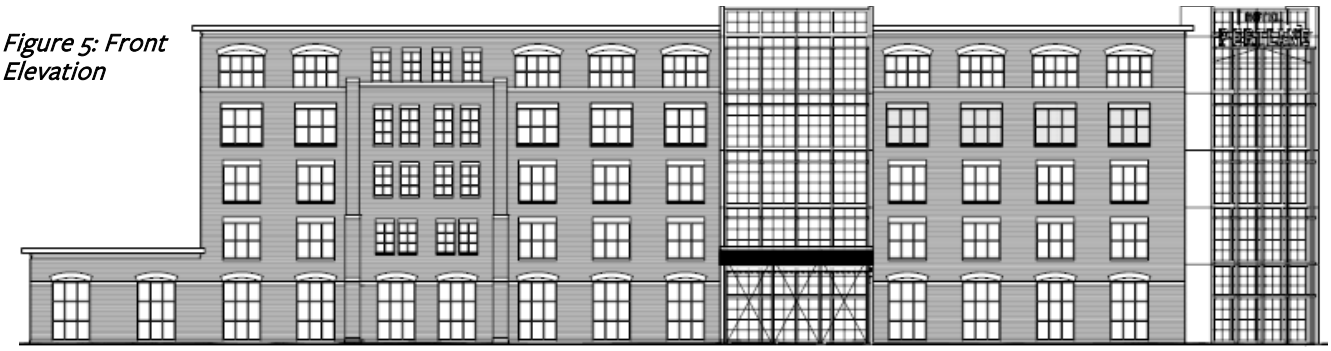
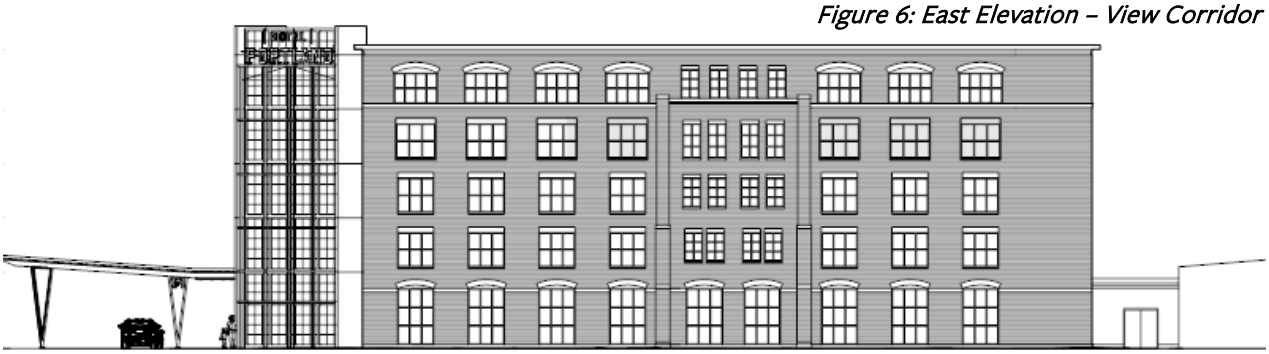


Figure 6: East Elevation – View Corridor



The site layout is consistent with the overall master development plan approval – it is generally consistent with the approved layout of buildings, circulation infrastructure, open spaces, and uses, cumulative lot coverage, parking and circulation. The overall proposed site circulation remains closely aligned to the originally approved master development plan.

VII. PUBLIC COMMENT

No comments have been received to date. A neighborhood meeting was held on January 3, 2018 and approximately seven members of the public attended (Attachment O).

VIII. RIGHT, TITLE, & INTEREST

The applicant has not provided evidence of Right, Title & Interest. This document will need to be submitted prior to the public hearing.

IX. FINANCIAL & TECHNICAL CAPACITY

A financial letter from Bangor Savings Bank, dated 10.31.2017, attesting to the Forefront Hotelier, LLC's ability to complete the project.

X. ZONING ANALYSIS

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

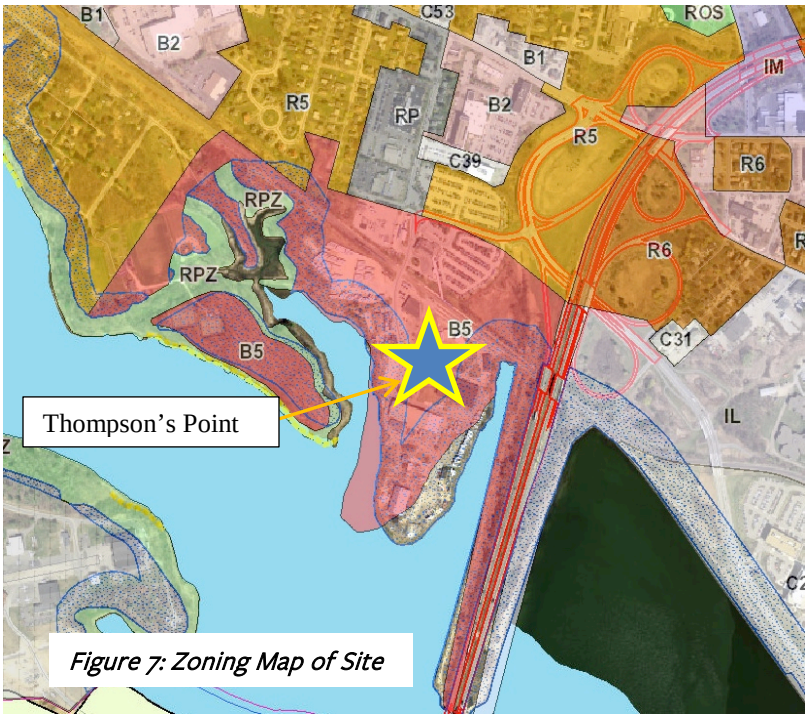


Figure 7: Zoning Map of Site

The project meets the requirements of the B-5 zone use and dimensional standards. The B-5 zone allows for a wide range of commercial and mixed uses and encourages urban patterns of development. There are no lot coverage limits or applicable setbacks in the B-5, and there is a height limit of 120 feet. The proposed building has an average height of 55". Due to the close proximity to Portland Jetport, a confirmation from the Federal Aviation Administration that the proposed building height meets their standards.

XI. SITE PLAN REVIEW

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

A. Transportation Standards

1. Impact on Surrounding Street Systems

As part of the overall master plan for the Point, a traffic movement permit was obtained to address impacts on the surrounding street systems. The master plan also has an approved Transportation Demand Management Plan (TDM) for managing and reducing traffic trips and parking demand. Included in the applicant's application is an update to the approved Transportation Demand Management (Attachment P). A number of improvements to

the surrounding street system have been completed on the Point since the approval of the master plan, thus creating ample conditions to allow the Lot 6 site development to proceed.

2. Access and Circulation

a. Site Access and Circulation

Thompson's Point's relatively isolated peninsula geography has provided access challenges for this site, off-set by its access to multiple forms of transit served at the Portland Transportation Center. As part of the master plan for the Point, there has been extensive coordination between the applicant and the City of Portland to establish a safe and efficient system for all users. Served by Thompson's Point Connector Road, the approved master plan provides for vehicle, transit, bicycle and pedestrian access.

The applicant has worked previously with fire safety and City officials to produce an access and circulation that is easy and safe for all vehicular and pedestrian users for the overall site.

The project has been reviewed and each evaluated for compliance with the approved master development plan. Mr. Errico's finds the current application generally acceptable, but needing some further refinement regarding the crosswalks:

> *I generally find the site plan to be reasonably acceptable. I do suggest that the pedestrian corridor maintain a minimum width of 20 feet (net width when including the Museum site). This may require some adjustment to the landscape areas. I would also suggest that the crosswalk leading to the "Point" be widened to the width of the crosswalk opposite the hotel.*

b. Loading and Servicing

Formal loading docks have not been proposed for the site plan, but a service area has been designated on the rear side of the proposed building; this will allow the hotel and restaurant to utilize the area for delivery vehicles.

Mr. Errico's states the following in regard to loading:

> *It is noted in the application that some off-hour truck deliveries may occur along the east side of the hotel. The applicant should provide specific details on deliveries and the type of trucks anticipated.*

c. Sidewalks

Existing sidewalks are on one side of the newly constructed road (Plan 5). The site will also be connected to the 20' pedestrian alley between the site, Brick South, and the future Children's Museum building to the south. As part of the project, the applicant is proposing to have an outdoor dining and patio area for the restaurant within this pedestrian corridor. According to the applicant, the barrier "enclosing the outdoor dining area will be semi-permanent. Some elements are anticipated to mark the corners and key support location and likely be fixed in their location. While the gaps can be removed during winter months for ease of snow clearing". Staff do have concerns about any potential pinch points along this corridor.

Overall site circulation includes sidewalks, crosswalks and trail connections throughout Lot 6 and the entire Thompson's Point site.

Lauren Swett, Consultant Civil Engineer, on behalf of the PDW, has reviewed the sidewalk and provides the following comments:

- *It is noted that the City of Portland has recently changed their standard for sidewalk ramp detectable warning panels from composite to cast iron. It is our understanding that all of the internal streets at Thompson's Point will be private, and the warning panels wouldn't need to meet the City's standard, but it is mentioned in case the Applicant would like to remain consistent with the current standard.*

- *The curbing layout at the entrance to the hotel driveway is unclear. Two curblines are shown, and both appear as "existing." The existing and/or proposed condition should be clarified.*

3. Public Transit Access

The development is served by the existing transit service at Portland Transportation Center. There is no additional transit facility included as part of this site plan.

4. Parking

a. Location and Number of Parking Spaces

Five surface parking spaces is part of the proposed hotel development, which will be for patrons. The applicant has submitted a parking analysis (Attachment P), in which a parking demand of 63 parking spaces is calculated for the project. The parking demand analysis goes on to stated that:

> *because of the type of hotel and its location, we expect that a significant number of guests will utilize Amtrak's Downeaster service and Concord Coach Lines' service, or will fly into the Portland Jetport and utilize taxis, Uber/Lyft, etc.*

Mr. Errico's traffic and parking review provided the following comments on the parking analysis that accompanied the site plan application:

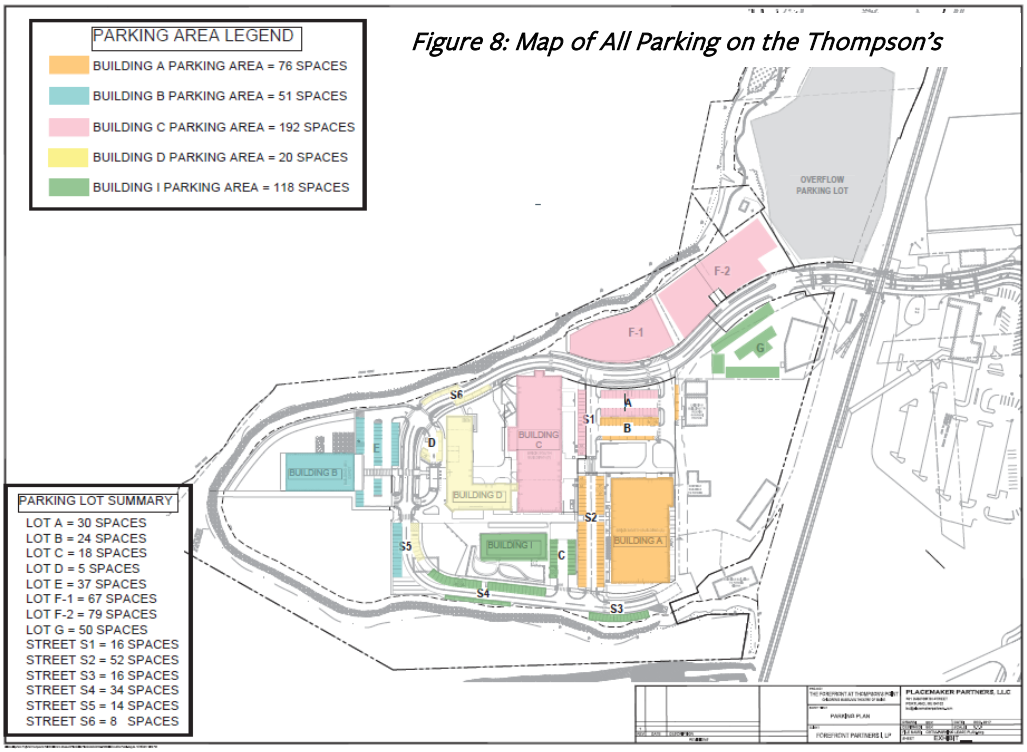
- *The applicant has conducted a trip generation analysis and I find the conclusion that the MaineDOT Traffic Movement Permit trip generation threshold will not be exceeded to be acceptable. I would note that this conclusion does not approve the methods used in the trip generation analysis for future site plan applications.*

- *The applicant should provide a summary of how parking for the hotel will be managed (including location of the parking supply) during both event and non-event time periods.*

    - *How many parking spaces are expected to be required for the Hotel?*
    - *During non-event time periods, where would those spaces be likely located? I understand that it may change over time.*
    - *During event time periods would the same area be designated for hotel vehicles? (The Event Management Plan does not speak to on-site parking for businesses)*

In addition with these parking spaces, there are on-street parking spaces that will also be provided along the new constructed looped street. The overall site layout contains an adequate number of parking spaces, meeting the City's dimensional requirements. According to the applicant, the Thompson's Point site has over 700 existing shared use surface parking spaces. Below is the parking layout for the site.

Figure 8: Map of All Parking on the Thompson's



b. Location and number of bicycle parking

Four bicycle spaces are required, with eight being provided by the applicant, will be located nearby the hotel entrances.

c. Transportation Demand Management

A Transportation Demand Management (TDM) Plan was approved in September 2011 and reapproved as part of the Point's Master Development Plan in 2013; and an amendment to the TDM was completed in November of 2015. Forefront Partners has submitted an updated Thompson's Point TDM Plan, which is being reviewed as a separate application by Bruce Hyman, the City's Transportation Program Manager, and Nell Donaldson, Senior Planner. The TDM timeframe for continues updating of the TDM is as follows:

> *the updated Thompson's Point TDM Plan by* ***March 31st*** *- with updated targets, programming and monitoring for the next ~2-5 years – followed by the individual tenant snapshots and plans for marketing to priority groups by* ***June 30th***

B. Environmental Quality Standards

1. Preservation of Significant Natural Features

   Preservation of significant natural features is being met through maintaining a 25' buffer from the annual mean high tide, as required by shoreland regulations.

2. Landscaping and Landscape Preservation

   This lot is a vacant site with no existing vegetation. Landscaped island and along the front of the hotel are proposed as part of the development. The rear of the building will be lawn with landscaping along the access road. The City Arborist's review of the proposed landscape plan (Plans 27) is pending and will be available for the public hearing.

3. Water Quality/Storm Water Management/Erosion Control

   The site is currently almost entirely impervious, with no stormwater treatment. There was an overall stormwater management plan that has been reviewed and approved for the Point site as a whole. The applicant has submitted a stormwater management and erosion control plan for this site and meets City's standards as outlined in Section 5 of the Technical Manual, as well as the standards required by the MaineDEP Site Location and Development Permit.

   Lauren Swett, Consultant Civil Engineer, commented in her peer review of the revisions presented are acceptable, with the following additional comments:

   (1) 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. Please provide the following information:
      (i) Please expand the erosion control notes to address winter construction and site stabilization in greater detail.
      (ii) Please show locations of siltation barrier on the Erosion Control and Construction Management Plan.
   (2) General Standard: The project is required to meet the general standard, providing treatment for new impervious surface in accordance with Maine DEP Chapter 500 standards. The project is providing treatment for the entire project area as well as additional area on the site through the use of a Focal Point system and a Jelly Fish system.
      (i) The Applicant should review the stormwater materials for inconsistencies in zone labeling. The labeling should be consistent on the plan and the table, but it does not appear that there will be any changes to the stormwater calculations.
      (ii) A Stormwater Maintenance Agreement and a Post-Construction Stormwater Inspection & Maintenance Plan to include all components of the stormwater systems on site should be provided. It is assumed that these exist already for other areas of Thompson's Point, and they should be updated to include the new systems.
   (3) Flooding Standard: Thompson's Point has previously received waivers of the Flooding standard. This waiver remains in effect for this project.

   With the exception of necessary stormwater discharges, all structures and paved surfaces will be set 25 feet back from high water at the shoreline, as consistent with Shoreland Zoning regulations.

C. Public Infrastructure and Community Safety Standards

a. Consistency with Related Master Plans

b. Public Safety and Fire Prevention

The proposal has been reviewed for public safety and fire prevention and has been found to allow for emergency response vehicles to move around all areas of the site. It provides for new and existing fire hydrants. A review of fire protection provisions for the site, have been submitted and meets the public safety requirements for the site, except that the "*overhanging canopy, at the front of the hotel must maintain a minimum height of 13'6""*.

c. Availability and Capacity of Public Utilities

The applicant has not provided letters indicating the capacity to serve for water, sewer, gas, and power. All utility work has been reviewed with conformance with the city's Technical Manual, including all stormwater management standards. Trash will be stored in dumpsters, eventually to be served by a contracted waste management company.

D. Site Design Standards

1. Massing, Ventilation, and Wind Impact

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

2. Shadows

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

3. Snow and Ice Loading

On-site snow storage will be accommodated along the perimeter of the site, as well as limited snow storage along the west end of the parking areas. In addition, there will be snow removal and off-site disposal.

4. View Corridors

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

5. Historic Resources

The property is not in an historic district and contains no designated landmarks. There are no known archeological resources on site.

6. Exterior Lighting

Lighting information has been submitted as Plan 26 and are consistent to the fixtures previously approved. The proposed lighting will all be full cutoff.

7. Noise and Vibration

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

8. Signage and Wayfinding

All signage being proposed will be reviewed and approved by the Department of Permit and Inspections separately. The applicant will need separate permits from DPW.

9. Zoning-Related Design Standards

Zoning-related design standards encourage dense, mixed-use development, and attractive pedestrian environments. The Design Manual standards for the B-5 zone encourages shared circulation, parking and transportation infrastructure wherever possible, and several standards for building orientation towards public streets. Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, Nell Donaldson, Senior Planner reviewed the project against design standards. Ms. Cameron states the following in reference to development on the Point:

> *Thompson's Point has an anomalous site in that it is an isolated campus on the water without an urban context or street connectivity to the city. Therefore, some of the standards of the B-5 are harder to apply in this case due to the unusual lots that vary in size, orientation, and relationship to the private vehicular road. The Master Development Plan created a layout that orients buildings to an interior pedestrian alley that*

essentially acts as a circulation spine through the site.

Ms. Cameron has found the proposal to be in general compliance, however, there is recommended improvement under a couple of the standards have not been met. Excerpt from Ms. Cameron memo is below:

(c) B-5 and B-5b Urban Commercial Business Zones
Standard (1) a. Shared Infrastructure

Staff Comment: The project will share a pedestrian walkway, sidewalks, and new road and on-street parking with surrounding developments of Thompson's Point. However, staff are concerned about the functionality of the pedestrian ways surrounding this building - the project proposes outdoor dining lights, and bike hitches that occupy these pedestrian paths. The crossing from the pedestrian alley to the Building Depot should be as intuitive as possible and follow what will be the desire line for pedestrians coming from either direction.

Standard (1) b. Buildings and Uses shall be located close to the street . . .Corner lots shall fill into the corner and shall provide an architectural presence and focus to mark the corner.

Staff Comment: The building is oriented to create visibility and long views to traffic passing on I-295. This orientation comes at the cost of the vehicular experience of the building which, on approach, sees the back of house and side views of the building. Staff comment that the design decision to prioritize the building orientation to I-295, the interior spine, and the water is at the cost of placing the prominent corner and entrance at the internal street approach. The driveway, too, is counterintuitive and requires cars to double-back. The Board may decide, however, given the unique site conditions, this orientation may be acceptable and meet the intent of the standard.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . .

Staff Comment: The plan places surface parking between the street and the building for drop-off, hotel check-in, and ADA accessible spaces.

XIV. NEXT STEPS

1. Applicant to address staff comments and Planning Board comments;
2. Applicant to prepare final plan submission, including site plan submittal requirements for review by the Planning Authority and Planning Board; and
3. Hold final Planning Board Hearing.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer Reviews, dated 03.02.2018
2. Civil Engineer Review, dated 03.02.2018
3. Urban Designer Review, dated 02.07.2018
4. Fire Department, dated 03.06.2018

APPLICANT'S SUBMITTALS

A. Cover Letter, Dated 09.25.2017
B. Cover Letter, Dated 10.31.2017
C. Hotel Level III Final Application Form
D. 2017-0712-Wac-Boring Plan-F1
E. Level Iii Submission Supporting Narrative
F. Conformity with Applicable Design Standards
G. Supplemental Stormwater Memorandum for Hotel
H. Updated Trip Generation Revised 09-13-17
I. Utility Correspondence
J. Right, Tittle and Interest and Agent Letter
K. State, Federal, FAA, Historic Permits
L. Financial and Technical Capacity
M. TDM Annual Report 2018.01.23

N. Interim TDM Update 9.19.2017
O. Neighborhood Meeting Minutes Hotel
P. Cover Letter & Parking Assessment
Q. Final Draft TP TDM Report with Appendices

PLANS

PLAN 1 C-1.0 Cover Sheet
PLAN 2 C-1.1 General Notes and Legend
PLAN 3 C-2.0 Existing Conditions
PLAN 4 C-2.1 Demolition and Removals Plan
PLAN 5 C-3.0 Site Layout Plan
PLAN 6 C-4.0 Utility Plan
PLAN 7 C-5.0 Grading and Drainage Plan
PLAN 8 C-5.1 Stormwater Management Plan - 1
PLAN 9 C-5.2 Stormwater Management Plan - 2
PLAN 10 C-6.0 Erosion Control Plan
PLAN 11 C-7.0 Stormwater Details – Jellyfish Systems
PLAN 12 C-7.1 Stormwater Details - Subsurface Water Quality Volume Storage
PLAN 13 C-7.3 Stormwater Details – FocalPoint Separator Row
PLAN 14 C-7.4 Stormwater Details - FocalPoint System Details
PLAN 15 C-8.0 Pavement Sections and Sidewalk Details
PLAN 16 C-8.1 Curbing and Sidewalk Details
PLAN 17 C-8.2 Parking and Traffic Control Details
PLAN 18 C-8.3 Stormwater Details
PLAN 19 C-8.4 Stormwater and Sanitary Sewer Details
PLAN 20 C-8.5 Erosion and Sediment Control Details
PLAN 21 C-8.6 Erosion and Sediment Control Details
PLAN 22 C-8.7 Water and Gas Service Details
PLAN 23 C-8.8 Typical Section
PLAN 24 C-9.0 Fire Safety Compliance Plan
PLAN 25 C-14.0 Access Drive Profiles
PLAN 26 E0.0 Photometric Lighting Plan
PLAN 27 L-1.0 Landscape Plan
PLAN 28 General Construction Management Plan
PLAN 29 A-1 Building Elevations E-N
PLAN 30 A-1 Building Elevations
PLAN 31 A-2 Floor Plan-First
PLAN 32 A-3 Floor Plans -Upper
PLAN 33 A-3.1 Floor Plan-Second

Portland Maine | Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

Thompson Point Hotel - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com> Fri, Mar 2, 2018 at 2:44 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Shukria – I have reviewed the application materials and offer the following preliminary traffic comments.

- The applicant has conducted a trip generation analysis and I find the conclusion that the MaineDOT Traffic Movement Permit trip generation threshold will not be exceeded to be acceptable. I would note that this conclusion does not approve the methods used in the trip generation analysis for future site plan applications.
- The applicant should provide a summary of how parking for the hotel will be managed (including location of the parking supply) during both event and non-event time periods.
- I generally find the site plan to be reasonably acceptable. I do suggest that the pedestrian corridor maintain a minimum width of 20 feet (net width when including the Museum site). This may require some adjustment to the landscape areas. I would also suggest that the crosswalk leading to the “Point” be widened to the width of the crosswalk opposite the hotel.
- It is noted in the application that some off-hour truck deliveries may occur along the east side of the hotel. The applicant should provide specific details on deliveries and the type of trucks anticipated.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TY·LIN 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
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Google+

"One Vision, One Company"

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

MEMORANDUM

TO: Shukria Wiar, Planner
FROM: Lauren Swett, P.E.
DATE: March 2, 2018
RE: Thompson's Point Forefront Hotel Peer Review, Level III Site Plan

---

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Forefront Hotel at Thompson's Point in Portland, Maine. The project involves construction of a 5-story, 148 room hotel with a restaurant and bar.

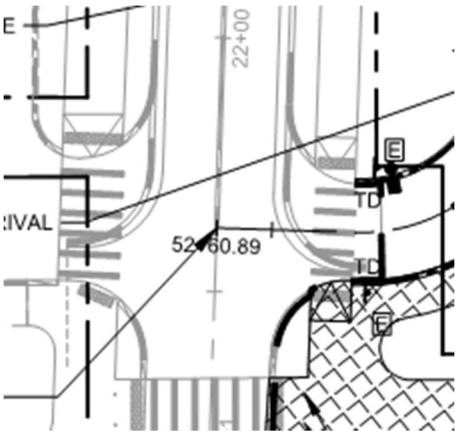
Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated October 31, 2017, prepared by Placemaker Partners, LLC, on behalf of Forefront Hoteliers, LLC.
- Revised Engineering Plans, Sheets C1.0-C1.2, C2.0-2.1, C3.0, C4.0, C5.0-5.2, C6.0, C7.0-7.4, C8.0-8.8, C9.0, C11.0, C12.0 and C14.0; dated February 2, 2018, prepared by Placemaker Partners, LLC, on behalf of Forefront Hoteliers, LLC.

Comments

1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
   a) Basic 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. Please provide the following information:
      - Please expand the erosion control notes to address winter construction and site stabilization in greater detail.
      - Please show locations of siltation barrier on the Erosion Control and Construction Management Plan.
   b) General Standard: The project is required to meet the general standard, providing treatment for new impervious surface in accordance with Maine DEP Chapter 500 standards. The project is providing treatment for the entire project area as well as additional area on the site through the use of a Focal Point system and a Jelly Fish system.
      - The Applicant should review the stormwater materials for inconsistencies in zone labeling. The labeling should be consistent on the plan and the table, but it does not appear that there will be any changes to the stormwater calculations.
      - A Stormwater Maintenance Agreement and a Post-Construction Stormwater Inspection & Maintenance Plan to include all components of the stormwater systems on site should be provided. It is assumed that these exist already for other areas of Thompson's Point, and they should be updated to include the new systems.
   c) Flooding Standard: Thompson's Point has previously received waivers of the Flooding standard. This waiver remains in effect for this project.
2) It is noted that the City of Portland has recently changed their standard for sidewalk ramp detectable warning panels from composite to cast iron. It is our understanding that all of the internal streets at Thompson's Point will be private, and the warning panels wouldn't need to meet the City's standard, but it is mentioned in case the Applicant would like to remain consistent with the current standard.

3) The curbing layout at the entrance to the hotel driveway is unclear. Two curblines are shown, and both appear as "existing." The existing and/or proposed condition should be clarified. See screenshot below from Site Layout Plan:



Please contact our office if you have any questions.

Planning and Urban Development Department
Planning Division

Subject:	B-5 Design Review – Forefront Hotel, 1 Thompsons Point
Written by:	Caitlin Cameron, Urban Designer
Date of Review:	Tuesday, November 14, 2017, Revised Wednesday, February 7, 2018

The project at 1 Thompson's Point for the Forefront Hotel was reviewed according to the *City of Portland Design Manual* section *B-5 and B-5b Urban Commercial Business Zone* Design Standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Nell Donaldson, Senior Planner.

Design Review Comments*: (concerns are marked in red)*
Thompson's Point has an anomalous site in that it is an isolated campus on the water without an urban context or street connectivity to the city. Therefore, some of the standards of the B-5 are harder to apply in this case due to the unusual lots that vary in size, orientation, and relationship to the private vehicular road. The Master Development Plan created a layout that orients buildings to an interior pedestrian alley that essentially acts as a circulation spine through the site.

(c) B-5 and B-5b Urban Commercial Business Zones
Standard (1) a. Shared Infrastructure – The project will share a pedestrian walkway, sidewalks, and new road and on-street parking with surrounding developments of Thompson's Point. However, staff are concerned about the functionality of the pedestrian ways surrounding this building - the project proposes outdoor dining lights, and bike hitches that occupy these pedestrian paths. The crossing from the pedestrian alley to the Building Depot should be as intuitive as possible and follow what will be the desire line for pedestrians coming from either direction.

Standard (1) b. Buildings and Uses shall be located close to the street . . .Corner lots shall fill into the corner and shall provide an architectural presence and focus to mark the corner. – The building is oriented to create visibility and long views to traffic passing on I-295. This orientation comes at the cost of the vehicular experience of the building which, on approach, sees the back of house and side views of the building. Staff comment that the design decision to prioritize the building orientation to I-295, the interior spine, and the water is at the cost of placing the prominent corner and entrance at the internal street approach. The driveway, too, is counterintuitive and requires cars to double-back. The Board may decide, however, given the unique site conditions, this orientation may be acceptable and meet the intent of the standard.

Standard (1) c. Buildings shall be oriented toward the street . . . – The L-shaped building places the corner at the intersection of the pedestrian alley and the vehicular road and that corner is emphasized with a design feature and hotel entrance. The porte cochere, hotel entrance, and long façade of the L-shaped building face towards the vehicular street and south towards the water.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . The plan places surface parking between the street and the building for drop-off, hotel check-in, and ADA accessible spaces.

MEMORANDUM

To: FILE

From: Shukria Wiar

Subject: Application ID: 2017-241

Date: 3/9/2018

Comments Submitted by: Robert Thompson/Fire on 2/12/2018

A 20' access road, to support fire apparatus, must be maintained in the rear of the building. 3/6/18 Met with the developer, who had minimized the access "walkway", and he agreed to widen it for Fire Dept. access.

Comments Submitted by: Robert Thompson/Fire on 2/12/2018

A capacity to serve, from the Portland Water District, is required.

Comments Submitted by: Robert Thompson/Fire on 3/2/2018

Fire Dept. met with the developer and fire access to the hotel and museum is acceptable as submitted.

Comments Submitted by: Robert Thompson/Fire on 3/6/2018

The overhanging canopy, at the front of the hotel must maintain a minimum height of 13'6"

PLACEMAKER PARTNERS, LLC
501 Danforth Street
Portland, ME 04102
(207) 747-5288

September 25, 2017

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Ms. Barbara Barhydt, Development Review Manager
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: The Forefront at Thompson's Point
New Hotel - Level III - Site Plan Application

Dear Christine:

On behalf of Forefront Hoteliers, LLC, we are pleased to provide the accompanying package of submission materials related to the proposed 148 room hotel with full service restaurant and bar. We are excited to propose this multifaceted hotel and restaurant which pays homage to the existing historical railyard architecture. By moving the hotel from the previously contemplated Lot 4 and 5 location to the area directly south of the newly renovated Brick South event center Forefront Hoteliers, LLC and Forefront Brick South, LLC will be able to foster a stronger symbiotic relationship between the two different but complimentary uses.

This submission package is intended to meet the City's Level III Site Plan Submission requirements as outlined in the Level III Final Site Plan Application procedures as well as Section 14-527 (f) of the Code of Ordinances.

The proposed development requires a Level III Site Plan Submission Pursuant to Section 14-523 (f) 1. of the Land Use Code. The applicant is proposing the following development:

1. The construction of a new structure having a total floor area greater than 10,000 Sq. ft. (20,000 sq. ft.+/);

Forefront Hoteliers, LLC hotel proposal has been a long standing component of the approved Master Development Plan. The new 148 room 5-story hotel on the 1.15-acre development Lot 6 as shown on the approved Forefront at Thompson's Point Sectional 2 Subdivision Recording Plat dated 09.16.2016 and last amended 05.04.2017 is extremely similar in size and program to that which was approved during the Master Development Plan phase review. The previously anticipated 24-unit condominium component a top the hotel has been replaced with additional guest rooms. The construction of Common Area roadway and infrastructure is currently under construction along the lot frontage of Lot 6. The extension of common roadway and infrastructure associated with the Sectional 2 Subdivision Plat is currently under review by the City of Portland Planning Board as part of a Level III Site Plan Application for the Children's Museum and Theatre of Maine.

As outlined in the Level III Site Plan submission requirements, you will find in the accompanying materials information such as a written narrative and detailed site plan drawings.

The Forefront at Thompson's Point development team appreciates your continued assistance on the development of this project.

If you have any questions regarding these materials, please contact this office.

Sincerely,

PLACEMAKER PARTNERS, LLC

Bo Kennedy, P.E.
Project Manager/Engineer

Attachments

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners, I, LP

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ATTACHMENT A

LEVEL III SUBMISSION SUPPORTING NARRATIVE

ATTACHMENT B

CONFORMITY WITH APPLICABLE DESIGN STANDARDS

ATTACHMENT C

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

PLACEMAKER PARTNERS, LLC
501 Danforth Street
Portland, ME 04102
(207) 747-5288

September 25, 2017
Re-Submitted October 31, 2017

Ms. Christine Grimando, Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Ms. Barbara Barhydt, Development Review Manager
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: The Forefront at Thompson's Point
New Hotel - Level III - Site Plan Application

Dear Christine:

On behalf of Forefront Hoteliers, LLC, Placemaker Partners, LLC is pleased to provide the accompanying package of submission materials related to the proposed 148 room hotel with full service restaurant and bar. We are excited to propose this multifaceted hotel and restaurant which pays homage to the existing historical railyard architecture. By moving the hotel from the previously contemplated Lot 4 and 5 location to the area directly south of the newly renovated Brick South event center Forefront Hoteliers, LLC and Forefront Brick South, LLC will be able to foster a stronger symbiotic relationship between the two different but complimentary uses.

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Sincerely,

PLACEMAKER PARTNERS, LLC

Bo Kennedy, P.E.
Project Manager/Engineer

List of Attachments:

Attachment A – Level III Submission Supporting Narrative
Attachment B – Conformity with Applicable Design Standards (Site Plan and Zoning)
Attachment C – Supplemental Stormwater Management Report
Attachment D – Traffic Generation Summary
Attachment E – Utility Correspondence
Attachment F – Proof of Right, Tittle and Interest, and Letters Authorizing Its Assigns and Agents
Attachment G – Evidence of State and Federal Approvals, FAA, and Historical Non-Determination
Attachment H – Evidence of Financial and Technical Capacity
Attachment I – Construction Management Plan
Attachment J – Interim TDM Update
Attachment K – Geotechnical and Soils Information

c: Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners, I, LP

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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:	Hotel At Thompson's Point
Proposed Development Address:	Thompson's Point Rd
Project Description:	148 Room Full Service Hotel
Chart/Block/Lot:	202/A/004
Preliminary Plan	N/A
Final Plan	2017/09/25

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

APPLICANT

Name:	Chris Thompson, Manager
Business Name:	Forefront Hoteliers, LLC
Address:	501 Danforth Street
City/State:	Portland/ ME
Zip Code:	04102
Work #:	207-747-5288
Home #:	N/A
Cell #:	N/A
Fax #:	207-747-5941
E-mail:	parallaxpartners@gmail.com

OWNER

Name:	Forefront Partners I, LP
Address:	501 Danforth Street
City/State:	Portland/ME
Zip Code:	04102
Work #:	207-747-5288
Home #:	N/A
Cell #:	207-347-1614
Fax #:	207-747-5941
E-mail:	parallaxpartners@gmail.com

AGENT/REPRESENTATIVE

Name:	Placemaker Partners, LLC - Bo Kennedy
Address:	501 Danforth Street
City/State:	Portland/ ME
Zip Code:	04102
Work #:	207-747-5288 Ext. 112
Home #:	N/A
Cell #:	N/A
Fax #:	207-747-5941
E-mail:	bo@placemakerpartners.com

BILLING (to whom invoices will be forwarded to)

Name:	Forefront Hoteliers, LLC
Address:	501 Danforth st
City/State:	Portland/ME
Zip Code:	04102
Work #:	207 - 747-5288
Home #:	
Cell #:	
Fax #:	
E-mail:	parallaxpartners@gmail.com

ENGINEER

Name:	Bo Kennedy, P.E - Placemaker Partners, LLC
Address:	501 Danforth Street
City/State:	Portland/ME
Zip Code:	04102
Work #:	207-747-5288 EXT 112
Home #:	
Cell #:	
Fax #:	
E-mail:	bo@placemakerpartners.com

SURVEYOR

Name:	Charlie Marchese - Sebago Technics
Address:	75 John Roberts RD #1A
City/State:	South Portland/ME
Zip Code:	04106
Work #:	207-200-2100
Home #:	
Cell #:	
Fax #:	
E-mail:	CMarchese@sebagotechnics.com

ARCHITECT

Name:	Keith A. Kelley - Opechee Associates
Address:	11 Corporate Drive
City/State:	Belmont /NH
Zip Code:	03220
Work #:	603-527-9090
Home #:	N/a
Cell #:	603-765-9265
Fax #:	
E-mail:	keithk@opechee.com

ATTORNEY

Name:	David Galgay - Verrill Dana
Address:	1 Portland Square
City/State:	Portland/ME
Zip Code:	04112
Work #:	207-774-4000
Home #:	N/a
Cell #:	
Fax #:	
E-mail:	dgalgay@verrilldana.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Bo Kennedy
E-mail:	bo@placemakerpartners.com
Name:	Sue Santere
E-mail:	sue@thompsonspointmaine.com
Name:	Wendy Ward
E-mail:	Wendy@thompsonspointmaine.com

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 [1] x $200.00 each	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		$ 1,000

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 (Total Site/Lot 6)	26.26 AC/1.15 AC	~~sq. ft.~~
PROPOSED DISTURBED AREA OF THE SITE	76,939	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	76,939	sq. ft.
Impervious Area (Total Proposed)	63,124	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	0	sq. ft.
Building Footprint (Total Proposed)	19,000	sq. ft.
Building Floor Area (Total Existing)	0	sq. ft.
Building Floor Area (Total Proposed)	90,000	sq. ft.
ZONING		
Existing	B-5	
Proposed, if applicable	N/A	
LAND USE		
Existing	N/A	
Proposed	Hotel	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	N/A	
# of Residential Units (Total Proposed)	N/A	
# of Lots (Total Proposed)	N/A	
# of Affordable Housing Units (Total Proposed)	N/A	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	N/A	
# of One-Bedroom Units (Total Proposed)	N/A	
# of Two-Bedroom Units (Total Proposed)	N/A	
# of Three-Bedroom Units (Total Proposed)	N/A	
PARKING SPACES		
# of Parking Spaces (Total Existing)	Unknown	
# of Parking Spaces (Total Proposed)	10	
# of Handicapped Spaces (Total Proposed)	1	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	4	
ESTIMATED COST OF THE PROJECT	$18,000,000	

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:	Bo Kennedy
Date:	2017.10.31

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

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

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

- Continued on next page -

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

SEE ATTACHED C-9.0 FIRE SAFETY COMPLIANCE PLAN

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.)***

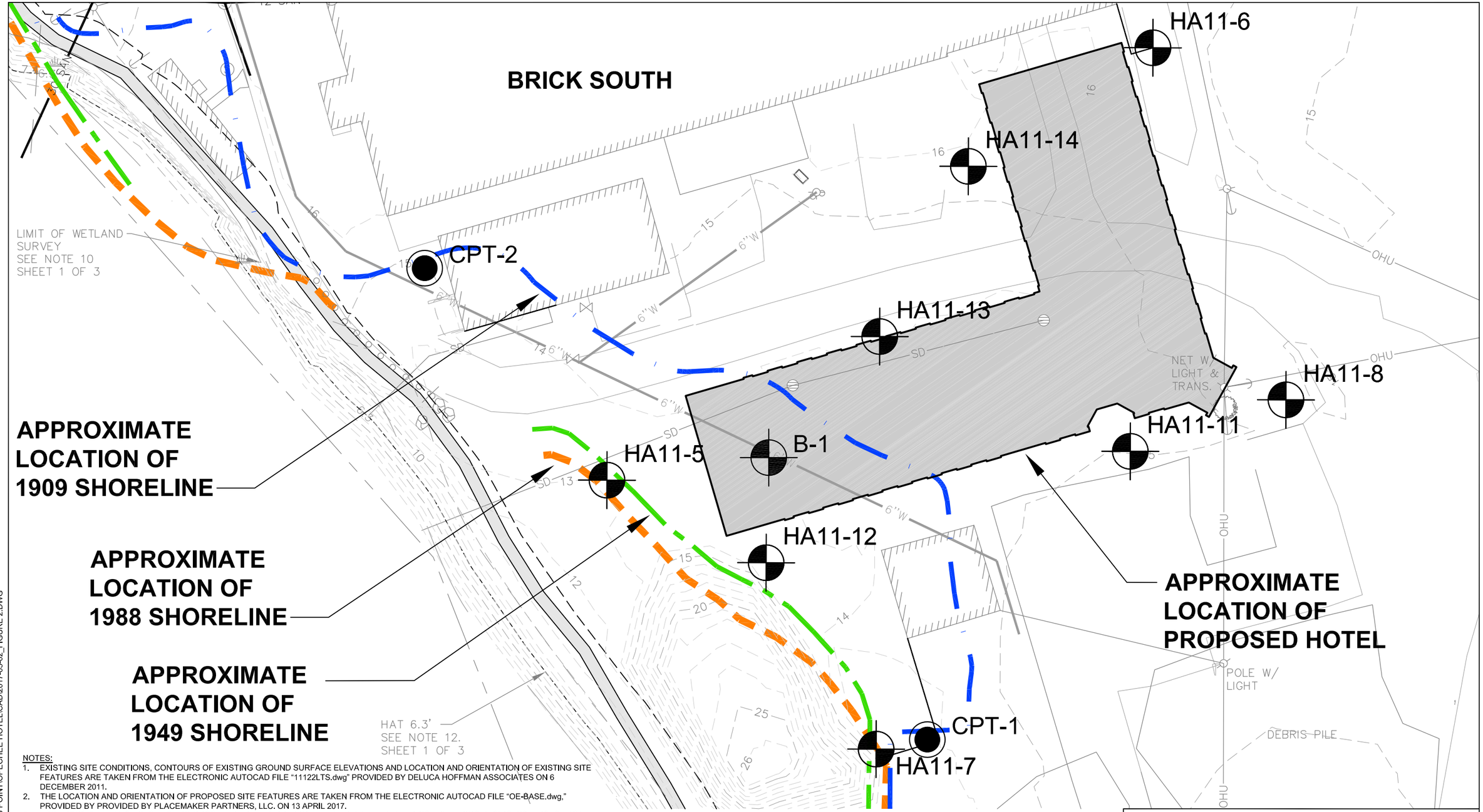
9. Hydrant locations

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



NOTES:

1. EXISTING SITE CONDITIONS, CONTOURS OF EXISTING GROUND SURFACE ELEVATIONS AND LOCATION AND ORIENTATION OF EXISTING SITE FEATURES ARE TAKEN FROM THE ELECTRONIC AUTOCAD FILE "11122LTS.dwg" PROVIDED BY DELUCA HOFFMAN ASSOCIATES ON 6 DECEMBER 2011.
2. THE LOCATION AND ORIENTATION OF PROPOSED SITE FEATURES ARE TAKEN FROM THE ELECTRONIC AUTOCAD FILE "OE-BASE.dwg," PROVIDED BY PROVIDED BY PLACEMAKER PARTNERS, LLC. ON 13 APRIL 2017.
3. LOCATIONS OF HA11-SERIES TEST BORINGS WERE DETERMINED IN THE FIELD BY HALEY & ALDRICH BY TAPING/PACING DISTANCES FROM EXISTING SITE FEATURES AND WERE RECORDED USING GPS SURVEY EQUIPMENT UPON COMPLETION OF DRILLING AND ARE CONSIDERED APPROXIMATE.
4. LOCATIONS OF SUBSURFACE EXPLORATIONS COMPLETED BY OTHERS DETERMINED BY HALEY & ALDRICH BY OVERLAYING, SCALING AND ROTATING DRAWING AND ARE CONSIDERED APPROXIMATE.
5. ELEVATIONS ARE IN FEET AND REFERENCE THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).
6. HISTORICAL SHORELINES SHOWN ARE APPROXIMATE AND WERE DETERMINED BY SCALING FROM HISTORICAL SANBORN MAPS.

LEGEND:

HA11-1 — DESIGNATION AND APPROXIMATE LOCATION OF TEST BORING COMPLETED UNDER THE DIRECTION OF HALEY & ALDRICH IN 2011

B-1 — DESIGNATION AND APPROXIMATE LOCATION OF TEST BORING COMPLETED BY OTHERS

CPT-1 — DESIGNATION AND APPROXIMATE LOCATION OF CONE PENETRATION TEST COMPLETED BY OTHERS

HALEY & ALDRICH

PROPOSED HOTEL
THOMPSONS POINT DEVELOPMENT
PORTLAND, MAINE

EXISTING SITE AND SUBSURFACE EXPLORATION LOCATION PLAN

SCALE: AS SHOWN
MAY 2017

FIGURE 1

G:\PROJECTS\37971 - THOMPSONS POINT\OPECHEE HOTEL\CAD\2017-05-02_FIGURE 2.DWG

LEVEL III SUBMISSION SUPPORTING NARRATIVE

In accordance with Section 14-527 (f) and (g) the General Written Submission Checklist, we offer the following narrative describing the information supporting the Level III site plan submission.

Section 14-527 (f)

1. The Boundary and Topographic Survey Plans prepared by Sebago Technics and submitted as part of the original 2013 Level III approval documents, subsequent 2014 Master Plan approval, and 2016 Subdivision approval documents remain valid and are made part of the current Level III Site Plan submission. The recently approved amended Sectional 2 Subdivision Recording Plat dated 05.04.2017 and Sheet C-2.0 – Existing Conditions, Demolition and Removals Plan included with this plan set satisfy Items 1 thru 4 of this section.

2. A Site Layout Plan – Sheet C-3.0 and a Grading Plan – Sheet C-5.0 accompanies this submission. These plans show the location and details for all disturbed surfaces.

3. The engineering specification and cross-sectional designs remain consistent with those approved during the Subdivision application review and are included on plan sheet C-8.8.

4. The hotel will be share a dumpster and loading area with the Brick South building located in the northwesterly corner of the lot 6. The occasional off hours delivery may occur along the easterly side of the hotel via the pedestrian alley.

5. Public transit is accessible at the near-by Portland Transportation Center via the METRO service. Forefront Partners is actively engaged with the METRO as part of the ongoing TDM effort. A METRO stop on-site may be selected at such a time that is agreeable to both The Forefront and METRO.

6. The design plans detail the (10) ten proposed vehicular parking spaces proposed in this application. (4) Four bicycle parking spaces are located near the main hotel entrance. The site will use Standard City of Portland Dero hitch bicycle posts consistent with the other onsite posts. The Forefront development collaborates with bicycle organizations as a part of the TDM initiative and is committed to provide additional bicycle parking in collaboration with their recommendation and sponsorship.

7. Snow storage is proposed to be located in the landscaped areas on the perimeter of the access drive.

8. A Traffic Control Plan is not required as part of this application. Construction activity will not affect the public street system, nor will it require impacts to the "Common Area" loop road recently constructed.

9. The proposed re-development area does not include any natural features. This requirement is not applicable to this application.

10. This project does not propose alterations to any watercourses. The accompanying plan sheets show the site's proximity to existing watercourses which includes the Fore River.

11. Wetland boundaries and natural resources are shown on the referenced boundary and topographic plans. This portion of the Forefront project does not propose impacts to the delineated wetlands located on the panhandle portion of the site.

12. Existing soil conditions are documented in the previously approved Master Development Plan and Subdivision Plan. The site has a long history of heavy development and most of the surfaces are

described as compacted gravel, pavement or building. The existing surfaces types are also identified on the accompanying plan set.

13. The applicant proposes landscaping in pervious areas as shown on the enclosed Landscaping Plan L-1.0.

14. The Grading Plan Sheet C-5.0 and Stormwater Management Plan Sheet C-5.1 are included in the accompanying plan set. The proposed stormwater management plan is consistent with the previously approved Subdivision plan and utilizes the proprietary filtration devices known as Focalpoint Bio-Filtration Systems and Contech Jellyfish filters to satisfy Section 5 of the City of Portland Technical manual for stormwater quality treatment. A stormwater memorandum prepared by the engineer of record is appended to this application.

15. A Grading Plan Sheet C-5.0 accompanies the Level III Site Plan submission. This plan shows the detailed site grading within the "disturbed areas" as defined in Section 5 III (F) of the City of Portland Technical Manual. The Grading Plan depicts the erosion and sediment control measures meeting the Basic Standards as required as part of City of Portland's Technical Manual Section 5. Generally speaking, the site grades are greater than 3' above the 100-year floodplain as indicated on the latest Flood Hazard Maps for the City of Portland.

16. Sheet C-2.0 Existing Conditions, Demolition and Removals Plan details specific measures to handle groundwater dewatering during construction to comply with the approved MaineDEP Voluntary Response Action Program (VRAP). We anticipate very little need for groundwater dewatering during these interim phase activities. Additional ground water protection measures are included in the stormwater management treatment facilities by using an impermeable liner separating stormwater runoff and groundwater.

17. The applicant proposes two connections to an existing 8" sanitary sewer service. Additionally, the hotel kitchen will include an external grease trap. The final grease trap size will be determined upon finalization of the kitchen design but will be no less than 1,000 gallons. The Utility Plan Sheet C-4.0 shows details for the proposed sewer services.

18. The enclosed Utility Plan Sheet C-4.0 shows the location of all existing fire hydrants. The Life Safety Compliance plan C-9.0 shows existing.

19. The existing 12" water main (publicly owned), 8" sewer main(private), 4" gas main (private), and electrical/communications (private) duct bank serving the project is shown on the enclosed Utility Plan Sheet C-4.0. The proposed development will utilize existing utility stubs provided to the development lot.

20. The hotel will share on-site solid waste receptacles with the Brick South building. Currently, the Brick South Building is using a portion of the 10' x 20' and 13' x 25' dumpster enclosure. All hotel waste (including room, bar/lounge/kitchen etc) will be stored in appropriate trash/recycling containers in a central trash/receiving area located on the brick south end of the building. These containers will be serviced by an independent solid waste contractor, on a regular basis. All waste generated from the site preparation and general site work will be collected and sorted/separated on-site until they are removed and disposed of properly, off-site, by a private contractor. All construction waste will be collected and sorted/separated on-site and managed by the general contractor.

21. C-3.0 Site Layout Plan shows the hotel building location. The enclosed architectural plans prepared by Opechee Construction show the proposed tentative floor plans and building elevations for all sides of the building.

22. A shadow analysis is not applicable to this application.

23. The proposed development is not with-in a Historic preservation district. All non-determination letters are on-file with the city and included in Attachment G.

24. HVAC equipment has not been specified and selected yet, but Opechee Construction Corporation, as an experienced design/build general contractor with on-staff licensed architects and engineers, will ensure that are specified and installed in full compliance with all codes and regulations, including but not limited to state and federal emissions requirements.

    At this point in the hotel design process it is too early to have specific roof top equipment selected. It is anticipated that the majority of the roof top equipment would be located near the South East corner of the building where parapet walls extend above the roof level to help screen the equipment. Any additional roof top equipment would be located along the center spine of each wing of the building to maximize the distance from roof edge and reduce visibility.

25. An exterior Lighting Plan Sheet E-0.0 is included and consistent with the lighting plan approved as part of the Subdivision Plan review.

26. A separate signage plan and application will be submitted under a separate cover and application. Standard traffic signage shall meet MUTCD standards and detailed on the included plan set.

27. All existing and proposed easements and rights of access are described in the Declaration of Covenants recorded in the county registry of deeds.

Section 14-527 (g)

1. The construction management plan is enclosed in Attachment I of the site plan submission package.

2. A Traffic Study was completed as part of the approved MaineDOT Traffic Movement Permit for the previously reviewed and approved with the approved Master Development Plan, Overall Subdivision Plan, and Level III site plan applications. The work proposed as part of this application is consistent with these approvals. The proposed scope of work has been estimated for trip generations as shown in the enclosed memorandum prepared by Gorrill Palmer Associates dated 2017.09.13 in Attachment D.

3. There are no significant natural features within the proposed site development lot 6 area. Thompson's Point has some vegetation on the far westerly end of the panhandle where some mature trees have established and which require protection under the Shoreland protection requirements. Furthermore, the Fore River tidal flats, river, and protected shoreland bird habitat surround the perimeter of the peninsula. These areas will remain undeveloped at this time. These activities have been previously reviewed and approved as part of the Level III Site Plan approval and by the MaineDEP under a Natural Resources Protection Act (NRPA) review.

4. A detailed narrative describing the existing site watershed hydrology, existing buildings, and existing land cover is included in the previously submitted stormwater management reports and are included with this submission by way of reference.

5. A memorandum detailing the proposed stormwater management components and runoff calculations is appended to this application. The proposed improvements included with this submission include the disturbance of 1.33 acres. The disturbance area is included entirely within the site's previously developed impervious area and proposes the redevelopment of approximately 0.94 acres of new impervious area (roadway, building, and pedestrian access).

6. The proposed development was found to be consistent with the City Master Plans during the Master Development Plan and Subdivision Plan review process.

7. The applicant has received ability to serve letters for the currently proposed Master Development plan. The development of this portion of the common infrastructure is sized to be consistent with the previously approved Subdivision plan. It is noted that the updated utility design plans have been provided to the Portland Water District (PWD) for their engineering review comments. A new City of Portland Wastewater Capacity Application summarizing the estimated proposed wastewater flows is included in Attachment E.

8. All hotel waste (including room, bar/lounge/kitchen etc) will be stored in appropriate trash/recycling containers in a central trash/receiving area located on the brick south end of the building. These containers will be serviced by an independent solid waste contractor, on a regular basis.

   All waste generated from the site preparation and general site work will be collected and sorted/separated on-site until they are removed and disposed of properly, off-site, by a private contractor.

   All construction waste will be collected and sorted/separated on-site and managed by the general contractor.

9. Fire/Building Codes:
   -The building will be designed in accordance with the City Building Code, as well as all applicable local, state, and federal codes/laws. The building will be fully sprinklered in accordance with NFPA 13, and will have fire detection/alarm systems as dictated by NFPA 72 and the underlying codes.

   Technical Standard 3.2 - Fire Hydrants:
   -There are (4) municipal fire hydrants located within 500 feet radius of the building. Please see the attached Fire Safety Compliance Plan C-9.0

   Technical Standard 3.3 - Single and Two Family Residential Development:
   - Not applicable

   Technical Standard 3.4 - Site Access Standards:
   -Fire department access is provided via Thompson's Point access road for 2 sides of the building.
   -All site access provides no less than 9 feet in clearance height.
   -All elevators will accommodate an 80" x 24" stretcher.
   -The building will display the assigned street numbers

   Technical Standards 3.7 through 3.11 - Standards for blasting and regulation of explosives:
   - Geotechnical explorations were performed and the subsurface condition does not contain bedrock. Based on the findings, large blast operations are not anticipated.

10. A review of the Applicable Design Standards of Section 15-426 is included in Attachment B of the application.

11. HVAC equipment has not been specified and selected yet, but Opechee Construction Corporation, as an experienced design/build general contractor with on-staff licensed architects and engineers, will ensure that are specified and installed in full compliance with all codes and regulations, including but not limited to state and federal emissions requirements.

General Written Submissions Checklist

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

Item: *Evidence of Right, Title and Interest*

Copies for proof of land ownership and agreements are on file with the city and included in Attachment F.

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

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

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

A written summary is contained in Attachment B to this submission.

Item: *Evidence of Financial and Technical Capacity*

The Applicant has enclosed a letter from Bangor Savings Bank reaffirming Forefront Partners I, LP and its affiliates financial and technical capacity in Attachment H.

CONFORMITY WITH APPLICABLE DESIGN STANDARDS
(Site Plan and Zoning)

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-526.

OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

   The applicant has obtained a Traffic Movement Permit which addresses impacts on surrounding street systems. A summary of calculated site trip generation with the proposed hotel use is enclosed with this application.

2. Access and Circulation:

   a. Site Access and Circulation.

      (i) Thompson's Point site is accessed via Thompson's Point Connector Road. The applicant has worked with fire safety and city officials to make access and circulation easy and safe for all vehicular and pedestrian users. The proposed hotel development includes an on-site one way driveway loop with (10) short term parking stalls. The driveways have been designed to align perpendicular to the "loop road" and across from other driveway entrances/exits. Additional pedestrian circulation is proposed to connect all sides of the building to the common area sidewalks.

      (ii) The driveway is designated as one-way to minimize conflict at the main entrance/drop off zone as well as eliminate left turn queuing on the corner of the "loop access road".

      (iii) In addition to room for several vehicles to unload near the main entrance, the site features (10) short term parking spaces reserved for patron loading and unloading. This feature will relieve queuing at peak check-in times and avoid impeding the main road circulation.

   b. Loading and Servicing.

      (i) A formal loading dock is not proposed for the hotel. Loading and servicing for the hotel will occur in one of two locations: 1) shared dumpster enclosure area to the northwest of the hotel or 2) hand cart delivered to the northeasterly corner of the building. Occasional delivery vehicles will be permitted down the pedestrian alley during off hours and on a pre-coordinated schedule. The hardscape area cross-section has been designed to withstand delivery vehicle loading. The hotel driveway alignment is designed to accommodate a 40 ft Single Unit vehicle (delivery or fire truck apparatus)

   c. Sidewalks.

(i) A 10 ft wide sidewalk is proposed on the front portion of the hotel which connects to an approximately 30 ft wide pedestrian spine on the easterly side of the building and a 15 ft wide raised crosswalk to the southerly portion of the peninsula.

(ii) The development sidewalk improvements are all new and this requirement is not applicable.

(iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, and abutting land uses (commercial and residential).

3. Access and Circulation.

   a. The development will be served by an existing transit stop at the Portland Transportation Center.

   b. The new transit stop may include a pull-off space and shelter. A final location is still TBD but communication between Forefront Partners and the METRO is ongoing as summarized in an updated TDM document to be finalized for submission to the city by December 2017.

   c. The existing stop is connected to the public pedestrian system.

   d. Waiver: Waivers for this section have not been requested for this project.

4. Parking:

   a. Location and Required Number of Vehicle Parking Spaces:

      (i) The site plan proposes (10) ten onsite short-term spaces primarily for loading and unloading during the check-in/check-out process. The primary parking facility will be 100% managed by the Forefront Hotel valet service. The applicant has retained Unified Parking Partners to manage the existing parking lots on site in a safe and efficient manner.

      (ii) The applicant has prepared a TDM strategy approved in 2011, updated in 2015, and working on a scheduled December 2017 update. An interim update is included in the enclosed submission documents.

      (iii) N/A

      (iv) The site layout plan shows compliant parking stall and drive aisle dimensions.

      (v) Existing gravel parking lots will be retained. The applicant proposes a small parking and circulation area in-front of the building.

   b. Location and Required Number of Bicycle Parking Spaces:

      (i)(b) (4) four parking stalls (2 Dero bicycle hitching posts) are proposed near the main entrance.

   c. Motorcycles and Scooter Parking.

      (i) N/A.

   d. Snow Storage.

(i) On-site snow storage is available around the perimeter of the site.

5. Transportation Demand Management (TDM):

   a. The applicant has developed a TDM Plan pursuant to the City of Portland's Code of Ordinances. An interim update is attached with a full amendment proposed to be completed by December 2017.

   b. The TDM Plan incorporates the City goals by integrating elements described in the Technical Manual.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

   a. The Forefront Hotel development is located internally to other development areas and is not proximate to the natural features of Thompson' Point.

   b. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

   a. Landscape Preservation.

      (i) The site's existing tree population is limited to the northwest corner of the site. The project proposed plans to preserve trees as required by the Shoreland Zoning Ordinance and original Level III Site Plan approval. This is not applicable to the proposed area included with this scope of work.

      (ii) The applicant has performed a site walk with the City's arborist and will meet this criterion.

      (iii) N/A.

      (iv) The applicant will not require a waiver from this standard.

   b. Site Landscaping.

      (i) Landscaped Buffers:

         a) The applicant proposes a landscaped screening buffer to the dumpster enclosure area. The dumpster enclosure itself provides screening to the dumpsters using evergreen bush inserts. Refer to the enclosed Landscape plan L-1.0

      (ii) Parking Lot Landscaping:

         a) The applicant proposes landscaping as shown on the enclosed Landscape Plan L-1.0.

      (iii) N/A

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) All stormwater draining onto the site from adjacent properties drains to an existing storm drain system. The storm drainage system will not be altered at this time.

(ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.

(iii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.

(iv) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.

b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 – Permit by Rule of the Technical Manual.

c. The project is not located in a watershed of an urban impaired stream as listed by the MaineDEP.

d. N/A

e. The stormwater management system includes groundwater protection measures including a 30 mil PVC impermeable liner around all subsurface stormwater treatment and storage facilities.

f. The applicant proposes a separated sanitary sewer service to the City of Portland municipal treatment system.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

b. The project site proposed the conveyance of land to the City for the sole purpose of public access to the site. The City has successfully petitioned for a Public Railroad Crossing at the entrance to the site.

2. Public Safety and Fire Prevention:

a. The site has been designed to promote safe and inviting public meeting and gathering spaces.

b. The proposed development allows for emergency response vehicles to access multiple sides of the proposed building.

c. The project will utilize existing public fire hydrants. All hydrants have been tested for flow capacity.

3. Availability and Adequate Capacity of Public Utilities:

a. The newly installed infrastructure has been sized to accommodate the proposed hotel. Forefront Partners recently completed a 12" main extension with service stubs designed for the Hotel use and a future expansion.

b. The primary power electrical service will come from an underground duct bank located on the westerly side of the building.

c. New infrastructure has been sized and installed in accordance with the City's technical manual.

d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station.

e. New infrastructure has been sized and installed in accordance with the City's technical manual.

f. The project will use exterior dumpsters to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste. The project proposes to remove all temporary trash receptacles upon the completion of a Special Event.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

   a. The new building will have been designed to not result in adverse impacts to other buildings or abutting properties.

   b. The new building will have been designed to not result in adverse impacts to other buildings or abutting properties.

   c. HVAC venting is located on the roof and will not affect any public spaces or adjacent properties.

2. Shadows:

   a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

   a. The proposed roof is flat and will prevent snow and ice from running off to adjacent areas.

4. View Corridors:

   a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

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

   b. The development is not located adjacent to or within 100 feet of a designated landmark, historic district, or historic landscape district.

   c. There are no known archaeological resources on the site.

6. Exterior Lighting:

   a. Site Lighting.

(i) Permanent exterior site and building mounted lighting has full cut off fixtures. Proposed site lighting is consistent with other lighting installed on the site and consists of LED cut off fixtures mounted 20 ft height.
(ii) Specialty ground lighting may be added in heavy pedestrian areas. Final layout will be submitted under separate cover.

7. Noise and Vibration:

   a. HVAC and Mechanical Equipment.
      (i) All equipment will be located on the roof and screened accordingly.
      (ii) If applicable, the generator will be limited to one hour of routine maintenance per week.

8. Signage and Way finding:

   a. All building signage and specialty wayfinding signage will be submitted under a separate application package.

      (i) The project is not located in a historic district or subject to Article IX.

      (ii) Standard traffic signage is shown on the enclosed Site Layout Plan and designed to meet MUTCD recommendations.

   b. All onsite way finding and directional signage will be submitted under a separate application package.

9. Zoning Related Design Standards:

   a. The proposed hotel with restaurant building is permitted in the B-5 Zone. The development meets all Zoning Dimensional standards as summarized in the table below:

Summary of Zoning Dimensional Requirements:		
Requirement Description	**Required**	**Provided**
Minimum Lot Size	None	1.15 acres
Minimum Frontage	None	401.5+/- FT on Private Road
Yard Dimensions:		
Front	None	6 FT
Side	None	0.5 FT
Rear	None	0 FT
Maximum Lot Coverage:	100%	66.2%
Maximum Building Height	120 FT	54 FT

The following statement is made in accordance with the City of Portland Design Manual Zone B-5 Urban Commercial Business Zone.

Design Manual Design Standards:

a. Shared Infrastructure: The hotel lot is part of an integrated subdivision which shares utility and stormwater infrastructure, pedestrian and vehicular circulation, and loading/waste facilities with other lots with-in the development.
b. The hotel building is located as close to the street as possible while still providing the necessary one-way main entrance access loop. The westerly corner includes an architecturally integrated external stair case as well as windows facing the Fore River. The proposed pool room on the corner will differentiate itself because of its single-story skyline.
c. The southerly exposed main entrance is marked with a prominent architectural feature (Port Cochere). The building is oriented to be clearly visible from the road as well as the adjacent highway (I-295).
d. On-site Parking is restricted to a handful of short term loading spaces with the bulk of the visitor parking located in a shared parking facility via mandatory valet service.

SUPPLEMENTAL STORMWATER MANAGEMENT REPORT FOR HOTEL (LOT 6) LEVEL III SITE PLAN APPLICATION (GENERAL AND BASIC STANDARDS)

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

PREPARED FOR:

FOREFRONT HOTELIERS, LLC
501 DANFORTH STREET
PORTLAND, MAINE 04102
(207) 747-5288

PREPARED BY:

PLACEMAKER PARTNERS, LLC
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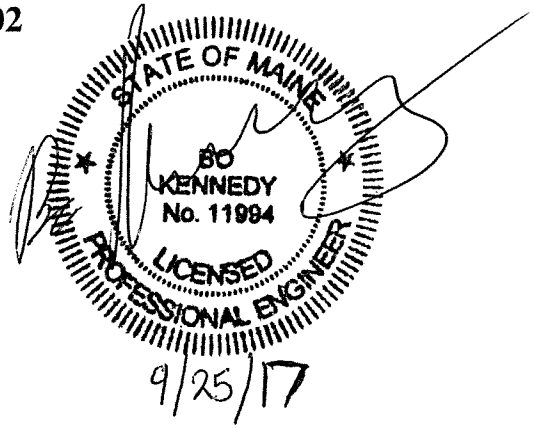

SEPTEMBER 2017

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Appendix C – JellyFish™ HydroCAD Model Summary
Appendix D – Summary of Water Quality Treatment Zones C & D(partial)
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SUPPLEMENTAL STORMWATER MANAGEMENT REPORT

1.0 Introduction

The proposed hotel is depicted on the Master Development Plan (approved Jan. 2015) and more specifically referenced on the Overall Subdivision Plan (approved January 12, 2016) in a linear configuration on development lots 4 & 5. The proposed hotel as presented here-in is configured in an L shape on development lot 6 in place of the previously contemplated educational building. The hotel plans contained in a standalone City of Portland Level III site plan application dated September 25, 2017 provides additional construction details and refines another area of the evolving Master Development Plan.

This supplemental report relies upon assumptions and design approaches previously discussed and approved as part of previous Stormwater Management Reports associated with The Forefont at Thompson's Point Master Development Plan Application, Subdivision Application, and Level II or III Site Plan applications. Some of these assumptions pertinent to this report include but are not limited the following list:

- A waiver from the Flooding Standards was previously approved;
- A waiver from Channel Protection requirements (such as isolator row requirements associated with Filterra Treebox filters or additional detention associated with FocalPoint systems) was previously approved; and
- Prorated treatment credits for treatment of stormwater runoff from on-site existing impervious surfaces (MeDEP Chapter 500 rules dated 2010) that have been retained (primarily consisting of renovated buildings) are applicable to the overall treatment percentage computation.

This supplemental report details the stormwater management systems proposed for the site plan improvements associated with the Forefront Hotel at Thompson's Point as well as demonstrates the integration of stormwater treatment and conveyance infrastructure approved under the Master Development and Subdivision Plans Stormwater Management Strategy. The enclosed computations show that this phase of the project has been designed to meet the Portland Stormwater Management Standards adopted 7/19/10, General Stormwater Standards of MeDEP (revised 2015), and Maine Stormwater Management Design Manual Technical Design Manual (Dated May 2016) and are consistent with the overall goals presented in previous Stormwater Reports. The intent and principals of the stormwater management design, erosion and sediment control, and Inspection and Maintenance Manual have remained the same as approved in June 5, 2012 and include full compliance with Chapter 32 of the City's Technical Manual Stormwater rules and Chapter 500 of the MeDEP Stormwater law.

This phase of the project will have a cumulative redeveloped area of 1.46 acres of which 1.14 acres are newly constructed impervious surfaces.

2.0 Stormwater Management Zone Revisions

This supplemental report summarizes the changes to the water quality treatment zones and provides detailed land cover computations of development tributary to the respective stormwater management systems sized to convey and treat stormwater runoff from the proposed re-development.

The proposed hotel site plan is divided into two major drainage discharge zones identified as Zone D and Zone C on the Overall Stormwater Management Plan C-4.1 dated 09.16.16 and

approved under the Subdivision application. The Stormwater Management Zones are organized and labeled based on tributary treatment area and discharge location.

A portion of the property between the new hotel building and the existing Brick South building will be an improved event lawn area with patio and walkways as well as and a portion of the existing Brick South Roof drains to the Zone D discharge. The drainage infrastructure from this subcatchment (D27) will be connected to an existing 12" storm drain stub installed as part of the roadway constructed during the summer of 2017 and discharge to the Fore River through an existing 36" SD pipe labeled as D0.

The new hotel roof (including a potential future expansion area), driveway loop, and adjacent pedestrian alley will be collected in a closed storm drainage system and discharge to a new storm drainage trunk line identified as Zone C on the Overall Stormwater Management Plan C-4.1 dated 09.16.16 and approved under the Subdivision application. The Zone C discharge will be a newly constructed piece of infrastructure discharging to the Fore River on the easterly side of the Thompson's Point peninsula. The trunk line is sized to accommodate stormwater runoff from stormwater management zones C and B.

The area of proposed development included with this application affects the zones and subzones identified on the Overall Stormwater Management Plan as Zone D and C and summarized in Table 1 below:

TABLE 1 – Summary of Changes to Stormwater Management Zones

Subdivision Plan Discharge Zone ID	CB Inlet ID	Description of Change
C – 501	C15A (roof)	The proposed roof area has been adjusted to reflect the currently proposed building size. The roof area has been broken into two drainage areas shown to minimize length of internal roof drainage piping. A portion of this area previously shown as roof will be developed as driveway and drain to Catch basin C7.
C – 502	D27	The developed area between the two buildings has been redirected to drainage to Zone D so it does not need to pass under the building.
C – 503	C-15B	This is the easterly portion of the proposed roof.
C - 703	C9 thru C13	The pedestrian alley drainage area discharging to Zone C has grown in size and will enter through a series of inlets with-in the hardscape. The larger Zone C area will reduce the overall size shown to be part of Zone B area 403.
B – 403	C 14	A portion of the Zone B area 403 that has been regraded to drain to Zone C.
C – 1	D27 and C13	A portion of the Brick South Building area previously included entirely in Zone C is now included in both Zone D and C treatment areas.

The C-5.1 Stormwater Management Plan – 1 shows the updated stormwater management zones and proposed stormwater infrastructure and is attached in Appendix E. An updated Water Quality Treatment table is shown on plan Sheet C-5.2 Stormwater Management Plan-2 and enclosed in Appendix D.

3.0 Stormwater Quality Treatment (General Standards)

3.1 Zone D (Event Lawn and Brick South Roof):

Zone D – Area D27

The stormwater treatment approach to this subcatchment utilizes a proprietary high-performance bio-filtration system known as FocalPoint manufactured and distributed by ACF Environmental. The proposed FocalPoint system has been sized and configured in accordance with the preapproval letter from Maine DEP to ACF Environmental dated February 2, 2017 and enclosed for reference in Appendix A. A FocalPoint system is required to be sized based on three main criteria:

- 174 SF of filter area per prorated acre based on MeDEP Chapter 500 prescribed water quality of volume of 1" from all impervious surfaces and 0.4" from all pervious surfaces;
- Storage volume provided for a 0.95-inch Type III 24-hr rainfall event; and
- Flow rate (CFS) from 1 yr-24 hr storm

The resultant sizing computations are detailed in Appendix D and conclude a minimum filter surface of 86 Sq. Ft. and 7 Cultec 150XLHD (or approved equal) separator chambers are required. The design layout specifies a 96 Sq. Ft filter and 7 Cultec 150XLHD (or approved equal) are used. The additional 10 Sq. Ft. of filter area will provide two functions:

- City of Porltand Stormwater Fee Credits - Immediately, the system is oversized such that additional City of Porltand Stormwater Fee Credits can be applied to the owner's monthly bill.
- Future Design Changes - Secondly, should the event lawn area design change to include a higher percentage of impervious area. The oversized filter area equates to the conversion of approximately 2,175 Sq. Ft. of pervious surface to impervious surface and still meet all the design standards.

The proposed FocalPoint design considers ground water protection measures in the construction details as shown on the plan sheets Stormwater Details FocalPoint Separator Row C-7.3 & Stormwater Details FocalPoint System Details C-7.4 of the Level III Site Plan set. Separation of stormwater runoff from groundwater is a requirement of the MeDEP VRAP Groundwater Management Work Plan prepared by Credere Associates. The construction details provide for a separation between ground water and stormwater runoff passing through the FocalPoint system by wrapping the filter and adjacent separator row chambers with a heavy duty 30 mil PVC impervious liner.

The FocalPoint filter is considered adequate to meet and exceed the Chapter 500 General Standards for water quality treatment.

3.2 Zone C (Hotel Roof, Driveway, Landscaping, and Pedestrian Hardscapes):

Zone C - Areas C7 thru C15

The Zone C subcatchment areas numbered C7 through C15 associated with the Hotel Site Plan are tributary to a Contech Jellyfish™ Treatment Unit.

Jellyfish™ units are precast concrete manholes that utilize membrane filtration treatment cartridges. Flow enters the Jellyfish™ from an upstream storage chamber system and flows into a

settling tank portion of the unit. Once the settling tank is filled, flow from the bottom of the tank is forced up through hi-flow cartridges and continues to the outlet on the by-pass conveyance trunk line. A baffle wall is located between the inlet and outlet compartments to ensure that un-treated flow from small storm events is not mixed with treated flow. When the hi-flow treatment cartridge has filled, a drain down cartridge(s) is activated treating the remaining water quality volume. Horizontal orifices are located on top of the cartridges to control the outflow of the system. Each Jellyfish™ cartridge unit is designed to discharge the water quality volume at a rate not to exceed 80 GPM/cartridge.

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

1"/12 x impervious area plus 0.4"/12 x landscaped area = Water Quality Volume (cubic feet)

Computations of Water Quality Volume for Zone C can be found in Appendix D. It is noted that the Zone C Jellyfish™ system is oversized to accommodate a potential future building expansion.

The water quality volume is provided in a subsurface arched chamber storage system. This portion of the design is identical to the system installed as part of the Brick North and Brick South development projects.

Jellyfish™ units are designed based on a mass sediment loading calculation. Each treatment hi-flow cartridge has a mass capacity of 125 1bs and each low-flow (draindown) cartridge has a capacity of 63 lbs. The mass loading for each zone was determined by Maine DEP sediment loading standards, assuming a 50% sediment removal from a designed pre-treatment StormTech® Isolator row.

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

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

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

The Jellyfish™ treatment systems and Filterra® are considered adequate to meet the Chapter 500 General Standards.

4.0 Conclusion

The stormwater management strategy for this phase of the project presented herein are consistent with the Master Development Plan and Subdivision Plan Strategies. The overall Thompson's Point stormwater management strategy provides a blue print for treating a minimum of 95% of the net new redeveloped impervious area and 80% of the net new developed area. This phase of the amended site plan treats greater than 100% or 1.64 ac of the 1.46 ac. redeveloped area and greater than 100% or 1.33 ac. of the 1.14 ac. redeveloped impervious area. When a 60% credit is taken for the treatment of a portion of the existing Brick South Building the Hotel Phase of the amended site plan treats 112.64% of the net developed area and 116.15% of the net developed impervious area. The individual systems have been adjusted to accommodate current detailed site

plan revisions but ultimately the design strategies remain the same and meets or exceeds the City of Portland Stormwater Management Requirements.

5.0 Appendices

Appendix A – FocalPoint Approval and Sizing letter from MeDEP
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APPENDIX A

FocalPoint Approval and Sizing letter from MeDEP

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PAUL MERCER
COMMISSIONER

February 2, 2017

Stormwater Systems ACF-Convergent Water Technologies Alliance
23 Faith Drive
Gorham, ME 04038
ATTN: Robert Woodman and Scott Gorneau

Dear Mr. Woodman and Mr. Gorneau:

This letter replaces the May 16, 2016 approval from the Department of Environmental Protection (Department) that authorized the use of the FocalPoint system. The FocalPoint system (a high performance modular biofiltration system), when installed in series with a subsurface chamber-based treatment row, meets the requirements of the General Standards (Section 4.C.) of the Stormwater Management Rules (Chapter 500), provided that the system is filled with the FocalPoint engineered filter media; it is sized to meet the requirements of the General Standards (Section 4.B.); and it is installed, operated and maintained in accordance with the following provisions:

1. The FocalPoint system must be sized in accordance with the manufacturer's latest field test results with the goal of treating 90% of the annual runoff volume. To accomplish this, the system must be modelled in HydroCAD (or similar TR-55 modelling software) to demonstrate that the entire volume of a 0.95 inch Type III 24-hr storm is treated prior to activation of the bypass/overflow (typically set at 6" to 12" above the mulch surface). When sizing the FocalPoint system to meet Chapter 500, note that runoff from the entire contributing drainage area, including pervious areas, must be included in the modeled runoff values.

2. The surface area of the media within the FocalPoint must be a minimum of 174 square feet per 1 acre of impervious area treated (26 sq. ft. per 0.15 acres). The thickness of the media is to be no less than 1.5 ft. (18 inches) and the ratio of the surface area of the filter media bed in square feet to the ponding volume in cubic feet must be no less than 1 to 5.

3. The FocalPoint system consists of five components that include: 1) an open cell underdrain; 2) a wide aperture separation mesh wrap around the underdrain; 3) a layer of clean washed, 3/8" diameter bridging stone; 4) advanced high flow rate engineered media with an infiltration rate of 100 inches per hour; and 5) double shredded hardwood mulch. These components are built from the bottom up to create a mostly permeable profile that measures 3 feet from bottom of underdrain to top of mulch. The ponding

depth above the mulch surface is typically 6 to 12 inches and varies based on site conditions. An overflow outlet should be placed above the ponding depth.

4. The FocalPoint system requires the establishment of vegetation that is tolerant of wet and dry conditions. Plants that are not performing as desired should be replaced as needed. A list of appropriate plants for use in the FocalPoint system is provided at: http://www.acfenvironmental.com/products/stormwater-management/filtration/focal-point/.

5. The FocalPoint biofiltration system must be placed in-line with a subsurface chamber-based treatment row that is approved by the Department such that both the treated discharge and the bypass discharge from the FocalPoint system drain to the treatment row. The treatment row must be sized to treat the peak flow from a 1-year, 24-hour storm event. The treatment row structure must be continuous and without obstacle for cleaning, and must have access at both ends for the removal of accumulated sediment and debris. The treatment row must be underlain with a bottom surface consisting of 2 layers of woven geotextile (e.g., ACF S300) that extends 18 to 24 inches beyond all sides of the bottom of the structure.

6. Additional storage downstream of the FocalPoint and treatment row will be required to store at least the sum of 1.0 inch of runoff from the impervious areas and 0.4 inches of runoff from the lawn and landscaped areas that drain to the system unless attenuation of the channel protection volume is not required (i.e. direct discharge to a lake, tidal waters, or a major river). An external outlet control structure must control the flow out of a downstream storage system, sized for the entire channel protection volume, and drain in no less than 24 hours or more than 48 hours.

7. If required for flooding control, the storage system can be sized to provide for the storage and release of the peak flow with a regulated flow rate from 24-hour storms of the 2, 10, and 25-year frequencies such that the peak flows from the project site do not exceed the peak flow prior to undertaking the project.

8. The applicant must demonstrate that the design meets all the manufacturer's specifications and shall be reviewed by the manufacturer prior to submission to the Department for approval. Review and approval of the design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer's specifications. The FocalPoint system must be installed by a manufacturer's certified installer or under the supervision of a manufacturer's representative.

9. Components of the system that are delivered in bulk (i.e., mulch, high flow media and clean washed bridging stone), should be contained in nylon super sacks to promote ease of storage and protection during on-site construction activities.

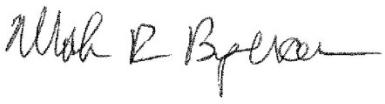
10. The FocalPoint and treatment row system should be inspected and maintained if necessary at least once every six months to maintain the established efficiency for pollutant removal. Prior to construction, a five-year binding inspection and maintenance contract must be provided prior to the Department for review and approval, and must be renewed before contract expiration. The contract will be with a professional with knowledge of erosion and stormwater control, including experience with the proposed system.

11. The overall stormwater management design must meet all Department criteria and sizing specifications and will be reviewed and approved by the Department prior to use.

12. This approval is conditional on full-scale, cold climate field testing results, performed in accordance with the Department's protocols, confirming that the pollutant removal efficiency and sizing of the FocalPoint system are appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if, with proper maintenance, pollutant removals do not satisfy the General Standard Best Management Practices.

Questions concerning this decision should be directed to David Waddell at (207) 215-6932 or Jeff Dennis at (207) 215-6376.

Sincerely,



Mark Bergeron, P.E.
Director
Bureau of Land Resources

cc: Don Witherill, Maine DEP

FocalPoint

BIOFILTRATION SYSTEMS

HIGH PERFORMANCE MODULAR BIOFILTRATION SYSTEM (HPMBS)

Operations & Maintenance

ACF ENVIRONMENTAL

Customer Focused, Environmentally Committed

GENERAL DESCRIPTION

The following general specifications describe the general operations and maintenance requirements for the FocalPoint® High Performance Modular Biofiltration System (HPMBS). The system utilizes physical, chemical and biological mechanisms of a soil, plant and microbe complex to remove pollutants typically found in urban stormwater runoff. The treatment system is a fully equipped, modular, constructed in place system designed to treat contaminated runoff.

Stormwater enters the FocalPoint® HPMBS, is filtered by the High Flow Biofiltration Media and passes through to the underdrain/storage system where the treated water is detained, retained or infiltrated to sub-soils, prior to discharge to the storm sewer system of any remaining flow.

Higher flows bypass the FocalPoint® HPMBS via a downstream inlet or other overflow conveyance. Maintenance is a simple, inexpensive and safe operation that does not require confined space entry, pumping or vacuum equipment, or specialized tools. Properly trained landscape personnel can effectively maintain FocalPoint® HPMBS by following instructions in this manual.

BASIC OPERATIONS

FocalPoint® is a modular, high performance biofiltration system that often works in tandem with other integrated management practices (IMP). Contaminated stormwater runoff enters the biofiltration bed through a conveyance swale, planter box, or directly through a curb cut or false inlet. Energy is dissipated by a rock or vegetative dissipation device and is absorbed by a 3-inch layer of aged, double shredded hardwood mulch, with fines removed, (when specified) on the surface of the biofiltration media.

As the water passes through the mulch layer, most of the larger sediment particles and heavy metals are removed through sedimentation and chemical reactions with the organic material in the mulch. Water passes through the biofiltration media where the finer particles are removed and numerous chemical reactions take place to immobilize and capture pollutants in the soil media.

The cleansed water passes into the underdrain/storage system and remaining flows are directed to a storm sewer system or other appropriate discharge point. Once the pollutants are in the soil, bacteria begin to break down and metabolize the materials and the plants begin to uptake and metabolize the pollutants. Some pollutants such as heavy metals, which are chemically bound to organic particles in the mulch, are released over time as the organic matter decomposes to release the metals to the feeder roots of the plants and the cells of the bacteria in the soil where they remain and are recycled. Other pollutants such as phosphorus are chemically bound to the soil particles and released slowly back to the plants and bacteria and used in their metabolic processes. Nitrogen goes through a variety of very complex biochemical processes where it can ultimately end up in the plant/bacteria biomass, turned to nitrogen gas or dissolves back into the water column as nitrates depending on soil temperature, pH and the availability of oxygen. The pollutants ultimately are retained in the mulch, soil and biomass with some passing out of the system into the air or back into the water.

DESIGN AND INSTALLATION

Each project presents different scopes for the use of FocalPoint® HPMBS. To ensure the safe and specified function of this stormwater BMP, Convergent Water Technologies and/or its Value Added Resellers (VAR) review each application before supply. Information and design assistance is available to the design engineer during the planning process. Correct FocalPoint® sizing is essential to optimum performance. The engineer shall submit calculations for approval by the local jurisdiction when required. The contractor and/or VAR is responsible for the correct installation of FocalPoint® HPMBS units as described in approved plans. A comprehensive installation manual is available at www.convergentwater.com.

FocalPoint
BIOFILTRATION SYSTEMS

MAINTENANCE

Why Maintain?

All stormwater treatment systems require maintenance for effective operation. This necessity is often incorporated in your property's permitting process as a legally binding BMP maintenance agreement. Other reasons for maintenance include:

- Avoid legal challenges from your jurisdiction's maintenance enforcement program.
- Prolong the lifespan of your FocalPoint® HPMBS.
- Avoid costly repairs.
- Help reduce pollutant loads leaving your property.

Simple maintenance of the FocalPoint® HPMBS is required to continue effective pollutant removal from stormwater runoff before any discharge into downstream waters. This procedure will also extend the longevity of the living biofiltration system. The unit will recycle and accumulate pollutants within the biomass, but may also subjected to other materials entering the surface of the system. This may include trash, silt and leaves etc. which will be contained above the mulch and/or biofiltration media layer. Too much silt may inhibit the FocalPoint's® HPMBS flow rate, which is a primary reason for system maintenance. Removal of accumulated silt/sediment and/or replacement of the mulch layer (when specified), is an important activity that prevents over accumulation of such silt/sediment.

When to Maintain?

Convergent Water Technologies and/or its VAR includes a 1-year maintenance plan with each system purchased. Annual included maintenance consists of two (2) scheduled maintenance visits. Additional maintenance may be necessary depending on sediment and trash loading (by Owner or at additional cost). The start of the maintenance plan begins when the system is activated for full operation. Full operation is defined as when the site is appropriately stabilized, the unit is installed and activated (by VAR), i.e., when mulch (if specified) and plantings are added.

Activation should be avoided until the site is fully stabilized (full landscaping, grass cover, final paving and street sweeping completed). Maintenance visits are scheduled seasonally; the spring visit aims to clean up after winter loads including salts and sands. The fall visit helps the system by removing excessive leaf litter.

A first inspection to determine if maintenance is necessary should be performed at least twice annually after storm events of greater than (1) one inch total depth (subject to regional climate). Please refer to the maintenance checklist for specific conditions that indicate if maintenance is necessary.

It has been found that in regions which receive between 30-50 inches of annual rainfall, (2) two visits are generally required. Regions with less rainfall often only require (1) one visit per annum. Varying land uses can affect maintenance frequency.

Some sites may be subjected to extreme sediment or trash loads, requiring more frequent maintenance visits. This is the reason for detailed notes of maintenance actions per unit, helping the VAR/Maintenance contractor and Owner predict future maintenance frequencies, reflecting individual site conditions.

Owners must promptly notify the VAR/Maintenance contractor of any damage to the plant(s), which constitute(s) an integral part of the biofiltration technology. Owners should also advise other landscape or maintenance contractors to leave all maintenance of the FocalPoint® HPMBS to the VAR/Maintenance contractor (i.e. no pruning or fertilizing).

EXCLUSION OF SERVICES

It is the responsibility of the owner to provide adequate irrigation when necessary to the plant(s) in the FocalPoint® HPMBS.

Clean up due to major contamination such as oils, chemicals, toxic spills, etc. will result in additional costs and are not covered under the VAR/Maintenance contractor maintenance contract. Should a major contamination event occur, the Owner must block off the outlet pipe of the FocalPoint® (where the cleaned runoff drains to, such as drop-inlet) and block off the point where water enters of the FocalPoint® HPMBS. The VAR/Maintenance contractor should be informed immediately.

MAINTENANCE VISIT SUMMARY

Each maintenance visit consists of the following simple tasks (detailed instructions below).

1. Inspection of FocalPoint® HPMBS and surrounding area
2. Removal of debris, trash and mulch
3. Mulch replacement
4. Plant health evaluation (including measurements) and pruning or replacement as necessary
5. Clean area around FocalPoint® HPMBS
6. Complete paperwork, including date stamped photos of the tasks listed above.

MAINTENANCE TOOLS, SAFETY EQUIPMENT AND SUPPLIES

Ideal tools include: camera, bucket, shovel, broom, pruners, hoe/rake, and tape measure. Appropriate Personal Protective Equipment (PPE) should be used in accordance with local or company procedures. This may include impervious gloves where the type of trash is unknown, high visibility clothing and barricades when working in close proximity to traffic and also safety hats and shoes.

MAINTENANCE VISIT PROCEDURE

Inspection of FocalPoint® HPMBS and surrounding area

Record individual unit before maintenance with photograph (numbered). Record on Maintenance Report (see example in this document) the following:

- Standing Water yes | no
- Is Bypass Inlet Clear? yes | no
- Damage to HPMBS System yes | no
- to Overflow conveyance yes | no

Removal of Silt / Sediment / Clay

Dig out silt (if any) and mulch and remove trash & foreign items.

- Silt / Clay Found? yes | no
- Cups / Bags Found? yes | no
- Leaves? yes | no
- Volume of material removed _____ (volume or weight)

Removal of debris, trash and mulch

After removal of mulch and debris, measure distance from the top of the FocalPoint® HPMBS engineered media soil to the flow line elevation of the adjacent overflow conveyance. If this distance is greater than that specified on the plans (typ. 6" - 12"), add media (not top soil or other) to recharge to the distance specified.

- Distance to media surface to flow line of overflow conveyance (inches) _____
- # of Buckets of Media Added _____

Mulch Replacement

Most maintenance visits require only replacement mulch (if utilized) which must be, aged, double shredded hardwood mulch with fines removed. For smaller projects, one cubic foot of mulch will cover four square feet of biofiltration bed, and for larger projects, one cubic yard of mulch will cover 108 square feet of biofiltration bed. Some visits may require additional FocalPoint® HPMBS engineered soil media available from the VAR/Contractor.

- Add double shredded, aged hardwood mulch which has been screened to remove fines, evenly across the entire biofiltration media bed to a depth of 3".
- Clean accumulated sediment from energy dissipation system at the inlet to the FocalPoint® HPMBS to allow for entry of trash during a storm event.

Plant health evaluation and pruning or replacement as necessary

Examine the plant's health and replace if dead or dying.
Prune as necessary to encourage growth in the correct directions

- Height above Grate (feet) _____
- Width at Widest point (feet) _____
- Health alive | dead
- Damage to Plant yes | no

Clean area around FocalPoint® HPMBS

- Clean area around unit and remove all refuse to be disposed of appropriately.

Complete paperwork

- Deliver Maintenance Report and photographs as appropriate.
- Some jurisdictions may require submission of maintenance reports in accordance with approvals.
- It is the responsibility of the Owner to comply with local regulations.

FocalPoint

BIOFILTRATION SYSTEM

FocalPoint Warranty

Seller warrants goods sold hereunder against defects in materials and workmanship only, for a period of (1) year from date the Seller activates the system into service. Seller makes no other warranties, express or implied.

Seller's liability hereunder shall be conditioned upon the Buyer's installation, maintenance, and service of the goods in strict compliance with the written instructions and specifications provided by the Seller. Any deviation from Seller's instructions and specifications or any abuse or neglect shall void warranties.

In the event of any claim upon Seller's warranty, the burden shall be upon the Buyer to prove strict compliance with all instructions and specifications provided by the Seller.

Seller's liability hereunder shall be limited only to the cost or replacement of the goods. Buyer agrees that Seller shall not be liable for any consequential losses arising from the purchase, installation, and/or use of the goods.

Maintenance Checklist

Element	Problem	What To Check	Should Exist	Action
Inlet	Excessive sediment or trash accumulation	Accumulation of sediment or trash impair free flow of water into FocalPoint	Inlet free of obstructions allowing free flow into FocalPoint System	Sediments or trash should be removed
Mulch Cover	Trash and floatable debris accumulation	Excessive trash or debris accumulation.	Minimal trash or other debris on mulch cover	Trash and debris should be removed and mulch cover raked level. Ensure that bark nugget
Mulch Cover	Ponding of water on mulch cover	Ponding in unit could be indicative of clogging due to excessive fine sediment accumulation or spill of petroleum oils	Stormwater should drain freely and evenly over mulch cover.	Contact VAR for advice.
Plants	Plants not growing, or in poor condition	Soil/mulch too wet, evidence of spill. Pest infestation. Vandalism to plants.	Plants should be healthy and pest free.	Contact VAR for advice.
Plants	Plant growth excessive	Plants should be appropriate to the species and location of FocalPoint		Trim/prune plants in accordance with typical landscaping and

APPENDIX B

FocalPoint Design Checklist and
HydroCAD Model Summary

ACF Environmental
2831 Cardwell Rd
Richmond, VA 23234

Bo Kennedy, PE
Placemaker Partners, LLC
501 Danforth Street
Portland, ME 04102

September 29, 2017,

SUBJECT: The Forefront at Thompson's Point – Forefront Hotel – Portland, Maine
Plan Review and Construction Oversight Commitment

Dear Bo,

Thank you for forwarding the permit plans for the proposed The Forefront at Thompson's Point – Forefront Hotel – Portland, Maine project to ACF environmental for review of the proposed FocalPoint biofiltration system.

Our team has reviewed the plans (with latest revision date of 9/25/2017) and made the following observations:

- There is one 96 sf FocalPoint system shown on the plans.
- The system has the approved FocalPoint section (3" mulch, 18" media, 6" bridging stone and 9" modular underdrain.
- The system has a peak elevation of less than 6 inches of temporary ponding volume for the 0.95" storm – which is within the recommended temporary ponding range for the system.
- The volume associated with the 0.95" 24hr storm is treated prior to activation of the overflow device (WQ goal met). (per review of HydroCAD output). A pair of 12" dia PVC domed risers with a filter insert is proposed for bypass.
- A 7 chamber Cultec 150XLHD separator row is proposed as required by the MeDEP FocalPoint design guidance.
- It is our understanding that Channel Protection and Flood Control is not needed for this project.

Overall, ACF takes no exceptions to the location and application of the FocalPoint system for this project.

It appears that the system has been designed in accordance with the design criteria set forth by Maine DEP in the FocalPoint system approval letter and meet the system specifications etc.

With regard to the installation, ACF Environmental will host a preconstruction meeting with the site contractor and will be on-site during the entire installation to ensure that the installation is being conducted in accordance with our standard installation procedures.

ACF Environmental will also provide the first year's maintenance on the FocalPoint bed area.

Please review and contact me with any questions from your office.

We look forward to working with you on this project.

Sincerely,

Robert J Woodman,
Senior Stormwater Engineer
ACF Environmental

Cc: Lee Jones, ACF Environmental

FOCALPOINT

HIGH PERFORMANCE MODULAR BIOFILTRATION SYSTEM

MAINE – CHAPTER 500 DESIGN WORKSHEET/CHECKLIST

1. FocalPoint Bed Area (min 174 square feet per acre of impervious area (e.g. 0.2 acres = 35 sf))

- Tributary Impervious area = 0.38 ac. (A)
- Tributary Pervious area = 0.34 ac. (B)
- Min FocalPoint bed area req'd = (((A) x 1.0) + ((B) x 0.4)) * 174 = 89.8 sf.
- FocalPoint Bed Area provided * = 96 sf.
- Dimensions of Proposed FocalPoint = 8 ft x 12 ft

* see criteria 2. to determine if minimum size is appropriate.

2. A 0.95 inch Type III 24hr rainfall event shall be modelled to demonstrate the entire storm volume is treated prior to activation of the overflow (typically set at 6-12" above the mulch)

- Temporary storage depth provided = 3"_____ inches (typ 6" to 12")
- Temporary storage volume provided at above depth = 129_____ cubic feet.
- Peak ponding depth from 0.95" 24hr storm event = __N/A_____ inches

3. Ratio of the surface area of the filter media (sf) to the temporary ponding volume (cf) shall be no less that 1:5

- Ratio of FocalPoint Bed Area : Temporary Storage Vol = 1:1.34

4. Subsurface Chamber Treatment Row must be sized to treat the peak flow from a 1 yr-24hr storm event.

- 1yr 24hr Peak Flowrate = 1.19 cfs
- Chamber model selected
  - Cultec 330 XLHD (1 chamber per 0.227 cfs) ☐
  - Cultec 150XLHD (1 chamber per 0.185 cfs) ☒

- Number of Chambers required = 1.19 / 0.185 = 6.43 ch
- Number of Chambers Provided = 7 EA Cultec 150XLHD

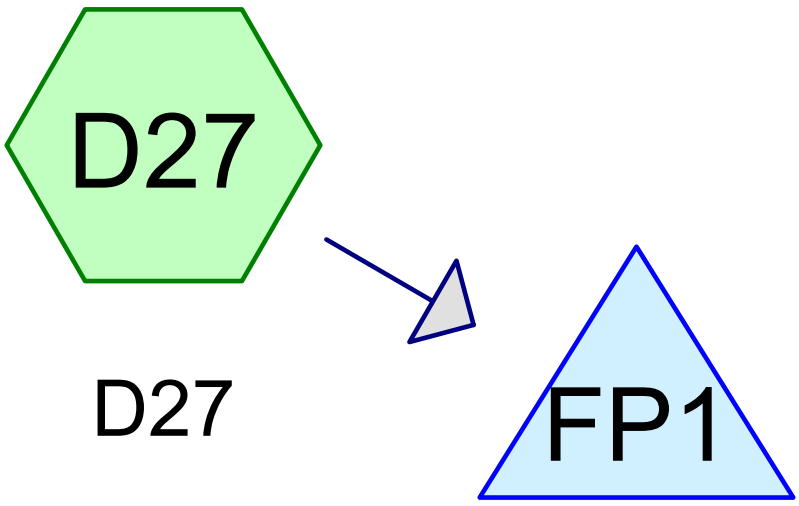
5. Controlled release of the Channel Protection over 24-48 hrs ---*N/A*

- Controlled release of the channel protection volume is being achieved by: ***N/A***
  - Expanded subsurface storage basin with OCS ☐***N/A***
  - Surface detention basin with OCS ☐***N/A***

6. The Design shall be reviewed by the manufacturer's representative prior to submission and installation will be overseen by the manufacturer's representative.

- The Design has been reviewed by ACF Environmental ☒
- Engineer will coordinate installation inspection with ACF ☒

Contact ACF Environmental at 1800 448 3636 with any questions
or contact Rob Woodman – Senior Stormwater Engineer at rwoodman@acfenv.com



FocalPoint 96sf

Subcat Reach Pond Link

Routing Diagram for 2017.09.01 Hotel Focal Point - Zone D
Prepared by Hewlett-Packard Company, Printed 9/28/2017
HydroCAD® 10.00-19 s/n 09708 © 2016 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
14,750	74	>75% Grass cover, Good, HSG C (D27)
16,530	98	Unconnected pavement, HSG C (D27)
31,280	**87**	**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover	Sub Num
0	0	14,750	0	0	14,750	>75% Grass cover, Good	
0	0	16,530	0	0	16,530	Unconnected pavement	
0	**0**	**31,280**	**0**	**0**	**31,280**	**TOTAL AREA**	

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment D27: D27 Runoff Area=31,280 sf 52.85% Impervious Runoff Depth=0.20"
Tc=6.0 min CN=87 Runoff=0.14 cfs 515 cf

Pond FP1: FocalPoint 96sf Peak Elev=11.78' Storage=1 cf Inflow=0.14 cfs 515 cf
Primary=0.14 cfs 515 cf Secondary=0.00 cfs 0 cf Outflow=0.14 cfs 515 cf

Total Runoff Area = 31,280 sf Runoff Volume = 515 cf Average Runoff Depth = 0.20"
47.15% Pervious = 14,750 sf 52.85% Impervious = 16,530 sf

Summary for Subcatchment D27: D27

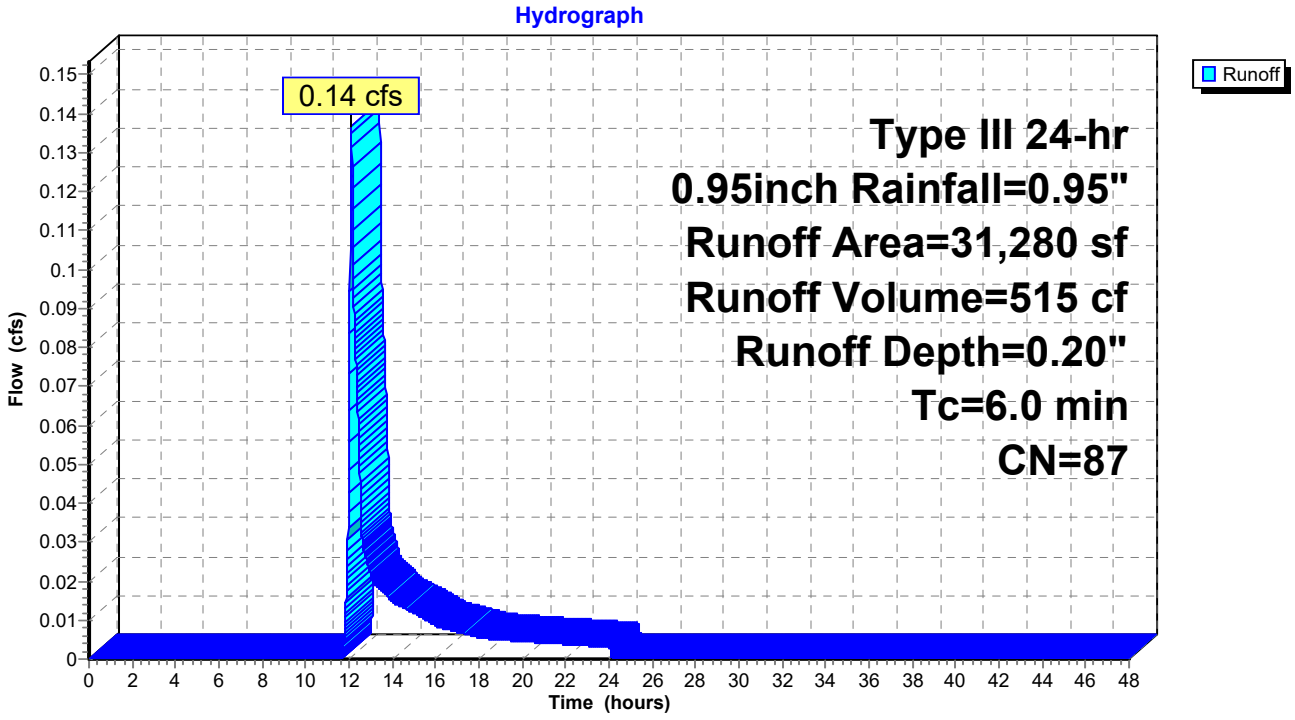
Runoff = 0.14 cfs @ 12.11 hrs, Volume= 515 cf, Depth= 0.20"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 0.95inch Rainfall=0.95"

Area (sf)	CN	Description
16,530	98	Unconnected pavement, HSG C
14,750	74	>75% Grass cover, Good, HSG C
31,280	87	Weighted Average
14,750		47.15% Pervious Area
16,530		52.85% Impervious Area
16,530		100.00% Unconnected

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

Subcatchment D27: D27



Summary for Pond FP1: FocalPoint 96sf

Inflow Area = 31,280 sf, 52.85% Impervious, Inflow Depth = 0.20" for 0.95inch event
Inflow = 0.14 cfs @ 12.11 hrs, Volume= 515 cf
Outflow = 0.14 cfs @ 12.11 hrs, Volume= 515 cf, Atten= 0%, Lag= 0.2 min
Primary = 0.14 cfs @ 12.11 hrs, Volume= 515 cf
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 11.78' @ 12.11 hrs Surf.Area= 216 sf Storage= 1 cf

Plug-Flow detention time= 0.1 min calculated for 515 cf (100% of inflow)
Center-of-Mass det. time= 0.1 min (889.1 - 889.0)

Volume	Invert	Avail.Storage	Storage Description
#1	11.75'	97 cf	**18.00'W x 12.00'L x 2.25'H FocalPoint** 486 cf Overall x 20.0% Voids
#2	14.00'	267 cf	**Custom Stage Data (Irregular)**Listed below (Recalc) -Impervious
		365 cf	Total Available Storage

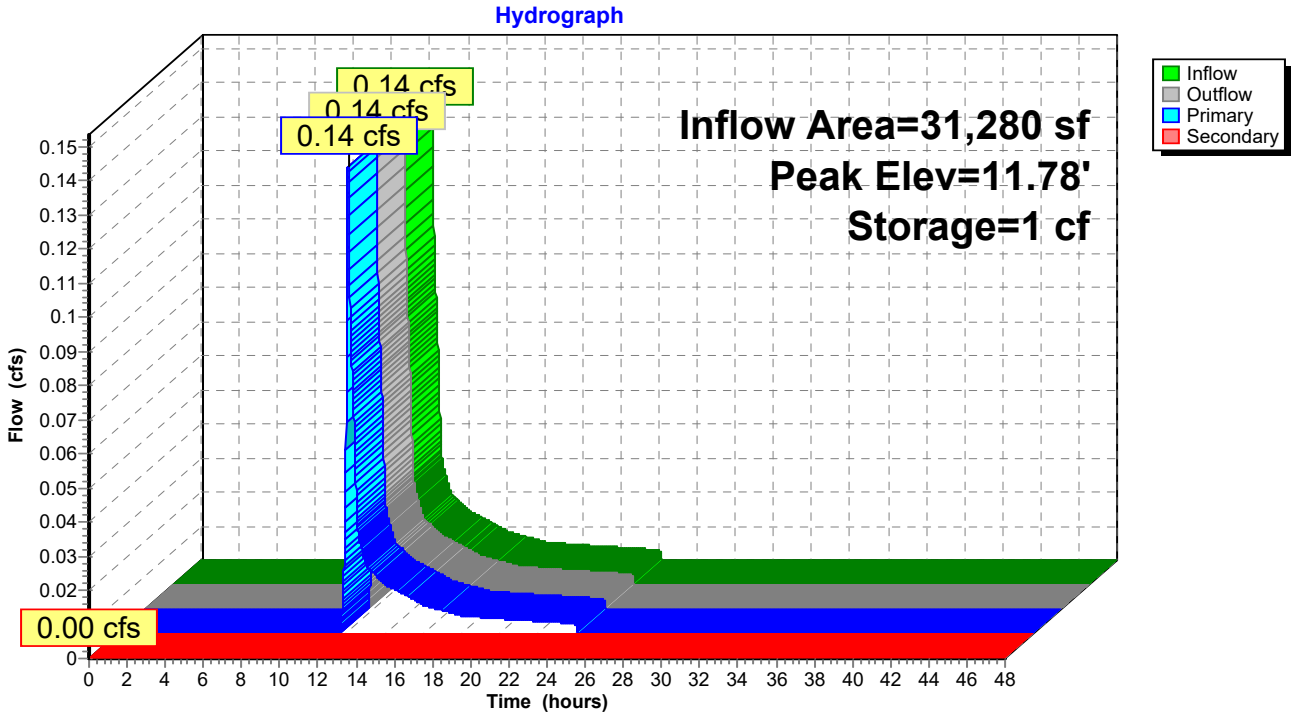
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
14.00	96	40.0	0	0	96
14.50	250	65.0	83	83	307
15.00	500	96.0	184	267	706

Device	Routing	Invert	Outlet Devices
#1	Primary	11.75'	**100.000 in/hr Exfiltration over Surface area** Phase-In= 0.10'
#2	Secondary	14.25'	**12.0" Horiz. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.14 cfs @ 12.11 hrs HW=11.78' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.14 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=11.75' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond FP1: FocalPoint 96sf



Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment D27: D27 Runoff Area=31,280 sf 52.85% Impervious Runoff Depth=1.41"
Tc=6.0 min CN=87 Runoff=1.19 cfs 3,681 cf

Pond FP1: FocalPoint 96sf Peak Elev=14.35' Storage=148 cf Inflow=1.19 cfs 3,681 cf
Primary=0.50 cfs 3,413 cf Secondary=0.68 cfs 267 cf Outflow=1.18 cfs 3,681 cf

Total Runoff Area = 31,280 sf Runoff Volume = 3,681 cf Average Runoff Depth = 1.41"
47.15% Pervious = 14,750 sf 52.85% Impervious = 16,530 sf

Summary for Subcatchment D27: D27

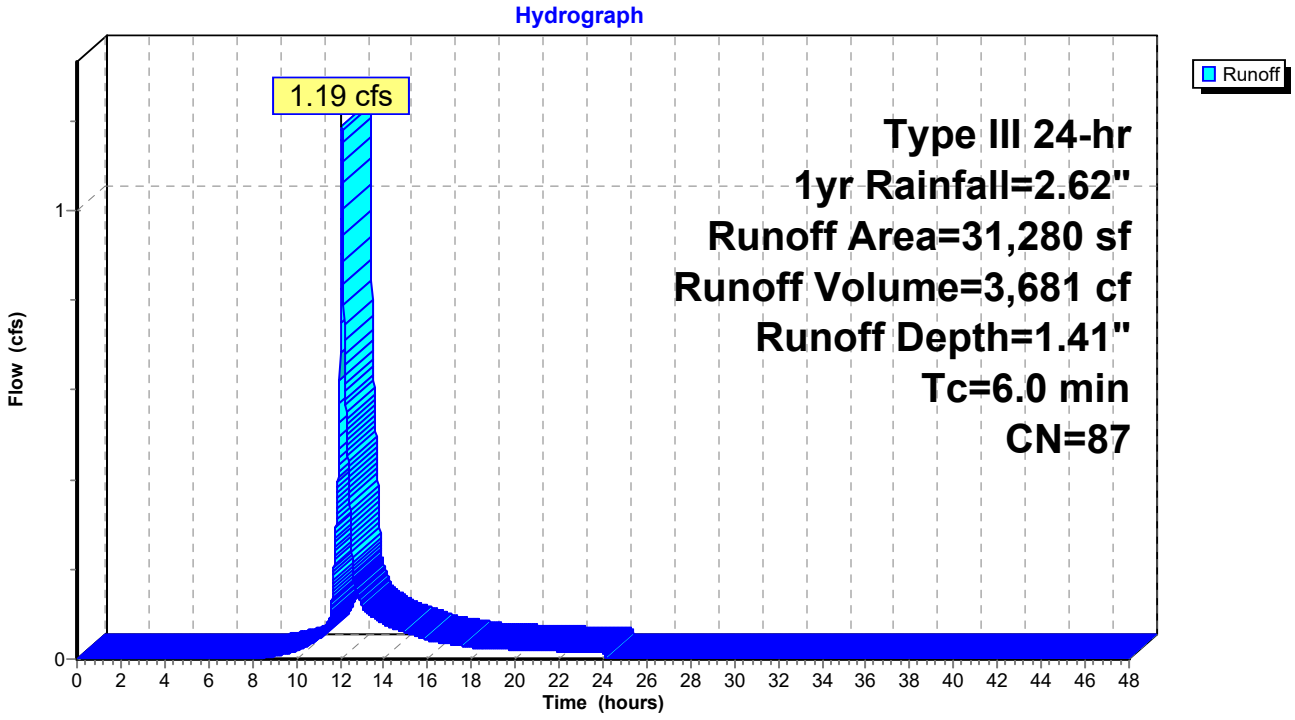
Runoff = 1.19 cfs @ 12.09 hrs, Volume= 3,681 cf, Depth= 1.41"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 1yr Rainfall=2.62"

Area (sf)	CN	Description
16,530	98	Unconnected pavement, HSG C
14,750	74	>75% Grass cover, Good, HSG C
31,280	87	Weighted Average
14,750		47.15% Pervious Area
16,530		52.85% Impervious Area
16,530		100.00% Unconnected

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

Subcatchment D27: D27



Summary for Pond FP1: FocalPoint 96sf

Inflow Area = 31,280 sf, 52.85% Impervious, Inflow Depth = 1.41" for 1yr event
Inflow = 1.19 cfs @ 12.09 hrs, Volume= 3,681 cf
Outflow = 1.18 cfs @ 12.10 hrs, Volume= 3,681 cf, Atten= 1%, Lag= 0.7 min
Primary = 0.50 cfs @ 11.98 hrs, Volume= 3,413 cf
Secondary = 0.68 cfs @ 12.10 hrs, Volume= 267 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 14.35' @ 12.10 hrs Surf.Area= 216 sf Storage= 148 cf

Plug-Flow detention time= 1.1 min calculated for 3,680 cf (100% of inflow)
Center-of-Mass det. time= 1.1 min (828.7 - 827.6)

Volume	Invert	Avail.Storage	Storage Description
#1	11.75'	97 cf	**18.00'W x 12.00'L x 2.25'H FocalPoint** 486 cf Overall x 20.0% Voids
#2	14.00'	267 cf	**Custom Stage Data (Irregular)**Listed below (Recalc) -Impervious
		365 cf	Total Available Storage

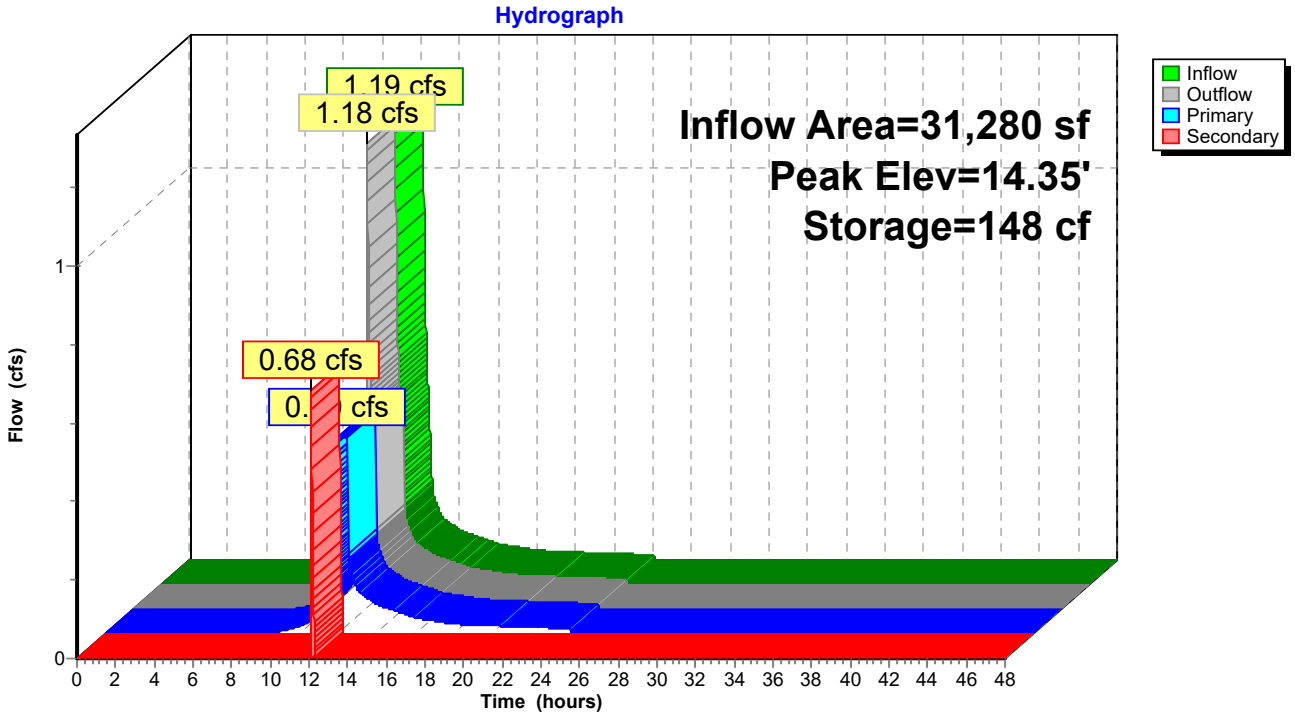
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
14.00	96	40.0	0	0	96
14.50	250	65.0	83	83	307
15.00	500	96.0	184	267	706

Device	Routing	Invert	Outlet Devices
#1	Primary	11.75'	**100.000 in/hr Exfiltration over Surface area** Phase-In= 0.10'
#2	Secondary	14.25'	**12.0" Horiz. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.50 cfs @ 11.98 hrs HW=11.90' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.50 cfs)

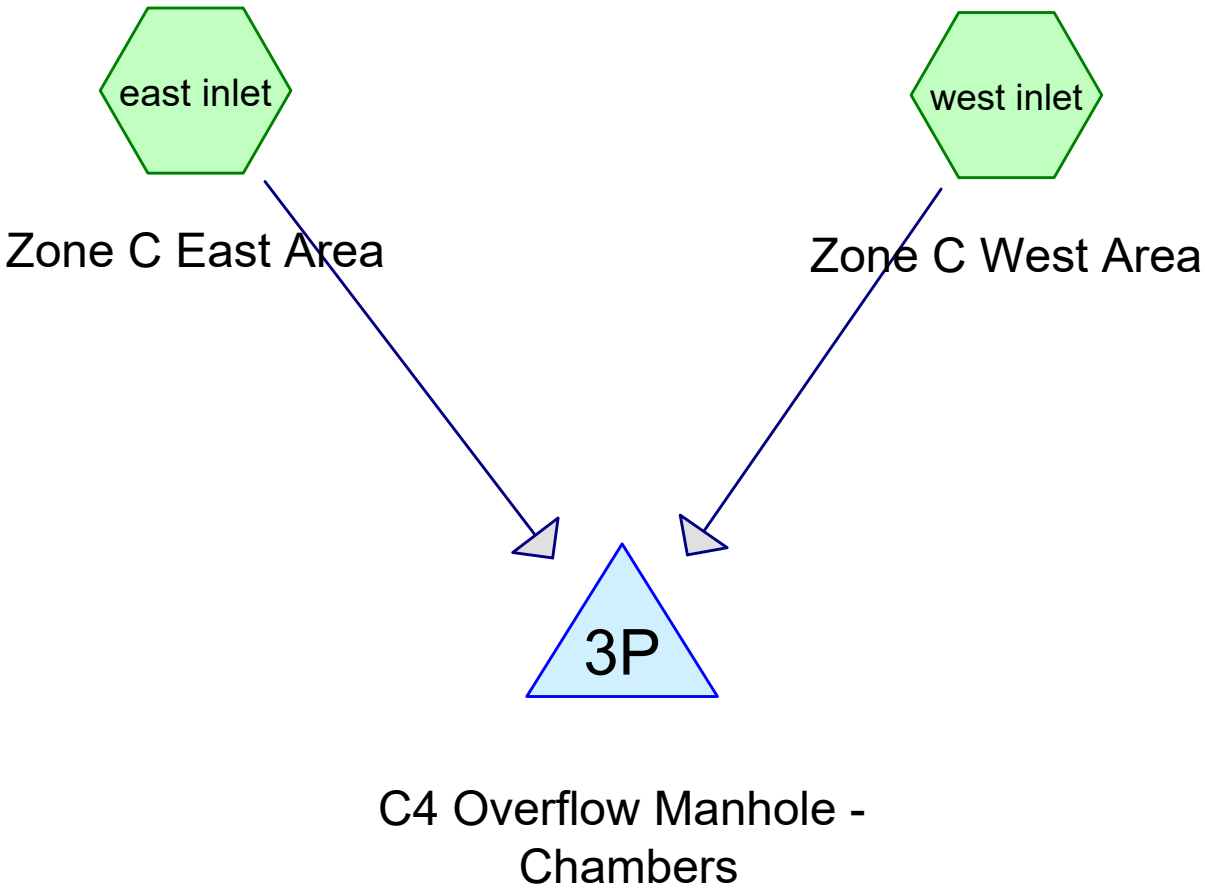
Secondary OutFlow Max=0.68 cfs @ 12.10 hrs HW=14.35' (Free Discharge)
↑—**2=Orifice/Grate** (Weir Controls 0.68 cfs @ 1.05 fps)

Pond FP1: FocalPoint 96sf



APPENDIX C

JellyFish™ HydroCAD Model Summary



Subcat Reach Pond Link

Routing Diagram for 2017.09.14 Hotel Jelly Fish - Zone C
Prepared by Hewlett-Packard Company, Printed 9/28/2017
HydroCAD® 10.00-19 s/n 09708 © 2016 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
2,800	74	>75% Grass cover, Good, HSG C (east inlet, west inlet)
46,594	98	Paved parking, HSG C (east inlet, west inlet)
49,394	**97**	**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover	Sub Num
0	0	2,800	0	0	2,800	>75% Grass cover, Good	
0	0	46,594	0	0	46,594	Paved parking	
0	**0**	**49,394**	**0**	**0**	**49,394**	**TOTAL AREA**	

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment east inlet: Zone C East Area Runoff Area=26,486 sf 96.69% Impervious Runoff Depth=0.66"
Tc=6.0 min CN=97 Runoff=0.46 cfs 1,454 cf

Subcatchment west inlet: Zone C West Runoff Area=22,908 sf 91.60% Impervious Runoff Depth=0.59"
Tc=6.0 min CN=96 Runoff=0.36 cfs 1,117 cf

Pond 3P: C4 Overflow Manhole - Chambers Peak Elev=11.58' Storage=2,571 cf Inflow=0.82 cfs 2,571 cf
Outflow=0.00 cfs 0 cf

Total Runoff Area = 49,394 sf Runoff Volume = 2,571 cf Average Runoff Depth = 0.62"
5.67% Pervious = 2,800 sf 94.33% Impervious = 46,594 sf

Summary for Subcatchment east inlet: Zone C East Area

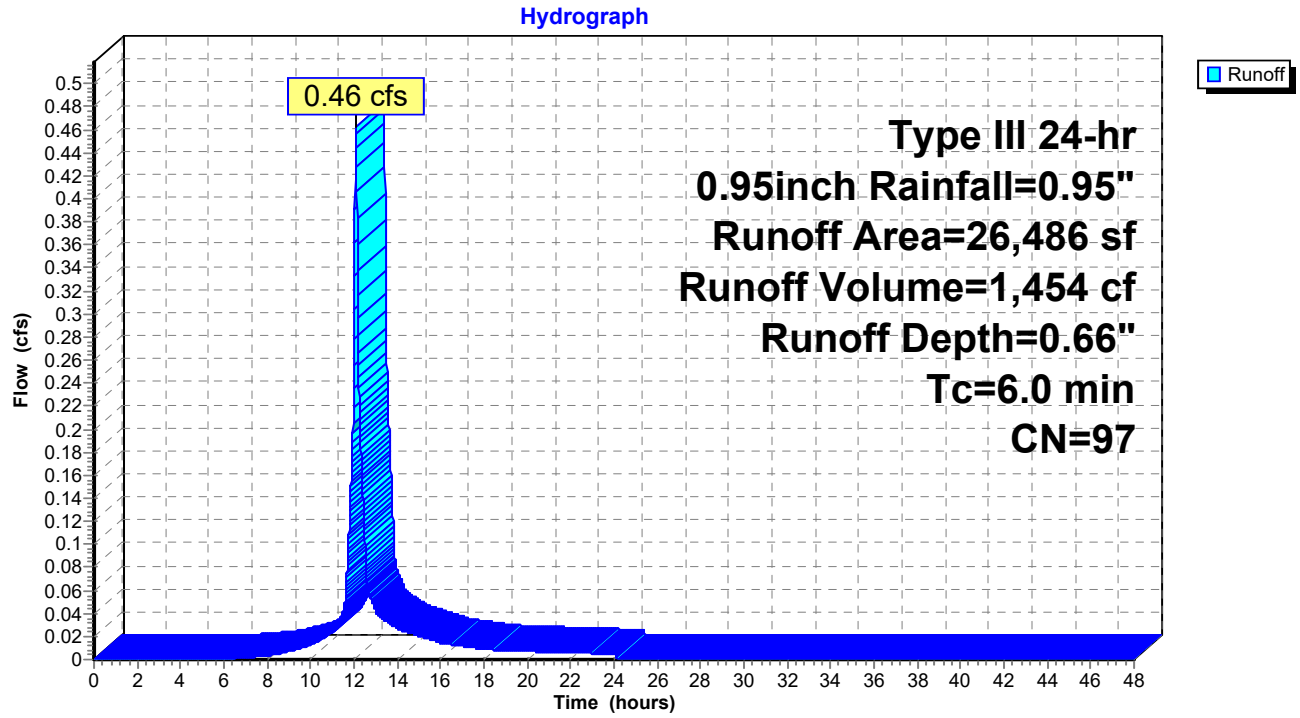
Runoff = 0.46 cfs @ 12.09 hrs, Volume= 1,454 cf, Depth= 0.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 0.95inch Rainfall=0.95"

Area (sf)	CN	Description
25,610	98	Paved parking, HSG C
876	74	>75% Grass cover, Good, HSG C
26,486	97	Weighted Average
876		3.31% Pervious Area
25,610		96.69% Impervious Area

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

Subcatchment east inlet: Zone C East Area



Summary for Subcatchment west inlet: Zone C West Area

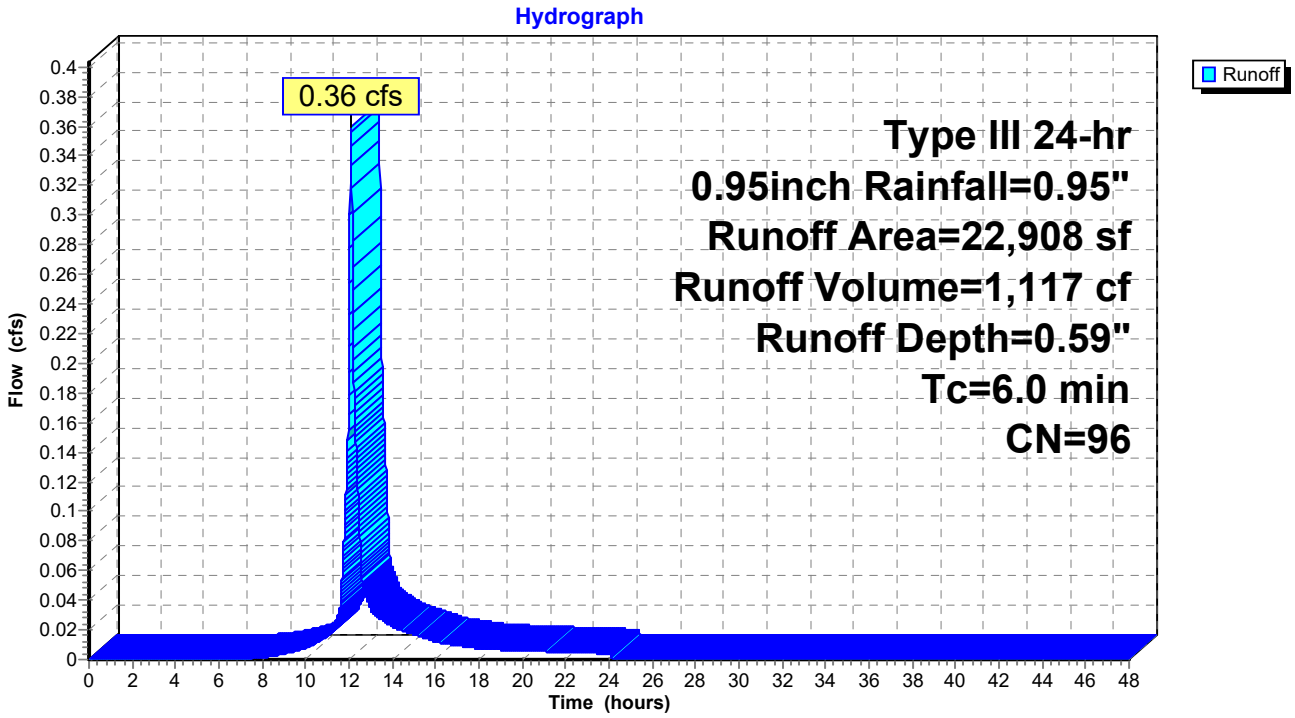
Runoff = 0.36 cfs @ 12.09 hrs, Volume= 1,117 cf, Depth= 0.59"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 0.95inch Rainfall=0.95"

Area (sf)	CN	Description
20,984	98	Paved parking, HSG C
1,924	74	>75% Grass cover, Good, HSG C
22,908	96	Weighted Average
1,924		8.40% Pervious Area
20,984		91.60% Impervious Area

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

Subcatchment west inlet: Zone C West Area



Summary for Pond 3P: C4 Overflow Manhole - Chambers

Inflow Area = 49,394 sf, 94.33% Impervious, Inflow Depth = 0.62" for 0.95inch event
Inflow = 0.82 cfs @ 12.09 hrs, Volume= 2,571 cf
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 11.58' @ 24.34 hrs Surf.Area= 2,444 sf Storage= 2,571 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1A	10.02'	810 cf	**14.75'W x 60.58'L x 3.50'H Field A** 3,127 cf Overall - 1,103 cf Embedded = 2,025 cf x 40.0% Voids
#2A	10.52'	1,103 cf	**ADS_StormTech SC-740 +Cap** x 24 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 3 Rows of 8 Chambers
#3B	10.02'	1,399 cf	**29.00'W x 53.46'L x 3.50'H Field B** 5,426 cf Overall - 1,929 cf Embedded = 3,496 cf x 40.0% Voids
#4B	10.52'	1,929 cf	**ADS_StormTech SC-740 +Cap** x 42 Inside #3 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 6 Rows of 7 Chambers
		5,240 cf	Total Available Storage

Storage Group A created with Chamber Wizard
Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	13.02'	**7.0' long x 0.5' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=10.02' (Free Discharge)
1=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Pond 3P: C4 Overflow Manhole - Chambers - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)
Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf
Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

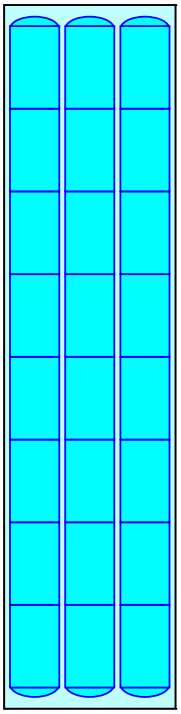
8 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 58.58' Row Length +12.0" End Stone x 2 = 60.58' Base Length
3 Rows x 51.0" Wide + 6.0" Spacing x 2 + 6.0" Side Stone x 2 = 14.75' Base Width
6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

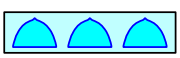
24 Chambers x 45.9 cf = 1,102.6 cf Chamber Storage

3,127.3 cf Field - 1,102.6 cf Chambers = 2,024.7 cf Stone x 40.0% Voids = 809.9 cf Stone Storage

Chamber Storage + Stone Storage = 1,912.4 cf = 0.044 af
Overall Storage Efficiency = 61.2%
Overall System Size = 60.58' x 14.75' x 3.50'

24 Chambers
115.8 cy Field
75.0 cy Stone





Pond 3P: C4 Overflow Manhole - Chambers - Chamber Wizard Field B

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)
Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf
Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

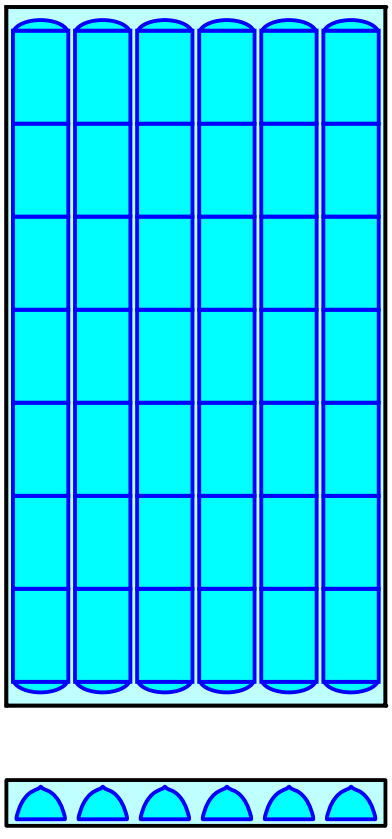
7 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 51.46' Row Length +12.0" End Stone x 2 = 53.46' Base Length
6 Rows x 51.0" Wide + 6.0" Spacing x 5 + 6.0" Side Stone x 2 = 29.00' Base Width
6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

42 Chambers x 45.9 cf = 1,929.5 cf Chamber Storage

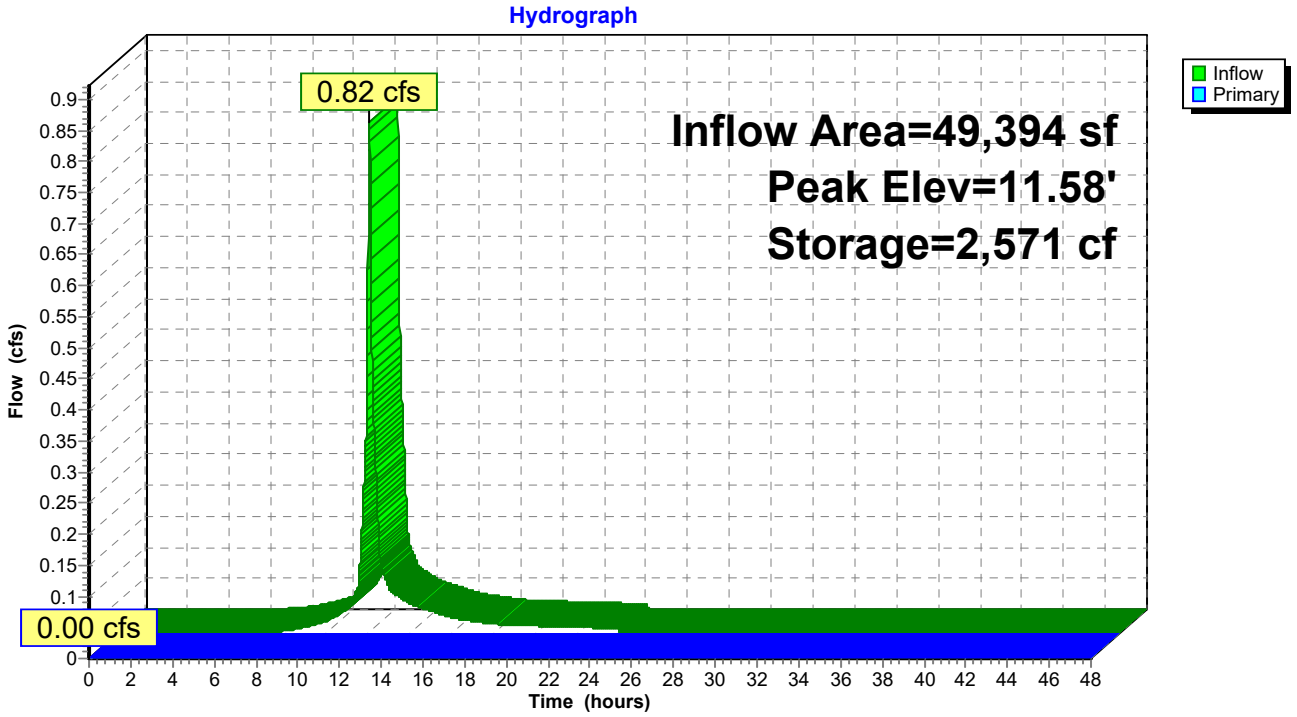
5,425.9 cf Field - 1,929.5 cf Chambers = 3,496.4 cf Stone x 40.0% Voids = 1,398.5 cf Stone Storage

Chamber Storage + Stone Storage = 3,328.0 cf = 0.076 af
Overall Storage Efficiency = 61.3%
Overall System Size = 53.46' x 29.00' x 3.50'

42 Chambers
201.0 cy Field
129.5 cy Stone



Pond 3P: C4 Overflow Manhole - Chambers



Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment east inlet: Zone C East Area Runoff Area=26,486 sf 96.69% Impervious Runoff Depth=2.28"
Tc=6.0 min CN=97 Runoff=1.50 cfs 5,037 cf

Subcatchment west inlet: Zone C West Runoff Area=22,908 sf 91.60% Impervious Runoff Depth=2.18"
Tc=6.0 min CN=96 Runoff=1.27 cfs 4,159 cf

Pond 3P: C4 Overflow Manhole - Chambers Peak Elev=13.18' Storage=4,905 cf Inflow=2.77 cfs 9,197 cf
Outflow=1.22 cfs 4,445 cf

Total Runoff Area = 49,394 sf Runoff Volume = 9,197 cf Average Runoff Depth = 2.23"
5.67% Pervious = 2,800 sf 94.33% Impervious = 46,594 sf

Summary for Subcatchment east inlet: Zone C East Area

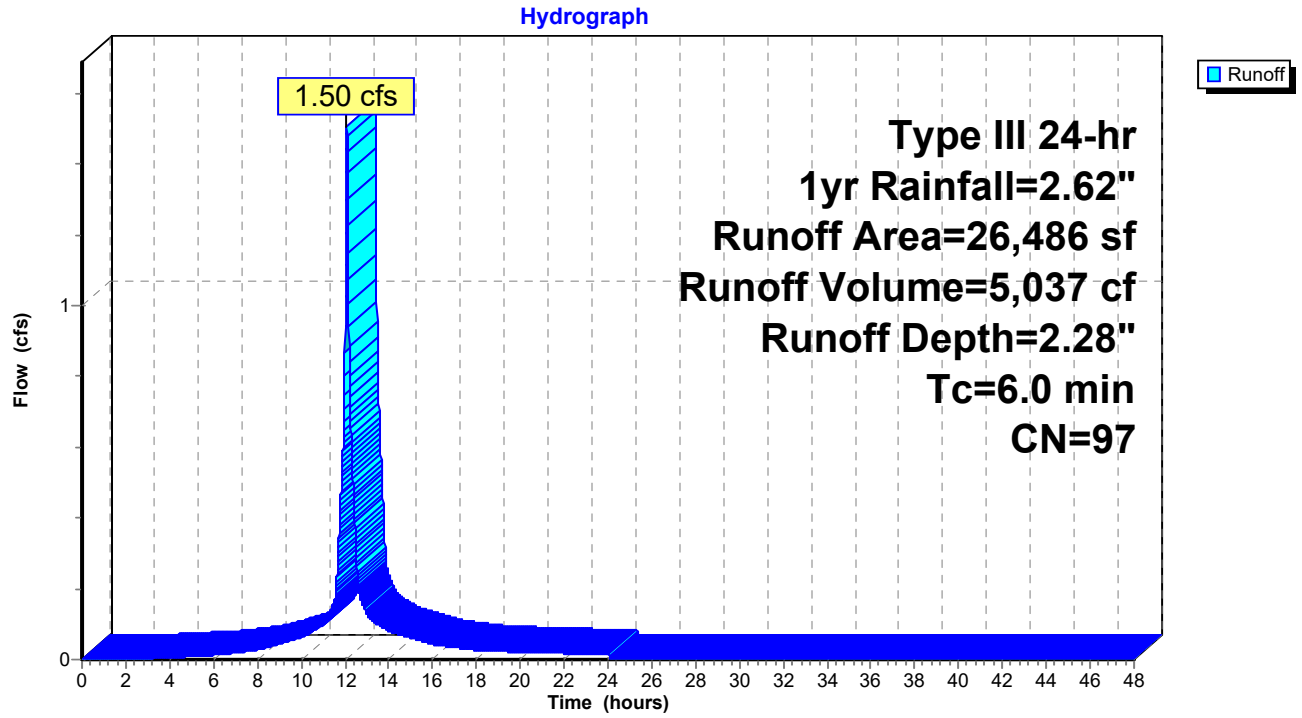
Runoff = 1.50 cfs @ 12.08 hrs, Volume= 5,037 cf, Depth= 2.28"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 1yr Rainfall=2.62"

Area (sf)	CN	Description
25,610	98	Paved parking, HSG C
876	74	>75% Grass cover, Good, HSG C
26,486	97	Weighted Average
876		3.31% Pervious Area
25,610		96.69% Impervious Area

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

Subcatchment east inlet: Zone C East Area



Summary for Subcatchment west inlet: Zone C West Area

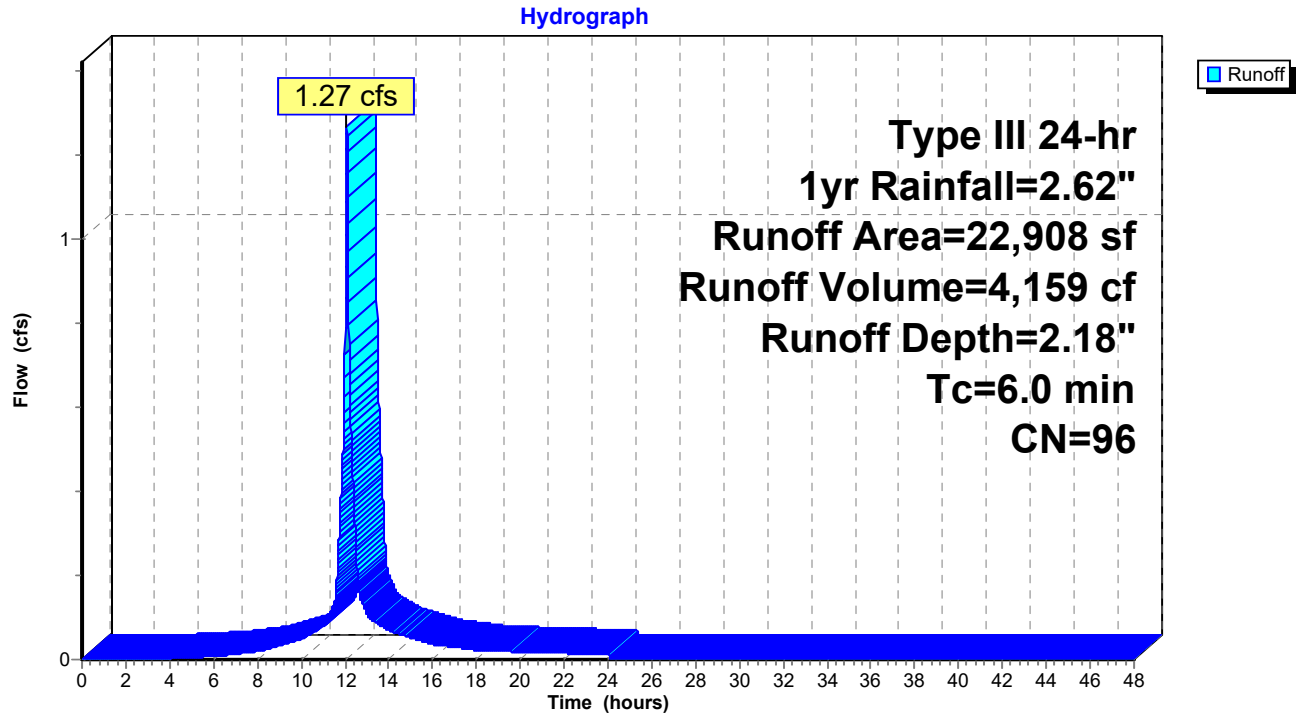
Runoff = 1.27 cfs @ 12.08 hrs, Volume= 4,159 cf, Depth= 2.18"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type III 24-hr 1yr Rainfall=2.62"

Area (sf)	CN	Description
20,984	98	Paved parking, HSG C
1,924	74	>75% Grass cover, Good, HSG C
22,908	96	Weighted Average
1,924		8.40% Pervious Area
20,984		91.60% Impervious Area

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

Subcatchment west inlet: Zone C West Area



Summary for Pond 3P: C4 Overflow Manhole - Chambers

Inflow Area = 49,394 sf, 94.33% Impervious, Inflow Depth = 2.23" for 1yr event
Inflow = 2.77 cfs @ 12.08 hrs, Volume= 9,197 cf
Outflow = 1.22 cfs @ 12.27 hrs, Volume= 4,445 cf, Atten= 56%, Lag= 10.9 min
Primary = 1.22 cfs @ 12.27 hrs, Volume= 4,445 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 13.18' @ 12.27 hrs Surf.Area= 2,444 sf Storage= 4,905 cf

Plug-Flow detention time= 246.3 min calculated for 4,444 cf (48% of inflow)
Center-of-Mass det. time= 126.9 min (902.2 - 775.2)

Volume	Invert	Avail.Storage	Storage Description
#1A	10.02'	810 cf	**14.75'W x 60.58'L x 3.50'H Field A** 3,127 cf Overall - 1,103 cf Embedded = 2,025 cf x 40.0% Voids
#2A	10.52'	1,103 cf	**ADS_StormTech SC-740 +Cap** x 24 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 3 Rows of 8 Chambers
#3B	10.02'	1,399 cf	**29.00'W x 53.46'L x 3.50'H Field B** 5,426 cf Overall - 1,929 cf Embedded = 3,496 cf x 40.0% Voids
#4B	10.52'	1,929 cf	**ADS_StormTech SC-740 +Cap** x 42 Inside #3 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 6 Rows of 7 Chambers
		5,240 cf	Total Available Storage

Storage Group A created with Chamber Wizard
Storage Group B created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	13.02'	**7.0' long x 0.5' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=1.22 cfs @ 12.27 hrs HW=13.18' (Free Discharge)
1=Broad-Crested Rectangular Weir (Weir Controls 1.22 cfs @ 1.11 fps)

Pond 3P: C4 Overflow Manhole - Chambers - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)
Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf
Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

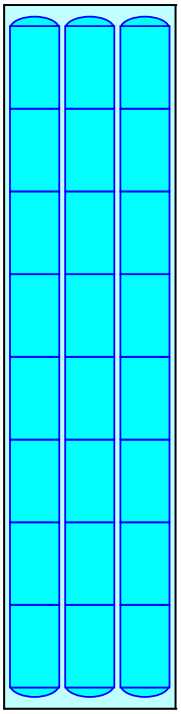
8 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 58.58' Row Length +12.0" End Stone x 2 = 60.58' Base Length
3 Rows x 51.0" Wide + 6.0" Spacing x 2 + 6.0" Side Stone x 2 = 14.75' Base Width
6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

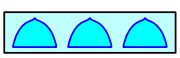
24 Chambers x 45.9 cf = 1,102.6 cf Chamber Storage

3,127.3 cf Field - 1,102.6 cf Chambers = 2,024.7 cf Stone x 40.0% Voids = 809.9 cf Stone Storage

Chamber Storage + Stone Storage = 1,912.4 cf = 0.044 af
Overall Storage Efficiency = 61.2%
Overall System Size = 60.58' x 14.75' x 3.50'

24 Chambers
115.8 cy Field
75.0 cy Stone





Pond 3P: C4 Overflow Manhole - Chambers - Chamber Wizard Field B

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)
Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf
Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

7 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 51.46' Row Length +12.0" End Stone x 2 = 53.46' Base Length
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42 Chambers x 45.9 cf = 1,929.5 cf Chamber Storage

5,425.9 cf Field - 1,929.5 cf Chambers = 3,496.4 cf Stone x 40.0% Voids = 1,398.5 cf Stone Storage

Chamber Storage + Stone Storage = 3,328.0 cf = 0.076 af
Overall Storage Efficiency = 61.3%
Overall System Size = 53.46' x 29.00' x 3.50'

42 Chambers
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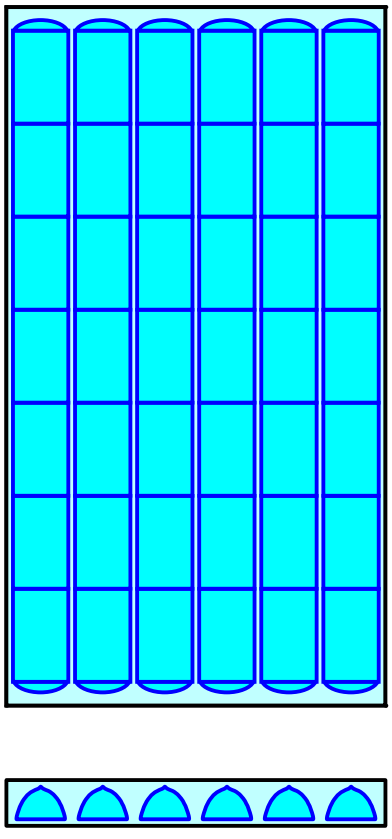
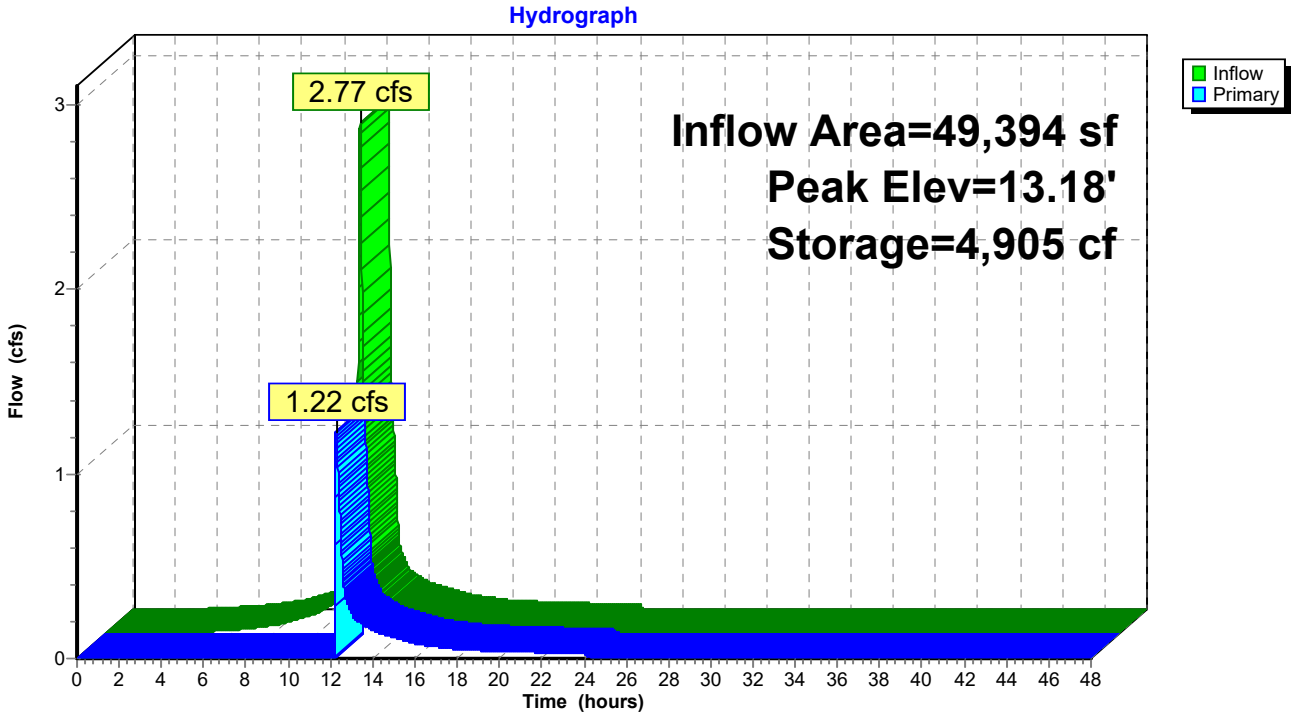
129.5 cy Stone



Pond 3P: C4 Overflow Manhole - Chambers



APPENDIX D

Summary of Water Quality Treatment Zones C & D(partial)

Summary of Water Quality Treatment - Lot 6 (Hotel)

Zone	Inlet ID	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)	Total Area (Acres) [1]	Required Water Quality Volume (CF) [2]	Existing Developed Area Mitigation Credits (SF) [9]	Treatment Approach [6]	Filter Size Area Required [6] (SF)	Jellyfish Unit Provided [5]	1 Yr 24-hr Storm Event Peak Flow Rate (cfs)[3]	Required Isolator Row Chambers (Stormtech SC-740 (JF) or Cultec 150 XLHD (Focal Point)[4]	Provided Filter Bed (SF)/Water Quality Volume (CF) [7]	Isolator Row Chambers (Stormtech SC-740 or Cultec 150 XLHD) Provided (EA)[6]
Zone D	D-27	6,135.00	14,749.00	20,884.00	0.48	1002.88	-	FocalPoint Biofiltration System	89	N/A	1.19	6.43	96.00	7
	D - 27 Brick South (Partial South Side)	10,395.00	0.00	10,395.00	0.24	866.25	6237.00	FocalPoint Biofiltration System		N/A				
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	-	-	None		-	-	-	-	-
Zone D Totals (Lot 6 Portion)	-	**16,530.00**	**14,749.00**	**31,279.00**	**0.72**	**1,869.13**	**6,237.00**	-		-	-	-	-	-
Zone C Developed Area	C-14	7,447.00	876.00	8,323.00	0.19	649.78	0.00	Contech Jellyfish Filter	N/A	JF4 2-1	0.47	2.33	4051 CF	16
	C-7	7,195.00	1,924.00	9,119.00	0.21	663.72	0.00				0.46	2.32		
	C-10	1,926.00	0.00	1,926.00	0.04	160.50	0.00				0.12	0.59		
	C-11	2,649.00	0.00	2,649.00	0.06	220.75	0.00				0.16	0.81		
	C-13 (non-roof portion)	933.00	0.00	933.00	0.02	77.75	0.00				0.06	0.28		
	C-15A (Roof)	10,055.00	0.00	10,055.00	0.23	837.92	0.00				0.61	3.07		
	C-15B (Roof)	9,660.00	0.00	9,660.00	0.22	805.00	0.00				0.59	2.95		
	C-15C (Future)	*3,734.00*	*0.00*	*3,734.00*	*0.09*	311.17	0.00				0.23	1.14		
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	0.00	0.00	N/A		-	-	-	-	-
Zone C Developed Area Subtotals		**43,599.00**	**2,800.00**	**46,399.00**	**1.07**	**3,726.58**	**0.00**	-		-	2.70	13.49	N/A	N/A
Zone C Existing Buildings	C-13 BS-South Side (Partial)	2,995.00	0.00	2,995.00	0.00	249.58	1,797.00	Contech Jellyfish Filter	N/A	JF4 2-1 (included in above)	0.18	0.91	Included in Zone C above	Included in Zone C above
Zone C Existing Building Subtotal	-	**2,995.00**	**0.00**	**2,995.00**	**0.00**	**249.58**	**1,797.00**	-		-	**0.18**	**0.91**	**0.00**	-
Zone C Totals	-	**46,594.00**	**2,800.00**	**49,394.00**	**1.07**	**3,976.17**	**1,797.00**	-	**0.00**	**0.00**	**2.88**	**14.41**	**N/A**	**N/A**

****Previously Approved Filterra Box**

Developed Area Breakdown		
A.) Total New Developed Area Treated (SF)	63,549.00	**1.46**
B.) Total New Developed Area untreated (SF)	0.00	**0.00**
C.) Total New Developed Area (SF) = A+B	63,549.00	**1.46**
D.) Existing Developed Area Treated (SF)	13,390.00	**0.31**
E.) Adjusted Existing Developed Area Treated (SF)	8,034.00	**0.18**
F.) Total Net Developed Area Treated (SF) = A+E	71,583.00	**1.64**
Impervious Area Breakdown		
G.) Total New Impervious Area treated (SF)	49,734.00	**1.14**
H.) Total New Impervious Area untreated (SF)	0.00	**0.00**
I.) Total New Impervious Area (SF) = G+H	49,734.00	**1.14**
J.) Existing Impervious Area Treated (SF)	13,390.00	**0.31**
K.) Adjusted Existing Impervious Area Treated (SF)	8,034.00	**0.18**
L.) Total Net Impervious Area Treated (SF) = G+K	57,768.00	**1.33**

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	112.64%
% of Net Impervious Area Treated = L/I	95.00%	116.15%

NOTES AND ASSUMPTIONS:

1. All areas are based on the Placemaker Partners Permit drawings dated September 2017
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Exisiting buildings to remain are not required to be treated.
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per a 7/29/2016 letter from State of Maine to Stormtech re: Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.
5. The required number of Jelly Fish treatment units have been computed based on Contech Sizing requirements. The water quality volume for each unit is storage up stream and the amount of treatment cartridges are computed based sediment mass loading.
6. Focal Point system was sized using the 2/2/201 approval letter from the State of Maine to Stormwater Systems ACF. See attached computations and separate focal point checklist for sizing.
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual
8. Vacant
9. According to Chapter 500 Maine DEP stormwater rules Dated 2015; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6. The overall project was approved using this methodology.
10. Vacant

Rational Method Flow Computations										
ZONE	INLET ID	IMPERVIOUS (SF)	PERVIOUS (SF)	TOTAL AREA (SF)	TOTAL AREA (ACRES)	WEIGHTED C	25-YEAR FLOW	10-YEAR FLOW	2-YEAR FLOW	1-Year Flow
Zone D	D-24	8,527.00	600.00	9,127.00	0.21	0.90	1.18	1.04	0.75	0.53
	D-25	19,009.00	2,393.00	21,402.00	0.49	0.87	2.66	2.34	0.00	1.19
	D-26	6,135.00	14,749.00	20,884.00	0.48	0.42	1.26	1.11	0.00	0.56
	D - 26 Brick South (Partial South Side)	10,395.00	0.00	10,395.00	0.24	0.95	1.42	1.25	0.00	0.63
Zone D Sub-totals		**44,066.00**	**17,742.00**	**61,808.00**	**1.42**	-	**6.52**	**5.73**	**0.75**	**2.92**
Zone C	C-3	7,447.00	876.00	8,323.00	0.19	0.87	1.04	0.92	0.67	0.47
	C-7	7,195.00	1,924.00	9,119.00	0.21	0.79	1.04	0.91	0.66	0.46
	C-9	1,926.00	0.00	1,926.00	0.04	0.95	0.26	0.23	0.17	0.12
	C-10	2,649.00	0.00	2,649.00	0.06	0.95	0.36	0.32	0.23	0.16
	C-11 (non-roof portion)	933.00	0.00	933.00	0.02	0.95	0.13	0.11	0.08	0.06
	C-12A (Roof)	10,055.00	0.00	10,055.00	0.23	0.95	1.37	1.21	0.88	0.61
	C-12B (Roof)	9,660.00	0.00	9,660.00	0.22	0.95	1.32	1.16	0.84	0.59
	C-12C (Future)	*3,734.00*	*0.00*	3,734.00	0.09	0.95	0.51	0.45	0.33	0.23
	BS-South Side (Partial)	2,995.00	0.00	2,995.00	0.07	0.95	0.41	0.36	0.26	0.18
Zone C Sub-totals		**46,594.00**	**2,800.00**	**49,394.00**	**1.13**	-	**6.43**	**5.66**	**4.12**	**2.88**

Assumptions		
Pervious C	**0.2**	
Impervious C	**0.95**	
I-1 Year	**2.8**	**in/hr**
I -2 Year Storm	**4**	**in/hr**
I-10 Year Storm	**5.5**	**In/Hr**
I-25 Year Storm	**6.25**	**In/Hr**
Notes:		
1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min.		

Zone C Required StormTech Chamber Storage Computation

Weir Wall Height	13.02	EL	
Bottom of Chamber Elevation	10.52	EL	
Total Chamber Height	30	Inches	30 (max chamber height)
Total Storage per chamber	61.38	CF	
Total WQV for Zone C	3,976.00	CF	
Total Chambers Required	64.8	#	
Total Chambers Provided	66	#	
Total Storage Provided	4051.08	CF	

Hotel Project Water Quality Volume (CF) 3,976.00
(includes Future Building Expansion, 3,734 SF building area)

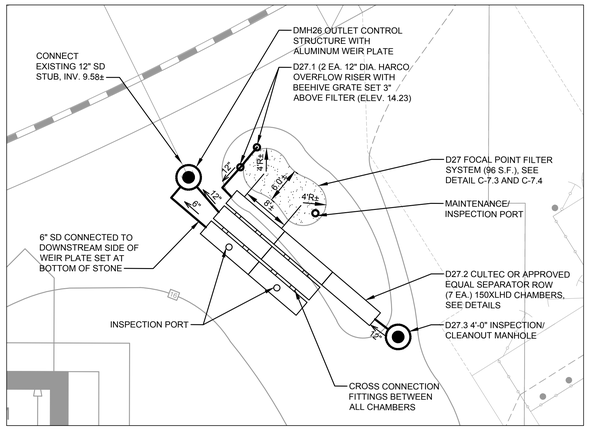
Notes:

1. Height of weirwall based based on WQv. See sheet "rational method flow compuations". Structure C4 in which weir wall is located was modeled using HydroCad. See attached computations.

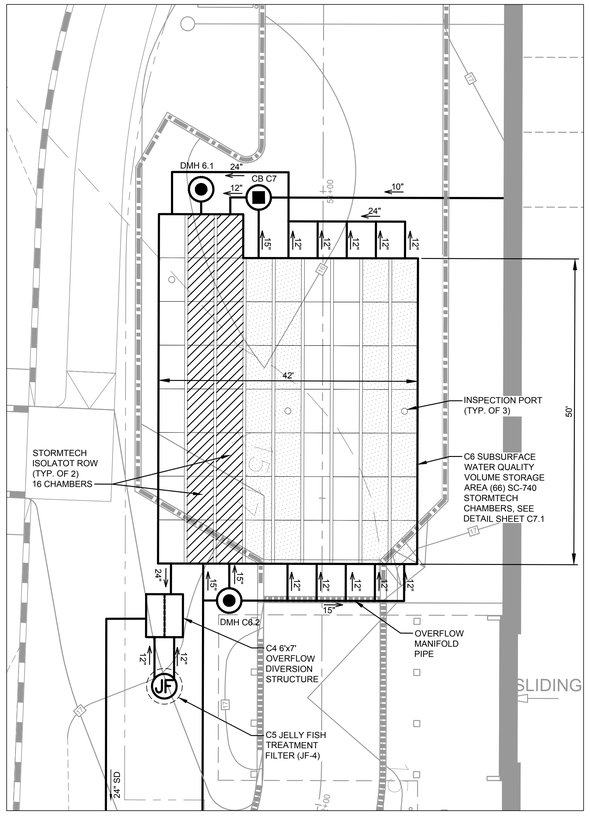
	Impervious Area	Pervious Area	1 yr Peak Flow (CFS)	Flow Per SC-740 Chamber	Required Isolator Row Chambers	Provided Isolator Row Chambers
Trib. To East Inlet	25610	876	1.5	0.2	7.5	8
Trib. To West Inlet	20984	1924	1.2	0.2	6	8

APPENDIX E

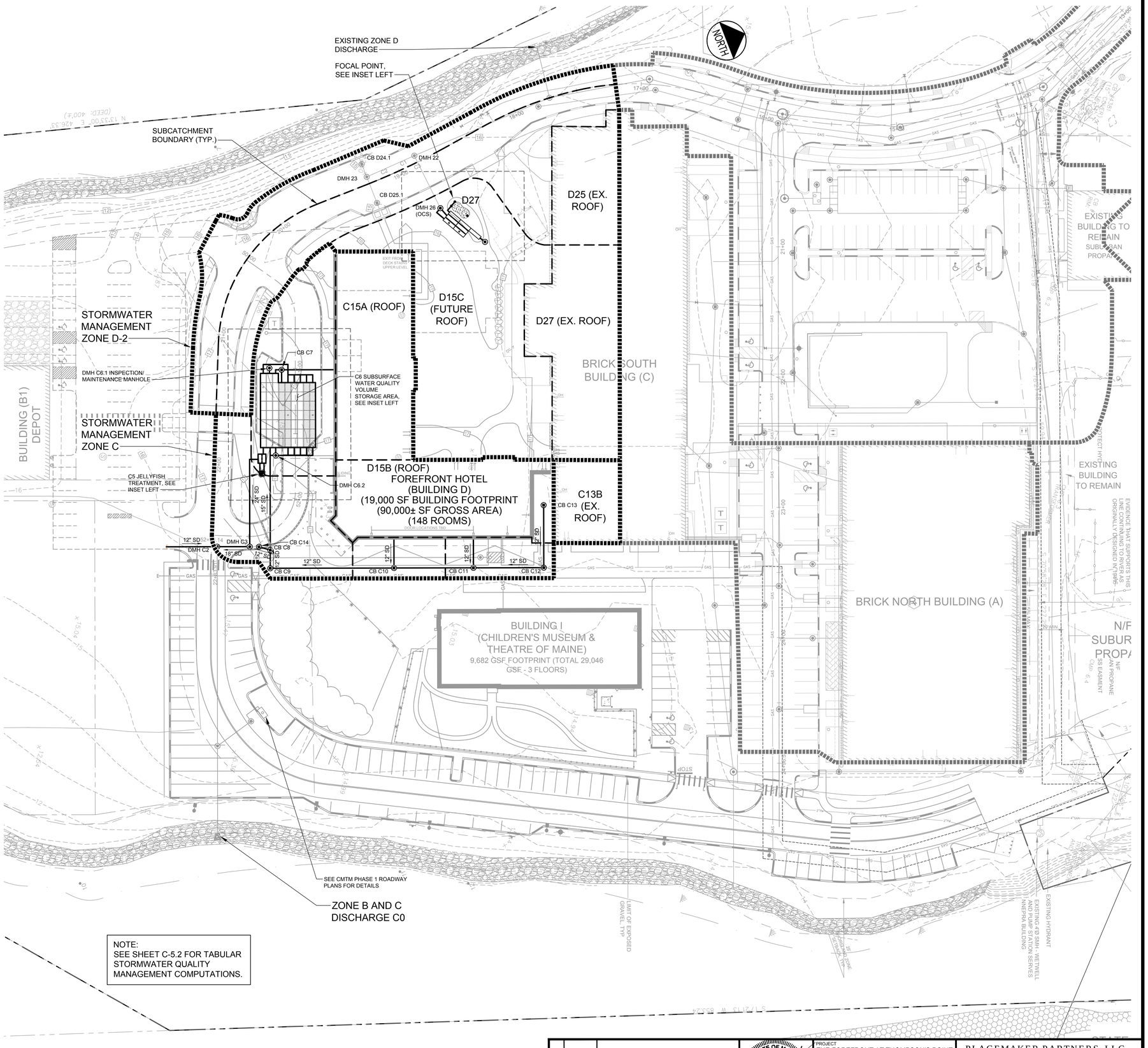
Stormwater Management Plan-1 C-5.1



FOCAL POINT AREA
ENLARGED VIEW
SCALE: 1"=10'



SUBSRUFACE WATER QUALITY STORAGE AREA
ENLARGED VIEW
SCALE: 1"=10'



NOTE:
SEE SHEET C-5.2 FOR TABULAR STORMWATER QUALITY MANAGEMENT COMPUTATIONS.

PRELIMINARY – NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11904 — LICENSED PROFESSIONAL ENGINEER — 09.25.17

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
FOREFRONT HOTEL

SHEET TITLE
STORMWATER MANAGEMENT PLAN - 1

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	BK	DATE:	AUG. 2017
DESIGNED:	BEK	SCALE:	1" = 30'
FILE NAME:	HOTEL-SMP.dwg		
SHEET	C-5.1		

EVIDENCE THAT SUPPORTS THIS REGULATION ORIGINALLY DESIGNED IN 1985

C:\Users\DCS2017\Dropbox\DCS-Projects\Placemaker\Thompsons Point OE\dwg\HOTEL-SMP.dwg dcs2017 9/22/2017 9:56 AM

GORRILL PALMER

707 Sable Oaks Drive, Suite 30
South Portland, Maine 04106
207.772.2515

Trip Generation Summary
Thompson's Point
September 2017

Date: September 13, 2017
Subject: Updated Trip Generation
Thompson's Point
To: Bo Kennedy, Placemaker Partners, LLC
From: Randy Dunton, Emily Tynes, Gorrill Palmer (JN 3353)

Gorrill Palmer (GP) has prepared this updated trip generation summary to evaluate the trip generation for Thompson's Point in Portland, Maine. The following is a summary of the forecast trip generation for the existing uses, the proposed hotel, and the comparison of the total trip generation to the permitted trip generation.

Existing Trip Generation Summary

The trip generation for the existing Thompson's Point site has been based on information provided by Bo Kennedy in an email dated August 22, 2017. The trip generation was calculated using the same methodology as that used in previous trip generation evaluations for the site. The following table summarizes the trip generation for the existing site:

Existing Site Trip Generation

Building	Description	Size	AM Peak Hour	PM Peak Hour
Brick North				
	Winery	5,890 sf	4	16
	Circus Conservatory	6,800 sf	5	4
	Big Room Studios	3,461 sf	13	20
	Big J's Chicken Shack	1,852 sf	21	20
	Brewery	10,068 sf	7	7
	Distillery	5,284 sf	4	4
	Color Me Mine	2,136 sf	2	6
	International Cryptozoology Museum	993 sf	1	1
	Brick North Total		**57**	**78**
Brick South				
	Event/Assembly Space	2,500 Seats	100	195
	Annex	7,384 sf	--*	--*
	Brick South Total		**100**	**195**
Existing Subtotal			**157**	**273**
Reduction (10%) for Bus / Train / Shared Use			(-16)	(-27)
Existing Trip Generation			**141**	**246**

*Maximum of 2,500 people in the building for events. Highest trip generation would be an event in the Event space, not the Annex.

As shown in the table, the existing site is forecast to generate 141 trip ends during the AM peak hour and 246 trip ends during the PM peak hour.

Proposed Site Trip Generation

The trip generation for the proposed site has been based on a 148 room hotel. The previous master plan included a 125 room hotel. The hotel is proposed to include a restaurant that is intended to serve primarily hotel guests and potentially guests of other Thompson's Point uses. It is not anticipated to draw significant outside traffic, so the trip generation for the restaurant is forecast to be negligible. The trip generation for the hotel was calculated using the same methodology as that used to calculate the hotel trip generation in the original master plan. The following table summarizes the trip generation for the proposed site:

- AM Peak Hour of Adjacent Street: 83 trip ends
- PM Peak Hour of Adjacent Street: 87 trip ends

Site Trip Generation

The trip generation for the existing site has been combined with the trip generation for the proposed hotel to yield the site trip generation. The total site trip generation after the construction of the hotel has been compared to the permitted trip generation to identify the remaining available permitted trips.

Proposed Site Trip Generation

Site	Building	AM Peak Hour	PM Peak Hour
Existing			
	Brick North	57	78
	Brick South	100	195
	Existing Total	**157**	**273**
Proposed			
	Hotel	83	87
	Proposed Total	**83**	**87**
Proposed Site Subtotal		**240**	**360**
Reduction (10%) for Bus / Train / Shared Use		(-24)	(-36)
Proposed Site Trip Generation		**216**	**324**
Permitted Trip Ends		734	1091
Difference Between Permitted and Proposed Site		**518**	**767**

As shown in the table the proposed site is forecast to generate 216 trip ends during the AM peak hour and 324 trip ends during the PM peak hour. This trip generation is 518 trip ends less than the permitted trip generation during the AM peak hour and 767 trip ends less than the permitted trip generation during the PM peak hour.

JN: 3353
Project Description: Thompsons Point Existing
Project Location: Portland, Maine
Date: 9/7/2017

Gorrill Palmer
707 Sable Oaks Drive
Suite 30
South Portland, Maine 04106

Specialty Retail Center
Land Use Code (LUC) 814

Gross Floor Area (ft^2): 5,890

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 44.32 (X)	261	4	50%	50%	131	130	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	4	N/A	60%	40%	2	2	
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	16	5	45%	55%	7	9	---
AM Peak Hour of Generator	T = 6.84 (X)	40	4	50%	50%	20	20	---
PM Peak Hour of Generator	T = 5.02 (X)	30	3	55%	45%	17	13	---
Saturday	T = 42.04 (X)	248	3	50%	50%	124	124	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	39	3	50%	50%	20	19	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.
***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center
* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 42.78 (X) + 37.66	290	4	50%	50%	145	145	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	36	5	45%	55%	16	20	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	145	4	50%	50%	73	72	0.90
PM Peak Hour of Generator	---	---	---	---	---	---	---	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%
(---) Not Given

AM Peak of Adjacent Street 7-9 AM***	T = 0.275 (PM Peak Hour)	8	60%	40%	5	3
Saturday Peak Hour**	T = 1.325 (PM Peak Hour)	40	50%	50%	20	20

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center
***AM Peak Hour of Adjacent Street comes from a ration of PM to AM trip rates from LUC 820 - Shopping Center

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JOB 2419
SHEET NO. _____ OF _____
CALCULATED BY _____ DATE _____
CHECKED BY _____ DATE _____
SCALE _____

Education Space Trip Generation

Total (from 2/27/14 submittal): 25 AM and 21 PM

6,799 SF in Building A
30,600 SF in Building D
} 37,399 SF Total

$\frac{6,799}{37399} \times 25 = 5$ AM trips to Building A

$\frac{6799}{37399} \times 21 = 4$ PM trips to Building A

$\frac{30600}{37399} \times 25 = 20$ AM trips to Building D

$\frac{30600}{37399} \times 21 = 17$ PM trips to Building D

JN:	2419
Project Description:	Thompsons Point
Project Location:	Portland, Maine
Date:	August 14, 2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

General Office Building
Land Use Code (LUC) 710

Square Feet 3,461

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	Ln (T) = 0.77 Ln (X) + 3.65	100	78	50%	50%	50	50	0.80
AM Peak Hour	**Ln (T) = 0.80 Ln (X) + 1.55**	**13**	**217**	**90%**	**10%**	**12**	**1**	**0.83**
PM Peak Hour	**T = 1.12 (X) + 78.81**	**83**	**235**	**15%**	**85%**	**12**	**71**	**0.82**
Saturday	T = 2.14 (X) + 18.47	26	17	50%	50%	13	13	0.66
Peak Hour of Generator	Ln (T) = 0.81 Ln (X) - 0.12	2	10	55%	45%	1	1	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 11.01 (X)	38	78	50%	50%	19	19	---
AM Peak Hour	T = 1.55 (X)	5	217	90%	10%	5	0	---
PM Peak Hour	T = 1.49 (X)	5	235	15%	85%	1	4	---
Saturday	T = 2.37 (X)	8	17	50%	50%	4	4	---
Saturday Peak Hour of Gen.	**T = 0.41 (X)**	**1**	**10**	**50%**	**50%**	**1**	**0**	**---**

* Percentages rounded to nearest 5%

PM Peak Hour:	T = 1.49/1.55 (AM Peak)	12		15%	85%	2	10	0.82

PM Trips Based on Email From Chris T. dated Aug 28, 2015 stating 20 max.

JN:	3353	
Project Description:	Thompson's Point Existing	
Project Location:	Portland, Maine	
Date:	September 7, 2017	

Gorrill Palmer
707 Sable Oaks Drive
Suite 30
South Portland, Maine 04106

High Turnover (Sit Down) Restaurant
Land Use Code (LUC) 932

Gross Floor Area (ft^2): 1,852

Time Period	ITE Trip Rate (Average Rate)	# of Sources	Trip Ends	Directional Split IN	Directional Split OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 127.15 (X)	14	235	50%	50%	118	117	N/A
AM Peak Adjacent Street	T = 11.52 (X)	18	**21**	50%	50%	11	10	N/A
PM Peak Adjacent Street	T = 10.92 (X)	38	**20**	60%	40%	12	8	N/A
AM Peak of Generator	**T = 13.53 (X)**	**21**	**25**	**50%**	**50%**	**13**	**12**	**N/A**
PM Peak of Generator	**T = 18.80 (X)**	**27**	**35**	**55%**	**45%**	**19**	**16**	**N/A**
Saturday	T = 158.37 (X)	2	293	50%	50%	147	146	N/A
Saturday Peak Hour of Gen.	T = 20.00 (X)	3	**37**	65%	35%	24	13	N/A

JN:	3353	Gorrill Palmer
Project Description:	Thompsons Point Existing	707 Sable Oaks Drive
Project Location:	Portland, Maine	Suite 30
Date:	09/07/17	South Portland, Maine 04106

Manufacturing
Land Use Code (LUC) 140

Gross Floor Area 10,068

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	Number of Studies
Weekday	T = 3.88 (X) - 20.70	18	50%	50%	9	9	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-21	75%	25%	-16	-5	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-5	35%	65%	-2	-3	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-9	70%	30%	-6	-3	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	3	50%	50%	2	1	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	
Weekday	T = 3.82 (X)	38	50%	50%	19	19	62
AM Peak Adjacent Street	T = 0.73 (X)	7	75%	25%	5	2	50
PM Peak Adjacent Street	T = 0.74 (X)	7	35%	65%	2	5	54
AM Peak Hour of Generator	T = 0.78 (X)	8	70%	30%	6	2	50
PM Peak Hour of Generator	T = 0.75 (X)	8	50%	50%	4	4	50
Saturday	T = 1.49 (X)	15	50%	50%	8	7	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	3	50%	50%	2	1	2

* Percentages rounded to nearest 5%

JN:	2419	Gorrill-Palmer Consulting Engineers, Inc.
Project Description:	Thompsons Point	P.O. Box 1237
Project Location:	Portland, Maine	15 Shaker Road
Date:	08/14/15	Gray, Maine 04039

Manufacturing
Land Use Code (LUC) 140

Gross Floor Area 5,284

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	Number of Studies
Weekday	T = 3.88 (X) - 20.70	0	50%	50%	0	0	62
AM Peak Adjacent Street	T = 0.83 (X) - 28.88	-24	75%	25%	-18	-6	50
PM Peak Adjacent Street	T = 0.78 (X) - 12.89	-9	35%	65%	-3	-6	54
AM Peak hour of Generator	T = 0.83 (X) - 17.71	-13	70%	30%	-9	-4	50
PM Peak Hour of Generator	T = 0.76 (X) - 5.15	-1	50%	50%	-1	0	50
Saturday	Not Given	-	50%	50%	---	---	2
Saturday Peak Hour of Gen.	Not Given	-	50%	50%	---	---	2

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	
Weekday	T = 3.82 (X)	20	50%	50%	10	10	62
AM Peak Adjacent Street	T = 0.73 (X)	4	75%	25%	3	1	50
PM Peak Adjacent Street	T = 0.74 (X)	4	35%	65%	1	3	54
AM Peak Hour of Generator	T = 0.78 (X)	4	70%	30%	3	1	50
PM Peak Hour of Generator	T = 0.75 (X)	4	50%	50%	2	2	50
Saturday	T = 1.49 (X)	8	50%	50%	4	4	2
Saturday Peak Hour of Gen.	T = 0.28 (X)	1	50%	50%	1	0	2

* Percentages rounded to nearest 5%

JN: 2419
Project Description: Thompsons Point
Project Location: Portland, Maine
Date: 8/14/2015

Gorrill-Palmer Consulting Engineers, Inc.
P.O. Box 1237
15 Shaker Road
Gray, Maine 04039

Specialty Retail Center
Land Use Code (LUC) 814

Gross Floor Area (ft^2): 2,136

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 44.32 (X)	95	4	50%	50%	48	47	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	2	N/A	60%	40%	1	1	
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	6	5	45%	55%	3	3	---
AM Peak Hour of Generator	T = 6.84 (X)	15	4	50%	50%	8	7	---
PM Peak Hour of Generator	T = 5.02 (X)	11	3	55%	45%	6	5	---
Saturday	T = 42.04 (X)	90	3	50%	50%	45	45	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	14	3	50%	50%	7	7	---

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.
***Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center
* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 42.78 (X) + 37.66	129	4	50%	50%	65	64	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	---	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	27	5	45%	55%	12	15	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	126	4	50%	50%	63	63	0.90
PM Peak Hour of Generator	---	---	---	---	---	---	---	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%
(---) Not Given

AM Peak of Adjacent Street 7-9 AM***	T = 0.275 (PM Peak Hour)	3	60%	40%	2	1
Saturday Peak Hour**	T = 1.325 (PM Peak Hour)	15	50%	50%	8	7

**Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center
***AM Peak Hour of Adjacent Street comes from a ration of PM to AM trip rates from LUC 820 - Shopping Center

JN:	3353	Gorrill Palmer
Project Description:	Thompson's Point	707 Sable Oaks Drive
Project Location:	Portland, Maine	Suite 30
Date:	September 7, 2017	South Portland, Maine 04106

Cultural Center
Based on Los Angeles Entertainment District Museum

Gross Floor Area 993

Time Period	Trip Rate per 1000 GFA	Trip Ends	Number of Studies	Directional Split		Directional Distribution		R^2
				IN	OUT	IN	OUT	
PM Peak Hour	T = 1.14(X)	1	1	50%	50%	1	0	---

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JOB 2419 - Thompsons Point
SHEET NO. _____ OF _____
CALCULATED BY ET DATE 8/14/15
CHECKED BY _____ DATE _____
SCALE _____

Trip Generation - Event / Assembly Space / Event Center

Source: Original approved study (Trip Gen Summary Memo 3-3-14)

2500 occupants = 100 AM trips
195 PM trips

Based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts

JN:	3353	Gorrill Palmer
Project Description:	Thompson's Point Proposed	707 Sable Oaks Drive
Project Location:	Portland, Maine	Suite 30
Date:	September 7, 2017	South Portland, Maine 04106

Hotel
Land Use Code (LUC) 310

Numer of Rooms: 148

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	T = 8.95 (X) - 373.16	951	50%	50%	476	475
AM Peak Adjacent Street	Ln(T) = 1.24 Ln(X) - 2.00	66	60%	40%	40	26
PM Peak Adjacent Street	---	---	55%	45%	---	---
AM Peak hour of Generator	Ln(T) = 0.87 Ln(X) + 0.02	79	55%	45%	43	36
PM Peak Hour of Generator	Ln(T) = 1.00 Ln(X) - 0.58	83	60%	40%	50	33
Saturday	T = 9.62 (X) - 294.56	1129	50%	50%	565	564
Saturday Peak Hour of Gen.	T = 0.69 (X) + 4.32	106	55%	45%	58	48

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	T = 8.17 (X)	1209	50%	50%	605	604
AM Peak Adjacent Street	**T = 0.56 (X)**	**83**	**60%**	**40%**	**50**	**33**
PM Peak Adjacent Street	**T = 0.59 (X)**	**87**	**55%**	**45%**	**48**	**39**
AM Peak Hour of Generator	T = 0.52 (X)	77	55%	45%	42	35
PM Peak Hour of Generator	T = 0.61 (X)	90	60%	40%	54	36
Saturday	T = 8.19 (X)	1212	50%	50%	606	606
Saturday Peak Hour of Gen.	T = 0.72 (X)	107	55%	45%	59	48

* Percentages rounded to nearest 5%

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: 2017.09.25

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

Site Address: Thompson's Point Rd

Chart Block Lot Number: 202/A/004 - Lot 6

Proposed Use: Hotel
Previous Use: Light Industrial
Existing Sanitary Flows: 0 GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Thompson's Point Pump Station

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

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

2. Please, Submit Contact Information.

City Planner's Name: Christine Grimando Phone: 207-874-8608
Owner/Developer Name: Forefront Hoteliers, LLC
Owner/Developer Address: 501 Danforth Street, Portland, ME
Phone: 207-747-5288 Fax: 207-747-5941 E-mail: parallaxpartners@gmail.com
Engineering Consultant Name: Bo Kennedy
Engineering Consultant Address: 501 Danforth Street Portland, ME
Phone: 207-747-5288 ext 112 Fax: 207-747-5288 E-mail: bo@placemakerpartners.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: 20,416 GPD
Peaking Factor/ Peak Times: 6/ AM
Specify the source of design guidelines: *(i.e.* __ *"Handbook of Subsurface Wastewater Disposal in Maine,"* __ *"Plumbers and Pipe Fitters Calculation Manual,"* __ *Portland Water District Records, Other (specify)* Maine Subsurface Disposal Rules

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: TBD

Size of External Grease Interceptor: TBD - 1000 Gal min.

Retention Time: TBD

Peaking Factor/ Peak Times: TBD

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.

Proposed Hotel *Estimated Thompson's Point Wastewater Design Flows*				
	Quantity	Unit	Flow per Unit	Total Design Flow (GPD)
Hotel				
Hotel	*90,000*	*SF*		
	148	Room(s)	100 gpd/room	14,800
	18	Employee	12 gpd/employee	216
Hotel Service Restaurant (3 meals/day)	5,620	SF +/-		
	174	Seat(s)	30 gpd/seat	5,220
	15	Employee	12 gpd/employee	180
			Hotel Subtotal	**20,416**
Brick North - Building A				
Mixed Use			Previously Calc. 2015.11.05	5,441
			Brick North Subtotal	**5,441**
Brick South - Building C				
Event/Assembly Space			Previously Calc. 2015.11.05	12,500
			Brick South Subtotal	**12,500**
			Total Site Flow	**38,357 GPD**

Assumptions:

Hotel	Hotel and Rest. Share kitchen	Seats per prelim. Floor plan	
Brick North	Calculated as part of Level III in 2015		
Brick South	Calculated as part of Level III in 2015		

References:

Chapter 241 State of Maine Subsurface Disposal Rules, DHS; January 18, 2011
Site Master Plan, September 2015
Traffic Study, Gorrill-Palmer, September 2015
Mechanical Engineer, Bennett Engineering October 2015

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 19, 2017

Bo Kennedy
Placemaker Partners LLC
501 Danforth Street
Portland, ME 04102

Re: Thompson's Point Phase III, PO
Ability to Serve with PWD Water

Dear Mr. Kennedy:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on March 15, 2017. Based on the information provided per PWD approved plans date 4/4/17, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter does not constitute approval of this project from the District. Review and approval of final plans is required.**

Conditions of Service

The following conditions of service apply:

- The District can confirm that the existing water and sewer system have the capacity to serve the additional units within Phase III of the Thompson's Point development in Portland. A main extension of approximately 450-feet will be required as proposed in a request letter dated 3/15/17 from Placemaker Partners, LLC. As further design plans become available for the next construction phase please send a copy to the MEANS group for review. We will work with you or your representative to ensure that the design meets our current standards.

- The existing 6-inch fire service and Brick South hydrant will be removed as part of this phase. This service must be terminated by removing the 6-inch gate valve and capping the tapping sleeve.

- Water District approval of water infrastructure plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

- Once the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.761.8307 WEB: WWW.PWD.ORG

Existing Site Service

According to District records, the project site does currently have existing water service. A 6-inch diameter ductile iron water service line provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main in Thompsons Point Road and a public fire hydrant located 100 feet from the site. The most recent static pressure reading was 102 psi on April 25, 2016.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will 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

Gordon S. Johnson, P.E.
Engineering Services Manager

IBERDROLA
USA

4/5/2012

Stephen Bushey, PE
Deluca-Hoffman Associates, Inc
778 Main Street
South Portland, Maine
Sent via email

RE: Ability to Serve Letter for Thompson's Point Upgrade

Dear Mr. Bushey:

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

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received. Attached is what a typical easement will look like.
- Job scheduled for completion after the electrical inspection has been received.

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

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com

IBERDROLA
USA

An equal opportunity employer

IBERDROLA
USA

Please complete the attached forms (specific instructions are on each form) and email them back to me at your earliest convenience.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

CMP Handbook of Standard Requirements
(http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

If you have any questions, please contact me.

Attachments:

Excel Load Sheet
Easement Worksheet
Standard CMP Easement

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

From:	Carpenter, Scott
To:	Sandi Keef
Cc:	Bo Kennedy
Subject:	RE: The Forefront at Thompson"s Point - Ability to Serve Project
Date:	Thursday, February 13, 2014 1:54:00 PM

To whom it may concern;

We, Unitil Natural Gas have been in contact with the owner of the Thompson Point project and have conceptionally come to terms with an agreement to service this project as the result of our meetings.

As a side note, we did some work last fall (2013) that included upgrading and extending our existing gas main to a 4" main on Sewall St., down the street in the direction of the Thompson's Point project and ran a service to the Eyecare Medical building at 53 Sewall St. We look forward to working with everyone on this exciting project as it comes together!

If you need something else, please don't hesitate to contact us.

Kindest Regards,
Scott

Scott Carpenter
New Business Development
Unitil
ME Gas Operations
1075 Forest Ave
Portland, ME 04103-3586
Phone: (207) 541-2543
Fax: (207) 541-2593

From: Sandi Keef [mailto:SKeef@fstinc.com]
Sent: Friday, January 24, 2014 2:49 PM
To: Carpenter, Scott
Cc: Bo Kennedy
Subject: The Forefront at Thompson's Point - Ability to Serve Project

Please find the attached request for a formal Ability to Serve Capacity Letter for the Thompson's Point project. Please contact our office with any questions.

Thank you,

Sandi Keef | *Technical Assistant*

FAY, SPOFFORD & THORNDIKE formerly DeLuca Hoffman Associates
778 Main Street, Suite 8 | South Portland, ME 04106

Main Tel: (207) 775-1121 | Fax: (207) 879-0896
skeef@fstinc.com | www.fstinc.com

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Please consider the environment before printing this email.

FOREFRONT
THOMPSON'S POINT | HOTEL | PORTLAND MAINE

Forefront Hoteliers, LLC
501 Danforth Street | Portland, ME 04102

10/26/2017

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Dear Christine,

Pursuant to the pending Level III Site Plan application for Forefront Hoteliers, LLC, in my capacity as Manager, I am writing to confirm that PlaceMaker Partners, LLC has the authority to act as our agent and pursue permitting and approvals on our behalf.

Please do not hesitate to contact me if you have any questions or if I can provide further information to support your review and consideration.

Yours sincerely,

Chris Thompson
Manager
Forefront Hoteliers, LLC

Forefront Partners I, LP
501 Danforth Street | Portland, ME 04102

10/26/2017

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Dear Christine,

Pursuant to the pending Level III Site Plan application for Forefront Hoteliers, LLC, in my capacity as General Partner I am writing to confirm that Forefront Partners I, LP has assigned the development rights to Lot 6 to our affiliate entity, Forefront Hoteliers, LLC, for the purpose of securing permits and approvals and eventual ownership of Lot 6.

Please do not hesitate to contact me if you have any questions or if I can provide further information to support your review and consideration.

Yours sincerely,

Chris Thompson
President
Forefront GP, LLC, its General Partner

ATTACHMENT G

State and Federal Permits

DEPARTMENT OF THE ARMY

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

REPLY TO
ATTENTION OF

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

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

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

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

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

I. CORPS DETERMINATION:

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

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. **This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.**

II. STATE ACTIONS: PENDING [ ], ISSUED[ ], DENIED [ ] DATE_____

APPLICATION TYPE: PBR:___, TIER 1:___, TIER 2:___, TIER 3: X , LURC:___ DMR LEASE:___ NA:___

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1:___ CATEGORY 2: X

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10 X , 404___ 10/404___, 103___

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO , USF&WS NO , NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

Rodney A Howe

RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

8-24-12

FRANK J. DEL GIUDICE **DATE**
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

US Army Corps
of Engineers ®
New England District

PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR
DEPARTMENT OF THE ARMY
GENERAL PERMIT
NO. NAE-2012-00992

1. The following condition applies to the construction of the granite block stairway and the rip rapped stormwater plunge pool. Please note appendix A, II. Navigable Waters of the United States, Category 1, (a) Fill, 2. Work conducted in the intertidal zone must be conducted in-the dry during low water, or between Nov. 8 – Apr. 9.

2. The following condition applies to the construction of the ramp and float system. Please note appendix A, II. Navigable Waters of the United States Category 2 and (f) Structures and Floats Category 2 of the attached Programmatic General Permit.

MAR-2012-00992

APPLICATION FOR A NATURAL RESOURCES PROTECTION ACT PERMIT

→PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

1. Name of Applicant:	Forefront Partners I, LP	**5.Name of Agent:**	DeLuca-Hoffman Associates, Inc.
2. Applicant's Mailing Address:	55 Lisbon Street, Suite 2400 Lewiston, ME 04240	**6. Agent's Mailing Address:**	778 Main Street, Suite 8 South Portland, ME 04106
3. Applicant's Daytime Phone #:	(207) 347-1614	**7. Agent's Daytime Phone #:**	(207) 775-1121
4. Applicant's Email Address (Required from *either* applicant or agent):	parallaxpartners@gmail.com	**8. Agent's Email Address:**	sbushey@delucahoffman.com

9. Location of Activity: (Nearest Road, Street, Rt.#)	1 Thompson's Point	**10. Town:**	Portland	**11. County:**	Cumberland

12. Type of Resource: (Check all that apply)	☐ River, stream or brook ☐ Great Pond ☐ Coastal Wetland ☐ Freshwater Wetland ☐ Wetland Special Significance ☒ Significant Wildlife Habitat ☐ Fragile Mountain	**13. Name of Resource:**	adjacent tidal flats of the Fore River
		14. Amount of Impact: (Sq.Ft.)	**Fill:** N/A **Dredging/Veg Removal/Other:**

15. Type of Wetland: (Check all that apply)	☐ Forested ☐ Scrub Shrub ☐ Emergent ☐ Wet Meadow ☐ Peatland ☐ Open Water ☐ Other coastal wetland	**FOR FRESHWATER WETLANDS**		
		Tier 1	*Tier 2*	*Tier 3*
		☐ 0 - 4,999 sq ft. ☐ 5,000-9,999 sq ft ☐ 10,000-14,999 sq ft	☐ 15,000 – 43,560 sq. ft.	☐ > 43,560 sq. ft. or ☐ smaller than 43,560 sq. ft., not eligible for Tier 1

16. Brief Activity Description:	The applicant proposes a transit oriented development over the previously developed Thompson's Point site in Portland. See Attachment 1 for additional information.

17. Size of Lot or Parcel & UTM Locations:	☐ _____ square feet, or ☒ 27.56 acres	UTM Northing: 4,833,933	UTM Easting: 395,870

18. Title, Right or Interest:	☐ own ☐ lease ☒ purchase option ☐ written agreement

19. Deed Reference Numbers:	Book#: 6579/6676 Page: 30/287	**20. Map and Lot Numbers:**	Map #: 201/202	Lot #: A-5, A-8, A-10/A-1, A-4	
21. DEP Staff Previously Contacted:	Marybeth Richardson	**22. Part of a larger project:**	☐ Yes ☒ No	**After-the-Fact:**	☐ Yes ☒ No
23. Resubmission of Application?:	☐ Yes→ ☒ No	**If yes, previous application #**		**Previous project manager:**	
24. Written Notice of Violation?:	☐ Yes → ☒ No	**If yes, name of DEP enforcement staff involved:**		**25. Previous Wetland Alteration:**	☐ Yes ☐ No
26. Detailed Directions to the Project Site:	Take Exit 5 off I-295 South and proceed onto Thompson's Point Connector Road, cross railroad tracks into site.				

27. TIER 1	**TIER 2/3 AND INDIVIDUAL PERMITS**	
☐ Title, right or interest documentation ☐ Topographic Map ☐ Narrative Project Description ☐ Plan or Drawing (8 1/2" x 11") ☐ Photos of Area ☐ Statement of Avoidance & Minimization ☐ Statement/Copy of cover letter to MHPC	☒ Title, right or interest documentation ☒ Topographic Map ☒ Copy of Public Notice/Public Information Meeting Documentation ☒ Wetlands Delineation Report (Attachment 1) that contains the Information listed under Site Conditions ☒ Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized	☒ Erosion Control/Construction Plan ☐ Functional Assessment (Attachment 3), if required ☐ Compensation Plan (Attachment 4), if required ☐ Appendix A and others, if required ☒ Statement/Copy of cover letter to MHPC ☐ Description of Previously Mined Peatland, if required

28. FEES Amount Enclosed:	

CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2

IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following :

DEP SIGNATORY REQUIREMENT

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor a permit be issued.

CORPS SIGNATORY REQUIREMENT

USC Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry shall be fines not more than $10,000 or imprisoned not more than five years or both. I authorize the Corps to enter the property that is subject to this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein.

DEP SIGNATORY REQUIREMENT

I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

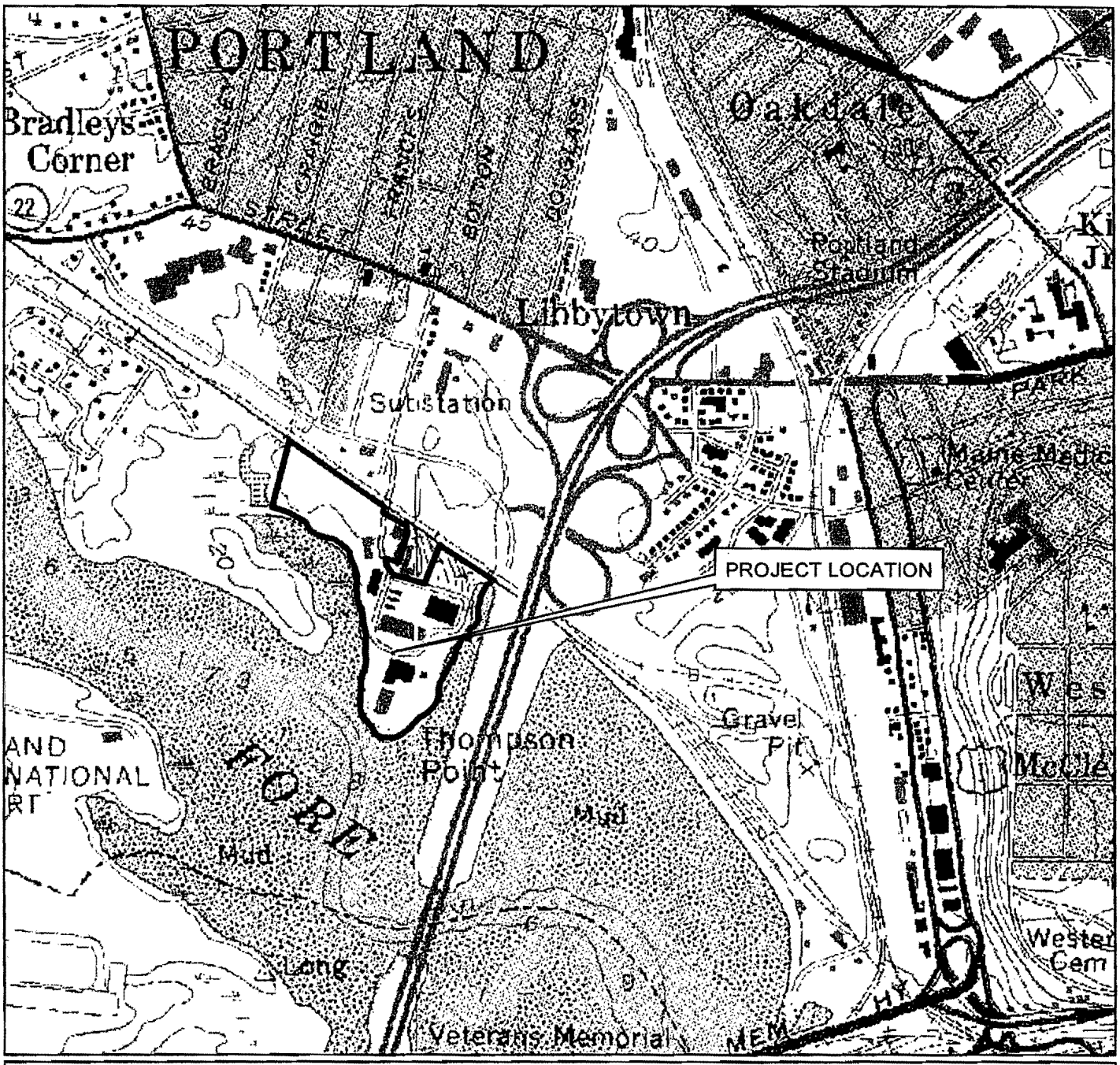
Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the address located on the front page of this application (see #4 for the applicant and #8 for the agent).

SIGNATURE OF AGENT/APPLICANT

Date: 4/26/12

NOTE: Any changes in activity plans must be submitted to the DEP and the Corps in writing and must be approved by both agencies prior to implementation. Failure to do so may result in enforcement action and/or the removal of the unapproved changes to the activity.

(pink)



N
W E
S

USGS LOCATION MAP
THOMPSON'S POINT
PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS - MAPS

DeLuca-Hoffman Associates, Inc.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207-775-1121
www.delucahoffman.com

DRAWN:	DED
CHECKED:	SRB
DATE:	SEPTEMBER 2010
FILENAME:	2982-USGS
SCALE:	1 inch = 1,000 feet

FIGURE
2

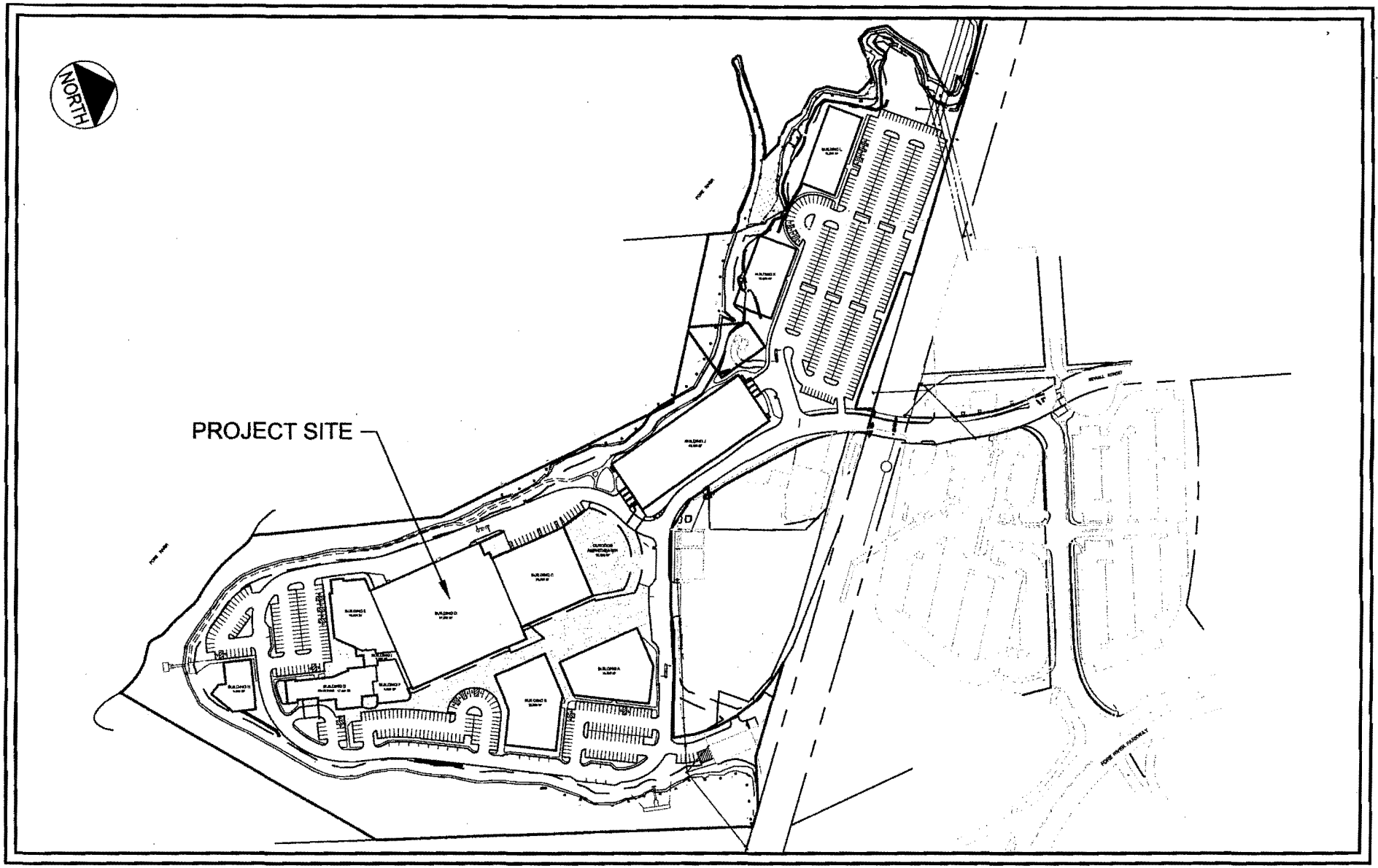


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:	
1	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 300' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
					DATE: APR 2012	

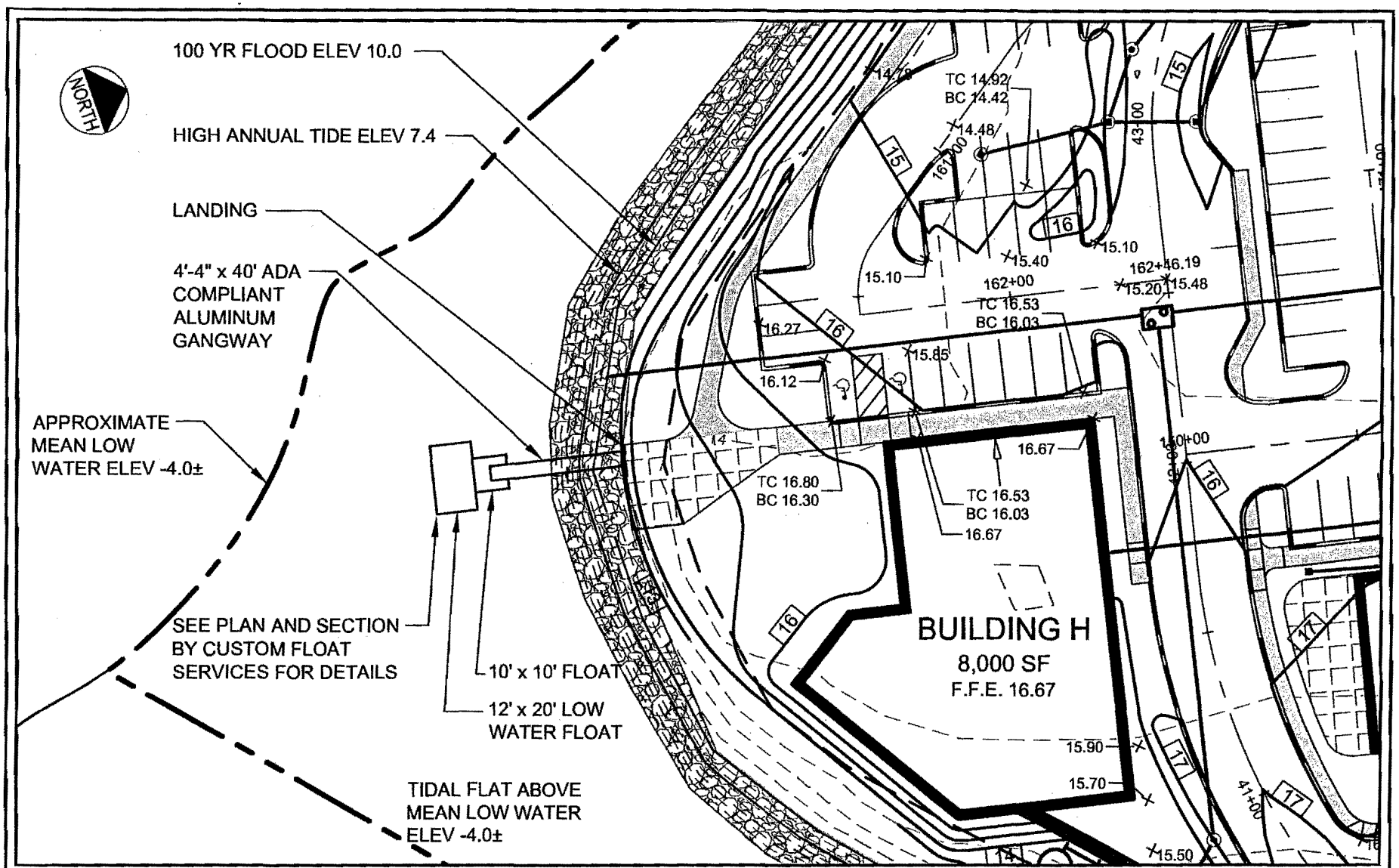
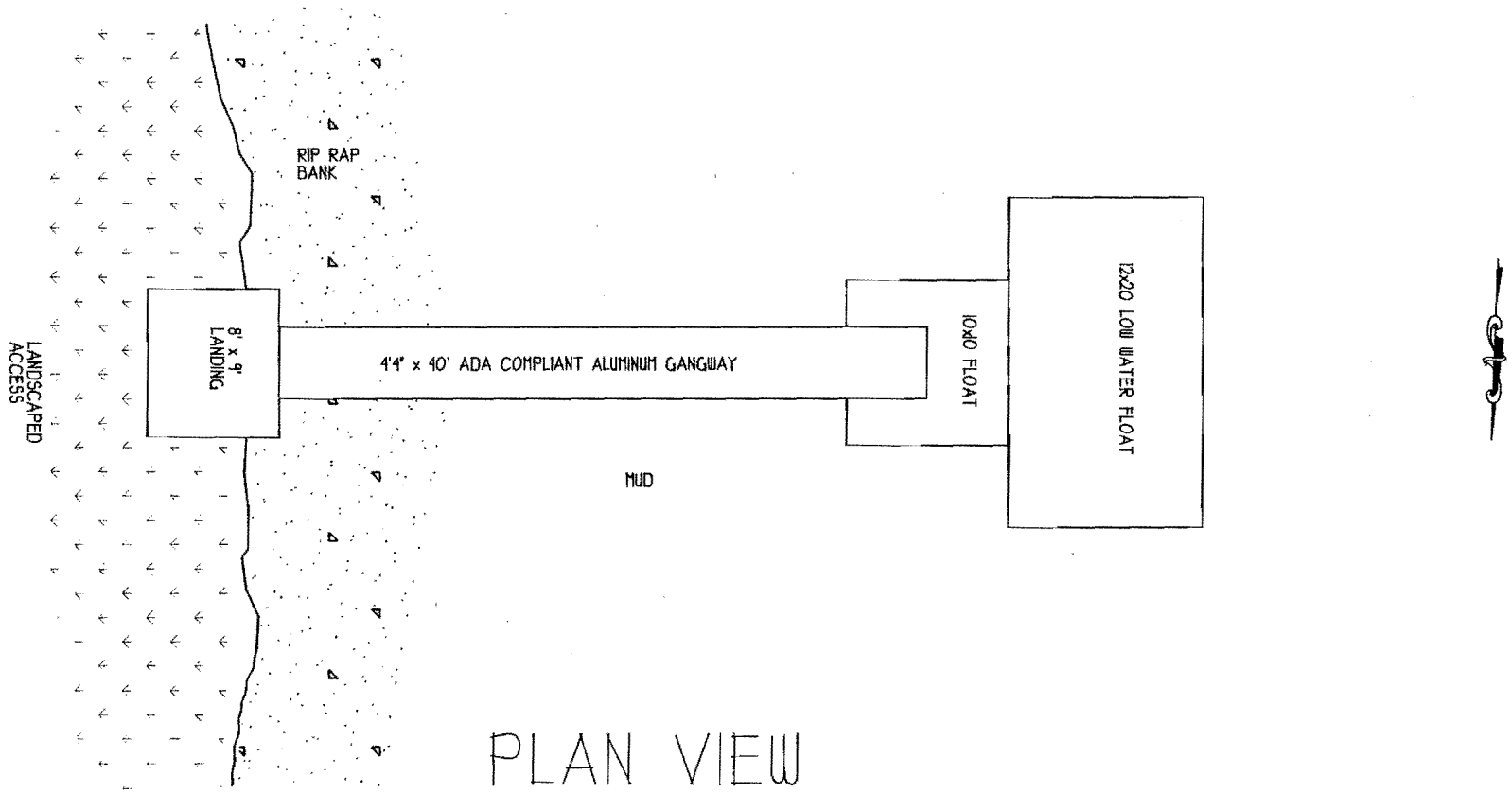
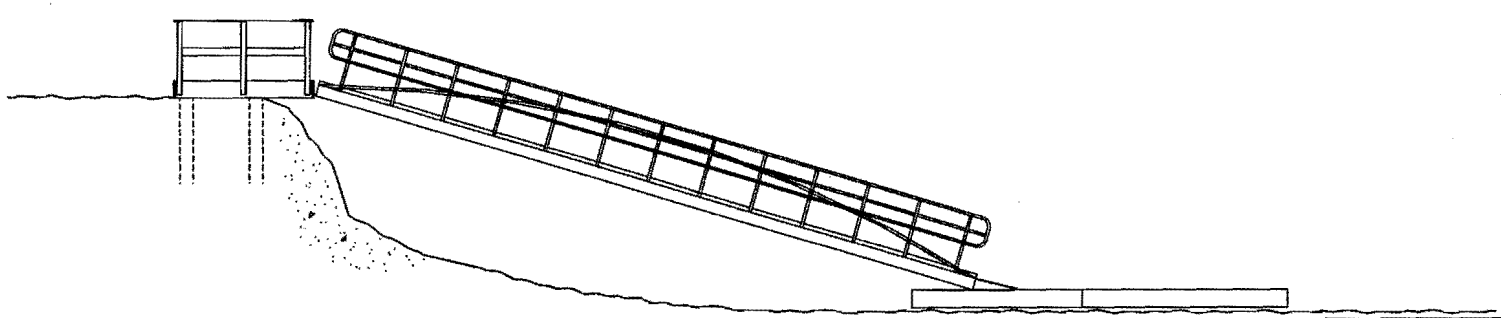


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:	
2	6579 6875	30 287	CITY OF PORTLAND THOMPSON'S POINT	COMMERCIAL REDEVELOPMENT	FOREFRONT PARTNERS I, LP	
	LEGAL DESCRIPTION: SEE ALTA SURVEY BY SEBAGO TECHNICS INC		WATER BODY: FORE RIVER	ABUTTERS: SEE ATTACHMENT 10	SCALE: 1" = 40' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
					DATE: APR 2012	



PLAN VIEW

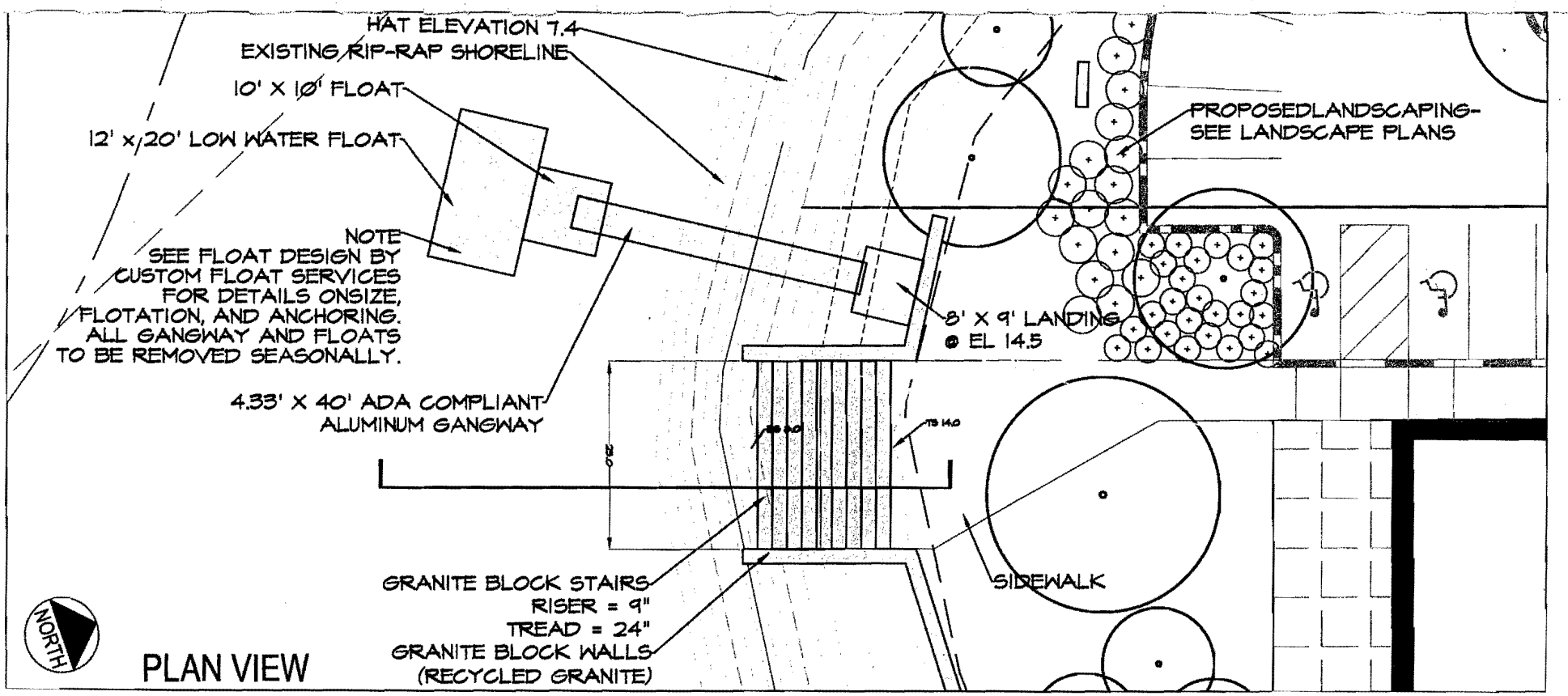


SIDE ELEVATION

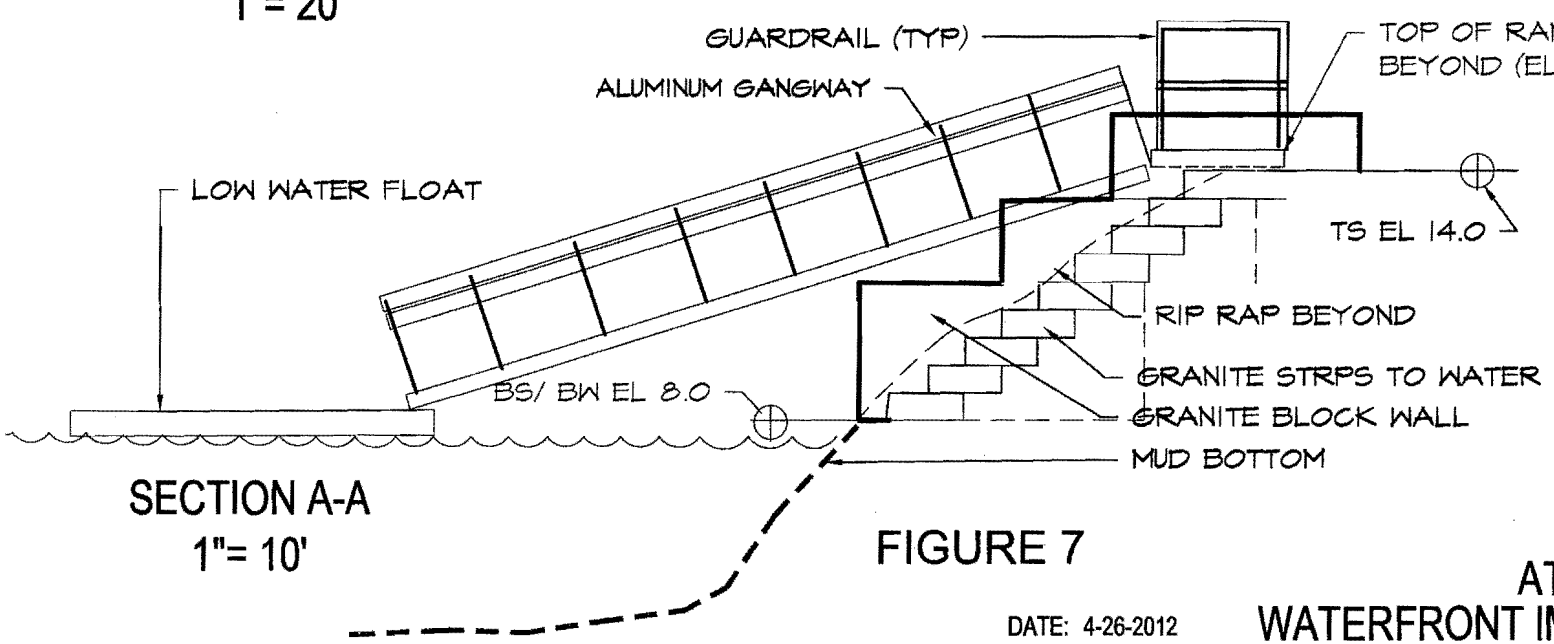
FIGURE:
5

THE FOREFRONT AT THOMPSON'S POINT PLAN #1		REV:
FOR: CHRIS THOMPSON / JON JENNINGS	DATE:	11/21/11
DRAWN BY: MPD	SCALE:	NOT TO SCALE
DESIGNED BY:		

Custom Float Services
By Beacon Shore Contractors, Inc.



PLAN VIEW
1"= 20'



SECTION A-A
1"= 10'

FIGURE 7

DATE: 4-26-2012

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET
PORTLAND, MAINE 04101
PHONE: (207) 772-1552
FAX: (207) 772-0772

THE FOREFRONT AT THOMPSON'S POINT WATERFRONT IMPROVEMENTS PLAN

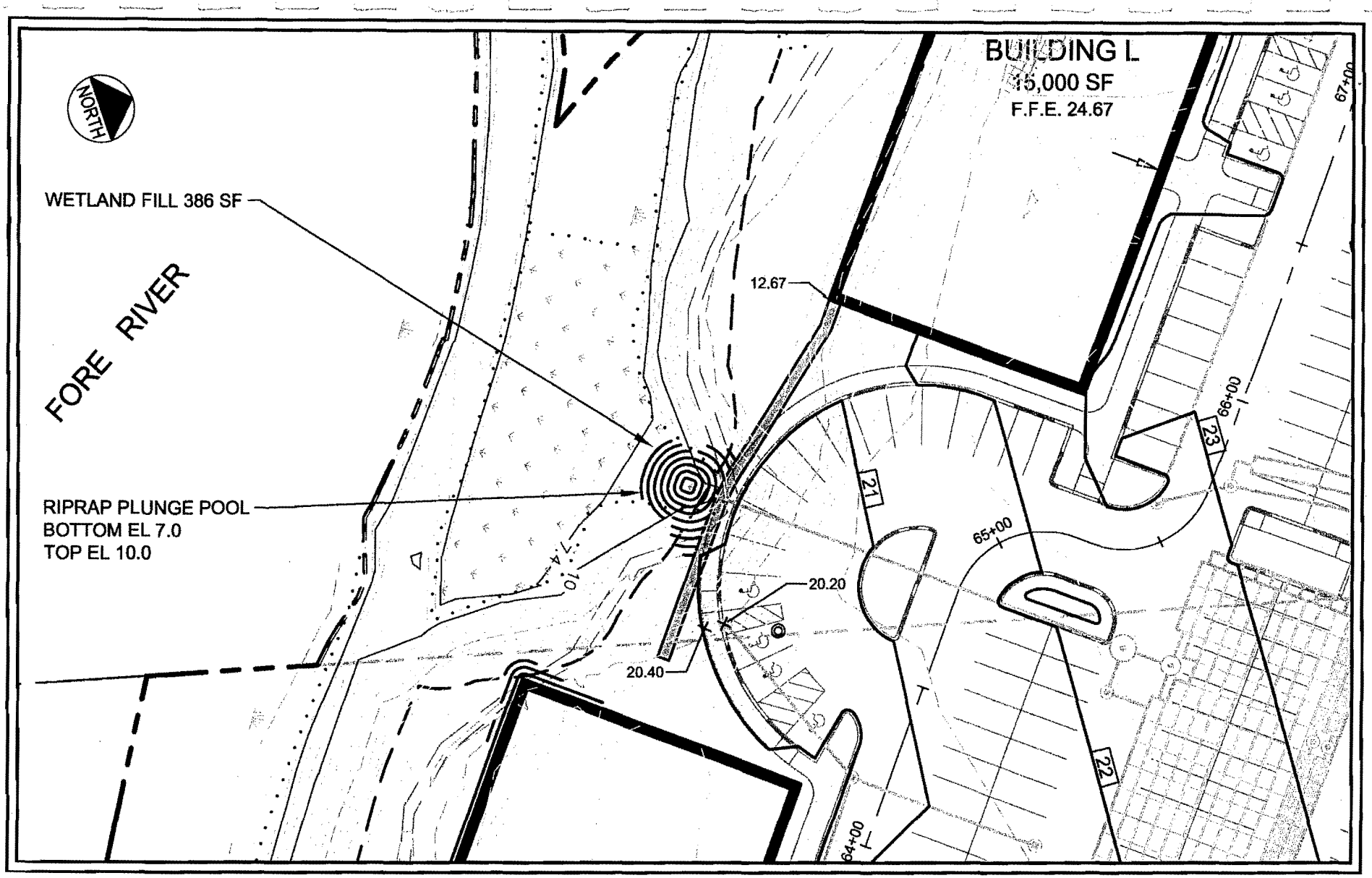


FIGURE:	BOOK:	PAGE:	LOCATION:	PROPOSED ACTIVITY:	PROJECT APPLICANT:
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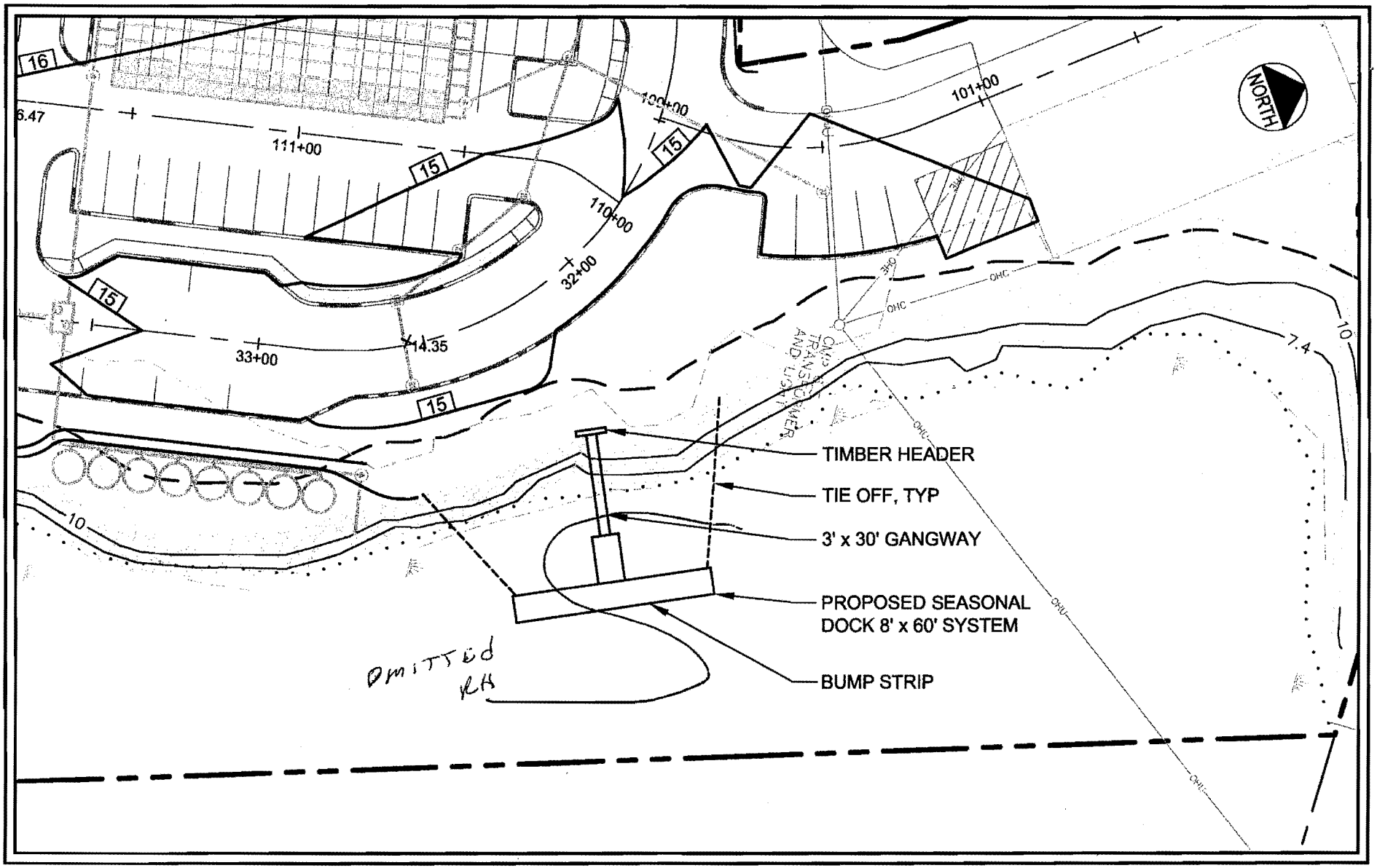
	LEGAL DESCRIPTION:		WATER BODY:	ABUTTERS:	SCALE: 1" = 40' DATUM: -
	SEE ALTA SURVEY BY SEBAGO TECHNICS INC		FORE RIVER	SEE ATTACHMENT 10	DATE: APR 2012
					DELUCA-HOFFMAN ASSOCIATES, INC.



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	LEGAL DESCRIPTION:	WATER BODY:	ABUTTERS:	SCALE: 1" = 40' DATUM: -	DELUCA-HOFFMAN ASSOCIATES, INC.
	SEE ALTA SURVEY BY SEBAGO TECHNICS INC	FORE RIVER	SEE ATTACHMENT 10	DATE: APR 2012	

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

REPLY TO ATTENTION OF

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

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

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

DESCRIPTION OF WORK:
Department of the Army permit NAE-2012-00992 authorized you to construct and maintain an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. As requested your permit is hereby amended to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine as shown on the attached plans entitled " the Forefront at Thompson's Point Seasonal Dock System by FST" in 3 sheets

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

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

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. **This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.**

II. STATE ACTIONS: PENDING [ ], ISSUED[ ], DENIED [ ] DATE_____

APPLICATION TYPE: PBR:___, TIER 1:___, TIER 2:___, TIER 3: X, LURC:___ DMR LEASE:___ NA:___

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 5-17-12 LEVEL OF REVIEW: CATEGORY 1:___ CATEGORY 2: X

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10_ X _, 404___ 10/404___, 103_

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO, USF&WS NO, NMFS NO

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

Rodney A. Howe
RODNEY A. HOWE
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

4-16-2012
FRANK J. DEL GIUDICE **DATE**
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

-R (1145-2-303b) Date April 10, 2014

EMORANDUM FOR FILE

SUBJECT: Forefront Partners I,LP NAE-2012-00992 amendment

1. PRELIMINARY JURISDICTIONAL DETERMINATION:

__X__ The State of Maine has performed a **preliminary jurisdictional determination** with which the Corps concurs. **(OR)**
___Our preliminary determination of jurisdiction is that the aquatic resources within the review area are waters of the United States due to the presence of: (Check all that apply)
X TNWs, including territorial seas
___Wetlands adjacent to TNWs
___Relatively permanent waters (RPWs) that flow directly or indirectly into TNWs
___Non-RPWs that flow directly or indirectly into TNWs
___Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
___Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
___Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
___Impoundments of jurisdictional waters
___Isolated (interstate or intrastate) waters, including isolated wetlands

2. SECTION 106 COORDINATION
Coordination with the State Historic Preservation Officer Yes/ N/A **(circle one)**. Determination & date:
_____No effect by 10 day default; 8/10/12 No effect; _____May effect; _____No Adverse effect

Coordination with the Tribal Historic Preservation Officer(s) Yes/ N/A **(circle one)**.
Determination & date: 5/27/12 No effect by default;_____No effect;_____May effect; ___No Adverse effect

3. ENDANGERED SPECIES CONSULTATION: USFWS/NMFS (circle one or both).
Determination & date: 6/7/12 No effect;_____Not likely to adversely effect

4. ESSENTIAL FISH HABITAT (EFH): EFH PRESENT Y / N (circle one).
IF YES: Based on the terms and conditions of the PGP, which are intended to ensure that authorized projects cause no more than minimal environmental impacts, the Corps of Engineers has preliminary determined that this project will not cause more than minimal adverse effects to **EFH** identified under the Magnunson-Stevens Fisheries Conservation and Management Act.
Determination & date:_____No recommendations received; ___No effect; 6/7/12 May Adversely effect.
EFH recommendations: Normal TOYR construction window and Cat 2 Standards for installation.

IMPACTS: 0.0 Short-term; _____ Long-term; 0.0 Cumulative. (Brief description)

Environmental impacts are minimal both individually and cumulatively Y / N (circle one).
The original permit authorized an 8' x 9' landing with an attached 4.33' x 40' aluminum ramp leading to a 10' x 10' intermediate float with a 12' x 20' float attached perpendicular extending southwest in Fore River off Thompson's Point. This amendment authorizes the permittee to shift the pier location slightly west and construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland. The structure meets Corps guidelines for structures placed in navigable waters and there are no FNP's in the vicinity. Impacts to navigation in the immediate vicinity are considered minimal. The federal resource agencies have reviewed the original project and recommended normal TOYR restriction for construction. They determined the project is eligible for a Cat 2 GP as proposed. The permit is conditioned accordingly.

Rodney Howe
Senior Project Manager
Maine Project Office

US Army Corps
of Engineers ®
New England District

WORK-START NOTIFICATION FORM

(Minimum Notice: Two weeks before work begins)

****
* MAIL TO: U.S. Army Corps of Engineers, New England District *
*
* Policy Analysis/Technical Support Branch *
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *
****

Corps of Engineers Permit No. NAE-2012-00992 was issued Forefront Partners I, LP. The permit authorized the permittee to construct a 6' x 16' pile and timber pier with an attached 4' x 50' ramp leading to an 12'X24' intermediate float cut at an angle with a 10' x 60' line of bottom moored floats attached at an angle extending southwest in Fore River off lot 13 at Thompson's Point at Portland, Maine.
The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

_____

_____

_____

Telephone Numbers: ( ) _____ ( ) _____

Proposed Work Dates: **Start**_____ **Finish**_____

Permittee's Signature:_____ **Date:**_____

Printed Name:_____ **Title:**_____

****

FOR USE BY THE CORPS OF ENGINEERS

PM: Howe **Submittals Required:** _____

Inspection Recommendation: _____

_____

US Army Corps
of Engineers ®
New England District

(Minimum Notice: Permittee must sign and return notification within one month of the completion of work.)

COMPLIANCE CERTIFICATION FORM

Corps of Engineers Permit No: NAE-2012-00992

Name of Permittee: Forefront Partners I, LP

Permit Issuance Date: _____

Please sign this certification and return it to the following address upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

****

* MAIL TO: U.S. Army Corps of Engineers, New England District *
* Policy Analysis/Technical Support Branch, ATTN: PAS*
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *

****

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.

_____ _____
Signature of Permittee ***Date***

_____ _____
Printed Name Date of Work Completion

( ) ( )
Telephone Number ***Telephone Number***

BOARD OF HARBOR COMMISSIONERS
PORT OF PORTLAND, MAINE

Application for a Marine Construction Permit

DECISION

Date of public hearing:
August 14, 2014

Name and address of applicant:
Thompson's Point Development Company
501 Danforth Street
Portland, ME 04102

Location of project for which permit is requested:
Thompsons Point
Fore River

Description of project:
Construction of a seasonal dock system

For the Record:

Names and addresses of witnesses (proponents, opponents and others):
Bo Kennedy, FST

Exhibits admitted (e.g. renderings, reports, etc.):
Marine Construction permit application packet prepared by FST

Summary of testimony presented:
Applicant outlined the proposed project and answered questions from the board.

Findings of Fact and Conclusions of Law:

1) Waiver of 25ft rule as defined in Rule 16.2(b):

The Board of Harbor Commissioners may grant a waiver of the 25 foot rule if it finds that it would be unfair, inappropriate or unnecessary to apply the rule in a particular situation.

Granted ___ Not Granted ____

Reason: N/A

RECEIVED
AUG 20 14
F.S.&T.

Factors to be considered by the Board:

a. Whether the particular marine structure or obstruction under consideration, even if allowed to be constructed or placed within 25 feet of a sideline, will permit a channel that will adequately allow the passage of vessels;

b. Whether existing marine structures or obstructions make it impossible for a channel wide enough to allow the passage of vessels to exist, regardless of the placement or construction of the marine structure under consideration;

c. The intended use of the marine structure of obstruction;

d. Whether granting a waiver would significantly reduce an abutting property owner's use of that abutting property, including but not limited to the owner's ability in the future to attach a marine structure to that abutting property;

e. Any boundary lines between properties that extend into the harbor as described in deeds, maps or plans; and

f. Any other factor the Board believes is relevant to whether a waiver should be granted in a particular case.

2) The marine structure or obstruction will not substantially or unreasonably interfere with navigation, including its impact on convenient channels for the passage of vessels.

Satisfied __x___ Not Satisfied ____

Reason:

3) The marine structure or obstruction will not injure the rights of others.

Satisfied _x____ Not Satisfied ____

Reason:

4) The marine structure or obstruction will not threaten public safety.

Satisfied _x_ __ Not Satisfied ____

Reason:

Conclusion: (check one)

_x__ Option 1: The Board finds that the standards described above have been satisfied and therefore GRANTS the permit.

__ Option 2: The Board finds that while the standards described above have been satisfied, certain additional conditions must be imposed to minimize adverse effects on navigation and/or public safety, and therefore GRANTS the permit SUBJECT TO THE FOLLOWING CONDITIONS:

___ Option 3: The Board finds that the standards described have NOT all been satisfied and therefore DENIES the permit.

Dated:

8-18-14

Jeff C. Liick
Harbor Master
Port of Portland
By Direction

BOARD OF HARBOR COMMISSIONERS
PORT OF PORTLAND

PERMIT-A

TO BE POSTED IN A CONSPICUOUS PLACE AT THE CONSTRUCTION SITE

To: Thompsons Point Development Company
501 Danforth Street
Portland, ME 04102

The Board of Harbor Commissioners for the Port of Portland has carefully considered your application, dated the 22th day of July, 2014 for a permit authorizing:

Construction of a seasonal float system

Having given public notice of this pending application, as required by law, and therein designated the 8th day of May 2014, at 5:00 o'clock in the afternoon prevailing time as the time when they would meet at Portland City Hall, to examine this issue and hear all interested parties, and having met at the time and place mentioned and examined the location of this proposed construction project and having heard all interested parties, the Board of Harbor Commissioners for the Port of Portland hereby issues this permit which authorizes you to proceed under all applicable local and federal regulations hereinafter stated, and to maintain within the limits mentioned in the permit application.

In addition, the construction project described above must be surrounded by a containment boom unless the Board of Harbor Commissioners for the Port of Portland has waived this requirement in writing, either as part of the above-listed conditions, or in a separate statement.

This permit is limited authorization, which contains a stated set of conditions with which the permit holder must comply. If a contractor performs the work for you, both you and the contractor are responsible for assuring that the work is done in conformance with the conditions and limitations of this authorization. Please be sure that the person who will be performing the work has read and understands these conditions.

Performing any work not specifically authorized by this permit, or that fails to comply with its conditions, may subject your to the enforcement provisions of Harbor Commission regulations. If any change in plans or construction methods is found necessary, please contact the Harbor Commission immediately to discuss modifications to your authorization. Any change must be approved by the Harbor Commission before it is undertaken.

Nothing in this permit shall be construed to justify or authorize any invasion to the private rights of others. Moreover, nothing in this permit shall limit or modify the authority of the Board of Harbor Commissioners for the Harbor of Portland with its applicable statute. Attested copies will be submitted to the U. S. Army Corps of Engineers, the Department of Environmental protection, the City of Portland, and the City of South Portland.

In Witness Whereof, of the Board of Harbor Commissioners for the Port of Portland hereunto affix their corporate seal on this 14th day of August, 2014. The work authorized to this permit must be completed on or before the 14th day of august 2015.

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-ANE-904-OE

Issued Date: 12/21/2010

Steve Bushey
DeLuca-Hoffman Associates
778 Main Street
South Portland, ME 04106

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Feasibility Study (commercial buildings)
Location:	Portland, ME
Latitude:	43-39-03.79N NAD 83
Longitude:	70-17-28.48W
Heights:	150 feet above ground level (AGL)
	175 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-ANE-904-OE.

Signature Control No: 131185695-134672885 (FSB)
Vivian Vilaro
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2010-ANE-904-OE

Feasibility Study for Aeronautical Study No. 2010-ANE-904-OE

This informal feasibility report is based on the data submitted by the sponsor. This is not a formal determination but only a report based on the information furnished to this office. Please keep in mind that there is always a possibility that the final outcome of a formal aeronautical study might prove to be different from the results of this informal feasibility study.

1. The proposed site would be located approximately 3279 feet (0.53 nautical miles) northeast of the Runway 29 threshold of the Portland International J Airport (PWM) in Portland, ME.

2. Based on Part 77, notice to the FAA would be required and the structure does not exceed the obstruction standards. This information is based on airport information currently on file with the FAA.

3. This informal feasibility report does not supercede or override any state, county or local laws or ordinances.

4. Based on the unofficial nature of this study, the FAA shall not be held responsible for any type of commitment entered into by the sponsor based solely on this informal feasibility report.

5. If the location or overall AMSL height changes, the results of this feasibility study are will not apply.

6. Please refer to the ASN noted above on any future correspondence concerning this feasibility report or if you do file formal notice with the FAA concerning the structure.

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

March 29, 2013

RECEIVED APR - 2 2013

Greg A. Mitchell, Director
Economic Development Department
City of Portland
389 Congress Street
Portland, Maine 04101

Project: MHPC #0812-11; Forefront at Thompson's Point, proposed commercial development; Maine Historic Building Record documentation
Location: Portland, ME

Dear Mr. Mitchell:

The Commission is in receipt of the final Maine Historic Building Record narrative history and description from Sutherland Conservation & Consulting for the subject project. This narrative meets the requirements of the Schedule of Documentation for the former Maine Central Railroad Machine Shop and Car Repair Shop/Planing Mill at Thompson's Point, Portland, Maine.

Under separate cover from Todd Caverly, we have received the photographic documentation for the Thompson's Point facility. The photographic documentation meets the requirements of the Schedule of Documentation.

The submittals described above satisfy Stipulation A of the Memorandum of Agreement between the Economic Development Administration, the Maine State Historic Preservation Officer, the City of Portland, and Forefront Partners I, LP.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

Kirk F. Mohney

Kirk F. Mohney
Deputy State Historic Preservation Officer

cc: Amy Cole Ives, Sutherland Conservation & Consulting
Todd Caverly

PHONE: (207) 287-2132

FAX: (207) 287-2335

NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT

PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

Name of Applicant (Owner):	Forefront Partners I, LP Attn: Chris Thompson	**Applicant Mailing Address:**	501 Danforth Street		
Town/City:	Portland	**State:**	Maine	**Zip Code:**	04102
Daytime phone: (with area code)	207-747-5288	**Email if available:**	parallaxpartners@gmail.com	**Name of Agent:**	Bo Kennedy, P.E. - FST bkennedy@fstinc.com
Project Location: (Town/City):	Portland	**UTM Northing: (if known)**	4,833,933	**UTM Easting: (if known)**	395,870
Map #:	201/202	**Lot #:**	A-5, A-8, A-10/ A-1, A-4	**Size of disturbed area proposed:**	5.0 ac.
Creating a common plan of development or sale?	**Yes** X	**No**	**Part of a larger project?**	**Yes** X	**No**
Name of waterbody(ies) to which the disturbed area drains, or name municipality if drains to an MS4:	Fore River				
Does site drain to an Impaired Waterbody (C)? If so, give name:	No				
Detailed directions to site, including address if available:	1 Thompson's Point Road - Portland, Maine				
Description of project and its purpose:					
The construction is associated with an overall plan to develop Thompson's Point with a mixed use development.					
The development is subject to a Site Location of Development Permit as approved by the City of Portland through					
the delegated review authority.					

I am filing notice of my intent to carry out work which meets the requirements of the Construction General Permit (effective 3/10/03). I have a copy of the Construction General Permit. I have read and will comply with all of the standards. I have attached all the required submittals. *Notification forms cannot be accepted without the necessary attachments.*

- ☒ ALL: A check (non-refundable) made payable to: "Treasurer, State of Maine." **See DEP fee schedule for correct fee**. You must know # of acres being permitted to determine the fee.
- ☒ ALL: A U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked. (previously submitted)
- ☒ ALL: Drawing of the proposed activity (site plan). (previously submitted)
- ☒ ALL: An ESC plan. (Interim Plan enclosed)
- ☒ IF this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
- ☐ IF any construction activity will occur in essential habitat, attach written approval from the Dept. of Inland Fisheries & Wildlife.

I authorize staff of the Departments of Environmental Protection to access the project site for the purpose of determining compliance with the general permit. I also understand that ***this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.***

Signature of Applicant:		**Date:**	6/18/14

Keep the bottom copy as a record of permit. Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection **at the appropriate regional office.** The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Check with DEP Staff to determine the expiration date on this permit . **Work carried out in violation of any standard is subject to enforcement action.**

OFFICE USE ONLY	Ck.# 1190	Date 6/18/2014	Staff MRL	Staff	
NOI # 58116	FP 130.00		Acc. Date 6.23.14	Def. Date	After Photos

GLS ✓

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

LEGAL SERVICES Tel: (207) 624-3020 Fax: (207) 624-3021
MDOT TTY TEL: 888-516-9364

April 3, 2012

Danielle P. West-Chuhta
Associate Corporation Counsel
389 Congress Street
Portland, ME 04101-3509

Re: Railroad Decision #364

Dear Ms. West-Chuhta:

I enclose Railroad Decision # 364, dated April 3, 2012, signed by David Bernhardt, P.E., Commissioner of the Maine Department of Transportation. Decision # 364 relates to the City of Portland's petition to establish a public highway crossing over railroad tracks at Sewall Street in Portland, Maine.

If you have any questions regarding the above, please contact me.

Very truly yours,

Richard N. Hewes

Richard N. Hewes
Attorney for MaineDOT

RNH/jas
Enclosure
cc: Nathan Moulton, Manager, Rail Transportation, MaineDOT w/enc.
David Fink, President, Pan Am Railways w/enc.
Central Maine Power Co., Land Management Dept. w/enc.
Cumberland County Commissioners w/enc.
Langdon Street Real Estate w/enc.
Mercy Hospital w/enc.
Northern New England Rail Authority w/enc.
Portland Water District w/enc.
Thompson's Point Inc. w/enc.
The Waynflete School w/enc.
Kat Beaudoin w/enc.
Robert Bremm, Ritter Project Management w/enc.
Tony Donovan, Fishman Realty Group w/enc.
James Howard, Esq. w/enc.

H:\$Legal-shared\Hewes\Railroad Decisions\RR Hearing #364 - Portland\ Ltr to Interested Parties 4 4 12 Decision.doc

MAINE DEPARTMENT OF TRANSPORTATION

RAIL DECISION - RR # 364

REGARDING:

Petition pursuant to 23 M.R.S.A. § 7202 by the City of Portland to Establish a Public Highway Crossing Over Railroad Tracks at Sewall Street in Portland, Maine.

ABSTRACT:

On September 7, 2011, the City of Portland petitioned the Maine Department of Transportation to establish a public grade crossing for highway traffic on Sewall Street in Portland, Maine at Railroad Mile Post 1.92 on the Mountain Division Branch Line. Portland Terminal Company has owned a private railroad crossing at that location for decades. Rail traffic is operated by Springfield Terminal Railway Company. The owner of the rails and the operator of rail traffic are owned by Pan Am Railways. This decision, RR # 364, establishes a public grade crossing on Sewall Street after the conditions outlined herein are satisfied.

Hearing was held February 27, 2012

Location of hearing: Portland City Hall

The petition is granted

Date of Decision: April 3, 2012

Commissioner: David Bernhardt, P.E.

Hearing Officer: Richard N. Hewes, Esq.

I. PROCEDURAL BACKGROUND

On September 7, 2011, pursuant to 23 M.R.S.A. § 7202, the City of Portland ("City") petitioned the Maine Department of Transportation ("Department") to establish a public highway crossing ("Crossing") over railroad tracks in Portland at Sewall Street. The tracks are owned by Portland Terminal Company, train traffic is operated by Springfield Terminal Railway Company and Pan Am Railways owns Portland Terminal Company and Springfield Terminal Railway Company (these three entities are separately and collectively referred to as the "Railroad"). Tracks currently cross over a private way immediately to the south of the terminus of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line. The City requests that a public crossing be established where the private crossing now exists.

Hearing on the aforementioned petition was ordered to be held at the City Hall in Portland at 6:00 o'clock in the evening on November 22, 2011. Asserting membership in a class that could be substantially and directly affected by Railroad Decision #364, Pan Am applied for intervenor status. At the November 22, 2011 hearing, Pan Am's motion for intervenor status was granted without objection. The City asked for a continuance. Representatives of the railroad were present and did not object. The City and Pan Am had not yet finalized an agreement on fundamental aspects of the Crossing, but felt they could reach agreement on those issues through further communications. The hearing was continued and rescheduled for January 12, 2012. The January hearing was cancelled because of a snow storm. The matter was rescheduled and a public hearing was held February 27, 2012 at Portland City Hall.

II. NOTICE

Exhibit 18 is a copy of the January 18, 2012 cover letter with attached notice of the February 27, 2012 hearing that was sent to the following interested parties, including abutters and stakeholders:

City of Portland
Nathan Moulton, Manager, Rail Transportation, MaineDOT.
George Thayer, Springfield Terminal Railway Company/Maine Central Railroad
David Fink, President, Pan Am Railways
Central Maine Power Co.
Cumberland County Commissioners
Langdon Street Real Estate
Mercy Hospital
Northern New England Rail Authority
Portland Terminal Co.
Portland Water District
Thompson's Point Inc.
The Waynflete School
Kat Beaudoin, Integrated Planning Solutions
Robert Bremm, Ritter Project Management
Tony Donovan, Maine Rail Transit Coalition

James Howard, Esq.

Exhibits 19 and 20 are pages from the February 7 and 13, 2012 editions of the Portland Press Herald, a newspaper that has general circulation in the area affected by the City's petition. These pages contain notices which state that the hearing would be held February 27, 2012 at 6:00 p. m, in the Portland City Hall. Notice was proved to have been given in the manner prescribed by 23 MRSA § 7202 and 5 MRSA § 8053. Hearing on the aforementioned petition was held at the time and place stated in the notice. The hearing officer viewed the crossings on the day of the hearing and his observations are part of the evidence.

III. EVIDENCE

A. Exhibits.

Exhibit #

1. September 7, 2011 hearing request from Danielle P. West-Chuhta, Esq., Counsel for the City of Portland.

2. Sign-up sheet for November 22, 2011 hearing.

3. Maine Sunday Telegram's Classified Section's Tear Sheet of Notice of Hearing published October 30, 2011 which indicated the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.

4. Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center on November 22, 2011 at 6:00 p.m.

5. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated October 27, 2011 enclosing the Notice of Hearing which indicated that the hearing would be held at the Portland Transportation Center.

6. Notice of Hearing indicating a new location for the hearing being held on November 22, 2011 to be the Portland City Hall.

7. Copy of Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated November 3, 2011 enclosing the Notice of Hearing indicating the new location for the hearing to be held on November 22, 2011 to be the Portland City Hall.

8. Undeliverable return envelope with hearing notice mailed to Northern New England Rail Authority.

9. Email to Patricia Quinn at NNEPRA dated November 15, 2011, enclosing a copy of the Notice of Hearing with the new location of Portland City Hall incorporated.

10. Portland Press Herald Newspaper Classified Section Tear Sheet with Notice of

Hearing published November 4, 2011 with the new location of Portland City Hall incorporated.

11. Maine Sunday Telegram Classified Section Tear Sheet with Notice of Hearing published November 6, 2011 with the new location of Portland City Hall incorporated.

12. Pan Am Railways Application for Intervenor Status.

13. Email from Danielle West-Chuhta, Esq. waiving the City of Portland's objections to the Application for Intervenor Status.

14. November 22, 2010 hearing transcript.

15. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 22, 2011.

16. Portland Press Herald Newspaper's Classified Section's Tear Sheet of Notice of Hearing published December 29, 2011.

17. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated December 12, 2011 with Notice of the January 12, 2012 Hearing.

18. Letter to Danielle P. West-Chuhta, Esq. and Interested Parties dated January 18, 2012 with Notice of the February 27, 2012 Hearing.

19. Portland Press Herald Newspaper Tear Sheet (p. D 6) published February 7, 2012 with Advertised Notice of February 27, 2012 Hearing.

20. Portland Press Herald Newspaper Tear Sheet (p. D 3) published February 13, 2012 with Advertised Notice of February 27, 2012 Hearing.

21. Sign-in Sheet for Attendees of the February 27, 2012 Public Hearing.

22. September 7, 2012 petition for hearing with margin notations.

23. Subdivision plat of the area of the proposed Sewall Street crossing.

24. Written testimony by Gregory Mitchell, City of Portland.

25. Public Hearing Submission by City of Portland with photos, plans and descriptions of proposed crossing and Thompson's Point development.

26. Email (two pages) confirming that Pan Am Railways and the developer of Forefront at Thompson's Point reached agreement relative to the Crossing.

A. Public Comments.

Danielle P. West-Chuhta, Esquire, Associate Corporation Counsel for the City, spoke in support of the petition to establish the Crossing. Ms. West offered Exhibit 22, the request for hearing, and Exhibit 23, a plat map showing the area surrounding the Crossing and the planned extension of Sewall Street. The Crossing is located at Mile Post 1.92 on the Mountain Division Branch Line. Trains travel at 10 miles per hour through the Crossing area. The Crossing will be at grade and the purpose of the Crossing will be to create a way for highway traffic to travel to and from Thompson's Point, which will be developed in the near future.

The terminus of Sewall Street, a town way, is at the northern boundary of the railroad corridor. A private way, also known as Sewall Street, continues through the Crossing and runs into Thompson's Point. The tracks currently run through that private way. The City plans to extend Sewall Street about 130 feet to the south of the existing crossing. When this piece of road is accepted as a public way, the tracks will be located within a public street. The City requests that a public crossing be established where the private crossing now exists.

Gregory Mitchell, Acting Director of the City's Department of Planning and Urban Development said that the Crossing is part of a larger plan to develop Thompson's Point, a peninsula to the south of the Crossing that extends into the Fore River. The planned development will be a world class destination that will provide access to cultural functions, athletic events and other entertainment activities. Officials from the Portland Fire Department have reviewed plans for the proposed Crossing and approve of the design.

Christopher Thompson, a representative of Forefront Partners I, LP, the company that plans to develop Thompson's Point, said that Thompson's Point will be converted into a 27 acre complex called the Forefront at Thompson's Point. The development will have an event center, a concert hall and amphitheater, a sports medicine facility, a hotel, a restaurant, office buildings and a parking garage. The event center will offer 3500 basketball fans the chance to view Portland's local professional team. Vendors and entrepreneurs will be able to display their wares at trade shows in a 44,000 foot facility. Music enthusiasts will have the opportunity to enjoy concerts at a 4500 seat auditorium and office space will be available as well. The Forefront at Thompson's Point will serve to connect walking trails to the Portland Transportation Center. Given the large number of people expected to use this facility, the existing crossing must be upgraded to facilitate the flow of public highway traffic to and from Thompson's Point.

Stephen Bushey, an engineer who works for Deluca Hoffman Associates, spoke in favor of the Crossing. He offered Exhibit 25, a brochure entitled Public Hearing Submission by City of Portland. Exhibit 25 contains photos, plans and descriptions of the Crossing area, including the planned development. Surface parking will be available for 712 vehicles and the parking garage will have space for 732 cars.

The Crossing will be constructed sometime between 2012 and 2014 at a cost of about $500,000 - $600,000. The two sets of tracks currently in place, a main line and a siding, will be in the proposed Crossing. The Crossing will be about 36 feet wide and will have three lanes for automobiles. Incoming and outgoing traffic will each have a dedicated lane. The middle lane

will be reversible to accommodate incoming or outgoing automobiles when traffic is heavy. A path on the west side of the inbound automobile lane will be available for pedestrians.

Flashing warning lights will be attached to a cantilevered structure over the Crossing to warn highway travelers about passing rail traffic. Pedestrian access will be controlled by automatic gates. Gates will not be installed over automobile lanes. The reversible middle lane will be used for heavy traffic during peak hours. Traffic control workers will direct traffic as needed. According to Exhibit 26, the developer has concluded an agreement with the Railroad that obligates the developer to reimburse the cost of improving the Crossing.

To access the planned development, highway traffic must enter the Thompson's Point Access Road from the Fore River Parkway. Once on the access road, travelers will move in an easterly direction until they turn onto Sewall Street at a 90 degree angle and travel south toward the Crossing. Southbound motorists travel down a slight decline that begins about 50 feet north of the Crossing. The tracks cross Sewall Street in an east-west direction at the bottom of that dip in the road. Sewall Street runs in a north-south direction and intersects the tracks at a ninety degree angle. The approach for motorists leaving Thompson's Point is level.

Automobile traffic is expected to pass through the proposed crossing during peak hours at the rate of 955 total trips. The highway speed limit at the crossing will be 25 miles per hour. After southbound motorists turn onto Sewall Street, they will have sight distance of about 500 feet to the Crossing. Highway traffic approaching from Thompson's Point can view the Crossing from a distance of 300 feet.

Two to four freight trains per week move through the Crossing. No passenger train traffic uses the Crossing at this time. Track speed is ten miles per hour. Randall Pike, P. E., a member of the firm that will design the Crossing, said that eastbound trains will have sight distance on their approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet to the Crossing.

The surrounding area is generally industrial. A parking lot and passenger loading area in the rear of the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and two story metal building are on the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A fenced parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the Crossing.

Nathan Moulton, Manager of Rail Transportation for the Department, said that the Department supports the proposed Crossing. Exhibit 26 states that the Department will be provided with plans of the Crossing for review and approval. Signage, pavement markings, gates, lights and other safety installations must be approved by the Department and will conform to the Manual on Uniform Traffic Control Devices.

Robert Burns, a lawyer for the Railroad, confirmed that the Railroad and the developer were close to reaching an agreement for the development of the Crossing. James Howard, a lawyer for the developer of Thompson's Point, said that the parties were close to finalizing

financial concerns and that safety and design issues were resolved. Robert Haines, a Portland resident, spoke in favor of the Crossing, but expressed doubt that the access road would accommodate inevitable congestion during big events. Dory Waxman, a former City Councilor and a resident of Portland, spoke in favor of the Crossing and stressed that traffic during big events would be manageable because designers would anticipate traffic congestion problems.

IV. FINDINGS AND CONCLUSIONS

Based on exhibits, hearing testimony and site visits, the following findings are made:

1. Parties. The City of Portland petitioned the Maine Department of Transportation to issue an order establishing a public crossing. Portland Terminal Company owns the railroad in the proposed crossing area and Springfield Terminal Railway Company operates rail traffic. Pan Am Railways owns these two entities.

2. Location of Proposed Crossing. The proposed Crossing will be located at Mile Post 1.92 on the Mountain Division Branch Line, the site of a private crossing.

3. Status of Existing Crossing. The existing crossing is private. The terminus of Sewall Street, a town way, ends on the northern edge of the rail corridor. A private way, also named Sewall Street, runs in a southerly direction over the tracks to Thompson's Point. The City plans to extend Sewall Street an additional 130 feet south of the existing crossing. When this road is accepted as a public way, the tracks will be located within a public street.

4. Crossing Geometry. Two sets of tracks, a mainline and a siding, run through Sewall Street to form a double-track crossing. The rails run in an east-west direction and intersect Sewall Street at a 90 degree angle. Sewall Street runs in a north-south direction.

5. Sight Distance. Eastbound trains will have sight distance on the approach to the Crossing of several thousand feet and westbound trains will have sight distance of about 1000 feet. Southbound motorists will approach on a decline and will have a clear view of the Crossing for about 500 feet. Motorists traveling north on Sewall Street from Thompson's Point will have sight distance of about 300 feet.

6. Railroad Traffic. Four trains pass through the Crossing each week. Timetable speed over the rails is 10 miles per hour.

7. Highway Traffic. Automobile traffic is expected to pass through the Crossing during peak hours at the rate of 955 total trips. The speed limit for automobiles will be 25 miles per hour. The highway in the Crossing will be 36 feet wide with three lanes for automobile traffic. One lane will be dedicated for incoming highway traffic and one lane will be dedicated to outgoing vehicles. The middle lane will be reversible to accommodate either incoming or outgoing vehicles when traffic is heavy. A paved path will facilitate the flow of pedestrian traffic.

8. Purpose. The Crossing will allow public highway traffic to pass through the railroad corridor and flow into the planned development at Thompson's Point.

9. Area Land Use. A parking lot and passenger loading area for the Portland Transportation Center are on the northeast quadrant of the Crossing. A power transmission facility and a two story metal building occupy the northwest quadrant. An Amtrak office resembling a mobile home is on the southeast quadrant. A parking lot that holds dozens of trailers is on the southwest quadrant. An Amtrak passenger station is located about 600 feet to the east of the crossing.

10. Construction and maintenance. The Crossing is expected to be constructed between 2012 and 2014. The estimated cost is $500,000 to $600,000.

11. Design. The Railroad and Forefront Partners I, LP have reached agreement on the design of the Crossing. The Department will be provided with the plans for review and approval to ensure that the design meets safety requirements. Officials from the Portland Fire Department approve of the proposed Crossing.

V. ORDER

Based upon the evidence and the applicable law, it is hereby ORDERED that the City of Portland's Application to Establish a public highway crossing along the planned extension of Sewall Street at Mile Post 1.92 on the Mountain Division Branch Line is granted upon the fulfillment of the following conditions:

1. The City shall lay out and accept a public way across the Mountain Division Branch Line at Railroad Mile 1.92 in Portland.

2. The following actions shall be taken and safety measures installed:

   a) All safety measures including signalization, gates, bells, signage, lights and pavement shall be properly designed and constructed in accordance with the Department's Standard Specifications and Standard Details in effect at the time the Department approves the Crossing.

   b) All safety measures that are required or recommended by the Manual on Uniform Traffic Control Devices (MUTCD) in effect when the Department approves the Crossing shall be properly located and installed.

   c) Final design plans for traffic lanes at or near the Crossing shall be submitted to the Department for approval at least 30 days before construction of the Crossing commences. Construction shall not begin until the Department approves the plans.

d) The Railroad and the City shall coordinate the planning, construction and testing of all signals and other safety devises to ensure that they are properly synchronized and in good working order before the Crossing is opened for use.

e) All pedestrian access transitions at the Crossing shall be designed and installed in compliance with the Americans with Disabilities Act (ADA).

f) Street lighting shall be installed at the crossing. Said lighting shall comply with all federal, state and local requirements.

g) The City shall be responsible for the cost of constructing the Crossing. The Railroad shall be responsible for operating and maintaining the Crossing.

h) If the Crossing has not been approved by the Department for public use by January 1, 2017, then the authority to establish the Crossing under this order shall expire unless the City or the Railroad petitions the Department before January 1, 2017 to modify this Decision for an extension of the deadline.

MAINE DEPARTMENT OF TRANSPORTATION

David Bernhardt, P. E.
Commissioner

VI. APPEAL RIGHTS

Pursuant to 23 M.R.S.A. § 7202, this decision shall be final and binding on all parties unless an appeal from this decision is taken. Any party wishing to appeal must, within 14 days from the date of the filing of this decision, file in the office of the Maine Department of Transportation its reasons for appeal and shall cause to be served on any other interested parties, a copy of the reasons for appeal certified by the department. The department must be made a party to the appeal.

Pursuant to the requirements of 5 M.R.S.A. § 11001 et seq. appellate procedures also apply to an appeal of this decision. Pursuant to 5 M.R.S.A. § 11002, a petition for review of this decision shall be filed within 30 days after receipt of notice of this decision if the appeal is taken by a party to the proceeding for this decision. Any other person aggrieved shall have 40 days from the date the decision was rendered to petition for review. If the review sought is from the Department's failure or refusal to act, the petition for review shall be filed within 6 months of the expiration of the time within which the action should reasonably have occurred.

Pursuant to 5 M.R.S.A. § 11002 (2), the petition shall specify the persons seeking review, the manner in which they are aggrieved and the final agency action which they wish reviewed. It shall also contain a concise statement as to the nature of the action or inaction to be reviewed, the grounds upon which relief is sought and a demand for relief which may be in the alternative. Copies of the petition for review shall be served by Certified Mail, Return Receipt Requested, upon the Maine Department of Transportation, all parties to the proceedings, and the Department of the Maine Attorney General.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Applicant:	Thompson's Point Development Company Inc.
Project Location:	Thompson's Point Rd, Portland, ME Portland Tax Map 201Lot(s) 8, 9 and 10 and Map 202 Lots 2, 4 and 5
Project:	Mixed use Development
Identification #:	Reg. 01-00155-A-N
Permit Category:	200 Plus PCE
Traffic Engineer:	Thomas Gorrill Gorrill-Palmer Consulting Engineers PO Box 1237 15 Shaker Rd. Gray, ME 04039

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the Department's Regulations, the Maine Department of Transportation (MaineDOT) has considered the application of Thompson's Point Development Company Inc with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The applicant proposes to construct a 97,697 sf event center/convention hall/exhibit hall; 32,000 sf concert hall plus outdoor venue for up to 4,800 attendees; 378,000 sf of office space; 4,000 sf of medical office space; 20,000 sf gym and rehabilitation center; 125 room hotel; 6,000 sf of restaurant space (high-turnover sit down). The site is forecast to generate 734 AM and 1,091 PM weekday peak hour trip ends.

Findings

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of Thompson's Point Development Company Inc. subject to the following conditions:

MITIGATION

On-Site Mitigation

All Site Entrances

All entrances shall have overhead illumination provided, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of

0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

Thompson's Point Road

Thompson's Point Road shall be widened to accommodate an 8 foot shared bike/pedestrian path, a 3 foot wide grass esplanade, a 3 foot shoulder with granite curb, an 11 foot wide outbound lane, and 11 foot wide flush concrete median, an 11 foot wide inbound lane and a 3 foot shoulder with granite curb. This section will be constructed from the site driveway to the Fore River Parkway. The 250 feet of flush median closest to Fore River Parkway shall be designated as an exclusive left turn lane outbound. The shared bike/pedestrian path shall have a crossing built at the Sewall Street cul de sac and the path extended to the existing sidewalk on Sewall Street. Another pedestrian crossing shall be installed where the current pedestrian crossing is at the bus/train station. Both crossings shall have solar powered/radio interconnected pedestrian activated rectangular rapid flashing beacon lights installed.

Thompson's Point Development

No sporting events or concerts shall begin between 4 pm and 7pm Monday through Friday.

During large sporting and concert events, the applicant shall ensure that there are flaggers and uniformed police officers present to ensure that there will be two inbound lanes prior to the event and two exit lanes after the event. Flaggers/uniformed police officers shall be stationed to ensure that pedestrians are able to cross at either of the two crosswalks, at the Transportation Center Entrance to let busses in or out and also at the transportation center parking lot entrances to ensure that transportation center patrons leaving the parking lots are merged into the out-bound flow. Uniformed police officers shall be present after an event to direct traffic at the Thompson's Point Road/Fore River Parkway intersection. Retro-reflective traffic cones shall be used by the development to create the reversible lane. Flaggers will direct vehicles into the proper lanes.

Off-Site Mitigation

Fore River Parkway/Thompson's Point Road/I-295 Exit 5A off-ramp

The Southbound off ramp at Exit 5 A shall be reconstructed to have a separate 13 foot wide left turn lane and 13 foot wide through lane. The widths include the

required curb offset. The left lane shall extend back 200 feet. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Modify traffic signal timing and phasing accordingly.

Fore River Parkway/Congress St/I-295 Exit 5 B off-ramp

Widen the southbound off-ramp to accommodate a 5 foot wide right shoulder, two 12 foot wide right turn lanes and a 2 foot curb offset for a distance of 125 feet with an appropriate taper. Install Queue detector at the ramp gore area to act as pre-emption for the signal should the queue spill back that far.

Re-stripe Congress Street Westbound to accommodate a longer westbound left turn lane, extend back to the end of the island (to the slip lane from Park Ave to Congress St).

Modify traffic signal timing and phasing accordingly.

Congress St/Stevens Ave

Restripe Steven's Avenue to an exclusive left and a shared left/thru/right and modify traffic signal timing and phasing accordingly.

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress St/Westbrook St

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Congress/Frost St

The developer shall pay an impact fee in the amount of $15,000 for inlaid thermoplastic paint skips, retro-reflective back plates and overhead lane usage signage. This money will be put towards improvements funded by PIN 19078.00.

Transportation Demand Management

In lieu of additional mitigation, Transportation Demand Management shall be used to offset the traffic impacts on the roadway network. The City has implemented a Transportation Oriented Development Tax Increment Financing District for the Thompson's Point Development. This development would benefit from some increased transit connections to the airport and Old Port, funding for handicap accessible taxis or for increase in parking at the Transportation Center.

Overall

A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to State of Maine and/or National standards.

B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage or plantings shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. Because the proposed project affects the state highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's State Traffic Engineer, who can be reached at (207)-624-3620 in Augusta.

By:

Stephen Landry, P.E.
Assistant State Traffic Engineer

Date: 6/13/12

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

March 6, 2013

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

Re: The Forefront at Thompson's Point, Portland:
Voluntary Response Action Program- No Action Assurance Letter

Dear Mr. Thompson:

The Maine Department of Environmental Protection (Department) has received and reviewed an application submitted in June 2012, by your environmental consultant Credere Associates, LLC (Credere) to the Department's Voluntary Response Action Program (VRAP) for the Thompson's Point property located at 1 Thompson's Point in Portland, Maine. The following reports were compiled for this site as part of the Greater Portland Council of Government's (GPCOG) Brownfields Program and were reviewed along with this application: A Phase One Environmental Site Assessment (ESA) for the Thompson's Point property prepared by Credere, dated December 5, 2011, a Phase II ESA for Thompson's Point, prepared by Credere dated July 11, 2012, as well as a Voluntary Response Action Program Work Plan, Revision 2 dated February 27, 2013 (Work Plan). Additional documentation submitted to MDEP previously for review included two Phase I ESAs prepared by Gemini Geotchnical Associates (GGA) dated February 6, 1991 and May 16, 2006, a December 15, 1998 Test Pit Investigation report prepared by GGA, and a February 26, 1999 No Further Action Assurance Letter issued by MEDEP VRAP to a previous applicant. The current application was submitted to the Department with the request that the site participate in the VRAP and that Forefront Partners I, LP (Forefront Partners), as the applicant to the VRAP, receive the protections provided by the VRAP Law.

The Thompson's Point Property (the site) is composed of five City of Portland tax map lots (Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4) totaling approximately 27.5 acres located on a peninsula along the Fore River in Portland. Land use in the area is currently primarily commercial. The site has been used historically for the following activities: a train car maintenance yard, automobile repair facilities, utility distributors (natural gas and propane), building supply retailers, metal working, concrete block manufacturing, bomb shell casing manufacturing (ordinance plant), textile manufacturing, various construction contractor offices, paperboard production, trailer storage, trucking facilities, and warehousing. The Credere Phase ESA identified the past commercial/industrial use of the property as an environmental concern and identified eight specific Recognized Environmental Concerns for further Phase II

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RAY BLDG., HOSPITAL ST.

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BANGOR, MAINE 04401
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PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04679-2094
(207) 764-0477 FAX: (207) 760-3143

web site: www.maine.gov/dep

investigation. The Phase II investigation concluded that there is soil and groundwater contaminated with petroleum and hazardous substances, and that other universal and special wastes are located on the site, including building materials.

Based on the information presented in the above listed reports, the Department agrees with the following recommended actions as proposed in the Work Plan:

1. Known and/or potentially contaminated soils that are disturbed during redevelopment of the site will be managed according to the Work Plan and associated December 12, 2012 Soil Management Plan (SMP). Contaminated soils that are within 12 inches of the developed ground surface or removed and replaced onsite will be covered with a marker layer and a minimum of 12 inches of clean fill, and/or 6 inches of clean sand and gravel over the contaminated soil and at least 3 inches of asphalt/concrete or brick. If excess contaminated soil is generated that cannot be re-used onsite, the material will be disposed offsite at an appropriate facility as special waste.

2. Known and/or potentially contaminated groundwater that is encountered during site redevelopment work will be managed in accordance with the Work Plan and associated December 12, 2012, Groundwater Management Plan.

3. Universal, special, and hazardous waste will be properly managed and removed from the site and disposed at an appropriate facility.

4. PCB containing building materials will be characterized and managed in an appropriate manner and in accordance with the applicable provisions of the Toxic Substances Control Act 40 CFR 761 et seq. Plans for such characterization and management shall be submitted concurrently to USEPA Region 1 and the Department for review and approval.

5. Asbestos abatement and/or management activities in onsite buildings will be conducted in accordance with all applicable State and Federal rules and regulations.

6. Lead based paint abatement/management issues shall be conducted as discussed in the Work Plan and in accordance with all applicable state and federal regulations.

7. A soil screening program will be conducted after the demolition of the site buildings and removal of the concrete slabs as discussed in the Work Plan. Activities that will be completed based on the results of the screening program are discussed in the Work Plan.

8. A deed restriction will be recorded at the Cumberland County Registry of Deeds that:
    1) Prohibits excavation/disturbance of soils onsite without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.
    2) Prohibits withdrawal of groundwater without notification of the Department, and references the existence of an Environmental Management Plan that will be developed for the site and submitted for approval by the Department prior to deed restriction recording.

These restrictions will be placed as Declaration of Environmental Covenants consistent with this letter and in a manner that is acceptable to the Department.

Provided that the actions described above are completed to the satisfaction of the Department, Forefront Partners I, LP and its successors and/or assigns, as well as those persons identified in 38 M.R.S.A. § 343-E(6), will be granted the liability protection provided by 38 M.R.S.A. § 343-E(1) for the property located at 1 Thompson's Point, in Portland, Maine identified as Map 201 Lots A-5, A-8, and A-10, and Map 202 Lots A-1 and A-4. The Department will take no action against Forefront Partners I, LP, its successors and assigns, and all those persons identified in 38 M.R.S.A. § 343-E(6).

Once the proposed and recommended remedial measures at the property have been implemented to the satisfaction of the Department, a report demonstrating the successful completion of the tasks must be forwarded to the VRAP. A report may be submitted when all of the remedial activities have been completed for the entire property or in stages as portions of the property are remediated and ready for redevelopment. Upon determining successful conclusion of the remedial tasks, the Department will issue a Commissioner's Certificate(s) of Completion to Forefront Partners I, LP for those portions of the property where remedial activities have been completed.

If you have any questions, please call me at 207-287-4853.

Sincerely,

Gordon Fuller
Voluntary Response Action Program
Division of Remediation

cc: Nick Hodgkins--MEDEP
Jedd Steinglass, Credere
David L. Galgay, Jr—Verrill Dana LLP.

STATE OF MAINE

Department of Environmental Protection

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

July 2012

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240
ATTN: Chris Thompson

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-2G-A-N / #L-25672-FS-B-N

Dear Mr. Thompson:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 592-1692 or at Marybeth.richardson@maine.gov.

Sincerely,

Marybeth Richardson, Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc: File

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WEB SITE: WWW.MAINE.GOV/DEP

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION
AUGUSTA, ME 04333

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP	) NATURAL RESOURCES
PROTECTION	
Portland, Cumberland County	) COASTAL WETLAND ALTERATION
THE FOREFRONT AT THOMPSON'S POINT	) SIGNIFICANT WILDLIFE HABITAT
L-25672-2G-A-N (approval)	) WATER QUALITY CERTIFICATION
L-25672-FS-B-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARTNERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

B. Summary: The applicant proposes to demolish existing structures and redevelop almost the entire project site with a number of buildings, including an events center and concert hall, outdoor amphitheater, hotel, sports medicine and athletic performance lab, parking structure, office building, surface parking, trails, public space, and small boat/kayak access. Activities contemplated by the applicant that require Natural Resources Protection Act review are those that will occur within 75 feet of the highest annual tide (HAT) line, including clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a seasonal dock at the south end of the peninsula; a small hand carry boat/kayak launch; and a public access ramp. Within 25 feet of the HAT line, the only proposed activities will be grading for new landscaping and drainage work.

The proposed project will result in approximately 386 square feet of freshwater wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. Under current conditions, the shoreline is riprapped around the majority of the project site. In areas not containing riprap currently, the shoreline is naturally vegetated. No significant disturbance is proposed within these areas. A total of ten drainage outfalls

are proposed and the total extent of riprap enhancement associated with the drainage work is approximately 100 linear feet.

The proposed project is shown on a set of plans, the first of which is titled "The Forefront at Thompson's Point," prepared by DeLuca-Hoffman Associates, Inc. and dated August 2011, with a latest revision date on any sheet of July 12, 2012. The project site is located on Thompson's Point, off Congress Street, in the City of Portland.

The proposed project is subject to review under the Site Location of Development Act. Pursuant to M.R.S.A. Section 489-A, the City of Portland has delegated review authority and is conducting that review.

C. Current Use of the Site: A portion of the project site is utilized as storage for refrigerated dairy trailers. Various other commercial tenants lease space throughout the remaining site. There are currently nine structures and at least several additional foundations located on the site. The majority of the approximately 4,100 linear feet of shoreline at the site has been armored with riprap. Approximately five acres of the site lie below the HAT line.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including an aerial photograph of the project site. Department staff visited the project site in July of 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is expected to increase the visual appeal of the site by introducing new buildings and implementing an integrated landscape enhancement plan.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

The applicant submitted an erosion control report and supporting plans for the proposed project, dated March 2012. Based on its review of this information, the Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) stated that the proposed project should not cause any significant adverse impact to marine resources, navigation or recreation.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the proposed project and stated that the mudflats and riparian areas below the HAT line are valuable shorebird feeding area on the west side of the peninsula and roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

In response to MDIFW's concerns, the applicant revised the layout of the project to avoid and minimize potential impacts within the buffer areas, and worked with MDIFW to develop a landscape plan (revision dated July 12, 2012) that provides adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roosting area buffer to lower profile shrubs that are expected to maintain visibility for the shorebirds and minimize the threat of increased raptor predation. The applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence and significance of shorebird habitat and will be designed with MIDFW's input. Additionally, the applicant has agreed to install a raised viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site.

In a review memorandum dated July 13, 2012, MDIFW commented: "Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource."

Based on MDIFW's review, the Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant may use lumber treated with chromated copper arsenate (CCA) to construct the floats. To protect water quality, any CCA treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction. Provided any CCA treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

The Department does not anticipate that the proposed project will violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to alter 386 square feet of an emergent freshwater wetland in the northwestern portion of the site to regrade an area and install a stormwater outfall pipe. Other proposed impacts below the HAT line include less than 100 square feet of alteration associated with the installation of multiple drainage outfalls, most of which will replace existing outfalls. Additionally, approximately 513 square feet of coastal wetland will be altered, through shading, as a result of the seasonal installation of floats at the south end of the peninsula.

The Department's Wetlands and Waterbodies Protection Rules, Chapter 310, require that the applicant meet the following standards:

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. Each application for a coastal wetland alteration permit must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist. The applicant submitted an alternatives analysis for the proposed project completed by DeLuca-Hoffman Associates, Inc. Because the proposed project is a transit-oriented development, the applicant selected the project site due to its proximity to the highway, passenger rail service, and bus service, all within a short distance to the Portland Jetport. There are currently no other sites in Portland that can offer the amount of land availability and the location required for this type of project, which will offer a range of activities integrating office, hospitality, and cultural uses with a focus on sustainability. The proposed layout includes approximately 386 square feet of wetland fill within the northwesterly "panhandle" of the site associated with a drainage outfall and grading. This alteration was determined to be unavoidable.

B. Minimal Alteration. The amount of wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The site is currently almost completely developed and the proposed project offers opportunities to improve the scenic character of the area as well as the water quality of runoff from the site. The applicant incorporated a number of measures into the project design and layout to minimize potential impacts to shorebird roosting and feeding areas as described in Finding 4.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.

B. The proposed activity will not cause unreasonable erosion of soil or sediment.

C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.

E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided any CCA treated lumber used for the project is cured on dry land as described in Finding 5.

G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.

H. The proposed activity is not on or adjacent to a sand dune.

I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, L.P. to alter coastal wetlands and adjacent areas as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.

2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

4. Any CCA treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 27th DAY OF July, 2012.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Filed
JUL 30 2012
State of Maine
Board of Environmental Protection

BY: Michael Kuhns for
Patricia W. Aho, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

MR/L25672AN&BN/ATS#74653&74756

Natural Resource Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.

B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.

C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.

D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.

E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.

G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.

H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (12/2011/DEP LW0428)

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

Erosion Control for Homeowners

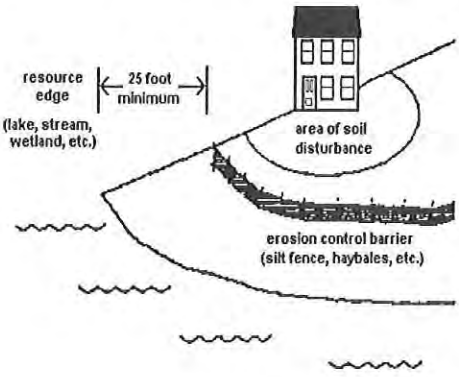
Before Construction

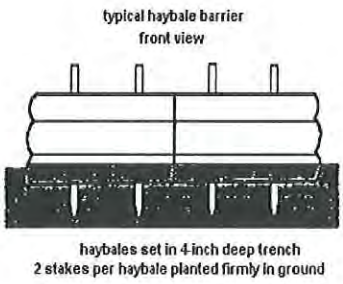
1. If you have hired a contractor, make sure you discuss your permit with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit.

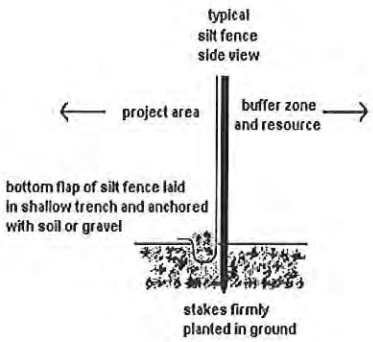
2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.

3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.

4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.







During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.

2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

After Construction

1. After your project is finished, seed the area. Note that all ground covers are not equal. For example, a mix of creeping red fescue and Kentucky bluegrass is a good choice for lawns and other high-maintenance areas. But this same seed mix is a poor selection for stabilizing a road shoulder or a cut bank that you don't intend to mow. Your contractor may have experience with different seed mixes, or you might contact a seed supplier for advice.

2. Do not spread grass seed after September 15. There is the likelihood that germinating seedlings could be killed by a frost before they have a chance to become established. Instead, mulch the area with a thick layer of hay or straw. In the spring, rake off the mulch and then seed the area. Don't forget to mulch again to hold in moisture and prevent the seed from washing away or being eaten by birds or other animals.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

Why Control Erosion?

To Protect Water Quality

When soil erodes into protected resources such as streams, rivers, wetlands, and lakes, it has many bad effects. Eroding soil particles carry phosphorus to the water. An excess of phosphorus can lead to explosions of algae growth in lakes and ponds called blooms. The water will look green and can have green slime in it. If you are near a lake or pond, this is not pleasant for swimming, and when the soil settles out on the bottom, it smothers fish eggs and small animals eaten by fish. There many other effects as well, which are all bad.

To Protect the Soil

It has taken thousands of years for our soil to develop. It usefulness is evident all around us, from sustaining forests and growing our garden vegetables, to even treating our septic wastewater! We cannot afford to waste this valuable resource.

To Save Money ($$)

Replacing topsoil or gravel washed off your property can be expensive. You end up paying twice because State and local governments wind up spending your tax dollars to dig out ditches and storm drains that have become choked with sediment from soil erosion.

DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012 **Contact: (207) 287-2811**

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

Other Considerations in Appealing a Decision to the Board

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

What to Expect Once You File a Timely Appeal with the Board

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Comments - Environmental Project Review
Maine Department of Inland Fisheries and Wildlife

Wildlife Division Comments – Region A	
Applicant's Name: Forefront Partners I, LP (Forefront at Thompson's Point)	
Project: L-25672-2G-A-N	Regulatory Agency: MDEP
Project Type: NRPA	Project Manager: Richardson
Comments Due Date:	Date Comments Sent: 7/13/12
Project Location	
Town: Portland	County: Cumberland
Waterbody: Fore River	
Wildlife Biologist(s): Camuso, Tudor, Walker	

After review of the application and consideration of the proposal's probable effect on the environment, and on our agency's programs and responsibilities, we provide the following comments:

I. Project Description/Resource Affected: Forefront Partners I, LP proposes to develop the 22.5 +/- acre Thompson's Point as a mixed use commercial and entertainment development to include an events center and concert hall, outdoor amphitheater, hotel, sports medicine facility, office complex, parking garage and surface parking for 780 vehicles. Additionally, the proposed development includes public amenities such as trails and a water access site. A seasonal rowing facility has also been suggested in the northeast corner of the site. It is our understanding that this last element has been removed from the current proposal and will potentially be reconsidered at a future date.

MDIF&W has mapped two Significant Wildlife Habitats in this portion of the Fore River, both of which include upland buffers that extend into the proposed development area. The mapped habitats include a Significant Shorebird Feeding Area along the western side of the peninsula and a Significant Shorebird Roosting Area along the eastern shoreline. Shorebirds that frequent Maine during the spring on their way to breeding grounds in the open tundra of northern Canada, and again in mid to late summer on their return trip south are dependent on open mudflats for feeding and, at times of high tide, require specific shoreline conditions that provide secure areas for roosting. Upland buffers associated both habitat types are critical in minimizing disturbance to migratory shorebirds by proximate human activities. Additionally, the vegetated condition of buffers associated with roosting habitat is an important factor in determining viability of the roost. Shorebirds will abandon roosts where tall woody vegetation that provides cover for raptors becomes established. Several of the shorebird species that frequent Maine during their migrations have shown long-term populations declines. These declines are, in part, due to significant losses of both migratory feeding and roosting stop over habitats.

II. Comments/Recommended Considerations or Conditions:

<u>Wildlife Considerations:</u>
MDIFW originally mapped Shorebird Significant Wildlife Habitats and associated buffers in 2006. At that time, shorebird roosting areas were digitized with a 250-foot associated upland

buffer based on scientific literature that documented human disturbance effects. Similarly, feeding areas were digitized with a 100-foot buffer intended to minimize unnecessary disturbance to shorebird activity on the mudflats. Where roosts occur proximate to developed areas, development was clipped out of the original buffers by GIS staff to account for existing disturbances. In the case of Thompson's Point, the originally mapped roost habitat buffer varied from 25-feet offset from mean high water to 150-feet offset from mean high water based on best available aerial photos at the time. As a result of two recent site walks and multiple revisions of the delineation of the roost area and the feeding area buffers based on on-the-ground conditions, neither buffer now extends into the site more than 50-feet from mean high water.

The applicant has adjusted the initially submitted project site plan to avoid and minimize impacts within these revised buffers and has worked closely with our Department to develop a landscape plan that at once creates adequate vegetative screening of the mapped shorebird feeding area between the shoreline and proposed pedestrian trail, and limits vegetation within the shorebird roost area buffer to shrubs that will likely not exceed 4-feet in height and thereby maintain visibility for the shorebirds and minimize the threat of increased predator activity. Additionally, the applicant has agreed to install interpretive signage at the proposed south end boat launch. The signage will identify the presence of shorebird habitat and explain the significance of these habitats. Our Department will assist the applicant in designing the signage to be installed. The applicant has also agreed to install a raised viewing platform overlooking the saltmarsh and mudflat communities in the northwestern portion of the site. This structure will serve as both an attractive amenity for the project and help to build local awareness of and appreciation for local bird life.

Given the steps that the applicant has taken to maintain and enhance mapped Significant Wildlife Habitats at this site we do not feel that project completion will result in any significant adverse impact to the resource.

Should the rowing club be constructed during a subsequent phase of development, we do feel that the structure extending into the roost and resulting presence of shells passing along the frontage of the roost will eliminate existing habitat values. With the proposed placement of the facility, it is unlikely that any mitigation for the loss of the roost could take place on-site. We would therefore recommend mitigation for the loss of this Significant Wildlife Habitat feature in the form of a contribution to the Maine Natural Resource Conservation Program for future shorebird roost protection and monitoring. The total square footage of the revised roosting habitat is 63,764sf. Should the rowing club locate in this area, the Department feels that a contribution to the MNRCP fund of $90,544 (63,764x0.71x2 per MDEP guidance) would be appropriate.

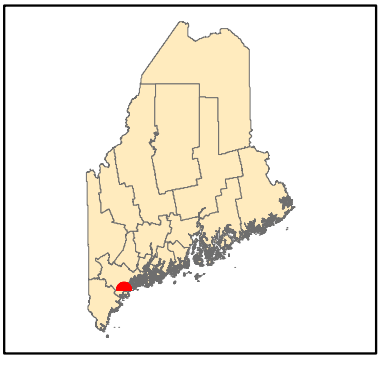
Draft II Revised Thompson's Point Shorebird Habitats

Maine Department of
Inland Fisheries and Wildlife

0 125 250 500 750 1,000 Feet

Projection: UTM, NAD83, Zone 19N

Date: 6/22/2012



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

June 2014

Forefront Partners I, LP
55 Lisbon St., Suite 2400
Lewiston, ME 04240

RE: Natural Resources Protection Act Application, Portland
DEP #L-25672-4P-F-N/L-25672-FS-G-N

Dear Applicant:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 592-1692 or at Marybeth.richardson@maine.gov.

Sincerely,

Marybeth Richardson
Division of Land Resource Regulation
Bureau of Land and Water Quality

pc: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143

web site: www.maine.gov/dep

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

FOREFRONT PARTNERS I, LP	) NATURAL RESOURCES PROTECTION ACT
Portland, Cumberland County	) COASTAL WETLAND ALTERATION
PIER SYSTEM	) SIGNIFICANT WILDLIFE HABITAT
L-25672-4P-F-N (approval)	) WATER QUALITY CERTIFICATION
L-25672-FS-G-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of FOREFRONT PARNTERS I, LP with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: Thompson's Point is an approximately 27.5-acre peninsula of land extending into the Fore River that has a 150-year history of industrial development. In the early part of the twentieth century the site was used primarily as a railroad maintenance facility. It was later used by the federal government for war-related activities such as munitions production. Subsequent uses included the operation of a concrete products manufacturing facility and other commercial activities, and the staging and stockpiling of construction materials.

In Department Order #L-25672-2G-A-N/L-25672-FS-B-N, dated July 27, 2012, the Department approved a number of activities on the site that will occur within 75 feet of the highest annual tide (HAT) line, including: clean up and removal of existing debris, stockpiles, and solid waste; building demolition; clearing and grubbing in advance of new topsoil for soil stabilization, landscaping, and trails; access drive and parking area construction; new buildings; installation or replacement of stormwater outfalls; installation of utilities; installation of a pier system at the south end of the peninsula; and a public access ramp.

B. Summary: The applicant proposes to shift the location of the pier system to the west from its previously-approved location at the southerly tip of the Thompson's Point peninsula to align better with the proposed master plan pedestrian access. The proposed pier system will include a longer float than the previously-approved pier system that will be large enough to accommodate crew boats, or rowing shells, and will be positioned so that water access will be available during all-tide conditions. The system will consist of a permanent six-foot wide by 16-foot long timber pier located at the top of the bank, which will serve as the top/landing approach to a four-foot wide by 50-foot long seasonal gangway and a seasonal, 10-foot wide by 60-foot long float.

The proposed pier system is shown on two plans, the first titled "The Forefront at Thompson's Point Seasonal Dock System," prepared by Fay, Spofford & Thorndike and dated March 13, 2014, and the second titled "Layout Concept for Portland Rowing," prepared by Custom Float Services, Inc. and dated March 6, 2014.

C. Current Use of the Site: A realigned combined sewer overflow has been constructed along the westerly side of the peninsula. A walking trail along the "panhandle" area of the site has also been constructed. The majority of the approximately 4,100 linear feet of shoreline at the site was previously armored with riprap. Approximately five acres of the site lie below the HAT line. There are several buildings on the site that will be demolished.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including aerial photographs. Department staff visited the project site in July 2011.

The proposed project is located adjacent to the Fore River, which is a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The project site is currently almost completely developed with paved areas, gravel areas, and a number of buildings and foundations. Some of the buildings are functional and contain commercial space and others are in various stages of disrepair. The developed areas extend to the top of the slope down to the river, which is armored with riprap. Existing wooded areas are limited to the far northwest corner of the site.

Overall, the existing site is heavily developed with little visual appeal. Current uses include construction staging, a wood salvage operation, and semi-trailer box storage. Most of the existing structures appear to be marginally maintained and are in average to poor condition. The proposed project is not expected to significantly change the visual impact of the redeveloped site as approved in Department Order #L-25672-2G-A-N/ L-25672-FS-B-N.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

Construction of the proposed project is expected to take several weeks. The float systems will be prefabricated and the permanent pier section will be constructed onsite and set into place. The permanent pier section will be supported on concrete foundations. Construction will be accomplished by excavating small holes that will be backfilled with concrete. The seasonal floats will be anchored with moorings. These activities are not anticipated to cause any significant source of sedimentation.

The Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

The Department of Marine Resources (DMR) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that it should not cause any significant adverse impact to marine resources.

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the project approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N and stated that the mudflats and riparian areas below the HAT line are a valuable shorebird feeding area on the west side of the peninsula and a roosting area on the east side of the peninsula. MDIFW commented that the proposed project includes activities within the associated upland buffer areas that may have the potential to adversely affect shorebirds using the mudflats in the area. As a result of two site visits and multiple revisions to the delineation of the roosting area and the feeding area buffers based on onsite conditions, neither buffer extends onto the project site more than 50 feet from mean high water.

During the Department's review of the original application in 2012, MDIFW expressed concerns about the initial design of the project because it proposed rowing floats at the northeasterly corner of the site, directly adjacent to the shorebird roosting area and its associated upland buffer. This float system was subsequently deleted from the plan, and the plan that was approved by the Department included a small hand carry boat/kayak launch float at the southern tip of the site as described in Finding 1. MDIFW did not express concerns about this seasonal structure and stated that the project when complete would not result in any significant adverse impact to the habitat.

The applicant now proposes to relocate the pier and float structure from the southernmost tip of Thompson's Point to a point on the shoreline approximately 108 feet west of the previously approved pier system, further from the shorebird roosting area, but still within

the shorebird feeding area. MDIFW reviewed the proposed project and stated in a review memorandum dated June 25, 2014, that the pier system has been relocated to an area that will be less disruptive to wildlife than the original location. MDIFW recommended that the applicant reiterate its commitment to installing interpretive signage in the vicinity of the pier structure and a viewing platform overlooking the salt marsh and mudflat communities in the northwest portion of the site. The applicant confirmed that it intends to comply with the previous permit conditions that required the installation of a viewing platform and educational placards.

The Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The applicant proposes to use lumber treated with chromated copper arsenate (CCA) to construct the pier system. To protect water quality, all CCA-treated lumber must be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

Provided that CCA-treated lumber is cured as described above, the Department finds that the proposed project will not violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to indirectly alter a total of 1,028 square feet of coastal wetland as a result of shading from the proposed pier system. The permanent pier section's supports will be located above the HAT line; therefore, no direct wetland impacts are proposed. The pier system as originally approved in Department Order #L-25672-2G-A-N/L-25672-FS-B-N included 513 square feet of indirect wetland alteration due to shading.

The Wetland Protection Rules interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a coastal wetland alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. The applicant submitted an alternatives analysis for the proposed project completed by Fay, Spofford & Thorndike and dated May 27, 2014 and June 12, 2014. When the project was first proposed in 2012,

the site in question was contemplated as water access for small personal kayaks, canoes and a water shuttle/taxi. The applicant stated that the purpose of the revised configuration, location, and increase in float size is to allow water access for local rowing organizations. The applicant proposes to increase the size of the floats in order to launch eight oar crew boats, or shells, which are approximately 60 feet long, out into the bay. The increased pier length is needed to walk the shell down the gangway and launch it into the water. The pier system is not intended for boats to be anchored or moored for extended periods. Because of the nature of the project purpose, some increase in impact to the coastal wetland is unavoidable.

B. Minimal Alteration. The amount of coastal wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. A permanent pier has been added to the system, but will be located above the HAT line. The gangway will be 10 feet longer than originally proposed, and the float size has been expanded to accommodate a local rowing club as descried above. The proposed 60-foot long float is the minimum size necessary to safely launch rowing shells.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and MDIFW. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.

B. The proposed activity will not cause unreasonable erosion of soil or sediment.

C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.

E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters provided that CCA-treated lumber is cured as described in Finding 5.

G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.

H. The proposed activity is not on or adjacent to a sand dune.

I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of FOREFRONT PARTNERS I, LP to relocate and enlarge a previously approved pier system at Thompson's Point as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.

2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

4. All CCA-treated lumber shall be cured on dry land in a manner that exposes all surfaces to the air for 21 days prior to the start of construction.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 30th DAY OF June, 2014.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Filed
JUN 30 2014
State of Maine
Board of Environmental Protection

BY: Michael Kuhn
For: Patricia W. Aho, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

MR/L25672FNGN/ATS#77793, 77794

Natural Resources Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.

B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.

C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.

D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.

E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.

G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.

H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (12/2011/DEP LW0428)

DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012 **Contact: (207) 287-2811**

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

What your Appeal Paperwork Must Contain

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status*. The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

Other Considerations in Appealing a Decision to the Board

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Bangor Savings Bank

October 31, 2017

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Ms. Grimando,

I am writing to you regarding Chris Thompson, Jed Troubh, Forefront Partners I, LP and its affiliate entities, currently pursuing Site Plan approvals associated with the Thompson's Point redevelopment.

I have known them for several years and am familiar with their, and their organization's, financial and technical capacity. They have demonstrated success in real estate development and management, and I believe that they have the experience, skill, financial resources, and wherewithal to bring the Thompson's Point project to fruition and make it an ongoing success.

Thank you and best regards,

Shawn McKenna
Vice President
Commercial Banking
Bangor Savings Bank
280 Fore Street, Suite 200
Portland, ME 04101

The Forefront at Thompson's Point

Transportation Demand Management Report

January 22, 2018

Overview of Transportation Demand Management (TDM) at Thompson's Point using the City of Portland's draft TDM Report Template:

Date of Report **1/22/2018**

Property Description

Name of Property/Development	Forefront at Thompson's Point
Address	#1-11 Thompson's Point Road (Office location: 501 Danforth Street, Portland, ME 04102)
Owner	Forefront Partners I LP

Property/Development Program

	Square Feet	*Units/Rooms*	*Employees*	***Parking Spaces***		
				On-site		*Off-site*
				Paved	*Unpaved*	
Residential (none)	**0**	0	0			
Office (Suburban)	2,927		10			
Office (Big Room)	3,450		14			
Office Subtotal	6,377					
Hotel Restaurant	5,650		10			
Big J's	1,852		4			
Restaurant Subtotal	**7,502**					
Retail - Color Me Mine	2,136		2			
Retail - Stroudwater Distillery	5,284		3			
Retail - Bissell Brothers Brewing	10,068		8			
Retail - Cellardoor Winery	5,890		5			
Retail Subtotal	**23,378**					
Cultural/Educational-International Cryptozoology Museum	993		1			
Cultural/Educational-Circus Maine	6,800		4			
Cultural/Educational-Children's Museum and Theatre of Maine	24,250		6			
Cultural/Educational Subtotal	**32,043**					
Hotel	**90,000**	148	10			
Event	**34,000**					
Unleased	0					
Property/Development Total	**193,300**					
				217	**516 +/-**	**300 +/-**

TDM Coordinator

Contact Person	Chelsea O'Reilly, General Manager
Company/Organization	Forefront Partners
Mailing Address	501 Danforth Street, Portland, ME 04102
Phone	(917) 254-7587 cell
Email	chelsea@thompsonspointmaine.com

TDM Plan & Targets

Date of TDM Plan	*9/13/2011*	*Date of Most Recent Update (if any)*	11/4/2015; 9/19/2017 (interim)

		TDM Plan Target (if applicable)	*Current Data*
Peak Hour Trips	*AM*	No target given	Projected: 246 (10/6/17 – includes museum & hotel)
	PM	No target given	Projected: 354 (10/6/17 – includes museum & hotel)
Mode Split	*Single-Occupancy Vehicle*	Reduce SOV trips to 80% of total, within first 5 years of project	Initial estimate from 2017 concert survey data: ~5% SOV rate traveling to concerts.
	Bicycle	Increase by 5-7% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 2.8%. Plans for additional data collection.
	Walk	Increase by 5-7% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 8.7%. Plans for additional data collection.
	Local Transit	Increase by 5% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 0.7%. Plans for add'l data collection.
Parking Demand		Reduce parking demand annually by 5% until a minimum of 20% reduction is reached - from peak weekday demand of ~1,450 spaces and up to ~1,900 spaces during special events (for full build out)	Initial estimates from 2016-2017 retail and events parking data: an average of 5.08 persons per vehicle for events and concerts. Plans for additional data collection.
Other: Carpooling/Vanpooling		Increase by 5% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 63.4%. Plans for additional data collection.
Other: Intercity Bus or Rail		No target given	Initial estimate from 2017 concert survey data: 0.3%. Plans for add'l data collection.

TDM Strategies

Note strategies identified in original TDM Plan and current status.

Strategy	***Status***
Coordinate & promote rideshare (carpooling)	Currently promoted. Exploring possibilities for additional coordination, e.g. using groupcarpool.com for events.
Coordinate & promote local and intercity public transportation (METRO, AMTRAK, Concord Coach, shuttle from Mercy Hospital)	Currently promoted. Concert shuttle from Mercy hospital reactivated. Plans for additional cross-promotion and collaboration with local and intercity transit; e.g., AMTRAK promotions and continuing exploration of METRO transit link between Old Port and Thompson's Point.
Promote walking and bicycling	Currently promote bicycle and pedestrian access. Growing sidewalk and bicycle parking infrastructure on site. Cross-promotion with trails work at and near site. Improvements to nearby Neighborhood Byway network expected in Summer 2018.
Strategic parking management	Initial parking constructed and now charging for parking. Under management by Unified Parking Partners and enforcement by Park Select. Collecting data and in communication for best event management practices.
Event scheduling and management	Full implementation of Event Management Plan and ongoing updates based on management experience. Weekly event scheduling check-in with tenants.
Transit-Oriented Development TIF	TIF property tax revenue from the development is accumulating for transit improvements. City working on plan to use funding for local transit linkage between the Jetport, PTC/TP, and the Old Port via the Congress Street corridor.

A. Development Program and Commitment to TDM

As with most large build-out projects and in part due to the effects of the Great Recession, along with its deliberate approach to adaptive development, Thompson's Point has evolved more slowly – and in slightly different ways than perhaps originally expected – than the provisions laid out in its first Transportation Demand Management (TDM) Plan. That plan was written in 2011, well before even the City's implementation of the Master Development Plan permitting methodology. The development team's experience with TDM has also grown over time from what was first proposed on paper to what has worked so far on the ground. This understanding helps to inform Thompson's Point's way forward for desired next steps for its TDM program.

The Thompson's Point development team deeply understands the value of the site's existing and future Transportation Demand Management efforts. The team also conceives of alternate transportation – walking, bicycling, carpooling and taking transit - as an extension of the Thompson's Point experience. For example, sharing a ride with friends (or strangers) to a summer concert builds community and anticipation of the event even before the group arrives on site. As the developers have stated, it is in their best interest to get it right, in order to grow as a multi-faceted destination and facilitate the ease of travel for tenants, visitors, neighbors and commuters.

As such, Forefront Partners is excited to have engaged a new General Manager and TDM Coordinator, Chelsea O'Reilly. Chelsea brings event TDM experience from her former work with the Bowery Presents and their various venues around the country, including more specifically the State Theater and the Thompson's Point Summer Concert Series. She is a good fit for managing the TDM team and the day-to-day operations of the site's TDM program.

Additional team members include staff from Soli DG, with whom Forefront Partners contracted in the summer of 2017 to help assess the TDM program. The firm assists with

Quick overview of TP's TDM planning & reporting history:

- *September 2011:* The Transportation Demand Management Plan for the Forefront at Thompson's Point was first approved
- *February 2013:* The plan was re-approved in February 2013 with Master Development Plan approval
- *November 2015:* Forefront Partners presented an Addendum to the Transportation Demand Management Plan which was approved in conjunction with the combined Brick North and Brick South Level III site plan approval (and concomitant subdivision/master plan re-approval) in early 2016
- *September 2017:* Forefront Partners provided an Interim Update to the TDM Plan as part of the Children's Museum site approval process
- *January 2018:* Forefront Partners provides this TDM Report and next steps for updating the Thompson's Point TDM Plan and future data collection

The Thompson's Point TDM coordinator is responsible for:

- Encouraging greater use of preferred modes – walking, bicycling, carpooling and taking bus or rail transit - through central online platform, social media, any on-site kiosks and site-wide promotion
- Working with Unified Parking Partners to ensure strategic parking management and monitor parking usage
- Overseeing event scheduling
- Coordinating site and tenant TDM policies and incentives
- Overseeing/conducting surveying of tenant employees and visitors
- Overseeing any trip counts
- Filing annual reports and updating the plan with the City
- Exploration of additional TDM strategies

operational and logistics management for the Maine Port Authority and provides creative and forward-thinking consulting on complex transportation infrastructures and the operational, communications, and marketing systems required to grow and manage them sustainably. DG staff have demonstrated this creativity and strategic thinking in the group's initial months of TDM program evaluation work.

In addition, the Thompson's Point TDM team has also contracted recently on this report and the updating of its TDM plan and data collection process with local TDM specialist firm, Cushman Transportation Consulting, LLC (CTC). The developers plan to continue to engage CTC on an ongoing basis to help refine overall TDM objectives and assist in creating and implementing specific TDM initiatives and the metrics and data collection tools to assess their efficacy. The Thompson's Point development team's TDM experience and project history, together with Soli DG's familiarity with Portland and regional transit infrastructures, transportation analysis, and marketing and communications, along with CTC's understanding of the local and national TDM landscape, make for an exceptional partnership. The developers believe the combined team is developing the organic, authentic, flexible, progressive and interdisciplinary TDM planning and ongoing assessment that the Forefront project requires, and which a single individual or firm would have difficulty providing.

Together, the group has begun to explore more broadly the TDM programs at evolving, multi-faceted development sites similar to Thompson's Point (e.g. in California and Northern Virginia) – including how they handle their trip and reduction targets. The team also plans to consult the upcoming release of an Urban Land Institute resource reviewing latest large site TDM program implementation and monitoring methods.

The intention is to deliver, by March 31, 2018, an updated best-practice TDM plan for Thompson's Point moving forward.

Updated Thompson's Point TDM Plan (to be delivered 3/31/18) will further clarify:

- **Implementation:**
  - operations
  - trip and parking reduction incentives and strategies
  - outreach and marketing plan – with alternate "micro TDM" proposal
  - infrastructure development
- **Monitoring & Reporting:**
  - Process for quantitative and qualitative data collection and analysis; example items likely to include:
    - Updated trip and parking reduction targets
    - Specifics on peak trip and parking demand counts
    - Specifics for assessing modal splits for non-drive alone trips – and whether modal split targets make sense vs. pure reduction on SOV trips
    - Revamped employee and visitor survey tools and methodologies
    - Best time(s) of year and intervals for data collection (e.g., annual counts between summer and fall and surveying every two years)
    - Specific goals for data analysis
    - Other best practices
  - Reporting – likely to include clarifications for:
    - Annual/biennial report with data from counts and any surveying, details of TDM activities conducted, tenant snapshots, changes to the TDM plan during the year, and plans for the following year.

Furthermore, as the TDM team has worked to flesh out initial "micro TDM" possibilities for individual leaseholders, questions have arisen regarding whether this model is truly the best fit for the site. This is in part because TDM coordination seems to work best – and serve tenants best - when it is centralized at the level of the site's overseeing management. Drafting narrative micro TDM plans for every tenant also seems to be repetitive, with little payoff in terms of providing creative solutions that don't already exist within the evolving macro TDM plan.

Tenant TDM Snapshots & Marketing for Priority Groups – to be delivered 6/30/18

- Individual tenant TDM snapshots (see Appendix A for example)
- Specific marketing plans to address the needs of different employee and visitor types

The "macro vs. micro" framework was developed by the Thompson's Point team initially in 2011, in advance of having actual tenants and operational partners engaged in real time business activities. While it functions well as a theoretical structure for organizing information, it appears to have shortcomings when it comes time to translate strategic principles into operational models that actual tenants, visitors, and guests can embrace and consider authentic and genuine. Without that authenticity and the ability to engage site users at that more immanent level and work with them to develop shared goals and meaningful performance measures, there is less chance of meeting TDM targets. What has actually unfolded over the past couple of years of operations at Thompson's Point represents the beginnings of a highly successful TDM program that has real buy-in from a diverse mix of users, and is a fertile ground for future innovation and exemplary performance.

Thus, what seems most useful to address tenants' TDM needs and meet Thompson's Point's larger TDM goals is to:

1. Provide the city with *individual tenant TDM snapshots* during the regular TDM reporting process. These snapshots will include specifics on tenant activities, employees, visitors, transportation mode share, TDM initiatives and other pertinent information. *An example of a tenant snapshot using plans for Hotel Portland can be found in Appendix A.*
2. Develop *marketing and outreach plans that specifically address* the transportation behavior and *needs of different employee and visitor types, also known as "Priority Groups*." These will incorporated in the site's updated TDM Plan. The site's marketing quite often piggybacks on the various users' and tenants' own marketing efforts. The TDM team seeks to leverage those marketing synchronicities, as tenants are best equipped to reach their patrons, employees, and visitors in a genuine fashion.

The TDM team proposes these pieces as the "micro TDM" alternative. It is the team's view these will provide much more succinct and meaningful targets and cogent descriptions of proposed initiatives than the micro TDM plans first conceived in 2011, in the absence of the diverse user group that is in place today. *The developers welcome city staff's feedback on this methodology. The TDM team plans to deliver these individual tenant snapshots and priority group marketing plans by June 30, 2018 (with the exception of the snapshot for the Hotel Portland, which is attached hereto).*

The TDM team then expects to collect the next round of data and conduct surveys under the new TDM plan between June and December 2018. This will likely be based on seasonal use of the site, e.g., summer concert data collection and then more regular daytime use in fall and early winter, that still includes events at Brick South and tenant activities in Brick North.

New Data Collection (June-Dec. 2018) and Next Annual Report (Jan. 2019)

- Updated data collection and surveying to be conducted between June-December 2018
- Submission of next annual report under the revised TDM plan in January 2019

In January 2019, the Thompson's Point team plans to produce its next annual report under the revised TDM plan, using the updated targets and data collection process.

B. Property Description & Transportation Context

Within the context of Portland's current growth and after decades of Thompson's Point being fairly underutilized as an industrial site, Forefront Partners is ever mindful of its responsibility to help form a coherent new neighborhood, with a vibrant mix of land uses that help the area thrive for the long term.

Photo above: Pre-development photo of TP's regional context: http://www.portlandmaine.gov/PhotoGallery/17/_mg_6442%20-%20thompson%20point,%20fore%20river,%20portland,%20maine.jpg

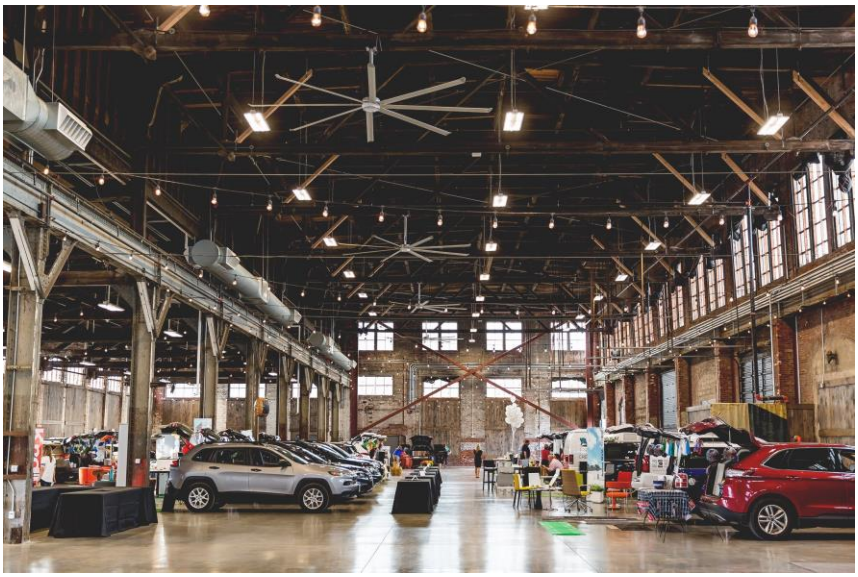
The development team is also conscious of Thompson's Point's unique location in the City of Portland and in the region - just off the Portland Peninsula and near the Libbytown neighborhood, plus served by intercity and local public transportation, local walking and bicycling networks, and Interstate 295. In addition, the site is highly visible to people traveling through the region by bus, train and via the highway. The peninsular nature and geographic boundaries of the point that make the site so interesting also encourage the use of alternate transportation, given that there is only one route for automobile traffic onto and off of the site.

As a multi-use site with cultural amenities, such as Circus Maine and the Cryptozoology Museum, and varied events, such as Bissell Brothers' beer releases, Cellar Door wine and food pairings, and the State Theatre concert series, Thompson's Point is fortunate to draw both visitors who are local and also those from across Maine and New England and beyond.

In addition, the developers have worked hard to restore specific buildings and structures to connect the site with its shipping and rail roots. Examples include refurbishing and modernizing Brick North and Brick South, which were used for train repair and storage. There is also the renovation of the former Union Station rail platform shed, which now serves as an outdoor venue for concerts, festivals, weddings, and other events, as well a seasonal ice skating rink from November through March. Earlier in Portland's history, Thompson's Point served boat and barge traffic on the Fore River and the Cumberland and Oxford Canal. The plan to restore water access to the site is another exciting part of its transportation context.

C. Recent TDM Data Collection, Surveying & Assessment Work

The Thompson's Point TDM team has spent this past fall cumulating qualitative and quantitative data gathered over the past two years to self-evaluate, inform the city of its TDM program and plan for next steps. This has included working with Unified Parking Partners to gather parking numbers for different occasions in 2016 and 2017. Forefront Partners has also worked with its various partners, tenants and vendors to determine the number of attendees at events at the multiple venues on the point during these same two years, including the summer concert series and events at the newly-opened Brick South building. The data show an average of 5.08 patrons per parked vehicle for events and concerts.



Recent Surveying & Data Collection

- Consolidating parking and event attendee data - average of 5.08 patrons per parked vehicle for retail customers and events goers
- Interviews with partners and tenants
- Survey data from event attendees
    - SOV: 4.7% of respondents
    - Carpool: 63%
    - Ridehailing (e.g. Uber): 19.5%
    - Walk: 8.7%
    - Bicycle: 2.8%
    - Local Transit: .7%
    - Intercity Bus/Rail: .3%
- Unstructured conversations with city officials
- Unstructured conversations with community leaders and members
- Plans for revising data collection and surveying process

The State Theatre conducted an online survey program with Thompson's Point concert patrons from this past summer of 2017, using the survey tool developed with the City for the 2015 Addendum to the TDM Plan (attached as Appendix B). Six hundred eighty-three attendees responded, offering a snapshot of event goers' travel behavior and experiences. Survey participants included people coming not only from Maine but also from around New England and the Maritimes - as well as from places as far away as New Jersey and Illinois. Only 4.7% of those completing the survey drove alone to the concert. The portrait of how the rest of the attendees reached the concert included carpooling (63%), ridehailing (19.5% - via Uber, Lyft, taxi, hotel shuttle, or being dropped off by private vehicle), walking from home or a friend's house or a nearby hotel (8.7%), bicycling (2.8%), taking METRO (0.7%) and using intercity bus or rail (0.3%). Fifteen percent of survey participants had used METRO service at some point and 45% said they would take METRO to a concert at Thompson's Point – this obviously only applied to those attendees who were from Greater Portland.

In addition to the data collection and surveying this fall, the TDM team has conducted individual interviews with its tenants and partners to identify how employees and visitors access the point and to document tenants' TDM interests, needs and concerns. The minutes of each interview can be found in Appendix C. A number of common threads emerged from these interviews that have helped greatly to hone Thompson's Points objectives and plans for next steps in its TDM work. Examples include:

- Continued interest in the need for stronger public transportation connections between the Old Port/Waterfront to help cruise ship and hotel visitors access the site - and conversely, in the near future, for Thompson's Point hotel guests to reach the Old Port.

- Encouraging dropoff and pickup for ridehailing trips (Uber, Lyft, taxi, etc.***)*** at the end of Sewall Street - as well as at an on-site taxi stand.
- Improving visitor wayfinding and multi-modal information to access the site - via a central online resource, local tourist maps, GPS, and physical signage.
- Need for TDM resources for employees as the employee pool expands on the site.

The developers are excited to use this feedback and guidance to create expanded tools and resources to address these needs.

As mentioned in Section A and planned for the updated TDM Plan to be delivered in March 2018, the team is also looking at TDM programs and data collection at other multi-use development sites to make recommendations for the best practice data analysis and reporting process going forward.

D. Current Thompson's Point TDM Marketing, Strategies and Best Practices

As stated above, the Thompson's Point TDM program has evolved over the past several years of development and the team's TDM practice has grown greatly through its on-the-ground experience. The following narrative describes the current strategies, incentives and disincentives the group actively utilizes to reduce drive alone trips and parking demand. The team is also excited to be exploring additional strategies for the updated TDM Plan.

Strategic Parking Management

The Thompson's Point development team understands that fully managed and shared parking will produce the strongest results for reducing single-occupancy vehicle trips to the site. With the increase in development activity and the completion of initial parking infrastructure (217 paved spaces, 516 +/- unpaved, and 300 offsite paved) Thompson's Point has recently made the important shift to paid parking. This is managed by Unified Parking Partners and under the enforcement efforts of Park Select, whose employees are in regular communication with the developers and the TDM team, including for events.

Parking

- Initial parking constructed: 217 paved spaces, 516 unpaved
- Fully managed (Unified Parking Partners) and shared – now charging for parking on site
- Agreement with Mercy on the Fore to use an additional 300 spaces for overflow parking for events

Paid parking has been part of the Thompson's Point plan since the outset, but for the first few years of the development - other than large events such as concerts where patrons were charged for on-site parking - there was no fee associated with daily parking on-site. Providing virtually unlimited free parking serves as a *de facto* disincentive to effectively encourage the regular use of alternate modes of travel. The move to paid parking helps encourage tenants, employees, patrons and guests to see

parking as a finite resource with an associated cost and improves openness to looking at different transportation practices across the board.

Thompson's Point also has an ongoing agreement with Mercy Hospital to utilize the approximately 300 spaces in its Fore River lot for overflow parking for events. This enables Thompson's Point's use of the lot on evenings and weekends, subject to providing prior notice. Staffing and security is at Thompson's Point's sole cost and the patrons are charged a lower fee than on the point. This fee covers the cost of operation with any surplus going to a charity. Forefront does not profit from this parking.

Rideshare

While the TDM team actively promotes carpooling to Thompson's Point, the very nature of many of the tenant activities – e.g., food and beverage establishments, event purveyors and cultural attractions like the skating rink and Cryptozoology Museum – tend to attract people coming in groups. Couples, friend groups and families most often arrive in passenger vehicles carrying more than one person. Thus, carpooling is the most common preferred mode of transportation that visitors use to access the site.

Rideshare

- Active promotion of carpooling for visitors
- Most common alternate mode of transportation to site

Promotion of Local and Intercity Public Transportation

The Thompson's Point development team is very cognizant of its role as a transit-oriented development (TOD) and its status as a TOD tax increment financing district within the City of Portland. Having METRO, Concord Coach and Amtrak service at the point's front door continues to be a tremendous opportunity for the site. Moreover, as Thompson's Point has developed over the past two years, the site's offerings have become an amenity for these transportation providers as well. In 2016 and 2017 the TDM team conducted outreach to enhance and expand collaboration with these key partners. This included:

Transit

- VIP express lane for transit riders to enter outdoor concert venue
- Active promotion of METRO, Concord Coach and Amtrak for visitors
- Active promotion of METRO service for employees

- For all three providers:
    - Creating an "Express" lane at the outdoor concert venue to allow METRO, Concord Coach and Amtrak riders (as well as Bicycle Benefits patrons) to bypass the long ticket line and enter the venue immediately when doors open;

- Active promotion of METRO, Concord Coach and Amtrak on the summer concerts website;
- Facilitating meetings and ongoing conversations between tenants and event partners regarding how METRO, Concord Coach and Amtrak can play a viable role in getting their patrons to and from Thompson's Point - both for events (concerts, Brick South events such as the Flower Show, etc.) and also for ongoing business activities (Circus Maine cabarets and classes, Bissell Brothers tasting room visits and beer launches, Cellardoor events, and International Cryptozoology Museum visits)

- Exploring "sponsorship" collaborations, such as the Sunaana music festival (see Amtrak below) and other reciprocal marketing possibilities to co-promote events on the point and access to them via transit
- Inclusion and participation of all providers in public meetings and other planning for the next steps of the site's development (e.g., Children's Museum and hotel).

- *METRO:*
  - Facilitating meetings and ongoing conversations between tenants and METRO representatives to explore ways that METRO and its expanded routes can be a viable transit option for employees and visitors;
  - METRO inclusion of Thompson's Point in its transit guide;
  - Continued discussions regarding the hoped for implementation of the "hub link" study and connecting the Portland Transportation Center with the Old Port/Waterfront.

- *Amtrak Downeaster/Northern New England Passenger Rail Authority (NNEPRA):*
    - Forefront Partners, in concert with event partners, developed the "Sunaana Express". The groups worked with NNEPRA to reserve a separate car from Boston's North Station to Portland on the eve of the Sunaana festival (March 4, 2017). The developers also partnered with Allagash Brewing Co. and local folk rock musician Conor Garvey to create a festival experience on the train, as patrons traveled to Bissell Brothers for the Friday night launch event (with Icelandic band Mammut playing at the Brewery). This initiative will expand for the 2018 Sunaana event.
    - Similarly, Thompson's Point has developed, and continues to explore ways to grow and innovate, other cross promotions like the Maine Brewers Guild Winter Session this month (photo at right)

    - Thompson's Point and the Rink at Thompson's Point worked with NNEPRA to cross-promote the rink and NNEPRA's "Ride With Santa" event in early December, and to explore ways to utilize the Downeaster for more regular transit to and from Thompson's Point (say, residents in Biddeford/Saco coming to the rink, or to one of the Brick North businesses, for instance).
    - Providing hosting space for the Downeaster station meeting at Brick South.

Walking & Bicycling

Thompson's Point is located near a growing pedestrian and bicycle network, including the Fore River Parkway multi-use path, Congress Street bike lanes, the Fore River Trail, neighborhood sidewalks and the expansion of the Portland Neighborhood Byway to connect the Portland Transportation Center with Deering Center. Forefront Partners' relationship with Portland Trails has been very

Walking & Bicycling

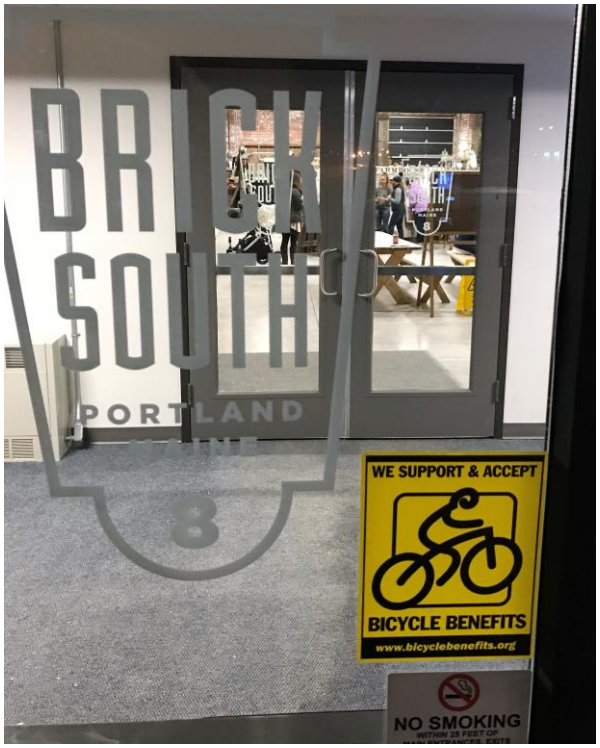
- On-site bicycle parking and additional seasonal bike racks
- VIP express lane for Bicycle Benefits riders to enter outdoor concert venue
- Active promotion of walking and bicycling for visitors

fruitful – both in terms of increasing trail connections to and near the point and also tapping into the organization's mission to promote active transportation and community engagement. Portland Trails' encouragement of walking and bicycling to Thompson's Point has been a major force in the development's ability to increase walk and bike mode share and reduce drive alone trips.

Thompson's Point and Portland Trails have partnered on various creative placemaking activities, such as the inclusion of the "Parklet" area at the end of Thompson's Point, which has become a popular spot for residents, tenants, and event visitors alike.

The TDM team has sought to encourage the use of this walking and bicycling infrastructure in the following ways:

- Collaborative sponsorship with Cyclemania to provide over 70 bicycle racks for summer concerts, and co-promotional partnership with Portland Trails to help promote the use of these racks for concert attendees;
- Creating a "METRO Express" lane at our outdoor concert venue to allow Bicycle Benefits patrons (as well as METRO, Concord Coach and Amtrak riders) to bypass the long ticket line and get into the venue immediately when doors open;
- Active promotion of walking and bicycling on the summer concerts website;
- Facilitating conversations with tenants to encourage use of bicycle racks for their employees and guests;
- Bissell Brothers and Libbytown Neighborhood Association partnership on Trail Cleanup Days
- Featured destination and Thompson's Point trail mapping on the Portland Trails web site.
- Commitment to Portland Trails collaboration through dedication of easement and license agreements
- Promotion of Portland Trails during events at the pocket park

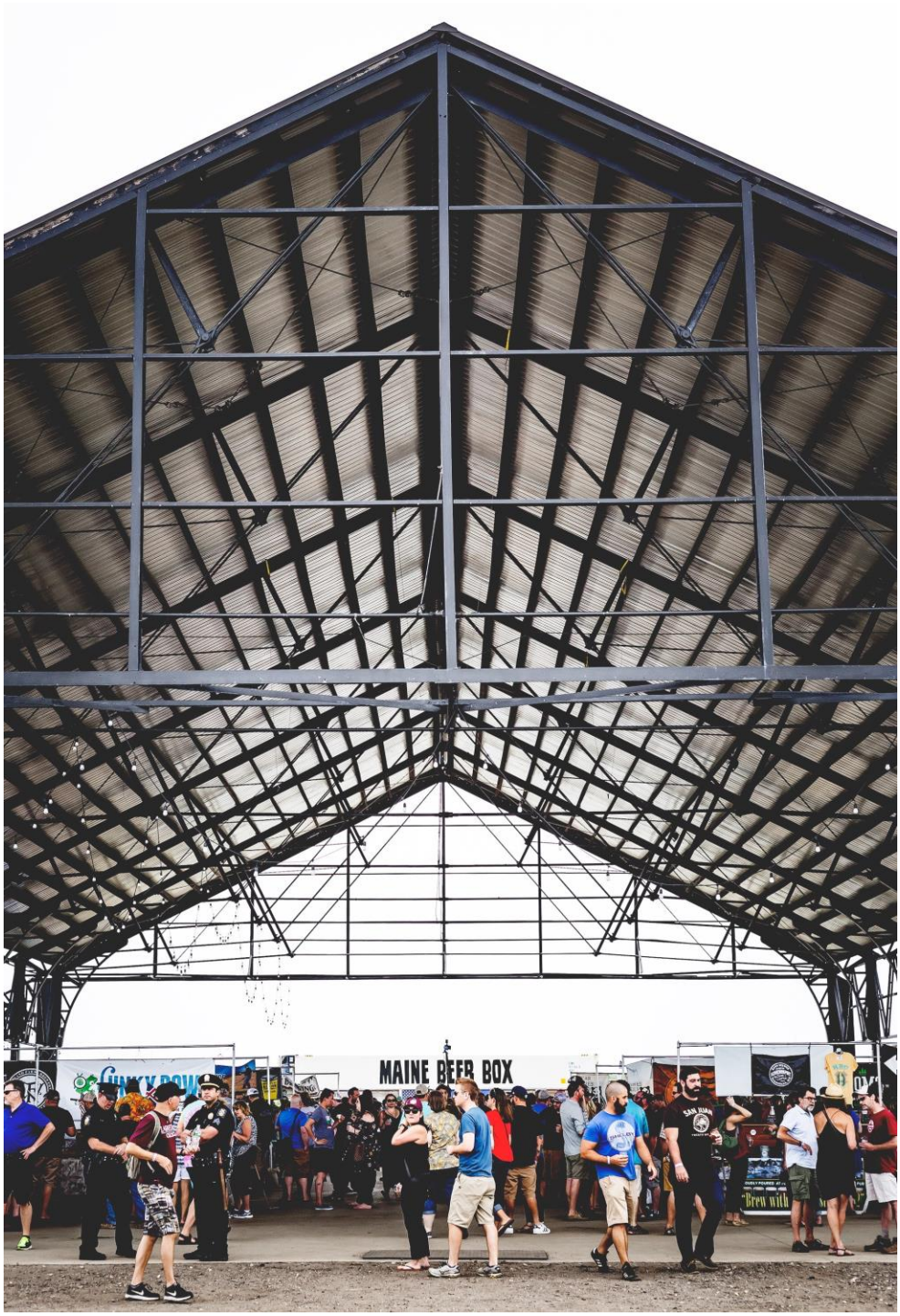


- Co-promotion in July 2017, with Portland Trails, the Libbytown Neighborhood Association, Brick South, and the State Theatre/Summer Concert Series of a "meet and greet" and grove tour with artist Sam Van Aken, creator of the "Tree of 40 Fruit" grove of hybrid heirloom stonefruit trees at Thompson's Point; combined with Brick South beer hall and Libbytown Neighborhood Association concert ticket giveaway.

Event Management

The TDM team and its event partners have fully implemented the site's 2014 Event Management Plan and an extensively expanded plan (attached as Appendix D). The group checks in with all tenants on a weekly basis to manage the site's event schedule. After three full summer concerts seasons and ten months of Brick South rentals, the TDM team and Unified Parking Partners have a wealth of experience in how best to facilitate pedestrian, bicycle and vehicular traffic and parking on the site.

Following are two case studies of proactive event management from this past year, showing the type of active learning the TDM team seeks to practice in order to learn lessons and improve performance as Thompson's Point grows.



TDM Team Report: A Great Convergence of Events

Saturday, August 5, 2017: *Thompson's Point held one of our larger summer concerts, the Alabama Shakes, with attendance over 7,300 people, along with a 300+ person wedding in Brick South. While we'd held many large concerts and multiple Brick South events prior to this date, it was the first time we'd had both overlapping on the same day. Additionally, as with most summer concert Saturdays, things were busy at Brick North (Bissell Brothers, Cellardoor, Circus Maine).*

It represented the first real test of our capacity to execute our Event Management Plan with the combination of all of these uses on the same day and same time, while also preserving parking turnover for Brick North tenant visitors.

One of our team members spent the afternoon and evening walking the site and inspecting the condition of entering traffic, parking availability, and pedestrian flow. At no point was the entering traffic congested at either the Fore River Parkway or on either side of the rail crossing, nor was there ever a shortage of Brick North parking. Inspection was made at 10 minute intervals, and at each observation, there were at least three and often up to ten parking spaces available on Lot 1 (the lot immediately to the south of Brick North's primary tenant storefronts) and Lot 2 (the lot immediately to the west of the Circus Maine space and outdoor plaza).

The one observation that staff made that has resulted in an operational change is that, given the high volume of pedestrian traffic on the sidewalk just south of the rail crossing prior to the beginning of the concert, it was often difficult for parking staff to direct cars into Lots 4-5 (the two lots on the westerly side of the site, proximate to the Portland Water District pump station area) as the entrance to those lots was often blocked by the flow of pedestrians. For this reason, we have modified the Event Management Plan to direct parking staff to station an attendant at the entrance to these lots to pause pedestrians temporarily to permit cars to turn in (the inverse is already practiced during concert exit, where staff is stationed to direct vehicles to ensure pedestrian safety.

Otherwise, this represented the first instance where all of the various event types (and in the case of the concert, one of the higher volume attendances) were successfully balanced and the Event Management Plan (as amended) was properly executed. And even then, we found room for improvement!

Photo above: the wedding party rocks out in the VIP area.

The Maine FLOWER SHOW

TDM Team Report: Lessons from the Early Birds – and they're all early birds

Wednesday, March 29 – Sunday, April 2, 2017: *Brick South had its second major event post-renovation, the Maine Landscape Nursery Association's Flower Show, which is a repeat annual event. This was, and remains, by far our highest attended event (topping 16,000 visitors between the gala on March 29 and the four event days—March 30 through April 2, 2017—and quite likely would have topped 20,000 but for the winter snow storm on Saturday, April 1).*

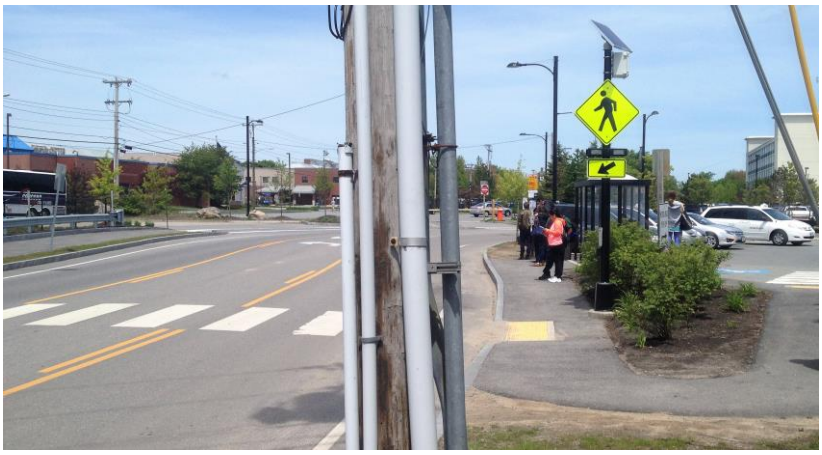
Overall this event was a significant success in terms of following the Event Management Plan over the course of a several day event with peaks and troughs in attendance.

The one significant failure came on the first morning of the event, Thursday, March 30, when our team failed to anticipate the number of visitors who decided to arrive 20-30 minutes in advance of the venue opening to the public at 9:00am. Our previous large events had largely occurred on evenings or weekends, and would often see visitors arriving over the course of one or more hours prior to the event start time. In this case, though we had staff stationed at the right locations and prepared for the event's start time, our team and the event's organizers were simply caught by surprise by the number of attendees who arrived all at once in order to be the first ones inside the venue. Since this event, we've had other large attendance trade shows with a similar tendency to foster a desire to be "first through the door," and have staffed accordingly, with the result that we've been able to avoid this backup of traffic entering the site. On that particular morning, because we were caught off guard, we ended up with significant delays entering the site until approximately 12:00pm when we saw the first wave of visitors exit; from that point on, we avoided a repeat of this scenario, including the following morning, Friday, March 31, when an even greater number of attendees arrived for the 9:00am opening time.

For this reason, we've amended our Event Management Plan to provide for staffing in anticipation of the maximum number of attendees anticipated at any one time for a weekday trade show at least one hour prior to its opening. That is to say, rather than imagine that we'll see an event's average attendance on site at any one "turn" during that event and staffing for that, we plan that we'll see the total capacity for the event arrive at the same time at the opening of the event, staff for that, and then potentially release staff as the event unfolds over the course of the day.

E. Report on Project-Specific Infrastructure Improvements

General Contribution to Area Transportation Improvements



The Thompson's Point project has produced and leveraged a number of traffic calming and pedestrian infrastructure improvements in the Libbytown and the Portland Transportation Center area. These were made possible through the developers' private local match dollars and the Economic Development Administration and Federal Highway Administration grant package for Forefront Partners – as well as through the project's partnership with MaineDOT, the City of Portland, the Portland Area Comprehensive Transportation System and NNEPRA.

Sidewalk & Crossing Improvements

The development team has built approximately 50% of the Thompson's Point circular road, with accompanying sidewalks, crosswalks and signage. This ties the site in further with the original pedestrian amenities and traffic calming improvements mentioned above. Another 25% of the circular road and pedestrian accommodations will be built with the addition of the Children's Museum and the hotel. The TDM team is also looking forward to the City's Summer 2018 construction of the expanded Portland Neighborhood Byway network, with wayfinding and crossing improvements connecting Thompson's Point and the Portland Transportation Center to Deering Center.

Bicycle Storage and Shower Facilities

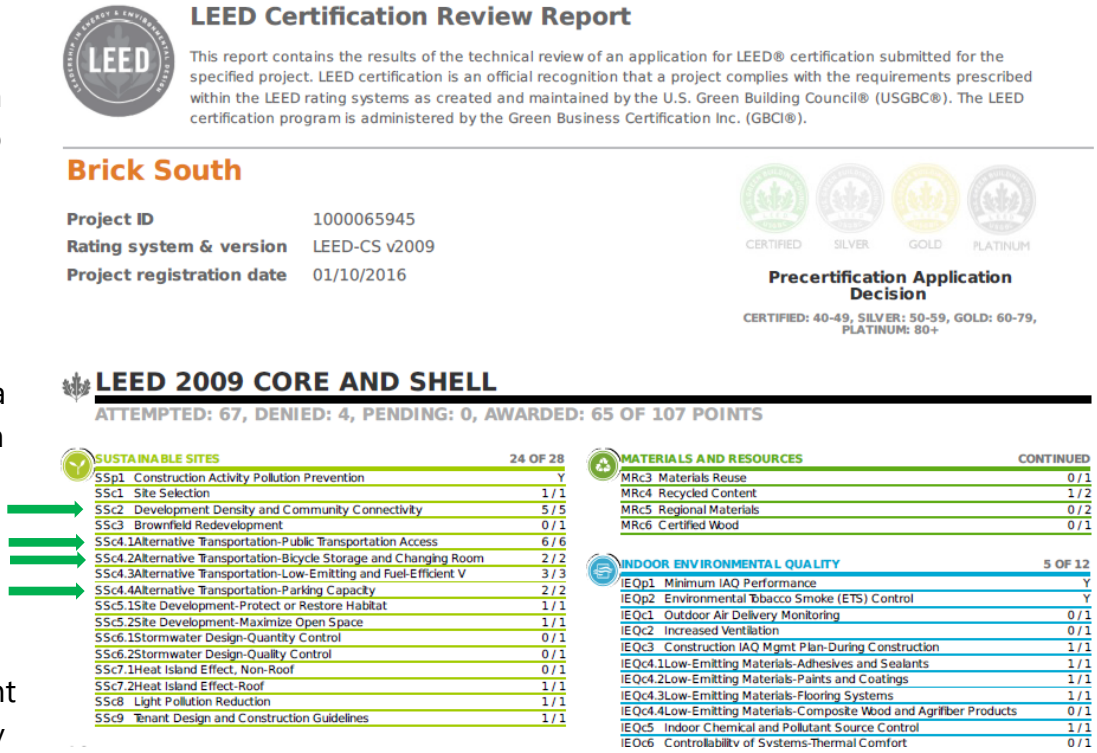
Under each building's LEED certification, Thompson's Point has met or exceeded the provisions for bicycle storage and shower/changing room facilities (this includes shower and changing rooms in Brick North and Brick South). The site currently has 8 fixed bike parking lollipop racks (2 spaces per rack) and two moveable bike corrals (18 spaces per rack) currently parked in front of Brick South – thus providing a total of 52 bicycle parking spaces.

Proposed METRO Transit Stop on Thompson's Point

The developers are working with METRO to coordinate the optimal location of a new METRO transit stop and shelter on the south end of the point. They anticipate it being either proximate to the hotel and the Children's Museum of Maine entrance on the south side of the pedestrian alley, or in front of Brick South. The TDM team's understanding is that this would be an added stop on the existing Route 1.

LEED Certification with Associated Transportation Credits

Thompson's Point has pursued a minimum of LEED Silver certification for all of its projects (to date, Brick North, Brick South, and the Hotel Portland project – see example certification review of Brick South below), and has taken a campus-wide approach to sustainability and LEED certification efforts. The buildings have all been awarded full point scoring for support of development density and community connectivity, not exceeding any minimum parking requirements, and providing public transit access and bicycle storage.



LEED Certification Review Report

This report contains the results of the technical review of an application for LEED® certification submitted for the specified project. LEED certification is an official recognition that a project complies with the requirements prescribed within the LEED rating systems as created and maintained by the U.S. Green Building Council® (USGBC®). The LEED certification program is administered by the Green Business Certification Inc. (GBCI®).

Brick South

Project ID	1000065945
Rating system & version	LEED-CS v2009
Project registration date	01/10/2016

CERTIFIED SILVER GOLD PLATINUM

Precertification Application Decision

CERTIFIED: 40-49, SILVER: 50-59, GOLD: 60-79, PLATINUM: 80+

LEED 2009 CORE AND SHELL

ATTEMPTED: 67, DENIED: 4, PENDING: 0, AWARDED: 65 OF 107 POINTS

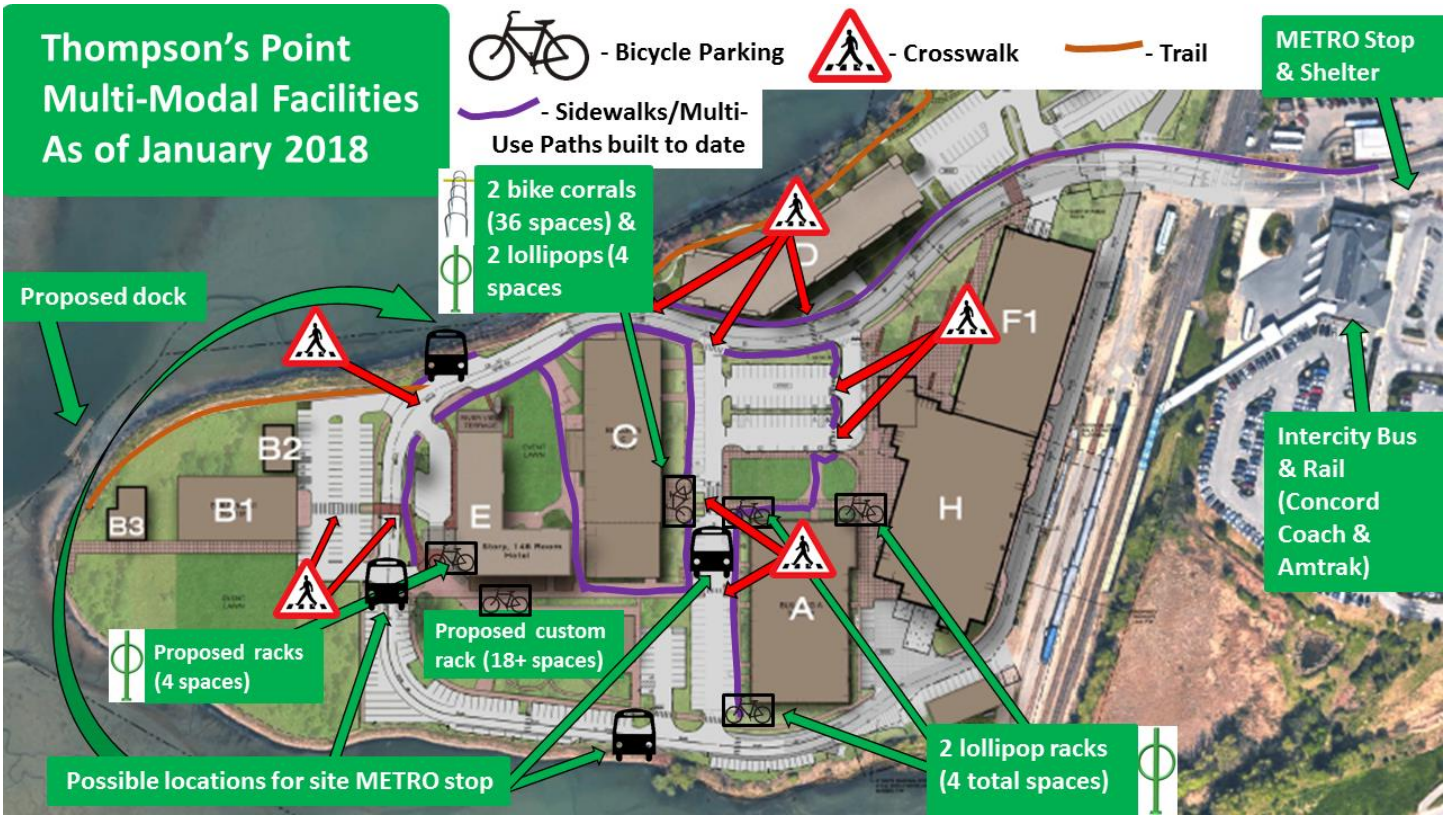
SUSTAINABLE SITES	24 OF 28
SSp1 Construction Activity Pollution Prevention	Y
SSc1 Site Selection	1 / 1
SSc2 Development Density and Community Connectivity	5 / 5
SSc3 Brownfield Redevelopment	0 / 1
SSc4.1Alternative Transportation-Public Transportation Access	6 / 6
SSc4.2Alternative Transportation-Bicycle Storage and Changing Room	2 / 2
SSc4.3Alternative Transportation-Low-Emitting and Fuel-Efficient V	3 / 3
SSc4.4Alternative Transportation-Parking Capacity	2 / 2
SSc5.1Site Development-Protect or Restore Habitat	1 / 1
SSc5.2Site Development-Maximize Open Space	1 / 1
SSc6.1Stormwater Design-Quantity Control	0 / 1
SSc6.2Stormwater Design-Quality Control	0 / 1
SSc7.1Heat Island Effect, Non-Roof	0 / 1
SSc7.2Heat Island Effect-Roof	1 / 1
SSc8 Light Pollution Reduction	1 / 1
SSc9 Tenant Design and Construction Guidelines	1 / 1

MATERIALS AND RESOURCES	CONTINUED
MRc3 Materials Reuse	0 / 1
MRc4 Recycled Content	1 / 2
MRc5 Regional Materials	0 / 2
MRc6 Certified Wood	0 / 1

INDOOR ENVIRONMENTAL QUALITY	5 OF 12
IEQp1 Minimum IAQ Performance	Y
IEQp2 Environmental Tobacco Smoke (ETS) Control	Y
IEQc1 Outdoor Air Delivery Monitoring	0 / 1
IEQc2 Increased Ventilation	0 / 1
IEQc3 Construction IAQ Mgmt Plan-During Construction	1 / 1
IEQc4.1Low-Emitting Materials-Adhesives and Sealants	1 / 1
IEQc4.2Low-Emitting Materials-Paints and Coatings	1 / 1
IEQc4.3Low-Emitting Materials-Flooring Systems	1 / 1
IEQc4.4Low-Emitting Materials-Composite Wood and Agrifiber Products	0 / 1
IEQc5 Indoor Chemical and Pollutant Source Control	1 / 1
IEQc6 Controllability of Systems-Thermal Comfort	0 / 1

Proposed Water Access to Site

As mentioned in section B and as shown in the image at right, during the buildout of the hotel and related infrastructure the development team plans to construct a seasonal dock at the southwestern edge of the point. The dock and float would connect to the Fore River channel. Thompson's Point will manage the dock and access to it, which will provide for water taxi and water shuttle service to the Old Port and Casco Bay, as well as providing for the launch of kayaks, canoes, paddleboards, and related programming.



The Thompson's Point development team is proud of the TDM infrastructure, programmatic and assessment work of the work of the past two years, feeling it has met well the spirit and intent of what was promised in the 2015 Addendum to the TDM Plan. In addition, this sense of accomplishment also comes from Forefront Partners' extensive efforts to grow its TDM knowledge base, enhance its methodologies, and add capacity and expertise through additional partners. Based on all that has been attained within this time frame, the group looks forward with great anticipation to the TDM execution and outcomes of the next two years.

F. Appendices

A. Hotel Portland Tenant Snapshot
B. Thompson's Point Concert Feedback Survey
C. Minutes from individual tenant interviews
D. Updated Event Management Plan – January 2018

Appendix A: Hotel Portland Tenant Snapshot

TENANT TDM SNAPSHOT

Company Information

Company Name: Forefront Hoteliers, LLC

Website: www.hotelportland.com

TDM Contact: Shari Young

Ph: 603.559.2606

Email: shari@northernhospitality.com

Business profile and additional comments: Hotel Portland is a 148 room full serve hotel, part of the Tribute by Marriott portfolio.

Sq. ft.: 90,000

# of emplys: 20+/-

Estimated customer volumes:

	U 50	50-200	200-500	500+
Daily:		☑		
Special events:		☑		

Employee Focused TDM Information

Modal Split
Employee Commute Methods

Transportation Mode

	SOV	%	PUBLIC	%
	☑	45	☑	5
	CARPOOL		BIKE	
	☑	10	☑	5
	TAXI (UBER, LYFT)		FOOT	
	☑	30	☑	5

OTHER / COMMENTS: Estimate based on other hotels under management.

Employee Focused TDM Initiatives

		% ADOPTION
Initiative 1:	METRO ride to work (target)	10
Initiative 2:	Bike to work	2
Initiative 3:	Carpool	10

DETAILED DESCRIPTIONS ON PAGE 2

Customer Focused TDM Information

Modal Split
Customer Commute Methods

Transportation Mode

	SOV	%	PUBLIC	%
	☑	20	☑	5
	CARPOOL		BIKE	
	☑	65		
	TAXI (UBER, LYFT)		FOOT	
	☑	10		

OTHER / COMMENTS: Estimates based on other hotel properties under management.

Customer Focused TDM Initiatives

		% ADOPTION
Initiative 1:	Promote use of Amtrak Downeaster	
Initiative 2:	Promote use of water taxi/shuttle to and	
Initiative 3:	Promote METRO use to and from	

DETAILED DESCRIPTIONS ON PAGE 2

Customer Information - Check all that apply

Age Groups

	U 21	%
	☑	10
	21 - 35	
	☑	35
	36 - 59	
	☑	35
	60 +	
	☑	20

OTHER / COMMENTS: Forecasted.

Details

	FAMILIES		SCHOOLS
	☑		☑
	LARGE GROUPS		BUSINESSES
	☑		☑
	LOCAL		NON-PROFITS
	☑		☑
	OUT OF STATE		GOVERNMENT
	☑		☑

OTHER / COMMENTS: All apply as part of hotel guest profile.

You may fill out by using an updated version of Adobe Reader and saving a copy, or by printing and returning to the Thompson's Point TDM Coordinator.

TDM Coordinator - Chelsea O'Reilly
Thompson's Point. 501 Danforth Street. Portland, ME 04102
917.254.7587 chelsea@thompsonspointmaine.com

TENANT TDM SNAPSHOT

Employee Focused TDM Initiatives

Initiative 1:

Hotel Portland will actively encourage its employees who live on or near a transit line (METRO, South Portland, Shuttlebus/ZOOM, Lakes Region Explorer, etc.). We will pay half the cost of annual rider passes for our FTE employees, and/or offer other promotional benefits such as free concert tickets, raffling off vacation time to multi-modal employees, etc.

Initiative 2:

Hotel Portland will actively encourage bicycling/walking to work by offering a METRO or other transit pass to employees who bicycle to work at least 50% of the time, as well as offering one free annual bicycle maintenance visit to a bike shop, free concert tickets and other promotional items.

Initiative 3:

Hotel will participate in GoMaine efforts to encourage carpooling and provide free concert tickets and other offerings to employees who carpool at least 50% of the time.

Future initiatives, TDM developments

To be evaluated after the first year of occupancy.

Customer Focused TDM Initiatives

Initiative 1:

Hotel Portland will actively promote the use of the Amtrak Downeaster as a transit option to and from Thompson's Point. This will take the form of co-promotional and marketing efforts that will offer hotel stay packages that include Amtrak travel, both to get to and from Portland, as well as for day trips from Thompson's Point during the guests' stay.

Initiative 2:

Hotel Portland will work with Thompson's Point to establish and promote the use of water shuttle and water taxi conveyance from the to-be-built seasonal dock at Thompson's Point to and from the Old Port area. This, together with the encouragement of METRO (below), is part of a larger effort to demonstrate that a stay in Portland can be made efficient, enjoyable, and sustainable without requiring guests to have vehicles of their own (either to get to and from Hotel Portland, or to travel around Portland during their stay).

Initiative 3:

Hotel Portland, together with other Thompson's Point businesses, will actively promote the use of METRO (the regular service as well as the forthcoming direct service running from the Jetport/PTC/Old Port via Congress). This will include offering printable free METRO day passes pre-trip, with clear directions for taking the bus from the airport, as well as downtown. The hotel will also endeavor to headline info on METRO and other preferred modes of travel before offering visitor driving directions and parking information.

Future initiatives, TDM developments

To be assessed after the first full year of occupany.

You may fill out by using an updated version of Adobe Reader and saving a copy, or by printing and returning to the Thompson's Point TDM Coordinator.

TDM Coordinator - Chelsea O'Reilly
Thompson's Point. 501 Danforth Street. Portland, ME 04102
917.254.7587 chelsea@thompsonspointmaine.com

Appendix B:

Thompson's Point Concert Feedback Survey

REQUEST EDIT ACCESS

Thompson's Point Concert Feedback

Dear Thompson's Point concert-goer,

We would like to thank you for your patronage and hope you enjoyed your concert experience at Thompson's Point as much as we did!

As a transit oriented development, Thompson's Point (and our concert partners at the State Theatre) are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to encourage other ways of getting people to and from the Point.

In order to help us better understand how people are getting to and from our concerts we have put together a brief survey. We would be very grateful if you would take a moment to fill out the survey and provide any feedback you may have. Thompson's Point has evolved by listening to the input of our patrons, and your feedback will help us make the Thompson's Point concert experience even better.

Thank you for your time and we look forward to hearing from you!

* Required

Email address *

Your email

Did you drive to the concert? *

- [ ] Yes
- [ ] No

If so, did you drive alone?

- [ ] Yes
- [ ] No

If not, how did you get to the concert?

Your answer

Would you consider carpooling? *

- [ ] Yes
- [ ] No

Have you used Uber / Lyft? *

- [ ] Yes
- [ ] No

Would you use Uber / Lyft to travel to a concert with others? *

- [ ] Yes
- [ ] No

Have you taken the METRO bus? *

- [ ] Yes
- [ ] No

Would you take the METRO bus to a concert at Thompson's Point? *

- [ ] Yes
- [ ] No

If not, why not, and what could get you to consider taking METRO?

Your answer

Where did you travel from and how long did it take you to get to the concert? *

Your answer

If you drove, would you ever consider riding a bicycle or walking to the concert? *

- [ ] Yes
- [ ] No

SUBMIT

Never submit passwords through Google Forms.

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Google Forms

Appendix C: Tenant Interviews

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Big J's
Date: 11/22/17

TENANT SNAPSHOT:

- Business description: food service
- Customer Age: a diversity of ages, with the core customer base falling in the 25-50 range
- Customer Gender: undefined
- Customer Origination: a strong greater-Portland and Maine contingent, with the customer demographics that mimic those of larger format events held on Thompson's Point
- Observed transportation tendencies of customers and employees:
    - No data available
- **Primary Areas of TDM Interest:**
    - Lobby for improved public or mass transportation options that would bring customers and employees to and from the Point
    - Communicate to customers and employees simple parking policies and Alternatives
    - Improve public or mass transportation resources so that there are new customers arriving on it daily basis, and existing customers/employees have more options for accessing the Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point venue and access signage

- It would be great if the parking way finding signage could be more visible at the entrance to the point

Public/Mass Transportation

- There is no current convenient public or mass transportation options that service Thompson's Point consistently enough to be useful to either customers or employees. Increased frequency and connectivity from Old Port to the Portland Transportation Center and eventually Thompson's Point.

Non-vehicular access

- Big J's has a very strong overlap with Bissell Brothers customers, and sees similar non-vehicular access trends primarily focused on trails and bicycle visitors

- Additional support for visitors arriving by bicycle would be great including racks, secure storage, and incentives

Areas of Improvement

- Currently, implementing universal understanding of the parking policies on Thompson's Point and an easy way to share information with those who have questions regarding how to get to the point and what to expect upon arrival

Miscellaneous notes

- A greater collaborative communication strategy surrounding large-format events on the Point would be appreciated (this is not directly TDM)

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Big Room
Date: 10/27/17

TENANT SNAPSHOT:

- Business description: digital technology services
- Customer Age: undefined
- Customer Gender: undefined
- Customer Origination: undefined
- Observed transportation tendencies of customers and employees:
    - Personal vehicles
        - Because Big Room operates by appointment, customers and guests typically drive up
        - Employees travel from near and far and park on-site because there is no other known convenient option
        - Events hosted by Big Room fall into the same predicament as the situations mentioned above, with attendees traveling to their destination by personal vehicle
- **Primary Areas of TDM Interest:**
    - There is a strong desire to improve employee access to Thompson's Point, this includes bicycle storage, personal lockers, parking for motorcycles, parking for mopeds
    - Unlike some of the other tenants at the Point, due to the business dynamics of Big Room, the company is less focused on providing resources for customers and more focused on improving options for employees and project supporters
    - Improved clarity on parking policies as they relate to guests attending Big Room professional development events

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point venue and access signage

- Wayfinding Signage improvement on local roads and within the point would only improve navigation of those trying to access
    - This includes delivery drivers as well as event attendees and customers

Public/Mass Transportation

- METRO is the single most underutilized asset that could support both customers and employees trying to access Thompson's Point, and improvements to scheduling need to be made

Non-vehicular access

- Improvement in Thompson's Point infrastructure that supports non-vehicular access would yield a higher number of employees and event attendees coming to the point by alternative transportation means
    - This includes secure bike storage, facility showers for employees who bike in to work but are subjected to harsher environmental conditions on the commute, and walkers/joggers who experience the same challenges

Areas of Improvement

- Recognize the employee and help the tenant enhance f parking alternatives at Thompson's point when folks come to work
- Improve easy public transportation option to bring employees, customers or guests to Thompson's Point

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Bissell Brothers
Date: 10/18/17

TENANT SNAPSHOT:

- Business description: taproom, brewery, events
- Customer Age: a diversity of ages, with the core customer base falling in the 25-45 range
- Customer Gender: skews strongly towards male
- Customer Origination: a strong greater-Portland and Maine contingent visits daily, but on weekends and special beer launches, there is notable traffic from out of state
- Observed transportation tendencies of customers and employees:
    - Mass transportation includes the Beer bus, hotel shuttles
    - Small amount of people come via trails and by bike
    - Can launches attract smaller ratios of passengers per vehicle because people visit the point to purchase product and leave
- **Primary Areas of TDM Interest:**
    - Broader use of Portland Trails
    - Improved infrastructure on terminal for bikers
    - Safe and more readily accessible transportation services to get visitors home
    - Clear parking policies

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

Advanced notice of parking policies would be beneficial for customers and employeesThis can be accomplished both digitally and in print, but in a centralized fashion

Thompson's Point venue and access signage

- Signage needs to start at the transportation center and percolate down into Thompson's Point, but also spread outward onto the surrounding roads

Public/Mass Transportation

- High-volume transportation options are not a high priority because the volume of customers that visit the brewery on a regular basis are so high
    - The goal would not be to bring cruise passengers by the busload to Bissell Brothers, but to increase public transportation options that customers could embrace when they decide they would like to access the Point
- It is a long-term objective to get METRO more involved with the functions that take place on the Point to help with customer volumes as well as providing safe forms of transportation home

Non-vehicular access

- Currently engaged in providing a trail map for accessing Thompson's Point from the greater Portland community
    - This document is shared in the taproom as a means of encouraging non-vehicular access of the Point
- There is interest amongst those associated with the trail network to create a waypoint system that would ultimately increase interactivity and encourage use
    - The end-product in this case could take on many forms, and have different points of interactivity with the end goal being to promote non-vehicular access avenues to Thompson's Point

Areas of Improvement

- There is greater bike infrastructure needed at the point for both customers and employees

Miscellaneous notes

- Bissell Brothers Brewing wants mission statement to reflect TDM
- Local guests most likely will be the ones to use alternative methods, not customers coming from out of state for beer (Thompson's Point to suggest Amtrak or Concord Bus trips or destination trips)

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Cellardoor
Date: 10/20/17

TENANT SNAPSHOT:

- Business description: wine bar, food service, retail, events
- Customer Age: primarily 30s and older
- Customer Gender: active participants skew more female than male, exact ratio hard to know
- Customer Origination: there is a core of repeat customers in the greater Portland area, but the winery attracts many folks from out of town and out-of-state
- Observed transportation tendencies of customers and employees:
    - Non-event customers typically come in groups of two or more and arrived by privately owned vehicles
    - Most customers visit with the intention of staying for a period of time versus to just buy something
    - Taxi services prevalent but not dominant (standard taxis, Uber, Lyft)
- **Primary Areas of TDM Interest:**
    - Greater representation of alternative methods that customers can use to access Thompson's Point,in particular, the Portland Trails connecting to the West End
    - Improved public or mass transportation options would greatly increase "foot traffic" and connect Cellardoor to customer populations associated with cruise ships and the Old Port
    - Signage on the point and the surrounding roads and centralized policies would help make the process of accessing Thompson's Point easier for planning

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Pay to park is incentive for people to car pool
- A clearly defined set of parking policies makes it more likely that customers and employees will have a positive experience, and it facilitates transportation planning

Thompson's Point venue and access signage

- Signage off interstate for Thompson's Point exit would make the process of getting to the winery easier for customers as well as creating navigational points that employees can direct people to when they receive inquiries about directions

Public/Mass Transportation

- Employees/customers would benefit greatly from improved public or mass transportation options
- There will be a METRO stop on Thompson's Point to service the children's Museum and hotel
- The road on the Point is engineered to handle buses
- Improving the line of communication between Thompson's Point and hotels so that shuttles can easily get in and out

Non-vehicular access

- Strong interest in highlighting Thompson's Point access via foot and bike
- Social or community event such as a 5K designed to benefit Portland Trails and to highlight trail connectivity from the West End to Thompson's Point, Earth Day campaign to promote non-vehicular access
- More bike friendly infrastructure on the Point would help encourage an increase in bike traffic
- Bike Benefits is something to consider

Miscellaneous notes

- Can we get more specific signage on roads for museums? Cellardoor could piggy back off them for signage due to road blocks pertaining to wine.
- Digital and web resources that centralized transportation resources and Thompson's Point access information, parking policies would be helpful for employees and customers

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Circus Maine
Date: 11/20/17

TENANT SNAPSHOT:

- Business description: circus school, training and education, performances, events
- Customer Age: children through young adults for school and training, mid-20s to mid-40s for performances and events
- Customer Gender: undefined
- Customer Origination: undefined
- Observed transportation tendencies of customers and employees:
    - Employees and students attending school arrive primarily via single vehicle or drop off
        - Very few use public transportation or come by non-vehicular means
    - Customers primarily arrive by a mix of transportation methods that include single vehicle, carpooling and taxi services
- **Primary Areas of TDM Interest:**
    - Development of a priority based parking system so that free or reduced cost parking options can be provided to employees during nonpeak hours
    - Identify a collection of off-site parking venues and a protocol that supports their utilization
    - Improve how public transportation services Thompson's Point so that low income students who don't have access to vehicles can reliably get to and from the facility

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Look more critically at how a tiered parking system could be implemented to help offset the cost of employee and customer parking during nonpeak hours when there may be ample space is available
    - Such a model would stand to benefit all tenants financially and logistically and could be employed in designated areas only to meet the needs of the Point
- Identify easy-to-find, proximal, and reliable off-site parking resources to accomplish the following:
    - Benefit students who can't afford to pay for parking (if the walking distance was short)
    - Develop a clear protocol for securing additional parking in support of larger Circus Maine functions when spaces on the Point have been presold to other tenants/events
- Develop an interface, such as a website, that customers can access to address parking inquiries

Thompson's Point venue and access signage

- Not discussed

Public/Mass Transportation

- METRO needs to greatly amplify its support of Thompson's Point to accomplish a myriad of goals:
    - Increase the flow of customers from the Old Port to the Point to allow for the development of new business and customers
    - Provide more reliable public transportation to students in need of attending class at Circus Maine
    - Create alternative transportation options as matter of easing the logistical concerns associated with parking during busy times at the Point

Non-vehicular access

- Emphasis needs to be placed on the Portland Trails network and continued improvement of infrastructure to support bicyclists on the point

Miscellaneous notes

- Cruise Maine and its passengers is a notable target of the Circus Maine staff, and working with mass transportation providers to facilitate flow between Commercial Street and Thompson's Point is a priority to explore further

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Color Me Mine
Date: 10/24/17

TENANT SNAPSHOT:

- Business description: arts and crafts, creative pottery, events,
- Customer Age: a diversity of ages, but a heavy focus on children
- Customer Gender: active participants skew towards female in adult-aged customers, no data on children
- Customer Origination: limited clarity but a majority seem to originate from within the greater Portland area
- Observed transportation tendencies of customers and employees:
    - Single attendees tend to arrive via personal vehicles
    - There is some overlap with other Thompson's Point tenants, and groups will come in one car to attend both Color Me Mine as well as other destinations
    - Very little public transportation
    - Bike, Trail biggest non-traditional modes of transportation
- **Primary Areas of TDM Interest:**
    - Point-wide collaboration on product packages so guests can easily flow from one tenant to the next
    - Centralized signage that represents businesses on the Point to improve navigation
    - A centralized point of access where employees and customers can go to gather up-to-date information about policies and news associated with Thompson's Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Passport is currently underutilized, services or parking options could be created and implemented to make planning easier
- Important to create learning opportunities regarding Passport for both tenants and customers
- Designated Driver discount or benefit – a means of making it easy to not drive if you drink too much
    - Create policy and a pass that tenants can place in vehicles if driver was impaired and decided not to drive

Thompson's Point venue and access signage

- Signage on the roads surrounding Thompson's point would be beneficial to customers

- Creating a central message board either digital or physical would allow for easier and faster sharing of transportation resources and parking policies
- Creation of a Brick North map or floor plan to improve customer experience once at Thompson's Point
- Create and mark a specific drop off location on Google maps for the Point

Public/Mass Transportation

- No METRO users at Color Me Mine due to lack of timely services
- Uber and Lyft not commonly used

Non-vehicular access

- People do come on trails and bikes to paint, but are limited to needing vehicles when they are picking up finished work to keep the fragile pottery secure
- Willing to offer discounts and incentives to encourage people to travel to Thompson's Point on foot or by bike

Areas of Improvements

- Questioned activities and security on trails, walking in the dark has been referenced as uncomfortable, lighting may help encourage people to use the trails more

Miscellaneous notes

- Having a small number of employees with a diversity of backgrounds and living situations, makes it difficult for any will single transportation solution to reach all of them
- Rink and Color Me Mine collaboration. Discounts if go same day to both businesses
- Website – use access page and enter to win month of free parking or 5 hours of parking, etc.
- Color Me Mine and Cellardoor collaboration, discount on wine if at Color Me Mine and discount on painting if at Cellardoor

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: International Cryptozoology Museum
Date: 11/10/17

TENANT SNAPSHOT:

- Business description: Museum focused on cryptozoology
- Customer Age: families, college students, and destination visitors ranging from 30s – 60s
- Customer Gender: undefined
- Customer Origination: consistent flow of local visitors, but the Museum is a destination that attracts folks from all over the country
- Observed transportation tendencies of customers and employees:
    - Personal vehicles are the dominant form of transportation that brings customers to the Museum
    - It was noted that the lack of frequent and reliable public transportation options has a notable and negative impact on visitors per year
- **Primary Areas of TDM Interest:**
    - Establish Thompson's Point as an accessible destination via the many available public transportation resources already present in the area
    - Facilitate conversations with METRO in order attract passengers that arrive in Portland via the many cruise vessels
    - Improve the Point's visibility on local tourism maps (Discovery Maps)

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

Thompson's Point venue and access signage

- Strong desire to pursue signage on the highway, especially to help the many guests that travel from far distances to visit the Cryptozoology Museum

Public/Mass Transportation

- Increased METRO frequency is a high priority because it is the gateway to tapping into Cruise Maine passengers and those shopping in the Old Port

Non-vehicular access

- Collaborative campaigns embraced by all tenants of the Point that call attention to the various non-vehicular means of access would serve to establish a stronger community amongst businesses
    - The Museum wishes to be affiliated with efforts that speak to Portland Trails and bike access
    - Ensure campaigns have an inclusive voice so that all tenants stand to benefit from such outreach

Areas of Improvements

Miscellaneous notes

- Discovery Maps
    - Advertising costs $700 per year and up,
    - It would be beneficial to organize a critical mass of supporters from Thompson's Point to improve exposure on map through collective advertising
    - The Cryptozoology Museum has a strong desire to facilitate a conversation with Discovery Maps to redraw the Old Port to include a focus on Thompson's Point in tenants
    - Improved exposure on these maps as well as more frequent public transportation would serve as a strong platform for capturing new tourist traffic
- Cruise passengers
    - At its previous location, the Museum had very direct access to passengers arriving in Portland aboard cruise vessels
    - Advertising was purchased to support the Museum's exposure amongst this customer base
    - Since moving to Thompson's Point, participation by cruise passengers has fallen off almost entirely
    - The Museum is excited to explore new ways to attract these passengers to the Point

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: State Theatre
Date: 11/27/17

TENANT SNAPSHOT:

- Business description: summertime musical event series
- Customer Age: a diversity of ages, with the core customer base falling in the 25-50 range
- Customer Gender: undefined
- Customer Origination: a strong greater-Portland and Maine contingent, with bigger names drawing from the entire Northeast
- Observed transportation tendencies of customers and employees:
    - Some use shuttles
    - Many come by Uber and Lyft, as well as standard taxi services
    - Because concerts are held in the warmer part of the year, many folks embrace access by foot and bike
- **Primary Areas of TDM Interest:**
    - Lyft and Uber turnaround point at Sewall Street with a turnaround waypoint that makes it easier for drivers to locate
    - Thompson's Point and State Theater involvement in conversations with the surrounding neighborhoods and the City of Portland as a mechanism to demonstrate concern with event related traffic volumes, develop collaborative objectives
    - Establish a long-term transportation conversation with the City focused on drop-off points and improved METRO service

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Parking policies and transportation resources could be better centralized and represented online and echoed across social media
    - State Theatre has all of this information on ticket pages, but it would be beneficial if Thompson's Point had it as well
- All parking information resources need to include information that helps mitigate some of the parking demand onsite
    - Thompson's Point could echo some of those displayed by State Theatre, including paid parking resources across the city and satellite parking options

- Work with Uber and Lyft to create official drop-off and pickup points outside of the Point, perhaps near the Transportation Center

Thompson's Point venue and access signage

- Engage the City of Portland to discuss if the Sewall Street date can be opened on concert nights as a means of establishing a efficient drop off point for attendees
    - Enabling this logistical dynamic would support the Uber and Lyft drop-off point mentioned above

Public/Mass Transportation

- A regularly occurring METRO stop on Thompson's Point is long overdue
    - Immediate conversations should be undertaken and a plan should be put in place, and once everything is formalized, perhaps it could be advertised in a bus wrap via collaborative sponsorship

Non-vehicular access

- Portland Trails and Bicycle Coalition of Maine at both led to notable amounts of people accessing concerts under human power, but these stories need to be celebrated
- Call attention to these avenues of access with structured campaigns (social media, web, print)
- There are many creative solutions that could be implemented to support the biking community, including:
    - Secure bike check space and brick South with an operator
    - Secure bike check containers with an operator (similar to a coat check)
    - Secured, fenced-in, bike check area somewhere on the premises with an operator

Areas of Improvement

- The Event Management Plan that is currently in place is effective, but understanding how the surrounding neighborhoods perceive Point activity will be an important part of ensuring concerns don't become larger

Miscellaneous notes

- Event Management Plan for concerts is an integral piece two managing the influx of Thompson's Point visitors
- United Parking Partners to provide Chris Thompson with additional parking data, speaking to traffic volumes associated with Summer Concert Series
- With concerts, it will be important to "demonstrate" proactivity that speaks to attempts made by Thompson's Point to improve management of event influx

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Stroudwater
Date: 11/06/17

TENANT SNAPSHOT:

- Business description: distillery, cocktail service, small plates, retail
- Customer Age: mid-30s to 60s
- Customer Gender: relatively even mix
- Customer Origination: proportionally undefined, strong representation from local and out-of-state origins
- Observed transportation tendencies of customers and employees:
    - Customers directly bound for Stroudwater arrive primarily via personal vehicle
    - There is considerable customer overlap with events held at the brewery as well as in Brick South or outdoors on Thompson's Point
    - Carpooling and taking taxi services to the above-mentioned events as well as traveling to the Point by foot and bike are the most common forms of transportation that bring customers to the distillery other than single occupant vehicle
- **Primary Areas of TDM Interest:**
    - Improving parking policy presentation and communication so that access is understood, smooth and enjoyable for customers and guests
    - Engage in conversation with mass transportation providers (NNEPRA, METRO) as a means of bringing more people to Thompson's Point and to allow for tenants to engage new customers
    - High visibility promotional campaigns and events that present the many ways people can access the Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

-

Thompson's Point venue and access signage

- Added attention to digital databases as a means of ensuring Thompson's Point and associated tenant addresses show up accurately will help with taxi and delivery services
- Signage on the highway and surrounding roads is an important avenue to pursue as a means of reducing uncertainty of drivers and improving general traffic flow through stoplights and intersections

Public/Mass Transportation

- METRO has never been an attractive option for those heading out to eat, drink or shop, and has always been viewed as a resource for those who don't have access to vehicles
    - This can be improved by increasing the number of stops, frequency and reach
    - Creation of a small high-frequency loop that services Thompson's Point would open access to entirely new customer bases, but a promotional campaign will be necessary to improve awareness
- The Downeaster and rail in general is underutilized and the connectivity offered by this form of transportation is underrepresented
    - A conversation with NNEPRA aimed at improving frequency and/or promoting awareness of Thompson's Point access to passengers will be integral in establishing rail as a legitimate transportation resource
        - This is likely a part of a larger marketing conversation that includes highlighting activities found at other stops along the way

Non-vehicular access

- The Portland Trails network along with the Bicycle Coalition of Maine are the most visible drivers of people to Thompson's Point under human power
- Awareness of these resources should be promoted via specific promotional campaigns and improved infrastructure on Thompson's Point

Areas of Improvement

Miscellaneous notes

- As the offerings of tenants grow, it would be useful if there was a centralized forum that helped to project this to customers
    - Example: the distillery is now serving Portland Pie Pizza
        - If examples such as this that demonstrate incremental growth are broadcasted, then it diversifies the reasons that someone might come to the Point, and could change the way in which customers plan their visit
        - The more people are aware of what is going on, the more likely it is that they will come in larger groups
        - Cataloging activities available at Thompson's Point and making this information readily accessible will help customers plan their visit more effectively

Appendix D:

Updated Event Management Plan – January 2018

Event Management Plan for
The Forefront at Thompson's Point
Portland, Maine
January, 2018

The traffic management plan ("Plan") for "Special Events" is an important component of making this project work. For the purposes of implementation, we propose that a Special Event be considered any event, or combination of events, that equals or exceeds 2500 people on site at the same time. A Special Event, as it is intended in the context of this Event Management Plan, would not include those typical modes of gathering and circulation related to the customary visitation and enjoyment of the site and its various commercial uses and public amenities. For example, a gathering of visitors in an outdoor dining area would not be considered a Special Event, nor would that visitor count contribute to the overall 2,500 capacity threshold, but a gathering of visitors in the outdoor seating area adjacent to the Mixed-Use "Depot" Building for the purposes of attending a musical performance would be considered a Special Event assuming it met, or in conjunction with other special events on site contributed to meeting, the 2,500-person threshold. Special Events generally relate to those occurrences that are planned by the Forefront at Thompson's Point as part of the programming associated with the Brick South Event Center (including, from time to time, its adjacent plaza) and Mixed-Use "Depot" Building (and its outdoor seating area). The Forefront at Thompson's Point's Management shall use its discretion in determining whether an event with a planned attendance under 2,500 shall be considered a Special Event. To accomplish the special event implementation, the applicant is approaching this from different aspects.

I. Event Timing: the first aspect is timing of the Special Event. If the event is on a weekday, Special Events are anticipated to start outside the hours of 4:00PM to 7:00PM to avoid the PM rush hour of the adjacent street traffic. Weekday Special Events conclude later in the evening when traffic on the adjacent roadway network is anticipated to be minimal compared to during a typical commuter hour. If the event is on a Saturday or Sunday, commuter traffic will not be on the roads.

II. Special Event Facilities and Accommodations: the second angle to the special event approach is to provide accommodations for large numbers of vehicles to enter or exit the site. To accomplish this, the Forefront At Thompson's Point Management utilizes the following:

- I. Signing – This includes not only signing for drivers on which lanes are for what purpose, but also to direct drivers to points of interest; such as event parking. Additional signs should also be erected to identify to the drivers destined for the bus and train facilities where they should be going such that they do not get intertwined in the traffic destined for the events. These signs are both permanent and temporary and may be positioned both onsite and offsite.

- II. Reversible Lane – This is an additional lane in the center of Thompsons Point Road that is used for incoming traffic at the beginning of an event and then reversed and used as an exit lane when the event(s) conclude. An example of this layout is depicted on Sheets C-9.1, C-9.2 and C-9.3 and enclosed in Appendix A.

- III. Traffic Control Devices – This includes devices such as traffic cones to regulate access to the lower lots on the site during special events. The use of cones would be useful in directing drivers to where you want them to be as well as restricting them from areas where access is prohibited. These can be especially useful to assist in the functionality of the reversible lane used to enter and exit the Forefront at Thompsons Point. Temporary cone barriers are used as a supplemental device to the permanently installed overhead reversible lane signals.

- IV. Police Officers – For Special Events, Thompson's Point Management shall endeavor to secure the presence of a police officer, either to direct traffic or supervise Thompson's Point parking/traffic staff's direction of traffic, at the signalized intersection of Thompsons Point / Fore River Parkway. The number of police officers shall be determined by the Portland Police Department in coordination with Thompson's Point's Management. This number is anticipated to be established relative to the capacity of the event (one officer for events of approximately 2,500, more for larger events such as concerts with attendance upwards of 8,000).

- V. Traffic Control Personnel ("TCP") – These personnel do not need to be police and are allowed to assist traffic on-site and at un-signalized roadway locations. This would include persons at each of the entrances / exits for both the train and bus to assist both customers and the buses themselves in entering and exiting. There would also be TCP at the crosswalk to Sewall Street assisting pedestrians with crossing. In addition, TCP will be positioned on either side of the RR crossing to ensure that vehicles do not stop on the RR tracks, as well as at entrances to parking areas on Thompson's Point where there might be high pedestrian traffic entering or exiting the event. We anticipate a minimum of 5 or 6 TCP per special event.

- VI. Monitoring – Special Events have been monitored since opening by a dedicated observer for each event. That observer reported after each event what worked, what is not working, and provided recommendations for improvement. This practice is ongoing as Special Events continue to occur. This monitoring includes meeting with representatives of the bus and train station to receive their input. Special Event monitoring shall also be coordinated with and/or by the Transportation Demand Management Coordinator to ensure that the development's TDM opportunities are well integrated with respect to Special Events.

- VII. Integration of TDM – Forefront management strives to encourage and integrate applicable TDM best practices into each specific Event Management Plan. The TDM Coordinator is responsible for expanding the number of best practices available and/or making the most practical practice readily available for each special event.

- VIII. Parking garage – The parking garage is designed with three lanes on the west end, with the center of the three lanes being reversible and two reversible lanes on the north side. It is anticipated that that during normal business hours, only two lanes (one in and one out) at each end of the garage will be needed. However, the third lane is available to process traffic should it become necessary.

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

  In addition, for larger Special Events, attendants may be positioned within the garage to assist directing incoming cars such that parking levels are filled one at a time with no empty spaces. This will improve efficiency and get the most capacity from the garage. These attendants will also be able to convey when the garage is near capacity so that they can make the proper call and appropriate signs can be put up both onsite and offsite identifying the garage is full. The

parking garage has also been designed as a double helix such that entering and exiting vehicles can turn either way exiting their parking space to go up or down. This means that you do not have to go up to the top level of the garage in order to come down to the lower levels.

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

Until the garage is built, Thompson's Point will utilize various parking areas on site to accommodate Special Event parking.

- IX. Offsite Parking for Special Events – on certain occasions, notably summer concerts but also occasionally for other events, remote parking may occur off site in one or more satellite lots, including but not limited to the overflow lot at Mercy Hospital on the Fore River Parkway. The use of this lot, together with the strategies outlined in the Transportation Demand Management plan to encourage use of alternative modes, assists with helping to offset the use of public streets in Libbytown neighborhood for Special Event parking.

- X. Trail and Bicycle Access – the inclusion of the dedicated pedestrian lane at the westerly side of the Thompson's Point Road rail crossing, and the extensive pedestrian improvements to the Thompson's Point Road area and adjacent facilities (Fore River Parkway; Sewall Street; etc.) contributed by Thompson's Point in fulfillment of its Master Plan infrastructure, have permitted the integration of Thompson's Point with the Portland Trails network. This has provided an important pedestrian facility to help provide a legitimate alternative to vehicular travel to Thompsons' Point for Special Events.

- XI. METRO; Amtrak; Concord Coach – these transit options are discussed in more detail in the Transportation Demand Management Plan. However, relative to the Event Management Plan, it is important to note that the Portland Transportation Center, which currently provides a hub for service for all of these modes, is linked to Thompson's Point by our new pedestrian improvements and visitors to our Special Events are increasingly traveling via these modes.

III. Emergency Preparedness: the third angle to a well-managed Special Event is being prepared for emergency situations and executing a documented Life Safety Plan. The outdoor event Life Safety Plan is enclosed in Appendix B of this EMP. The enclosed Life Safety Plan has been utilized effectively on several occasions to evacuate a small number of events classified as "Special Events" to date but should be reviewed by the event management team prior to each event to coordinate all anticipated aspects of site conditions on the day(s) of the event.

Appendix A

Off-Site Event Roadway Management Plans

CONTINUE PROPOSED 6' WIDE SIDEWALK TO MEET EXISTING SEWALL STREET SIDEWALK

PARKING

N/F
STATE OF MAINE

(LAYOUT OF TRANSPORTATION FACILITY BASED ON INTERPOLATION OF AERIAL IMAGE)

PROPOSED EMERGENCY ACCESS ROUTE

GATE TO BE PROVIDED BY DEVELOPER

EXISTING EMERGENCY ROUTE (TO REMAIN AS PEDESTRIAN WAY ONLY)

EXISTING CROSSWALK TO BE DISCONTINUED

SEWALL STREET

HOOPER STREET

PEDESTRIAN FLASHER, TYP

8' (MIN) SHARED USE PATH AND 3' ESPLANADE

OVERHEAD MAST ARM SUPPORTED DIRECTIONAL SIGNAGE

PROPOSED FOREFRONT AT THOMPSON'S POINT AND PORTLAND TRANSPORTATION CENTER SIGN TO BE COORDINATED WITH CITY OF PORTLAND, MDOT, NNEPRA AND CONCORD TRAILWAYS

PROPOSED WIDENING IMPROVEMENTS PER TRAFFIC MOVEMENT PERMIT

NORTH

FORE RIVER PARKWAY

FORE RIVER PARKWAY TRAIL

PROPOSED TAXI CAB QUEUING LANE

39' WIDE TRAVEL WAY TO INCLUDE THREE - 11' LANES AND 3' SHOULDER ON EACH SIDE

EXISTING 5' WIDE SIDEWALK

EXISTING BUS STOP SHELTER

GARAGE

PORTLAND TRANSPORTATION TERMINAL

N/F
LANGDON STREET REAL ESTATE, INC.

(LAYOUT OF TRANSPORTATION FACILITY BASED ON INTERPOLATION OF AERIAL IMAGE)

TERMINAL

N/F
PORTLAND TERMINAL COMPANY

SEE PLANS BY TEC ASSOCIATES FOR CROSSING

PROPOSED CHAIN LINK FENCE, TYP

EXISTING 5/8" REBAR, 2" BELOW GRADE, VALUATION STATION 42+00.45

APPROXIMATE ENTRANCE TO NNEPRA SITE

SEE SITE LAYOUT PLAN WEST FOR CONTINUATION

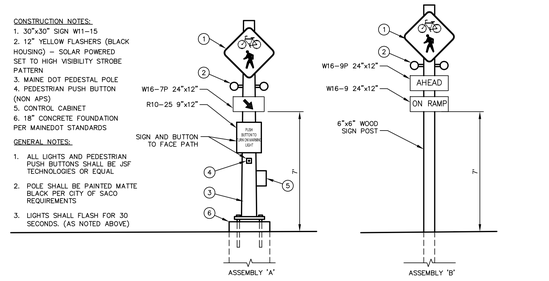
GRAPHIC SCALE

25 0 12.5 25 50

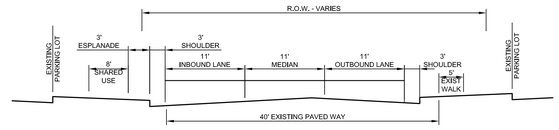
(IN FEET)
1 inch = 25 ft.

CONSTRUCTION NOTES:
1. 30"x30" SIGN W11-15
2. 12" YELLOW FLASHERS (BLACK HOUSING) – SOLAR POWERED SET TO HIGH VISIBILITY STROBE PATTERN
3. MAINE DOT PEDESTAL POLE
4. PEDESTRIAN PUSH BUTTON (NON APS)
5. CONTROL CABINET
6. 18" CONCRETE FOUNDATION PER MAINEDOT STANDARDS

GENERAL NOTES:
1. ALL LIGHTS AND PEDESTRIAN PUSH BUTTONS SHALL BE JSF TECHNOLOGIES OR EQUAL
2. POLE SHALL BE PAINTED MATTE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.



TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

NOTE:
EXISTING CONDITIONS TAKEN FROM A SURVEY BY SEBAGO TECHNICS ENTITLED ALTA/ACSM LAND TITLE SURVEY DATED MAY 27, 2011 WITH REVISION 'E' 11-23-2011.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	04.17.12	REVISED PER SITE PLAN APPLICATION REVIEW COMMENTS
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE
STEPHEN R. BUSHEY
LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
THOMPSON'S POINT CONNECTOR ROAD AND SEWALL STREET LAYOUT PLAN

CLIENT
FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 25'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-TPC LAYOUT		
SHEET	C-9.0		

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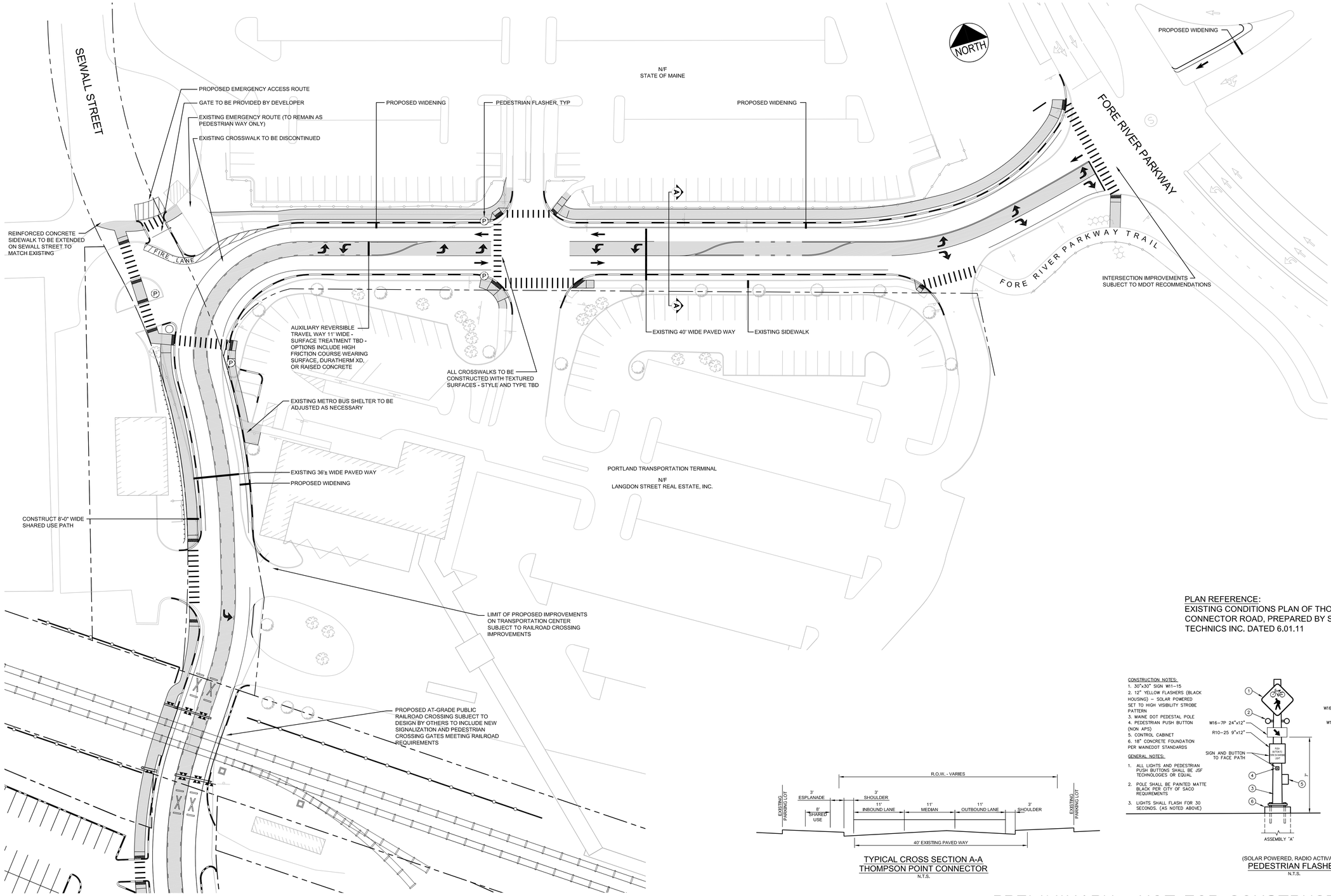

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

CONSTRUCTION NOTES:
1. 30"x30" SIGN W11-15
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5. CONTROL CABINET
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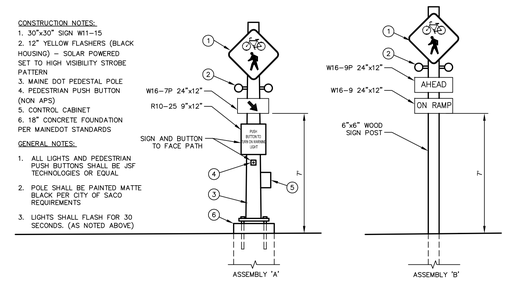
2. POLE SHALL BE PAINTED MATTE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE
STEPHEN R. BUSHEY
LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
THOMPSON'S POINT CONNECTOR ROAD EVENT MANAGEMENT PLAN - NO EVENT

CLIENT
FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
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DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 30'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-CONCEPT5		
SHEET	C-9.1		

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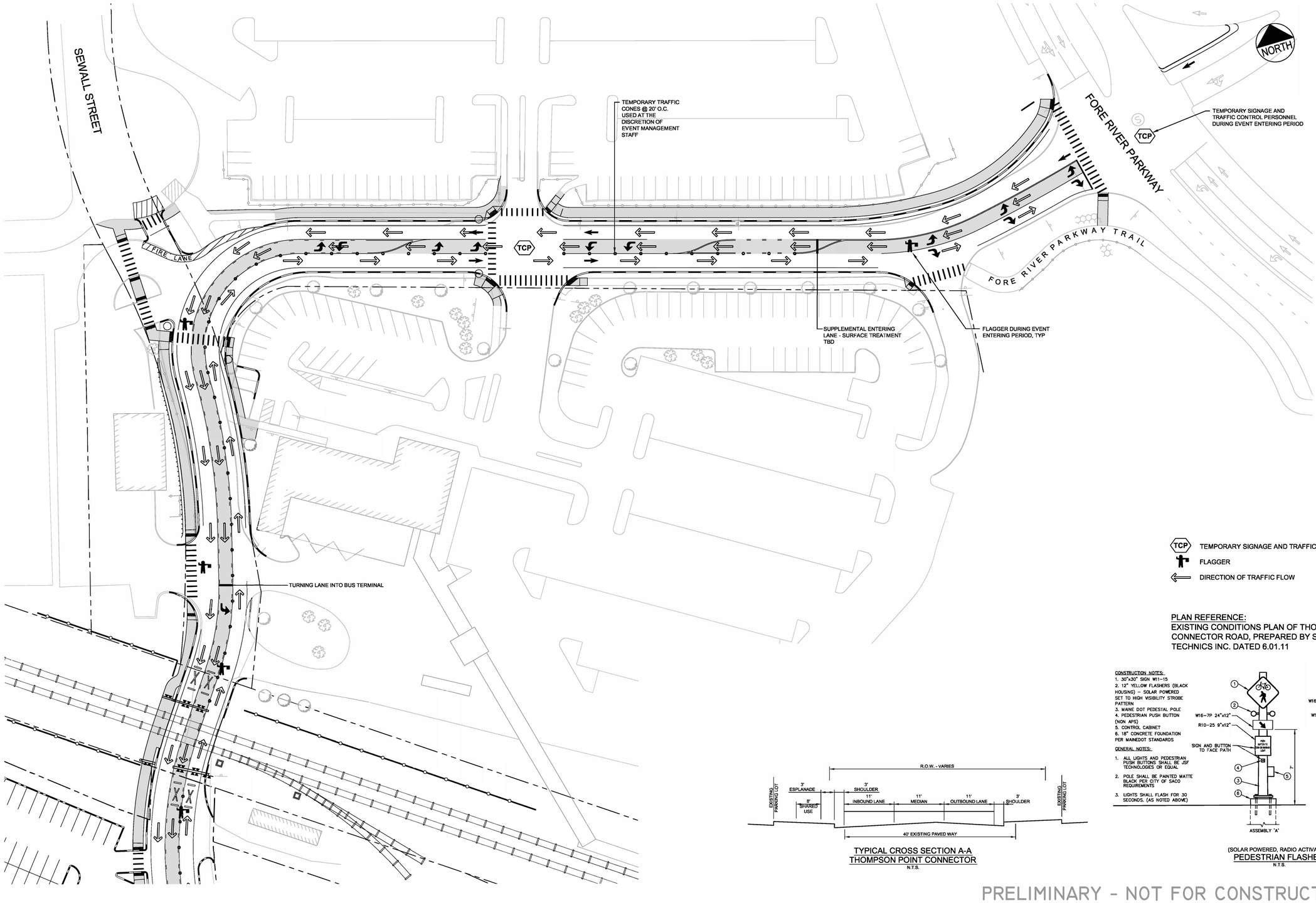

TCP TEMPORARY SIGNAGE AND TRAFFIC CONTROL PERSONNEL

FLAGGER

DIRECTION OF TRAFFIC FLOW

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

CONSTRUCTION NOTES:
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5. CONTROL CABINET
6. 18" CONCRETE FOUNDATION PER MAINEDOT STANDARDS

GENERAL NOTES:
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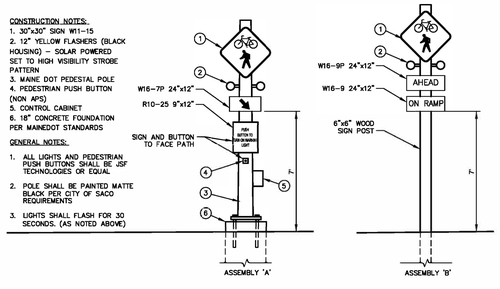
2. POLE SHALL BE PAINTED MATTIE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE · STEPHEN R. BUSHEY · LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: THOMPSON'S POINT CONNECTOR ROAD EVENT MANAGEMENT PLAN - ENTERING CONDITIONS

CLIENT: FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 30'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-CONCEPT5		
SHEET	C-9.2		

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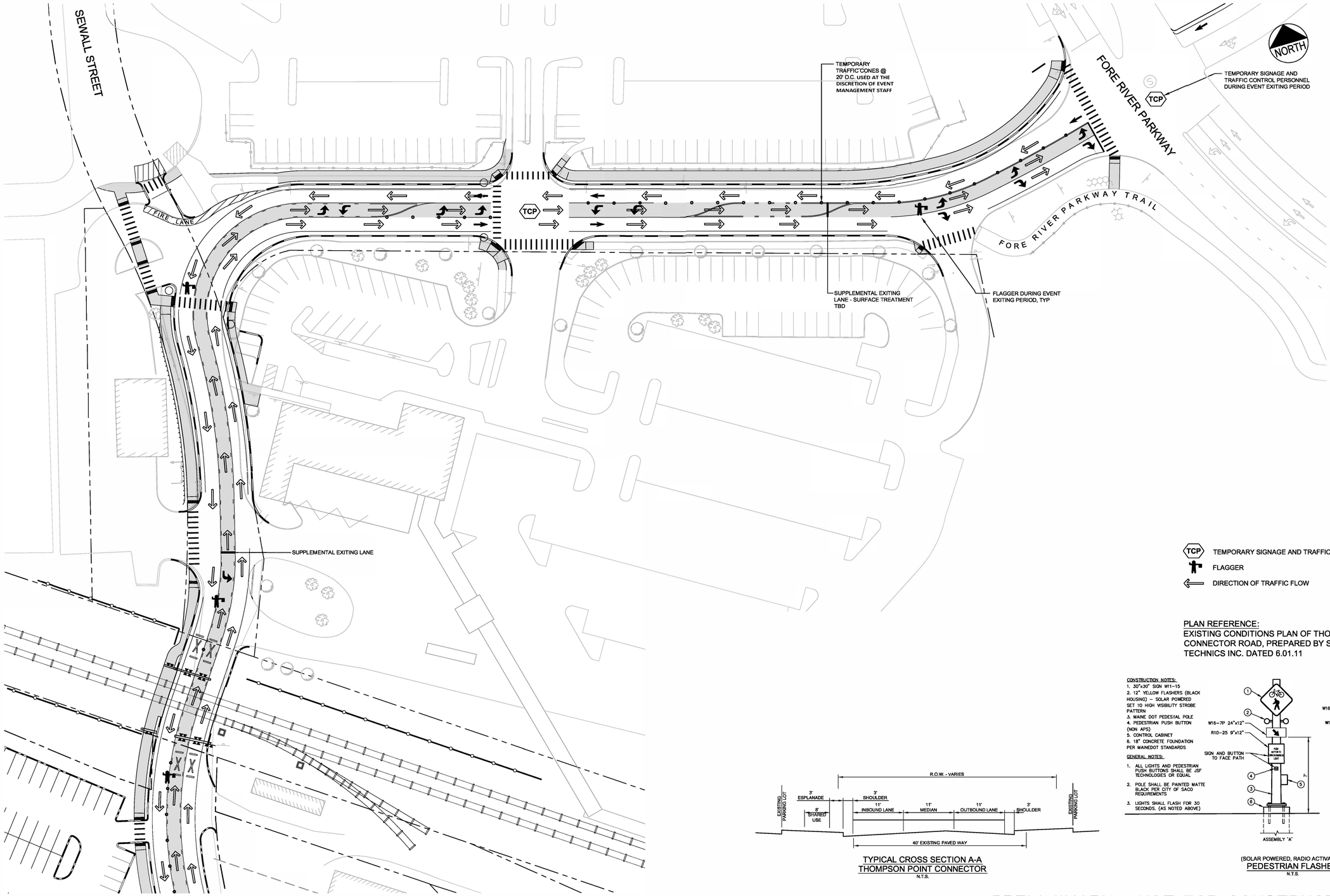


TCP TEMPORARY SIGNAGE AND TRAFFIC CONTROL PERSONNEL

FLAGGER

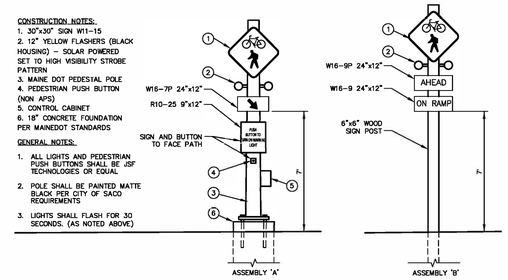
DIRECTION OF TRAFFIC FLOW

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

CONSTRUCTION NOTES:
1. 30"x30" SIGN W11-15
2. 12" YELLOW FLASHERS (BLACK HOUSING) – SOLAR POWERED SET TO HIGH VISIBILITY STROBE PATTERN
3. MAINE DOT PEDESTAL POLE
4. PEDESTRIAN PUSH BUTTON (NON APS)
5. CONTROL CABINET
6. 18" CONCRETE FOUNDATION PER MAINEDOT STANDARDS

GENERAL NOTES:
1. ALL LIGHTS AND PEDESTRIAN PUSH BUTTONS SHALL BE JSF TECHNOLOGIES OR EQUAL
2. POLE SHALL BE PAINTED MATTE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE — STEPHEN R. BUSHEY — LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: THOMPSON'S POINT CONNECTOR ROAD EVENT MANAGEMENT PLAN - EXITING CONDITIONS

CLIENT: FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
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DRAWN:	DED	DATE:	AUGUST 2011
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FILE NAME:	2982-CONCEPT5		
SHEET	C-9.3		

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Appendix B

Life Safety Plan

Thompson's Point Amphitheater
Life Safety Plan
January 2018

INTRODUCTION

In connection with the major redevelopment of the area of Portland, ME known as Thompson's Point, the southernmost portion of the Point will be configured as concert and event amphitheater suitable to host a range of outdoor public events. The venue includes an 85'x165' open-air pavilion referred to as the "Depot," and an existing one-story 4,600 ft^2 cinder block construction building which is to be used as support space for 2018. Additional infrastructure needed to support concerts and events will be installed on a seasonal basis.

The events that will be held at the amphitheater will generally fall into one of three categories:

1) Small events for up to 1000 attendees and which are mainly located within the area of the Depot structure itself. Generally these will be private events, such as weddings or company outings, but may also include "free admission" public receptions or events, or small "pay per attendance" concerts or performing arts events.
2) Small events for less than 2000 attendees and which occupy additional area adjacent to the Depot structure, where the area dedicated for attendees of the event will extend beyond the structure. Generally these will be private events, such as weddings or company outings, but may also include "free admission" public receptions or events, markets, or small "pay per attendance" concerts, performing arts events, or trade shows.
3) "Pay for attendance" concerts, festivals, or similar events with more than 2000 and up to 8000 attendees.

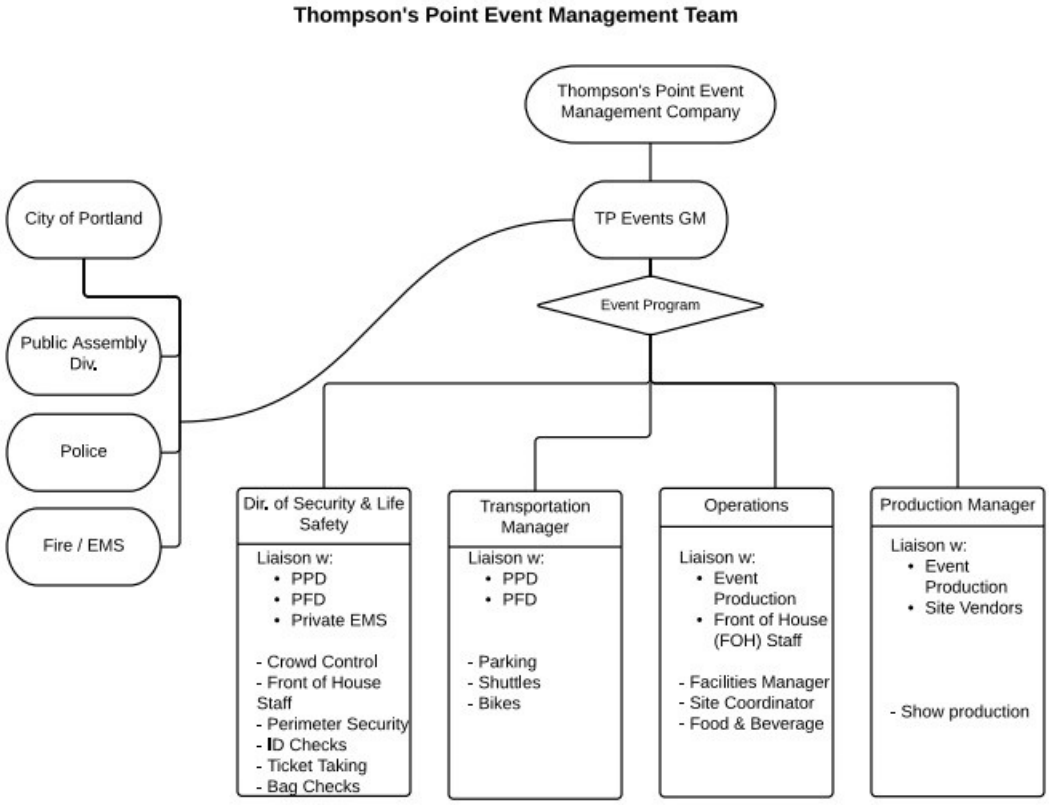
This plan provides general guidelines that address the life safety aspects of venue design and event management to be used in the planning and management of outdoor events on Thompson's Point.

A primary focus for the fire and life safety (FLS) evaluation of Thompson's Point outdoor amphitheater is to assess any fire or other potential hazards that may be present during the event that may detrimentally impact public safety. A key component to ensuring the safety of the general public is to provide adequate means of egress from the venue, such that should an emergency situation occur, the public can readily and safely evacuate the venue in a timely manner. The evaluation below demonstrates that adequate access to the venue is available for emergency responders, and outlines a plan of action that includes safety measures that may be implemented to minimize and/or mitigate any hazards to life safety that might exist within the venue.

EVENT MANAGEMENT AND STAFFING

Forefront Events, LLC ("Operator"), an affiliate of Forefront Partners I, LP, will have the overall responsibility for operation and management of all Thompson's Point (TP)-sponsored events, but will also maintain oversight and approval authority over all events that are occurring within Thompson's Point-owned venues, and will coordinate with and the City of Portland to ensure adequate life safety is afforded all who attend and support these events.

The Operator will be responsible for providing security, public safety, and crowd control for all TP-sponsored events or non-TP-sponsored events located on Thompson's Point, both inside and outside the event amphitheater, along with the integration of the requisite City of Portland Emergency Responders, including for fire protection and medical emergencies, and City of Portland Law Enforcement Personnel. The Operator's Event Coordinator will be supported by a number of other personnel, along with the contractor's event operational and administrative staff. The following represents a basic organization chart for an event's Management Team. Should an emergency situation arise, this Team also represents the Command structure for the Emergency Response Organization (ERO).



The first "line of defense" in providing security, public safety, and ensuring the safe conduct of any event is the Event Security Staff. These individuals will have as their

primary responsibility to maintain security and crowd control within the perimeter of the event area. These individuals will have been specifically trained to support events such as those occurring at Thompson's Point's, including providing the necessary "crowd management" functions as outlined by the National Fire Protection Association's Life Safety Code® (NFPA 101). Throughout all events, these individuals will, at a minimum, be performing the following functions:

- Ticket takers
- Street barricade monitors
- Patron bag checks
- I.D. checks (when alcohol is served)
- Stage barricade security
- Backstage security
- Perimeter roaming teams (inside & outside the fenced area)
- Emergency egress support

The number of personnel needed to support crowd management will be a function of the number of patrons that are anticipated to attend the event and the type of event. Basic guidelines provided within NFPA 101 indicate a minimum of at least one crowd manager for each 250 patrons in attendance at the event.

The event's operational and administrative staff will assist the Event Security personnel when/as needed to support crowd control functions, along with responding to the Event Coordinator's direction regarding the conduct of the event's activities and providing liaison with the various individual vendors that may be located on site to ensure they adhere to all the event's fire protection and life safety requirements.

The City of Portland's Police Department (PPD) will support the overall security around the site, along with providing traffic control for the surrounding streets. Depending upon the event type and projected attendance, the PPD will dedicate an adequate number of police officers to ensure the safety of the public at the event. This support may include the following services:

- Patrol of the surrounding neighborhood(s) / areas,
- Assist Event Security personnel with civil misconduct, as needed,
- Manage law enforcement issues that might arise during the event, and
- Provide off-site traffic control

Although the need for police support in the peripheral areas around the event venue is as much a function of the location and size (area) of the venue as it is a function of the number of patrons, it is often easier to develop a set of guidelines based on the anticipated level of attendance and type of event. Depending on the type of event and the anticipated level of attendance for that specific event, the Event Coordinator will coordinate with the

Portland Police Department, to ensure that the appropriate number of police officers are assigned to support the specific event.

The City of Portland's Fire Department (PFD) will provide support in the area of fire and life safety, including inspections of the venue and the various facilities that will be located at the site during the event. Contracted EMS medical staff shall provide primary medical personnel, equipment, and transport. The level of staffing for any onsite medical personnel and the equipment provided will be a function of the size and type of the specific event. However, the following medical staffing plan is recommended for use as a general set of guidelines for medical support for all events at Thompson's Point:

1) Events with Public Attendance greater than 5,000

- Two (2) roving Medical Teams [4EMTs]
- Two (2)Paramedics
- One (1) ALS Ambulance stationed on site; with one (1) alternate on standby for replacement Should transport be needed
- One [1] All Terrain Vehicle (Gator or Golf Cart), configured to allow the transport of injured if access throughout the event area by ambulance is not feasible.

One (1) medical tent is to be provided, which will be staffed by the above listed personnel, and will be conspicuously located within the event area and provided with signage that identifies its use, such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

2) Events with Public attendance greater than 3,500 but less than 5,000

- One (1) roving Medical Team [2 EMT's]
- Two (2) Paramedics
- One (1) ALS Ambulance stationed on site; with one (1) alternate on standby for replacement should transport be needed.

Either a medical tent, which will be staffed by the above listed personnel, or the onsite ambulance if necessary, will be conspicuously located within the event area and provided with signage that such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

3) Events with Public attendance greater than 2,000 but less than 3,500

- One (1) Medical Team (2 EMT's)
- One (1) ALS Ambulance stationed on site

Either a medical tent, which will be staffed by the above listed personnel, or the onsite ambulance if necessary, will be conspicuously located within the event area and provided with signage that such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

The Event Coordinator will be responsible for ensuring proper coordination and communications are provided with each member of the Management Team outlined in the organization chart above. All communications between the various Management Team members, as well as their supporting staffs, is to be via portable radios.

Although not to be considered part of the ERO, the Event Coordinator will also liaise with both the local U.S. Coast Guard Command and the City of Portland's Harbor Master. Due to the nature of specific events and the location of Thompson's Point near navigable waters, although highly unlikely, it is conceivable that boats will gather offshore in the immediate vicinity of the Thompson's Point to listen to concert events; either at anchor or drifting. Such "congested" boating in close proximity to the shore could result in incidents that would result in the need for a response by the maritime authorities. Ensuring that these authorities are aware of the upcoming event will allow them to prepare as they deem necessary.

HAZARDS ASSESSMENT

Due to the nature and locations of most of the anticipated outdoor events, the numbers and types of hazards that could potentially threaten the general health and well-being (life safety) of the staff and public at large are relatively limited. The majority of the hazards that must be addressed are those that are inherent with the operation of the event itself, including those associated with the various vendor facilities that are to be participating in an event, along with those that may arise due to severe weather events.

Fire Hazards

The fire hazards associated with most outdoor events are primarily limited to the cooking/heating facilities that are inherent with the food vendors that may be on site, as well as the equipment and materials associated with a stage(s) that is likely to be present at most events. In both instances, the amount of either flammable or combustible materials/liquids will be relatively limited and any fire that might occur would likely be restricted to the source of origin. To minimize the potential for a fire emergency, each food truck/trailer/tent that has cooking/heating equipment present shall also have at least one portable fire extinguisher installed. In general, these extinguishers should be the type that is intended to extinguish a range of fires and of sufficient size to have a reasonable chance of extinguishment; such as a type 2A:10BC. If a deep oil fryer is being used, an additional, type K (wet chemical) extinguisher is to be provided adjacent to the cooking area. Additionally, a minimum separation distance of at least 10 feet should be maintained

between any food trucks/trailers/tents that have cooking equipment and any other structure. If any of the vendors will be using a portable propane tank as a fuel source, this fact must be brought to the attention of the Event Coordinator and the Fire Safety Lead, such that should a fire occur within that particular facility, the emergency responders will have knowledge that this hazard exists and can take the appropriate actions; both in terms of fire fighting and public safety. A minimum of two (2) portable fire extinguishers are to be located at any stage that is erected at the event venue, such that they are readily accessible and remotely located from one another such that a fire at anyone location of the stage will not prevent access to at least one of the extinguishers.

Medical Hazards

Although the potential exists for medical casualties to occur at events held at Thompson's Point, historically the majority tend to be minor in nature, such as cuts from broken glass or a variety of sprained muscles or ligaments. However, due to the nature the types of events that may occur at this venue, along with the likely diversity in the age of the crowds and the potential for hot, humid weather during an event, a wide range of other potential casualties should be anticipated. At a minimum, these should include:

- Heat stroke, dehydration
- Injuries from missile hazards, such as bottles and cans
- Fainting and exhaustion
- Trampling or crushing from crowd pressure
- Injuries from "Crowd surfing" or "stage diving"
- Respiratory issues
- Age-related illnesses
- Complications from the use of illicit dugs or alcohol abuse
- Epilepsy attack resulting from strobe lighting

All injuries or medical emergencies are to be immediately reported to the Event Coordinator and/or Security Chief, such that site medical personnel can be dispatched to the location of the injured person. If the injured person is not ambulatory, measures will be implemented to move that individual to the nearest medical tent or ambulance for further evaluation, treatment, and possible transport to a local hospital.

For most events, it is likely that onsite vendors will be selling bottled water. The Event Coordinator shall be monitoring the heat index to assess if the environmental conditions warrant the need to implement additional measures to prevent the mass onset of heat stroke and/or dehydration amongst the general public. Preventative measures to mitigate the possible onset of multiple cases of dehydration include: cooling/misting station(s) located within the event area and accessible by all patrons; drinking water stations accessible by all patrons; and if conditions require, additional bottled water made available to the public, free of charge.

The roving medical team(s) will be monitoring the crowd throughout the event to assist in the early identification/notification of, and response to, any medical issues that may arise.

Severe/Adverse Weather Hazards

In general, the two weather hazards that represent the greatest likelihood of occurrence at outdoor venues are lightning and high wind events, which could include both hurricanes and tornados. Lightning can both cause severe injury or death if an individual(s) is (are) struck, or can be the source of a fire initiation if a structure or equipment is struck.

Given the nature of weather events that involve either hurricanes or other storms that can spawn tornados, it is unlikely that significant warning from the National Weather Service would not be provided for such weather circumstances well in advance of the event start time. However, during the summer months, it is not unusual for rapidly developing thunder-storms to occur. Although events may not be cancelled or postponed for a "rain only" event, such thunder-storms can also involve both lighting and high winds.

The Event Coordinator shall ensure that the local area weather is being routinely monitored. Should adverse weather, such as thunder-storms, be identified within the general northern New England region, the frequency at which the weather is being reviewed shall be increased; especially if the storms include the potential for lightning and/or high winds are being forecasted as having a future impact on the greater Portland area. Should any storms involving high winds and/or lighting be forecasted as moving into the greater Portland area, the Event Coordinator shall implement an evacuation of the event site prior to the leading edge of any such storm formation approaching to within 15 miles of the site. This distance may be modified depending on the speed at which the storm is moving, but a minimum of 30 minutes should be provided prior to the weather beginning to deteriorate to allow site evacuation and to provide patrons sufficient time to reach a safe location. Depending on the timing of the storms arrival and its expected duration, the Event Coordinator will make a determination, in conjunction with the Emergency Response Organization (ERO) as to whether the event is to be cancelled at the time of evacuation or postponed until the severe weather is clear of the area and conditions are safe to resume the event.

When only high winds are predicted, with or without a rain event, it may not be necessary to evacuate the site, but actions must still be implemented to protect the public from potential missile hazards, which may include suspending the event operations. The Event Coordinator shall ensure that all vendors take appropriate actions to secure any materials/equipment/tents/etc. that are not designed to resist high winds; such as sustained or wind gusts at or exceeding 25 to 30 mph. The specific wind-load limitations that have been determined by the appropriate professional(s), such as a professional engineer or manufacturer’s representative, for all structures and equipment that are to be located at the venue shall be provided to the Event Coordinator. The lowest value associated with any of

the structures/equipment used for the event, with a minimum of an applied 10% safety factor, shall be used as the "metric" to determine when the event operations must be halted due to high winds.

Chemical Exposure Hazards

It is not anticipated that any toxic materials will be used to support any event at Thompson's Point. Equally, with the conversion of the Thompson's Point area from one that was industrial in nature to one that will now focus on business and residential uses, it is not anticipated that the venue would be impacted by any activity associated within the adjacent buildings. The potential exists that an accident could occur offsite that could have an impact on personnel at Thompson's Point, depending on prevailing winds. Should such an offsite accident occur that might involve the development of a "smoke" plume that contained toxic or noxious fumes, it is possible that event participants could be exposed if the fumes migrated toward the event site. In general, the Department of Transportation (DoT) guidelines recommend that should an event such as that occur, that areas downwind of the accident site be evacuated for a distance of 1.3 miles wide by 2 miles long. Should a fire/explosion accident occur offsite that involved the release of fumes within a smoke plume/cloud and the wind direction is toward Thompson's Point, it would be necessary to evacuate the event.

There are no specific preventative measures that can be implemented at an event venue to alleviate or minimize the risk of exposure to a potential chemical spill at an adjacent site. However, the Event Coordinator shall review the areas surrounding any planned event venue to assess if a potential exposure hazard exists due to the nature of work performed at adjacent sites. If the potential exists for an exposure hazard to exist, the Event Coordinator shall contact those businesses to ensure that they are aware that an event will be occurring and should any accident or spill occur, immediate notification must be provided to the Portland Fire Department and the Event Coordinator.

External Threats

Although it is considered as highly unlikely, the potential always exist that a public event could be targeted for an external threat, such as a bomb threat. The Event Security will be monitoring all items brought on site in an effort to detect any potentially dangerous items, However, given the locations of the outdoor events, each will still be exposed to potential threats from areas "outside the fence."

Should a specific threat to an event and its occupants be received, this information shall be immediately relayed to the Event Coordinator who will coordinate the PPD representative on site to determine the appropriate course of action. All efforts will be directed toward ensuing the safety of all the event participants, both the general public and event staff.

LIFE SAFETY

Although these events occur outside, a primary life safety concern continues to be providing adequate means of egress should an evacuation of the site be required. As such, the primary code for reference for evaluating this aspect of an event venue is the National Fire Protection Association's *Lift Safety Code®,* NFPA 101. In general, most of the life safety requirements outlined in NFPA 101 do not readily apply to an outdoor venue, including most that pertain to providing adequate means of egress, However, it is common practice to utilize the factors within NFPA 101 (Chapter 7) for calculating occupant loading and determining the number and size of exits for enclosed outdoor venues. Although it is likely that such an approach provides "conservative" results, in terms of the means of egress, no other data exist that have been widely accepted as being valid for such an evaluation.

In general, the amphitheater is to be treated as "Assembly Occupancy" as defined by NFPA 101. Based on this occupancy classification, general requirements for providing adequate means of egress are developed that are a function of estimated maximum number of people that will be located within the event venue; the event's maximum "occupant load." To establish the maximum occupant load for outdoor venues, it is common practice to use the NFPA occupant load factor for assembly areas where it is anticipated that the occupants would be mostly standing; which is 7 ft^2 per person and defined as a factor for "concentrated use without fixed seating." However, this factor should only be applied to the area(s) of the venue that will be accessible to the general public. During most events, a significant amount of a venue's total area will be dedicated to other uses; such as providing a stage(s) and its associated "back stage" areas, along with areas occupied by food or merchandise vendors, portable toilets, etc. Therefore, a reduction is applied to the overall venue area to account for these ancillary uses and assess the actual area that will be available for public access prior to calculating the estimated occupant load for a specific venue.

NFPA 101 also has additional restrictions that must be applied to events that involve a large public attendance. For example, for any event where the occupant load is expected to exceed 6000, unless a detailed life safety evaluation is to be developed for that specific event, an occupant load factor of 15 ft^2 per person is to be used to calculate the allowable occupant load (vs. 7 ft^2/person) within that areas open to the public.

Although NFPA 101 also has a requirement that all assembly occupancies have a "main entrance" and that this entrance should have the ability to accommodate up to 2/3's of the total occupant load for the event, such a requirement may not be feasible for venues that are intended to accommodate very large numbers of people. Equally, the premise behind this requirement is a function of concern over the time needed to safety egress before conditions prevent escape. This premise is not applicable to outdoor events. Similarly, the capacity factors used to determine the size of a means of egress are also based on the

premise that the time needed to egress may be a critical factor. Although the capacity factors associated with means of egress, such as for aisle and doorway widths, will continue to be used as general guidelines when evaluating the required total width of egress openings from the venue, strict compliance with these factors is not considered to be necessary. It is not anticipated that ambient conditions within the venue could be caused to deteriorate to a point that safe egress from all available exits is threatened as a result of any hazard or activity associated with the event itself. Means of egress must be configured to ensure that all occupants have an available exit pathway that is sufficiently remote from any potential hazard such that they can safely egress the venue in a timely manner. Other than the approach of severe weather, the exit configuration for each venue is to be arranged such that ambient conditions within at least 1/2 of the available means of egress will always remain tenable/accessible.

Based on the above factors and the requirements within NFPA 101, the outdoor concert and amphitheater at Thompson's Point has been evaluated to determine the maximum number of allowable occupants (public and staff), along with the number and configuration for the means of egress.

Size

The publically accessible area of the venue for events (not inclusive of the stage and other areas dedicated to production equipment) encompasses approximately 155,500 ft^2. After a reduction in available area is made for food and beverage concessions, trucks/trailers/tents and other administrative uses, it is estimated the maximum area available for use by the public will be approximately 105,000 ft^2.

Capacity

The maximum capacity for events at the Thompson's Point amphitheater contemplated in this plan is 8,000. In accordance with life safety criteria outlined in the NFPA 101, the occupant load and egress capacity of the venue are used to define the capacity for attendees of the venue. The configuration of the public assembly area for attendees in the venue and the capacity of all events at the Thompson's Point amphitheater shall conform to the occupant load and egress capacity requirements of NFPA 101 as follows:

Occupant Load

Based on the occupant loading requirements outlined in the NFPA 101 for an outdoor event, the maximum number of occupants at this venue would be approximately 15,700; using an occupant load factor of 7 ft^2/person.

Any event that would be expected to exceed 6000 persons is required by NFPA 101 to have a life safety evaluation performed that specifically addresses all aspects of that particular event, including how adequate egress is to be provided in the event of an emergency. The intention of this document is to provide the basis for

complying with all life-safety requirements and conditions as required by NFPA 101 for events with up to 8,000 occupants.

This venue may be configured to accommodate attendees in a "general admission" (standing) area, a seated area, or a combination of "general admission" (standing) and seated areas. The occupant loading factor of 15 ft^2/person shall be used to determine the occupant load for any portions of this venue configured as "general admission" for the attendees. The occupant loading factor of 7 ft^2/person is used to determine the occupant load for any portions of this venue configured with seating for the attendees.

Any combination of standing and seated attendees will never exceed 8,000.

Egress

The capacity of the available means of egress will be a function of the total number of attendees expected at each event. NFPA 101 uses an exit capacity factor of 0.2 inches / person to determine the total width of exits that must be provided to ensure adequate means of egress are available from each event.

NFPA 101, Section 12.2.4.4, also includes requirements for the number of available exits for fenced outdoor assembly areas, based on the number of persons expected to be present. Although it is required that any enclosed area be provided with a minimum of two widely separated means of egress (exits), for any enclosed area with an occupant load that exceeds 6000, the area must be provided with a minimum of three (3) widely separated means of egress. However, given that access/egress to/from this site is limited to only the northern boundary, it isplanned that all events will be provided with a minimum of three separate exits from the venue to better ensure that an expeditious and orderly evacuation will be possible if the need arises.

The following table provides a summary of the minimum exit requirements for scenarios defined by maximum occupancy of 1000, 2000, 5000, and 8000, based on having three (3) available exits:

Maximum Attendance	Minimum Number of Exits	Minimum Total of "Clear" Exit Width [in. (ft.)]	Average "Clear" Width per Exit (ft.)
1000	**3**	**200 (17)**	**5.5**
2000	**3**	**400 (33)**	**11.1**
5000	**3**	**1000 (83.3)**	**27.8**
8000	**3**	**1600 (133.3)**	**44.4**

The actual design (numbers and clear width) of the exit arrangement may vary depending on the anticipated occupant load for a specific event at the venue. The general arrangements for the planned exits for all events are depicted in **Appendix A**. These documents indicate how events at The Point are to be generally configured, including depicting the paths for access by emergency responders and for exiting by the public.

The maximum occupant load for any event that is to be contained within a secured area will be controlled by available ticket sales. Although this number does not include the event staff that may also be within the fenced enclosure that is open to the general public, sufficient egress capacity will be provided for all occupants within this area of the event, general public and staff included. Based on the proposed layout for events that will be located within a "fenced" area, at least three (3) separate exit locations will be provided that will be available / accessible to general public;

1. A main site entrance (ticketing) centrally located along the fence line,
2. An emergency exit at the far east end of the fence, and
3. An emergency exit at the far west end of the fence.

Additional egress gates will be provided as required by the occupant load. The emergency exit gates located at the far east and west end of the fence will also be designed to accommodate access by emergency vehicles; providing at least 20 ft. of clearance.

Site Lighting

All exits must be prominently marked to indicate that they are an exit from the site and shall be provided with adequate lighting. Lighting units, fixed or portable, are to be located throughout the amphitheater to provide lighting of not only the exits, but the general areas where the public is to be located. Each of these lighting is to be provided with its own means of reliable[1] power, including the use of an electric generator if necessary. The lighting is to be located such that the loss of any single unit will not result in the total loss of ambient light within any single portion of the public area that would detrimentally impact the ability to safely egress the site (perform way-finding). Should any of the general lighting for the public area(s) be provided by a source that does not have a dedicated power source, an emergency backup power source is to be provided for those lights.

Public Address System

[1] *In this instance, "reliable" indicates that the source of power is not subject to a single-source failure other than at the unit itself, whereby all other units being fed from that power source, will continue to operate.*

A public announcing (PA) system is to be provided that ensure any general or emergency announcements can be clearly heard / understood from all areas within the public portion of the event. This system is to be provided with an emergency (back up) power source to ensure that the system remains operational if the normal power source is lost. This system will be essential in providing effective and timely communications with the general public should an emergency situation arise.

Other

It should be noted that from purely a "life safety" aspect, the use of the "beer garden" approach should be discouraged if at all possible. This configuration further isolates the public from ready access to an exit from the venue and will result in an increased time to evacuate should the need arise. Because of the higher "density" of patrons within these areas, there is also a greater risk of crowd "crush" if an evacuation is needed; thereby increasing the potential for risk of injury.

EMERGENCY RESPONSE

Should an emergency situation arise, the Event Management organization that is outlined above will become the command structure for the Emergency Response Organization (ERO). All members of the ERO will then move to a common location that will become the Incident Command Center. For larger events that include the use of an Event Administrative Trailer, this may be used to support the requirements of the Incident Command. The Event Coordinator is to initially become the Incident Commander, with all other members of the ERO providing input and expertise within their respective areas; security (crowd control), law enforcement and traffic control, medical, and fire. Based on the nature and severity of the emergency situation, the Incident Command will determine if a site evacuation is warranted.

If a site evacuation is warranted, the Event Security Staff will be directed to begin to move all occupants to the nearest exit from the site and provide additional instructions regarding movement away from the site to safer locations. Depending on the nature of the event, the Incident Command may also determine that it is necessary to contact the maritime authorities to inform them of the emergency situation, such that this can be relayed to any boaters that are located immediately offshore and could be impacted by the situation.

Severe Weather Emergency

An emergency due to the approach of severe weather will be initiated subsequent to the Event Coordinator making a determination that the onset of a severe weather event is imminent. At that time, the ERO will be activated. Depending on the type and nature of the severe weather, the site may be evacuated. Should the emergency only involve high winds that are in excess of the maximum allowed, the Event Coordinator will discontinue all operations on any stage(s) and within any tents or other portable structures that may be

subject to wind damage, and direct his staff to take the necessary measures to secure each from the effects of high wind forces, This includes immediately disassembling any of the ticket, medical, or vendor tents that cannot withstand the expected wind velocities and placing them in a safe configuration. Equally, all vendors will be notified to secure their trucks and trailers as necessary, such that they do not represent a source for potential missile hazards.

If the weather emergency is such that the site must be evacuated to ensure the safety of the occupants, such as the approach of a thunder-storm involving lightning, the evacuation shall begin at least 30 minutes prior to the expected arrival of the severe weather. It is estimated that a minimum of 20 minutes, from the time of the announcement, will be needed to safely evacuate the venue. It is incumbent upon the Event Security staff to ensure that all exits (gates) are immediately opened. Equally, the Security Staff are to direct the public in a manner that distributes the site occupants among all available exits; thereby minimizing the potential for a significant "backlog" at any single exit.

Any severe weather event, such as extreme temperatures, that result in the potential for medical casualties will be addressed in the *Medical Emergency* section below.

Fire Emergency

Localized fires that can be extinguished using a portable extinguisher shall be reported to the Event Security Director and the ERO Lead for Fire Safety, but shall not be considered an "emergency," thereby not requiring the ERO to be activated. However, any fire that develops beyond the point that cannot be extinguished with the available portable extinguisher shall be deemed to represent an emergency. The Incident Command will direct the ERO Lead for Fire Safety to take the necessary measures to prevent or minimize the spread of fire beyond the source of origin. All requests for offsite assistance from the PFD will be via the event's Fire Safety Lead.

The Event Security staff will immediately move all personnel away from the fire area. The Incident Command will advise all emergency responders of the nature of the fire event; especially if compressed flammable gas storage tanks may be involved.
The severity and location of the fire event will dictate the need to postpone or cancel the event activities. All event structures must be readily accessible to responding fire department vehicles. At a minimum, an emergency access lane must be designated as part the pre-event planning and be properly identified at the venue, The PPD and Event Security will ensure that the access lane to the fire area by any responding emergency vehicles remains clear. Should the fire emergency warrant the need to evacuate the site, all occupants will be directed by the Event Security staff toward the exits; ensuring that all occupants remain clear of the emergency access lane.

Medical Emergency

It is anticipated that most of the medical situations, even "emergencies," will primarily involve only one individual, or possibly several, for anyone situation. For such instances, it is not anticipated that it would be necessary to activate the *ERO*. These "limited" emergencies will be coordinated by the Event Security Staff and the Medical Lead. The Event Coordinator shall be informed of these emergencies and input from the rest of the Event Management staff would be on an "as requested" basis. Such medical emergencies would be handled in a manner that should have a minimal impact on the overall Event activities. The Medical Lead and his supporting staff will determine the necessary course of action, in terms of treatment, and implement the necessary actions; including transport to a local hospital.

Should the emergency involve the need to transport a patient from within the site, the Event Security will assist the Medical staff in crowd control, keeping the area around the patient(s) clear and providing a path for any needed transport vehicle, including ensuring that the emergency access lane remains clear and unobstructed.

Should a medical emergency arise that involves large numbers of persons, such as multiple cases of heat stress, dehydration, etc., the Event Coordinator will direct the initiation of the *ERO.* The *ERO* staff will evaluate the situation based on input from the Medical Lead and take the necessary measures to protect the health of the public. If the emergency is determined to be "wide spread" in nature and beyond the capabilities of the event staff and onsite equipment to mitigate the risk(s), then the Incident Command may elect to cancel further event activities and evacuate the venue.

Bomb / Terrorist Threat

Should notice of a bomb or other similar threat that could result in wide-spread damage and/or mass casualties be received by the Event Coordinator and/or the Security Lead, or PPD representative, the *ERO* will be immediately activated. The Incident Command will direct the Site Security Lead to take the necessary actions and to liaise with the PPD to initiate their specific threat protocol/actions. Should the determination be made that the site be evacuated, the Event Coordinator will issue a directive that all event operations be ceased and a general announcement would be made over the PA system to facilitate the orderly evacuation of the venue. All Event and Site Security staff will be used to support the evacuation process, directing the crowd in whatever direction is indicated by the PPD.

Appendix A

Event Exit/Evacuation Plan

NORTH

PEDESTRIAN ROUTE

MAIN GATE

APPROXIMATE ROADWAY CONSTRUCTION/STAGING/ STOCKPILE AREA (CLOSED TO PUBLIC)

GRAVEL PARKING LOT

EVENT MANAGED PARKING AREA

EVENT MANAGED PARKING AREA

EVENT MANAGED PARKING AREA

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

EXISTING BUILDING TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

BRICK SOUTH
PORTLAND MAINE
8

THOMPSON'S POINT

BAR

BEER GARDEN/ OUTDOOR DINING AREA

NORTH ENTRANCE

24' WIDE GATE

12' WIDE GATE

30' DIA. YURT CONCESSIONS

TOILETS

TEMP. FENCE W/ GATE

12' WIDE GATE

20' X20' MERCHANDISE TENT

DEPOT PAVILION

40' WIDE MAIN GATE

24' WIDE GATE (AFTER SHOW / EMERGENCY USE ONLY)

GENERATOR POWER

LIGHT TOWER (TYP.)

FOOD TRUCK (TYP.)

LAWN AREA

SOD LAWN AREA

FOH TENT (20' X 20')

BOX CONTAINER BAR (TYP.)

LIGHT TOWER (TYP.)

EARTH MOUND

VIP LOUNGE

LIGHT TOWER (TYP.)

40' WIDE GATE

TEMPORARY BLOCKADE DURING EVENTS

VIP, EMERGENCY AND ACCESSIBLE PARKING AREA

35' WIDE GATE

EMS TENT (10' X 10')

12' WIDE GATE

24' WIDE GATE

8' X 40' BOX OFFICE & WILL CALL

12' WIDE GATE (EMS)

STORAGE CONTAINER

POWER

24' WIDE GATE

16' X 16' WING

20' X 24' LOADING

40' X 40' STAGE

16' X 16' WING

EXPANDED STAGE LANDING AREA

LIGHT TOWER (TYP.)

STORAGE CONTAINERS

GRAVEL PARKING LOT

24' WIDE GATE

TEMPORARY EVENT FENCING (TYP.)

30' X 30' CATERING TENT

40' WIDE GATE

BATHROOM TRAILER

SHOWER TRAILER

CIRCUS OF MAINE SHELTER IN PLACE

STROUDWATER DISTILLERY SHELTER IN PLACE

BRICK NORTH BUILDING (A)
(SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)

BISSELL BROTHERS SHELTER IN PLACE

CELLAR DOOR SHELTER IN PLACE

★ POTENTIAL SHELTER IN PLACE - LIMITED OR NO CAPACITY MAY APPLY; AVAILABILITY TO BE CONFIRMED BY EVENT COORIDNATOR PRIOR TO EVENT

REV	DATE	DESCRIPTION
		REVISIONS

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, ME 04102

SHEET
PEDESTRIAN VENUE EVACUATION PLAN

OWNER
FOREFRONT EVENTS, LLC
10 THOMPSONS POINT RD, PORTLAND, MAINE 04102

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	BEK	DATE:	FEB. 2017
DESIGNED:	BEK	SCALE:	N.T.S
FILE NAME:	OE-SITE LAYOUT.DWG		
SHEET	1 OF 1		

Interim Update to Transportation Demand Management Plan

September 19, 2017

The Transportation Demand Management Plan (TDM) for the Forefront at Thompson's Point was first approved in September 2011 and subsequently re-approved in February 2013 with Master Development Plan approval (please see Appendix 1 attached hereto); in November 2015 we presented an Addendum to Transportation Demand Management Plan which was approved in conjunction with the combined Brick North and Brick South Level III site plan approval (and concomitant subdivision/master plan reapproval) in early 2016 (please see Appendix 2 attached hereto)

Within that Addendum, we had outlined our commitment to provide our Two Year TDM Program in December 2017. The purpose of having until the end of this calendar year was to give ourselves roughly a year of operations with the Brick North building fully occupied, several months of operations with Brick South (this did not actually open until spring of 2017), another season of summer concerts and

events, and roughly three months to vet our findings, review survey information, and craft an updated forward looking plan for the City's review.

We have also recently engaged a new TDM coordinator to replace the individual who had served as TDM manager until this summer. Our new TDM coordinator, Soli DG, whose activities include operational and logistics management for the Maine Port Authority, and who provides creative and forward-thinking consulting on complex transportation infrastructures and the operational and communications systems required to grow and manage them sustainably.

We are especially excited to have them as part of the team. Their familiarity with Portland and its various modes of transportation, together with our project and its recent history, makes them a perfect partner in developing the organic, authentic, and flexible forward-thinking TDM planning that the Forefront project requires.

The underlying principles of our original TDM plan continue to shape our operational and tactical plans. Whereas when we submitted our 2015 plan we had only hosted a range of outdoor events; now, in addition to continuing to host such events, we have also introduced a number of tenants, many of whom also host public and private events, and whose patrons and employees are also active stakeholders in our ongoing efforts. It's one thing to plan for the inclusion of tenants in a project, and quite another to have actual tenants with evolving businesses who are looking to push the envelopes of their practice (which is of course part of why we've worked so hard to cultivate such a great group of creative Maine businesses!). Further, as we often muse about, when we began writing our TDM plan back in 2011, while Uber existed, it was not an active player in this region; now car share (Uber, Lyft) are part of the toolkit of daily habits for our tenants, employees, and patrons. The landscape has truly changed dramatically between iterations of our TDM plan, and this has been an exciting factor in our continued efforts at creative placemaking and managing the ebbing and flowing transportation needs of our site.

The substantive update on our TDM will take the form of our two-year update that is forthcoming in December. However, given that there is a Level III Site Plan application pending for the Children's Museum and Theatre of Maine (their "Micro TDM" overview is being developed and submitted under separate cover), we are providing this interim update with some highlights of recent TDM efforts that have been underway and ongoing over the last year.

The first goal has been to engage tenants in the creation of "Micro TDM" plans that genuinely and authentically work with their employees and patrons. As we know, engagement of this type is not something that can be legislated, mandated, or required, but must instead be creatively crafted, presented, negotiated, and evolved in real time.

The original TDM document noted that each of our tenants "will have different constituencies with varying travel patterns and habits, and who will thus require

different approaches which must nevertheless be well orchestrated," and that "tenants are expected to be active participants in the overall TDM goals and measures elaborated here, and to take active roles in defining their own mechanisms for participating in these goals".

Each tenant is thus a different type of partner in the overall goal to reduce reliance on single-occupant vehicle trips. That said, certain basic components provide the basis for all of the ongoing conversations and collaborations with our tenants (and event partners). These have been part of the TDM menu for Thompson's Point since the project's inception, and we now have sufficient critical mass to be able to create more robust programming around them.

They are as follows:

- Parking and Carpooling
- METRO
- Amtrak
- Bicycle and pedestrian infrastructure and support

Parking

One of the more recent holistic policy implementations at Thompson's Point, which has come with the combination of increased development activity and infrastructure completion, has been the shift to paid parking. Paid parking has been part of the planning for Thompson's Point since the outset, but for the first few years of the development, other than large events such as concerts where we charged for on-site parking, there was no fee associated with daily parking on site. To the extent that any urban development site provides virtually unlimited free parking, this serves as a defacto disincentive to effectively encouraging regular use of alternative modes. The shift to paid parking does help encourage tenants, employees, patrons, and guests to see parking as a finite resource that has a cost associated with it and has helped move the needle on a general openness to looking at different transit practices across the board.

Our ongoing surveys with our tenants are seeking to determine the extent to which our efforts to encourage carpooling are bearing fruit. We have certainly seen evidence that this is the case for our event business, where the industry average of 3.5 patrons per vehicle parked has been by far the low end of our spectrum – we've seen this ratio as high as 10:1 thanks to the effective implementation of the various modes described herein. We are continuing to vet the results of many hundreds of concert-attendee surveys (distributed by the State Theatre as a way to help us better track data about visitor parking/transit preferences) to determine how our patrons are continuing to get to and from Thompson's Point for large events. These surveys follow the format previously submitted (please see Appendix 3).

We continue to utilize off-site parking by agreement with various lot owners (Mercy Hospital, etc.) for large events, as demand requires, so that we can effectively serve all of the uses at Thompson's Point.

METRO

The ability to have METRO service at our front door has always been a tremendous opportunity for Thompson's Point. Over the last year, we have begun various types of outreach with METRO to enhance and expand our collaborations. These include:

- facilitating meetings and ongoing conversations between our tenants and METRO representatives to explore ways that METRO and its expanded routes (now including BREEZ service) can be a viable transit option for employees and visitors;

- creating a "METRO Express" lane at our outdoor concert venue to allow METRO riders (as well as Amtrak and Bicycle Benefits patrons) to bypass the long ticket line at concert opening and get into the venue immediately when doors open;

- active promotion of METRO, including updated route information, on our summer concerts website;

- METRO inclusion of Thompson's Point in its transit guide;

- Creative "sponsorship" collaborations with METRO for our various ongoing events, such as the Sunaana music festival

Amtrak (Downeaster):

The Amtrak Downeaster service at the Portland Transportation Center is a great amenity for Thompson's Point, and as we have added significantly to our development program over the last two years, our offerings have become an amenity for them as well. In addition to hosting the Amtrak Downeaster station meeting in Brick South this spring, where Thompson's Point as a Transit Oriented Development and active partner with NNEPRA was highlighted, we have continued to evolve our programming and transit offerings with NNEPRA and plan to continue this over time:

- we have facilitated meetings and ongoing conversations between our tenants and event partners regarding how the Downeaster Service could play a viable role in getting their patrons to and from Thompson's Point, both for events (concerts, Brick South events such as the Flower Show, etc.) and for ongoing business activities (Circus Maine cabarets and classes, Bissell

Brothers tasting room visits and beer launches, Cellardoor events, and International Cryptozoology Museum visits);

- with our event partners, we developed the "Sunaana Express", whereby we worked with NNEPRA to reserve a separate car from Boston's North Station to Portland on the eve of the Sunaana festival (March 4, 2017), and partnered with Allagash Brewing Co. and local folk rock musician Conor Garvey to create a festival experience on the train taking folks to Bissell Brothers for the Friday night launch event (with Icelandic band Mammut playing at the Brewery) – this initiative will expand for the 2018 Sunaana event, and has helped us and NNEPRA catalyze ongoing efforts to conceive of the train ride itself as an extension of the experience of Thompson's Point, with other modes of programming in the works for this winter and beyond;

- offering Amtrak Downeaster ticketholders access to the "METRO Express" lane at our outdoor concert;

- exploration of reciprocal marketing possibilities with the Downeaster to leverage co-promotional opportunities

Bicycle and pedestrian infrastructure and support

The partnership with Portland Trails has been very fruitful, and their active encouragement of walking and bicycling to Thompson's Point has been a major force in our ability to see such reductions in SOV use. The "parklet" project at the end of the point, at the tail end of the trail, has been a great amenity for visitors, tenants, and guests ranging from wedding parties to concert go-ers, and the completion of the Libbytown area traffic calming and pedestrian infrastructure improvements (in partnership between MaineDOT, the City of Portland, PACTS, Northern New England Passenger Railway, and Forefront Partners through the Economic Development Administration and Federal Highway Administration grant package and our private local match dollars), has resulted in a substantial package of bike/ped improvements. We have sought to encourage the use of this infrastructure in the following ways:

- facilitating conversations with tenants to encourage use of bicycle racks for their employees and guests

- collaborative sponsorship with Cyclemania to provide over 70 bicycle racks for summer concerts, and co-promotional partnership with Portland Trails to help promote the use of these racks for concert attendees

- creative partnership with Portland Trails to build pop-up parklet at the entrance to Brick South for the Sunaana festival in March 2017

- Bissell Brothers and Libbytown Neighborhood Association partnership on Trails Cleanup Days

- Special programming for local residents such as the recent "Tree of 40 Fruit Grove" artist talk with Sam Van Aken for Libbytown Neighborhood Association gardeners (with concert ticket giveaway in collaboration with the State Theatre and Thompson's Point) to encourage creative placemaking opportunities within walking distance for Libbytown neighbors

The above represents a set of highlights from the past year of programming at Thompson's Point. A more robust report out on these activities, together with the results of our ongoing data gathering and interviewing processes, will be packaged together with the Soli DG team by the end of December. We are very excited about the opportunity to continue to push the envelope with our TDM offerings, and feel that the future components of Thompson's Point (namely the hotel and Children's Museum and Theatre of Maine, which are the next two most immediate projects), will make substantial and meaningful contributions, through their "Micro TDMs", to the overall Thompson's Point TDM effort.

In closing, please see the updated interim table of action items; this follows from the 2015 Addendum, and notes status on various items, as well as indicating the December 2017 Two Year TDM Program as the next substantial milestone.

Action Item	**Original Timeframe for Implementation per 2015 Addendum**	**Updated Timeframe (September 2017)**
Finale TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by Forefront	Fall 2011	TBD pending City review process
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Completed Fall 2015	
Appoint/Confirm TDM Coordinator	Completed Fall 2015	
TDM Plan Implementation	Anticipated 2017 for Brick	Completed (ongoing) and

/ On-site Parking Monitoring	North/South and event area	outlined in more detail above, and to be further elaborated in Two Year TDM Program (noted below)
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Completed Fall 2015	
Submit Year Two TDM Program with needed modifications (and annually thereafter)	December 2017 *(Permits one full year of operation for Brick North/South and 90 days to compile data and prepare update)*	On track for December 2017 submission

APPENDICES

Appendix 1: The Forefront at Thompson's Point Transportation Demand Management Plan, September 13, 2011, reapproved in January 2014 with Event Management Plan for The Forefront at Thompson's Point, January 13, 2014

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

September 13, 2011

Project Description

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

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

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

(a) Macro TDM: an overall approach to TDM for the Forefront, consisting of TDM goals, the proposed methodologies for undertaking them, including steps for implementation, approaches to staffing, modes of monitoring and assessing successes and areas for improvement, and proposed frameworks for more tenant-specific plans, and:

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

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

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

Proximity to Transit

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

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

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

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

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

Purpose of Plan

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

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

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

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

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

Employee Transportation Coordinator (TDM Coordinator)

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

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

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

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

Surveys - Employees

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

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

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

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

Surveys - Visitors

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

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

The surveys will be conducted to determine:

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

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

Car Pooling and Sharing

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

U Car Share/Rental Cars

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

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

Carpooling/Vanpooling

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

- Primary User: Employees
- Responsibility: Forefront

Education for Visitors

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

- Primary User: Visitors
- Responsibility: Forefront

Submission of Monitoring Information/Updated TDM Plan

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

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

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

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

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

Transit TIF Opportunities for Single Occupancy Reduction

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

Funding of METRO Route 5E

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

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

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

Additional Transit Opportunities

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

Program Elements

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

Bicycle Parking

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

- Primary User: Employees
- Responsibility: Forefront

Scooter/Motorcycle Parking

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

- Primary User: Employees
- Responsibility: Forefront

Bus Shelter

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

- Primary User: Visitors, Employees
- Responsibility: Forefront

Peninsula Shuttle

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

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

Parking Demand and Supply

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

The Forefront proposes to provide:

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

Parking for Special Events

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

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

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

Monitoring

Parking Counts

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

Timetable for Action Items

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

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015

Appendix 2: Addendum to Transportation Demand Management Plan, November 4, 2015

Addendum to Transportation Demand Management Plan

November 4, 2015

The Transportation Demand Management Plan (TDM) for Thompson's Point was first approved in September, 2011 and subsequently re-approved in February, 2013 with Master Development Plan approval.

With the combination of the year round outdoor event area (including ice skating and related winter entertainment, as well as concerts, festivals, weddings, and outdoor summer events), and the Brick North and Brick South renovations, the Thompson's Point project has reached a stage of sufficient development (>50,000SF) to warrant this addendum whose purpose is both to provide an update on TDM measures that have been implemented over the past year and a half, and to outline measures that we intend to bring online concurrent with the completion of the mixed-use Brick North project and the Brick South event space.

The fundamental principles of the original TDM plan continue to guide our efforts. The original plan begins with a statement of our goals, and these are still integral to our planning and operational efforts.

> *…given the pivotal role that efficient public access to and from the Forefront will play in its commercial success, a thoughtful approach to TDM is crucial. What follows is a Transportation Demand Management Plan that addresses our and the City's sustainability goals by outlining and committing to a series of measures that encourage and promote bicycling, walking, carpooling, and use of public transit."*

Because the original TDM plan covers the component parts of our approach in detail, we will refer the reader to that plan for substantive detail on the goals and strategies that continue to inform our efforts.

The TDM plan has always been conceived of as a two-tiered approach, blending "Macro TDM" and "Micro TDM(s)." This facilitates having both an overarching, forward-looking strategy to effectuate our TDM goals, as well as more focused, tenant-oriented measures that help carry out that broader set of goals and, conversely and crucially, help inform the broader strategies themselves.

As we all know from experience, broad strategic goals are one thing; their operational and tactical implementation are quite another, and it is often the case that "facts on the ground" need to be interpolated and integrated into the reframing of strategy (versus the all too frequent alternative: facts that don't fit the strategic blueprint get ignored, leading to percolating problems that then become major operational problems). This was part of the rationale behind the "Macro-Micro" relationship as it was first presented. Though we had not yet (up until Brick North and the pending Brick South) triggered the 100-employee/50,000SF threshold, we have nevertheless been working with various TDM measures as described in our TDM plan, both for large event management and for our current Brick North tenants.

To this end, it may be most useful as a way of updating our TDM to begin by reflecting on historical results from both the series of large outdoor events we have had on site[1] and the activities of the several tenants we have currently.

Our recent large events have included two varieties: larger events that met exceeded (or had the potential to exceed) the 2,500 attendee threshold that triggers our Event Management Plan; and smaller events, including private gatherings, corporate events, weddings, fundraisers, that were well below the 2,500 attendee threshold. We have provided historical data for the former, which are divided into two categories:

Concerts, staged and operated by the State Theatre as part of a long-term partnership;

Other events, including festivals

Additionally, we currently have three operating tenants on the site:

Circus Maine; Color Me Mine; and Big Room Studios (in the "West Wing" of Brick North); we propose to circulate surveys (see Exhibit G attached hereto) to our Brick North tenants over the winter, with the goal of creating a "Micro-TDM" plan for Brick North by Summer 2016.

Recent large events: 2014

Our first year of operation under the Master Plan was effectively 2014, which saw two large outdoor events in the summer: Sierra Nevada's Beer Camp and Town Square Media's Clash Bash & Bar-B-Que.

<u>Sierra Nevada's Beer Camp</u>

[1] The year-round outdoor event area is consistent with all of our prior approvals, both the original approved site plan and the subsequent Master Development Plan. Though we have been operating by means of a series of seasonal and one-off event licenses in the absence of a clear licensing strategy, which we are working to develop in collaboration with the City, we have treated these events as though they were "permanent uses," even if the underlying approvals treat them as temporary, and managed them accordingly.

Friday, August 1, 2014

Attendance: 2,892 paid plus 220 staff and comps

Working with professional parking management, we parked 367 cars on site, yielding an on-site parking ratio, including staff and comps, of 8.5 attendees per car.

We worked with Bicycle Coalition of Maine to test a "Bike Valet" model that allowed attendees to park their bicycles inside the Brick South building (with open garage doors on both north and south facades allowing a kind of open flowing "main entrance" into the event) and parked approximately 70 bicycles.

We also worked with professional parking management to operate a shuttle service from the Top of the Old Port parking lot on Congress Street near City Hall.

We provided information detailing the parking options for on-site parking, off-site shuttles, and bike valet on the event website and via a PDF "guest guide" provided to all ticket buyers. (See Exhibit A attached hereto). We saw a considerable volume of pedestrians walk to the venue.

Town Square Media's Clash Bash & Bar-b-que

Saturday, August 14, 2014

Attendance: 1,497 plus 42 staff

Working with professional parking management, we parked 356 cars on site, yielding an on-site parking ratio, including staff, of 4.3 attendees per car.

This event saw few pedestrians and bicycles (perhaps 25-30 bicycles).

We also worked with professional parking management to operate a shuttle service from the Mercy Hospital parking lot on the Fore River Parkway. Both the shuttle and the off-site parking were free of charge, whereas parking on site was paid. We have not yet found evidence that offering free parking offsite versus paid parking on-site results in a substantial disincentive to drive and park at the event venue.

We provided information detailing the parking options for on-site and off-site parking on the Town Square Media event website, and encouraged the use of Amtrak/public transit (see Exhibit B attached hereto).

Recent large events: 2015

Townsquare Media Summer Bash

Saturday, July 11

Attendance: 400 plus 34 staff

Working with professional parking management, we parked 80 cars on site, yielding an on-site parking ratio, including staff, of 5.4 attendees per car.

This event saw few pedestrians and bicycles (under 5 bicycles).

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

Maine Brewer's Guild Summer Session Beer Festival

Saturday, July 25

Attendance: 1600 plus 44 staff

Working with professional parking management, we parked 256 cars on site, yielding an on-site parking ratio, including staff, of 7.25 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 30-35 bicycles).

To encourage the use of designated drivers, the Guild provided a special Designated Driver ticket at 1/3 of the General Admission price, which encouraged carpooling. The ticketing site also encouraged the use of Amtrak and Concord Coach lines, and coordinated in-town Portland pickups via public transit. (See Exhibit C attached hereto)

State Theatre Presents: Primus in concert

Monday, July 27

Attendance: 2,620 including staff

Working with professional parking management, we parked 404 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 40 bicycles).

Parking information, including location for free off-site parking at Mercy Hospital, was provided on the State Theatre website and promoted via the State Theatre's social platforms (see Exhibit D attached hereto). The Theatre also sent out an email to all ticketed patrons explaining parking and transit details (see Exhibit E attached hereto), and captured statistics on how many people opened and made use of that email (see Exhibit F attached hereto). These measures were pursued for every

State Theatre concert. As we move into our second season, with some operating history and a foundation of patron familiarity with the site and its booking systems, we intend to begin to implement the surveying systems discussed in the TDM plan.

State Theatre Presents: Grace Potter in concert

Saturday, August 1

Attendance: 3,636 including staff

Working with professional parking management, we parked 560 cars on site, yielding an on-site parking ratio, including staff, of 6.5 attendees per car.

We also worked with professional parking management to oversee free parking at the Mercy Hospital parking lot on the Fore River Parkway.

This event saw a large number of pedestrians and bicycles (approximately 45 bicycles).

Notes: Parking information, including location of free off-site parking at Mercy Hospital, on State Theatre website and promoted via the State Theatre's social platforms.

While we only have two actual outdoor concerts from which to gather data and draw conclusions, it is interesting that both of them show a 6.5:1 ratio of attendees to on-site parked vehicles, and both utilized virtually identical strategies; the other outdoor events range from a low of 4.3 (Town Square) to a high of 8.5 (Beer Camp), and average out at 6.4:1. Obviously the nature of outdoor events (which occur in warmer months and, generally, on days without rain) tend to be more inviting for pedestrians; we noted a heavy volume of pedestrian traffic for the Sierra Nevada Beer Camp event, for example. As we move into the first winter season, we will track parking data associated with the use of the rink and its related activities. And as we move ahead with our planning for the second full season with the State Theatre, we are working on a simple survey option for ticketbuyers inviting them to comment on how they traveled to the concert (see Exhibit H attached hereto). We anticipate gathering results from these surveys over the course of Summer 2016, and can then consolidate them, review with our colleagues at the State Theatre, and craft a proposed "Micro-TDM" plan in the fall of 2016 that can be utilized for seasons 2017 and beyond.

Updated Timetable for Action Items

For purposes of comparison, we have included the original TDM plan's action items and proposed timeframes for implementation, which were first outlined back in 2011, together with a third column outlining our updated timeframes. It is important to note that the original TDM assumed almost simultaneous delivery of the entire building program; there was no concept of a phased delivery, which only came later when the Master Plan tool became available.

However, certain of the action items have been accomplished ahead of full buildout, and we can now predict with some certainty when the first (Brick North/South) Micro TDM plans can be generated, with subsequent action items unfolding from there.

We have also appointed a TDM coordinator, and she has developed a survey for our tenants, along with an introductory letter, that we propose to circulate to our Brick North tenants this winter (see Exhibit G attached hereto).

Action Item	**Original Timeframe for Implementation per 2011 Site Plan version of TDM**	**Updated Timeframe**
Finalize TDM Funding Package based upon City of Portland's priorities for funding from its share of Transit TIF revenues generated by Forefront	Fall 2011	TBD pending City review process
Provide update to City regarding progress on TDM plan implementation and status of TMA ("macro TDM")	Fall 2012	Completed (Fall 2015)
Appoint/Confirm TDM Coordinator	6 months prior to opening of the Forefront Event Center, anticipated to be spring 2013	Completed (Fall 2015)
Assemble "Micro TDM" plans with tenants and create TDM Packets; share complete TDM plan, including Micro-TDM targets and proposed monitoring, with City	Summer 2013	Summer 2016 *(coincides with opening of fully occupied Brick North building and renovated Brick South building)*
TDM Plan Implementation / On-site Parking Monitoring	Anticipated for Spring 2014, assuming final occupancy Summer/Fall 2013	Anticipated 2017 for Brick North/South and event area *(preliminary implementation and monitoring to date is detailed in this update above)*
Assess success of first six months of TDM Program and Report to City on initial effectiveness	Fall 2014	Completed (Fall 2015)

Submit Year Two TDM Program with needed modifications (and annually thereafter)	Spring 2015	December 2017 *(Permits one full year of operation for Brick North/South and 90 days to compile data and prepare update)*

Exhibit A: Sierra Nevada Beer Camp PDF “Guest Guide”

Beer Camp Across America New England Edition

Thompson's Point

Portland, ME

Friday, August 1, 2014, 5-10 pm

YOUR TICKET INCLUDES

- A souvenir Beer Camp Across America tasting glass
- Unlimited samplings of your favorite regional brews
- The music spectacle MarchFourth Marching Band complete with stilt-walking acrobatics, enchanting dancers, and percussion that's more layered than your club sandwich. Check them out at http://marchfourthmarchingband.com/
- FREE Bike Valet, FREE shuttle from 385 Congress Street and drinking water- bring your water bottle!

WHAT DO I NEED TO KNOW / BRING?

Other than your lovely self, you will NEED to bring:

- **YOUR PRINTED TICKET**
  Please bring a printed copy of your ticket to ensure a quick entry into the festival. **Tickets will be available for purchase the day of the event** if you would like to bring along a few extra Beer Campers! General attendee tickets will be available for $70, and designated driver tickets will be available for $40.

- **YOUR I.D. VERIFYING YOU ARE OF LEGAL DRINKING AGE**
  It's like looking through the crates at the humane society: we'd like to, but we can't. Legally we have to make sure everyone inside the event is over 21. Bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

What else?

- **There are a few things you need to leave behind…**
  To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away!):
  - **Firearms and weapons** – if you can't take it on a plane, you DEFINITELY shouldn't bring it to Beer Camp.
  - **Outside food or beverages** – there will be plenty to eat and drink. We promise!
- **This event is for humans 21+ only.**
  Sorry, no one under the age of 21 will be admitted; this includes your pooch and babies – even if you're carrying them around.
- **Have cash handy.**
  We're working with vendors – primarily food trucks – to ensure there's a killer spread of local food to complement the beer lineup. Food is not included in your ticket, so be sure to bring some dough so you can sample away to your heart's content.
  In addition to food, **we will also have some awesome Beer Camp Across America and Sierra Nevada gear on-site for purchase**. Our mobile gift shop accepts both cash and card, so start saving so you can take home some sweet swag!
- **Bring a water bottle.**
  Yes, there will be lots of tasty beer to drink, but it will be good to stay hydrated with water too. We are doing our best to make this a zero-waste event, so remember to bring your reusable water bottle to fill up at the many water stations we will have at the festival.

- **Be prepared for the weather – Beer Camp Across America is happening RAIN OR SHINE!** Mother Nature can be wily, so be prepared with your sunscreen, but also a sweater or some other kind of shell just in case she throws a little wind or rain our way.

For more info and tips for the festival, check out our FAQ section of the Beer Camp Across America site at: http://beercamp.sierranevada.com/faq/.

GETTING HERE

FREE SHUTTLES

- Shuttle services will be provided by Maine Bus Rentals: http://mainebusrentals.com/transportation.
- Shuttle pick-up and drop-off location: 385 Congress Street parking lot (map of shuttle bus location can be found at the end of the guide).
- Shuttle schedule is as follows:
  Shuttles start at 3:30 pm and **stop** at 11:30 pm.
- To find parking garages near shuttle location, visit www.google.com/maps and search for 385 Congress Street, Portland, Maine, and then, using the "search nearby" option, look up parking garages.

PARKING

- Thompson's Point has an onsite parking lot for 700 cars. Follow signs to parking lot, which is the only parking location on site. Parking is $10.
- Map of all downtown Portland parking garages: https://maps.google.com/maps/ms?msid=209939093816258135294.0004abcede3a072a262d4&msa=0
- Alternate lots: Chestnut Street Garage, Public Market Street Garage & Mercy Hospital Fore River Campus (map of parking garages & shuttle bus pick-up/drop-off location can be found at the end of guide).

1. **Shuttle Bus Pick-up Location:** 385 Congress Street, Portland, ME; $10 flat rate- car can be left overnight
2. **Chestnut Street Parking Garage:** Corner of Chestnut Street and Oxford Street, Portland, ME
   Lot phone number: (207) 450- 6129; $10 flat rate- car can be left overnight
3. **Public Market Garage:** 315 Cumberland Avenue, Portland, ME
   Lot phone number: (207) 699- 2927; $10 flat rate- car can be left overnight
4. **Mercy Hospital (not pictured):** Fore River Campus: 195 Fore River Pkwy #160, Portland, ME (see map at end of guide). Free.

PUBLIC TRANSPORTATION

- **Public Transportation website:** http://www.portlandmaine.com/getting-around/transportation/
- **Casco Bay Ferry**: http://www.cascobaylines.com/
- **Concord Coach Lines:** Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston's Logan International Airport: http://www.concordcoachlines.com/
- **The Downeaster:** The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA: http://www.amtrakdowneaster.com/
- **Greyhound Bus**: https://www.greyhound.com/default.aspx
- **METRO Greater Portland Transit District bus:** METRO Greater Portland Transit District bus provides nine safe, efficent, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjancent to Thompson Point (map of drop-off location can be found at the end of the guide). Also vist: http://gpmetrobus.net/

FREE BIKE VALET

Bike-enthusiasts are in luck! The **Bike Coalition of Maine (BCM)** http://www.bikemaine.org/will be providing FREE bike valet services during the event where attendees can avoid traffic, parking issues, and additional carbon emissions. The bike valet service will be set up at the entrance of Thompson Point.

BIKE RACKS DOWNTOWN

- Maine has been named the second most bike-friendly state in the country and navigating Portland is easy and fun! There are plenty of places to park your bike downtown and take a shuttle to Beer Camp! Click here for a map of bike rack locations or visit: https://maps.google.com/maps/ms?msid=209939093816258135294.000469bc0c189cf3f3622&msa=0&ll=43.655981,-70.257418&spn=0.010774,0.032938

TAXIS

- **Airport Cab**: (207) 899-5335
- **ABC Taxi**: (207) 772-8685
- **Old Port Taxi**: (207) 772-8294
- **Jetport Taxi**: (207) 775-6990
- **Elite Taxi**: (207) 871-7274
- **Family Taxi**: (207) 615-9353
- **ASAP Taxi**: (207) 791-2727

FRIENDS

- Don't forget, we are also selling Designated Driver tickets for $30 at: https://sierranevada.ticketleap.com/bcaa-newengland/dates/Aug-01-2014_at_0500PM

DRIVING DIRECTIONS:

BY CAR:

1. From I-95 North (Boston, Massachusetts)

a. From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland.
b. Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate.
c. Keep right and merge onto Fore River Pkwy.
d. Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

a. Head northeast on Johnson Road toward City Line Drive.
b. Continue straight onto Congress Street.
c. Turn right onto Fore River Parkway.
d. Take first right onto Thompsons Point.
e. Arrive at Thompson's Point.

3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

a. Head southwest on Congress Street toward Forest Avenue.
b. Take first right on Forest Ave.
c. Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland
d. Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress St.
e. Keep left at fork and follow signs for Portland/Waterfront/Casco bay/Fore River.
f. Continue straight onto Thompsons Point
g. Arrive at Thompson's Point.

HELPFUL SITES

Beer Camp Across America	http://beercamp.sierranevada.com/
Portland, Maine city website	http://www.portlandmaine.gov/
Public Transportation website	http://www.portlandmaine.com/getting-around/transportation/
Portland Downtown District website	http://www.portlandmaine.com/
Downtown Portland parking garages	http://en.parkopedia.com/parking/portland_me/

STAYING AWHILE?

So you want to keep the party going? Or you came in from afar? Hey, thanks for making the trek! Don't forget, lots of tasty options will be available at the festival, but for before and after see what the locals and others have to say about some spots nearby:

HOTELS

Hilton Garden Inn Portland Downtown Waterfront (207) 780-0780
Holiday Inn By the Bay (207) 775-2311
Hyatt Place Portland-Old Port (207) 775-1000
Portland Harbor Hotel (207) 775-9090
Portland Regency Hotel (207) 774-4200
Westin Portland Harborview Hotel (207) 775-5411

Eco Friendly Hotel Options in Portland Maine:
Village Cove Inn, Kennebunkport (207) 967-3993
Nonantum Resort, Kennebunkport (207) 967-4050
Courtyard by Marriott Portland Airport, South Portland (207) 253-5005
The Kennebunk Inn, Kennebunk (207) 985-3351

Additional Hotel Options in Downtown Portland: http://directory.portlandmaine.com/travel/hotels/2786/

Campgrounds (within 15 miles of Thompson Point, Maine):

1. Wassamki Spring Camping Area: 56 Saco Street - Scarborough, ME 04074 (207) 839-4276
2. Wild Duck Campground: 39 Dunstan Landing Road- Scarborough, ME 04074 (207) 883-4432
3. Cascadia Park: 911 Portland Road- Saco, ME 04072 (207) 282-1666
4. Bayley's Camping Resort: 275 Pine Point Road- Scarborough, ME 04074 (207) 883-6043.

VISIT PORTLAND: http://www.visitportland.com/

HOTELS AND RESTAURANTS NEAR THOMPSON'S POINT:
https://maps.google.com/maps?q=Hotels+and+Restaurants&sll=43.652485,-70.291988&sspn=0.010076,0.022724&near=Thompsons+Point,+Portland,+ME+04102&geocode=CQi9B97UNOSJFYUVmgId7G3P-ymjrXua-ZuyTDFacSkRAuKP2A&hq=Hotels+and+Restaurants&t=m&z=9

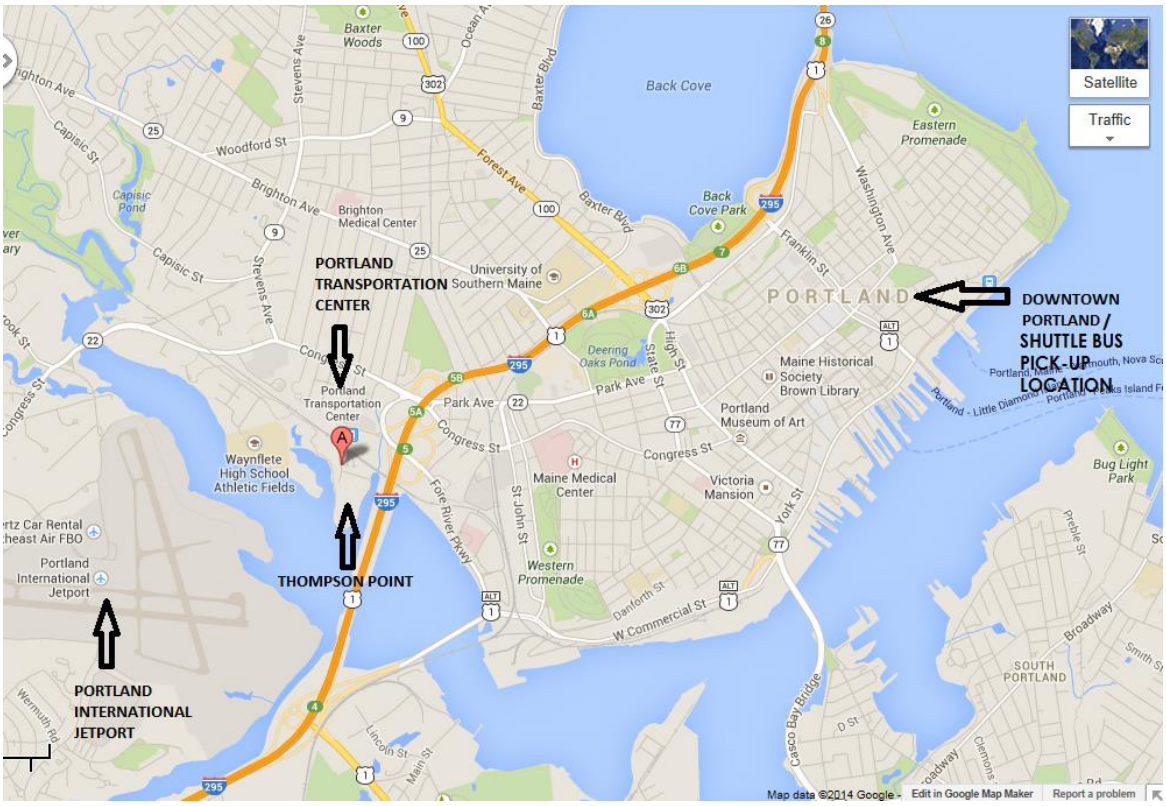
SIERRA NEVADA BEER LOCATOR: http://www.sierranevada.com/beer-locator?brand=all&miles=10&Zip=04101

BREWERS LIST

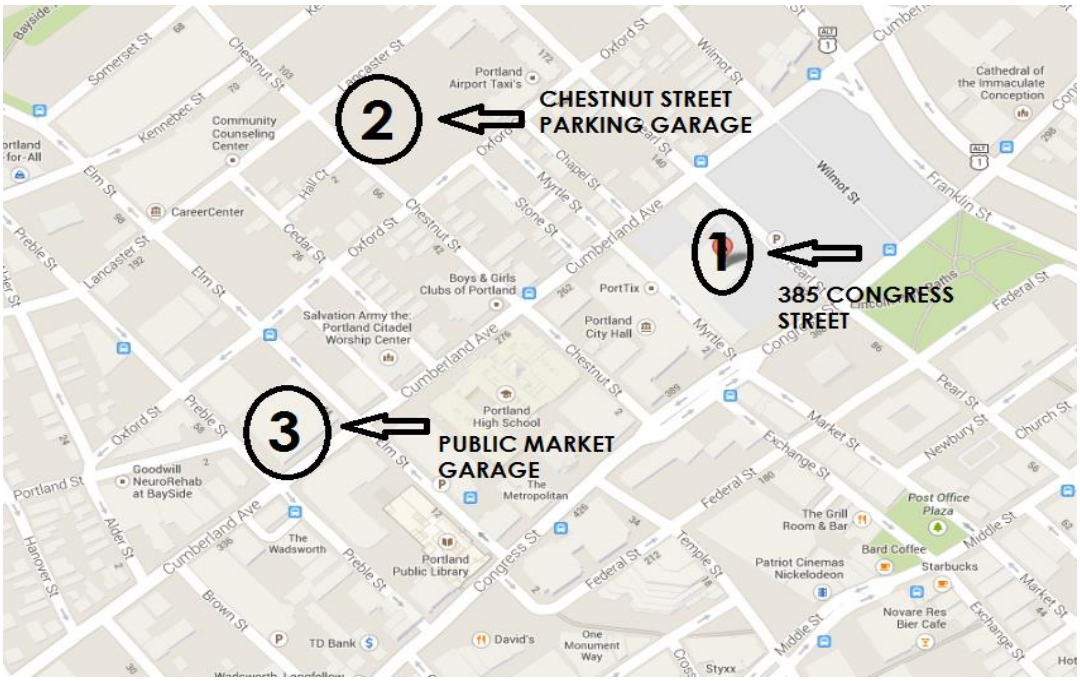
Smuttynose Brewing Co.
Tuckerman Brewing Co
Moonlight Meadery LLC
White Birch Brewing
Boothbay Craft Brewery
One Love Brewery @ 7th Settlement
Sheepscot Valley Brewing Co.
Olde Burnside Brewing
Lost Nation Brewing
Narragansett Brewing Company
BAXTER BREWING COMPANY, LLC
Northern Outdoors dba Kennebec River Brewery
Relic Brewing Co
Geaghan Brothers Brewing Company
Sackets Harbor Brewing Company
Shipyard Brewing Co., LLC
Amherst Brewing Co.
Two Roads Brewing Company
Yonkers Brewing Co.
7th Settlement Brewery
Gneiss Brewing Company
Banded Horn Brewing Company
Oxbow Brewing Co
FUNKY BOW BREWERY AND BEER CO.
Foundation Brewing Company
Bigelow Brewing Company
Federal Jack's
Sea Dog Brewing Company
Gritty McDuff's Brewing Co
Rising Tide Brewing Company
Samuel Adams
Strong Brewing Co.
Harpoon Brewery
Sebago Brewing Co
Maine Mead Works
Moustache Brewing Co.
SoMe Brewing Company
Marshall Wharf Brewing Co
Barrage Brewing Company LLC
Long Trail Brewing Company
Otter Creek Brewing
Black Bear Brewery
BISSELL BROTHERS
Magic Hat Brewing Company
Throwback Brewery LLC
Penobscot Bay Brewery
Brooklyn Brewery
Newburgh Brewing Company
603 Brewery
Rushing Duck Brewing Company
Willimantic Brewing Company
Watch City Brewing Company
Switchback Brewing Company
Pretty Things Beer & Ale Project
Geary Brewing Co.
Foolproof Brewing
Maine Beer Company
High and Mighty Beer CO
Atlantic Brewing Company
Lively Brewing
Rock Harbor Brewing Co.
Earth Eagle Brewings
Bunker Brewing Co
CH Evans Brewing Co
Cottrell Brewing
Monhegan Brewing Company
Thomas Hooker Brewing Co
Ipswich Ale Brewery
RiverWalk Brewing Company
Proclamation Ale Company
Woodstock Inn Brewery
Zero Gravity Craft Brewery
Back East Brewery
The Run of the Mill Public House & Brewery
Battle Road Brewing Company
Martha's Exchange
The Liberal Cup
Moat Mountain Brewing Co.
Chatham Brewing, LLC
Stoneface Brewing Co
Andrew's Brewing Co.
Newburyport Brewing Company
Covered Bridge Craft Brewery, LLC
Black Hog Brewing Co
Mayflower Brewing Company
In'finiti Fermentation & Distillation
Tap Brewing Company
Somerville Brewing Company/Slumbrew
ELM CITY BREWING COMPANY
Southampton Publick House
Cambridge House Brew Pub
Shmaltz Brewery
Barreled Souls
Berkshire Brewing Company Inc.
Flying Goose Brew Pub
Rockaway Brewing Company
Rare Form Brewing Company
Hop City Brewing Co.
The Traveler Beer Company
Clown Shoes Beer
Saint James Brewery
Wormtown Brewery
Crooked Ladder Brewing Company
Cape Ann Brewing Company
Binghamton Brewing Co
Trinity Brewhouse
The Prodigal Brewery
Portsmouth Brewery
Peak Organic Brewing Co.
Hidden Cove Brewing Co.
Great Rhythm Brewing Company
Austin Street Brewery
Aeronaut Brewing Co.
Pennesseewassee Brewing Co., LLC
Idle Hands Craft Ales
Shebeen Brewing Company

* Current at time of compiling, subject to change

MAP OF VENUE THOMPSON'S POINT



MAP OF SHUTTLE BUS PICKUP/DROP-OFF LOCATION



MAP OF METRO ROUTE #5- PORTLAND TRANSPORTATION CENTER (PTC)

Exhibit B: Town Square Media Clash Bash Website

WJBQ Q97.9 HIT MUSIC!

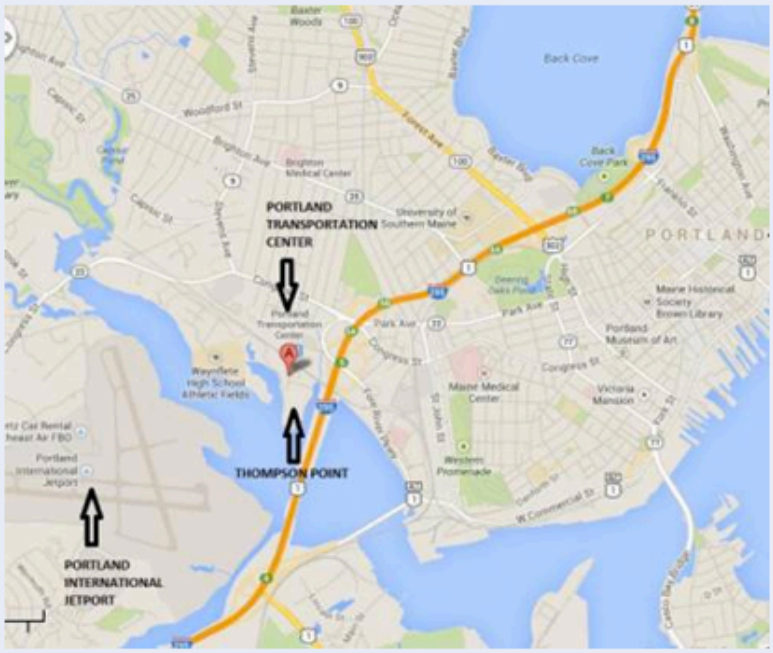
HOME ON-AIR LISTEN PLAYLISTS EVENTS Q INSIDER SEIZE THE D

TRENDING: SPIRIT OF PORTLAND 2015 | MSTY HALLOWEEN CONTEST | PRO FOOTBALL PICK 'EM | LOCAL EXPERTS | Q

Directions To The Clash Bash & BBQ

By Jeff Parsons August 1, 2014 1:08 PM

Share on Facebook Share on Twitter



Thompson's Point is located directly behind the Portland Transportation Center off of outer Congress Street and easily accessible from 295.

Drive by car and park on site

Take the Amtrak Downesater www.amtrak.com

Call a Taxi
Elite Taxi: (207) 871-7274
Family Taxi: (207) 615-9353
ASAP Taxi: (207) 791-2727

NO MATTER WHAT, PLEASE BE SURE YOU HAVE A DESIGNATED DRIVER.

DRIVING DIRECTIONS

From Portland's Downtown District
a. Head southwest on Congress Street toward Forest Avenue

Exhibit C: Summer Session: Maine Brewers' Guild Website

Summer Session: Maine Brewers' Guild 2015 Beer Festival

Maine Brewers' Guild
Saturday, July 25, 2015 from 1:00 PM to 5:00 PM (EDT)
Portland, ME

Ticket Information

TICKET TYPE	SALES END	PRICE	FEE	QUANTITY
VIP Session (inc.'s general admission)	Ended	$60.00	$3.99	**Sold Out**
Designated Driver	Ended	$20.00	$1.99	**N/A**
Day Of Event General Admission more info	Ended	$55.00	$3.74	**N/A**

Enter promotional code

Share Summer Session: Maine Brewers' Guild 2015 Beer Festival

Share Tweet Like 1,066 people like this. Sign Up to see what your friends like

Event Details

UPDATE: 11:13AM Saturday July 25th -

this event is SOLD OUT.

No tickets will be available at the door.

We hope to see you next year

The Maine Brewers' Guild is slated to be the biggest brewfest in Maine and your best chance to try Maine's best beers. Summer Session is the only brewfest run by and in support of the Maine craft beer industry - we know what beer fans love, and we want to share our love of beer with you while creating the perfect festival environment. So come join us in the vast expanse of Thompson's Point waterfront venue in Portland - outdoors and under the sun for our **annual Maine Brewers' Guild festival - Summer Session 2015** on Saturday July 25th, from 1-5PM, with a VIP session starting at noon.

TICKETS: $45/ general admission, $60/ VIP (limited qty available), $55/ Day of Event (general admission only).

All tickets include unlimited beer samples from all breweries, souvenir taster glass, access to beer school classes, live music. Food available for purchase from a huge variety of food trucks.

What makes our festival so awesome? We're glad you asked...

- **BEST BEER IN MAINE** - Maine's best brewers will be showcasing their wares from all across the state.
- **GUEST BREWERIES** - For the first time, we're doing an invitational format - our Maine brewers have invited their friends from out-of-state breweries so we'll have beers on tap that you've never tried, from breweries who don't normally sell their beer in Maine.
- **LIVE MUSIC** - we'll jam out to music from the Maine Marimba Ensemble and Down East Soul Coalition - but we'll keep it far enough away from the beer so you can still interact with the brewers and ask your questions.
- **PLENTY OF SPACE** to spread out - Thompson's Point is acres and acres of waterfront land. No crowded gymnasiums here.
- **LAWN CHAIRS WELCOME** – we want you to get comfortable, so bring your lawn chairs, picnic blankets, cornhole set, and make a day of it!
- **BEER SCHOOL CLASSES** - Learn from Maine's brewers in short, 10-15 minute 'classes' within the brewfest discussing all sorts of topics related to beer and brewing and giving you the chance to ask those burning questions and learn from the pros. No registration required. (list of classes is below)
- **The 1ST ANNUAL 'HOMEGROWN BEER' COMPETITION** - sponsored by Maine Malt House - over 15 brewers will be brewing a beer made with Maine grown grains malted in Maine Malt House's brand new facility in Mapleton, ME. All attendees will have the chance to try them all and vote on your favorite to see which brewery will take home the trophy! #DrinkLocal
- **FOOD TRUCKS** - They'll be there and ready to serve you, from the beginning to the end - so bring an appetite! Participating trucks include: Fishin' Ships, Hella Good Tacos, Love Kupcakes, Pizza Pie on the Fly, The Sophisticated Sausage, Squeeze ME, The Roast, and PB&ME.
- **SUPPORTS YOUR LOCAL CRAFT BEER COMMUNITY** - Proceeds from our brewfest benefit the Maine Brewers' Guild in their work to promote and protect craft beer. (We're the people who changed the laws so brewers could pour their own beer at these festivals!) This is our biggest event of the year and the primary fundraiser for our nonprofit. Drink beer in support of beer!
- **TIME TO CATCH YOUR BREATH** - Although we'll have to stop serving beer at 5PM, you'll be welcome to hang out till around 6PM, grab a bite to eat from one of the food trucks, and take in the beauty of an evening on the water in Portland surrounded by thousands of your closest friends.
- **PUBLIC TRANSPORT** - We're working to figure out ways to get you to and from the festival safely. And if you're coming from Boston, the bus or trains heading into Portland will drop you right to the festival site. (The event is right behind the Amtrak and Concord Coach station). We'll also coordinate in-town Portland pick ups via public transport.

POURING AT THIS FESTIVAL:

Exhibit D: State Theatre Presents concert website

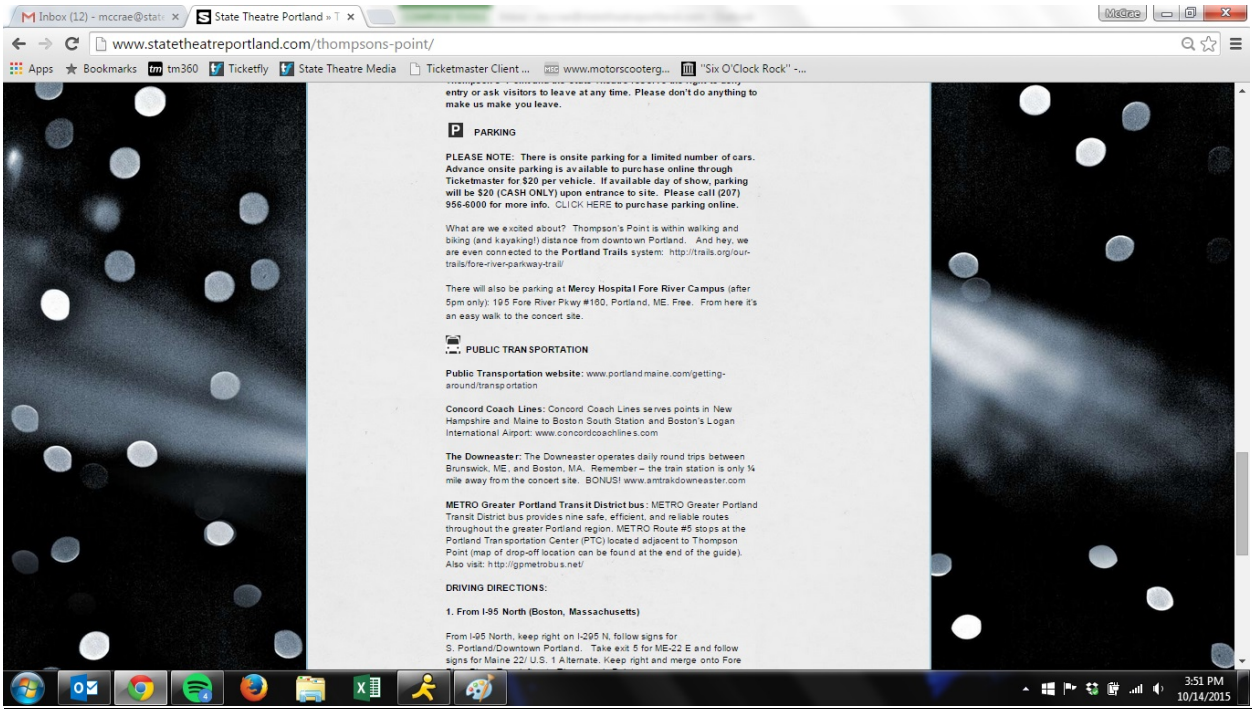

Inbox (12) - mccrae@stat
State Theatre Portland
www.statetheatreportland.com/thompsons-point/
Apps
Bookmarks
tm360
Ticketfly
State Theatre Media
Ticketmaster Client ...
www.motorscooterg...
"Six O'Clock Rock" -...
entry or ask visitors to leave at any time. Please don't do anything to make us make you leave.
PARKING
PLEASE NOTE: There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online through Ticketmaster for $20 per vehicle. If available day of show, parking will be $20 (CASH ONLY) upon entrance to site. Please call (207) 956-6000 for more info. CLICK HERE to purchase parking online.
What are we exciting about? Thompson's Point is within walking and biking (and kayaking!) distance from downtown Portland. And hey, we are even connected to the Portland Trails system: http://trails.org/our-trails/fore-river-parkway-trail/
There will also be parking at Mercy Hospital Fore River Campus (after 5pm only): 195 Fore River Pkwy #160, Portland, ME. Free. From here it's an easy walk to the concert site.
PUBLIC TRANSPORTATION
Public Transportation website: www.portlandmaine.com/getting-around/transportation
Concord Coach Lines: Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston's Logan International Airport: www.concordcoachlines.com
The Downeaster: The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA. Remember – the train station is only ¼ mile away from the concert site. BONUS! www.amtrakdowneaster.com
METRO Greater Portland Transit District bus: METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit: http://gpmetrobus.net/
DRIVING DIRECTIONS:
1. From I-95 North (Boston, Massachusetts)
From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland. Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate. Keep right and merge onto Fore
3:51 PM
10/14/2015

Exhibit E: State Theatre Presents parking and transit email to ticketholders

McCrae Hathaway

From: State Theatre <concerts@statetheatreportland.com>
Sent: Monday, June 22, 2015 11:48 AM
To: lauren@statetheatreportland.com
Cc: mccrae@statetheatreportland.com
Subject: Test Send - Info regarding Ingrid Michaelson at Thompson's Point

To view this email as a web page, go here.

STATE THEATRE PRESENTS AT THOMPSON'S POINT

10 Thompson's Point, Portland, ME
June 19, 2015

LIVE AT THOMPSON'S POINT

A SUMMER NIGHT OUT WITH INGRID MICHAELSON
JUKEBOX THE GHOST SECRET SOMEBONES

SUNDAY JUNE 28

STATE THEATRE PRESENTS AT THOMPSON'S POINT

We are so excited to celebrate our very first show at Thompson's Point outdoor venue with Ingrid and YOU. Here is some helpful info for you as you start making your plans for June 28.

The concert venue at Thompson's Point is located on the southern tip of "The Point"- the peninsula of land (and new lawn!) that juts out into the Fore River. When you arrive on TP, whether by car or by foot, follow the signs (and throngs of people) to the entrance gates.

Please note: All 2015 shows are General Admission events.

WHAT DO I NEED TO KNOW?

AGES

Thompson's Point is an ALL AGES venue. Children 2 and under are free.

REFUNDS

There are no refunds or exchanges on any tickets on any events unless an event is cancelled or postponed.

BOX OFFICE / CREDIT CARDS

While cash is king, we will accept credit cards at the box office – which will be located right next to the entrance gates. **CASH ONLY at concessions**. There will be ATMs on site.

PARKING

There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online for $20 per vehicle. If available day of show, parking will be $20 (**CASH ONLY**) upon entrance to site. Please call (207) 956-6000 for more info.

CLICK HERE to purchase parking online in advance.

RE-ENTRY

There will be no re-entry once your ticket has been scanned.

FOOD

There will be plenty of food available. We have hand-picked some of the best food trucks and vendors in Maine to fulfill any craving.

ALCOHOL

We are proud to serve draft beer selections from Shipyard Brewing Company and Sierra Nevada Brewing Co. as well as selections from Baxter Brewing, Deep Eddy Vodka, Cellar Door Winery and Downeast Cider (gluten free!) throughout the concert at our main concessions area under "The Depot". Please remember – if you are 21+ and plan on enjoying an alcoholic beverage, don't forget your government issued ID. **PLEASE NOTE: ALL BARS ARE CASH ONLY.**

ATM

We will be providing ATMs on site... just in case that first visit to the food truck wasn't enough, or you need to get that extra t-shirt for a friend.

SMOKING

There is a strict no-smoking policy at Thompson's Point.

ADA SEATING

ADA seating will be made available by request when you arrive at Thompson's Point.

Parking is available for guests with disabilities including a drop-off location near the entrance. Van accessible parking spaces are located near the entrance. These spaces are well-marked and are monitored by our staff. Please remember that all vehicles must display state-issued accessible parking tags or placards to park in these spaces.

The entrance to the venue is at street level. There are no steps or ramps to maneuver in and out of the entrances however there is a large portion of lawn between the entrance and the ADA seating section.

For more information on ADA seating at Thompson's Point, please call the State Theatre at 1-207-956-6000.

BE PREPARED FOR THE WEATHER – THE SHOW WILL GO ON RAIN OR SHINE

Thompson's Point is on the Fore River and it's still New England- it has the potential to be very hot or cool even in the summer. Prepare yourself. Wear a hat, breathable clothing, apply sunscreen. Hey – bring a raincoat! Be sure to check the weather before you travel to Thompson's Point. Plan ahead. Layers, people!

STAY HYDRATED!

Drink water. Lots of water. Dehydration causes unhappiness and we don't want that.

WHAT AND WHAT NOT TO BRING:

YOUR TICKET or ID FOR WILL CALL TICKETS

Please bring a printed copy of your ticket to ensure a quick entry into the show. If you are picking up your tickets at will call, please bring your ID to our will call window at the box office next to the entrance gates to pick up your tickets.

YOUR I.D.

If you have to pick up your ticket at will-call or plan on drinking any alcohol, bring your driver's license, passport or any other government issued photo I.D. and you'll be good to go!

THESE THINGS MIGHT ALSO HELP YOU AND ARE OK TO BRING:

SMALL beach or soft camp chairs

(**NOTE**: Out of respect for fellow concert-goers, chairs **must** be low profile, beach-style - *legs no higher than 4" off of the ground and chair backs no higher than 27" off the ground)*

Blankets or beach towels

Security reserves the right to redirect chair and blanket placement for the comfort and safety of patrons.

Hats (one hat per head probably a good formula), sunglasses, sunscreen, raincoat or poncho, a Color Me Badd CD, valid driver's license for will-call and/or to drink alcohol, a jacket, two thumbs up.

THERE ARE A FEW THINGS YOU NEED TO LEAVE BEHIND (and not limited to):

To ensure a safe and awesome event for everyone, bags will be checked upon entry for the following (in other words, please don't bring these so we can let you in right away): Pets, outside food & drink, glass bottles, cans or coolers, alcoholic beverages, illegal or illicit substances of any kind, weapons (including ninja stars), fireworks, umbrellas, professional photo/audio/video equipment, glow sticks or wands, laser pointers, a bad attitude.

Thompson's Point and the State Theatre reserve the right to deny entry or ask visitors to leave at any time. Please don't do anything to make us make you leave.

PARKING

PLEASE NOTE: There is onsite parking for a limited number of cars. Advance onsite parking is available to purchase online through Ticketmaster for $20 per vehicle. If available day of show, parking will be $20 (CASH ONLY) upon entrance to site. Please call (207) 956-6000 for more info. CLICK HERE **to purchase parking online.**

What are we excited about? Thompson's Point is within walking and biking (and kayaking!) distance from downtown Portland. And hey, we are even connected to the **Portland Trails** system: http://trails.org/our-trails/fore-river-parkway-trail/

There will also be parking at **Mercy Hospital Fore River Campus** (after 5pm only): 195 Fore River Pkwy #160, Portland, ME. Free. From here it's an easy walk to the concert site.

PUBLIC TRANSPORTATION

Public Transportation website: www.portlandmaine.com/getting-around/transportation

Concord Coach Lines: Concord Coach Lines serves points in New Hampshire and Maine to Boston South Station and Boston's Logan International Airport: www.concordcoachlines.com

The Downeaster: The Downeaster operates daily round trips between Brunswick, ME, and Boston, MA. Remember – the train station is only ¼ mile away from the concert site. BONUS! www.amtrakdowneaster.com

METRO Greater Portland Transit District bus: METRO Greater Portland Transit District bus provides nine safe, efficient, and reliable routes throughout the greater Portland region. METRO Route #5 stops at the Portland Transportation Center (PTC) located adjacent to Thompson Point (map of drop-off location can be found at the end of the guide). Also visit:http://gpmetrobus.net/

Pedicab: Want someone else to pedal you up to the site? Call Maine Pedicab for a ride. Park in a garage downtown and get picked up in style. Don't forget they work for tips only so it's pay what you want! Call (207) 430-7011 to get to the festival in style.

DRIVING DIRECTIONS:

1. From I-95 North (Boston, Massachusetts)

From I-95 North, keep right on I-295 N, follow signs for S. Portland/Downtown Portland. Take exit 5 for ME-22 E and follow signs for Maine 22/ U.S. 1 Alternate. Keep right and merge onto Fore River Pkwy. Turn left onto Thompson's Point.

2. From Portland International Jetport: 1001 Westbrook Street, Portland, Maine

Head northeast on Johnson Road toward City Line Drive. Continue straight onto Congress Street. Turn right onto Fore River Parkway. Take first right onto Thompson's Point. Arrive at Thompson's Point.

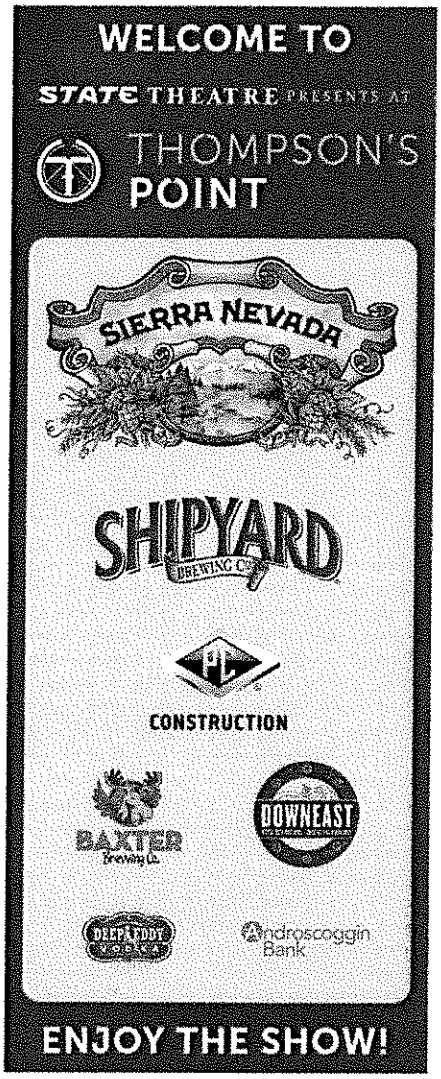
3. From Portland's Downtown District: 549 Congress Street, Portland, Maine

Head southwest on Congress Street toward Forest Avenue. Take first right on Forest Avenue. Slight right to merge onto I-295 S/ U.S. 1 S toward South Portland. Take exit 5A toward ME- 22/ U.S. 1 Alternate/ Congress Street. Keep left at fork and follow signs to Thompson's Point.

CLICK HERE **to enter driving directions on Google Maps.**

For any other questions, please call (207) 956-6000 or email us at info@statetheatreportland.com

See you at the show!



BOX OFFICE

Buy tickets online at www.statetheatreportland.com, by phone at 1-800-745-3000 or in person at the State Theatre box office, Fridays 10am-2pm. The Thompson's Point box office is open one hour before doors night of show.

- PORTLAND **STATE THEATRE** MAINE -

This email was sent to lauren@statetheatreportland.com by State Theatre, 609 Congress Street, Portland, Maine 04101. You are receiving this email advertisement because your email address was used for a ticket purchase or you signed up via our website.

Update your profile & modify subscriptions | Unsubscribe | Contact Us

Exhibit F: State Theatre Presents email capture statistics

Name
TP Info

From
State Theatre
concerts@statetheatreportland.com

Subject
Info regarding Ingrid Michaelson at Thompson's Point

Segment
Ingrid Buyers

Overview	63.1 % (495) Opens	12.9 % (101) Clicks	0.4 % (3) Bounces	0.1 % (1) Unsubscribes

Delivery	99.6 % Delivery Rate	785 Sent	782 Delivered

Opens	63.1 % Total Opens	495 Unique Opens	287 Did Not Open

Clicks	12.9 % Net Click Through Rate	149 Total	101 Unique

	Links	Clicks	Click Through Rate
1	parking http://www.ticketmaster.com/thompsons-po...	44	5.6%
2	ingrid http://www.statetheatreportland.com/even...	26	3.3%
3	http://www.ticketmaster.com/Thomps http://www.ticketmaster.com/Thompsons-Po...	15	1.9%
4	maps https://www.google.com/maps/dir//43.6497...	12	1.5%
5	http://www.statetheatreportland.com http://www.statetheatreportland.com/?cam...	9	1.1%
6	View as a Web Page http://view.tmclient.ticketmaster.com/?j...	7	0.9%

Exhibit G: Transportation Demand Management Surveys

Transportation Demand Management Survey

Date:

From: Sue Santerre, Thompson's Point Development Company

To: [Tenant]

On behalf of our team, I would like to welcome you to Thompson's Point! We are excited to have you join us in this dynamic mixed-use project. As a transit-oriented development, we are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to find other ways of getting people to and from the Point. My role is to help further these goals. Our team will help coordinate and promote rideshare opportunities; use of AMTRAK and Concord Coach lines; METRO bus; and U Car Share/Uber; monitoring parking usage in conjunction with parking management; monitoring parking usage in conjunction with parking facility management; coordinating event scheduling; encouraging greater use of bicycling, walking, and bus-based transit; and convening meetings of decision-makers representing the tenants/users at Thompson's Point, who will assist the coordinator in facilitating these overall goals.

To help me better understand your company's needs, I would be grateful if you would distribute the enclosed survey to your employees and ask them to fill it out and return it to me at: sue@thompsonspointmaine.com at their earliest opportunity. If you have any questions or would like to set up a time to discuss, please do not hesitate to contact me.

Yours sincerely,

Sue Santerre

Transportation Demand Management Coordinator

PHONE (207) 747-5288 x104
FAX (207) 747-5941
WEB www.thompsonspointmaine.com

Question	Yes	No	Response
Do you drive to work?			
If so, do you drive alone?			
If not, how many ride with you?			
If you ride alone, would you consider carpooling?			
Have you used Uber?			
Have you used Uber to get to/from work?			
If not, would you consider it?			
Do you take METRO to work?			
If so, how often?			
If not, why not?			
If not, what would make you consider taking METRO?			
How long is your commute to work?			
Do you ride a bicycle or walk to work?			
If so, how often?			
If not, why not?			
If not, would you consider riding a bicycle or walking to work if you had facilities (shower, bike racks, etc.) to make this a better experience?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation for Thompson's Point?			

THOMPSON'S POINT

Concert Transportation Demand Management Survey

Question	Yes	No	Response
Did you drive to the concert?			
If so, did you drive alone?			
If not, how did you get to the concert?			
Would you consider carpooling?			
Have you used Uber?			
Would you use Uber to travel to a concert with others?			
Have you taken the METRO bus?			
Would you take the METRO bus to a concert at Thompson's Point?			
If not, why not, and what could get you to consider taking METRO?			
Where did you travel from, and how long did it take you to get to the concert?			
If you drove, would you ever consider riding a bicycle or walking to a concert?			
Are there any other comments you would like to offer as we consider how to facilitate better access to alternative transportation to concerts at Thompson's Point?			

PHONE
(207) 747-5288 x104

FAX
(207) 747-5941

WEB
www.thompsonspointmaine.com

Appendix 3: Summer Concert Survey invitation and template

Email to State Theatre ticketholder list:

Dear Thompson's Point concert-goer,

We would like to thank you for your patronage and hope you enjoyed your concert experience at Thompson's Point as much as we did!

As a transit oriented development, Thompson's Point (and our concert partners at the State Theatre) are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to encourage other ways of getting people to and from the Point.

In order to help us better understand how people are getting to and from our concerts we have put together a brief survey. We would be very grateful if you would take a moment to fill out the survey and provide any feedback you may have. Thompson's Point has evolved by listening to the input of our patrons, and your feedback will help us make the Thompson's Point concert experience even better.

Thank you for your time and we look forward to hearing from you!

Please send completed surveys to:

neighbors@thompsonspointmaine.com

[add copy of survey]

| Hotel | Portland - Neighborhood Meeting

MINUTES JANUARY 3, 2018 5:30 PM YURT @ RINK AT THOMPSON'S POINT

MEETING CALLED BY	Forefront Hoteliers, LLC
TYPE OF MEETING	Neighborhood Meeting
FACILITATOR	Chris Thompson and Jed Troubh, Forefront Hoteliers LLC Bo Kennedy, Placemaker Partners, LLC
NOTE TAKER	Sue Santerre
ATTENDEES	See attached sign in sheets

TOPIC	**Level III Site Plan Application – Hotel Portland @ Thompson's Point**

Introduction - Overall Master Plan and Project to Date

A paper copy of the current Thompson's Point Master Plan was displayed for public to see. Chris Thompson of Forefront Hoteliers, LLC discussed the Forefront at Thompson's Point project as a whole summarizing the following points:

- Development planning and permitting started back in 2009 and current approved Master Plan is on file with the City of Portland,

- One of our first investments was the local cash match for a $6,000,000 off-site infrastructure improvement project in collaboration with Maine DOT and City of Portland. The U.S. EDA provided a grant for a portion of the work. The project included but was not limited to widening Thompson's Point Road from the intersection of Fore River Parkway, Congress Street & Fore River Parkway intersection and interstate ramp improvements, multi-modal improvements throughout the adjacent streets as well as inclusion of a multi-use trail connection from Fore River Parkway to Thompson's Point, and traffic calming measures in Libbytown neighborhood. All improvements were designed and constructed with the traffic assumption that the full-build out of the approved Thompson's Point uses were in-place, so this buildout supported the full Master Plan and event programming.

- We completed the rehabilitation of the Depot pavilion structure next, an outdoor venue where we host a variety of outdoor events year round – the Summer Concert Series in the spring/summer, along with other types of events, and The Rink at Thompson's Point, which is in its third season this winter.

- Brick North was the first existing brick building renovated and houses a variety of tenants – Big Room Studios, Color Me Mine, Circus Arts Maine, Cellardoor, Bissell Brothers, Stroudwater Distillery, Int'l Cryptozoology Museum, and Big Jay's Chicken Shack.

- Brick South is the most recent existing building renovation project completed and it came online last spring (March 2017). It is a 25,000-square foot event space and 8,000 square foot annex that houses restrooms, breakout rooms, a catering kitchen, and full-service bar. The space is approved to have a maximum of 2,500 visitors plus employees/staff.

Development On the Horizon

- We began the process of relocating Suburban Propane in 2011 and are in the final stages of securing property on Riverside Drive to build Suburban a new facility thus opening up three and a half acres of land on site.

Level III Site Plan Application – Proposed Hotel

We recently submitted a Levell III Site Plan to the City of Portland for the hotel. We are proposing a 148 room full service hotel. Hotel Portland will be a boutique hotel under the Marriott brand.

Bo Kennedy, Site Civil Engineer with Placemaker Partners, LLC was introduced and showcased the modified Master Development Plan with the recently approved Children's Museum and Theatre of Maine (CMTM) as well as the relocated Hotel to its currently proposed location. A quick overview of the displayed Master Development plan highlighting the completed elements described by Chris Thompson. Bo reviewed the Hotel Portland Site Plan and Proposed Building Elevations while summarizing specific site work and infrastructure that will be required with the development of the hotel lot such as utility services and storm water management provisions. We have completed a public water main extension, private sanitary sewer main extension, gas service extension, and an electrical and communication duct bank to the hotel site of which all services will stem off from. The water main extension project introduced two new public hydrants in close proximity to the hotel property. Sanitary sewer including a grease trap for the food service will connect into new sewer main extension. New stormwater collection and management infrastructure will be installed to serve the hotel lot. Storm water is collected, treated (in compliance with the state and city Stormwater regulations), and is discharged to the Fore River through a new stormwater discharge location.

Main entrance of hotel will be central to the building and facing south at the center of the Depot Structure. Sidewalks from the hotel will connect to the pedestrian infrastructure circumventing the entire property. The hotel site plan includes improvements to a substantial pedestrian only alley in the central portion of site connecting services from the north to the south of the point property. It was noted that the ped alley will act as an area with an inviting and vibrant feel particularly with the addition of the main entrances to the CMTM and hotel food service outdoor dining area.

Between the hotel and Brick South buildings there will be an event lawn and outdoor breakout space to be shared by either building.

Timeline places construction of hotel along with construction of Children's Museum. Starting in 2018 and projected to be finished late summer of 2019.

End of Presentation: Floor was opened for questions from the public.

PUBLIC COMMENTS AND CONCERNS
Question by Unidentified Attendee: Will the main road go all the way through the project?
Response by Chris Thompson: Yes, Thompson's Point Road will go around the entire point and the pedestrian alley will cut through the center of site. There will be a full continuous route, and the radius of the road was created with the premise that a full-size METRO bus, service vehicles, and emergency vehicles will utilize the main loop roadway.
Question by Unidentified Attendee: Do you have a sense of timeline for Suburban Propane?
Response by Chris Thompson: The building permit for the replacement facility on Riverside Street in Portland was submitted to the City of Portland and the plan is to start construction this winter. It has an approximately nine month build out. By one year from today we hope to have the Suburban Propane Certificate of Occupancy for the Riverside property and Suburban Propane can move to the

new facility. We plan to keep the brick building and demolish the remaining buildings giving us three acres of surface parking until garage is completed.

Question by Unidentified Attendee: Is Suburban Propane happy with this?

Response by Chris Thompson: They are happy with the agreed development proposal..

Question by Unidentified Attendee: How will valet parking work?

Response by Chris Thompson: Valet parking will be handled on site. There are several areas on the Thompson's Point property where this parking can be located.

Statement by Unidentified Attendee: I am a resident in Libbytown and I feel this hotel will have a huge impact on the traffic pattern in Libbytown. As it is we can hardly make a right turn out of our neighborhood roads and trying to get in the left lane to head towards interstate is near impossible. We have a huge concern about airport travelers staying at hotel and using local gas stations, grocery stores and restaurants and clogging up traffic even more. This hotel only looks to aggravate a bad situation.

Response by Chris Thompson: You have raised several issues and concerns and I will speak to the ones that I can. Relative to the hotel, it is important to note that while there will be traffic associated with the hotel, these hotel trips themselves are not a major source of traffic, and they, along with the full buildout of the Master Plan, were contemplated in the Traffic Movement Permit and in the $6 million of improvements that were made to the surrounding Libbytown area. But that said, it is rare to have maximum occupancy every night. A full serve hotel running at 70% occupancy is very successful hotel. In our experience, it is often the case that you would see two guest rooms worth of guests traveling in one car. The site can also easily be accessed by METRO, Shuttle, Uber, Lyft, by bike, and on foot. As part of the Thompson's Point project we have a Transit TIF. We build the site and this buildout creates additional tax revenue for the city. A portion of the tax dollars are committed to stay in a fund specifically for alternative transportation purposes. These additional funds are protected from ending up in the city's general fund where they can be allocated to other uses. There are funds available for developing transit oriented improvements including alternative transportation that would connect the Jetport, Portland Transportation Center, and Downtown. I can't argue the hotel won't bring vehicles, but this impact was factored into our Master Plan and infrastructure buildout, and in our view the impact on surrounding roads is likely minimal.

Statement by Unidentified Attendee: I live off Congress Street in a hidden driveway and have a hard time getting in and out of driveway.

Response by Chris Thompson. My sense is this part of Portland will continue to grow. We are one piece of a complex puzzle, and I know that the City is taking a hard look at how to grow Portland responsibly. Our EDA project invested $6,000,000 to build up vehicle and pedestrian infrastructure in areas surrounding Thompon's Point and followed the guidance of the City, State, PACTS, and many planning and design meetings to serve the needs that these parties put forth. The improvements made were a collaborative effort, and we believe the City will continue to work collaboratively with developers to try and make traffic better. I understand that dealing with traffic on Congress Street can be challenging. For our part, we intend to be neighbors for a long time, and we want to get it right, and to this end we've made major contributions to the buildout that was designed to help improve traffic flow.

Question by Unidentified Attendee: Is there any way to incentivize people to use Fore River Parkway for traffic leaving events?

Response by Chris Thompson: With large events, our policy is to only allow right turns out of property onto the Fore River Parkway, to avoid sending vehicles out to Congress Street.

Question by Unidentified Attendee: I live on one of the side streets and during events people park on my street. I own three vehicles, and can only park two in my driveway, and sometimes I have trouble finding parking for my extra vehicle when the street is busy. I have discussed implementing a sticker program with the City like what they do for the Seadogs neighborhood.

Response by Unidentified Attendee. I'm not sure we want to get involved with the sticker program. It sounds good at first glance but then you are left with only parking spaces for the number of spots you have. What if you want to have a graduation party or holiday dinner and only have three parking permits? I'm not sure that is the way we want to go. I think that the project does okay with parking during concert events and they aren't that frequent. The issue for me is the daily traffic on Congress Street.

Question by Unidentified Attendee: Is there going to be any literature to encourage alternative modes of transportation? .

Response by Chris Thompson. Yes. We have this now and will continue to expand upon it. We have a Transportation Demand Management plan that encourages all visitors, staff, and guests of Thompson's Point to utilize alternative methods of transportation. Having maps, in print and online, for hotel guests to explore the area on foot rather than by car is an excellent marketing tool and we will incentivize walking, biking, using METRO, and other modes as much as we can. We have worked hard to develop a great relationship with Portland Trails and they have a significant presence on site -- and the Transportation Center is adjacent to the property as well. We expect Concord Coach Lines and AMTRAK to be significant resources for our hotel guests as well.

Question by Unidentified Attendee: Who maintains the trails? .

Response by Chris Thompson. The trail system on site has two components. First, there is an easement we provided to the City of Porltand for the portion of the trail that runs from the Portland Water District pump station area here, across the panhandle portion of the site, and over toward Waynflete School. The City partners with Portland Trails for this easement upkeep. Second, for the area starting at the pump station and running along the westerly edge of the site down to the point, there is a license agreement with Portland Trails for use of our property.. Portland Trails handles that upkeep. They've also done great pop-up events and projects such as the "parklet" that visitors to the point have enjoyed.

Question by Unidentified Attendee: When is the hotel and Children's Museum projected to open?

Response by Chris Thompson: Hotel construction is projected to start Spring of 2018 with completion expected Summer of 2019. The Children's Museum anticipated starting in summer of 2018. They have a longer build time given their exhibition displays, but both projects should be under construction about same time.

Question by Unidentified Attendee: What will Brick South space be used for when it is complete?

Response by Chris Thompson: Brick South was completed in spring of 2017. We tried to stay as close as we could to the original aesthetic of the building and preserve the brick and beam character.

Question by Unidentified Attendee: What is on the floor?

Response by Chris Thompson: The floor is a new polished concrete slab. The building is intended to be a blank space for all types of events, and it is meant to serve variety of community and corporate events. There were major renovation elements (namely the addition of life safety improvements, bathrooms, bar, and a catering kitchen).

Question by Unidentified Attendee: Do you have your own Storm water System or are you part of City of Portland?
Response by Bo Kennedy: We have our own treatment system that is completely independent of the City of Portland storm water infrastructure. The system is installed in pieces as additional development on the point occurs and is approved by the City of Portland. The installed infrastructure is inspected and maintained at regular intervals. We treat the storm water run-off and then discharge it into Fore River.

Question by Unidentified Attendee: Do you foresee residential condos in the future?
Response by Chris Thompson: We like the idea of making this a residential area as well as commercial project that will have a true neighborhood feel. We have not put together specific plans for our residential buildout as yet. We're evaluating the idea of apartments.

Question by Unidentified Attendee: Where can we see the site plan?
Response by Chris Thompson: You can go on City of Portland's website to see the full updated site plan materials that were submitted. We plan to show updated plans on our website as well when complete.
Question by Unidentified Attendee: How many stories will the hotel have? How tall will it be?
Response by Chris Thompson. The hotel is five floors and approximately 55 ft of vertical height. The site zoning is approved for 120 ft of building height.

Question by Unidentified Attendee: Is a parking garage a priority as soon as Suburban Propane s off site?
Response by Chris Thompson. We do intend to build a garage and would like to do that as soon as it is feasible. Once Suburban is relocated we will have an additional 3 1/2 acres of surface parking. Last August 5th we had the biggest concert of the season on site, Alabama Shakes with over 7,000 people, a 300 person wedding in Brick South, a busy night at Brick North with Bissell Brothers and Circus going strong -- I spent most of the evening walking around the site and we never maxed out parking. There were always additional spaces available. We do think that this is a testament to the alternative modes of transportation used to access the site and the event management plan executed successfully.

Conclusion:

We thank you for coming and for your participation. We are open to suggestions from local residents as we want this project to be the best it can be. Thank you!

Meeting Sign In

Project: Hotel Forefont
Facilitator:
Place/Room: Yurt

Date: 3-Jan-18
Time: 5:30 PM

	PRINT NAME	ORGANIZATION	TITLE	PHONE	EMAIL
1.	Heather Lavigne	Clarion Hotel	DOS	553-4594	heather@pwmclaw.com
2.	Kimberly Sweeney	Resident	—	337-1787	kathsweeney@hotmail.com
3.	Michelle + David Allen	Neighbor		835-5501	allenamm@aol.com
4.	Jeff Gruvitsky	Congregation Etz Chaim Resident		409-7666	jgruvitsky@maine.rr.com
5.	Scott Bleault	Resident	—	207-899-6765	Sbleault@hotmail.com
6.	Dana Krauss	Congregation Etz Chaim		653-1023	yes.dana@maine.rr.com
★ 7.	Darrell Gasliwn	Consultant		200-1910	Darrell@sandpiperpress.com
8.	John Devinney, Esq.	Pierce Atwood		671-1388	johndevinney@gmail.com
★ 9.	Sue Santerre	FPI	EA	747-5288	sue@thompsonspoint.com
★ 10.	Jed Troubh	FPI		914 450-7355	JTROUBH@GMAIL.COM
★ 11.	Chris Thompson	FPI		207 347-1614	Parallaxpartners@gmail.com
★ 12.	Bo Kennedy	Placemaker	Engineer	207 747-5288	Bo@placemaker-partners.com
13.					
14.	*(stared) names identify members of the develompment team				
15.					
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17.					
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21.					
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PLACEMAKER PARTNERS, LLC
501 Danforth Street
Portland, ME 04102

March 5, 2018

Ms. Shukria Wiar
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: The Forefront at Thompson's Point – Hotel Portland
Level III – Site Plan Application – Design Review Letter of Response

Dear Shukria:

We have received and reviewed peer review comments and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following.

DESIGN REVIEW COMMENTS FROM TY LIN – TOM ERRICO DATED 03.01.2018

Comment 1:

Tom Errico wanted a parking analysis for the projects; allocation of parking for the hotel, event planning, and how will be handled.

Response:

Please find the enclosed parking projection model for the proposed hotel. The Thompson's Point development will consist of more than 700 surface parking spaces upon the completion of the Children's Museum & Theatre of Maine and Hotel Portland development projects which is more than adequate to accommodate all existing and upcoming uses planned for Thompson's Point. All "Special Events" of larger than 2,500 attendees will be managed in accordance with the Updated Event Management Plan(EMP). The EMP was provided to the city staff as an attachment to the Transportation Demand Management Annual Update for review on Jan. 23, 2018.

DESIGN REVIEW COMMENTS FROM CITY STAFF DATED 03.01.2018

Comment 1:

The fencing around the outdoor dining, is this a removal one or a permanent?

Response:

The barrier enclosing the outdoor dining area will be semi-permanent. Some elements are anticipated to mark the corners and key support location and likely be fixed in their location. While the gaps can be removed during winter months for ease of snow clearing.

DESIGN REVIEW COMMENTS FROM PORTLAND FIRE DEPT. DATED 03.01.2018

Comment 1:

We will have to have a 20' access road along the entire front of the Children's Museum, the south side of the building. I don't know if these projects are with the same developer, but if the hotel is built with the sidewalk and seating area they should be told an access road will be abutting this area. Without this road there would be no access to the museum, as currently planned.

Response:

The proposed site plan considers this need for access for emergency vehicles and occasional service vehicles. The plan provides for a 20 ft wide clear path the length of the corridor. The developer has engaged a discussion with the fire department to ensure that any minor adjustment to the site plan for adequate emergency access can be accommodated.

If you have any questions regarding these materials, please contact this office.

Sincerely,

PLACEMAKER PARTNERS, LLC

Bo Kennedy, P.E.
Project Manager/Engineer

Attachments

c: Barbara Barhydt, City of Portland Planning
Chris Thompson, Forefront Partners I, LP
Jed Troubh, Forefront Partners, I, LP

ATTACHMENT A

Parking Assessment

Forefront Hoteliers, LLC
501 Danforth Street
Portland, ME 04102

3.2.2018

From: **Chris Thompson**
Forefront Hoteliers, LLC

To: **Shukria Wiar, Planner**
Planning and Urban Development

RE: **Hotel Portland anticipated parking demand**

Dear Shukria,

I am pleased to present for staff's consideration this memorandum regarding anticipated parking demand for our 148 room Hotel Portland project.

Historically, based on our experience managing the Sheraton Portsmouth Harborside Hotel (Portsmouth, NH); the Hampton Inn and Suites (Exeter, NH); the Hilton Garden Inn Auburn Riverwatch (Auburn, ME); and the Hampton Inn Lewiston Auburn (Lewiston, ME), we have found that, on average, we provide parking spaces for approximately 60% of our occupied rooms (which factors in hotel and restaurant as well as FTE employee demand). The reason for this is that, apart from guests who travel by other means (taxi, Uber/Lyft, bus/train, etc.), for guests coming by car, one vehicle will often be used by two or more guests who occupy two or more rooms (for example, two business associates traveling together in one car and each staying in his or her own room; a family traveling with children in one car and who will typically occupy two rooms; etc.).

So, to calculate normal year round parking demand, we would first begin by calculating our anticipated occupied rooms and applying a forecasted stabilized occupancy. We are suggesting 70% which is likely to be on the high side for a full-serve hotel and thus, we feel, conservative for the purposes of planning parking. This amounts to 104 occupied rooms (148 x .70). We would then apply the 60% car usage factor to our 104 occupied rooms to derive a total average parking need of 63 spaces.

Note that these figures are conservative in assuming a self-park model. The Tribute hotel will utilize a valet parking model, where we can effectively park 1.3 cars per space (requiring a total of approximately 50 spaces in valet mode).

Additionally, because of the type of hotel and its location, we expect that a significant number of guests will utilize Amtrak's Downeaster service and Concord Coach Lines' service, or will fly into the Portland Jetport and utilize taxis, Uber/Lyft, etc. (Note that our other hotel properties mentioned above have not had the benefit of proximity to a multimodal transportation facility with interstate transit providers, so the 60% factor we typically use in our ongoing management is likely to be highly conservative when applied to the Thompson's Point location).

The hotel use peak parking demand is complementary to the other uses currently residing on Thompson's Point. While there will be some overlapping of parking uses, a majority of the hotel parking is used overnight while the other uses are closed and have minimum demand.

All tolled, we believe that we are more than adequately supplied with parking on the Thompson's Point property through our on-site (Lot 6) spaces and the availability of over 700 existing shared use surface spaces on the property as shown on the enclosed Interim Parking Plan. Further, as a practical matter, with the increasing trend toward use of rideshare and other alternative modes, we foresee active management of our TDM plan reducing the overall parking demand beyond those assumptions made above.

Please do not hesitate to contact me with any questions or to discuss further.

Yours sincerely,

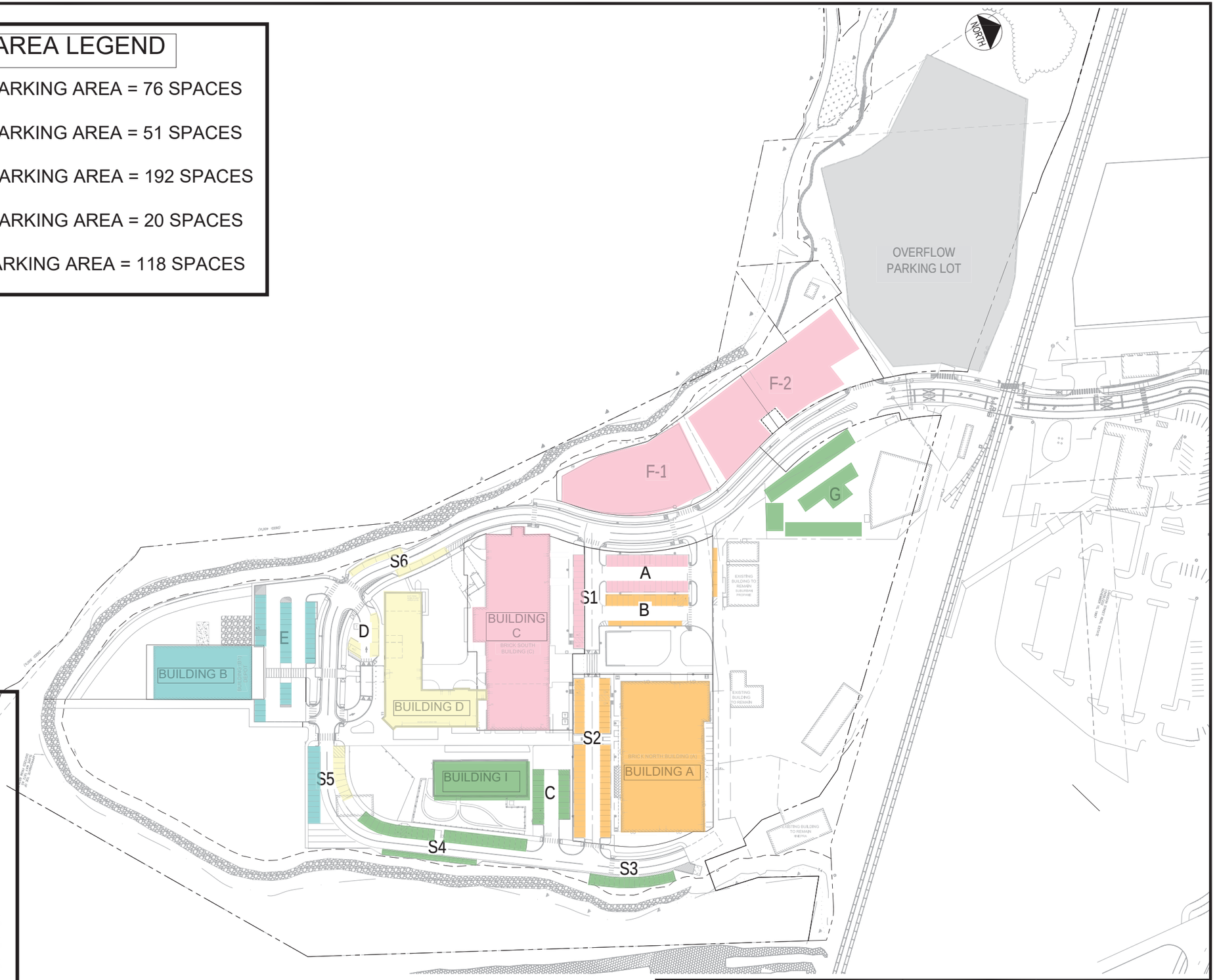
Chris Thompson

ATTACHMENT B

Plan Sheet – Parking Plan

PARKING AREA LEGEND

- BUILDING A PARKING AREA = 76 SPACES
- BUILDING B PARKING AREA = 51 SPACES
- BUILDING C PARKING AREA = 192 SPACES
- BUILDING D PARKING AREA = 20 SPACES
- BUILDING I PARKING AREA = 118 SPACES



PARKING LOT SUMMARY

- LOT A = 30 SPACES
- LOT B = 24 SPACES
- LOT C = 18 SPACES
- LOT D = 5 SPACES
- LOT E = 37 SPACES
- LOT F-1 = 67 SPACES
- LOT F-2 = 79 SPACES
- LOT G = 50 SPACES
- STREET S1 = 16 SPACES
- STREET S2 = 52 SPACES
- STREET S3 = 16 SPACES
- STREET S4 = 34 SPACES
- STREET S5 = 14 SPACES
- STREET S6 = 8 SPACES

REV	DATE	DESCRIPTION
1		

REVISIONS

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
CHILDREN'S MUSEUM & THEATRE OF MAINE

SHEET TITLE
PARKING PLAN

CLIENT
FOREFRONT PARTNERS I, LP

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN: BEK	DATE: DEC. 2017
DESIGNED: BEK	SCALE: N.T.S
FILE NAME: CMTM-PARKING LEASE PLAN.dwg	
SHEET	EXHIBIT___

G:\Development Projects\Thompson's Point\Children's Museum\Plans\Site Plans\CAD\CMTM-PARKING LEASE PLAN.dwg bo 12/18/2017 4:10 PM

G:\Development Projects\Thompson's Point\Children's Museum\Plans\Site Plans\CAD\CMTM-PARKING LEASE PLAN.dwg, 12/18/2017 4:10:39 PM

The Forefront at Thompson's Point

Transportation Demand Management Report

January 22, 2018

Overview of Transportation Demand Management (TDM) at Thompson's Point using the City of Portland's draft TDM Report Template:

Date of Report **1/22/2018**

Property Description

Name of Property/Development	Forefront at Thompson's Point
Address	#1-11 Thompson's Point Road (Office location: 501 Danforth Street, Portland, ME 04102)
Owner	Forefront Partners I LP

Property/Development Program

	Square Feet	*Units/Rooms*	*Employees*	***Parking Spaces***		
				On-site		*Off-site*
				Paved	*Unpaved*	
Residential (none)	**0**	0	0			
Office (Suburban)	2,927		10			
Office (Big Room)	3,450		14			
Office Subtotal	6,377					
Hotel Restaurant	5,650		10			
Big J's	1,852		4			
Restaurant Subtotal	**7,502**					
Retail - Color Me Mine	2,136		2			
Retail - Stroudwater Distillery	5,284		3			
Retail - Bissell Brothers Brewing	10,068		8			
Retail - Cellardoor Winery	5,890		5			
Retail Subtotal	**23,378**					
Cultural/Educational-International Cryptozoology Museum	993		1			
Cultural/Educational-Circus Maine	6,800		4			
Cultural/Educational-Children's Museum and Theatre of Maine	24,250		6			
Cultural/Educational Subtotal	**32,043**					
Hotel	**90,000**	148	10			
Event	**34,000**					
Unleased	0					
Property/Development Total	**193,300**					
				217	**516 +/-**	**300 +/-**

TDM Coordinator

Contact Person	Chelsea O'Reilly, General Manager
Company/Organization	Forefront Partners
Mailing Address	501 Danforth Street, Portland, ME 04102
Phone	(917) 254-7587 cell
Email	chelsea@thompsonspointmaine.com

TDM Plan & Targets

Date of TDM Plan	*9/13/2011*	*Date of Most Recent Update (if any)*	11/4/2015; 9/19/2017 (interim)

		TDM Plan Target (if applicable)	*Current Data*
Peak Hour Trips	*AM*	No target given	Projected: 246 (10/6/17 – includes museum & hotel)
	PM	No target given	Projected: 354 (10/6/17 – includes museum & hotel)
Mode Split	*Single-Occupancy Vehicle*	Reduce SOV trips to 80% of total, within first 5 years of project	Initial estimate from 2017 concert survey data: ~5% SOV rate traveling to concerts.
	Bicycle	Increase by 5-7% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 2.8%. Plans for additional data collection.
	Walk	Increase by 5-7% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 8.7%. Plans for additional data collection.
	Local Transit	Increase by 5% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 0.7%. Plans for add'l data collection.
Parking Demand		Reduce parking demand annually by 5% until a minimum of 20% reduction is reached - from peak weekday demand of ~1,450 spaces and up to ~1,900 spaces during special events (for full build out)	Initial estimates from 2016-2017 retail and events parking data: an average of 5.08 persons per vehicle for events and concerts. Plans for additional data collection.
Other: Carpooling/Vanpooling		Increase by 5% annually until overall 20% reduction in parking is reached	Initial estimate from 2017 concert survey data: 63.4%. Plans for additional data collection.
Other: Intercity Bus or Rail		No target given	Initial estimate from 2017 concert survey data: 0.3%. Plans for add'l data collection.

TDM Strategies

Note strategies identified in original TDM Plan and current status.

Strategy	***Status***
Coordinate & promote rideshare (carpooling)	Currently promoted. Exploring possibilities for additional coordination, e.g. using groupcarpool.com for events.
Coordinate & promote local and intercity public transportation (METRO, AMTRAK, Concord Coach, shuttle from Mercy Hospital)	Currently promoted. Concert shuttle from Mercy hospital reactivated. Plans for additional cross-promotion and collaboration with local and intercity transit; e.g., AMTRAK promotions and continuing exploration of METRO transit link between Old Port and Thompson's Point.
Promote walking and bicycling	Currently promote bicycle and pedestrian access. Growing sidewalk and bicycle parking infrastructure on site. Cross-promotion with trails work at and near site. Improvements to nearby Neighborhood Byway network expected in Summer 2018.
Strategic parking management	Initial parking constructed and now charging for parking. Under management by Unified Parking Partners and enforcement by Park Select. Collecting data and in communication for best event management practices.
Event scheduling and management	Full implementation of Event Management Plan and ongoing updates based on management experience. Weekly event scheduling check-in with tenants.
Transit-Oriented Development TIF	TIF property tax revenue from the development is accumulating for transit improvements. City working on plan to use funding for local transit linkage between the Jetport, PTC/TP, and the Old Port via the Congress Street corridor.

A. Development Program and Commitment to TDM

As with most large build-out projects and in part due to the effects of the Great Recession, along with its deliberate approach to adaptive development, Thompson's Point has evolved more slowly – and in slightly different ways than perhaps originally expected – than the provisions laid out in its first Transportation Demand Management (TDM) Plan. That plan was written in 2011, well before even the City's implementation of the Master Development Plan permitting methodology. The development team's experience with TDM has also grown over time from what was first proposed on paper to what has worked so far on the ground. This understanding helps to inform Thompson's Point's way forward for desired next steps for its TDM program.

The Thompson's Point development team deeply understands the value of the site's existing and future Transportation Demand Management efforts. The team also conceives of alternate transportation – walking, bicycling, carpooling and taking transit - as an extension of the Thompson's Point experience. For example, sharing a ride with friends (or strangers) to a summer concert builds community and anticipation of the event even before the group arrives on site. As the developers have stated, it is in their best interest to get it right, in order to grow as a multi-faceted destination and facilitate the ease of travel for tenants, visitors, neighbors and commuters.

As such, Forefront Partners is excited to have engaged a new General Manager and TDM Coordinator, Chelsea O'Reilly. Chelsea brings event TDM experience from her former work with the Bowery Presents and their various venues around the country, including more specifically the State Theater and the Thompson's Point Summer Concert Series. She is a good fit for managing the TDM team and the day-to-day operations of the site's TDM program.

Additional team members include staff from Soli DG, with whom Forefront Partners contracted in the summer of 2017 to help assess the TDM program. The firm assists with

Quick overview of TP's TDM planning & reporting history:

- *September 2011:* The Transportation Demand Management Plan for the Forefront at Thompson's Point was first approved
- *February 2013:* The plan was re-approved in February 2013 with Master Development Plan approval
- *November 2015:* Forefront Partners presented an Addendum to the Transportation Demand Management Plan which was approved in conjunction with the combined Brick North and Brick South Level III site plan approval (and concomitant subdivision/master plan re-approval) in early 2016
- *September 2017:* Forefront Partners provided an Interim Update to the TDM Plan as part of the Children's Museum site approval process
- *January 2018:* Forefront Partners provides this TDM Report and next steps for updating the Thompson's Point TDM Plan and future data collection

The Thompson's Point TDM coordinator is responsible for:

- Encouraging greater use of preferred modes – walking, bicycling, carpooling and taking bus or rail transit - through central online platform, social media, any on-site kiosks and site-wide promotion
- Working with Unified Parking Partners to ensure strategic parking management and monitor parking usage
- Overseeing event scheduling
- Coordinating site and tenant TDM policies and incentives
- Overseeing/conducting surveying of tenant employees and visitors
- Overseeing any trip counts
- Filing annual reports and updating the plan with the City
- Exploration of additional TDM strategies

operational and logistics management for the Maine Port Authority and provides creative and forward-thinking consulting on complex transportation infrastructures and the operational, communications, and marketing systems required to grow and manage them sustainably. DG staff have demonstrated this creativity and strategic thinking in the group's initial months of TDM program evaluation work.

In addition, the Thompson's Point TDM team has also contracted recently on this report and the updating of its TDM plan and data collection process with local TDM specialist firm, Cushman Transportation Consulting, LLC (CTC). The developers plan to continue to engage CTC on an ongoing basis to help refine overall TDM objectives and assist in creating and implementing specific TDM initiatives and the metrics and data collection tools to assess their efficacy. The Thompson's Point development team's TDM experience and project history, together with Soli DG's familiarity with Portland and regional transit infrastructures, transportation analysis, and marketing and communications, along with CTC's understanding of the local and national TDM landscape, make for an exceptional partnership. The developers believe the combined team is developing the organic, authentic, flexible, progressive and interdisciplinary TDM planning and ongoing assessment that the Forefront project requires, and which a single individual or firm would have difficulty providing.

Together, the group has begun to explore more broadly the TDM programs at evolving, multi-faceted development sites similar to Thompson's Point (e.g. in California and Northern Virginia) – including how they handle their trip and reduction targets. The team also plans to consult the upcoming release of an Urban Land Institute resource reviewing latest large site TDM program implementation and monitoring methods.

The intention is to deliver, by March 31, 2018, an updated best-practice TDM plan for Thompson's Point moving forward.

Updated Thompson's Point TDM Plan (to be delivered 3/31/18) will further clarify:

- **Implementation:**
  - operations
  - trip and parking reduction incentives and strategies
  - outreach and marketing plan – with alternate "micro TDM" proposal
  - infrastructure development
- **Monitoring & Reporting:**
  - Process for quantitative and qualitative data collection and analysis; example items likely to include:
    - Updated trip and parking reduction targets
    - Specifics on peak trip and parking demand counts
    - Specifics for assessing modal splits for non-drive alone trips – and whether modal split targets make sense vs. pure reduction on SOV trips
    - Revamped employee and visitor survey tools and methodologies
    - Best time(s) of year and intervals for data collection (e.g., annual counts between summer and fall and surveying every two years)
    - Specific goals for data analysis
    - Other best practices
  - Reporting – likely to include clarifications for:
    - Annual/biennial report with data from counts and any surveying, details of TDM activities conducted, tenant snapshots, changes to the TDM plan during the year, and plans for the following year.

Furthermore, as the TDM team has worked to flesh out initial "micro TDM" possibilities for individual leaseholders, questions have arisen regarding whether this model is truly the best fit for the site. This is in part because TDM coordination seems to work best – and serve tenants best - when it is centralized at the level of the site's overseeing management. Drafting narrative micro TDM plans for every tenant also seems to be repetitive, with little payoff in terms of providing creative solutions that don't already exist within the evolving macro TDM plan.

Tenant TDM Snapshots & Marketing for Priority Groups – to be delivered 6/30/18

- Individual tenant TDM snapshots (see Appendix A for example)
- Specific marketing plans to address the needs of different employee and visitor types

The "macro vs. micro" framework was developed by the Thompson's Point team initially in 2011, in advance of having actual tenants and operational partners engaged in real time business activities. While it functions well as a theoretical structure for organizing information, it appears to have shortcomings when it comes time to translate strategic principles into operational models that actual tenants, visitors, and guests can embrace and consider authentic and genuine. Without that authenticity and the ability to engage site users at that more immanent level and work with them to develop shared goals and meaningful performance measures, there is less chance of meeting TDM targets. What has actually unfolded over the past couple of years of operations at Thompson's Point represents the beginnings of a highly successful TDM program that has real buy-in from a diverse mix of users, and is a fertile ground for future innovation and exemplary performance.

Thus, what seems most useful to address tenants' TDM needs and meet Thompson's Point's larger TDM goals is to:

1. Provide the city with *individual tenant TDM snapshots* during the regular TDM reporting process. These snapshots will include specifics on tenant activities, employees, visitors, transportation mode share, TDM initiatives and other pertinent information. *An example of a tenant snapshot using plans for Hotel Portland can be found in Appendix A.*
2. Develop *marketing and outreach plans that specifically address* the transportation behavior and *needs of different employee and visitor types, also known as "Priority Groups*." These will incorporated in the site's updated TDM Plan. The site's marketing quite often piggybacks on the various users' and tenants' own marketing efforts. The TDM team seeks to leverage those marketing synchronicities, as tenants are best equipped to reach their patrons, employees, and visitors in a genuine fashion.

The TDM team proposes these pieces as the "micro TDM" alternative. It is the team's view these will provide much more succinct and meaningful targets and cogent descriptions of proposed initiatives than the micro TDM plans first conceived in 2011, in the absence of the diverse user group that is in place today. *The developers welcome city staff's feedback on this methodology. The TDM team plans to deliver these individual tenant snapshots and priority group marketing plans by June 30, 2018 (with the exception of the snapshot for the Hotel Portland, which is attached hereto).*

The TDM team then expects to collect the next round of data and conduct surveys under the new TDM plan between June and December 2018. This will likely be based on seasonal use of the site, e.g., summer concert data collection and then more regular daytime use in fall and early winter, that still includes events at Brick South and tenant activities in Brick North.

New Data Collection (June-Dec. 2018) and Next Annual Report (Jan. 2019)

- Updated data collection and surveying to be conducted between June-December 2018
- Submission of next annual report under the revised TDM plan in January 2019

In January 2019, the Thompson's Point team plans to produce its next annual report under the revised TDM plan, using the updated targets and data collection process.

B. Property Description & Transportation Context

Within the context of Portland's current growth and after decades of Thompson's Point being fairly underutilized as an industrial site, Forefront Partners is ever mindful of its responsibility to help form a coherent new neighborhood, with a vibrant mix of land uses that help the area thrive for the long term.

Photo above: Pre-development photo of TP's regional context: http://www.portlandmaine.gov/PhotoGallery/17/_mg_6442%20-%20thompson%20point,%20fore%20river,%20portland,%20maine.jpg

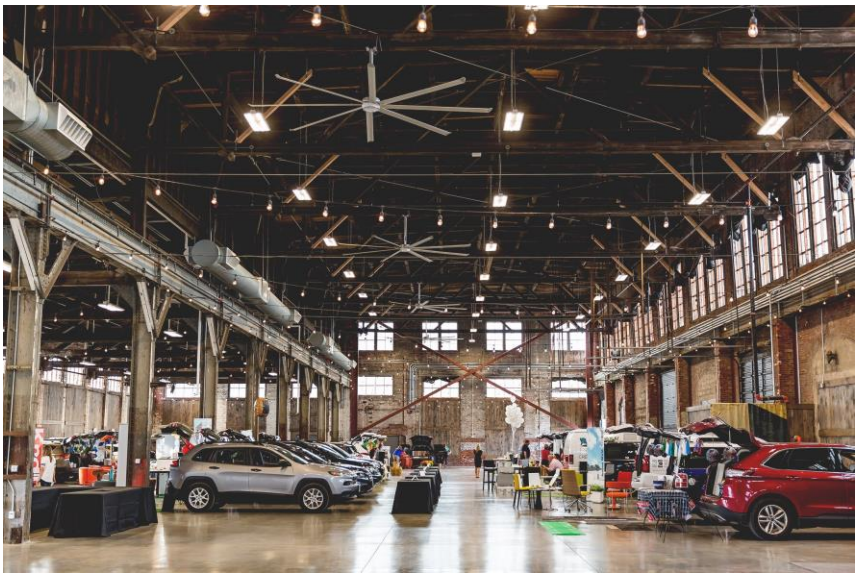
The development team is also conscious of Thompson's Point's unique location in the City of Portland and in the region - just off the Portland Peninsula and near the Libbytown neighborhood, plus served by intercity and local public transportation, local walking and bicycling networks, and Interstate 295. In addition, the site is highly visible to people traveling through the region by bus, train and via the highway. The peninsular nature and geographic boundaries of the point that make the site so interesting also encourage the use of alternate transportation, given that there is only one route for automobile traffic onto and off of the site.

As a multi-use site with cultural amenities, such as Circus Maine and the Cryptozoology Museum, and varied events, such as Bissell Brothers' beer releases, Cellar Door wine and food pairings, and the State Theatre concert series, Thompson's Point is fortunate to draw both visitors who are local and also those from across Maine and New England and beyond.

In addition, the developers have worked hard to restore specific buildings and structures to connect the site with its shipping and rail roots. Examples include refurbishing and modernizing Brick North and Brick South, which were used for train repair and storage. There is also the renovation of the former Union Station rail platform shed, which now serves as an outdoor venue for concerts, festivals, weddings, and other events, as well a seasonal ice skating rink from November through March. Earlier in Portland's history, Thompson's Point served boat and barge traffic on the Fore River and the Cumberland and Oxford Canal. The plan to restore water access to the site is another exciting part of its transportation context.

C. Recent TDM Data Collection, Surveying & Assessment Work

The Thompson's Point TDM team has spent this past fall cumulating qualitative and quantitative data gathered over the past two years to self-evaluate, inform the city of its TDM program and plan for next steps. This has included working with Unified Parking Partners to gather parking numbers for different occasions in 2016 and 2017. Forefront Partners has also worked with its various partners, tenants and vendors to determine the number of attendees at events at the multiple venues on the point during these same two years, including the summer concert series and events at the newly-opened Brick South building. The data show an average of 5.08 patrons per parked vehicle for events and concerts.



Recent Surveying & Data Collection

- Consolidating parking and event attendee data - average of 5.08 patrons per parked vehicle for retail customers and events goers
- Interviews with partners and tenants
- Survey data from event attendees
    - SOV: 4.7% of respondents
    - Carpool: 63%
    - Ridehailing (e.g. Uber): 19.5%
    - Walk: 8.7%
    - Bicycle: 2.8%
    - Local Transit: .7%
    - Intercity Bus/Rail: .3%
- Unstructured conversations with city officials
- Unstructured conversations with community leaders and members
- Plans for revising data collection and surveying process

The State Theatre conducted an online survey program with Thompson's Point concert patrons from this past summer of 2017, using the survey tool developed with the City for the 2015 Addendum to the TDM Plan (attached as Appendix B). Six hundred eighty-three attendees responded, offering a snapshot of event goers' travel behavior and experiences. Survey participants included people coming not only from Maine but also from around New England and the Maritimes - as well as from places as far away as New Jersey and Illinois. Only 4.7% of those completing the survey drove alone to the concert. The portrait of how the rest of the attendees reached the concert included carpooling (63%), ridehailing (19.5% - via Uber, Lyft, taxi, hotel shuttle, or being dropped off by private vehicle), walking from home or a friend's house or a nearby hotel (8.7%), bicycling (2.8%), taking METRO (0.7%) and using intercity bus or rail (0.3%). Fifteen percent of survey participants had used METRO service at some point and 45% said they would take METRO to a concert at Thompson's Point – this obviously only applied to those attendees who were from Greater Portland.

In addition to the data collection and surveying this fall, the TDM team has conducted individual interviews with its tenants and partners to identify how employees and visitors access the point and to document tenants' TDM interests, needs and concerns. The minutes of each interview can be found in Appendix C. A number of common threads emerged from these interviews that have helped greatly to hone Thompson's Points objectives and plans for next steps in its TDM work. Examples include:

- Continued interest in the need for stronger public transportation connections between the Old Port/Waterfront to help cruise ship and hotel visitors access the site - and conversely, in the near future, for Thompson's Point hotel guests to reach the Old Port.

- Encouraging dropoff and pickup for ridehailing trips (Uber, Lyft, taxi, etc.***)*** at the end of Sewall Street - as well as at an on-site taxi stand.
- Improving visitor wayfinding and multi-modal information to access the site - via a central online resource, local tourist maps, GPS, and physical signage.
- Need for TDM resources for employees as the employee pool expands on the site.

The developers are excited to use this feedback and guidance to create expanded tools and resources to address these needs.

As mentioned in Section A and planned for the updated TDM Plan to be delivered in March 2018, the team is also looking at TDM programs and data collection at other multi-use development sites to make recommendations for the best practice data analysis and reporting process going forward.

D. Current Thompson's Point TDM Marketing, Strategies and Best Practices

As stated above, the Thompson's Point TDM program has evolved over the past several years of development and the team's TDM practice has grown greatly through its on-the-ground experience. The following narrative describes the current strategies, incentives and disincentives the group actively utilizes to reduce drive alone trips and parking demand. The team is also excited to be exploring additional strategies for the updated TDM Plan.

Strategic Parking Management

The Thompson's Point development team understands that fully managed and shared parking will produce the strongest results for reducing single-occupancy vehicle trips to the site. With the increase in development activity and the completion of initial parking infrastructure (217 paved spaces, 516 +/- unpaved, and 300 offsite paved) Thompson's Point has recently made the important shift to paid parking. This is managed by Unified Parking Partners and under the enforcement efforts of Park Select, whose employees are in regular communication with the developers and the TDM team, including for events.

Parking

- Initial parking constructed: 217 paved spaces, 516 unpaved
- Fully managed (Unified Parking Partners) and shared – now charging for parking on site
- Agreement with Mercy on the Fore to use an additional 300 spaces for overflow parking for events

Paid parking has been part of the Thompson's Point plan since the outset, but for the first few years of the development - other than large events such as concerts where patrons were charged for on-site parking - there was no fee associated with daily parking on-site. Providing virtually unlimited free parking serves as a *de facto* disincentive to effectively encourage the regular use of alternate modes of travel. The move to paid parking helps encourage tenants, employees, patrons and guests to see

parking as a finite resource with an associated cost and improves openness to looking at different transportation practices across the board.

Thompson's Point also has an ongoing agreement with Mercy Hospital to utilize the approximately 300 spaces in its Fore River lot for overflow parking for events. This enables Thompson's Point's use of the lot on evenings and weekends, subject to providing prior notice. Staffing and security is at Thompson's Point's sole cost and the patrons are charged a lower fee than on the point. This fee covers the cost of operation with any surplus going to a charity. Forefront does not profit from this parking.

Rideshare

While the TDM team actively promotes carpooling to Thompson's Point, the very nature of many of the tenant activities – e.g., food and beverage establishments, event purveyors and cultural attractions like the skating rink and Cryptozoology Museum – tend to attract people coming in groups. Couples, friend groups and families most often arrive in passenger vehicles carrying more than one person. Thus, carpooling is the most common preferred mode of transportation that visitors use to access the site.

Rideshare

- Active promotion of carpooling for visitors
- Most common alternate mode of transportation to site

Promotion of Local and Intercity Public Transportation

The Thompson's Point development team is very cognizant of its role as a transit-oriented development (TOD) and its status as a TOD tax increment financing district within the City of Portland. Having METRO, Concord Coach and Amtrak service at the point's front door continues to be a tremendous opportunity for the site. Moreover, as Thompson's Point has developed over the past two years, the site's offerings have become an amenity for these transportation providers as well. In 2016 and 2017 the TDM team conducted outreach to enhance and expand collaboration with these key partners. This included:

Transit

- VIP express lane for transit riders to enter outdoor concert venue
- Active promotion of METRO, Concord Coach and Amtrak for visitors
- Active promotion of METRO service for employees

- For all three providers:
    - Creating an "Express" lane at the outdoor concert venue to allow METRO, Concord Coach and Amtrak riders (as well as Bicycle Benefits patrons) to bypass the long ticket line and enter the venue immediately when doors open;

- Active promotion of METRO, Concord Coach and Amtrak on the summer concerts website;
- Facilitating meetings and ongoing conversations between tenants and event partners regarding how METRO, Concord Coach and Amtrak can play a viable role in getting their patrons to and from Thompson's Point - both for events (concerts, Brick South events such as the Flower Show, etc.) and also for ongoing business activities (Circus Maine cabarets and classes, Bissell Brothers tasting room visits and beer launches, Cellardoor events, and International Cryptozoology Museum visits)

- Exploring "sponsorship" collaborations, such as the Sunaana music festival (see Amtrak below) and other reciprocal marketing possibilities to co-promote events on the point and access to them via transit
- Inclusion and participation of all providers in public meetings and other planning for the next steps of the site's development (e.g., Children's Museum and hotel).

- *METRO:*
  - Facilitating meetings and ongoing conversations between tenants and METRO representatives to explore ways that METRO and its expanded routes can be a viable transit option for employees and visitors;
  - METRO inclusion of Thompson's Point in its transit guide;
  - Continued discussions regarding the hoped for implementation of the "hub link" study and connecting the Portland Transportation Center with the Old Port/Waterfront.

- *Amtrak Downeaster/Northern New England Passenger Rail Authority (NNEPRA):*
    - Forefront Partners, in concert with event partners, developed the "Sunaana Express". The groups worked with NNEPRA to reserve a separate car from Boston's North Station to Portland on the eve of the Sunaana festival (March 4, 2017). The developers also partnered with Allagash Brewing Co. and local folk rock musician Conor Garvey to create a festival experience on the train, as patrons traveled to Bissell Brothers for the Friday night launch event (with Icelandic band Mammut playing at the Brewery). This initiative will expand for the 2018 Sunaana event.
    - Similarly, Thompson's Point has developed, and continues to explore ways to grow and innovate, other cross promotions like the Maine Brewers Guild Winter Session this month (photo at right)

    - Thompson's Point and the Rink at Thompson's Point worked with NNEPRA to cross-promote the rink and NNEPRA's "Ride With Santa" event in early December, and to explore ways to utilize the Downeaster for more regular transit to and from Thompson's Point (say, residents in Biddeford/Saco coming to the rink, or to one of the Brick North businesses, for instance).
    - Providing hosting space for the Downeaster station meeting at Brick South.

Walking & Bicycling

Thompson's Point is located near a growing pedestrian and bicycle network, including the Fore River Parkway multi-use path, Congress Street bike lanes, the Fore River Trail, neighborhood sidewalks and the expansion of the Portland Neighborhood Byway to connect the Portland Transportation Center with Deering Center. Forefront Partners' relationship with Portland Trails has been very

Walking & Bicycling

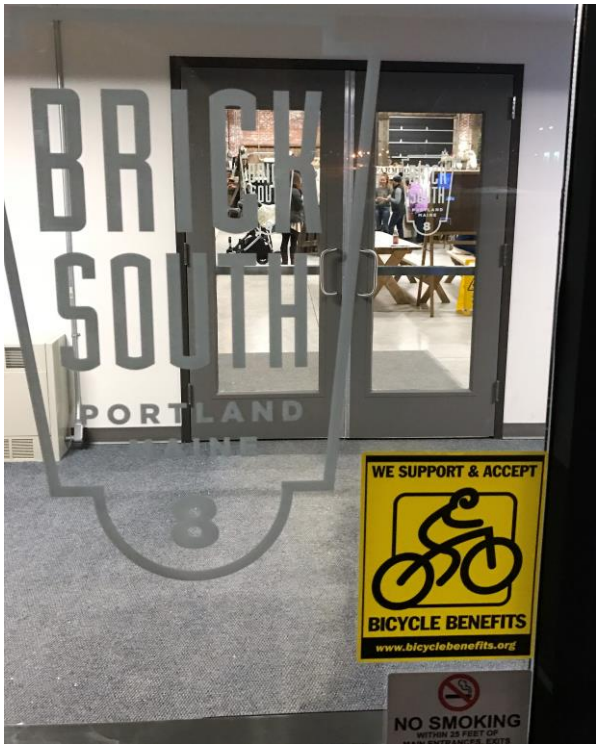
- On-site bicycle parking and additional seasonal bike racks
- VIP express lane for Bicycle Benefits riders to enter outdoor concert venue
- Active promotion of walking and bicycling for visitors

fruitful – both in terms of increasing trail connections to and near the point and also tapping into the organization's mission to promote active transportation and community engagement. Portland Trails' encouragement of walking and bicycling to Thompson's Point has been a major force in the development's ability to increase walk and bike mode share and reduce drive alone trips.

Thompson's Point and Portland Trails have partnered on various creative placemaking activities, such as the inclusion of the "Parklet" area at the end of Thompson's Point, which has become a popular spot for residents, tenants, and event visitors alike.

The TDM team has sought to encourage the use of this walking and bicycling infrastructure in the following ways:

- Collaborative sponsorship with Cyclemania to provide over 70 bicycle racks for summer concerts, and co-promotional partnership with Portland Trails to help promote the use of these racks for concert attendees;
- Creating a "METRO Express" lane at our outdoor concert venue to allow Bicycle Benefits patrons (as well as METRO, Concord Coach and Amtrak riders) to bypass the long ticket line and get into the venue immediately when doors open;
- Active promotion of walking and bicycling on the summer concerts website;
- Facilitating conversations with tenants to encourage use of bicycle racks for their employees and guests;
- Bissell Brothers and Libbytown Neighborhood Association partnership on Trail Cleanup Days
- Featured destination and Thompson's Point trail mapping on the Portland Trails web site.
- Commitment to Portland Trails collaboration through dedication of easement and license agreements
- Promotion of Portland Trails during events at the pocket park

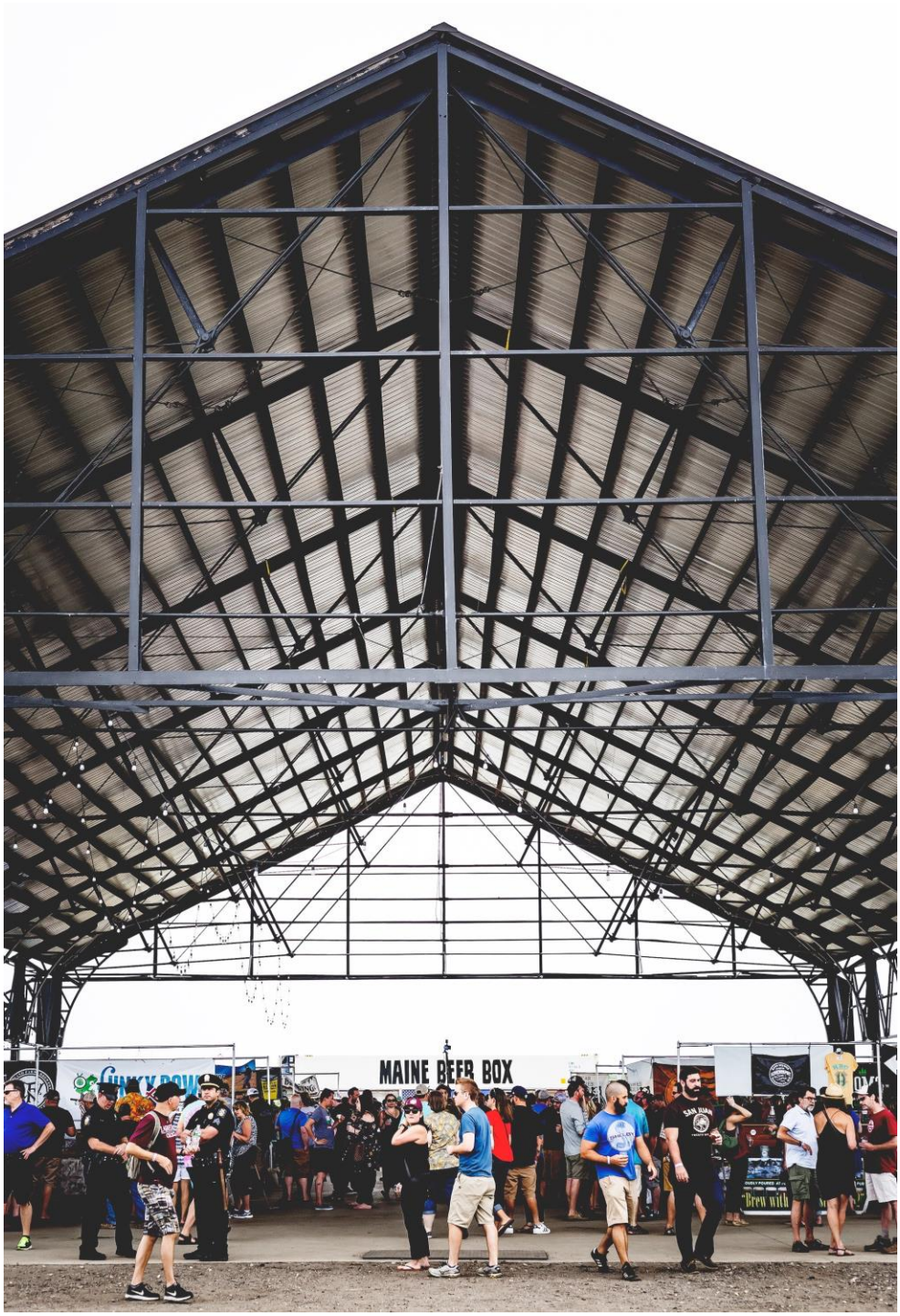


- Co-promotion in July 2017, with Portland Trails, the Libbytown Neighborhood Association, Brick South, and the State Theatre/Summer Concert Series of a "meet and greet" and grove tour with artist Sam Van Aken, creator of the "Tree of 40 Fruit" grove of hybrid heirloom stonefruit trees at Thompson's Point; combined with Brick South beer hall and Libbytown Neighborhood Association concert ticket giveaway.

Event Management

The TDM team and its event partners have fully implemented the site's 2014 Event Management Plan and an extensively expanded plan (attached as Appendix D). The group checks in with all tenants on a weekly basis to manage the site's event schedule. After three full summer concerts seasons and ten months of Brick South rentals, the TDM team and Unified Parking Partners have a wealth of experience in how best to facilitate pedestrian, bicycle and vehicular traffic and parking on the site.

Following are two case studies of proactive event management from this past year, showing the type of active learning the TDM team seeks to practice in order to learn lessons and improve performance as Thompson's Point grows.



TDM Team Report: A Great Convergence of Events

Saturday, August 5, 2017: *Thompson's Point held one of our larger summer concerts, the Alabama Shakes, with attendance over 7,300 people, along with a 300+ person wedding in Brick South. While we'd held many large concerts and multiple Brick South events prior to this date, it was the first time we'd had both overlapping on the same day. Additionally, as with most summer concert Saturdays, things were busy at Brick North (Bissell Brothers, Cellardoor, Circus Maine).*

It represented the first real test of our capacity to execute our Event Management Plan with the combination of all of these uses on the same day and same time, while also preserving parking turnover for Brick North tenant visitors.

One of our team members spent the afternoon and evening walking the site and inspecting the condition of entering traffic, parking availability, and pedestrian flow. At no point was the entering traffic congested at either the Fore River Parkway or on either side of the rail crossing, nor was there ever a shortage of Brick North parking. Inspection was made at 10 minute intervals, and at each observation, there were at least three and often up to ten parking spaces available on Lot 1 (the lot immediately to the south of Brick North's primary tenant storefronts) and Lot 2 (the lot immediately to the west of the Circus Maine space and outdoor plaza).

The one observation that staff made that has resulted in an operational change is that, given the high volume of pedestrian traffic on the sidewalk just south of the rail crossing prior to the beginning of the concert, it was often difficult for parking staff to direct cars into Lots 4-5 (the two lots on the westerly side of the site, proximate to the Portland Water District pump station area) as the entrance to those lots was often blocked by the flow of pedestrians. For this reason, we have modified the Event Management Plan to direct parking staff to station an attendant at the entrance to these lots to pause pedestrians temporarily to permit cars to turn in (the inverse is already practiced during concert exit, where staff is stationed to direct vehicles to ensure pedestrian safety.

Otherwise, this represented the first instance where all of the various event types (and in the case of the concert, one of the higher volume attendances) were successfully balanced and the Event Management Plan (as amended) was properly executed. And even then, we found room for improvement!

Photo above: the wedding party rocks out in the VIP area.

The Maine FLOWER SHOW

TDM Team Report: Lessons from the Early Birds – and they're all early birds

Wednesday, March 29 – Sunday, April 2, 2017: *Brick South had its second major event post-renovation, the Maine Landscape Nursery Association's Flower Show, which is a repeat annual event. This was, and remains, by far our highest attended event (topping 16,000 visitors between the gala on March 29 and the four event days—March 30 through April 2, 2017—and quite likely would have topped 20,000 but for the winter snow storm on Saturday, April 1).*

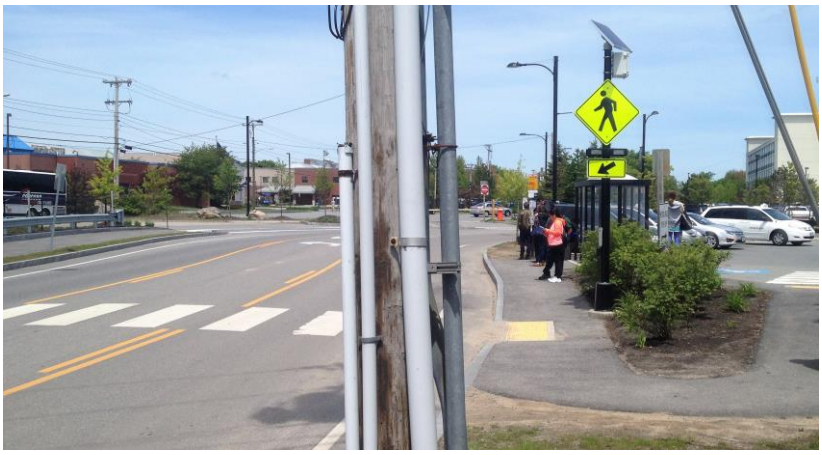
Overall this event was a significant success in terms of following the Event Management Plan over the course of a several day event with peaks and troughs in attendance.

The one significant failure came on the first morning of the event, Thursday, March 30, when our team failed to anticipate the number of visitors who decided to arrive 20-30 minutes in advance of the venue opening to the public at 9:00am. Our previous large events had largely occurred on evenings or weekends, and would often see visitors arriving over the course of one or more hours prior to the event start time. In this case, though we had staff stationed at the right locations and prepared for the event's start time, our team and the event's organizers were simply caught by surprise by the number of attendees who arrived all at once in order to be the first ones inside the venue. Since this event, we've had other large attendance trade shows with a similar tendency to foster a desire to be "first through the door," and have staffed accordingly, with the result that we've been able to avoid this backup of traffic entering the site. On that particular morning, because we were caught off guard, we ended up with significant delays entering the site until approximately 12:00pm when we saw the first wave of visitors exit; from that point on, we avoided a repeat of this scenario, including the following morning, Friday, March 31, when an even greater number of attendees arrived for the 9:00am opening time.

For this reason, we've amended our Event Management Plan to provide for staffing in anticipation of the maximum number of attendees anticipated at any one time for a weekday trade show at least one hour prior to its opening. That is to say, rather than imagine that we'll see an event's average attendance on site at any one "turn" during that event and staffing for that, we plan that we'll see the total capacity for the event arrive at the same time at the opening of the event, staff for that, and then potentially release staff as the event unfolds over the course of the day.

E. Report on Project-Specific Infrastructure Improvements

General Contribution to Area Transportation Improvements



The Thompson's Point project has produced and leveraged a number of traffic calming and pedestrian infrastructure improvements in the Libbytown and the Portland Transportation Center area. These were made possible through the developers' private local match dollars and the Economic Development Administration and Federal Highway Administration grant package for Forefront Partners – as well as through the project's partnership with MaineDOT, the City of Portland, the Portland Area Comprehensive Transportation System and NNEPRA.

Sidewalk & Crossing Improvements

The development team has built approximately 50% of the Thompson's Point circular road, with accompanying sidewalks, crosswalks and signage. This ties the site in further with the original pedestrian amenities and traffic calming improvements mentioned above. Another 25% of the circular road and pedestrian accommodations will be built with the addition of the Children's Museum and the hotel. The TDM team is also looking forward to the City's Summer 2018 construction of the expanded Portland Neighborhood Byway network, with wayfinding and crossing improvements connecting Thompson's Point and the Portland Transportation Center to Deering Center.

Bicycle Storage and Shower Facilities

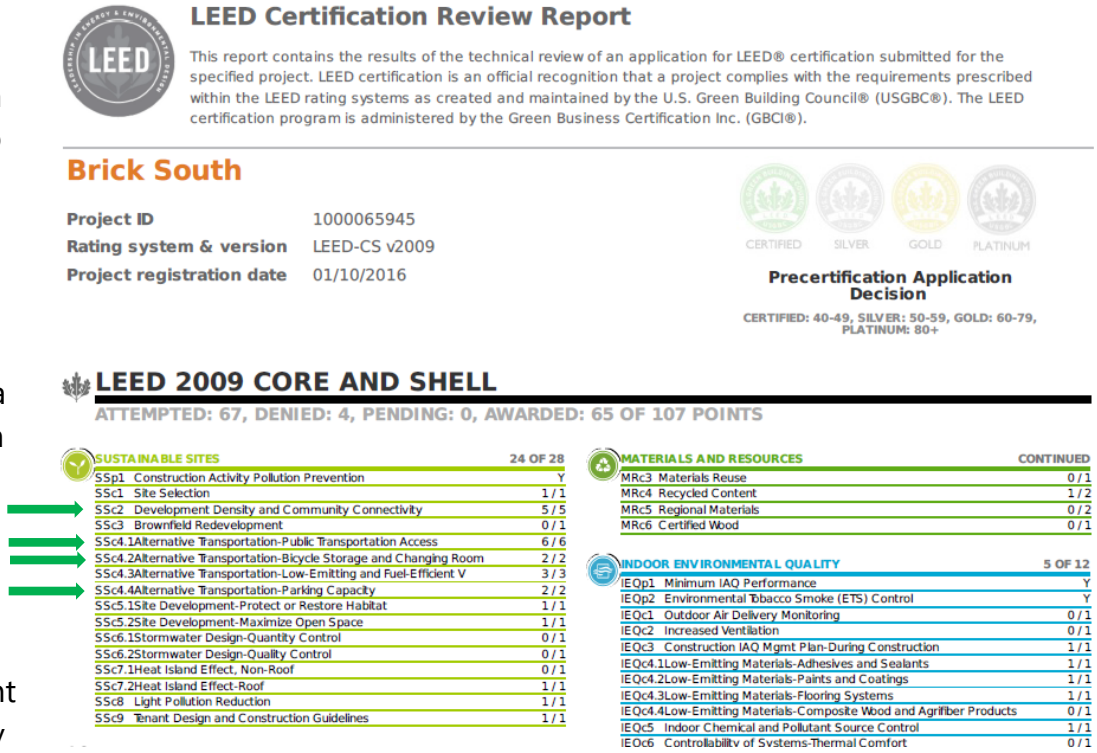
Under each building's LEED certification, Thompson's Point has met or exceeded the provisions for bicycle storage and shower/changing room facilities (this includes shower and changing rooms in Brick North and Brick South). The site currently has 8 fixed bike parking lollipop racks (2 spaces per rack) and two moveable bike corrals (18 spaces per rack) currently parked in front of Brick South – thus providing a total of 52 bicycle parking spaces.

Proposed METRO Transit Stop on Thompson's Point

The developers are working with METRO to coordinate the optimal location of a new METRO transit stop and shelter on the south end of the point. They anticipate it being either proximate to the hotel and the Children's Museum of Maine entrance on the south side of the pedestrian alley, or in front of Brick South. The TDM team's understanding is that this would be an added stop on the existing Route 1.

LEED Certification with Associated Transportation Credits

Thompson's Point has pursued a minimum of LEED Silver certification for all of its projects (to date, Brick North, Brick South, and the Hotel Portland project – see example certification review of Brick South below), and has taken a campus-wide approach to sustainability and LEED certification efforts. The buildings have all been awarded full point scoring for support of development density and community connectivity, not exceeding any minimum parking requirements, and providing public transit access and bicycle storage.



LEED Certification Review Report

This report contains the results of the technical review of an application for LEED® certification submitted for the specified project. LEED certification is an official recognition that a project complies with the requirements prescribed within the LEED rating systems as created and maintained by the U.S. Green Building Council® (USGBC®). The LEED certification program is administered by the Green Business Certification Inc. (GBCI®).

Brick South

Project ID	1000065945
Rating system & version	LEED-CS v2009
Project registration date	01/10/2016

CERTIFIED SILVER GOLD PLATINUM

Precertification Application Decision

CERTIFIED: 40-49, SILVER: 50-59, GOLD: 60-79, PLATINUM: 80+

LEED 2009 CORE AND SHELL

ATTEMPTED: 67, DENIED: 4, PENDING: 0, AWARDED: 65 OF 107 POINTS

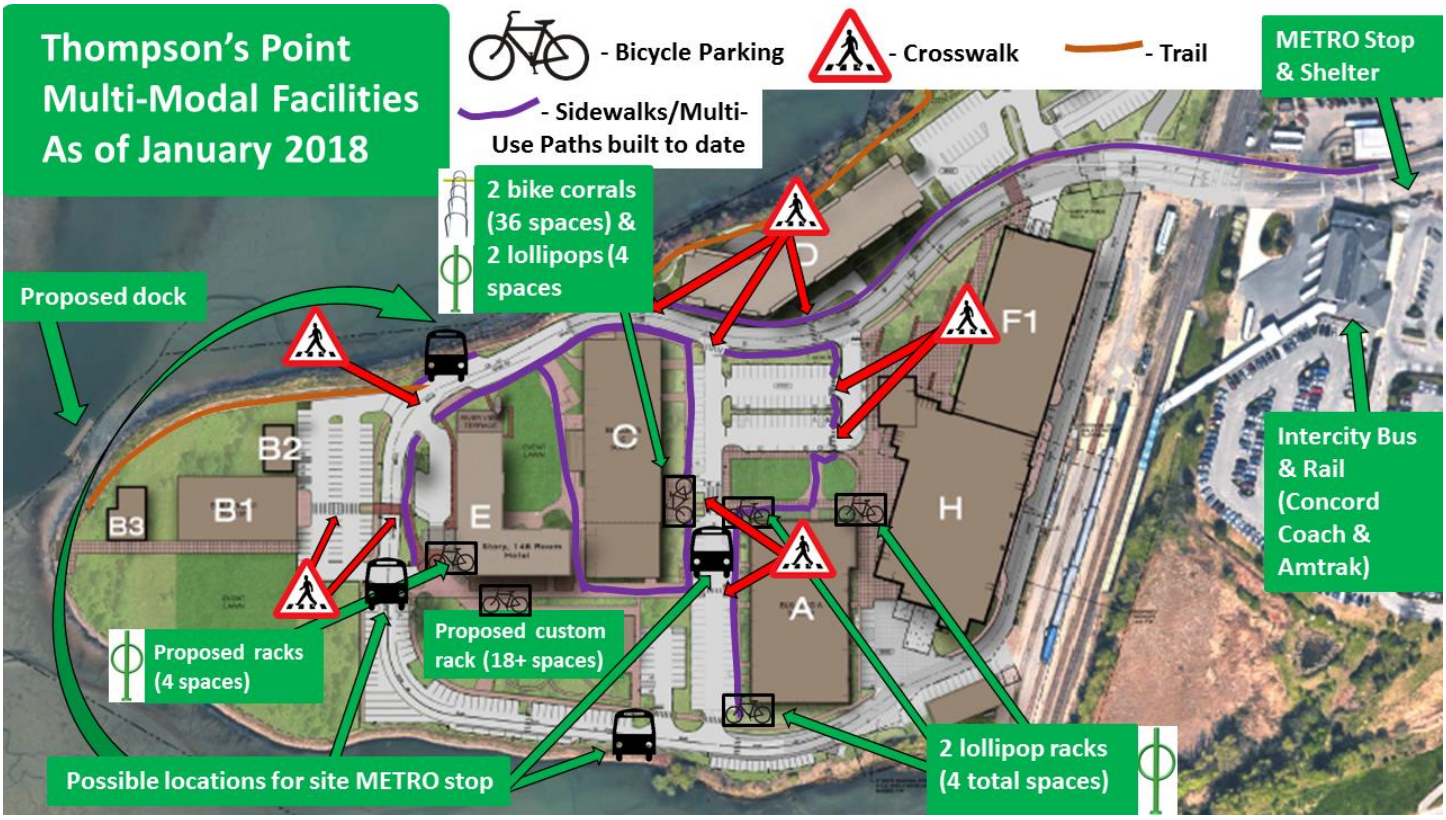
SUSTAINABLE SITES	24 OF 28
SSp1 Construction Activity Pollution Prevention	Y
SSc1 Site Selection	1 / 1
SSc2 Development Density and Community Connectivity	5 / 5
SSc3 Brownfield Redevelopment	0 / 1
SSc4.1Alternative Transportation-Public Transportation Access	6 / 6
SSc4.2Alternative Transportation-Bicycle Storage and Changing Room	2 / 2
SSc4.3Alternative Transportation-Low-Emitting and Fuel-Efficient V	3 / 3
SSc4.4Alternative Transportation-Parking Capacity	2 / 2
SSc5.1Site Development-Protect or Restore Habitat	1 / 1
SSc5.2Site Development-Maximize Open Space	1 / 1
SSc6.1Stormwater Design-Quantity Control	0 / 1
SSc6.2Stormwater Design-Quality Control	0 / 1
SSc7.1Heat Island Effect, Non-Roof	0 / 1
SSc7.2Heat Island Effect-Roof	1 / 1
SSc8 Light Pollution Reduction	1 / 1
SSc9 Tenant Design and Construction Guidelines	1 / 1

MATERIALS AND RESOURCES	CONTINUED
MRc3 Materials Reuse	0 / 1
MRc4 Recycled Content	1 / 2
MRc5 Regional Materials	0 / 2
MRc6 Certified Wood	0 / 1

INDOOR ENVIRONMENTAL QUALITY	5 OF 12
IEQp1 Minimum IAQ Performance	Y
IEQp2 Environmental Tobacco Smoke (ETS) Control	Y
IEQc1 Outdoor Air Delivery Monitoring	0 / 1
IEQc2 Increased Ventilation	0 / 1
IEQc3 Construction IAQ Mgmt Plan-During Construction	1 / 1
IEQc4.1Low-Emitting Materials-Adhesives and Sealants	1 / 1
IEQc4.2Low-Emitting Materials-Paints and Coatings	1 / 1
IEQc4.3Low-Emitting Materials-Flooring Systems	1 / 1
IEQc4.4Low-Emitting Materials-Composite Wood and Agrifiber Products	0 / 1
IEQc5 Indoor Chemical and Pollutant Source Control	1 / 1
IEQc6 Controllability of Systems-Thermal Comfort	0 / 1

Proposed Water Access to Site

As mentioned in section B and as shown in the image at right, during the buildout of the hotel and related infrastructure the development team plans to construct a seasonal dock at the southwestern edge of the point. The dock and float would connect to the Fore River channel. Thompson's Point will manage the dock and access to it, which will provide for water taxi and water shuttle service to the Old Port and Casco Bay, as well as providing for the launch of kayaks, canoes, paddleboards, and related programming.



The Thompson's Point development team is proud of the TDM infrastructure, programmatic and assessment work of the work of the past two years, feeling it has met well the spirit and intent of what was promised in the 2015 Addendum to the TDM Plan. In addition, this sense of accomplishment also comes from Forefront Partners' extensive efforts to grow its TDM knowledge base, enhance its methodologies, and add capacity and expertise through additional partners. Based on all that has been attained within this time frame, the group looks forward with great anticipation to the TDM execution and outcomes of the next two years.

F. Appendices

A. Hotel Portland Tenant Snapshot
B. Thompson's Point Concert Feedback Survey
C. Minutes from individual tenant interviews
D. Updated Event Management Plan – January 2018

Appendix A: Hotel Portland Tenant Snapshot

TENANT TDM SNAPSHOT

Company Information

Company Name: Forefront Hoteliers, LLC

Website: www.hotelportland.com

TDM Contact: Shari Young

Ph: 603.559.2606

Email: shari@northernhospitality.com

Business profile and additional comments: Hotel Portland is a 148 room full serve hotel, part of the Tribute by Marriott portfolio.

Sq. ft.: 90,000

# of emplys: 20+/-

Estimated customer volumes:

	U 50	50-200	200-500	500+
Daily:				
Special events:				

Employee Focused TDM Information

Modal Split
Employee Commute Methods

Transportation Mode

	%		%
SOV	45	PUBLIC	5
CARPOOL	10	BIKE	5
TAXI (UBER, LYFT)	30	FOOT	5

OTHER / COMMENTS: Estimate based on other hotels under management.

Employee Focused TDM Initiatives

		% ADOPTION
Initiative 1:	METRO ride to work (target)	10
Initiative 2:	Bike to work	2
Initiative 3:	Carpool	10

DETAILED DESCRIPTIONS ON PAGE 2

Customer Focused TDM Information

Modal Split
Customer Commute Methods

Transportation Mode

	%		%
SOV	20	PUBLIC	5
CARPOOL	65	BIKE	
TAXI (UBER, LYFT)	10	FOOT	

OTHER / COMMENTS: Estimates based on other hotel properties under management.

Customer Focused TDM Initiatives

		% ADOPTION
Initiative 1:	Promote use of Amtrak Downeaster	
Initiative 2:	Promote use of water taxi/shuttle to and	
Initiative 3:	Promote METRO use to and from	

DETAILED DESCRIPTIONS ON PAGE 2

Customer Information - Check all that apply

Age Groups

	%
U 21	10
21 - 35	35
36 - 59	35
60 +	20

OTHER / COMMENTS: Forecasted.

Details

FAMILIES	SCHOOLS
LARGE GROUPS	BUSINESSES
LOCAL	NON-PROFITS
OUT OF STATE	GOVERNMENT

OTHER / COMMENTS: All apply as part of hotel guest profile.

You may fill out by using an updated version of Adobe Reader and saving a copy, or by printing and returning to the Thompson's Point TDM Coordinator.

TDM Coordinator - Chelsea O'Reilly
Thompson's Point. 501 Danforth Street. Portland, ME 04102
917.254.7587 chelsea@thompsonspointmaine.com

TENANT TDM SNAPSHOT

Employee Focused TDM Initiatives

Initiative 1:

Hotel Portland will actively encourage its employees who live on or near a transit line (METRO, South Portland, Shuttlebus/ZOOM, Lakes Region Explorer, etc.). We will pay half the cost of annual rider passes for our FTE employees, and/or offer other promotional benefits such as free concert tickets, raffling off vacation time to multi-modal employees, etc.

Initiative 2:

Hotel Portland will actively encourage bicycling/walking to work by offering a METRO or other transit pass to employees who bicycle to work at least 50% of the time, as well as offering one free annual bicycle maintenance visit to a bike shop, free concert tickets and other promotional items.

Initiative 3:

Hotel will participate in GoMaine efforts to encourage carpooling and provide free concert tickets and other offerings to employees who carpool at least 50% of the time.

Future initiatives, TDM developments

To be evaluated after the first year of occupancy.

Customer Focused TDM Initiatives

Initiative 1:

Hotel Portland will actively promote the use of the Amtrak Downeaster as a transit option to and from Thompson's Point. This will take the form of co-promotional and marketing efforts that will offer hotel stay packages that include Amtrak travel, both to get to and from Portland, as well as for day trips from Thompson's Point during the guests' stay.

Initiative 2:

Hotel Portland will work with Thompson's Point to establish and promote the use of water shuttle and water taxi conveyance from the to-be-built seasonal dock at Thompson's Point to and from the Old Port area. This, together with the encouragement of METRO (below), is part of a larger effort to demonstrate that a stay in Portland can be made efficient, enjoyable, and sustainable without requiring guests to have vehicles of their own (either to get to and from Hotel Portland, or to travel around Portland during their stay).

Initiative 3:

Hotel Portland, together with other Thompson's Point businesses, will actively promote the use of METRO (the regular service as well as the forthcoming direct service running from the Jetport/PTC/Old Port via Congress). This will include offering printable free METRO day passes pre-trip, with clear directions for taking the bus from the airport, as well as downtown. The hotel will also endeavor to headline info on METRO and other preferred modes of travel before offering visitor driving directions and parking information.

Future initiatives, TDM developments

To be assessed after the first full year of occupany.

You may fill out by using an updated version of Adobe Reader and saving a copy, or by printing and returning to the Thompson's Point TDM Coordinator.

TDM Coordinator - Chelsea O'Reilly
Thompson's Point. 501 Danforth Street. Portland, ME 04102
917.254.7587 chelsea@thompsonspointmaine.com

Appendix B:

Thompson's Point Concert Feedback Survey

REQUEST EDIT ACCESS

Thompson's Point Concert Feedback

Dear Thompson's Point concert-goer,

We would like to thank you for your patronage and hope you enjoyed your concert experience at Thompson's Point as much as we did!

As a transit oriented development, Thompson's Point (and our concert partners at the State Theatre) are eager to do what we can to encourage the use of alternative forms of transportation. While use of Single Occupant Vehicles (SOVs) continues to be necessary for many of our tenants, visitors, and guests, we are nevertheless interested to work together as a community of businesses to encourage other ways of getting people to and from the Point.

In order to help us better understand how people are getting to and from our concerts we have put together a brief survey. We would be very grateful if you would take a moment to fill out the survey and provide any feedback you may have. Thompson's Point has evolved by listening to the input of our patrons, and your feedback will help us make the Thompson's Point concert experience even better.

Thank you for your time and we look forward to hearing from you!

* Required

Email address *

Your email

Did you drive to the concert? *

- [ ] Yes
- [ ] No

If so, did you drive alone?

- [ ] Yes
- [ ] No

If not, how did you get to the concert?

Your answer

Would you consider carpooling? *

- [ ] Yes
- [ ] No

Have you used Uber / Lyft? *

- [ ] Yes
- [ ] No

Would you use Uber / Lyft to travel to a concert with others? *

- [ ] Yes
- [ ] No

Have you taken the METRO bus? *

- [ ] Yes
- [ ] No

Would you take the METRO bus to a concert at Thompson's Point? *

- [ ] Yes
- [ ] No

If not, why not, and what could get you to consider taking METRO?

Your answer

Where did you travel from and how long did it take you to get to the concert? *

Your answer

If you drove, would you ever consider riding a bicycle or walking to the concert? *

- [ ] Yes
- [ ] No

SUBMIT

Never submit passwords through Google Forms.

This form was created inside of State Theatre - Portland, Maine. Report Abuse - Terms of Service - Additional Terms

Google Forms

Appendix C: Tenant Interviews

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Big J's
Date: 11/22/17

TENANT SNAPSHOT:

- Business description: food service
- Customer Age: a diversity of ages, with the core customer base falling in the 25-50 range
- Customer Gender: undefined
- Customer Origination: a strong greater-Portland and Maine contingent, with the customer demographics that mimic those of larger format events held on Thompson's Point
- Observed transportation tendencies of customers and employees:
    - No data available
- **Primary Areas of TDM Interest:**
    - Lobby for improved public or mass transportation options that would bring customers and employees to and from the Point
    - Communicate to customers and employees simple parking policies and Alternatives
    - Improve public or mass transportation resources so that there are new customers arriving on it daily basis, and existing customers/employees have more options for accessing the Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point venue and access signage

- It would be great if the parking way finding signage could be more visible at the entrance to the point

Public/Mass Transportation

- There is no current convenient public or mass transportation options that service Thompson's Point consistently enough to be useful to either customers or employees. Increased frequency and connectivity from Old Port to the Portland Transportation Center and eventually Thompson's Point.

Non-vehicular access

- Big J's has a very strong overlap with Bissell Brothers customers, and sees similar non-vehicular access trends primarily focused on trails and bicycle visitors

- Additional support for visitors arriving by bicycle would be great including racks, secure storage, and incentives

Areas of Improvement

- Currently, implementing universal understanding of the parking policies on Thompson's Point and an easy way to share information with those who have questions regarding how to get to the point and what to expect upon arrival

Miscellaneous notes

- A greater collaborative communication strategy surrounding large-format events on the Point would be appreciated (this is not directly TDM)

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Big Room
Date: 10/27/17

TENANT SNAPSHOT:

- Business description: digital technology services
- Customer Age: undefined
- Customer Gender: undefined
- Customer Origination: undefined
- Observed transportation tendencies of customers and employees:
    - Personal vehicles
        - Because Big Room operates by appointment, customers and guests typically drive up
        - Employees travel from near and far and park on-site because there is no other known convenient option
        - Events hosted by Big Room fall into the same predicament as the situations mentioned above, with attendees traveling to their destination by personal vehicle
- **Primary Areas of TDM Interest:**
    - There is a strong desire to improve employee access to Thompson's Point, this includes bicycle storage, personal lockers, parking for motorcycles, parking for mopeds
    - Unlike some of the other tenants at the Point, due to the business dynamics of Big Room, the company is less focused on providing resources for customers and more focused on improving options for employees and project supporters
    - Improved clarity on parking policies as they relate to guests attending Big Room professional development events

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point venue and access signage

- Wayfinding Signage improvement on local roads and within the point would only improve navigation of those trying to access
    - This includes delivery drivers as well as event attendees and customers

Public/Mass Transportation

- METRO is the single most underutilized asset that could support both customers and employees trying to access Thompson's Point, and improvements to scheduling need to be made

Non-vehicular access

- Improvement in Thompson's Point infrastructure that supports non-vehicular access would yield a higher number of employees and event attendees coming to the point by alternative transportation means
    - This includes secure bike storage, facility showers for employees who bike in to work but are subjected to harsher environmental conditions on the commute, and walkers/joggers who experience the same challenges

Areas of Improvement

- Recognize the employee and help the tenant enhance f parking alternatives at Thompson's point when folks come to work
- Improve easy public transportation option to bring employees, customers or guests to Thompson's Point

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Bissell Brothers
Date: 10/18/17

TENANT SNAPSHOT:

- Business description: taproom, brewery, events
- Customer Age: a diversity of ages, with the core customer base falling in the 25-45 range
- Customer Gender: skews strongly towards male
- Customer Origination: a strong greater-Portland and Maine contingent visits daily, but on weekends and special beer launches, there is notable traffic from out of state
- Observed transportation tendencies of customers and employees:
    - Mass transportation includes the Beer bus, hotel shuttles
    - Small amount of people come via trails and by bike
    - Can launches attract smaller ratios of passengers per vehicle because people visit the point to purchase product and leave
- **Primary Areas of TDM Interest:**
    - Broader use of Portland Trails
    - Improved infrastructure on terminal for bikers
    - Safe and more readily accessible transportation services to get visitors home
    - Clear parking policies

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

Advanced notice of parking policies would be beneficial for customers and employeesThis can be accomplished both digitally and in print, but in a centralized fashion

Thompson's Point venue and access signage

- Signage needs to start at the transportation center and percolate down into Thompson's Point, but also spread outward onto the surrounding roads

Public/Mass Transportation

- High-volume transportation options are not a high priority because the volume of customers that visit the brewery on a regular basis are so high
    - The goal would not be to bring cruise passengers by the busload to Bissell Brothers, but to increase public transportation options that customers could embrace when they decide they would like to access the Point
- It is a long-term objective to get METRO more involved with the functions that take place on the Point to help with customer volumes as well as providing safe forms of transportation home

Non-vehicular access

- Currently engaged in providing a trail map for accessing Thompson's Point from the greater Portland community
    - This document is shared in the taproom as a means of encouraging non-vehicular access of the Point
- There is interest amongst those associated with the trail network to create a waypoint system that would ultimately increase interactivity and encourage use
    - The end-product in this case could take on many forms, and have different points of interactivity with the end goal being to promote non-vehicular access avenues to Thompson's Point

Areas of Improvement

- There is greater bike infrastructure needed at the point for both customers and employees

Miscellaneous notes

- Bissell Brothers Brewing wants mission statement to reflect TDM
- Local guests most likely will be the ones to use alternative methods, not customers coming from out of state for beer (Thompson's Point to suggest Amtrak or Concord Bus trips or destination trips)

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Cellardoor
Date: 10/20/17

TENANT SNAPSHOT:

- Business description: wine bar, food service, retail, events
- Customer Age: primarily 30s and older
- Customer Gender: active participants skew more female than male, exact ratio hard to know
- Customer Origination: there is a core of repeat customers in the greater Portland area, but the winery attracts many folks from out of town and out-of-state
- Observed transportation tendencies of customers and employees:
    - Non-event customers typically come in groups of two or more and arrived by privately owned vehicles
    - Most customers visit with the intention of staying for a period of time versus to just buy something
    - Taxi services prevalent but not dominant (standard taxis, Uber, Lyft)
- **Primary Areas of TDM Interest:**
    - Greater representation of alternative methods that customers can use to access Thompson's Point,in particular, the Portland Trails connecting to the West End
    - Improved public or mass transportation options would greatly increase "foot traffic" and connect Cellardoor to customer populations associated with cruise ships and the Old Port
    - Signage on the point and the surrounding roads and centralized policies would help make the process of accessing Thompson's Point easier for planning

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Pay to park is incentive for people to car pool
- A clearly defined set of parking policies makes it more likely that customers and employees will have a positive experience, and it facilitates transportation planning

Thompson's Point venue and access signage

- Signage off interstate for Thompson's Point exit would make the process of getting to the winery easier for customers as well as creating navigational points that employees can direct people to when they receive inquiries about directions

Public/Mass Transportation

- Employees/customers would benefit greatly from improved public or mass transportation options
- There will be a METRO stop on Thompson's Point to service the children's Museum and hotel
- The road on the Point is engineered to handle buses
- Improving the line of communication between Thompson's Point and hotels so that shuttles can easily get in and out

Non-vehicular access

- Strong interest in highlighting Thompson's Point access via foot and bike
- Social or community event such as a 5K designed to benefit Portland Trails and to highlight trail connectivity from the West End to Thompson's Point, Earth Day campaign to promote non-vehicular access
- More bike friendly infrastructure on the Point would help encourage an increase in bike traffic
- Bike Benefits is something to consider

Miscellaneous notes

- Can we get more specific signage on roads for museums? Cellardoor could piggy back off them for signage due to road blocks pertaining to wine.
- Digital and web resources that centralized transportation resources and Thompson's Point access information, parking policies would be helpful for employees and customers

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Circus Maine
Date: 11/20/17

TENANT SNAPSHOT:

- Business description: circus school, training and education, performances, events
- Customer Age: children through young adults for school and training, mid-20s to mid-40s for performances and events
- Customer Gender: undefined
- Customer Origination: undefined
- Observed transportation tendencies of customers and employees:
    - Employees and students attending school arrive primarily via single vehicle or drop off
        - Very few use public transportation or come by non-vehicular means
    - Customers primarily arrive by a mix of transportation methods that include single vehicle, carpooling and taxi services
- **Primary Areas of TDM Interest:**
    - Development of a priority based parking system so that free or reduced cost parking options can be provided to employees during nonpeak hours
    - Identify a collection of off-site parking venues and a protocol that supports their utilization
    - Improve how public transportation services Thompson's Point so that low income students who don't have access to vehicles can reliably get to and from the facility

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Look more critically at how a tiered parking system could be implemented to help offset the cost of employee and customer parking during nonpeak hours when there may be ample space is available
    - Such a model would stand to benefit all tenants financially and logistically and could be employed in designated areas only to meet the needs of the Point
- Identify easy-to-find, proximal, and reliable off-site parking resources to accomplish the following:
    - Benefit students who can't afford to pay for parking (if the walking distance was short)
    - Develop a clear protocol for securing additional parking in support of larger Circus Maine functions when spaces on the Point have been presold to other tenants/events
- Develop an interface, such as a website, that customers can access to address parking inquiries

Thompson's Point venue and access signage

- Not discussed

Public/Mass Transportation

- METRO needs to greatly amplify its support of Thompson's Point to accomplish a myriad of goals:
    - Increase the flow of customers from the Old Port to the Point to allow for the development of new business and customers
    - Provide more reliable public transportation to students in need of attending class at Circus Maine
    - Create alternative transportation options as matter of easing the logistical concerns associated with parking during busy times at the Point

Non-vehicular access

- Emphasis needs to be placed on the Portland Trails network and continued improvement of infrastructure to support bicyclists on the point

Miscellaneous notes

- Cruise Maine and its passengers is a notable target of the Circus Maine staff, and working with mass transportation providers to facilitate flow between Commercial Street and Thompson's Point is a priority to explore further

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Color Me Mine
Date: 10/24/17

TENANT SNAPSHOT:

- Business description: arts and crafts, creative pottery, events,
- Customer Age: a diversity of ages, but a heavy focus on children
- Customer Gender: active participants skew towards female in adult-aged customers, no data on children
- Customer Origination: limited clarity but a majority seem to originate from within the greater Portland area
- Observed transportation tendencies of customers and employees:
    - Single attendees tend to arrive via personal vehicles
    - There is some overlap with other Thompson's Point tenants, and groups will come in one car to attend both Color Me Mine as well as other destinations
    - Very little public transportation
    - Bike, Trail biggest non-traditional modes of transportation
- **Primary Areas of TDM Interest:**
    - Point-wide collaboration on product packages so guests can easily flow from one tenant to the next
    - Centralized signage that represents businesses on the Point to improve navigation
    - A centralized point of access where employees and customers can go to gather up-to-date information about policies and news associated with Thompson's Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Passport is currently underutilized, services or parking options could be created and implemented to make planning easier
- Important to create learning opportunities regarding Passport for both tenants and customers
- Designated Driver discount or benefit – a means of making it easy to not drive if you drink too much
    - Create policy and a pass that tenants can place in vehicles if driver was impaired and decided not to drive

Thompson's Point venue and access signage

- Signage on the roads surrounding Thompson's point would be beneficial to customers

- Creating a central message board either digital or physical would allow for easier and faster sharing of transportation resources and parking policies
- Creation of a Brick North map or floor plan to improve customer experience once at Thompson's Point
- Create and mark a specific drop off location on Google maps for the Point

Public/Mass Transportation

- No METRO users at Color Me Mine due to lack of timely services
- Uber and Lyft not commonly used

Non-vehicular access

- People do come on trails and bikes to paint, but are limited to needing vehicles when they are picking up finished work to keep the fragile pottery secure
- Willing to offer discounts and incentives to encourage people to travel to Thompson's Point on foot or by bike

Areas of Improvements

- Questioned activities and security on trails, walking in the dark has been referenced as uncomfortable, lighting may help encourage people to use the trails more

Miscellaneous notes

- Having a small number of employees with a diversity of backgrounds and living situations, makes it difficult for any will single transportation solution to reach all of them
- Rink and Color Me Mine collaboration. Discounts if go same day to both businesses
- Website – use access page and enter to win month of free parking or 5 hours of parking, etc.
- Color Me Mine and Cellardoor collaboration, discount on wine if at Color Me Mine and discount on painting if at Cellardoor

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: International Cryptozoology Museum
Date: 11/10/17

TENANT SNAPSHOT:

- Business description: Museum focused on cryptozoology
- Customer Age: families, college students, and destination visitors ranging from 30s – 60s
- Customer Gender: undefined
- Customer Origination: consistent flow of local visitors, but the Museum is a destination that attracts folks from all over the country
- Observed transportation tendencies of customers and employees:
    - Personal vehicles are the dominant form of transportation that brings customers to the Museum
    - It was noted that the lack of frequent and reliable public transportation options has a notable and negative impact on visitors per year
- **Primary Areas of TDM Interest:**
    - Establish Thompson's Point as an accessible destination via the many available public transportation resources already present in the area
    - Facilitate conversations with METRO in order attract passengers that arrive in Portland via the many cruise vessels
    - Improve the Point's visibility on local tourism maps (Discovery Maps)

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

Thompson's Point venue and access signage

- Strong desire to pursue signage on the highway, especially to help the many guests that travel from far distances to visit the Cryptozoology Museum

Public/Mass Transportation

- Increased METRO frequency is a high priority because it is the gateway to tapping into Cruise Maine passengers and those shopping in the Old Port

Non-vehicular access

- Collaborative campaigns embraced by all tenants of the Point that call attention to the various non-vehicular means of access would serve to establish a stronger community amongst businesses
    - The Museum wishes to be affiliated with efforts that speak to Portland Trails and bike access
    - Ensure campaigns have an inclusive voice so that all tenants stand to benefit from such outreach

Areas of Improvements

Miscellaneous notes

- Discovery Maps
    - Advertising costs $700 per year and up,
    - It would be beneficial to organize a critical mass of supporters from Thompson's Point to improve exposure on map through collective advertising
    - The Cryptozoology Museum has a strong desire to facilitate a conversation with Discovery Maps to redraw the Old Port to include a focus on Thompson's Point in tenants
    - Improved exposure on these maps as well as more frequent public transportation would serve as a strong platform for capturing new tourist traffic
- Cruise passengers
    - At its previous location, the Museum had very direct access to passengers arriving in Portland aboard cruise vessels
    - Advertising was purchased to support the Museum's exposure amongst this customer base
    - Since moving to Thompson's Point, participation by cruise passengers has fallen off almost entirely
    - The Museum is excited to explore new ways to attract these passengers to the Point

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: State Theatre
Date: 11/27/17

TENANT SNAPSHOT:

- Business description: summertime musical event series
- Customer Age: a diversity of ages, with the core customer base falling in the 25-50 range
- Customer Gender: undefined
- Customer Origination: a strong greater-Portland and Maine contingent, with bigger names drawing from the entire Northeast
- Observed transportation tendencies of customers and employees:
    - Some use shuttles
    - Many come by Uber and Lyft, as well as standard taxi services
    - Because concerts are held in the warmer part of the year, many folks embrace access by foot and bike
- **Primary Areas of TDM Interest:**
    - Lyft and Uber turnaround point at Sewall Street with a turnaround waypoint that makes it easier for drivers to locate
    - Thompson's Point and State Theater involvement in conversations with the surrounding neighborhoods and the City of Portland as a mechanism to demonstrate concern with event related traffic volumes, develop collaborative objectives
    - Establish a long-term transportation conversation with the City focused on drop-off points and improved METRO service

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

- Parking policies and transportation resources could be better centralized and represented online and echoed across social media
    - State Theatre has all of this information on ticket pages, but it would be beneficial if Thompson's Point had it as well
- All parking information resources need to include information that helps mitigate some of the parking demand onsite
    - Thompson's Point could echo some of those displayed by State Theatre, including paid parking resources across the city and satellite parking options

- Work with Uber and Lyft to create official drop-off and pickup points outside of the Point, perhaps near the Transportation Center

Thompson's Point venue and access signage

- Engage the City of Portland to discuss if the Sewall Street date can be opened on concert nights as a means of establishing a efficient drop off point for attendees
    - Enabling this logistical dynamic would support the Uber and Lyft drop-off point mentioned above

Public/Mass Transportation

- A regularly occurring METRO stop on Thompson's Point is long overdue
    - Immediate conversations should be undertaken and a plan should be put in place, and once everything is formalized, perhaps it could be advertised in a bus wrap via collaborative sponsorship

Non-vehicular access

- Portland Trails and Bicycle Coalition of Maine at both led to notable amounts of people accessing concerts under human power, but these stories need to be celebrated
- Call attention to these avenues of access with structured campaigns (social media, web, print)
- There are many creative solutions that could be implemented to support the biking community, including:
    - Secure bike check space and brick South with an operator
    - Secure bike check containers with an operator (similar to a coat check)
    - Secured, fenced-in, bike check area somewhere on the premises with an operator

Areas of Improvement

- The Event Management Plan that is currently in place is effective, but understanding how the surrounding neighborhoods perceive Point activity will be an important part of ensuring concerns don't become larger

Miscellaneous notes

- Event Management Plan for concerts is an integral piece two managing the influx of Thompson's Point visitors
- United Parking Partners to provide Chris Thompson with additional parking data, speaking to traffic volumes associated with Summer Concert Series
- With concerts, it will be important to "demonstrate" proactivity that speaks to attempts made by Thompson's Point to improve management of event influx

SEMI-STRUCTURED TENANT INTERVIEW
Tenant: Stroudwater
Date: 11/06/17

TENANT SNAPSHOT:

- Business description: distillery, cocktail service, small plates, retail
- Customer Age: mid-30s to 60s
- Customer Gender: relatively even mix
- Customer Origination: proportionally undefined, strong representation from local and out-of-state origins
- Observed transportation tendencies of customers and employees:
    - Customers directly bound for Stroudwater arrive primarily via personal vehicle
    - There is considerable customer overlap with events held at the brewery as well as in Brick South or outdoors on Thompson's Point
    - Carpooling and taking taxi services to the above-mentioned events as well as traveling to the Point by foot and bike are the most common forms of transportation that bring customers to the distillery other than single occupant vehicle
- **Primary Areas of TDM Interest:**
    - Improving parking policy presentation and communication so that access is understood, smooth and enjoyable for customers and guests
    - Engage in conversation with mass transportation providers (NNEPRA, METRO) as a means of bringing more people to Thompson's Point and to allow for tenants to engage new customers
    - High visibility promotional campaigns and events that present the many ways people can access the Point

GUIDING QUESTIONS:

- How much of your business would you estimate comes from repeat customers (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
- How many of your customers would you estimate travel to the point by means other than SOVs (none, little, some, most, all), and would you be able to reasonably estimate a percentage?
    - What are some of the ways people arrive at your establishment other than SOVs? Carpooling counts here!
- What, if any, efforts are you currently engaged in as a company that you feel might qualify as serving the objectives of TDM?
- What are some of your concerns regarding the transportation of customers and employees to and from Thompson's Point and your business

INTERVIEW NOTES:

Thompson's Point parking

-

Thompson's Point venue and access signage

- Added attention to digital databases as a means of ensuring Thompson's Point and associated tenant addresses show up accurately will help with taxi and delivery services
- Signage on the highway and surrounding roads is an important avenue to pursue as a means of reducing uncertainty of drivers and improving general traffic flow through stoplights and intersections

Public/Mass Transportation

- METRO has never been an attractive option for those heading out to eat, drink or shop, and has always been viewed as a resource for those who don't have access to vehicles
    - This can be improved by increasing the number of stops, frequency and reach
    - Creation of a small high-frequency loop that services Thompson's Point would open access to entirely new customer bases, but a promotional campaign will be necessary to improve awareness
- The Downeaster and rail in general is underutilized and the connectivity offered by this form of transportation is underrepresented
    - A conversation with NNEPRA aimed at improving frequency and/or promoting awareness of Thompson's Point access to passengers will be integral in establishing rail as a legitimate transportation resource
        - This is likely a part of a larger marketing conversation that includes highlighting activities found at other stops along the way

Non-vehicular access

- The Portland Trails network along with the Bicycle Coalition of Maine are the most visible drivers of people to Thompson's Point under human power
- Awareness of these resources should be promoted via specific promotional campaigns and improved infrastructure on Thompson's Point

Areas of Improvement

Miscellaneous notes

- As the offerings of tenants grow, it would be useful if there was a centralized forum that helped to project this to customers
    - Example: the distillery is now serving Portland Pie Pizza
        - If examples such as this that demonstrate incremental growth are broadcasted, then it diversifies the reasons that someone might come to the Point, and could change the way in which customers plan their visit
        - The more people are aware of what is going on, the more likely it is that they will come in larger groups
        - Cataloging activities available at Thompson's Point and making this information readily accessible will help customers plan their visit more effectively

Appendix D:

Updated Event Management Plan – January 2018

Event Management Plan for
The Forefront at Thompson's Point
Portland, Maine
January, 2018

The traffic management plan ("Plan") for "Special Events" is an important component of making this project work. For the purposes of implementation, we propose that a Special Event be considered any event, or combination of events, that equals or exceeds 2500 people on site at the same time. A Special Event, as it is intended in the context of this Event Management Plan, would not include those typical modes of gathering and circulation related to the customary visitation and enjoyment of the site and its various commercial uses and public amenities. For example, a gathering of visitors in an outdoor dining area would not be considered a Special Event, nor would that visitor count contribute to the overall 2,500 capacity threshold, but a gathering of visitors in the outdoor seating area adjacent to the Mixed-Use "Depot" Building for the purposes of attending a musical performance would be considered a Special Event assuming it met, or in conjunction with other special events on site contributed to meeting, the 2,500-person threshold. Special Events generally relate to those occurrences that are planned by the Forefront at Thompson's Point as part of the programming associated with the Brick South Event Center (including, from time to time, its adjacent plaza) and Mixed-Use "Depot" Building (and its outdoor seating area). The Forefront at Thompson's Point's Management shall use its discretion in determining whether an event with a planned attendance under 2,500 shall be considered a Special Event. To accomplish the special event implementation, the applicant is approaching this from different aspects.

I. Event Timing: the first aspect is timing of the Special Event. If the event is on a weekday, Special Events are anticipated to start outside the hours of 4:00PM to 7:00PM to avoid the PM rush hour of the adjacent street traffic. Weekday Special Events conclude later in the evening when traffic on the adjacent roadway network is anticipated to be minimal compared to during a typical commuter hour. If the event is on a Saturday or Sunday, commuter traffic will not be on the roads.

II. Special Event Facilities and Accommodations: the second angle to the special event approach is to provide accommodations for large numbers of vehicles to enter or exit the site. To accomplish this, the Forefront At Thompson's Point Management utilizes the following:

- I. Signing – This includes not only signing for drivers on which lanes are for what purpose, but also to direct drivers to points of interest; such as event parking. Additional signs should also be erected to identify to the drivers destined for the bus and train facilities where they should be going such that they do not get intertwined in the traffic destined for the events. These signs are both permanent and temporary and may be positioned both onsite and offsite.

- II. Reversible Lane – This is an additional lane in the center of Thompsons Point Road that is used for incoming traffic at the beginning of an event and then reversed and used as an exit lane when the event(s) conclude. An example of this layout is depicted on Sheets C-9.1, C-9.2 and C-9.3 and enclosed in Appendix A.

- III. Traffic Control Devices – This includes devices such as traffic cones to regulate access to the lower lots on the site during special events. The use of cones would be useful in directing drivers to where you want them to be as well as restricting them from areas where access is prohibited. These can be especially useful to assist in the functionality of the reversible lane used to enter and exit the Forefront at Thompsons Point. Temporary cone barriers are used as a supplemental device to the permanently installed overhead reversible lane signals.

- IV. Police Officers – For Special Events, Thompson's Point Management shall endeavor to secure the presence of a police officer, either to direct traffic or supervise Thompson's Point parking/traffic staff's direction of traffic, at the signalized intersection of Thompsons Point / Fore River Parkway. The number of police officers shall be determined by the Portland Police Department in coordination with Thompson's Point's Management. This number is anticipated to be established relative to the capacity of the event (one officer for events of approximately 2,500, more for larger events such as concerts with attendance upwards of 8,000).

- V. Traffic Control Personnel ("TCP") – These personnel do not need to be police and are allowed to assist traffic on-site and at un-signalized roadway locations. This would include persons at each of the entrances / exits for both the train and bus to assist both customers and the buses themselves in entering and exiting. There would also be TCP at the crosswalk to Sewall Street assisting pedestrians with crossing. In addition, TCP will be positioned on either side of the RR crossing to ensure that vehicles do not stop on the RR tracks, as well as at entrances to parking areas on Thompson's Point where there might be high pedestrian traffic entering or exiting the event. We anticipate a minimum of 5 or 6 TCP per special event.

- VI. Monitoring – Special Events have been monitored since opening by a dedicated observer for each event. That observer reported after each event what worked, what is not working, and provided recommendations for improvement. This practice is ongoing as Special Events continue to occur. This monitoring includes meeting with representatives of the bus and train station to receive their input. Special Event monitoring shall also be coordinated with and/or by the Transportation Demand Management Coordinator to ensure that the development's TDM opportunities are well integrated with respect to Special Events.

- VII. Integration of TDM – Forefront management strives to encourage and integrate applicable TDM best practices into each specific Event Management Plan. The TDM Coordinator is responsible for expanding the number of best practices available and/or making the most practical practice readily available for each special event.

- VIII. Parking garage – The parking garage is designed with three lanes on the west end, with the center of the three lanes being reversible and two reversible lanes on the north side. It is anticipated that that during normal business hours, only two lanes (one in and one out) at each end of the garage will be needed. However, the third lane is available to process traffic should it become necessary.

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

  In addition, for larger Special Events, attendants may be positioned within the garage to assist directing incoming cars such that parking levels are filled one at a time with no empty spaces. This will improve efficiency and get the most capacity from the garage. These attendants will also be able to convey when the garage is near capacity so that they can make the proper call and appropriate signs can be put up both onsite and offsite identifying the garage is full. The

parking garage has also been designed as a double helix such that entering and exiting vehicles can turn either way exiting their parking space to go up or down. This means that you do not have to go up to the top level of the garage in order to come down to the lower levels.

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

Until the garage is built, Thompson's Point will utilize various parking areas on site to accommodate Special Event parking.

- IX. Offsite Parking for Special Events – on certain occasions, notably summer concerts but also occasionally for other events, remote parking may occur off site in one or more satellite lots, including but not limited to the overflow lot at Mercy Hospital on the Fore River Parkway. The use of this lot, together with the strategies outlined in the Transportation Demand Management plan to encourage use of alternative modes, assists with helping to offset the use of public streets in Libbytown neighborhood for Special Event parking.

- X. Trail and Bicycle Access – the inclusion of the dedicated pedestrian lane at the westerly side of the Thompson's Point Road rail crossing, and the extensive pedestrian improvements to the Thompson's Point Road area and adjacent facilities (Fore River Parkway; Sewall Street; etc.) contributed by Thompson's Point in fulfillment of its Master Plan infrastructure, have permitted the integration of Thompson's Point with the Portland Trails network. This has provided an important pedestrian facility to help provide a legitimate alternative to vehicular travel to Thompsons' Point for Special Events.

- XI. METRO; Amtrak; Concord Coach – these transit options are discussed in more detail in the Transportation Demand Management Plan. However, relative to the Event Management Plan, it is important to note that the Portland Transportation Center, which currently provides a hub for service for all of these modes, is linked to Thompson's Point by our new pedestrian improvements and visitors to our Special Events are increasingly traveling via these modes.

III. Emergency Preparedness: the third angle to a well-managed Special Event is being prepared for emergency situations and executing a documented Life Safety Plan. The outdoor event Life Safety Plan is enclosed in Appendix B of this EMP. The enclosed Life Safety Plan has been utilized effectively on several occasions to evacuate a small number of events classified as "Special Events" to date but should be reviewed by the event management team prior to each event to coordinate all anticipated aspects of site conditions on the day(s) of the event.

Appendix A

Off-Site Event Roadway Management Plans

CONTINUE PROPOSED 6' WIDE SIDEWALK TO MEET EXISTING SEWALL STREET SIDEWALK

PARKING

N/F
STATE OF MAINE

(LAYOUT OF TRANSPORTATION FACILITY BASED ON INTERPOLATION OF AERIAL IMAGE)

PROPOSED EMERGENCY ACCESS ROUTE

GATE TO BE PROVIDED BY DEVELOPER

EXISTING EMERGENCY ROUTE (TO REMAIN AS PEDESTRIAN WAY ONLY)

EXISTING CROSSWALK TO BE DISCONTINUED

SEWALL STREET

HOOPER STREET

PEDESTRIAN FLASHER, TYP

8' (MIN) SHARED USE PATH AND 3' ESPLANADE

OVERHEAD MAST ARM SUPPORTED DIRECTIONAL SIGNAGE

PROPOSED FOREFRONT AT THOMPSON'S POINT AND PORTLAND TRANSPORTATION CENTER SIGN TO BE COORDINATED WITH CITY OF PORTLAND, MDOT, NNEPRA AND CONCORD TRAILWAYS

PROPOSED WIDENING IMPROVEMENTS PER TRAFFIC MOVEMENT PERMIT

NORTH

FORE RIVER PARKWAY

FORE RIVER PARKWAY TRAIL

PROPOSED TAXI CAB QUEUING LANE

39' WIDE TRAVEL WAY TO INCLUDE THREE - 11' LANES AND 3' SHOULDER ON EACH SIDE

EXISTING 5' WIDE SIDEWALK

EXISTING BUS STOP SHELTER

GARAGE

PORTLAND TRANSPORTATION TERMINAL

N/F
LANGDON STREET REAL ESTATE, INC.

(LAYOUT OF TRANSPORTATION FACILITY BASED ON INTERPOLATION OF AERIAL IMAGE)

TERMINAL

N/F
PORTLAND TERMINAL COMPANY

SEE PLANS BY TEC ASSOCIATES FOR CROSSING

PROPOSED CHAIN LINK FENCE, TYP

EXISTING 5/8" REBAR, 2" BELOW GRADE, VALUATION STATION 42+00.45

APPROXIMATE ENTRANCE TO NNEPRA SITE

SEE SITE LAYOUT PLAN WEST FOR CONTINUATION

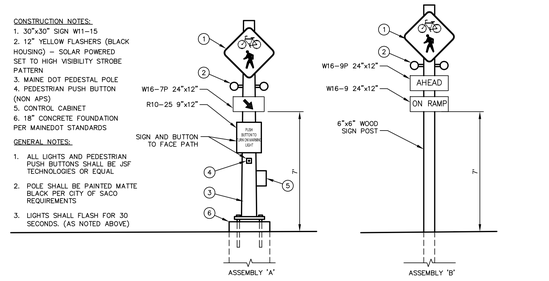
GRAPHIC SCALE

25 0 12.5 25 50

(IN FEET)
1 inch = 25 ft.

CONSTRUCTION NOTES:
1. 30"x30" SIGN W11-15
2. 12" YELLOW FLASHERS (BLACK HOUSING) – SOLAR POWERED SET TO HIGH VISIBILITY STROBE PATTERN
3. MAINE DOT PEDESTAL POLE
4. PEDESTRIAN PUSH BUTTON (NON APS)
5. CONTROL CABINET
6. 18" CONCRETE FOUNDATION PER MAINEDOT STANDARDS

GENERAL NOTES:
1. ALL LIGHTS AND PEDESTRIAN PUSH BUTTONS SHALL BE JSF TECHNOLOGIES OR EQUAL
2. POLE SHALL BE PAINTED MATTE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



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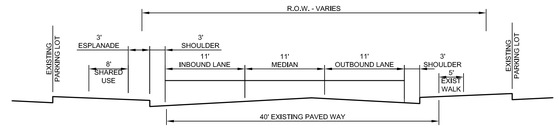
PEDESTRIAN FLASHER
N.T.S.



TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

NOTE:
EXISTING CONDITIONS TAKEN FROM A SURVEY BY SEBAGO TECHNICS ENTITLED ALTA/ACSM LAND TITLE SURVEY DATED MAY 27, 2011 WITH REVISION 'E' 11-23-2011.

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	04.17.12	REVISED PER SITE PLAN APPLICATION REVIEW COMMENTS
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE
STEPHEN R. BUSHEY
LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
THOMPSON'S POINT CONNECTOR ROAD AND SEWALL STREET LAYOUT PLAN

CLIENT
FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 25'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-TPC LAYOUT		
SHEET	C-9.0		

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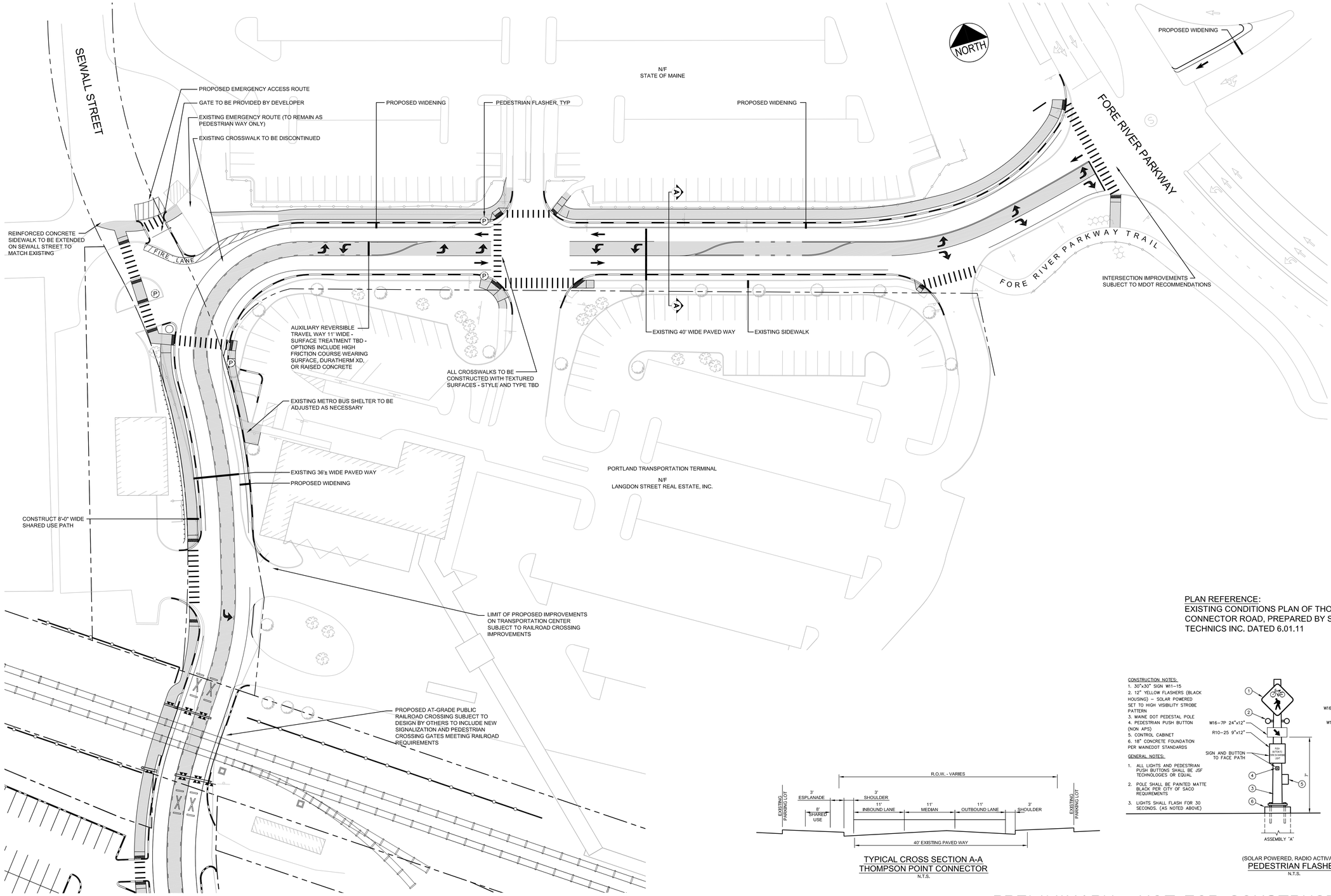

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

CONSTRUCTION NOTES:
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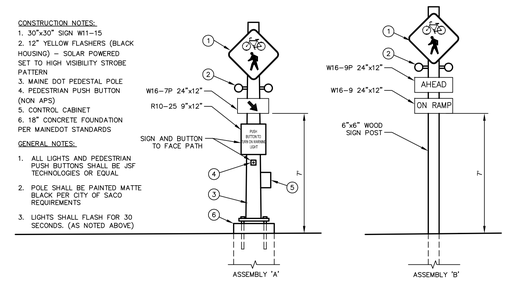

(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE
STEPHEN R. BUSHEY
LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
THOMPSON'S POINT CONNECTOR ROAD EVENT MANAGEMENT PLAN - NO EVENT

CLIENT
FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 30'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-CONCEPT5		
SHEET	C-9.1		

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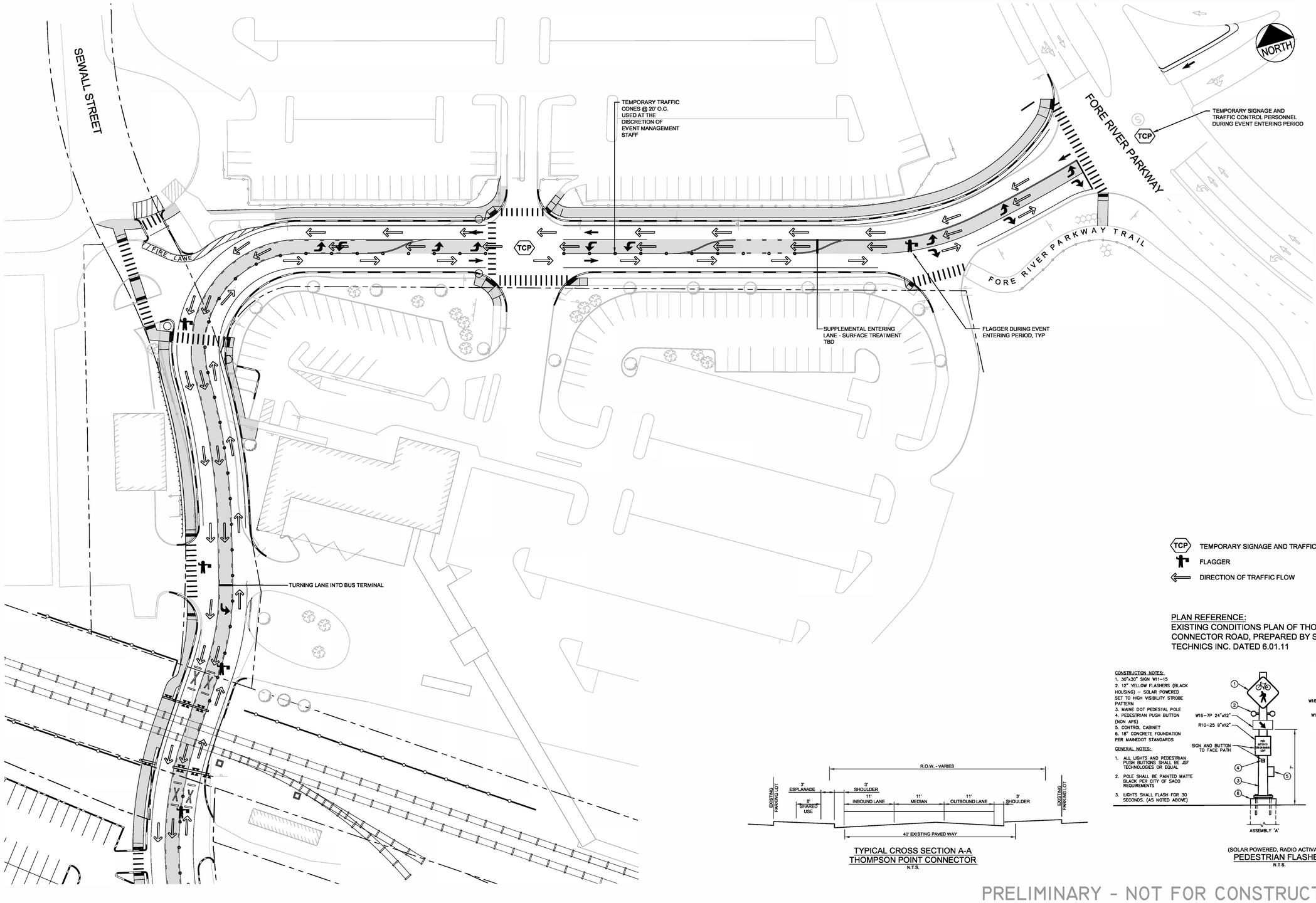

TCP TEMPORARY SIGNAGE AND TRAFFIC CONTROL PERSONNEL

FLAGGER

DIRECTION OF TRAFFIC FLOW

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

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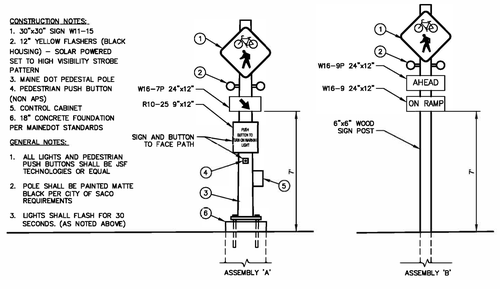

(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

REVISIONS

STATE OF MAINE · STEPHEN R. BUSHEY · LICENSED PROFESSIONAL ENGINEER

P.E. STEPHEN R. BUSHEY
LIC. # 7429

PROJECT: THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE: THOMPSON'S POINT CONNECTOR ROAD EVENT MANAGEMENT PLAN - ENTERING CONDITIONS

CLIENT: FOREFRONT PARTNERS I, LP

DeLUCA-HOFFMAN ASSOCIATES, INC.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	DED	DATE:	AUGUST 2011
DESIGNED:	BEK	SCALE:	1" = 30'
CHECKED:	SRB	JOB NO.	2982.01
FILE NAME:	2982-CONCEPT5		
SHEET	C-9.2		

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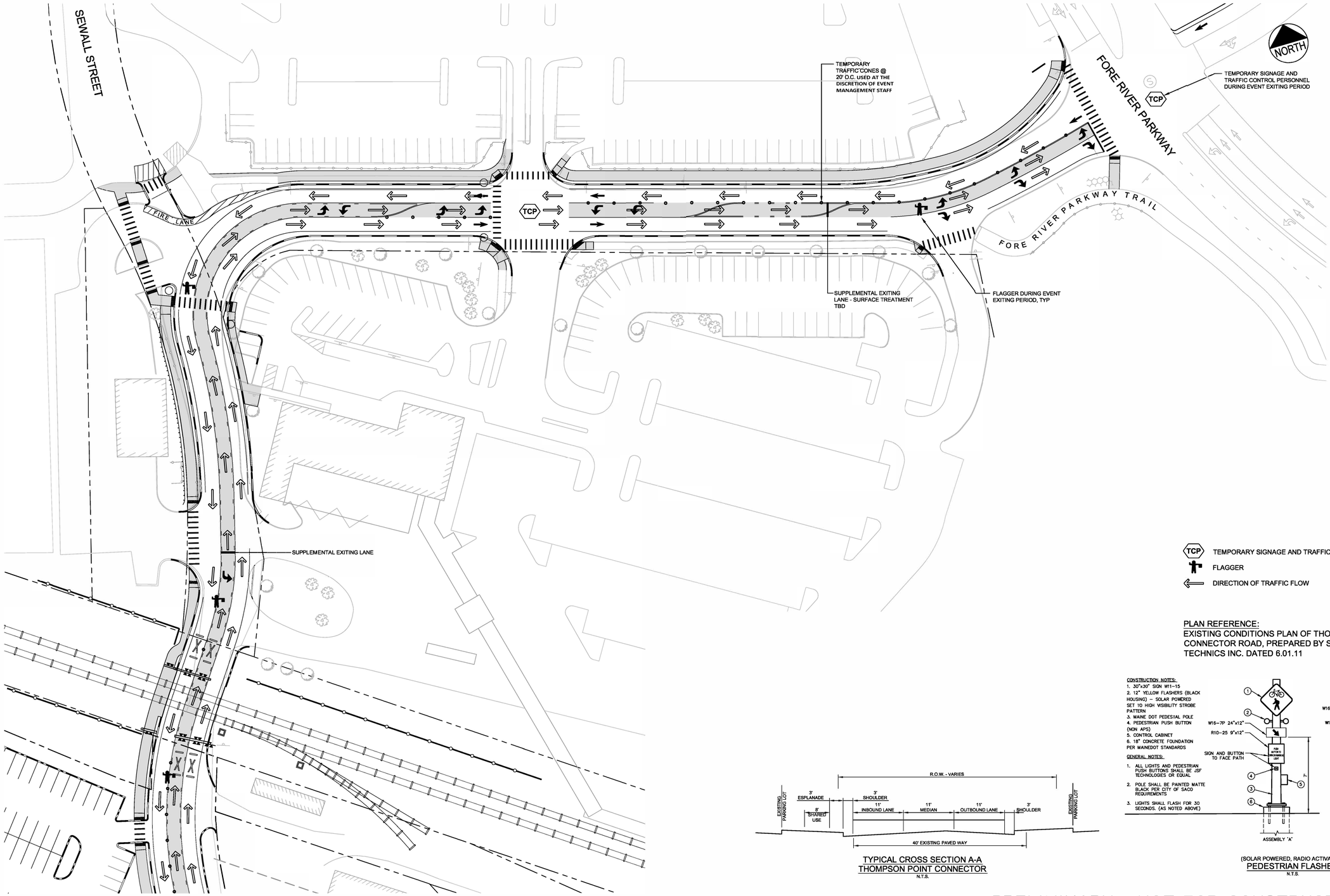


TCP TEMPORARY SIGNAGE AND TRAFFIC CONTROL PERSONNEL

FLAGGER

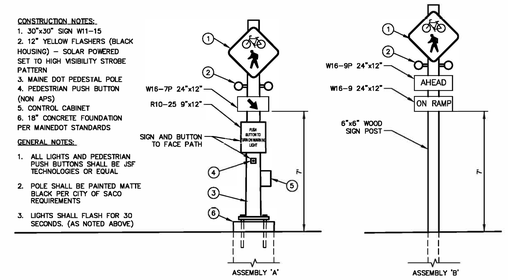
DIRECTION OF TRAFFIC FLOW

PLAN REFERENCE:
EXISTING CONDITIONS PLAN OF THOMPSON POINT CONNECTOR ROAD, PREPARED BY SEBAGO TECHNICS INC. DATED 6.01.11

TYPICAL CROSS SECTION A-A
THOMPSON POINT CONNECTOR
N.T.S.

CONSTRUCTION NOTES:
1. 30"x30" SIGN W11-15
2. 12" YELLOW FLASHERS (BLACK HOUSING) – SOLAR POWERED SET TO HIGH VISIBILITY STROBE PATTERN
3. MAINE DOT PEDESTAL POLE
4. PEDESTRIAN PUSH BUTTON (NON APS)
5. CONTROL CABINET
6. 18" CONCRETE FOUNDATION PER MAINEDOT STANDARDS

GENERAL NOTES:
1. ALL LIGHTS AND PEDESTRIAN PUSH BUTTONS SHALL BE JSF TECHNOLOGIES OR EQUAL
2. POLE SHALL BE PAINTED MATTE BLACK PER CITY OF SACO REQUIREMENTS
3. LIGHTS SHALL FLASH FOR 30 SECONDS. (AS NOTED ABOVE)



(SOLAR POWERED, RADIO ACTIVATED)
PEDESTRIAN FLASHER
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
1	03.20.12	FINAL SITE PLAN APPLICATION SUBMISSION

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Appendix B

Life Safety Plan

Thompson's Point Amphitheater
Life Safety Plan
January 2018

INTRODUCTION

In connection with the major redevelopment of the area of Portland, ME known as Thompson's Point, the southernmost portion of the Point will be configured as concert and event amphitheater suitable to host a range of outdoor public events. The venue includes an 85'x165' open-air pavilion referred to as the "Depot," and an existing one-story 4,600 ft^2 cinder block construction building which is to be used as support space for 2018. Additional infrastructure needed to support concerts and events will be installed on a seasonal basis.

The events that will be held at the amphitheater will generally fall into one of three categories:

1) Small events for up to 1000 attendees and which are mainly located within the area of the Depot structure itself. Generally these will be private events, such as weddings or company outings, but may also include "free admission" public receptions or events, or small "pay per attendance" concerts or performing arts events.
2) Small events for less than 2000 attendees and which occupy additional area adjacent to the Depot structure, where the area dedicated for attendees of the event will extend beyond the structure. Generally these will be private events, such as weddings or company outings, but may also include "free admission" public receptions or events, markets, or small "pay per attendance" concerts, performing arts events, or trade shows.
3) "Pay for attendance" concerts, festivals, or similar events with more than 2000 and up to 8000 attendees.

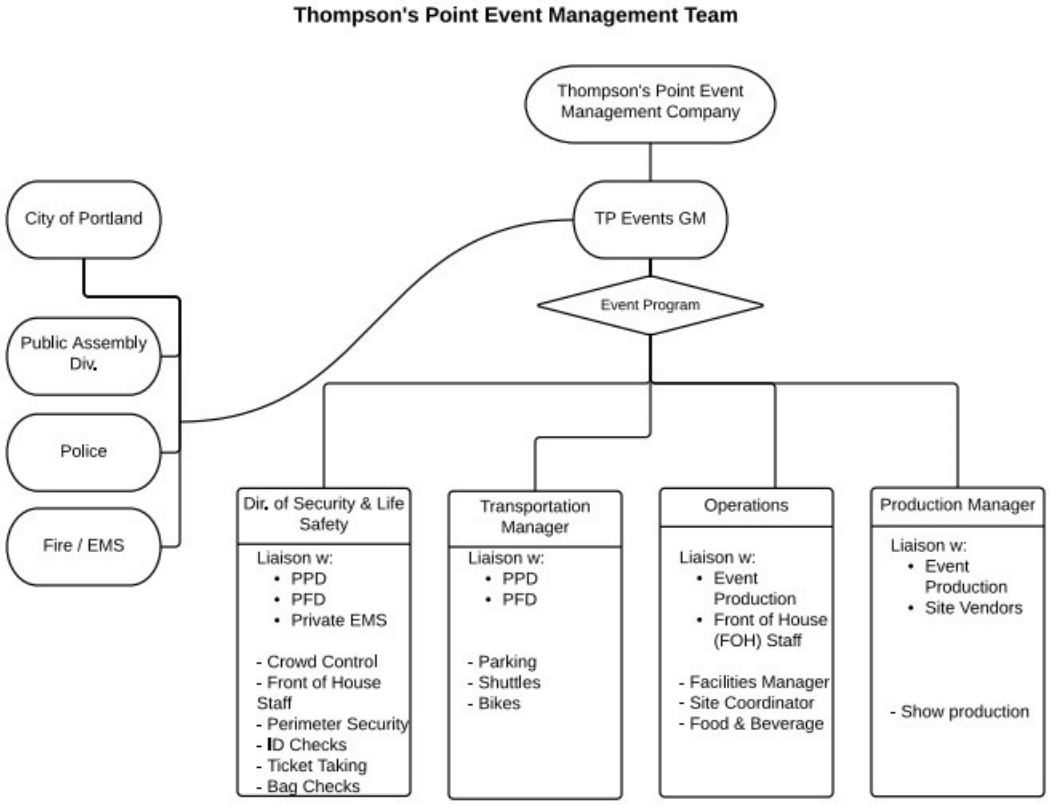
This plan provides general guidelines that address the life safety aspects of venue design and event management to be used in the planning and management of outdoor events on Thompson's Point.

A primary focus for the fire and life safety (FLS) evaluation of Thompson's Point outdoor amphitheater is to assess any fire or other potential hazards that may be present during the event that may detrimentally impact public safety. A key component to ensuring the safety of the general public is to provide adequate means of egress from the venue, such that should an emergency situation occur, the public can readily and safely evacuate the venue in a timely manner. The evaluation below demonstrates that adequate access to the venue is available for emergency responders, and outlines a plan of action that includes safety measures that may be implemented to minimize and/or mitigate any hazards to life safety that might exist within the venue.

EVENT MANAGEMENT AND STAFFING

Forefront Events, LLC ("Operator"), an affiliate of Forefront Partners I, LP, will have the overall responsibility for operation and management of all Thompson's Point (TP)-sponsored events, but will also maintain oversight and approval authority over all events that are occurring within Thompson's Point-owned venues, and will coordinate with and the City of Portland to ensure adequate life safety is afforded all who attend and support these events.

The Operator will be responsible for providing security, public safety, and crowd control for all TP-sponsored events or non-TP-sponsored events located on Thompson's Point, both inside and outside the event amphitheater, along with the integration of the requisite City of Portland Emergency Responders, including for fire protection and medical emergencies, and City of Portland Law Enforcement Personnel. The Operator's Event Coordinator will be supported by a number of other personnel, along with the contractor's event operational and administrative staff. The following represents a basic organization chart for an event's Management Team. Should an emergency situation arise, this Team also represents the Command structure for the Emergency Response Organization (ERO).



The first "line of defense" in providing security, public safety, and ensuring the safe conduct of any event is the Event Security Staff. These individuals will have as their

primary responsibility to maintain security and crowd control within the perimeter of the event area. These individuals will have been specifically trained to support events such as those occurring at Thompson's Point's, including providing the necessary "crowd management" functions as outlined by the National Fire Protection Association's Life Safety Code® (NFPA 101). Throughout all events, these individuals will, at a minimum, be performing the following functions:

- Ticket takers
- Street barricade monitors
- Patron bag checks
- I.D. checks (when alcohol is served)
- Stage barricade security
- Backstage security
- Perimeter roaming teams (inside & outside the fenced area)
- Emergency egress support

The number of personnel needed to support crowd management will be a function of the number of patrons that are anticipated to attend the event and the type of event. Basic guidelines provided within NFPA 101 indicate a minimum of at least one crowd manager for each 250 patrons in attendance at the event.

The event's operational and administrative staff will assist the Event Security personnel when/as needed to support crowd control functions, along with responding to the Event Coordinator's direction regarding the conduct of the event's activities and providing liaison with the various individual vendors that may be located on site to ensure they adhere to all the event's fire protection and life safety requirements.

The City of Portland's Police Department (PPD) will support the overall security around the site, along with providing traffic control for the surrounding streets. Depending upon the event type and projected attendance, the PPD will dedicate an adequate number of police officers to ensure the safety of the public at the event. This support may include the following services:

- Patrol of the surrounding neighborhood(s) / areas,
- Assist Event Security personnel with civil misconduct, as needed,
- Manage law enforcement issues that might arise during the event, and
- Provide off-site traffic control

Although the need for police support in the peripheral areas around the event venue is as much a function of the location and size (area) of the venue as it is a function of the number of patrons, it is often easier to develop a set of guidelines based on the anticipated level of attendance and type of event. Depending on the type of event and the anticipated level of attendance for that specific event, the Event Coordinator will coordinate with the

Portland Police Department, to ensure that the appropriate number of police officers are assigned to support the specific event.

The City of Portland's Fire Department (PFD) will provide support in the area of fire and life safety, including inspections of the venue and the various facilities that will be located at the site during the event. Contracted EMS medical staff shall provide primary medical personnel, equipment, and transport. The level of staffing for any onsite medical personnel and the equipment provided will be a function of the size and type of the specific event. However, the following medical staffing plan is recommended for use as a general set of guidelines for medical support for all events at Thompson's Point:

1) Events with Public Attendance greater than 5,000

- Two (2) roving Medical Teams [4EMTs]
- Two (2)Paramedics
- One (1) ALS Ambulance stationed on site; with one (1) alternate on standby for replacement Should transport be needed
- One [1] All Terrain Vehicle (Gator or Golf Cart), configured to allow the transport of injured if access throughout the event area by ambulance is not feasible.

One (1) medical tent is to be provided, which will be staffed by the above listed personnel, and will be conspicuously located within the event area and provided with signage that identifies its use, such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

2) Events with Public attendance greater than 3,500 but less than 5,000

- One (1) roving Medical Team [2 EMT's]
- Two (2) Paramedics
- One (1) ALS Ambulance stationed on site; with one (1) alternate on standby for replacement should transport be needed.

Either a medical tent, which will be staffed by the above listed personnel, or the onsite ambulance if necessary, will be conspicuously located within the event area and provided with signage that such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

3) Events with Public attendance greater than 2,000 but less than 3,500

- One (1) Medical Team (2 EMT's)
- One (1) ALS Ambulance stationed on site

Either a medical tent, which will be staffed by the above listed personnel, or the onsite ambulance if necessary, will be conspicuously located within the event area and provided with signage that such that patrons can readily note its location(s) upon entering the site and know where to go should they be in need of minor medical attention.

The Event Coordinator will be responsible for ensuring proper coordination and communications are provided with each member of the Management Team outlined in the organization chart above. All communications between the various Management Team members, as well as their supporting staffs, is to be via portable radios.

Although not to be considered part of the ERO, the Event Coordinator will also liaise with both the local U.S. Coast Guard Command and the City of Portland's Harbor Master. Due to the nature of specific events and the location of Thompson's Point near navigable waters, although highly unlikely, it is conceivable that boats will gather offshore in the immediate vicinity of the Thompson's Point to listen to concert events; either at anchor or drifting. Such "congested" boating in close proximity to the shore could result in incidents that would result in the need for a response by the maritime authorities. Ensuring that these authorities are aware of the upcoming event will allow them to prepare as they deem necessary.

HAZARDS ASSESSMENT

Due to the nature and locations of most of the anticipated outdoor events, the numbers and types of hazards that could potentially threaten the general health and well-being (life safety) of the staff and public at large are relatively limited. The majority of the hazards that must be addressed are those that are inherent with the operation of the event itself, including those associated with the various vendor facilities that are to be participating in an event, along with those that may arise due to severe weather events.

Fire Hazards

The fire hazards associated with most outdoor events are primarily limited to the cooking/heating facilities that are inherent with the food vendors that may be on site, as well as the equipment and materials associated with a stage(s) that is likely to be present at most events. In both instances, the amount of either flammable or combustible materials/liquids will be relatively limited and any fire that might occur would likely be restricted to the source of origin. To minimize the potential for a fire emergency, each food truck/trailer/tent that has cooking/heating equipment present shall also have at least one portable fire extinguisher installed. In general, these extinguishers should be the type that is intended to extinguish a range of fires and of sufficient size to have a reasonable chance of extinguishment; such as a type 2A:10BC. If a deep oil fryer is being used, an additional, type K (wet chemical) extinguisher is to be provided adjacent to the cooking area. Additionally, a minimum separation distance of at least 10 feet should be maintained

between any food trucks/trailers/tents that have cooking equipment and any other structure. If any of the vendors will be using a portable propane tank as a fuel source, this fact must be brought to the attention of the Event Coordinator and the Fire Safety Lead, such that should a fire occur within that particular facility, the emergency responders will have knowledge that this hazard exists and can take the appropriate actions; both in terms of fire fighting and public safety. A minimum of two (2) portable fire extinguishers are to be located at any stage that is erected at the event venue, such that they are readily accessible and remotely located from one another such that a fire at anyone location of the stage will not prevent access to at least one of the extinguishers.

Medical Hazards

Although the potential exists for medical casualties to occur at events held at Thompson's Point, historically the majority tend to be minor in nature, such as cuts from broken glass or a variety of sprained muscles or ligaments. However, due to the nature the types of events that may occur at this venue, along with the likely diversity in the age of the crowds and the potential for hot, humid weather during an event, a wide range of other potential casualties should be anticipated. At a minimum, these should include:

- Heat stroke, dehydration
- Injuries from missile hazards, such as bottles and cans
- Fainting and exhaustion
- Trampling or crushing from crowd pressure
- Injuries from "Crowd surfing" or "stage diving"
- Respiratory issues
- Age-related illnesses
- Complications from the use of illicit dugs or alcohol abuse
- Epilepsy attack resulting from strobe lighting

All injuries or medical emergencies are to be immediately reported to the Event Coordinator and/or Security Chief, such that site medical personnel can be dispatched to the location of the injured person. If the injured person is not ambulatory, measures will be implemented to move that individual to the nearest medical tent or ambulance for further evaluation, treatment, and possible transport to a local hospital.

For most events, it is likely that onsite vendors will be selling bottled water. The Event Coordinator shall be monitoring the heat index to assess if the environmental conditions warrant the need to implement additional measures to prevent the mass onset of heat stroke and/or dehydration amongst the general public. Preventative measures to mitigate the possible onset of multiple cases of dehydration include: cooling/misting station(s) located within the event area and accessible by all patrons; drinking water stations accessible by all patrons; and if conditions require, additional bottled water made available to the public, free of charge.

The roving medical team(s) will be monitoring the crowd throughout the event to assist in the early identification/notification of, and response to, any medical issues that may arise.

Severe/Adverse Weather Hazards

In general, the two weather hazards that represent the greatest likelihood of occurrence at outdoor venues are lightning and high wind events, which could include both hurricanes and tornados. Lightning can both cause severe injury or death if an individual(s) is (are) struck, or can be the source of a fire initiation if a structure or equipment is struck.

Given the nature of weather events that involve either hurricanes or other storms that can spawn tornados, it is unlikely that significant warning from the National Weather Service would not be provided for such weather circumstances well in advance of the event start time. However, during the summer months, it is not unusual for rapidly developing thunder-storms to occur. Although events may not be cancelled or postponed for a "rain only" event, such thunder-storms can also involve both lighting and high winds.

The Event Coordinator shall ensure that the local area weather is being routinely monitored. Should adverse weather, such as thunder-storms, be identified within the general northern New England region, the frequency at which the weather is being reviewed shall be increased; especially if the storms include the potential for lightning and/or high winds are being forecasted as having a future impact on the greater Portland area. Should any storms involving high winds and/or lighting be forecasted as moving into the greater Portland area, the Event Coordinator shall implement an evacuation of the event site prior to the leading edge of any such storm formation approaching to within 15 miles of the site. This distance may be modified depending on the speed at which the storm is moving, but a minimum of 30 minutes should be provided prior to the weather beginning to deteriorate to allow site evacuation and to provide patrons sufficient time to reach a safe location. Depending on the timing of the storms arrival and its expected duration, the Event Coordinator will make a determination, in conjunction with the Emergency Response Organization (ERO) as to whether the event is to be cancelled at the time of evacuation or postponed until the severe weather is clear of the area and conditions are safe to resume the event.

When only high winds are predicted, with or without a rain event, it may not be necessary to evacuate the site, but actions must still be implemented to protect the public from potential missile hazards, which may include suspending the event operations. The Event Coordinator shall ensure that all vendors take appropriate actions to secure any materials/equipment/tents/etc. that are not designed to resist high winds; such as sustained or wind gusts at or exceeding 25 to 30 mph. The specific wind-load limitations that have been determined by the appropriate professional(s), such as a professional engineer or manufacturer’s representative, for all structures and equipment that are to be located at the venue shall be provided to the Event Coordinator. The lowest value associated with any of

the structures/equipment used for the event, with a minimum of an applied 10% safety factor, shall be used as the "metric" to determine when the event operations must be halted due to high winds.

Chemical Exposure Hazards

It is not anticipated that any toxic materials will be used to support any event at Thompson's Point. Equally, with the conversion of the Thompson's Point area from one that was industrial in nature to one that will now focus on business and residential uses, it is not anticipated that the venue would be impacted by any activity associated within the adjacent buildings. The potential exists that an accident could occur offsite that could have an impact on personnel at Thompson's Point, depending on prevailing winds. Should such an offsite accident occur that might involve the development of a "smoke" plume that contained toxic or noxious fumes, it is possible that event participants could be exposed if the fumes migrated toward the event site. In general, the Department of Transportation (DoT) guidelines recommend that should an event such as that occur, that areas downwind of the accident site be evacuated for a distance of 1.3 miles wide by 2 miles long. Should a fire/explosion accident occur offsite that involved the release of fumes within a smoke plume/cloud and the wind direction is toward Thompson's Point, it would be necessary to evacuate the event.

There are no specific preventative measures that can be implemented at an event venue to alleviate or minimize the risk of exposure to a potential chemical spill at an adjacent site. However, the Event Coordinator shall review the areas surrounding any planned event venue to assess if a potential exposure hazard exists due to the nature of work performed at adjacent sites. If the potential exists for an exposure hazard to exist, the Event Coordinator shall contact those businesses to ensure that they are aware that an event will be occurring and should any accident or spill occur, immediate notification must be provided to the Portland Fire Department and the Event Coordinator.

External Threats

Although it is considered as highly unlikely, the potential always exist that a public event could be targeted for an external threat, such as a bomb threat. The Event Security will be monitoring all items brought on site in an effort to detect any potentially dangerous items, However, given the locations of the outdoor events, each will still be exposed to potential threats from areas "outside the fence."

Should a specific threat to an event and its occupants be received, this information shall be immediately relayed to the Event Coordinator who will coordinate the PPD representative on site to determine the appropriate course of action. All efforts will be directed toward ensuing the safety of all the event participants, both the general public and event staff.

LIFE SAFETY

Although these events occur outside, a primary life safety concern continues to be providing adequate means of egress should an evacuation of the site be required. As such, the primary code for reference for evaluating this aspect of an event venue is the National Fire Protection Association's *Lift Safety Code®,* NFPA 101. In general, most of the life safety requirements outlined in NFPA 101 do not readily apply to an outdoor venue, including most that pertain to providing adequate means of egress, However, it is common practice to utilize the factors within NFPA 101 (Chapter 7) for calculating occupant loading and determining the number and size of exits for enclosed outdoor venues. Although it is likely that such an approach provides "conservative" results, in terms of the means of egress, no other data exist that have been widely accepted as being valid for such an evaluation.

In general, the amphitheater is to be treated as "Assembly Occupancy" as defined by NFPA 101. Based on this occupancy classification, general requirements for providing adequate means of egress are developed that are a function of estimated maximum number of people that will be located within the event venue; the event's maximum "occupant load." To establish the maximum occupant load for outdoor venues, it is common practice to use the NFPA occupant load factor for assembly areas where it is anticipated that the occupants would be mostly standing; which is 7 ft^2 per person and defined as a factor for "concentrated use without fixed seating." However, this factor should only be applied to the area(s) of the venue that will be accessible to the general public. During most events, a significant amount of a venue's total area will be dedicated to other uses; such as providing a stage(s) and its associated "back stage" areas, along with areas occupied by food or merchandise vendors, portable toilets, etc. Therefore, a reduction is applied to the overall venue area to account for these ancillary uses and assess the actual area that will be available for public access prior to calculating the estimated occupant load for a specific venue.

NFPA 101 also has additional restrictions that must be applied to events that involve a large public attendance. For example, for any event where the occupant load is expected to exceed 6000, unless a detailed life safety evaluation is to be developed for that specific event, an occupant load factor of 15 ft^2 per person is to be used to calculate the allowable occupant load (vs. 7 ft^2/person) within that areas open to the public.

Although NFPA 101 also has a requirement that all assembly occupancies have a "main entrance" and that this entrance should have the ability to accommodate up to 2/3's of the total occupant load for the event, such a requirement may not be feasible for venues that are intended to accommodate very large numbers of people. Equally, the premise behind this requirement is a function of concern over the time needed to safety egress before conditions prevent escape. This premise is not applicable to outdoor events. Similarly, the capacity factors used to determine the size of a means of egress are also based on the

premise that the time needed to egress may be a critical factor. Although the capacity factors associated with means of egress, such as for aisle and doorway widths, will continue to be used as general guidelines when evaluating the required total width of egress openings from the venue, strict compliance with these factors is not considered to be necessary. It is not anticipated that ambient conditions within the venue could be caused to deteriorate to a point that safe egress from all available exits is threatened as a result of any hazard or activity associated with the event itself. Means of egress must be configured to ensure that all occupants have an available exit pathway that is sufficiently remote from any potential hazard such that they can safely egress the venue in a timely manner. Other than the approach of severe weather, the exit configuration for each venue is to be arranged such that ambient conditions within at least 1/2 of the available means of egress will always remain tenable/accessible.

Based on the above factors and the requirements within NFPA 101, the outdoor concert and amphitheater at Thompson's Point has been evaluated to determine the maximum number of allowable occupants (public and staff), along with the number and configuration for the means of egress.

Size

The publically accessible area of the venue for events (not inclusive of the stage and other areas dedicated to production equipment) encompasses approximately 155,500 ft^2. After a reduction in available area is made for food and beverage concessions, trucks/trailers/tents and other administrative uses, it is estimated the maximum area available for use by the public will be approximately 105,000 ft^2.

Capacity

The maximum capacity for events at the Thompson's Point amphitheater contemplated in this plan is 8,000. In accordance with life safety criteria outlined in the NFPA 101, the occupant load and egress capacity of the venue are used to define the capacity for attendees of the venue. The configuration of the public assembly area for attendees in the venue and the capacity of all events at the Thompson's Point amphitheater shall conform to the occupant load and egress capacity requirements of NFPA 101 as follows:

Occupant Load

Based on the occupant loading requirements outlined in the NFPA 101 for an outdoor event, the maximum number of occupants at this venue would be approximately 15,700; using an occupant load factor of 7 ft^2/person.

Any event that would be expected to exceed 6000 persons is required by NFPA 101 to have a life safety evaluation performed that specifically addresses all aspects of that particular event, including how adequate egress is to be provided in the event of an emergency. The intention of this document is to provide the basis for

complying with all life-safety requirements and conditions as required by NFPA 101 for events with up to 8,000 occupants.

This venue may be configured to accommodate attendees in a "general admission" (standing) area, a seated area, or a combination of "general admission" (standing) and seated areas. The occupant loading factor of 15 ft^2/person shall be used to determine the occupant load for any portions of this venue configured as "general admission" for the attendees. The occupant loading factor of 7 ft^2/person is used to determine the occupant load for any portions of this venue configured with seating for the attendees.

Any combination of standing and seated attendees will never exceed 8,000.

Egress

The capacity of the available means of egress will be a function of the total number of attendees expected at each event. NFPA 101 uses an exit capacity factor of 0.2 inches / person to determine the total width of exits that must be provided to ensure adequate means of egress are available from each event.

NFPA 101, Section 12.2.4.4, also includes requirements for the number of available exits for fenced outdoor assembly areas, based on the number of persons expected to be present. Although it is required that any enclosed area be provided with a minimum of two widely separated means of egress (exits), for any enclosed area with an occupant load that exceeds 6000, the area must be provided with a minimum of three (3) widely separated means of egress. However, given that access/egress to/from this site is limited to only the northern boundary, it isplanned that all events will be provided with a minimum of three separate exits from the venue to better ensure that an expeditious and orderly evacuation will be possible if the need arises.

The following table provides a summary of the minimum exit requirements for scenarios defined by maximum occupancy of 1000, 2000, 5000, and 8000, based on having three (3) available exits:

Maximum Attendance	Minimum Number of Exits	Minimum Total of "Clear" Exit Width [in. (ft.)]	Average "Clear" Width per Exit (ft.)
1000	**3**	**200 (17)**	**5.5**
2000	**3**	**400 (33)**	**11.1**
5000	**3**	**1000 (83.3)**	**27.8**
8000	**3**	**1600 (133.3)**	**44.4**

The actual design (numbers and clear width) of the exit arrangement may vary depending on the anticipated occupant load for a specific event at the venue. The general arrangements for the planned exits for all events are depicted in **Appendix A**. These documents indicate how events at The Point are to be generally configured, including depicting the paths for access by emergency responders and for exiting by the public.

The maximum occupant load for any event that is to be contained within a secured area will be controlled by available ticket sales. Although this number does not include the event staff that may also be within the fenced enclosure that is open to the general public, sufficient egress capacity will be provided for all occupants within this area of the event, general public and staff included. Based on the proposed layout for events that will be located within a "fenced" area, at least three (3) separate exit locations will be provided that will be available / accessible to general public;

1. A main site entrance (ticketing) centrally located along the fence line,
2. An emergency exit at the far east end of the fence, and
3. An emergency exit at the far west end of the fence.

Additional egress gates will be provided as required by the occupant load. The emergency exit gates located at the far east and west end of the fence will also be designed to accommodate access by emergency vehicles; providing at least 20 ft. of clearance.

Site Lighting

All exits must be prominently marked to indicate that they are an exit from the site and shall be provided with adequate lighting. Lighting units, fixed or portable, are to be located throughout the amphitheater to provide lighting of not only the exits, but the general areas where the public is to be located. Each of these lighting is to be provided with its own means of reliable[1] power, including the use of an electric generator if necessary. The lighting is to be located such that the loss of any single unit will not result in the total loss of ambient light within any single portion of the public area that would detrimentally impact the ability to safely egress the site (perform way-finding). Should any of the general lighting for the public area(s) be provided by a source that does not have a dedicated power source, an emergency backup power source is to be provided for those lights.

Public Address System

[1] *In this instance, "reliable" indicates that the source of power is not subject to a single-source failure other than at the unit itself, whereby all other units being fed from that power source, will continue to operate.*

A public announcing (PA) system is to be provided that ensure any general or emergency announcements can be clearly heard / understood from all areas within the public portion of the event. This system is to be provided with an emergency (back up) power source to ensure that the system remains operational if the normal power source is lost. This system will be essential in providing effective and timely communications with the general public should an emergency situation arise.

Other

It should be noted that from purely a "life safety" aspect, the use of the "beer garden" approach should be discouraged if at all possible. This configuration further isolates the public from ready access to an exit from the venue and will result in an increased time to evacuate should the need arise. Because of the higher "density" of patrons within these areas, there is also a greater risk of crowd "crush" if an evacuation is needed; thereby increasing the potential for risk of injury.

EMERGENCY RESPONSE

Should an emergency situation arise, the Event Management organization that is outlined above will become the command structure for the Emergency Response Organization (ERO). All members of the ERO will then move to a common location that will become the Incident Command Center. For larger events that include the use of an Event Administrative Trailer, this may be used to support the requirements of the Incident Command. The Event Coordinator is to initially become the Incident Commander, with all other members of the ERO providing input and expertise within their respective areas; security (crowd control), law enforcement and traffic control, medical, and fire. Based on the nature and severity of the emergency situation, the Incident Command will determine if a site evacuation is warranted.

If a site evacuation is warranted, the Event Security Staff will be directed to begin to move all occupants to the nearest exit from the site and provide additional instructions regarding movement away from the site to safer locations. Depending on the nature of the event, the Incident Command may also determine that it is necessary to contact the maritime authorities to inform them of the emergency situation, such that this can be relayed to any boaters that are located immediately offshore and could be impacted by the situation.

Severe Weather Emergency

An emergency due to the approach of severe weather will be initiated subsequent to the Event Coordinator making a determination that the onset of a severe weather event is imminent. At that time, the ERO will be activated. Depending on the type and nature of the severe weather, the site may be evacuated. Should the emergency only involve high winds that are in excess of the maximum allowed, the Event Coordinator will discontinue all operations on any stage(s) and within any tents or other portable structures that may be

subject to wind damage, and direct his staff to take the necessary measures to secure each from the effects of high wind forces, This includes immediately disassembling any of the ticket, medical, or vendor tents that cannot withstand the expected wind velocities and placing them in a safe configuration. Equally, all vendors will be notified to secure their trucks and trailers as necessary, such that they do not represent a source for potential missile hazards.

If the weather emergency is such that the site must be evacuated to ensure the safety of the occupants, such as the approach of a thunder-storm involving lightning, the evacuation shall begin at least 30 minutes prior to the expected arrival of the severe weather. It is estimated that a minimum of 20 minutes, from the time of the announcement, will be needed to safely evacuate the venue. It is incumbent upon the Event Security staff to ensure that all exits (gates) are immediately opened. Equally, the Security Staff are to direct the public in a manner that distributes the site occupants among all available exits; thereby minimizing the potential for a significant "backlog" at any single exit.

Any severe weather event, such as extreme temperatures, that result in the potential for medical casualties will be addressed in the *Medical Emergency* section below.

Fire Emergency

Localized fires that can be extinguished using a portable extinguisher shall be reported to the Event Security Director and the ERO Lead for Fire Safety, but shall not be considered an "emergency," thereby not requiring the ERO to be activated. However, any fire that develops beyond the point that cannot be extinguished with the available portable extinguisher shall be deemed to represent an emergency. The Incident Command will direct the ERO Lead for Fire Safety to take the necessary measures to prevent or minimize the spread of fire beyond the source of origin. All requests for offsite assistance from the PFD will be via the event's Fire Safety Lead.

The Event Security staff will immediately move all personnel away from the fire area. The Incident Command will advise all emergency responders of the nature of the fire event; especially if compressed flammable gas storage tanks may be involved.
The severity and location of the fire event will dictate the need to postpone or cancel the event activities. All event structures must be readily accessible to responding fire department vehicles. At a minimum, an emergency access lane must be designated as part the pre-event planning and be properly identified at the venue, The PPD and Event Security will ensure that the access lane to the fire area by any responding emergency vehicles remains clear. Should the fire emergency warrant the need to evacuate the site, all occupants will be directed by the Event Security staff toward the exits; ensuring that all occupants remain clear of the emergency access lane.

Medical Emergency

It is anticipated that most of the medical situations, even "emergencies," will primarily involve only one individual, or possibly several, for anyone situation. For such instances, it is not anticipated that it would be necessary to activate the *ERO*. These "limited" emergencies will be coordinated by the Event Security Staff and the Medical Lead. The Event Coordinator shall be informed of these emergencies and input from the rest of the Event Management staff would be on an "as requested" basis. Such medical emergencies would be handled in a manner that should have a minimal impact on the overall Event activities. The Medical Lead and his supporting staff will determine the necessary course of action, in terms of treatment, and implement the necessary actions; including transport to a local hospital.

Should the emergency involve the need to transport a patient from within the site, the Event Security will assist the Medical staff in crowd control, keeping the area around the patient(s) clear and providing a path for any needed transport vehicle, including ensuring that the emergency access lane remains clear and unobstructed.

Should a medical emergency arise that involves large numbers of persons, such as multiple cases of heat stress, dehydration, etc., the Event Coordinator will direct the initiation of the *ERO.* The *ERO* staff will evaluate the situation based on input from the Medical Lead and take the necessary measures to protect the health of the public. If the emergency is determined to be "wide spread" in nature and beyond the capabilities of the event staff and onsite equipment to mitigate the risk(s), then the Incident Command may elect to cancel further event activities and evacuate the venue.

Bomb / Terrorist Threat

Should notice of a bomb or other similar threat that could result in wide-spread damage and/or mass casualties be received by the Event Coordinator and/or the Security Lead, or PPD representative, the *ERO* will be immediately activated. The Incident Command will direct the Site Security Lead to take the necessary actions and to liaise with the PPD to initiate their specific threat protocol/actions. Should the determination be made that the site be evacuated, the Event Coordinator will issue a directive that all event operations be ceased and a general announcement would be made over the PA system to facilitate the orderly evacuation of the venue. All Event and Site Security staff will be used to support the evacuation process, directing the crowd in whatever direction is indicated by the PPD.

Appendix A

Event Exit/Evacuation Plan

NORTH

PEDESTRIAN ROUTE

MAIN GATE

APPROXIMATE ROADWAY CONSTRUCTION/STAGING/ STOCKPILE AREA (CLOSED TO PUBLIC)

GRAVEL PARKING LOT

EVENT MANAGED PARKING AREA

EVENT MANAGED PARKING AREA

EVENT MANAGED PARKING AREA

EXISTING BUILDING TO REMAIN
SUBURBAN PROPANE

EXISTING BUILDING TO REMAIN

EXISTING BUILDING TO REMAIN
NNEPRA

BRICK SOUTH
PORTLAND MAINE
8

THOMPSON'S POINT

BAR

BEER GARDEN/ OUTDOOR DINING AREA

NORTH ENTRANCE

24' WIDE GATE

12' WIDE GATE

30' DIA. YURT CONCESSIONS

TOILETS

TEMP. FENCE W/ GATE

12' WIDE GATE

20' X20' MERCHANDISE TENT

DEPOT PAVILION

40' WIDE MAIN GATE

24' WIDE GATE (AFTER SHOW / EMERGENCY USE ONLY)

TEMPORARY BLOCK DURING EVENTS

VIP, EMERGENCY AND ACCESSIBLE PARKING AREA

35' WIDE GATE

EMS TENT (10' X 10')

12' WIDE GATE

24' WIDE GATE

8' X 40' BOX OFFICE & WILL CALL

12' WIDE GATE (EMS)

STORAGE CONTAINER

POWER

24' WIDE GATE

GENERATOR POWER

LIGHT TOWER (TYP.)

FOOD TRUCK (TYP.)

LAWN AREA

SOD LAWN AREA

FOH TENT (20' X 20')

16' X 16' WING

20' X 24' LOADING

40' X 40' STAGE

16' X 16' WING

EXPANDED STAGE LANDING AREA

LIGHT TOWER (TYP.)

STORAGE CONTAINERS

GRAVEL PARKING LOT

24' WIDE GATE

BOX CONTAINER BAR (TYP.)

LIGHT TOWER (TYP.)

EARTH MOUND

VIP LOUNGE

LIGHT TOWER (TYP.)

40' WIDE GATE

TEMPORARY EVENT FENCING (TYP.)

30' X 30' CATERING TENT

40' WIDE GATE

BATHROOM TRAILER

SHOWER TRAILER

CIRCUS OF MAINE SHELTER IN PLACE

STROUDWATER DISTI SHELTER IN PLACE

BRICK NORTH BUILDING (A)
(SEE ARCHITECTURAL PLANS BY ARCHETYPE, PA)

BISSELL BROTHERS SHELTER IN PLACE

CELLAR DOOR SHELTER IN PLACE

POTENTIAL SHELTER IN PLACE - LIMITED OR NO CAPACITY MAY APPLY; AVAILABILITY TO BE CONFIRMED BY EVENT COORIDNATOR PRIOR TO EVENT

REV	DATE	DESCRIPTION
REVISIONS		

PROJECT
THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
OUTDOOR SITE LAYOUT PLAN
2017 EVENTS

OWNER
FOREFRONT EVENTS, LLC
10 THOMPSONS POINT RD, PORTLAND, MAINE 04102

PLACEMAKER PARTNERS, LLC
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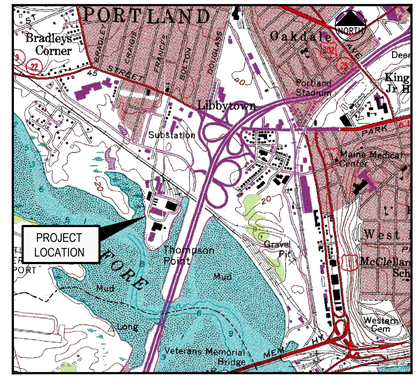
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	BEK	DATE:	FEB. 2017
DESIGNED:	BEK	SCALE:	N.T.S
FILE NAME:	OE-SITE LAYOUT.DWG		
SHEET	1 OF 1		

SITE DEVELOPMENT PLANS
FOR
HOTEL PORTLAND
AT THE FOREFRONT AT THOMPSON'S POINT
PORTLAND, MAINE
IN SUPPORT OF A LEVEL III SITE PLAN APPLICATION
SEPTEMBER 2017



LOCATION MAP
N.T.S.

PROJECT PARCEL SITE

ZONING: B-5 URBAN COMMERCIAL MIXED USE ZONE

PORTLAND TAX ASSESSOR'S MAP & LOT NUMBERS:

MAP	BLOCK	LOTS
201	A	5, 8, 10
202	A	1, 4

APPLICANT / OWNER:
PLACEMAKER PARTNERS, LLC/FOREFRONT HOTELIERS, LLC
501 DANFORTH STREET
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ATTN: BO KENNEDY,P.E./CHRIS THOMPSON, PhD
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* C-8.0	PAVEMENT SECTIONS AND SIDEWALK DETAILS
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* C-12.0	STORM DRAIN PROFILES - ZONES C AND D
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* NOT INCLUDED WITH THIS SUBMISSION - AVAILABLE UPON REQUEST

PLAN REFERENCES:

TITLE	DATE APPROVED BY CITY
1. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	JUNE 5, 2012
2. THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT	JUNE 19, 2013
3. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN	DECEMBER 17, 2013
4. THE FOREFRONT AT THOMPSON'S POINT MASTER PLAN	MARCH 11, 2014
5. THE DEPOT BUILDING LEVEL II SITE PLAN	JUNE 10, 2014
6. BRICK NORTH BUILDING AT THE FOREFRONT AT THOMPSON'S POINT LEVEL III SITE PLAN AMENDMENT (PHASE 1A)	DECEMBER 4, 2014
7. SUBDIVISION APPLICATION	JANUARY 12, 2016
8. BRICK NORTH AND SOUTH BUILDINGS - LEVEL III SITE PLAN	JANUARY 12, 2016
9. LEVEL II SITE PLAN -SECTIONAL 2 ROADWAY	JUNE 5, 2017
10. LEVEL III - CHILDREN'S MUSEUM & THEATRE OF MAINE	NOVEMBER 14, 2017

UTILITIES

WATER
ATTN: ROBERT BARTELS
PORTLAND WATER DISTRICT
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P.O. BOX 3533
PORTLAND, MAINE 04104
207.761.8310

SEWER
ATTN: KATHI EARLEY
CITY OF PORTLAND
PUBLIC SERVICES ENGINEERING DEPT.
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8830

POWER
ATTN: JAMIE COUGH
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.791.1023

TELEPHONE
ATTN: JOHN CAPRIO
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ONE DAVIS FARM ROAD
PORTLAND, MAINE 04103
207.797.1842

CABLE
ATTN: MARK PELLITIER
SPECTRUM
118 JOHNSON ROAD
PORTLAND, MAINE 04102
877.546.0962

CABLE
ATTN: JAMES HARDER
OXFORD NETWORKS
491 LISBON STREET
LEWISTION, MAINE 04240
207-513-2820

NATURAL GAS
ATTN: SCOTT CARPENTER
UNITIL / FORMERLY NORTHERN UTILITIES
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.541.2543
email: carpenters@unitil.com

CALL BEFORE YOU DIG:
1.888.DIGSAFE (1.888.344.7233)
DIG SAFE MAINE

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

PERMITS / APPROVALS (APPLICABLE TO FULL DEVELOPMENT)

LOCAL	GOVERNING BODY	STATUS
SITE PLAN, SHORELAND ZONING AND SUBDIVISION REVIEW	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	REFER TO "PLAN REFERENCES" THIS SHEET
BUILDING AND DEMOLITION PERMITS	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8703	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR FOR THIS PROJECT
MASTER DEVELOPMENT PLAN	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED MARCH 2014

STATE	GOVERNING BODY	STATUS
SITE LOCATION OF DEVELOPMENT	CITY OF PORTLAND PLANNING AUTHORITY DELEGATED AUTHORITY CITY HALL, 389 CONGRESS STREET 207.874.8722 CONTACT: CHRISTINE GRIMANDO	APPROVED JUNE 5, 2012 UNDER CITY'S DELEGATED AUTHORITY AMENDED JANUARY 2016
NATURAL RESOURCES PROTECTION ACT (NRPA) / MAINE CONSTRUCTION GENERAL PERMIT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.822.6300 CONTACT: MARYBETH RICHARDSON	APPROVED JULY 2012 ORDER #L-25672-2G-A-N / L-25672-FS-B-N APPROVED JUNE 2014
MAINE DOT TRAFFIC MOVEMENT PERMIT	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333 207.624.3620 CONTACT: STEVE LANDRY	APPROVED JUNE 13, 2012 REG. 01-00155-A-N
MAINE VOLUNTARY RESPONSE ACTION PLAN (VRAP)	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, MAINE 04103 207.623.8367 CONTACT: NICK HODGKINS	NO ACTION ASSURANCE LETTER ISSUED MARCH 6, 2013
PUBLIC RAIL CROSSING PETITION	MAINE DEPARTMENT OF TRANSPORTATION STATE HOUSE STATION 16 AUGUSTA, MAINE 04333	DECISION #364 - APRIL 3, 2012

FEDERAL	GOVERNING BODY	STATUS
U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT	U.S. ARMY CORPS OF ENGINEERS RR2 BOX 1855 MANCHESTER, MAINE 04351 207.623.8367 CONTACT: JAY CLEMENT	APPROVED AUGUST 24, 2012 CORP PERMIT #NAE-2012-00992 AMENDED APRIL 16, 2014

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

CONSULTANT LIST

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ARCHITECT & CONSTRUCTION MANAGERS:
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603.527.9090
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www.opechee.com

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ATTN: WAYNE CHADBOURNE
www.haleyaldrich.com

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ATTN: RIP PATTEN
www.crederellc.com

TRAFFIC ENGINEER:
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ATTN: RANDY DUNTON
www.gorrillpalmer.com

SURVEYOR:
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www.sebagotechnics.com

LEED:
Vvs|Architects & Consultants
617.898.8995
www.ava-greenconsultant.com

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 02.02.18
P.E. BO KENNEDY
LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT HOTEL PORTLAND
SHEET TITLE: COVER SHEET
CLIENT: FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	BEK	DATE:	AUG. 2017
DESIGNED:	BEK	SCALE:	N.T.S.
FILE NAME:	HOTEL-COV.dwg		
SHEET	C-1.0		

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO AND ADHERE TO CONTRACT DOCUMENTS WHICH INCLUDE BUT ARE NOT LIMITED TO ALL LOCAL, STATE, AND FEDERAL PERMITS APPLICABLE TO THE THOMPSON'S POINT SITE IN ADDITION TO ALL LOT 6 DEVELOPMENT PERMITS, THE MAINE DEP VRAP WORK PLAN, LEED SILVER DOCUMENT RECORDING, AND MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MAINE DEPARTMENT OF TRANSPORTATION, THE U.S DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THOMPSON'S POINT AND ALL ADJACENT PROPERTIES INCLUDING THE RAILROAD R.O.W. AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO EMERGENCY SITE ACCESS CONDITIONS.

SITE LAYOUT NOTES

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.

2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT. SEE DRAWINGS C-3.5 SURFACE TREATMENT PLAN FOR PAVEMENT TYPE.

5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

6. STRIPE PARKING AREAS, DRIVES AND ROADWAY AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, CROSSWALKS, HANDICAP SYMBOLS, PAINTED ISLANDS AND FIRE LANES. (ALL MARKINGS EXCEPT MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT). ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F". MEDIAN ISLANDS AND CENTERLINES TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT.

7. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.

8. STOP BARS SHALL BE 12" WIDE.

9. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. PROVIDE TURF REINFORCEMENT IN AREAS INDICATED ON THE PLANS.

3. AS "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

4. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

5. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

6. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

7. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

8. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

10. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

11. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

12. NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE DIVISION SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE OWNER.

2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.

5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. THE CONTRACTOR SHALL OBTAIN, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE, SUBURBAN PROPANE AND NNEPRA TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES

(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT BETWEEN THIS SECTION AND THE LANDSCAPE DRAWINGS, THE LANDSCAPING DRAWINGS SHALL GOVERN)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.

2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.

3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM AND SEED AND 6" CLEAN COMMON BORROW AS DEFINED IN VRAP WORK PLAN BY CREDERE ASSOCIATES, DATED MARCH 6, 2013.

4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TIP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 6" LOAM AND SEED.

5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.

6. PARKING AREA PLANTED ISLANDS TO HAVE A MINIMUM OF 6" TOPSOIL. REMOVE ALL CONSTRUCTION DEBRIS BEFORE TOPSOILING. TOPSOIL SHALL BE PLACED TO TOP OF CURB.

7. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.

8. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.

9. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.

10. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.

12. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.

13. ALL PLANTING LOCATED AT THE ENTRANCE TO THE PROJECT OR AT INTERSECTIONS WITHIN THE SITE WILL BE MAINTAINED AND WILL NOT EXCEED 3 FEET IN HEIGHT WITHIN A TRIANGLE FORMED 25' INTO THE DRIVEWAY AND 25' ALONG THE TRAVEL WAY.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPRORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.

5. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

6. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

7. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

9. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.

11. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

12. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

13. INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 3:1.

14. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003".

PRELIMINARY – NOT FOR CONSTRUCTION

LEGEND

EXISTING	
	BOUNDARY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/ROW
	TIE LINE
	EASEMENT
	FLOODPLAIN
	CENTERLINE
	IRON PIPE/ROD
	BENCHMARK
	BUILDING
	WETLANDS
	EDGE WETLAND
	ROCK OUTCROP
	SIGN
	EDGE PAVEMENT
	GRAVEL ROAD
	EDGE WATER
122 120	CONTOURS
×30.20	SPOT GRADE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	GUARDRAIL
	WATER GATE VALVE
	HYDRANT
S	SEWER MH
	CATCH BASIN
D	DRAINAGE MH
?	UNIDENTIFIED MH
OHU	OVERHEAD UTILITY
EM	ELECTRIC METER BOX
	LIGHT POLE
	UTILITY POLE
	GUY
	RIPRAP
	BOULDER
15	SCHEDULE B – SECTION 2 EXCEPTIONS

PROPOSED	
	BARRIER FREE SYMBOL
	SIGN
	SIGN LABEL
	GUIDERAIL - METAL
	GUIDERAIL - TIMBER
	FENCE - CHAINLINK
	FENCE - WOOD
	BUILDING / BUILDING ACCESS
	PROPERTY LINE
	RETAINING WALL
	PEDESTRIAN CROSSWALK
	TRAFFIC ARROWS
	BOLLARD
	VERTICAL GRANITE CURB
	SLOPED GRANITE CURB
	CATCH BASIN
100	CONTOUR LABEL
	DRAIN MANHOLE
	RIPRAP INLET APRON
	RIPRAP OUTLET APRON
1 2 2:1	SLOPE DESIGNATION
×8.33	SPOT GRADE
TC 96.50 8.50 BC 8.00	SPOT GRADE AT CURB (TC = TOP / BC = BOTTOM)
	WATER MARK
10"UD	UNDERDRAIN
SD9	STORM DRAIN
	TREE LINE OR LIMIT OF CLEARING
	CURB STOP
	HYDRANT
	LIGHT POLE WITH FIXTURE(S)
	WALL MOUNT LIGHT
	SANITARY SEWER MANHOLE
	TEST PIT
T	TRANSFORMER PAD
	UTILITY POLE
	VALVE
SAN9	SANITARY SEWER
6"W	WATER MAIN
2"G	GAS MAIN
UGE	UNDERGROUND ELECTRIC
OHE	OVERHEAD ELECTRIC
P	PEDESTRIAN FLASHER

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER · 02.02.18

P.E. BO KENNEDY
LIC. #11994

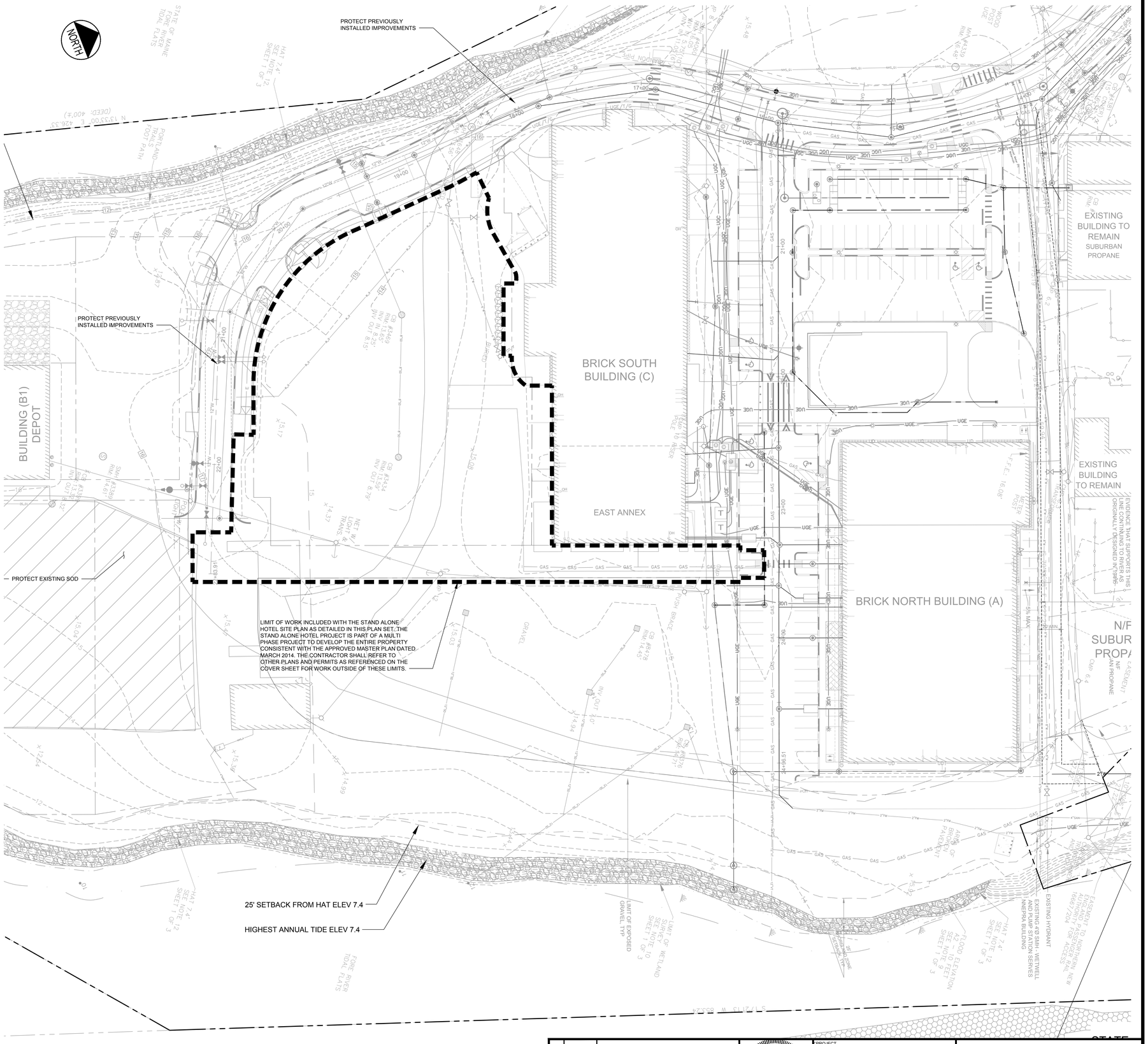
PROJECT: THE FOREFRONT AT THOMPSON'S POINT HOTEL PORTLAND

SHEET TITLE: GENERAL NOTES AND LEGEND

CLIENT: FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	BEK	DATE:	AUGUST 2017
DESIGNED:	BEK	SCALE:	
FILE NAME:	HOTEL-GEN.dwg		
SHEET	C-1.2		



NOTE:

THIS PLAN REPRESENTS EXISTING CONDITIONS PRIOR TO COMPLETION OF SITE PLAN IMPROVEMENTS ATTENDANT WITH ROADWAY EXTENSION SOUTH OF BRICK SOUTH PLANS DEPICT DESIGN ELEMENTS CURRENTLY UNDER CONSTRUCTION. AS-BUILT PLANS WILL BE MADE AVAILABLE FROM THE CONTRACTOR (SHAW BROS.) UPON REQUEST.

PLAN REFERENCES:

1. BOUNDARY AND TOPOGRAPHIC DATA PROVIDED BY SEBAGO TECHNICS AS SHOWN ON A PLAN TITLED ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, DATED MAY 27, 2011 AND LAST REVISED ON NOVEMBER 23, 2011. ADDITIONAL SURVEY ON SUBURBAN PROPANE PROVIDED ON MARCH 30, 2014, BY SEBAGO TECHNICS.
2. BORINGS AND TEST PIT LOCATIONS NOT SHOWN. AVAILABLE UPON REQUEST.
3. ADDITIONAL UTILITY DATA TAKEN FROM CITY AND UTILITY COMPANY RECORD DRAWINGS. AS WELL AS OBSERVATIONS BY PLACEMAKER PARTNERS, LLC PERSONNEL DURING SITE VISITS.

PRELIMINARY – NOT FOR CONSTRUCTION

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER

02.02.18

P.E. BO KENNEDY

LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
EXISTING CONDITIONS PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
DESIGNED:	BEK	SCALE:	1" = 30'
FILE NAME:	HOTEL-DEMO.dwg		
SHEET	C-2.0		

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DEMOLITIO□ A□D REMO□ALS □OTES□

1. INFORMATION ON THIS PLAN WAS OBTAINED FROM A SURVEY NAMED 'ALTA/ACSM LAND TITLE SURVEY OF 1 THOMPSON'S POINT, PORTLAND, MAINE' DATED MAY 27, 2011 BY SEBAGO TECHNICS OF WESTBROOK, MAINE AND FIELD OBSERVATIONS BY CREDERE ASSOCIATES, LLC PERSONNEL ON AUGUST 23, 2011, AUGUST 30, 2011 AND SEPTEMBER 2, 2011.
2. DEMOLITION WORK INCLUDED WITH THIS CONTRACT IS DEFINED IN THE PROJECT SPECIFICATIONS, DRAWINGS AND ENVIRONMENTAL ASSESSMENT REPORT PREPARED BY CREDERE ASSOCIATES, LLC. IT SHALL INCLUDE BUT NOT BE LIMITED TO:
   a. BUILDING DEMOLITION
   b. LEAD PAINT ABATEMENT
   c. UNIVERSAL / HAZARDOUS WASTE REMOVAL
   d. CONCRETE FOUNDATION OFFSITE DISPOSAL
   e. UTILITY DISCONNECTION AT EACH RAZED BUILDING
   f. INSTALLATION OF EROSION AND SEDIMENT CONTROLS
   g. DUST CONTROL
3. THE CONTRACTOR SHALL REMOVE CONCRETE FOUNDATIONS TO A MINIMUM OF 2 FEET BELOW GRADE AND TRANSPORTED OFFSITE FOR DISPOSAL. FOUNDATION HOLES SHALL BE LEFT WITH OSHA COMPLIANT SIDEWALLS WITH A SLOPE NOT MORE THAN 3:1.
4. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY FACILITIES INCLUDING AN OFFICE TRAILER AND BATHROOM FACILITIES.
5. THE CONTRACTOR MUST OBTAIN ALL PERMITS REQUIRED BY THE CITY OF PORTLAND TO PERFORM CONTRACTED WORK INCLUDING BUT NOT LIMITED TO A CITY DEMOLITION PERMIT PRIOR TO THE START OF WORK.
6. EROSION, SEDIMENT AND DUST CONTROL IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND A CRITICAL COMPONENT OF THE PERMIT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO REFER TO THE PROJECT DOCUMENTS FOR ALL REQUIREMENTS AS DETAILED IN THE ENVIRONMENTAL ASSESSMENT REPORT AND ITS APPENDED REPORTS PREPARED BY CREDERE ASSOCIATES, LLC. THE DEMOLITION CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION AND SEDIMENT MEASURES UNTIL CLOSE OUT OF THE DEMOLITION CONTRACT.
7. THE CONTRACTOR IS REQUIRED TO SUBMIT A WRITTEN LOGISTICS PLAN A MIN. OF 48 HOURS PRIOR TO THE MOBILIZATION OF EQUIPMENT TO THE SITE. THE PLAN SHALL DETAIL LAYDOWN AREAS, ACCESS AREAS, STOCKPILE AREAS, SCHEDULE, ETC. THE OWNER RESERVES THE RIGHT TO MODIFY THE LOGISTICS PLAN TO BE CONSISTENT WITH THE PROJECT DOCUMENTS AT NO ADDITIONAL COST TO THE OWNER.
8. THE CONTRACTOR SHALL HANDLE ALL DISTURBED SOILS IN ACCORDANCE WITH THE SOIL MANAGEMENT PLAN PREPARED BY CREDERE ASSOCIATES, LLC.
9. THE CONTRACTOR IS RESPONSIBLE FOR ALL DOCUMENTATION APPLICABLE TO THE GROUNDWATER AND SOIL REMOVAL AND DISPOSAL ACTIVITIES AS DETAILED IN THE GROUNDWATER MANAGEMENT PLAN AND SOIL MANAGEMENT PLAN BY CREDERE ASSOCIATES, LLC. AT NO EXTRA EXPENSE TO THE OWNER.
10. THE CONTRACTOR SHALL REMOVE, DISPOSE AND DOCUMENT ALL UNIVERSAL AND HAZARDOUS WASTE, LEAD-BASED PAINT AND SUB SLAB SOIL IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS INCLUDING THE PHASE II ENVIRONMENTAL ASSESSMENT REPORT AND MEDEP VRAP PLAN.
11. THE PROJECT SITE INCLUDES ONGOING TENANT ACTIVITIES, INCLUDING BUT NOT LIMITED TO RETAIL, EVENTS, OFFICE, SUBURBAN PROPANE AND NNEPRA, THAT SHALL REMAIN THROUGHOUT THE COURSE OF DEMOLITION AND CONSTRUCTION. CONSTRUCTION WORK SHALL BE CONDUCTED IN A MANNER TO MINIMIZE DISRUPTION TO THESE OPERATIONS.
12. SITE ACCESS TO SUBURBAN PROPANE, NNEPRA, CMP AND THE PORTLAND WATER DISTRICT MUST BE MAINTAINED AT ALL TIMES.
13. SITE ACCESS IS CURRENTLY THROUGH A PUBLIC RAILROAD CROSSING. NO EXTRA PAYMENT WILL BE MADE FOR TEMPORARY SHUTDOWNS RESULTING FROM RAILROAD OPERATIONS.
14. THE CONTRACTOR SHALL MAINTAIN CLEAR FIRE LANES ACCESS THE SITE THROUGHOUT THE DURATION OF WORK.
15. APPROXIMATE LOCATION OF HISTORICAL BUILDING PREVIOUSLY RAZED AS SHOWN ON THE SANBORN MAPS ATTACHED TO THE CREDERE ASSOCIATES ENVIRONMENTAL ASSESSMENT REPORT. THE CONTRACTOR SHOULD BE AWARE THAT REMNANTS OF THESE BUILDINGS MAY STILL BE PRESENT WHEN ENCOUNTERED DURING WORK OF THIS CONTRACT. WORK ASSOCIATED WITH REMOVAL OF BURIED FOUNDATIONS, SLABS OR OLD UTILITIES AND BACK FILL WITH CLEAN GRANULAR BORROW (MDOT 703.19) OF EXISTING VOIDS OR AS A RESULT OF REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND COMPLETED AT NO ADDITIONAL COST TO THE OWNER.
16. THE PORTLAND FIRE DEPARTMENT SHOULD BE NOTIFIED PRIOR TO ANY SHUTDOWN OF ONSITE WATER MAINS AND HYDRANTS. IT IS THE OWNER'S INTENT TO MAINTAIN THE HYDRANT SERVICES UPON COMPLETION OF THE DEMOLITION PHASE ACTIVITIES SO THE CONTRACTOR SHALL INCLUDE ALL NECESSARY MEASURES TO SATISFY THIS REQUIREMENT.
17. THE CONTRACTOR SHALL MAINTAIN RECORD DRAWINGS; DOCUMENTING ALL UTILITY STUBS LOCATION, DEPTH, SIZE, TYPE AND CONDITION.
18. THIS PLAN REPRESENTS EXISTING CONDITIONS PRIOR TO CONSTRUCTION OF SITE PLAN IMPROVEMENTS ATTENDANT WITH BRICK SOUTH AS-BUILT PLANS ARE AVAILABLE FROM THE CONTRACTOR (SHAW BROS.) UPON REQUEST.

DEMOLITIO□ A□D REMO□ALS LE□E□D

BUILDINGS WERE PREVIOUSLY DEMOLISHED SUBSURFACE REMNANTS MAY REMAIN.

□ REMOVE CHAIN LINK FENCE

□ CENTRAL MAINE POWER TO REMOVE UTILITY POLES AND OVERHEAD OR UNDERGROUND UTILITY WIRES AT A TIME WHEN TEMPORARY OR PERMANENT POWER CAN TAKE IT'S PLACE. ADJACENT PROPERTY OWNERS SUCH AS (BRICK NORTH, BRICK SOUTH, SUBURBAN PROPANE AND NNEPRA) AND ON SITE TENANTS SHALL HAVE ACCESS TO POWER AT ALL TIMES. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE UTILITY COMPANIES TO TURN OFF POWER AT A TIME APPROVED BY THE OWNER.

□ EXISTING BITUMINOUS ASPHALT OR CONCRETE SURFACE TO BE REMOVED. THE CONTRACTOR MAY PROCESS AND BLEND WITH GRAVEL FOR USE AS SUBBASE GRAVEL MATERIAL.

□ CONCRETE SLABS AND FOUNDATIONS TO BE DEMOLISHED - SALVAGEABLE MATERIAL INCLUDING BRICK AND CONCRETE BLOCK MAY BE PROCESSED ONSITE BUT MUST BE PROPERLY DISPOSED OF OFFSITE.FOUNDATIONS TO BE REMOVED A MINIMUM OF 2 FEET BELOW EXISTING GRADE. ALL UTILITY SERVICES SHALL BE CUT AND CAPPED 10'-0" FROM THE BUILDING WITH A WITNESS STAKE CLEARLY MARKED. THE CONTRACTOR IS RESPONSIBLE TO IDENTIFY AND DISCONNECT ALL UTILITIES CONNECTED TO THE BUILDING. SOME UTILITY CONNECTIONS MAY NOT BE SHOWN ON THIS PLAN AND SHALL BE DISCONNECTED AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR SHALL PROVIDE AN ALLOWANCE AND A PER CUBIC YARD PRICE TO REMOVE AND DISPOSE OF MATERIAL IN APPROVED OFF-SITE FACILITY. ALL TRUCKING SLIP VOLUMES SHALL BE TRACKED AND APPROVED BY OWNER OR ITS ASSIGNED REPRESENTATIVE PRIOR TO INVOICING.

□ EXISTING SANITARY SEWER OR STORM DRAINAGE STRUCTURE TO BE PROTECTED OR ALTERED

□ NOT USED

□ EXISTING SANITARY SEWER OR DRAINAGE STRUCTURES AND PIPING TO BE REMOVED. ALL EXISTING SERVICE LEADERS SHALL REMAIN IN SERVICE UNTIL TEMPORARY OR PERMANENT SERVICE IS PROVIDED.

□ EXISTING WATER SUPPLY SYSTEM TO BE REMOVED INCLUDING ALL VALVES, SUPPLY MAINS, SERVICES AND BLOW OFFS TO THE LIMITS SHOWN ON PLANS.

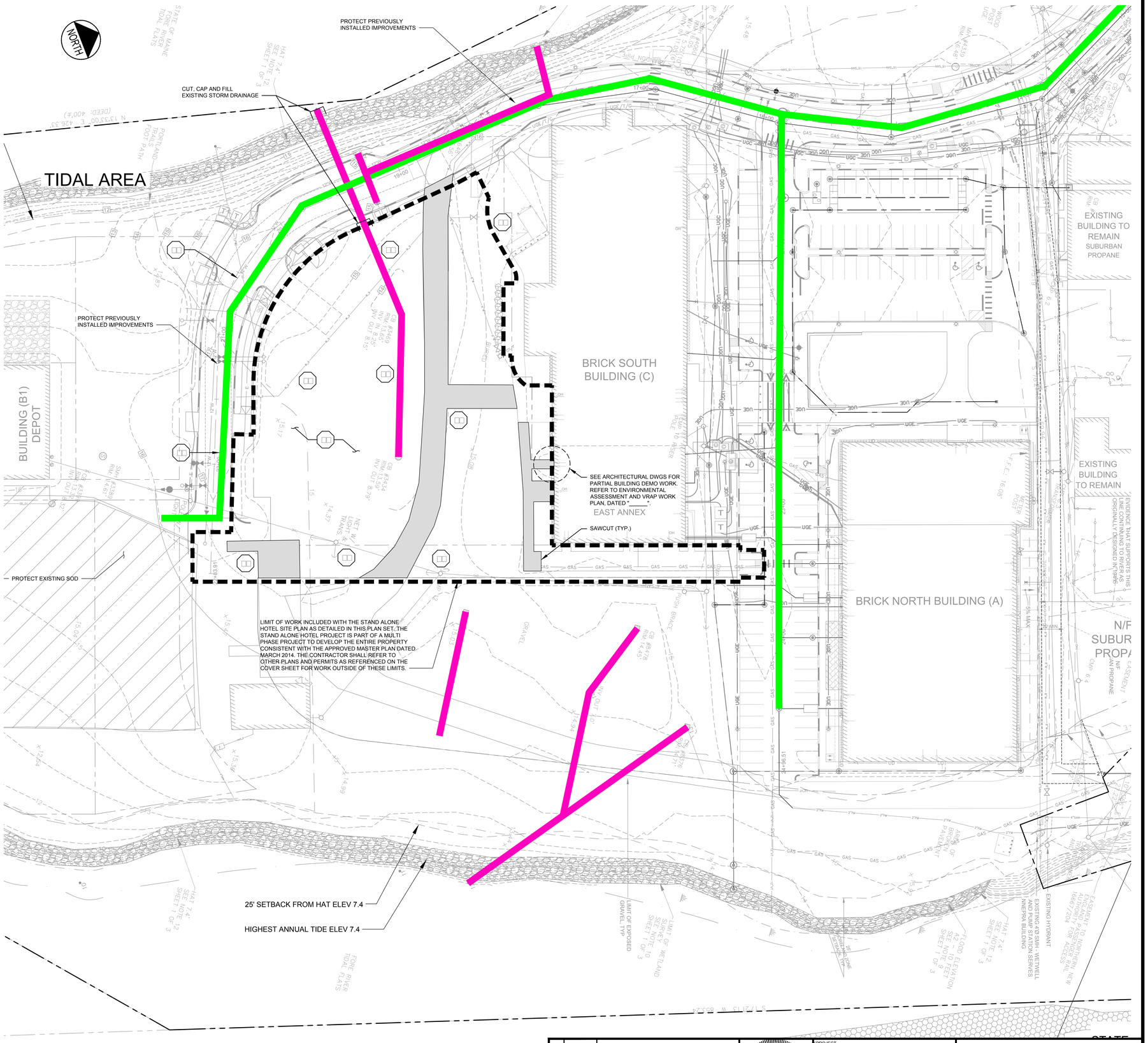
□ PROTECT EXISTING WATER SUPPLY SYSTEM

EXISTING STORM DRAIN SEWER LINE WHICH IS BELIEVED TO DISCHARGE DIRECTLY TO THE FORE RIVER. ALL GROUNDWATER DISCHARGED TO THESE LINES SHALL BE TREATED IN ACCORDANCE WITH "SECTION 4.3 COLLECTION, TREATMENT, AND ON-SITE DISPOSAL" OF THE "GROUNDWATER MANAGEMENT PLAN" PREPARED BY CREDERE ASSOCIATES, LLC

EXISTING SANITARY SEWER LINES WHICH ARE TRIBUTARY TO THE PORTLAND WATER DISTRICT PUMP STATION. ALL GROUNDWATER DISCHARGED TO THESE LINES SHALL BE TREATED IN ACCORDANCE WITH "SECTION 4.2 COLLECTION AND DISPOSAL AT TREATMENT FACILITY OF THE GROUNDWATER MANAGEMENT PLAN PREPARED BY CREDERE ASSOCIATES, LLC. THE WATER DISCHARGED TO THIS SYSTEM WILL BE SUBJECT TO A MONETARY FEE PER VOLUME OF WATER AS SET FORTH BY THE CITY OF PORTLAND FOR ANY WATER DISCHARGED TO THIS SYSTEM DURING A RAIN EVENT WHEN THE COMBINED SYSTEM OVERFLOW LINE HAS BEEN ACTIVATED THE CONTRACTOR SHALL BE RESPONSIBLE TO TREAT THE DISCHARGE IN ACCORDANCE WITH SECTION 4.3 OF THE GROUNDWATER MANAGEMENT PLAN AND DIVERTED TO THE EXISTING STORM DRAIN SYSTEM.

□OTE TO CO□TRACTOR□

1. THE SITE IS AN ACTIVE SITE WITH EXISTING ABUTTERS AND ON SITE TENANTS WITH RIGHTS TO ACCESS AND OPERATE THEIR FACILITIES. THE CONTRACTOR SHALL MAINTAIN REASONABLE VEHICULAR AND PEDESTRIAN ACCESS TO, BUT NOT LIMITED TO THE FOLLOWING: ALL EXISTING BUILDINGS, HYDRANTS / FIRE PROTECTION APPEARANCES, PER NORTH WESTERLY "PANHANDLE" PARKING LOT AND SUBURBAN PROPANE GATED ENTRANCE, DEPOT BUILDING.
2. THIS PLAN REQUIRES THE REMOVAL OF EXISTING UTILITY SERVICES (ELECTRIC, COMMUNICATION, SANITARY SEWER, WATER AND DRAINAGE). ALL EXISTING USERS SHALL BE PROVIDED WITH TEMPORARY OR PERMANENT UTILITY CONNECTIONS PRIOR TO REMOVAL OR DISCONNECTION OF ANY UTILITY LINE WITH NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL COORDINATE ALL SHUT DOWNS WITH OWNER AND USER 72 HOURS IN ADVANCE WITH A PLAN TO PROVIDE A REPLACEMENT SERVICE.



PRELIMINARY – NOT FOR CONSTRUCTION

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY — No. 11994 — LICENSED PROFESSIONAL ENGINEER — 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT HOTEL PORTLAND

SHEET TITLE
DEMOLITION AND REMOVALS PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
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SHEET	C-2.1		

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SITE LAYOUT NOTES

1. ALL BARRIER FREE PARKING SPACES ARE TO RECEIVE BARRIER FREE SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. THE DIMENSIONS PROVIDED ON THE PLAN ARE TO FACE OF CURB. ALL CURBING TYPES ARE DETAILED IN THE PROJECT DETAIL SHEETS.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB, THE EDGE OF PAVEMENT OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.

CURB LEGEND

----------	TYPE 1 VERTICAL GRANITE CURB - FLUSH
————	TYPE 1 VERTICAL GRANITE CURB
TD	TIP DOWN
TS	TRANSITION STONE (VERTICAL GRANITE TO SLIP FORM CONCRETE)

PAVEMENT MARKING LEGEND

4" DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4" SYLL	4" WIDTH SOLID YELLOW LANE LINE
4" SWLL	4" WIDTH SOLID WHITE LANE LINE
STOP	12" WIDTH SOLID WHITE STOP LINE

ALL PARKING STALLS TO BE 4" WIDTH SINGLE SOLID WHITE LINE EXCEPT AS SHOWN ON SITE LAYOUT PLAN.

ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION, COLOR, INSTALLATION AND REFLECTIVITY SET FORTH IN THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

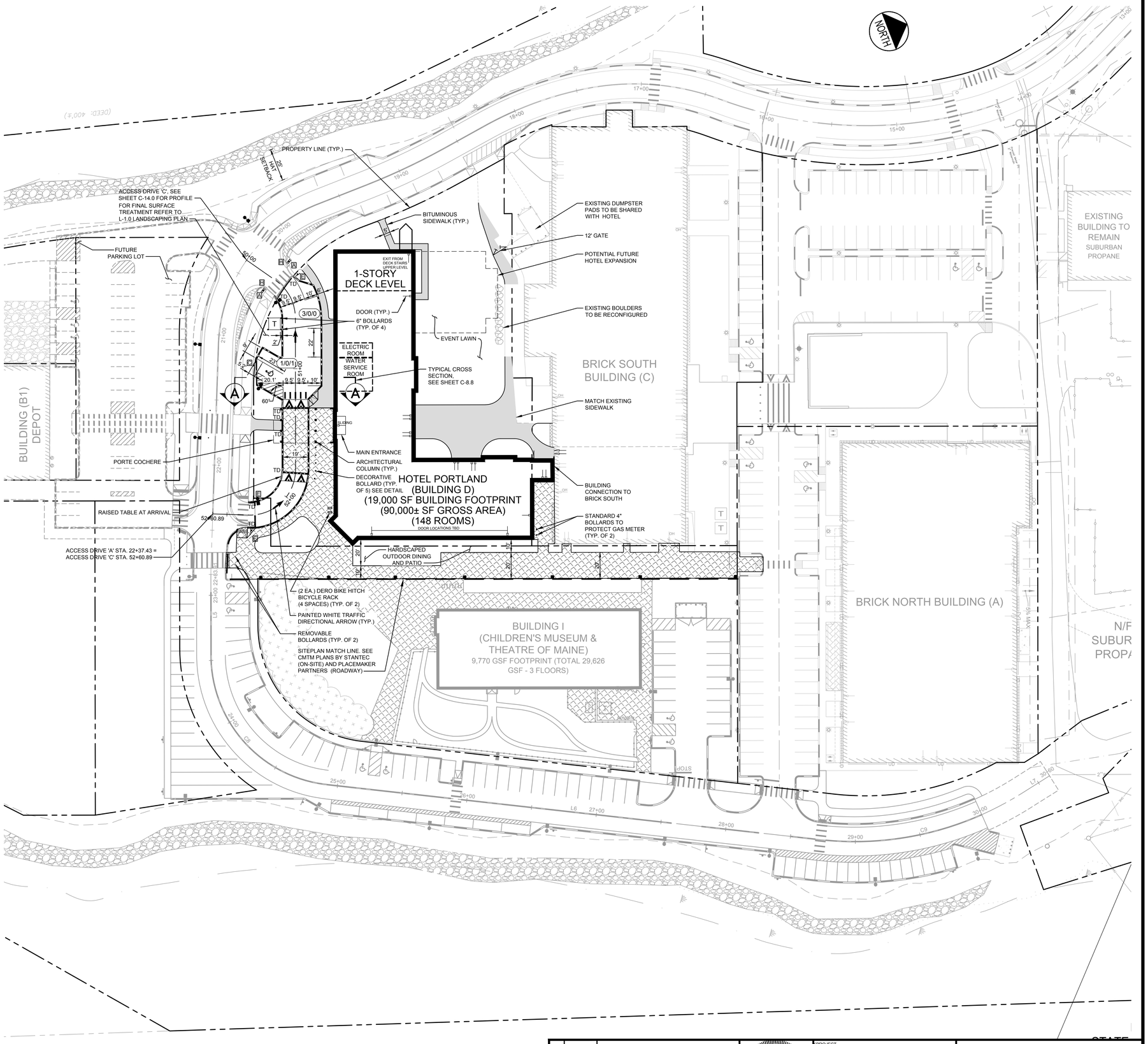
PAVEMENT LEGEND

- STANDARD DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- BITUMINOUS PAVEMENT SIDEWALK
- HARDSCAPE - FINAL SURFACE MATERIAL TBD (CONTRACTOR SHALL ALLOW FOR A PER SQUARE FOOT PRICE FOR A CONCRETE PAVER WITH 1" SAND/MORTAR MIX LEVELING COURSE OVER STANDARD DUTY PAVEMENT SECTION)

SIGN LEGEND

	R1-1 24"x24" A	R7-8 12"x18" B	R7-8 12"x18" R7-8P 12"x6" C	W11-2 24"x24" W16-9P 12"x6" D	W11-2 24"x24" W16-7P 12"x6" E	R7-1 12"x18" F	R7-1 12"x18" G	R5-1 30"x30" H
	STOP	RESERVED PARKING	RESERVED PARKING / VAN ACCESSIBLE	AHEAD	DIR.	NO PARKING ANY TIME	NO PARKING ANY TIME	DO NOT ENTER

100 / 16 / 8 PARKING SPACE - STANDARD / COMPACT / ACCESSIBLE



BASELINE LINE TABLE		
ID	LENGTH	DIRECTION

BASELINE CURVE TABLE						
ID	RADIUS	ARC LENGTH	DELTA	TANGENT	PC STATION	PT STATION

PRELIMINARY – NOT FOR CONSTRUCTION

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REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
SITE LAYOUT PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

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SHEET C-3.0	

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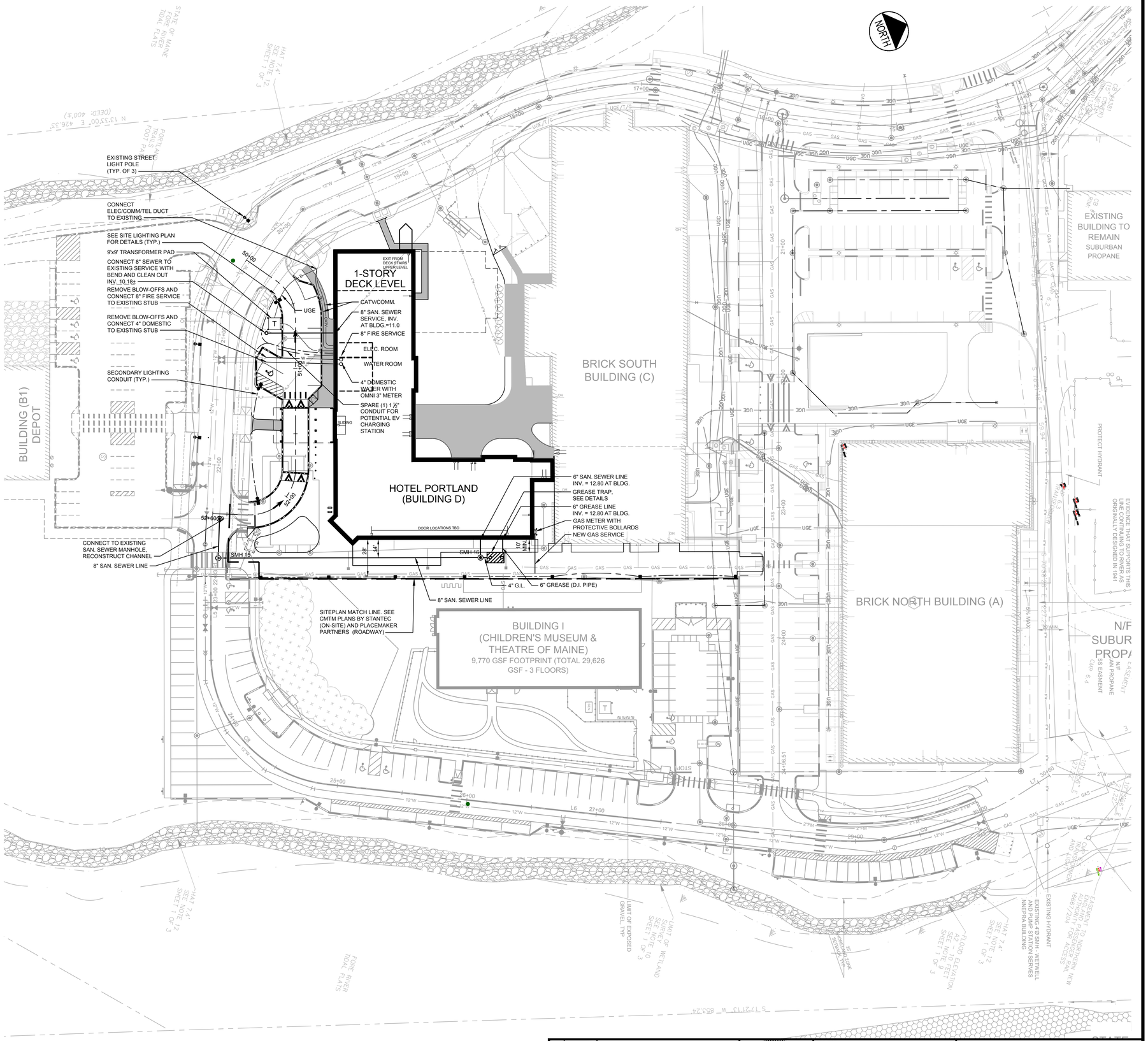

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REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
UTILITY PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

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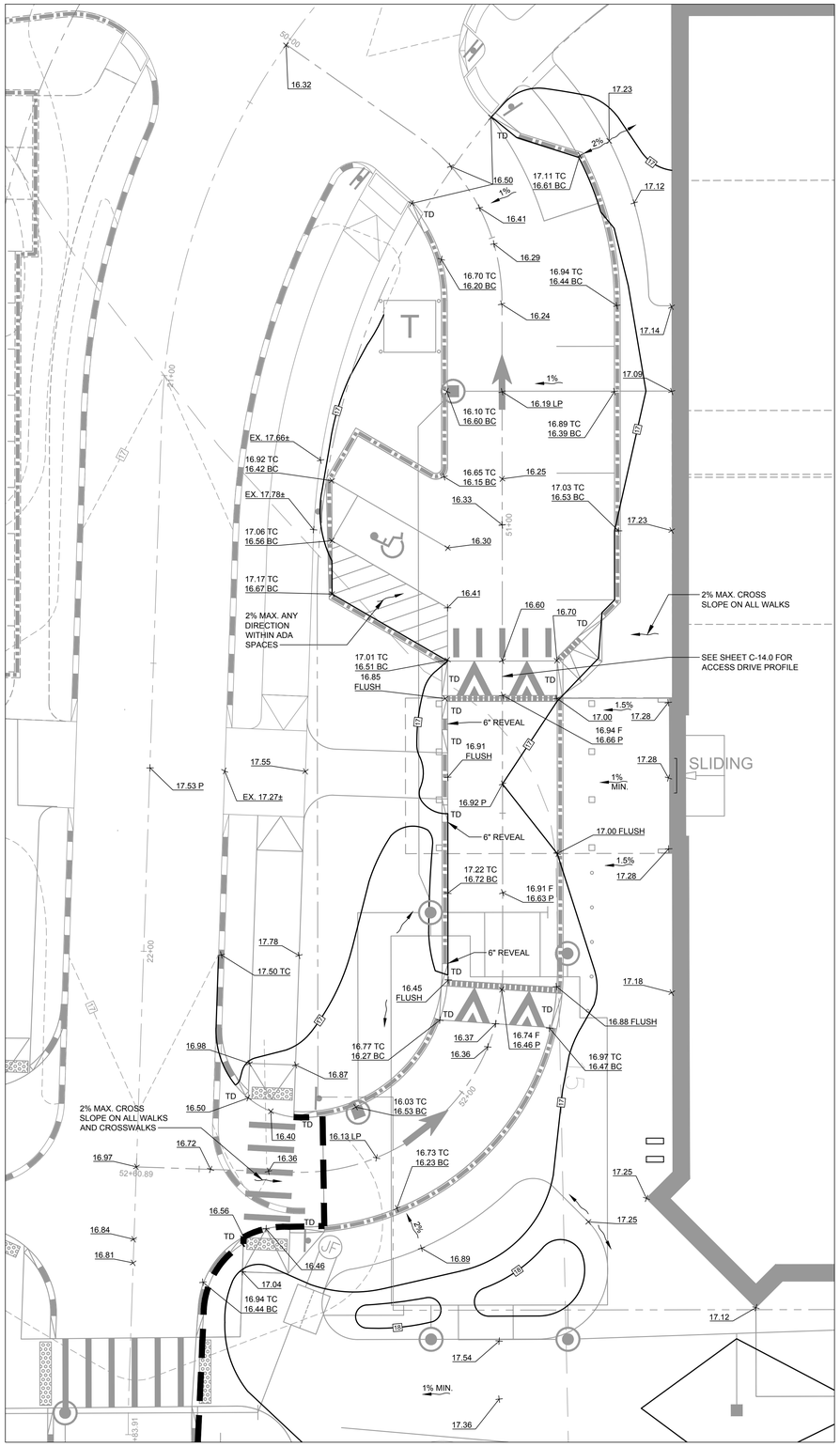
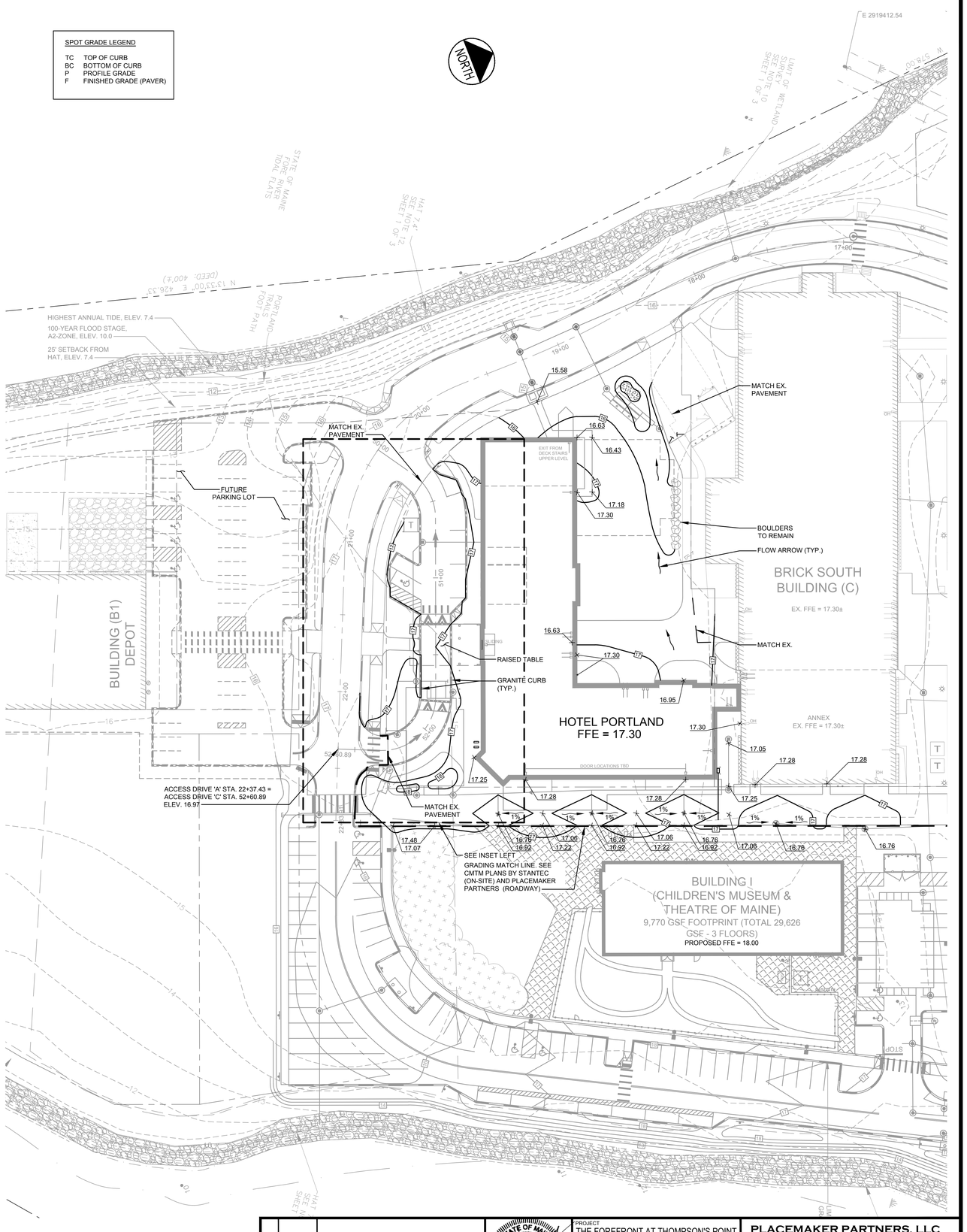


FRONT DRIVE AREA
ENLARGED VIEW
SCALE: 1"=10'

PRELIMINARY – NOT FOR CONSTRUCTION

SPOT GRADE LEGEND

TC	TOP OF CURB
BC	BOTTOM OF CURB
P	PROFILE GRADE
F	FINISHED GRADE (PAVER)



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P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
GRADING PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
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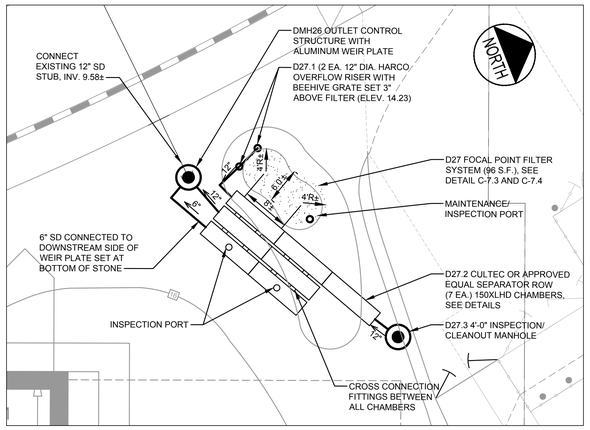
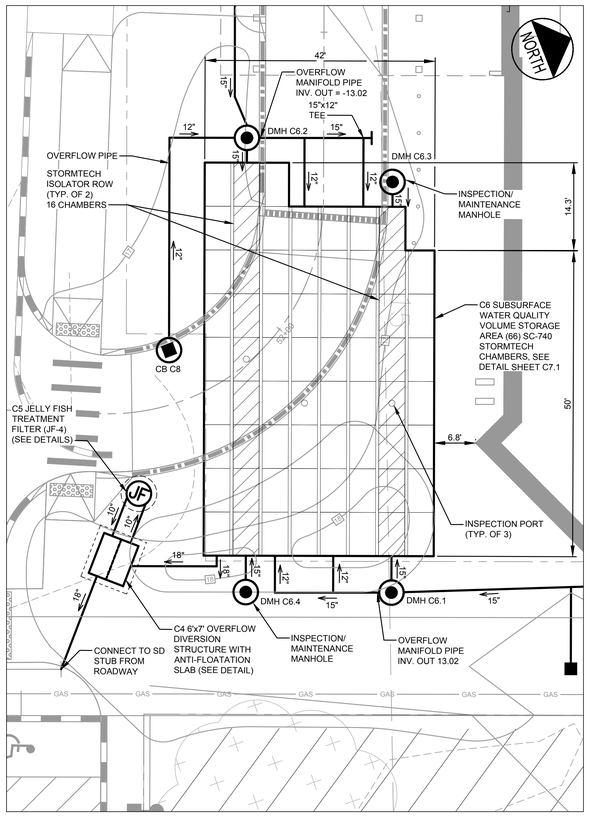
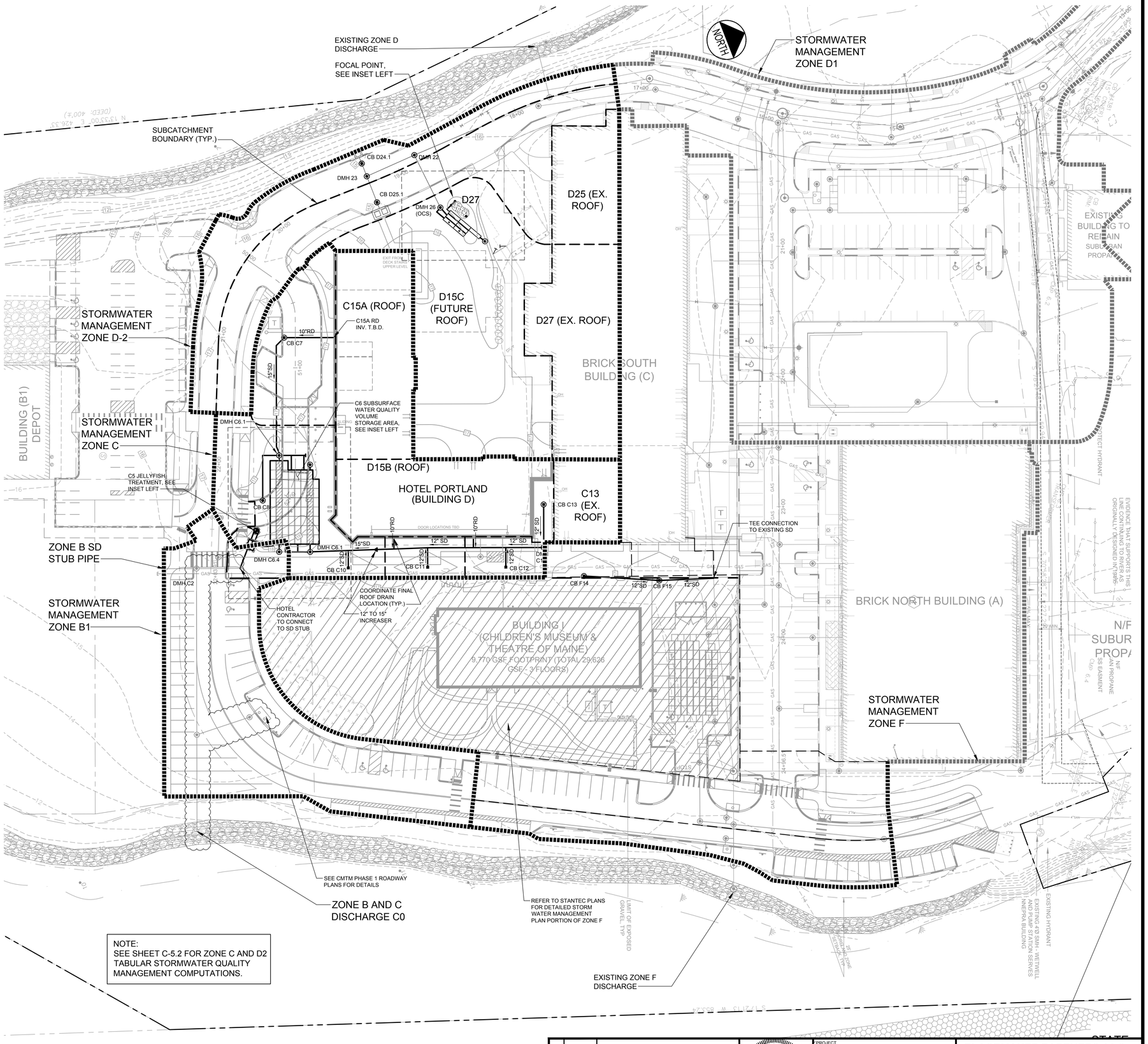


FOCAL POINT AREA
ENLARGED VIEW
SCALE: 1"=10'

NOTE:
OWNER RESERVES RIGHT TO ELIMINATE CHAMBER IS APPROVED BY STATE OF MAINE PRIOR TO CONSTRUCTION.



SUBSRUFACE WATER QUALITY STORAGE AREA
ENLARGED VIEW
SCALE: 1"=10'



NOTE:
SEE SHEET C-5.2 FOR ZONE C AND D2 TABULAR STORMWATER QUALITY MANAGEMENT COMPUTATIONS.

PRELIMINARY – NOT FOR CONSTRUCTION

GRAPHIC SCALE
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(IN FEET)
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REVISIONS

STATE OF MAINE · BO KENNEDY No. 11994 · LICENSED PROFESSIONAL ENGINEER · 12.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER MANAGEMENT PLAN - 1

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN: DB	DATE: AUG. 2017
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SHEET	C-5.1

EVIDENCE THAT SUPPORTS THIS INFORMATION IS DISPUTED OR ORIGINALLY DESIGNED INTHIS

Summary of Water Quality Treatment - Lot 6 (Hotel)

Zone	Inlet ID	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)	Total Area (Acres) [1]	Required Water Quality Volume (CF) [2]	Existing Developed Area Mitigation Credits (SF) [9]	Treatment Approach [6]	Filter Size Area Required[6] (SF)	Jellyfish Unit Provided [5]	1 Yr 24-hr Storm Event Peak Flow Rate (cfs)[3]	Required Isolator Row Chambers (Stormtech SC-740 (JF) or Cultec 150 XLHD (Focal Point)[4]	Provided Filter Bed (SF)/Water Quality Volume (CF) [7]	Isolator Row Chambers (Stormtech SC-740 or Cultec 150 XLHD) Provided (EA)[6]
Zone D	D-27	7,596.00	13,279.00	20,875.00	0.48	1075.63	-	FocalPoint Biofiltration System	89	N/A	1.19	6.43	96.00	7
	D - 27 Brick South (Partial South Side)	10,395.00	0.00	10,395.00	0.24	866.25	6237.00	FocalPoint Biofiltration System		N/A				
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	-	-	None		-	-	-	-	-
Zone D Totals (Lot 6 Portion)	**-**	**17,991.00**	**13,279.00**	**31,270.00**	**0.72**	**1,941.88**	**6,237.00**	**-**		**-**	**-**	**-**	**-**	-
Zone C Developed Area	C-8	6,093.00	2,031.00	8,124.00	0.19	575.45	0.00	Contech Jellyfish Filter	N/A	JF4 2-1	0.40	1.99	4051 CF	17
	C-7	5,101.00	1,838.00	6,939.00	0.16	486.35	0.00				0.34	1.68		
	C-10	2,397.00	0.00	2,397.00	0.06	199.75	0.00				0.15	0.73		
	C-11	1,841.00	0.00	1,841.00	0.04	153.42	0.00				0.11	0.56		
	C-12	1,808.00	0.00	1,808.00	0.04	150.67	0.00				0.11			
	C-13 (non-roof portion)	933.00	0.00	933.00	0.02	77.75	0.00				0.06	0.28		
	C-15A (Roof)	10,055.00	0.00	10,055.00	0.23	837.92	0.00				0.61	3.07		
	C-15B (Roof)	9,660.00	0.00	9,660.00	0.22	805.00	0.00				0.59	2.95		
	C-15C (Future)	*3,734.00*	*0.00*	*3,734.00*	*0.09*	311.17	0.00				0.23	1.14		
	Disturbed Perimeter Area	0.00	0.00	0.00	0.00	0.00	0.00	N/A		-	-	-	-	-
Zone C Developed Area Subtotals		**41,622.00**	**3,869.00**	**45,491.00**	**1.04**	**3,597.47**	**0.00**	**-**		**-**	2.59	12.40	N/A	N/A
Zone C Existing Buildings	C-13 BS-South Side (Partial)	2,995.00	0.00	2,995.00	0.00	249.58	1,797.00	Contech Jellyfish Filter	N/A	JF4 2-1 (included in above)	0.18	0.91	Included in Zone C above	Included in Zone C above
Zone C Existing Building Subtotal	**-**	**2,995.00**	**0.00**	**2,995.00**	**0.00**	**249.58**	**1,797.00**	**-**		**-**	**0.18**	**0.91**	**0.00**	-
Zone C Totals	**-**	**44,617.00**	**3,869.00**	**48,486.00**	**1.04**	**3,847.05**	**1,797.00**	**-**	**0.00**	**0.00**	**2.77**	**13.32**	**N/A**	**N/A**

****Previously Approved Filterra Box**

Developed Area Breakdown		
A.) Total New Developed Area Treated (SF)	62,632.00	**1.44**
B.) Total New Developed Area untreated (SF)	0.00	**0.00**
C.) Total New Developed Area (SF) = A+B	62,632.00	**1.44**
D.) Existing Developed Area Treated (SF)	13,390.00	**0.31**
E.) Adjusted Existing Developed Area Treated (SF)	8,034.00	**0.18**
F.) Total Net Developed Area Treated (SF) = A+E	70,666.00	**1.62**
Impervious Area Breakdown		
G.) Total New Impervious Area treated (SF)	49,218.00	**1.13**
H.) Total New Impervious Area untreated (SF)	0.00	**0.00**
I.) Total New Impervious Area (SF) = G+H	49,218.00	**1.13**
J.) Existing Impervious Area Treated (SF)	13,390.00	**0.31**
K.) Adjusted Existing Impervious Area Treated (SF)	8,034.00	**0.18**
L.) Total Net Impervious Area Treated (SF) = G+K	57,252.00	**1.31**

Treatment Breakdown	Required	Provided
% of Net Developed Area Treated = F/C	80.00%	112.83%
% of Net Impervious Area Treated = L/I	95.00%	116.32%

NOTES AND ASSUMPTIONS:

1. All areas are based on the Placemaker Partners Permit drawings dated September 2017
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Exisiting buildings to remain are not required to be treated.
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per a 7/29/2016 letter from State of Maine to Stormtech re: Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.
5. The required number of Jelly Fish treatment units have been computed based on Contech Sizing requirements. The water quality volume for each unit is storage up stream and the amount of treatment cartridges are computed based sediment mass loading.
6. Focal Point system was sized using the 2/2/201 approval letter from the State of Maine to Stormwater Systems ACF. See attached computations and separate focal point checklist for sizing.
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual
8. Vacant
9. According to Chapter 500 Maine DEP stormwater rules Dated 2015; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6. The overall project was approved using this methodology.
10. Vacant

PRELIMINARY – NOT FOR CONSTRUCTION

GRAPHIC SCALE

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(IN FEET)

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REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18

P.E. BO KENNEDY

LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER MANAGEMENT PLAN - 2

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

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FILE NAME:	HOTEL-SMP.dwg		
SHEET	C-5.2		

EROSION AND SEDIMENT CONTROL NOTES:

1. ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE
2. ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
3. ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
4. STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
5. THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST
6. ALL EXCESS COMMON BORROW SHALL BE PLACE IN DESIGNATED STOCKPILE ON PANHANDLE DETAILS INCLUDED IN SEPARATE PLAN SET BY REFERENCE.

S□□ □□r□□S□r□ □ □□r D□□□r□□□					
D□□□r□□ ID	A□□r□□□ □□□ Dr□□□□□ Ar□□ A□□	□□□□□□d O□□ □□□r□□□□ □□□ (C S□)	O□□□□□□□ S□□□	D□□r□□□□	M□□□ □□ R□□□r d R□r□□ D□□ I□□
CO	TBD	TBD	TBD	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12

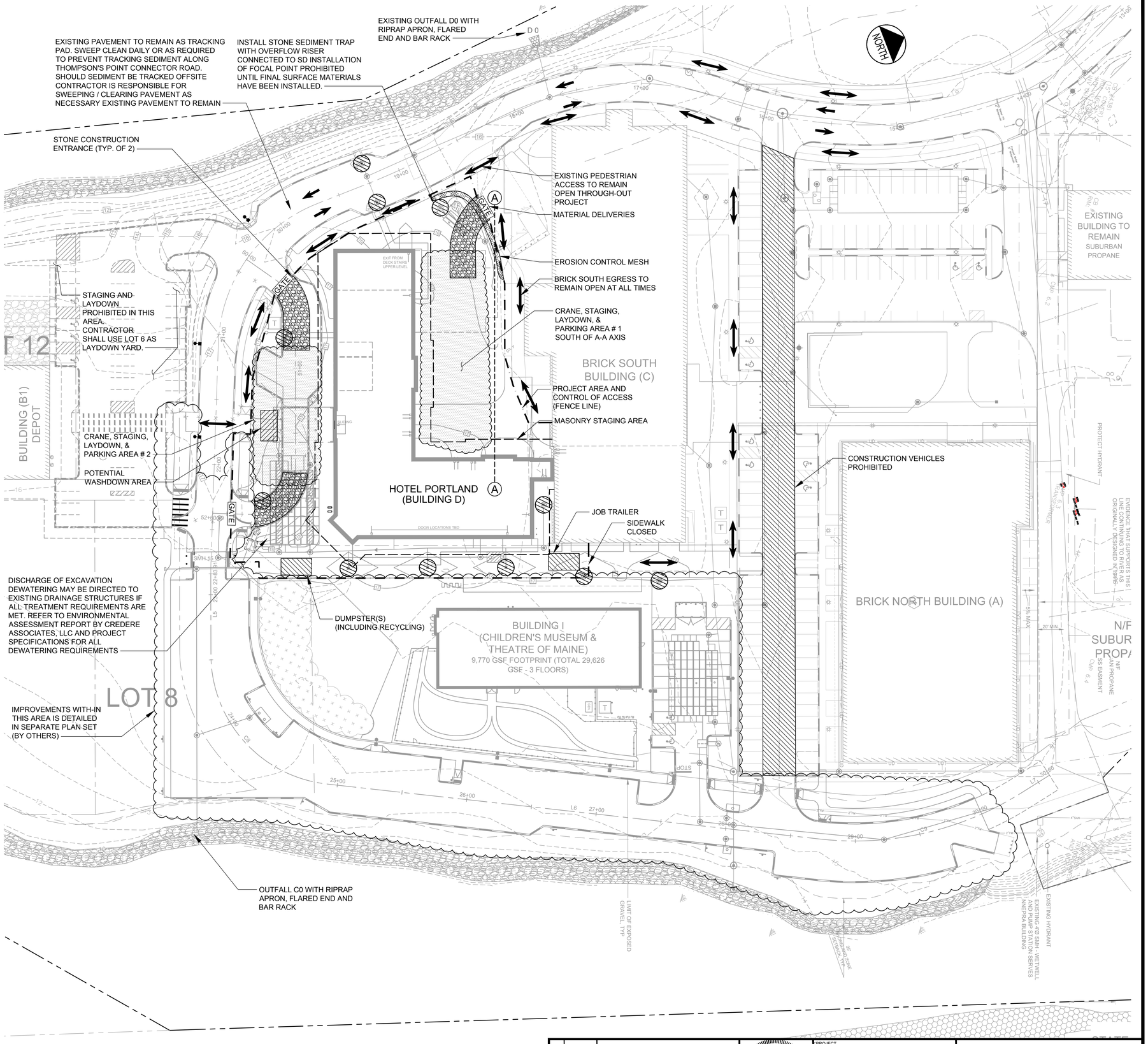
* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.

LEGEND

- INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
- FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS) (NOT REQUIRED IN THIS PHASE)
- RIPRAP OUTLET PROTECTION
- CURLEX BLANKET
- EROSION CONTROL MESH
- PERMISSIBLE CONTRACTOR ACCESS ROUTE AND NORMAL SITE TRAFFIC CIRCULATION (TEMPORARY CLOSURE BY WRITTEN PERMISSION ONLY)
- WASH DOWN AREA
- STONE CONSTRUCTION ENTRANCE
- PEDESTRIAN ACCESS ROUTE

CONTRACTOR CONSTRUCTION MANAGEMENT NOTES:

1. THIS PLAN IS PART OF AN OVERALL CONSTRUCTION MANAGEMENT PLAN APPROVED AS PART OF A CITY OF PORTLAND LEVEL III SITE PLAN APPLICATION. THE CONTRACTOR SHALL FOLLOW THE APPROVED CONSTRUCTION MANAGEMENT PLAN AND MAINTAIN A COPY IN THE JOB TRAILER.
2. CONTRACTOR SHALL POST ALL PERMITS, EMERGENCY CONTACT INFORMATION, AND CONSTRUCTION SIGNAGE PRIOR TO THE PRE-CONSTRUCTION MEETING.
3. THE FOREFRONT AT THOMPSON'S POINT IS AN ACTIVE DEVELOPMENT SITE WITH DAILY VISITORS FROM THE PUBLIC. THE CONTRACTOR SHALL PROVIDE APPROPRIATE PEDESTRIAN AND VEHICULAR SIGNAGE TO PROMOTE THE SAFE PASSAGE OF THE PUBLIC AROUND THE HOTEL DEVELOPMENT SITE.
4. A WRITTEN REQUEST FOR CLOSURES OF ANY KIND SHALL BE PROVIDE TO THE OWNER A MINIMUM OF 72 HOURS IN ADVANCE. THE OWNER MAY AT THEIR DIGRESSION AND AT NO COST TO THE OWNER DELAY THE CLOSURE AS NOT TO DISRUPT OTHER BUSINESSES.



PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
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1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER

02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
EROSION CONTROL AND CONSTRUCTION MANAGEMENT PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
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SHEET	C-6.0		

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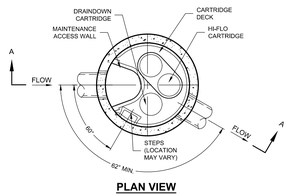
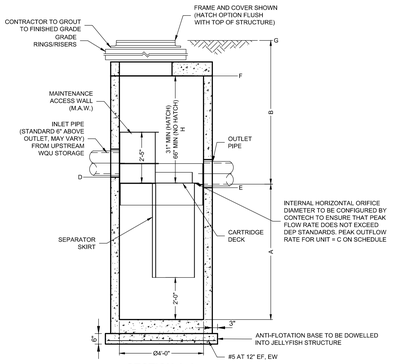


PLAN VIEW



SECTION A-A

FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

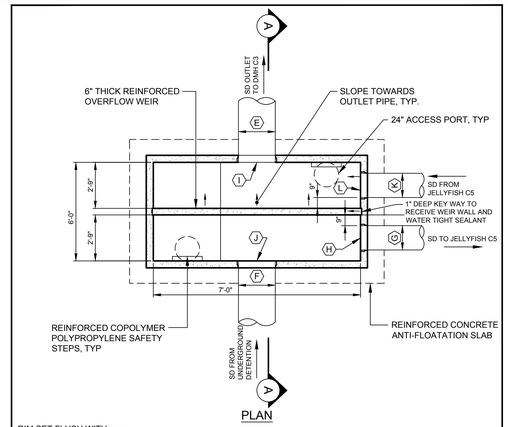
HATCH
(Ø36" CAST INTO SLAB)
N.T.S.

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				
CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-5"	5'-3"	4'-2"	3'-2"
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	2 / 1			

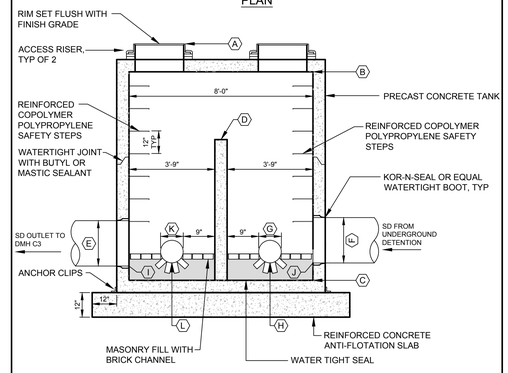
THIS PROJECT

SEE SCHEDULE IN DETAIL `D'

(A) 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 C
(A)	APPROXIMATE RIM ELEVATION	17.20±
(B)	TOP OF INSIDE OF TANK	14.75
(C)	BOTTOM OF INSIDE OF TANK	8.92
(D)	TOP OF WEIR WALL	13.02
(E)	DIAMETER OF OVERFLOW OUTLET PIPE	18"
(F)	DIAMETER OF INLET PIPE	18"
(G)	DIAMETER OF OUTLET PIPE TO JELLYFISH	10"
(H)	INV OF OUTLET PIPE TO JELLYFISH	10.52
(I)	INV OF OVERFLOW OUTLET PIPE	9.92
(J)	INV OF INLET PIPE	10.52
(K)	DIAMETER OF OUTLET PIPE FROM JELLYFISH	10"
(L)	INVERT OF OUTLET PIPE FROM JELLYFISH	10.02

(C) OVERFLOW DIVERSION STRUCTURE D1
N.T.S.

□O□E C DATA RE□□IREME□TS			
STRUCTURE ID			C4
WATER QUALITY FLOW RATE (cfs)			0.066
PEAK FLOW RATE (cfs)			5.50
RETURN PERIOD OF PEAK FLOW (yrs)			25
# OF CARTRIDGES REQUIRED (HF / DD)			2 / 1
CARTRIDGE SIZE			54"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	HDPE	10"
INLET PIPE #2	*	-	N/A
OUTLET PIPE	*	HDPE	10"
RIM ELEVATION			16.70
ANTI-FLOTATION SOIL		WIDTH	HEIGHT
		1'	13.75

NOTES/SPECIAL REQUIREMENTS:
MAINE DEP REQUIRES UPSTREAM WQU TO DRAIN IN 24-48 HOURS. CONTECH RESPONSIBLE FOR SIZING INTERNAL ORIFICE TO CONTROL PEAK WATER QUALITY OUTFLOW TO REQUIRED RATE
* PER ENGINEER OF RECORD

(B) JELLYFISH TREATMENT UNIT DATA REQUIREMENTS
N.T.S.

Jellyfish Unit Schedule	
Schedule ID	Zone
Schedule	C
A-Outlet Inv. to Bottom of Structure (ft)	6.42
B-Finished Grade to Outlet Inv.	6.83
C-Required Outflow (cfs)	0.066
D-Inlet Inv. From Water Quality Storage	10.52
E-Outlet Inv.	10.02
F-Underside of Slab	15.60
G-Rim Elevation	16.85±
H-Underside of Slab to Outlet Inv. (ft)	5.5
Hatch Required or 36" Casting?	NO

(D) JELLYFISH UNIT SCHEDULE
N.T.S.

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE · BO KENNEDY · No. 11904 · LICENSED PROFESSIONAL ENGINEER · 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER DETAILS - JELLYFISH SYSTEMS

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
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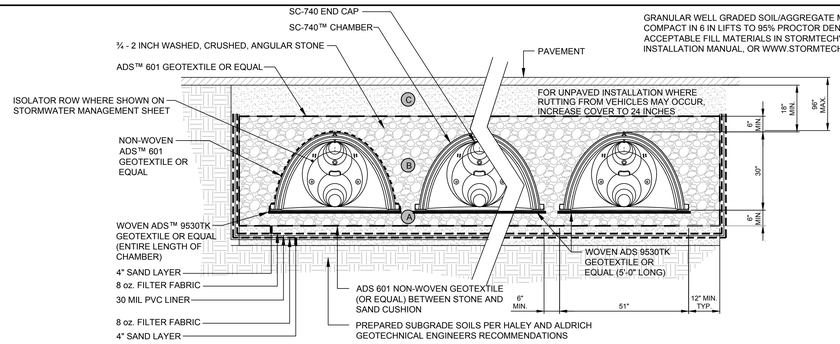


GRANULAR WELL GRADED SOIL/AGGREGATE MIXTURES, <35% FINES. COMPACT IN 6 IN LIFTS TO 95% PROCTOR DENSITY. SEE THE TABLE OF ACCEPTABLE FILL MATERIALS IN STORMTECH'S DESIGN MANUAL, INSTALLATION MANUAL, OR WWW.STORMTECH.COM.

*SEE STORMTECH'S DESIGN MANUAL

FOR STORMTECH® INFORMATION CALL 1-888-892-2694

Ⓐ SC-740 TYPICAL DETENTION SYSTEM CROSS SECTION
N.T.S.

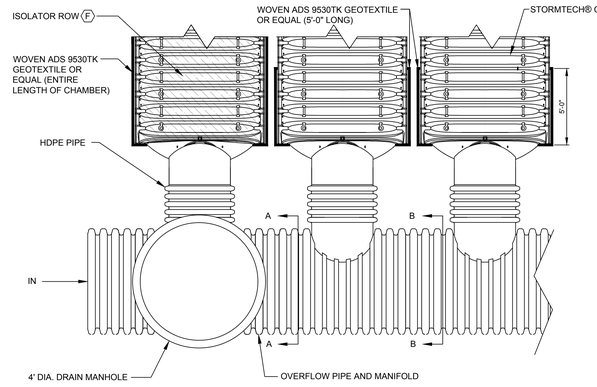
ACCEPTABLE FILL MATERIALS
STORMTECH® SC-740™ CHAMBERS

MATERIAL LOCATION	DESCRIPTION	AASHTO M43 DESIGNATION	AASHTO M145 DESIGNATION	COMPACTION/DENSITY REQUIREMENT
FILL MATERIAL FROM 18" TO GRADE ABOVE CHAMBERS	ANY SOIL/ROCK MATERIALS, NATIVE SOILS OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	N/A	PREPARE PER ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
Ⓒ FILL MATERIAL FOR 6" TO 18" ELEVATION ABOVE CHAMBERS (24" FOR UNPAVED INSTALLATIONS)	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES.	3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	A-1 A-2 A-3	COMPACT IN 6" LIFTS TO A MINIMUM 95% STANDARD PROCTOR DENSITY. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 LBS. DYNAMIC FORCE NOT TO EXCEED 20,000 LBS.
Ⓑ EMBEDMENT STONE SURROUNDING AND TO A 6" ELEVATION ABOVE CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	NO COMPACTION REQUIRED
Ⓐ FOUNDATION STONE BELOW CHAMBERS	WASHED ANGULAR STONE WITH THE MAJORITY OF PARTICLES BETWEEN ¾ - 2 INCH	3, 357, 4, 467, 5, 56, 57	N/A	PLATE COMPACT OR ROLL TO ACHIEVE A 95% STANDARD PROCTOR DENSITY

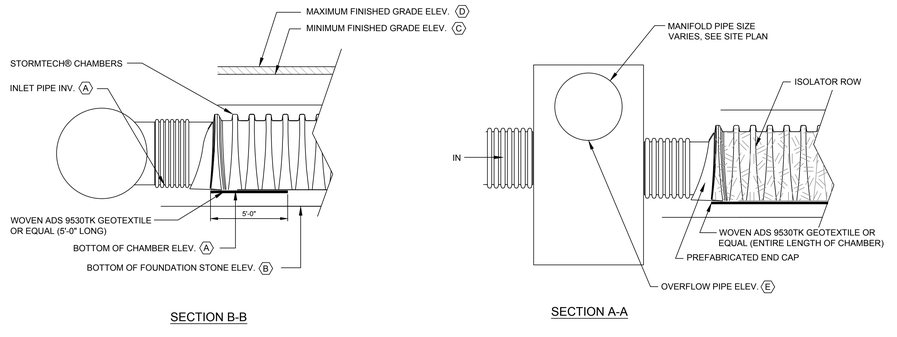
PLEASE NOTE THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATION ONLY. ALSO PLEASE NOTE THAT THE STONE MUST ALSO BE ANGULAR. FOR MORE INFORMATION ON ACCEPTABLE ANGULAR STONE VISIT WWW.STORMTECH.COM

NOTES:
1. THE INSTALLATION OF STORMTECH® CHAMBERS SHALL BE IN ACCORDANCE WITH THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS
2. THE CONTRACTOR IS ADVISED TO REVIEW AND UNDERSTAND THE INSTALLATION INSTRUCTIONS PRIOR TO BEGINNING SYSTEM INSTALLATION. CALL 1-888-892-2694 OR VISIT WWW.STORMTECH.COM TO RECEIVE A COPY OF THE LATEST STORMTECH® INSTALLATION INSTRUCTIONS.

Ⓑ STORMTECH® ACCEPTABLE FILL MATERIALS
N.T.S.

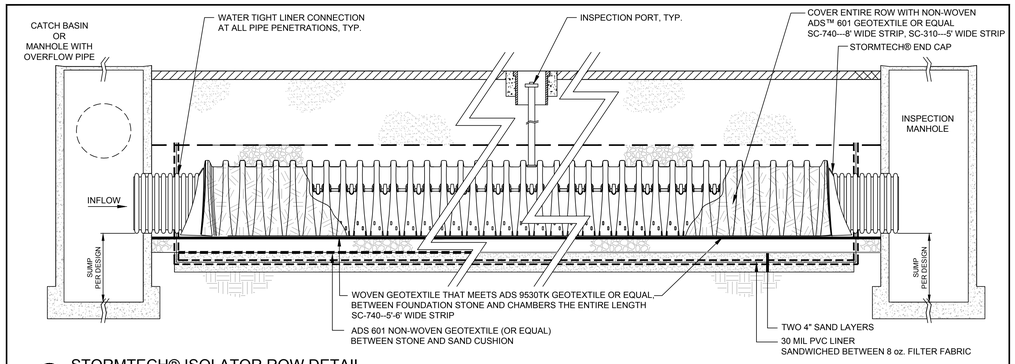


STORMTECH ELEVATIONS SCHEDULE	
ITEM DESCRIPTION	ZONE D
Ⓐ BOTTOM OF CHAMBERS	10.52
Ⓑ BOTTOM OF FOUNDATION STONE	10.02
Ⓒ APPROX. MIN. FINISHED GRADE ELEV.	15.80
Ⓓ APPROX. MAX. FINISHED GRADE ELEV.	16.80
Ⓔ OVERFLOW PIPE ELEV.	13.02
Ⓕ NUMBER OF ISOLATOR CHAMBERS	16 (2 ROWS)



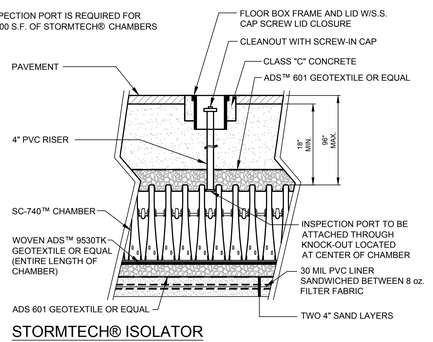
Ⓕ STORMTECH® ELEVATIONS
N.T.S.

FOR STORMTECH® INFORMATION CALL 1-888-892-2694



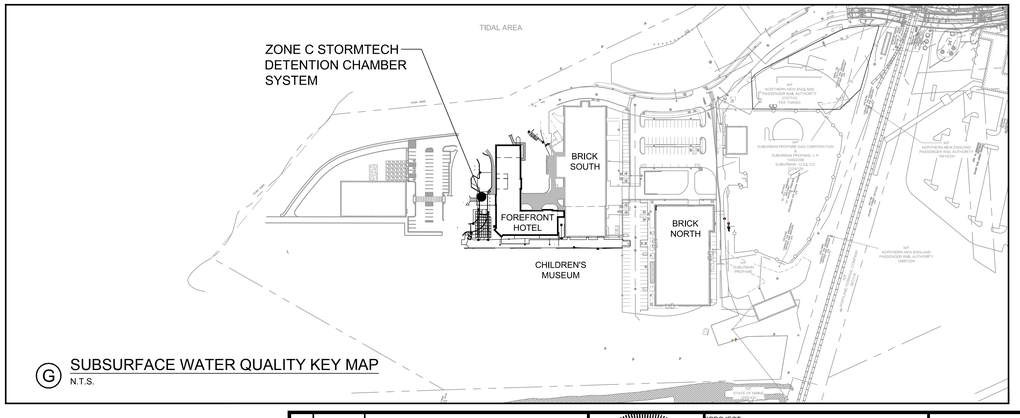
Ⓒ STORMTECH® ISOLATOR ROW DETAIL
N.T.S.

NOTE:
ONE INSPECTION PORT IS REQUIRED FOR EVERY 500 S.F. OF STORMTECH® CHAMBERS



Ⓓ STORMTECH® ISOLATOR INSPECTION PORT DETAIL
N.T.S.

FOR STORMTECH® INFORMATION CALL 1-888-892-2694



Ⓖ SUBSURFACE WATER QUALITY KEY MAP
N.T.S.

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER DETAILS - SUBSURFACE WATER QUALITY VOLUME STORAGE DETAILS

CLIENT
FOREFRONT HOTELIERS, LLC

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bo@placemakerpartners.com

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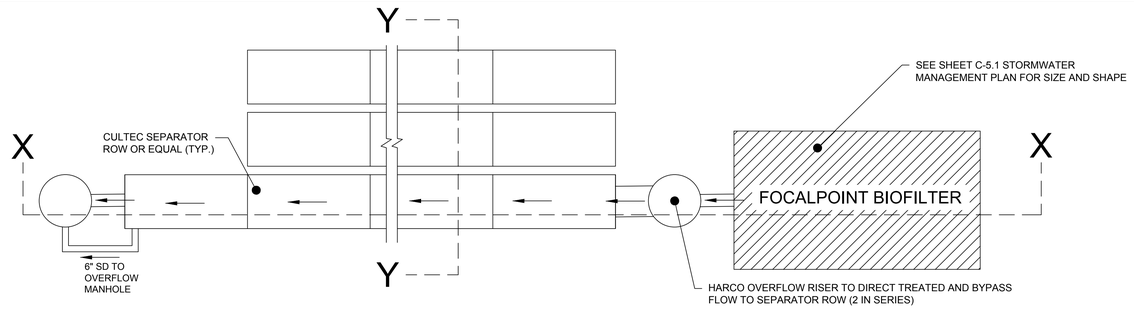
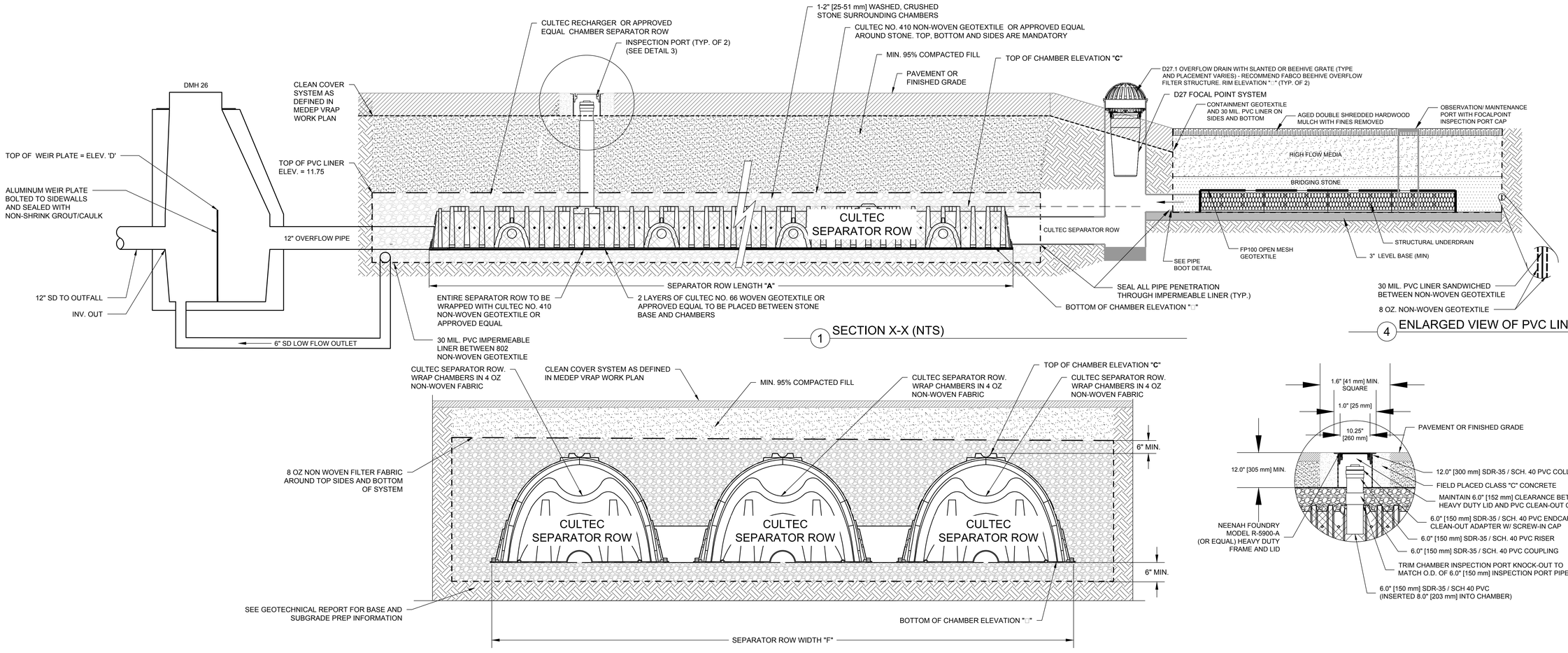
SEPARATOR ROW DIMENSIONAL DATA		
FOCALPOINT I.D.		FP-1 (D27)
	CULTEC CHAMBER OR APPROVED EQUAL	150XLHD
	# CULTEC CHAMBERS	7 EA.
A	SEPARATOR ROW LENGTH	VARIES, SEE SITE PLAN
B	BOTTOM OF CHAMBER ELEV	9.88
C	TOP OF CHAMBER ELEV	11.42
D	TOP OF WEIR PLATE	11.42
E	BEEHIVE OVERFLOW RIM	14.25
F	SEPARATOR ROW WIDTH	



FLOW/COMPONENT SCHEMATIC



1 SECTION X-X (NTS)

4 ENLARGED VIEW OF PVC LINER

2 SECTION Y-Y (NTS)

3 SEPARATOR ROW INSPECTION PORT DETAIL

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2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
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STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 12.02.18

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PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER DETAILS - FOCALPOINT™ SEPARATOR ROW

CLIENT
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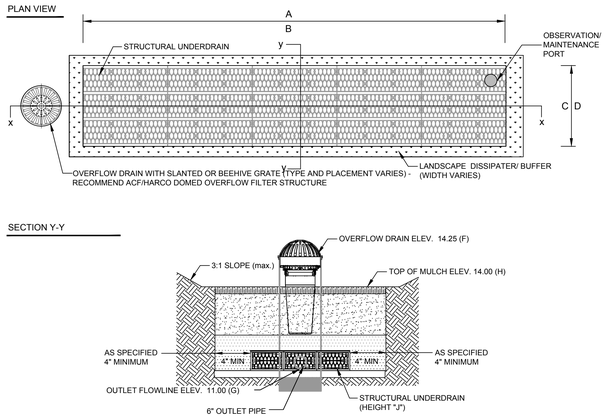
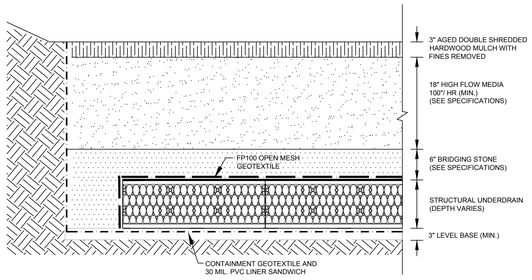
LOCATION AND DIMENSIONAL DATA		
FOCALPOINT I.D.		FP-1
A	FOCALPOINT LENGTH	15 FT ±
B	# UNDERDRAIN LONG	VARIES-BEST FIT-SEE SITE PLAN
C	FOCALPOINT WIDTH	VARIES-SEE SITE PLAN
D	# UNDERDRAIN WIDE	BEST FIT-SEE SITE PLAN
E	WATER QUALITY VOLUME	1,869 C.F.
F	OVERFLOW ELEVATION	14.25
G	OUTLET FLOWLINE	11.00
H	TOP OF MULCH	14.00
J	UNDERDRAIN HEIGHT	MINI (9")
K	FOCALPOINT FOOTPRINT	96 S.F.



1 FOCALPOINT CONSTRUCTION GUIDE



FOCALPOINT HP PERFORMANCE SPECIFICATION:

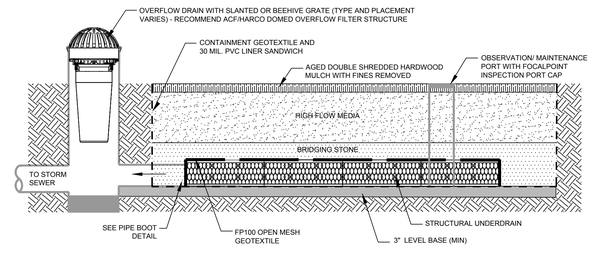
HIGH PERFORMANCE MEDIA

HIGH PERFORMANCE MEDIA MUST MEET A MINIMUM OF 100" PER HOUR INFILTRATION RATE.

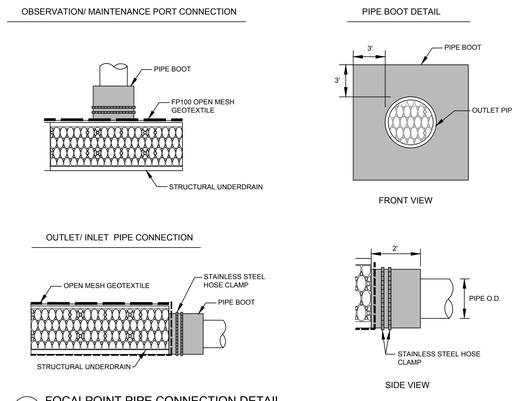
HIGH PERFORMANCE STRUCTURAL UNDERDRAIN

MUST HAVE A MINIMUM OF 19 SQUARE INCHES OF ORIFICE OPENING PER SQUARE FOOT.
MUST MEET H20 LOADING REQUIREMENTS.
MUST BE MODULAR IN NATURE AND ASSEMBLED ON SITE.
MUST HAVE MINIMUM 90% INTERIOR VOID SPACE.

2 FOCALPOINT DETAILED CROSS SECTION



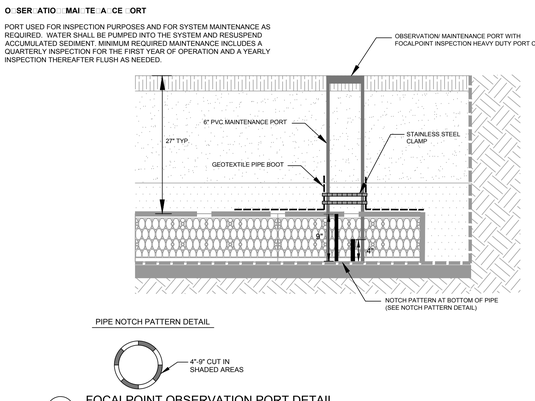
3 FOCALPOINT SECTION X-X



4 FOCALPOINT PIPE CONNECTION DETAIL

OBSERVATION/ MAINTENANCE PORT

PORT USED FOR INSPECTION PURPOSES AND FOR SYSTEM MAINTENANCE AS REQUIRED. WATER SHALL BE PUMPED INTO THE SYSTEM AND RESUSPEND ACCUMULATED SEDIMENT. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION FOR THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER FLUSH AS NEEDED.

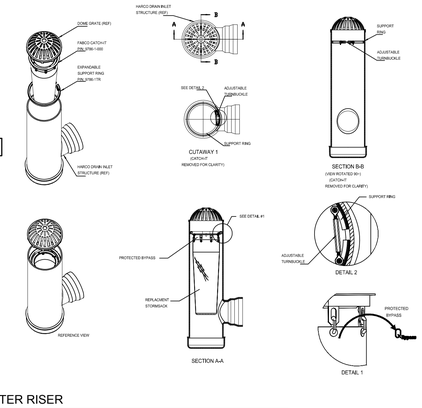


5 FOCALPOINT OBSERVATION PORT DETAIL

NOTES:
1. STORMSACK WEIGHT (EMPTY): 12 LB MAX
2. MATERIAL:
   A) SHROUD: HIGH DENSITY POLYETHYLENE (TYPICAL WALL THICKNESS .125")
   B) SUPPORT HUB: CRS, POWDER COATED
   C) STORMSACK: WOVEN POLYPROPYLENE GEOTEXTILE (GEOTEX 117F)
   D) HARDWARE: ALUMINUM FOR RIVETS
3. RECOMMENDED MINIMUM VAULT DEPTH: 24IN BELOW CARTRIDGE
4. TYPICAL INSTALLATION: RAISE STORM GRATE, PUSH CATCH-IT SHROUD DOWN ON FRAME SUPPORT LEDGE UNTIL LOCKING CLIPS CLICK IN PLACE, LOWER STORM GRATE.
5. USE ONLY WITH FABCO REPLACEABLE STORMSACK.

STRUCTURE DIAMETER (INCHES)	DEBRIS CAPACITY (CF)	FILTERED FLOWRATE (CFS)	BYPASS FLOWRATE (CFS)	TOTAL SYSTEM FLOWRATE (CFS)
12*	0.77	2.2	1.2	3.4
18	1.65	2.5	1.0	3.5
24	3.60	4.9	2.4	7.3
30	6.20	4.9	2.4	7.3

*THIS PROJECT (TYP. OF 2)



6 ACF/HARCO DOMED OVERFLOW FILTER RISER

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
STORMWATER DETAILS - FOCALPOINT™ SYSTEM DETAILS

CLIENT
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PLACEMAKER PARTNERS, LLC
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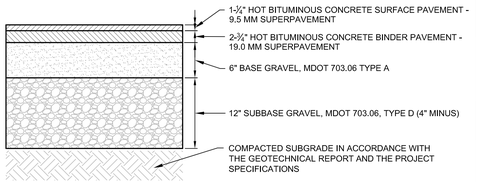
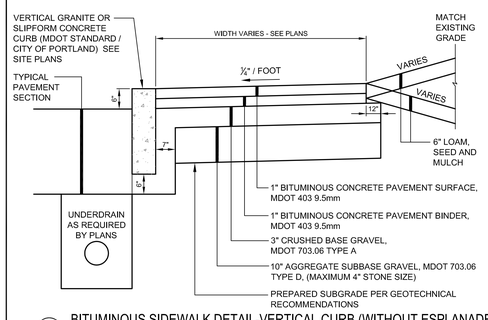
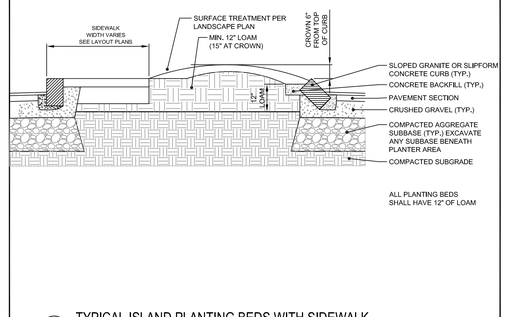


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

A LIGHT DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



E BITUMINOUS SIDEWALK DETAIL-VERTICAL CURB (WITHOUT ESPLANADE)
N.T.S.

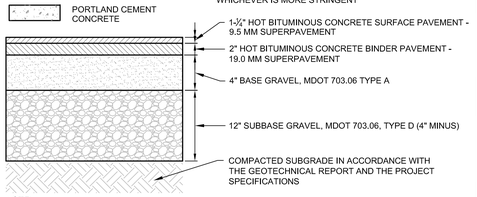


I TYPICAL ISLAND PLANTING BEDS WITH SIDEWALK
N.T.S.

PAVEMENT TYPE IS DEPICTED ON DRAWING C3.5 SURFACE TREATMENT

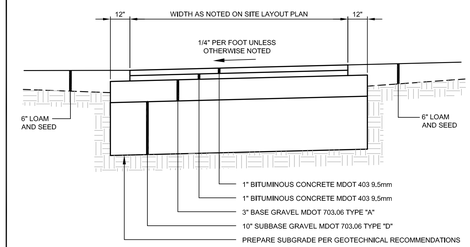
- STANDARD DUTY BITUMINOUS CONCRETE
- HEAVY DUTY BITUMINOUS CONCRETE
- PORTLAND CEMENT CONCRETE

NOTES:
1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL REPORT'S PREPARED BY THE GEOTECHNICAL ENGINEER WHICHEVER IS MORE STRINGENT

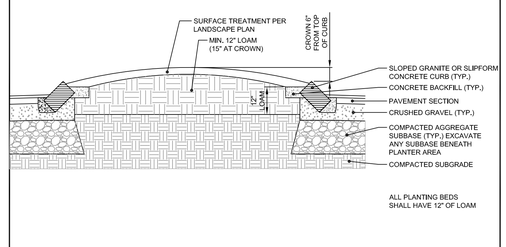


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

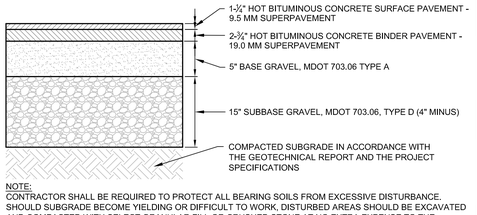
B STANDARD DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



F NON-CURBED AREAS BITUMINOUS SIDEWALK/WALKWAY DETAIL
N.T.S.

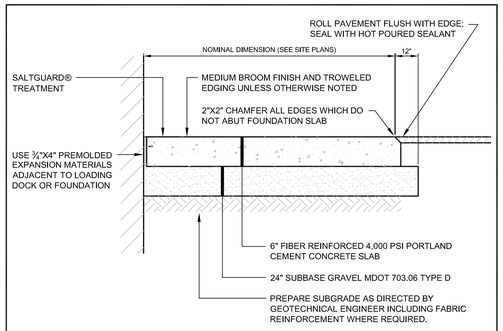


J TYPICAL ISLAND PLANTING BEDS WITHOUT SIDEWALK
N.T.S.

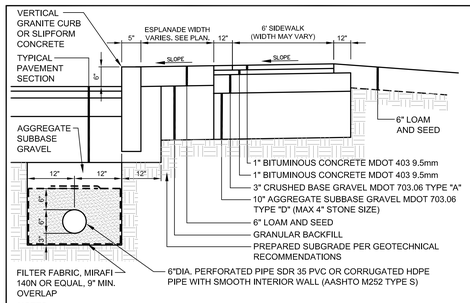


NOTE:
CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL BEARING SOILS FROM EXCESSIVE DISTURBANCE. SHOULD SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND COMPACTED WITH SELECT GRANULAR FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. WOVEN GEOTEXTILE TENSILE FABRIC (MIRAFI 600X OR EQUAL) SHALL BE PLACED OVER UNSUITABLE SUBGRADE AS DIRECTED PRIOR TO OR DURING CONSTRUCTION BY THE OWNER'S REPRESENTATIVE, AT NO EXTRA EXPENSE TO THE OWNER.

C HEAVY DUTY BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

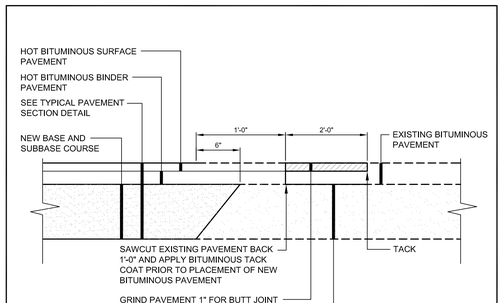


G CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. UNDERDRAIN REQUIRED WHERE CALLED FOR ON PLANS OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER
2. UNDERDRAIN PIPE ELEVATIONS SHALL BE AT LEAST 42" BELOW GUTTER GRADE
3. PERFORATIONS IN UNDERDRAIN SHALL BE ORIENTATED DOWN

D BITUMINOUS SIDEWALK DETAIL-CURBED AREAS (WITH ESPLANADE)
N.T.S.



H PAVEMENT SAWCUT DETAIL
N.T.S.

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

BO KENNEDY No. 11994 08.17.16 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
PAVEMENT SECTIONS AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
Stantec

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	195350044
FILE NAME:	2982.05-BS DET		

SHEET C-8.0

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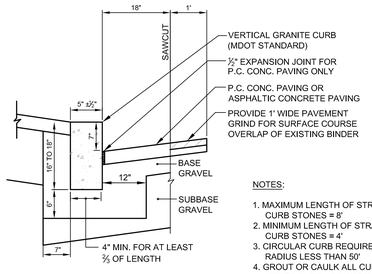
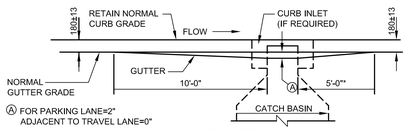


NOTES:

1. MAXIMUM LENGTH OF STRAIGHT CURB STONES = 8'
2. MINIMUM LENGTH OF STRAIGHT CURB STONES = 4'
3. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'
4. GROUT OR CAULK ALL CURB JOINTS OVER ½" IN WIDTH. INSTALL STRIP OF FILTER FABRIC BEHIND EACH CURB JOINT.

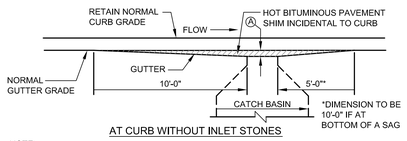
(A) VERTICAL GRANITE CURB DETAIL

N.T.S.



Ⓐ FOR PARKING LANE=2" ADJACENT TO TRAVEL LANE=0"

AT CURB INLETS

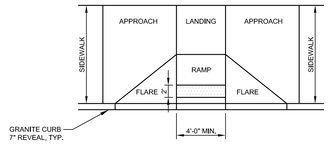


AT CURB WITHOUT INLET STONES

NOTE:
GRATES SHALL BE INSTALLED ON GRADIENT OF THE GUTTER AND BE DEPRESSED 50mm BELOW THE NORMAL GUTTER GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC.

(D) GUTTER GRADE TRANSITION AT CATCH BASIN

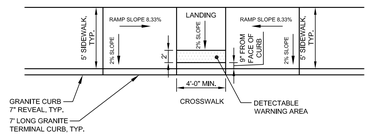
N.T.S.



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET,

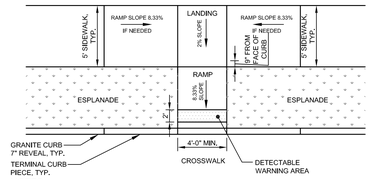
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	-
SIDEWALK	MATCH STREET GRADE	2%

PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANADE



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PARALLEL SIDEWALK RAMP LAYOUT FOR NARROW SIDEWALK WITH NO ESPLANDE



NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP LAYOUT FOR NARROW SIDEWALK WITH ESPLANDE

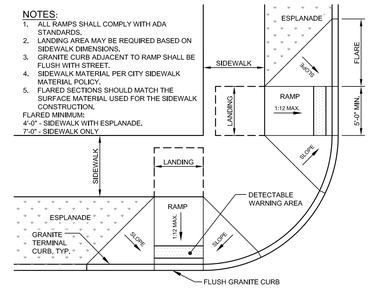
(F) BARRIER FREE RAMP DETAILS

N.T.S.

NOTES:
1. ALL RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMPS WITHIN THE CITY OF PORTLAND RIGHT-OF-WAY (SEWALL STREET AND THOMPSON POINT CONNECTOR ROAD) SHALL HAVE DETECTABLE WARNINGS THE FULL DEPTH AND WIDTH OF THE RAMP PER SECTION 4.29 OF THE ADA. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES A DIAMETER OF 0.90 INCHES, A HEIGHT OF NOMINAL 0.20 INCHES AND A SPACING OF 2.35 INCHES CENTER TO CENTER. THESE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
3. A TACTILE WARNING STRIP IS REQUIRED WHERE RAMP ABUTS AREA USED BY MOTORIZED VEHICLES.
4. ALL TACTILE WARNING STRIPS SHALL BE SET PERPENDICULAR TO DIRECTION OF CROSS WALK.

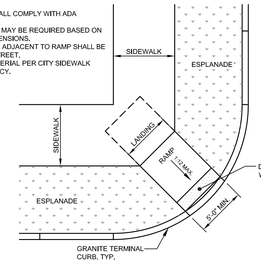
NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
5. FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

FLARED MINIMUM:
4'-0" - SIDEWALK WITH ESPLANADE.
7'-0" - SIDEWALK ONLY

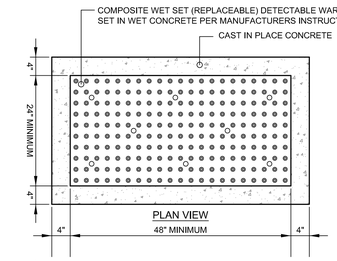


PREFERRED SIDEWALK RAMP AT INTERSECTION

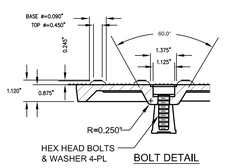
NOTES:
1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



DIAGONAL SIDEWALK RAMP LAYOUT AT INTERSECTION FOR SIDEWALK WITH ESPLANADE (REQUIRES WAIVER)



SECTION VIEW

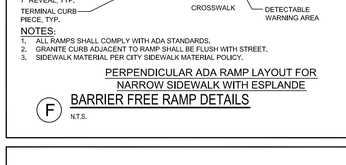


BOLT DETAIL

NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI.THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4.) FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

(B) DETECTABLE WARNING PAVER DETAIL

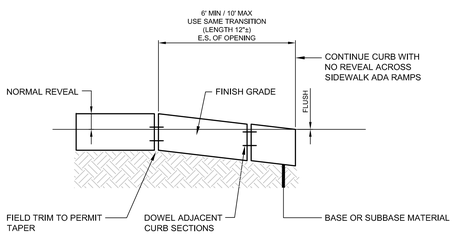
N.T.S.



NOTE:
USE NEAR VERTICAL MOLD WHEN ADJACENT TO SIDEWALK

(E) SLIPFORM CONCRETE CURB DETAIL - SLOPED MOLD

N.T.S.



(C) SLOPE OF GRANITE CURB AT ADA RAMPS AND DRIVEWAYS

N.T.S.

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 08.17.16 LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

SHEET TITLE
CURBING AND SIDEWALK DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
Stantec

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	AS NOTED
CHECKED:	SRB	JOB NO.	195350044
FILE NAME:	2982.05-BS DET		

SHEET C-8.1

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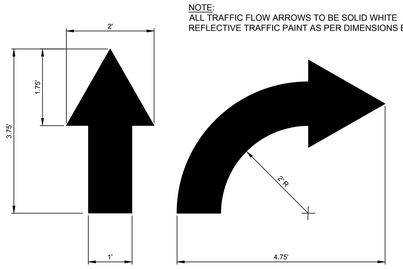
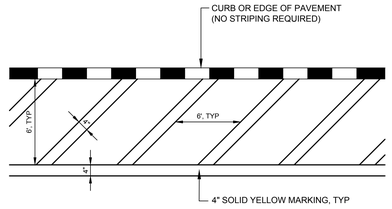
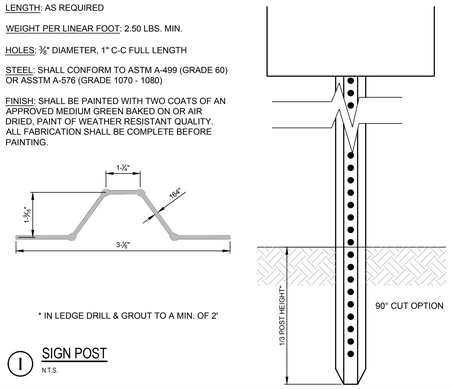


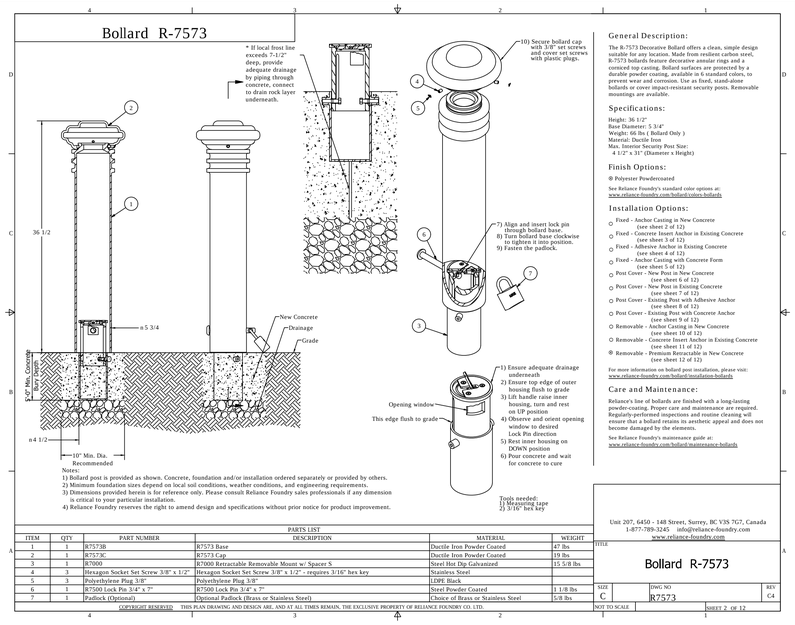
A TRAFFIC FLOW ARROW DETAIL
N.T.S.



E CHEVRON STRIPING DETAIL
N.T.S.



I SIGN POST
N.T.S.



General Description:

The R-7573 Decorative Bollard offers a clean, simple design suitable for any location. Made from resilient carbon steel, R-7573 bollards feature decorative annular rings and a conicsed top casting. Bollard surfaces are protected by a durable powder coating, available in 6 standard colors, to prevent wear and corrosion. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

Specifications:

Height: 36 1/2"
Base Diameter: 5 3/4"
Weight: 66 lbs (Bollard Only)
Material: Ductile Iron
Max. Interior Security Post Size:
4 1/2" x 31" (Diameter x Height)

Finish Options:

◉ Polyester Powdercoated

See Reliance Foundry's standard color options at:
www.reliance-foundry.com/bollard/colors-bollards

Installation Options:

- ○ Fixed - Anchor Casting in New Concrete (see sheet 2 of 12)
- ○ Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 12)
- ○ Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 12)
- ○ Fixed - Anchor Casting with Concrete Form (see sheet 5 of 12)
- ○ Post Cover - New Post in New Concrete (see sheet 6 of 12)
- ○ Post Cover - New Post in Existing Concrete (see sheet 7 of 12)
- ○ Post Cover - Existing Post with Adhesive Anchor (see sheet 8 of 12)
- ○ Post Cover - Existing Post with Concrete Anchor (see sheet 9 of 12)
- ○ Removable - Anchor Casting in New Concrete (see sheet 10 of 12)
- ○ Removable - Concrete Insert Anchor in Existing Concrete (see sheet 11 of 12)
- ◉ Removable - Premium Retractable in New Concrete (see sheet 12 of 12)

For more information on bollard post installation, please visit:
www.reliance-foundry.com/bollard/installation-bollards

Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:
www.reliance-foundry.com/bollard/maintenance-bollards

ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R7573B	R7573 Base	Ductile Iron Powder Coated	47 lbs
2	1	R7573C	R7573 Cap	Ductile Iron Powder Coated	19 lbs
3	1	R7600	R7600 Retractable Removable Mount w/ Spacer S	Steel Hot Dip Galvanized	15 5/8 lbs
4	3	Hexagon Socket Set Screw 3/8" x 1/2"	Hexagon Socket Set Screw 3/8" x 1/2" - requires 3/16" hex key	Stainless Steel	
5	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"	LDPE Black	
6	1	R7500 Lock Pin 3/4" x 7"	R7500 Lock Pin 3/4" x 7"	Steel Powder Coated	1 1/8 lbs
7	1	Padlock (Optional)	Optional Padlock (Brass or Stainless Steel)	Choice of Brass or Stainless Steel	5/8 lbs

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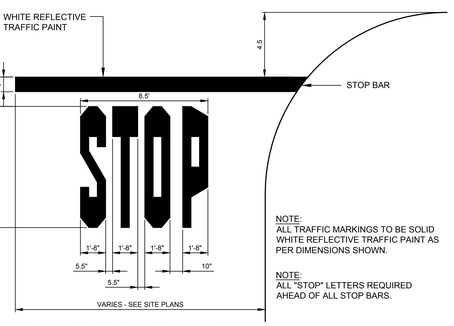
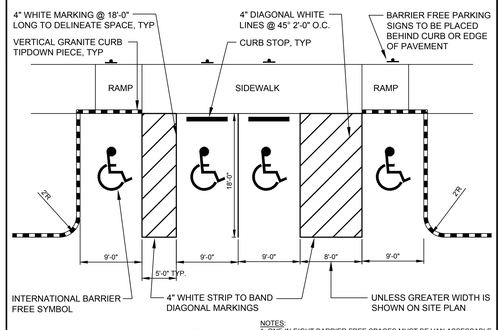
NOT TO SCALE

Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE: Bollard R-7573
SIZE: C | DWG NO: R7573 | REV: C4
SHEET 2 OF 12

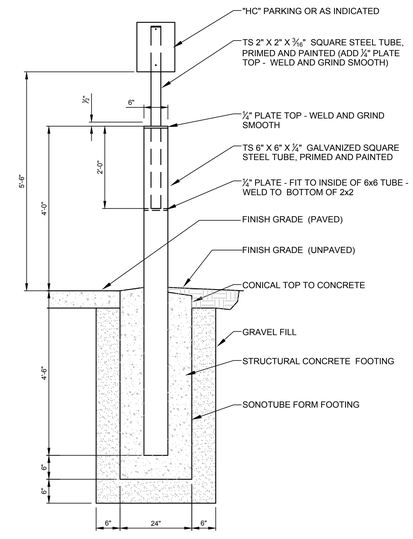


B TYPICAL PAVEMENT MARKINGS
N.T.S.

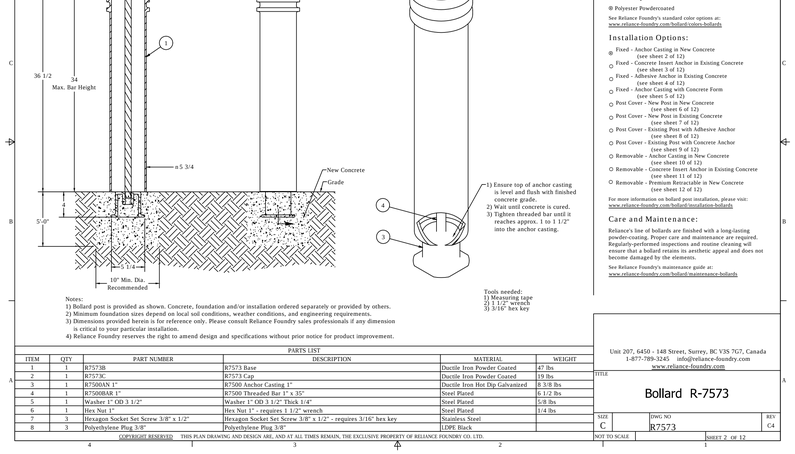


NOTES:
1. ONE IN EIGHT BARRIER FREE SPACES MUST BE VAN ASSESSABLE. THIS HAS BEEN PROVIDED FOR ON THE SITE LAYOUT PLAN.
2. BARRIER FREE GRAPHIC SYMBOL (PAINTED WHITE) TO BE CENTERED IN PARKING STALL. SYMBOL TO BE PAINTED ON BLUE NON-SKID BACKGROUND.

F ADA PARKING LOT STRIPING
N.T.S.



J BARRIER FREE PARKING SIGN
N.T.S.



General Description:

The R-7573 Decorative Bollard offers a clean, simple design suitable for any location. Made from resilient carbon steel, R-7573 bollards feature decorative annular rings and a conicsed top casting. Bollard surfaces are protected by a durable powder coating, available in 6 standard colors, to prevent wear and corrosion. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

Specifications:

Height: 36 1/2"
Base Diameter: 5 3/4"
Weight: 66 lbs (Bollard Only)
Material: Ductile Iron
Max. Interior Security Post Size:
4 1/2" x 31" (Diameter x Height)

Finish Options:

◉ Polyester Powdercoated

See Reliance Foundry's standard color options at:
www.reliance-foundry.com/bollard/colors-bollards

Installation Options:

- ◉ Fixed - Anchor Casting in New Concrete (see sheet 2 of 12)
- ○ Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 12)
- ○ Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 12)
- ○ Fixed - Anchor Casting with Concrete Form (see sheet 5 of 12)
- ○ Post Cover - New Post in New Concrete (see sheet 6 of 12)
- ○ Post Cover - New Post in Existing Concrete (see sheet 7 of 12)
- ○ Post Cover - Existing Post with Adhesive Anchor (see sheet 8 of 12)
- ○ Post Cover - Existing Post with Concrete Anchor (see sheet 9 of 12)
- ○ Removable - Anchor Casting in New Concrete (see sheet 10 of 12)
- ○ Removable - Concrete Insert Anchor in Existing Concrete (see sheet 11 of 12)
- ○ Removable - Premium Retractable in New Concrete (see sheet 12 of 12)

For more information on bollard post installation, please visit:
www.reliance-foundry.com/bollard/installation-bollards

Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:
www.reliance-foundry.com/bollard/maintenance-bollards

ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R7573B	R7573 Base	Ductile Iron Powder Coated	47 lbs
2	1	R7573C	R7573 Cap	Ductile Iron Powder Coated	19 lbs
3	1	R7500AN 1"	R7500 Anchor Casting 1"	Ductile Iron Hot Dip Galvanized	8 3/8 lbs
4	1	R7500BAR 1"	R7500 Threaded Bar 1" x 35"	Steel Plated	6 1/2 lbs
5	1	Washer 1" OD 3 1/2"	Washer 1" OD 3 1/2" Thick 1/4"	Steel Plated	5.8 lbs
6	1	Hex Nut 1"	Hex Nut 1" - requires 1 1/2" wrench	Steel Plated	1/4 lbs
7	3	Hexagon Socket Set Screw 3/8" x 1/2"	Hexagon Socket Set Screw 3/8" x 1/2" - requires 3/16" hex key	Stainless Steel	
8	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"	LDPE Black	

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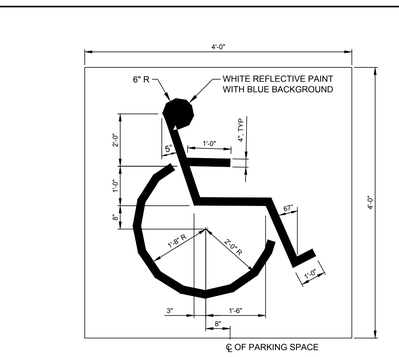
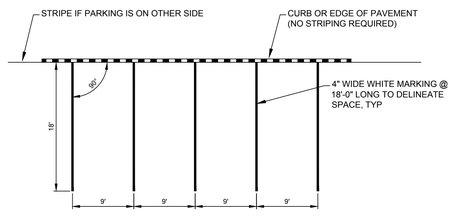
NOT TO SCALE

Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE: Bollard R-7573
SIZE: C | DWG NO: R7573 | REV: C4
SHEET 2 OF 12



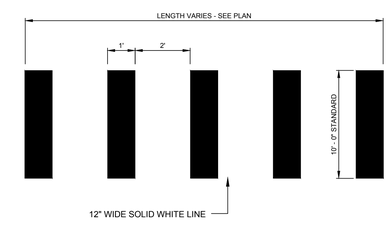
C INTERNATIONAL BARRIER FREE SYMBOL
N.T.S.



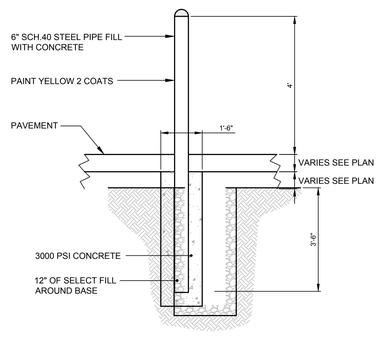
WHEN PARKING IS ON CURVE THE NARROWEST PORTION OF THE PARKING STALL SHALL MEET THE WIDTH SHOWN.

NOTE:
COMPACT PARKING STALLS SHALL BE STRIPED AT 9' WIDE BY 15' OR 18' DEEP - SEE SITE PLANS FOR LAYOUT OF COMPACT SPACES

G STANDARD PARKING STALL STRIPING
N.T.S.



D CROSSWALK STRIPING DETAIL
N.T.S.



H GUARD POST/BOLLARD DETAIL
N.T.S.

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE
BO KENNEDY
No. 11904
LICENSED
PROFESSIONAL ENGINEER
02.02.18

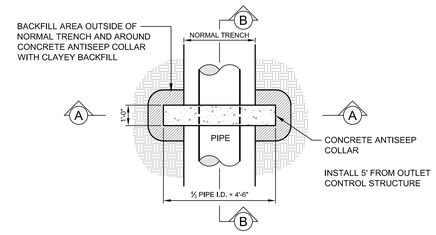
P.E. BO KENNEDY
LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT HOTEL PORTLAND
SHEET TITLE: PARKING AND TRAFFIC CONTROL DETAILS
CLIENT: FOREFRONT HOTELIERS, LLC

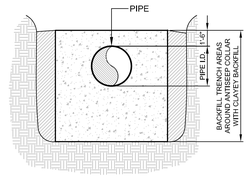
PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN: DED | DATE: 8.03. 2017
DESIGNED: BEK | SCALE:
FILE NAME: R7573 SHEET.dwg
SHEET C-8.2

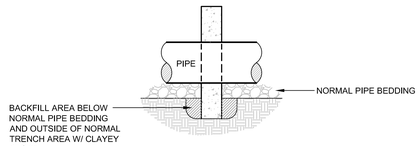
C:\Users\DCS2017\Dropbox\DCS-Projects\Placemaker\Thompson's Point\Hotel\Plans\Site Plan\CAD\HOTEL-DET JF.dwg dcs2017 2/2/2018 8:54 AM



PLAN

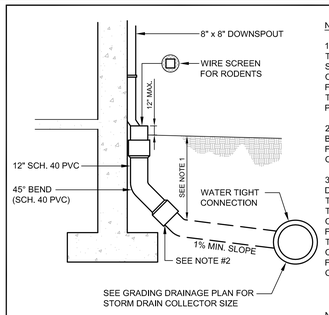


SECTION A-A



SECTION B-B

(A) ANTISEEP COLLAR
N.T.S.



NOTES:

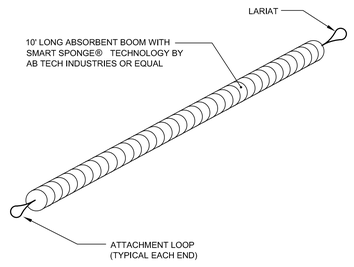
1. FOR ALL DEPTHS OF COVER LESS THAN TWO (2) FEET, PIPE MUST BE SCHEDULE 40 PVC. FOR DEPTHS OF COVER GREATER THAN TWO (2) FEET, FLEXIBLE PIPE MAY BE USED. REFER TO SPECIFICATIONS FOR ALLOWABLE PIPE TYPES.

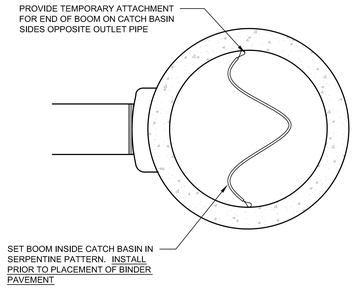
2. A WATERTIGHT CONNECTION SHALL BE MAINTAINED WITH ANY TRANSITION FROM SCHEDULE 40 PVC PIPE TO ANY OTHER PIPE TYPE.

3. THE DOWNSPOUT COLLECTOR DRAIN SHALL BE INSTALLED BEFORE THE DOWNSPOUTS ARE INSTALLED ON THE BUILDING. SITE WORK CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK TO AND INCLUDING THE RODENT SCREEN. BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONNECTION AT THE POINT OF THE RODENT SCREEN.

NOTE:
ARCHITECT MAY ELECT TO USE INTERNAL ROOF DRAINS - REFER TO ARCHITECTURAL PLANS

(C) ROOF DRAIN DETAIL
N.T.S.





PLAN VIEW LOOKING INTO CATCH BASIN

NOTES:
1. REQUIRED FOR ALL CATCH BASINS WHICH RECEIVE RUNOFF FROM PAVED AREAS.
2. REFER TO EROSION CONTROL REPORT FOR ADDITIONAL INFORMATION.
3. CONTRACTOR MAY SELECT OTHER TYPE OF EQUIVALENT OIL ABSORBENT PRODUCTS.
4. SUBMITTALS ARE REQUIRED FOR THESE ITEMS.

(B) TEMPORARY WATER QUALITY MEASURE INSIDE OF CATCH BASINS
N.T.S.

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 08.17.16 LICENSED PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

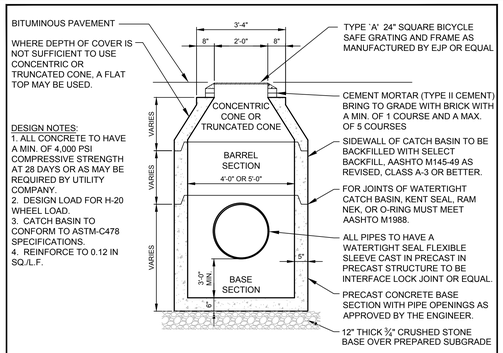
SHEET TITLE
STORMWATER DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

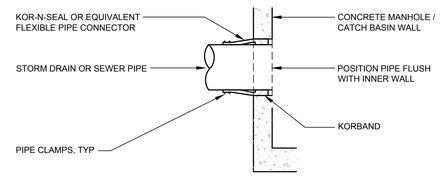
STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
Stantec

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	195350044
FILE NAME:	2982.05-BS DET		

SHEET C-8.3



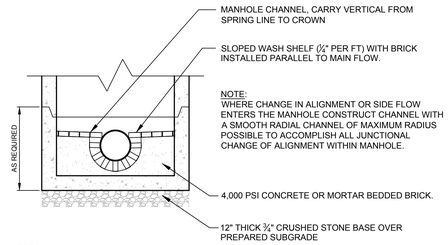
A 4'-0" OR 5'-0" PRECAST CATCH BASIN
N.T.S.



NOTES:
1. A FLEXIBLE PIPE TO MANHOLE CONNECTOR SHALL BE EMPLOYED IN THE CONNECTION OF ALL PIPE TO MANHOLE JUNCTIONS.
2. THE CONNECTOR SHALL BE KOR-N-SEAL AS MANUFACTURED BY NPC SYSTEMS, INC., OF MILFORD, NH OR EQUAL.
3. THE CONNECTOR SHALL BE THE SOLE ELEMENT RELIED ON TO ASSURE A FLEXIBLE WATERTIGHT SEAL OF THE PIPE TO MANHOLE. NO ADHESIVES OR LUBRICANTS SHALL BE EMPLOYED IN THE INSTALLATION OF THE CONNECTOR TO THE MANHOLE. THE RUBBER FOR THE CONNECTOR SHALL COMPLY TO ASTM C443 AND ASTM C923 AND CONSIST OF EPDM AND ELASTOMERS KNOWN TO BE RESISTANT TO OZONE, WEATHER ELEMENTS, CHEMICALS, INCLUDING ACIDS, ALKALIS, ANIMAL AND VEGETABLE FATS, OILS AND PETROLEUM PRODUCTS FROM SPILLS.
4. ALL STAINLESS STEEL ELEMENTS OF THE CONNECTOR SHALL BE TOTALLY NON-MAGNETIC SERIES 304 STAINLESS, EXCLUDING THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND AROUND THE PIPE WHICH SHALL BE SERIES 305 STAINLESS. THE WORM SCREW USED FOR TIGHTENING THE STEEL BAND SHALL BE TORQUED BY A BREAK-AWAY TORQUE WRENCH AVAILABLE FROM THE PRECAST MANHOLE SUPPLIER, AND SET AT 60/70 in/lbs..
5. THE CONNECTOR SHALL BE INSTALLED IN THE MANHOLE WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATION OF THE CONNECTOR MANUFACTURER.
6. THE CONNECTOR SHALL BE OF A SIZE SPECIFICALLY DESIGNED FOR THE PIPE MATERIAL AND SIZE BEING UTILIZED ON THE PROJECT.
7. ALL CONNECTORS WHICH ARE CAPPED AWAITING PIPE INSTALLATION AT A LATER DATE MUST BE RESTRAINED.

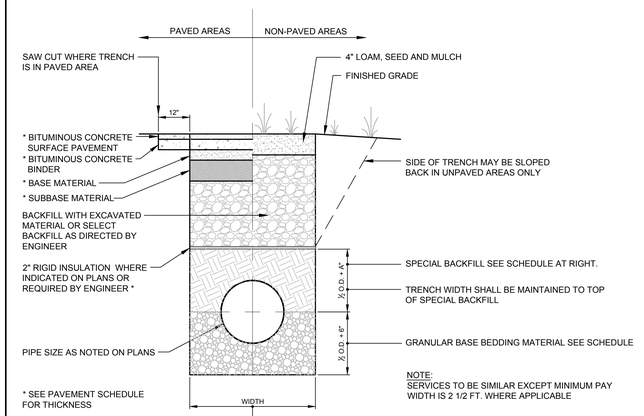
E PIPE CONNECTION TO PRECAST CONCRETE SANITARY SEWER AND STORM DRAINAGE STRUCTURE
N.T.S.

NOTE:
MANHOLE TEST TO BE ACCOMPLISHED AFTER CHANNEL INSTALLATION IS COMPLETE.



NOTES:
1. BRICK CHANNEL TO BE AASHTO M-91-42 GRADE AS SEWER BRICK OR, IF APPROVED BY ENGINEER, A PREFABRICATED FIBERLINER 2000 CHANNEL, AS MANUFACTURED BY GDT, INC. ESSEX, CT OR EQUAL MAY BE USED.
2. SLOPE CHANNEL DOWN FROM INLET TO OUTLET.
3. TOOL ALL JOINTS IN CHANNEL AND ON TABLE.

F STORM AND SANITARY MANHOLE CHANNEL DETAIL
N.T.S.



H TYPICAL SEWER, WATER MAIN, AND STORM DRAIN TRENCH SECTION
N.T.S.

SCHEDULE OF BASE BACKFILL FOR NON-SANITARY INSTALLATIONS

TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
CONCRETE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	12	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC OR CORRUGATED POLYETHYLENE	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
CMP	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	GRANULAR AASHTO M145-49 A-3 OR BETTER	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

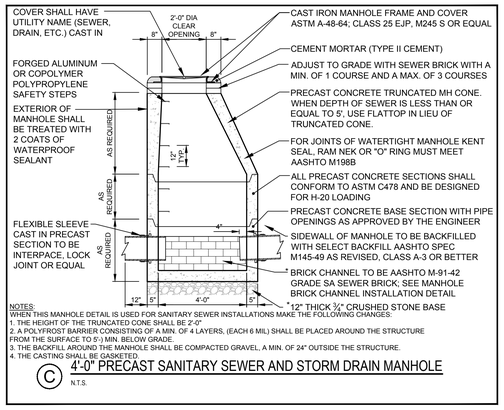
SCHEDULE OF BASE BACKFILL FOR SANITARY INSTALLATIONS

TYPE OF PIPE	BEDDING MATERIAL	SPECIAL BACKFILL	SPECIAL BACKFILL COVER "A" (IN)	SELECT BACKFILL
PVC PRESSURE	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
PVC GRAVITY	3/4" CRUSHED STONE	GRANULAR AASHTO M145-49 A-3 OR BETTER	6	GRANULAR AASHTO M145-49 A-3 OR BETTER
DUCTILE IRON	3/4" CRUSHED STONE	3/4" CRUSHED STONE	6	GRANULAR AASHTO M145-49 A-3 OR BETTER

MAXIMUM ALLOWABLE TRENCH WIDTHS FOR SEWERS

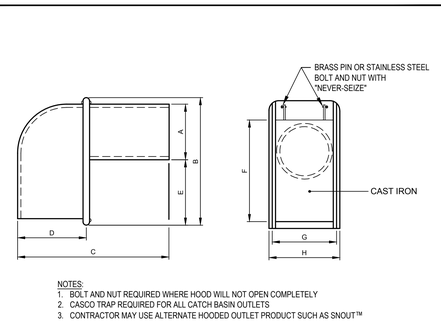
PIPE SIZE 10" OR LESS	MAXIMUM WIDTH
12 TO 15	4'-0"
18	4'-6"
24	5'-6"
30	6'-0"
36	6'-9"
42	7'-3"
48	8'-0"

SHEETING, IF REQUIRED, SHALL BE CUT OFF 2'-0" BELOW FINISH GRADE.



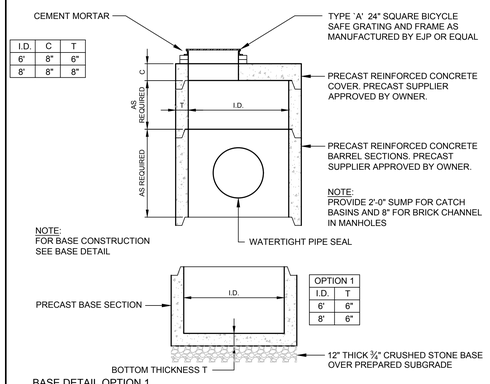
NOTES:
WHEN THIS MANHOLE DETAIL IS USED FOR SANITARY SEWER INSTALLATIONS MAKE THE FOLLOWING CHANGES:
1. THE HEIGHT OF THE TRUNCATED CONE SHALL BE 2'-0"
2. A POLYFROST BARRIER CONSISTING OF A MIN. OF 4 LAYERS, (EACH 6 MIL) SHALL BE PLACED AROUND THE STRUCTURE FROM THE SURFACE TO 5'-) MIN. BELOW GRADE.
3. THE BACKFILL AROUND THE MANHOLE SHALL BE COMPACTED GRAVEL, A MIN. OF 24" OUTSIDE THE STRUCTURE.
4. THE CASTING SHALL BE GASKETED.

C 4'-0" PRECAST SANITARY SEWER AND STORM DRAIN MANHOLE
N.T.S.



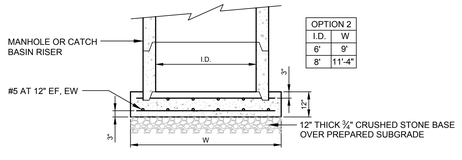
NOTES:
1. BOLT AND NUT REQUIRED WHERE HOOD WILL NOT OPEN COMPLETELY
2. CASCO TRAP REQUIRED FOR ALL CATCH BASIN OUTLETS
3. CONTRACTOR MAY USE ALTERNATE HOODED OUTLET PRODUCT SUCH AS SNOUT™

D CASCO TRAP DETAIL
N.T.S.



BASE DETAIL OPTION 1

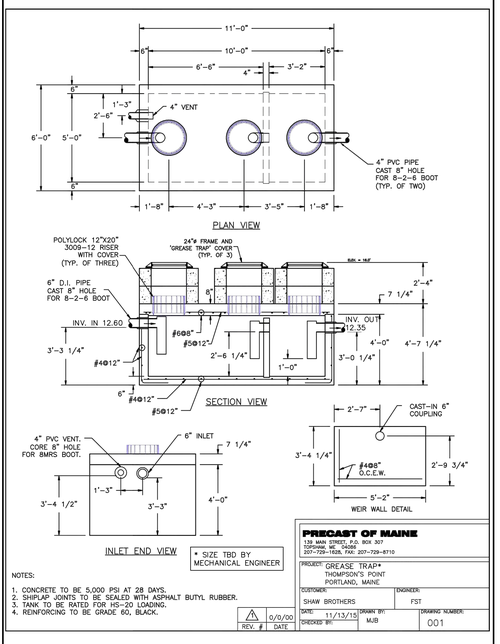
NOTE:
THE CONTRACTOR SHALL USE BASE OPTION 2 UNLESS ANTIFLOATATION COMPUTATIONS ARE PROVIDED BY THE CONTRACTOR DEMONSTRATING OPTION 1 CAN BE USED AT THIS SITE. APPROVAL IS SUBJECT TO APPROVAL OF THE ENGINEER.



BASE DETAIL OPTION 2

DESIGN NOTES
1. ALL CONCRETE TO HAVE A MIN. 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
2. DESIGN FOR H-20 WHEEL LOADING
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS
4. REINFORCE TO .12 IN. SQ./L.F.

LARGE DIAMETER
G STORM DRAIN MANHOLE & CATCH BASIN WITH FLAT TOP
N.T.S.



NOTES:
1. CONCRETE TO BE 5,000 PSI AT 28 DAYS.
2. SHIPLAP JOINTS TO BE SEALED WITH ASPHALT BUTYL RUBBER.
3. TANK TO BE RATED FOR HS-20 LOADING.
4. REINFORCING TO BE GRADE 60, BLACK.

PRECAST OF MAINE
139 MAIN STREET, P.O. BOX 307
TOPSHAM, ME 04086
207-729-1628, FAX: 207-729-8710

PROJECT: GREASE TRAP* THOMPSON'S POINT PORTLAND, MAINE
CUSTOMER: SHAW BROTHERS
ENGINEER: FST
DATE: 11/13/15
DRAWN BY: MJB
CHECKED BY:
DRAWING NUMBER: 001
REV. # 0/0/00 DATE

I GREASE TRAP DETAIL
N.T.S.

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18
P.E. BO KENNEDY
LIC. #11994

PROJECT: THE FOREFRONT AT THOMPSON'S POINT HOTEL PORTLAND
SHEET TITLE: STORMWATER AND SANITARY SEWER DETAILS
CLIENT: FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DED
DRAWN: DB DATE: NOV 2017
DESIGNED: BEK SCALE:
FILE NAME: 2017-DET.dwg
SHEET C-8.4

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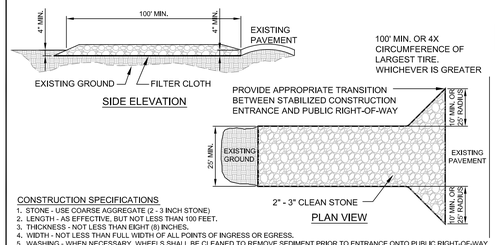
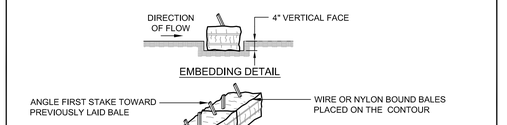


CONSTRUCTION SPECIFICATIONS

1. STONE - USE COARSE AGGREGATE (2 - 3 INCH STONE)
2. LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 100 FEET.
3. THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
6. MAINTENANCE - THE ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. 12' X 24' METAL GRATE MAY BE USED. GRATE SHALL BE 25' AWAY FROM PAVEMENT AND APPROPRIATE SEDIMENT CONTROL TRAPPING DEVICE SHALL BE USED AT GRATE OUTLET POINT.

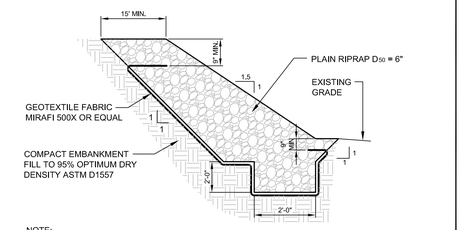
A STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



CONSTRUCTION SPECIFICATIONS

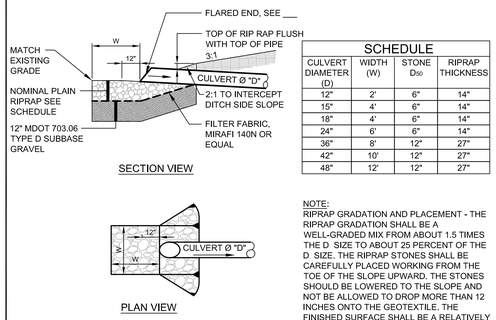
1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
4. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

E STRAW OR HAY BALE BARRIER
N.T.S.



NOTE:
INSTALL RIPRAP SLOPE PROTECTION AS DIRECTED BY THE OWNER'S REPRESENTATIVE OR GEOTECHNICAL ENGINEER IF REQUIRED, DUE TO DISCOVERED FIELD CONDITIONS, AT NO EXTRA EXPENSE TO THE OWNER.

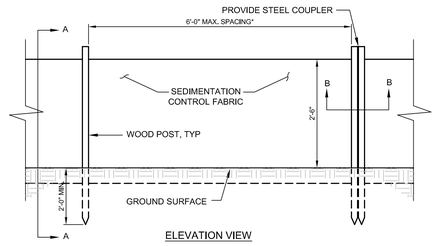
H RIPRAP SLOPE PROTECTION DETAIL
N.T.S.



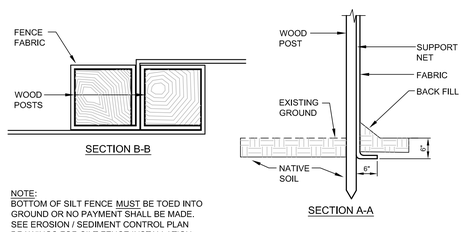
SCHEDULE			
CULVERT DIAMETER (D)	WIDTH (W)	STONE D_{50}	RIPRAP THICKNESS
12"	2'	6"	14"
15"	4'	6"	14"
18"	4'	6"	14"
24"	6'	6"	14"
36"	8'	12"	27"
42"	10'	12"	27"
48"	12'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE SLOPE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

B PIPE/CULVERT INLET APRON
N.T.S.

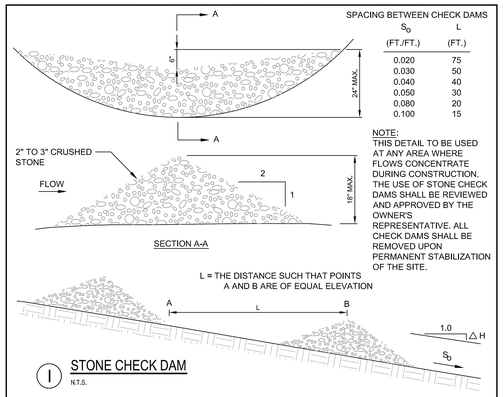


*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6' UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



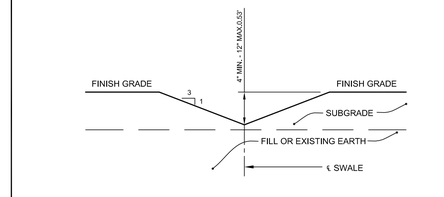
NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION / SEDIMENT CONTROL PLAN DRAWINGS FOR SILT FENCE INSTALLATION SCHEDULE.

F SILTATION FENCE DETAIL
N.T.S.

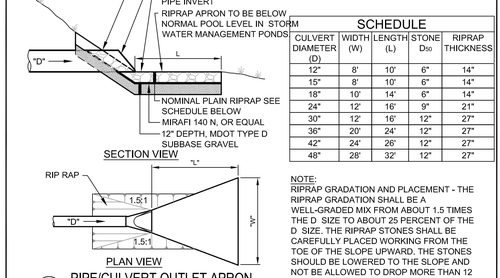


NOTE:
THIS DETAIL TO BE USED AT ANY AREA WHERE FLOWS CONCENTRATE DURING CONSTRUCTION. THE USE OF STONE CHECK DAMS SHALL BE REVIEWED AND APPROVED BY THE OWNERS REPRESENTATIVE. ALL CHECK DAMS SHALL BE REMOVED UPON PERMANENT STABILIZATION OF THE SITE.

I STONE CHECK DAM
N.T.S.



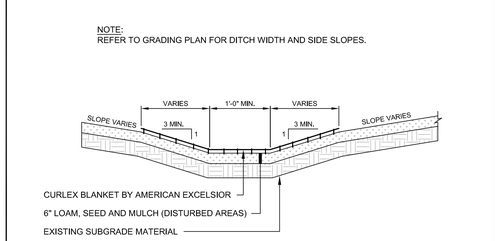
M TYPICAL TEMPORARY DRAINAGE SWALE DETAIL
N.T.S.



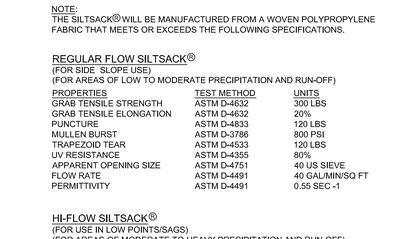
SCHEDULE				
CULVERT DIAMETER (D)	WIDTH (W)	LENGTH (L)	STONE D_{50}	RIPRAP THICKNESS
12"	8'	10'	6"	14"
15"	8'	10'	6"	14"
18"	10'	14'	6"	14"
24"	12'	16'	9"	21"
30"	12'	16'	12"	27"
36"	20'	24'	12"	27"
42"	24'	26'	12"	27"
48"	28'	32'	12"	27"

NOTE:
RIPRAP GRADATION AND PLACEMENT - THE RIPRAP GRADATION SHALL BE A WELL-GRADED MIX FROM ABOUT 1.5 TIMES THE D SIZE TO ABOUT 25 PERCENT OF THE D SIZE. THE RIPRAP STONES SHALL BE CAREFULLY PLACED WORKING FROM THE TOE OF THE SLOPE UPWARD. THE STONES SHOULD BE LOWERED TO THE SLOPE AND NOT BE ALLOWED TO DROP MORE THAN 12 INCHES ONTO THE GEOTEXTILE. THE FINISHED SURFACE SHALL BE A RELATIVELY SMOOTH UNIFORMLY SLOPED SURFACE.

C PIPE/CULVERT OUTLET APRON
N.T.S.



J VEGETATED DRAINAGE SWALE
N.T.S.



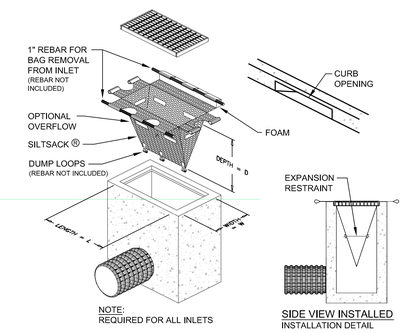
NOTE:
THE SILTSACK® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.

REGULAR FLOW SILTSACK®
(FOR SIDE SLOPE USE)
(FOR AREAS OF LOW TO MODERATE PRECIPITATION AND RUN-OFF)

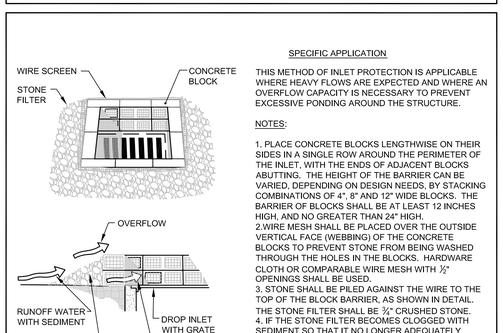
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1

HI-FLOW SILTSACK®
(FOR USE IN LOW POINTS/SAGS)
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20%
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90%
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



N SILTSACK® DETAIL AND SPECIFICATIONS
N.T.S.



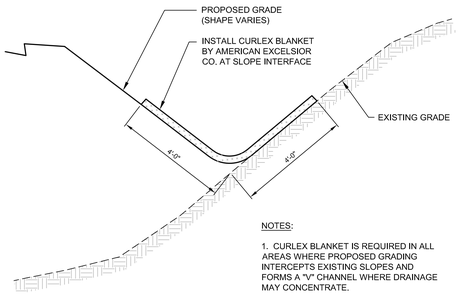
SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.

NOTES:

1. PLACE CONCRETE BLOCKS LENGTHWISE ON THEIR SIDES IN A SINGLE ROW AROUND THE PERIMETER OF THE INLET, WITH THE ENDS OF ADJACENT BLOCKS ABUTTING. THE HEIGHT OF THE BARRIER CAN BE VARIED, DEPENDING ON DESIGN NEEDS, BY STACKING COMBINATIONS OF 4", 8" AND 12" WIDE BLOCKS. THE BARRIER OF BLOCKS SHALL BE AT LEAST 12 INCHES HIGH, AND NO GREATER THAN 24" HIGH.
2. WIRE MESH SHALL BE PLACED OVER THE OUTSIDE VERTICAL FACE (WEBBING) OF THE CONCRETE BLOCKS TO PREVENT STONE FROM BEING WASHED THROUGH THE HOLES IN THE BLOCKS. HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH ½" OPENINGS SHALL BE USED.
3. STONE SHALL BE PILED AGAINST THE WIRE TO THE TOP OF THE BLOCK BARRIER, AS SHOWN IN DETAIL. THE STONE FILTER SHALL BE ¾" CRUSHED STONE.
4. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PERFORMS ITS FUNCTION, THE STONE MUST BE PULLED AWAY FROM THE BLOCKS, CLEANED AND REPLACED.
5. PREMANUFACTURED SILT-SACKS ™ MAY BE USED AS AN EQUIVALENT TO STONE SEDIMENT BARRIERS.

D STONE SEDIMENT BARRIER
N.T.S.

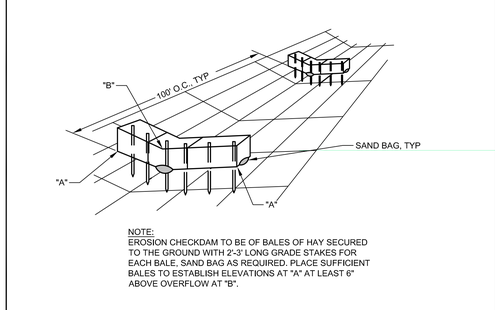


NOTES:

1. CURLEX BLANKET IS REQUIRED IN ALL AREAS WHERE PROPOSED GRADING INTERCEPTS EXISTING SLOPES AND FORMS A "V" CHANNEL WHERE DRAINAGE MAY CONCENTRATE.

2. STAPLE SIZE AND DISTRIBUTION PER MANUFACTURERS SPECIFICATION.

G CURLEX BLANKET DETAIL
N.T.S.



NOTE:
EROSION CHECKDAM TO BE OF BALES OF HAY SECURED TO THE GROUND WITH 2'-3' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED. PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT "A" AT LEAST 6" ABOVE OVERFLOW AT "B".

K HAYBALE CHECKDAM DETAIL
N.T.S.

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

BO KENNEDY No. 11994 08.17.16 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

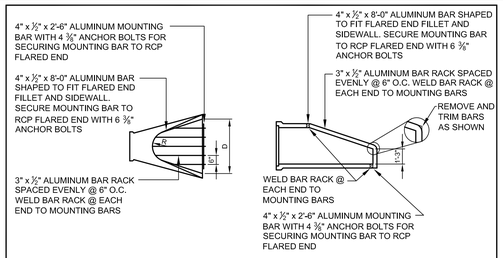
SHEET TITLE
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I, LP

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
Stantec

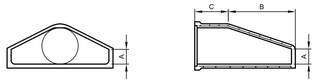
DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	195350044
FILE NAME:	2982.05-BS DET		
SHEET	C-8.5		

V:\1953\active\195350044\2982.05\Cadd\Permit Set\dwg\BRICK SOUTH\2982.05-BS DET.dwg dedavis 8/16/2016 8:38 AM



PLAN VIEW - TYP EACH PIPE

SECTION



END VIEW

SECTION

DIA.	A	B	C	D	E	R
18"	9"	2'-3"	3'-10"	3'-0"	2½"	11"
24"	9½"	3'-7½"	2'-6"	4'-0"	3"	14"
30"	12"	4'-6"	1'-7¾"	5'-0"	3½"	15"
36"	15"	5'-3"	2'-10¾"	6'-0"	4"	1'-8"
42"	21"	5'-3"	2'-11"	6'-6"	4½"	22"
48"	24"	6'-0"	2'-2"	7'-0"	5"	22"
54"	27"	5'-5"	2'-11"	7'-6"	5½"	24"
60"	30"	5'-0"	3'-3"	8'-0"	6"	24"

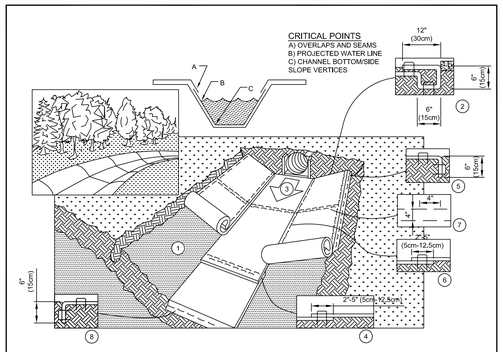
NOTE:
JOINTS MAY BE FURNISHED WITH EITHER BELL AND SPIGOT OR TONGUE AND GROOVE ENDS.

* BAR RACKS ARE ONLY REQUIRED ON PIPES 18" AND OVER IN SIZE.

* USE FIELD MITER FOR CULVERTS WITH A DIAMETER OF LESS THAN 18"

REQUIRED FOR ALL INLETS/OUTLETS FOR PIPE OVER 18" DIAMETER.

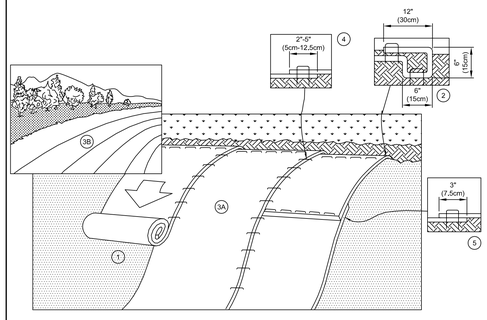
A RCP FLARED END WITH BAR RACK DETAIL
N.T.S.



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH WITH APPROXIMATELY 12" (30CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30CM) ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10CM-15CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5CM-12.5CM)DEPENDING ON BLANKET SIZE) AND STAPLED.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30' TO 40' (9M-12M) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10CM) APART AND 4" (10CM) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE:
* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

EROSION CONTROL BLANKET DETAIL FOR CHANNEL INSTALLATION

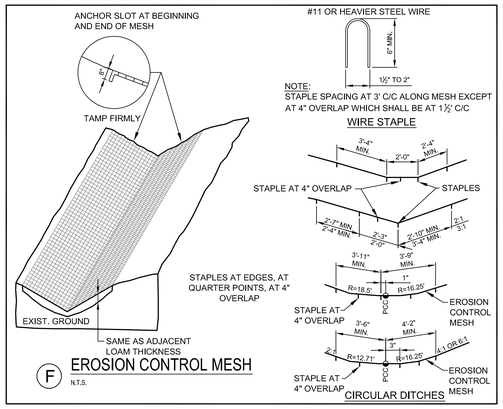


1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF THE BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH THE APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

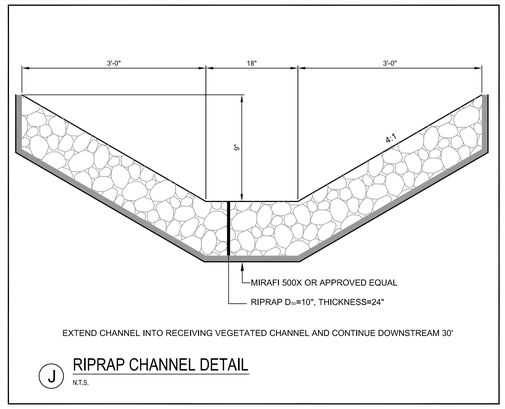
EROSIONAL CONTROL BLANKET DETAIL FOR SLOPE INSTALLATION

D EROSION CONTROL BLANKET
N.T.S.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.



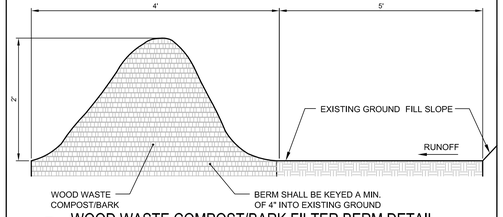
F EROSION CONTROL MESH
N.T.S.



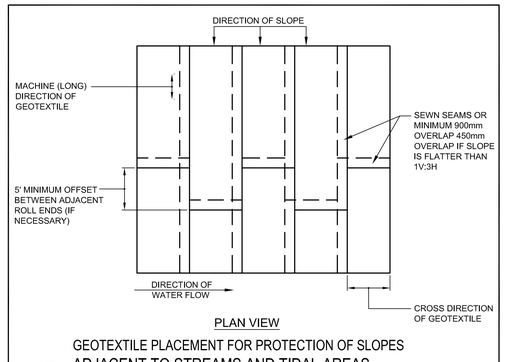
EXTEND CHANNEL INTO RECEIVING VEGETATED CHANNEL AND CONTINUE DOWNSTREAM 30'

J RIPRAP CHANNEL DETAIL
N.T.S.

NOTES:
1. THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
A. MOISTURE CONTENT - 30-60%
B. pH - 5.0-8.0
C. SCREEN SIZE - 100% LESS THAN 3", MAX. 70% LESS THAN 1"
D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION
F. NO STONES LARGER THAN 2" IN DIAMETER
2. THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
3. THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
4. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT THE NATIVE EARTH CAN BE SEEN BELOW.



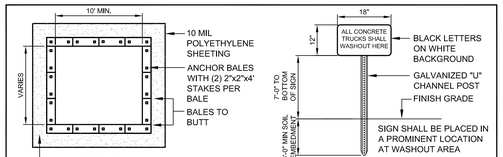
G WOOD WASTE COMPOST/BARK FILTER BERM DETAIL
N.T.S.



PLAN VIEW

GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS

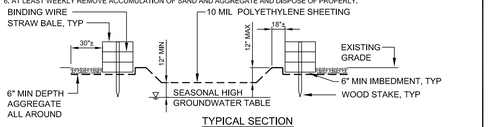
K
N.T.S.



PLAN

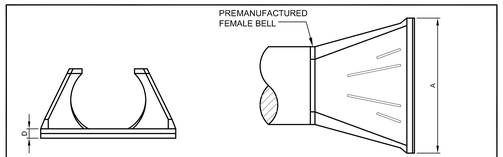
WASHOUT SIGN

NOTES:
1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
2. CONTAINMENT DEVICES MUST BE OF SUFFICIENT QUANTITY OR VOLUME TO COMPLETELY CONTAIN THE LIQUID WASTES GENERATED.
3. WASHOUT MUST BE CLEANED OR NEW FACILITIES CONSTRUCTED AND READY TO USE ONCE WASHOUT IS 75% FULL.
4. WASHOUT AREA(S) SHALL BE INSTALLED IN A LOCATION EASILY ACCESSIBLE BY CONCRETE TRUCKS.
5. ONE OR MORE AREAS MAY BE INSTALLED ON THE CONSTRUCTION SITE AND MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
6. AT LEAST WEEKLY REMOVE ACCUMULATION OF SAND AND AGGREGATE AND DISPOSE OF PROPERLY.



TYPICAL SECTION

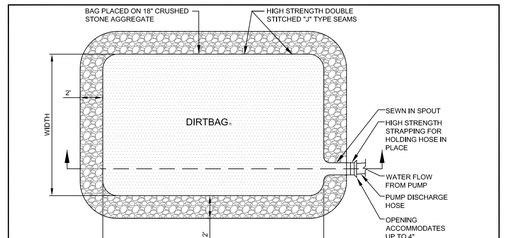
B CONCRETE WASHOUT AREA
N.T.S.



FLARED PIPE DIMENSION SCHEDULE			
PIPE DIAMETER			
DIMENSION	10" / 12"	15"	18"
A	42"	41"	49"
B	14.5"	19"	22"
C	33"	34"	43"
D	6"	6"	6"

THE FLARED INLET IS TO BE CONSTRUCTED OF HDPE WITH EXTRA CARBON FOR UV RESISTANCE OR GALVANIZED CORRUGATED METAL

H FLARED INLETS FOR 10" TO 18" PIPES
N.T.S.



SECTION VIEW

NOTE:
LOCATION OF DIRTBAGS TO BE SELECTED BY THE CONTRACTOR BUT SHALL NOT BE SITED WITHIN 100' OF A WETLAND

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING
THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF FROM THE SITE.

OVERVIEW:
1. TRADITIONALLY, MEDEP PERMITS HAVE HAD A STANDARD CONDITION WHICH STATES:
"THE APPLICANT SHALL TAKE ALL NECESSARY ACTIONS TO ENSURE THAT ITS ACTIVITIES OR THOSE OF ITS AGENTS DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS ON THE SITE DURING THE CONSTRUCTION AND OPERATION OF THE PROJECT COVERED BY THIS APPROVAL."

2. THE CONTRACT SPECIFICATIONS HAVE BEEN DEVELOPED FOR THE PURPOSE OF ADDRESSING CONSTRUCTION-DEWATERING ACTIVITIES WITH THE CONTINGENCY THAT UNPREDICTABLE WEATHER CAN CREATE.

ACCEPTABLE METHODS OF DISCHARGING CONSTRUCTION SITE RUNOFF: DEWATERING OF THE CONSTRUCTION SITE SHALL BE ACCOMPLISHED USING ONE OF THE FOLLOWING MEASURES:
- THE DIRECTION OF THE RUNOFF TO TEMPORARY SEDIMENTATION SUMPS BY GRAVITY FLOW.
- THE PUMPING OF DIRTBAGS WITH A DISCHARGE TO A STABILIZED OUTLET.
- THE PUMPING OF CONSTRUCTION SITE WATER AND COLLECTED RUNOFF TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 50 FEET UPGRADIENT OF A WETLAND.

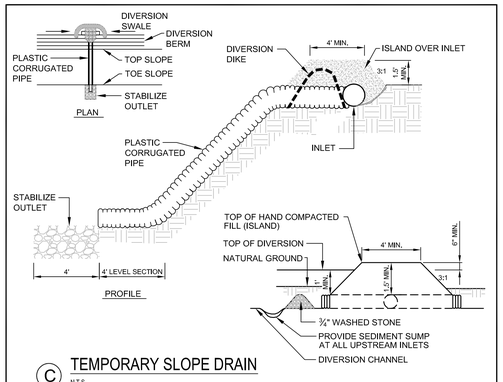
REQUIREMENTS FOR DIRTBAGS:
THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED IN ANY "CRITICAL" AREA. (THE SITE CRITICAL AREAS ARE SHOWN ON THE EROSION-SEDIMENT CONTROL PLAN.) THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 600X, AND 18 INCHES OF ½ INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER OR OWNER'S ENGINEER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND OR TO THE EXISTING SITE CULVERTS AT NO ADDITIONAL COST TO OWNER.

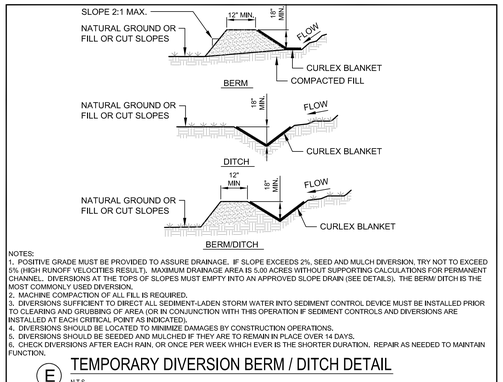
WINTER OPERATIONS:
IN THE EVENT THAT WINTER OPERATIONS ARE REQUIRED, THE CONTRACTOR SHALL "POLY", ENCLOSE, AND PROVIDE TEMPORARY HEAT TO PREVENT THE DIRTBAG FROM SUBSTANTIAL FREEZING.

RECORD KEEPING:
THE WEEKLY EROSION-SEDIMENT CONTROL REPORTS PREPARED IN ACCORDANCE WITH THE NPDES PERMIT SHALL MAINTAIN A LOG OF THE LOCATION, USE, AND REMOVAL OF DIRTBAGS. IN THE EVENT THAT THE STONE UNDER THE DIRTBAG BECOMES HIGHLY CONTAMINATED WITH FINES, THE NEXT DIRTBAG SHALL BE INSTALLED IN A DIFFERENT LOCATION.

L DIRTBAG AND SPECIFICATIONS FOR DEWATERING DETAIL
N.T.S.

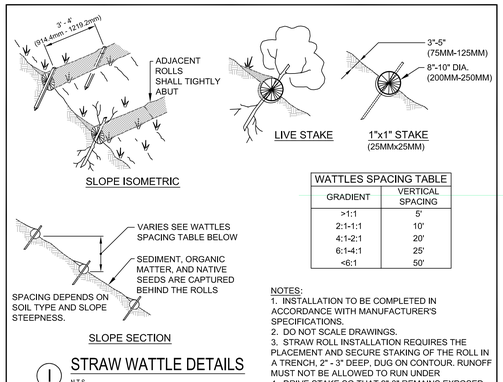


C TEMPORARY SLOPE DRAIN
N.T.S.



NOTES:
1. POSITIVE GRADE MUST BE PROVIDED TO ASSURE DRAINAGE. IF SLOPE EXCEEDS 2%, SEED AND MULCH DIVERSION, TRY NOT TO EXCEED 5% (HIGH RUNOFF VELOCITIES RESULT). MAXIMUM DRAINAGE AREA IS 5.00 ACRES WITHOUT SUPPORTING CALCULATIONS FOR PERMANENT CHANNEL. DIVERSIONS AT THE TOPS OF SLOPES MUST EMPTY INTO AN APPROVED SLOPE DRAIN (SEE DETAILS). THE BERM/ DITCH IS THE MOST COMMONLY USED DIVERSION.
2. MACHINE COMPACTION OF ALL FILL IS REQUIRED.
3. DIVERSIONS SUFFICIENT TO DIRECT ALL SEDIMENT-LADEN STORM WATER INTO SEDIMENT CONTROL DEVICE MUST BE INSTALLED PRIOR TO CLEARING AND GRUBBING OF AREA (OR IN CONJUNCTION WITH THIS OPERATION IF SEDIMENT CONTROLS AND DIVERSIONS ARE INSTALLED AT EACH CRITICAL POINT AS INDICATED).
4. DIVERSIONS SHOULD BE LOCATED TO MINIMIZE DAMAGES BY CONSTRUCTION OPERATIONS.
5. DIVERSIONS SHOULD BE SEEDED AND MULCHED IF THEY ARE TO REMAIN IN PLACE OVER 14 DAYS.
6. CHECK DIVERSIONS AFTER EACH RAIN. OR ONCE PER WEEK WHICH EVER IS THE SHORTER DURATION. REPAIR AS NEEDED TO MAINTAIN FUNCTION.

E TEMPORARY DIVERSION BERM / DITCH DETAIL
N.T.S.



WATTLES SPACING TABLE	
GRADIENT	VERTICAL SPACING
>1:1	5'
2:1-1:1	10'
4:1-2:1	20'
6:1-4:1	25'
<6:1	50'

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 2" - 3" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER
4. DRIVE STAKE SO THAT 2"-3" REMAINS EXPOSED

I STRAW WATTLE DETAILS
N.T.S.

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
1	09.01.15	FINAL BRICK SOUTH LEVEL III SITE PLAN APPLICATION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 08.17.16 — PROFESSIONAL ENGINEER

P.E. BO KENNEDY
LIC. #11994

PROJECT
BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT

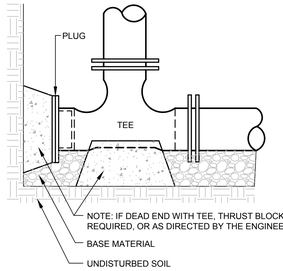
SHEET TITLE
EROSION AND SEDIMENT CONTROL DETAILS

CLIENT
FOREFRONT PARTNERS I , LP

STANTEC CONSULTING SERVICES INC.
482 PAYNE ROAD
SCARBOROUGH, ME 04074
WWW.STANTEC.COM
Stantec

DRAWN:	DED	DATE:	APRIL 2015
DESIGNED:	BEK	SCALE:	N.T.S.
CHECKED:	SRB	JOB NO.	195350044
FILE NAME:	2982.05-BS DET		
SHEET	C-8.6		

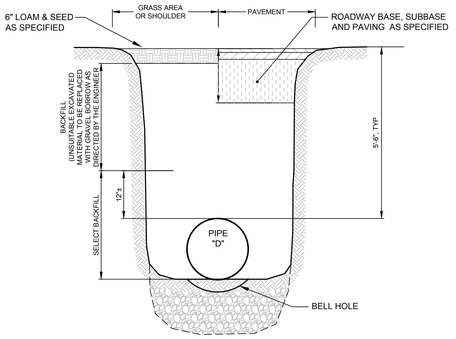
NOTE: KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS



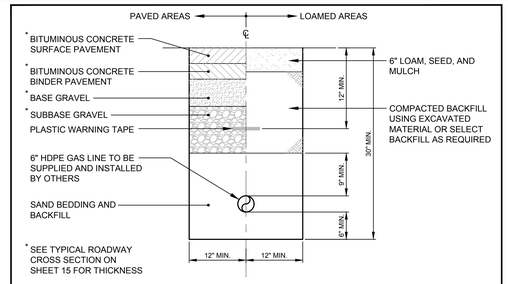
USE GRIPRINGS™ AT ALL RESTRAINED JOINTS

SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL (B)

(D) STANDARD TEE BLOCKING DETAIL
N.T.S.



(G) STANDARD WATER MAIN BY PWD SECTION THRU EARTH TRENCH
N.T.S.



NOTE:
THE CONTRACTOR IS RESPONSIBLE FOR EXCAVATION AND BACKFILL OF UNDERGROUND GAS LINE TRENCH. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION WITH GAS SUPPLIER FOR THE INSTALLATION OF THE GAS LINE. CONTRACTOR SHALL BE RESPONSIBLE FOR INITIAL REVIEW AND CONSTRUCTION COSTS FOR GAS LINE INSTALLATION; UPON FINAL DETERMINATION OF COSTS BY THE UTILITY COMPANY, CONTRACTOR SHALL BILL OWNER FOR ACTUAL COST.

(J) UNDERGROUND GAS LINE TRENCH DETAIL
N.T.S.

1. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.

2. ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.

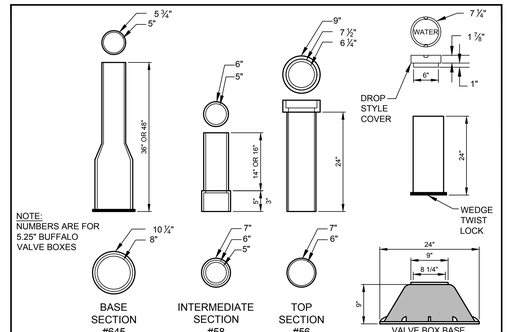
3. ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.

4. ALL RESTRAINED JOINTS MUST HAVE GRIPRING™

BEARING SURFACE REQUIRED IN SQUARE FEET

PIPE SIZE	1/32 BEND	1/16 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6"/8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

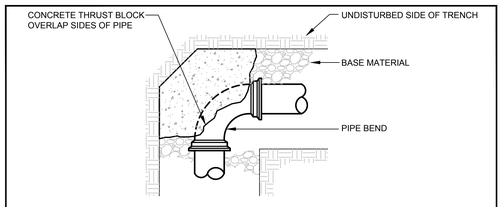
(B) THRUST BLOCK NOTES
N.T.S.



NOTE:
NUMBERS ARE FOR 5.25" BUFFALO VALVE BOXES

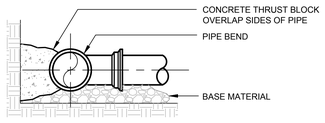
SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL (B)

(E) TYPICAL VALVE BOXES
N.T.S.



NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS

PLAN



SECTION

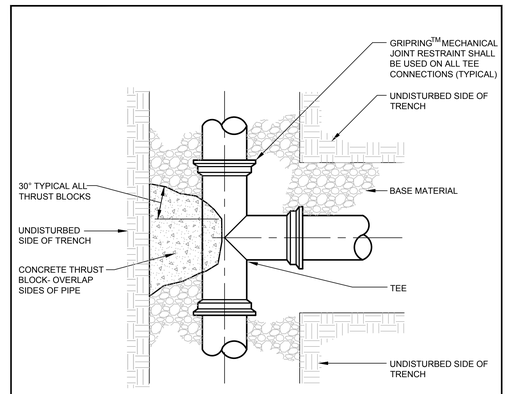
THRUST/RETAINER GLAND SCHEDULE		
¼ BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT
⅛ BEND	(45°)	THRUST BLOCK w/ GRIPRING™
1/16 BEND	(22 ½°)	THRUST BLOCK w/ GRIPRING™
1/32 BEND	(11 ¼°)	THRUST BLOCK w/ GRIPRING™

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

NOTES:

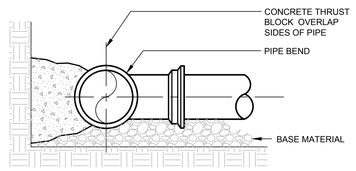
1. THE PORTLAND WATER DISTRICT MAY HAVE INSPECTION FEES AND REQUIRE OBSERVATION OF ALL PIPING INSTALLATION BEFORE BURIAL. REFER TO SPECIFICATIONS.
2. FOR WATER MAIN LAYOUT SEE DRAWINGS C-4.0
3. FOR WATER MAIN PROFILE SEE CONSTRUCTION DRAWINGS C-11.0
4. FOR WATER MAIN TRENCH SEE DETAILS ON THIS SHEET
5. REFER TO PORTLAND WATER DISTRICT SPECIFICATIONS FOR TESTING AND CHLORINATION REQUIREMENTS.
6. ALL HYDRANTS AND VALVES TO BE EPOXY COATED, NUTS AND BOLTS TO BE STAINLESS STEEL.
7. SERVICE RODS FOR DOMESTIC SERVICE OR AIR VALVES TO BE STAINLESS STEEL.

(C) TYPICAL THRUST BLOCK PLACEMENT BENDS
N.T.S.



PLAN

NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS



SECTION

(F) TYPICAL THRUST BLOCK PLACEMENT ON TEES
N.T.S.

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	08.17.16	FINAL PLAN SUBMISSION TO CITY
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

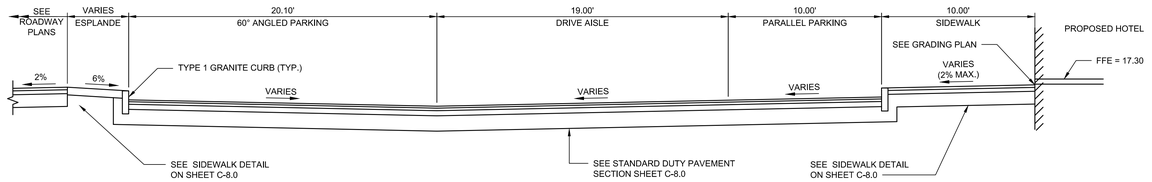
SHEET TITLE
WATER AND GAS SERVICE DETAILS

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DED
DRAWN: DB DATE: NOV 2017
DESIGNED: BEK SCALE:
FILE NAME: 2017-05-DET.dwg
SHEET C-8.7

C:\Users\DCS2017\Dropbox\DCS-Projects\Placemaker\Thompson's Point\Hotel\Plans\Site Plan\CAD\HOTEL-DET JF.dwg dcs2017 2/2/2018 8:54 AM



TYPICAL DRIVEWAY SECTION A-A

NOT TO SCALE

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18

P.E. BO KENNEDY

LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
TYPICAL SECTIONS

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG.2017
DESIGNED:	BEK	SCALE:	
FILE NAME:	HOTEL-TYPSECT.dwg		
SHEET	C-8.8		

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3. CODE SUMMARY PER NFPA 1 AND FIRE DEPT. STANDARDS FOR PROPOSED HOTEL

FIRE/BUILDING CODES:

-THE BUILDING WILL BE DESIGNED IN ACCORDANCE WITH THE CITY BUILDING CODE, AS WELL AS ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES/LAWS. THE BUILDING WILL BE FULLY SPRINKLERED IN ACCORDANCE WITH NFPA 13, AND WILL HAVE FIRE DETECTION/ALARM SYSTEMS AS DICTATED BY NFPA 72 AND THE UNDERLYING CODES.

TECHNICAL STANDARD 3.2 - FIRE HYDRANTS:

-THERE ARE (4) MUNICIPAL FIRE HYDRANTS LOCATED WITHIN 500 FEET RADIUS OF THE BUILDING. PLEASE SEE THE ATTACHED FIRE SAFETY COMPLIANCE PLAN C-9.0.

TECHNICAL STANDARD 3.3 - SINGLE AND TWO FAMILY RESIDENTIAL DEVELOPMENT:

- NOT APPLICABLE

TECHNICAL STANDARD 3.4 - SITE ACCESS STANDARDS:

-FIRE DEPARTMENT ACCESS IS PROVIDED VIA THOMPSON'S POINT ACCESS ROAD FOR 2 SIDES OF THE BUILDING.

- ALL SITE ACCESS PROVIDES NO LESS THAN 9 FEET IN CLEARANCE HEIGHT.

-ALL ELEVATORS WILL ACCOMMODATE AN 80 X 24 STRETCHER.

-THE BUILDING WILL DISPLAY THE ASSIGNED STREET NUMBERS

TECHNICAL STANDARD 3.5 - STANDARDS FOR EMERGENCY ACCESS LANES AND GATES:

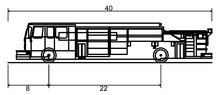
- NOT APPLICABLE

TECHNICAL STANDARD 3.6 - SUBDIVISION STANDARDS:

- NOT APPLICABLE

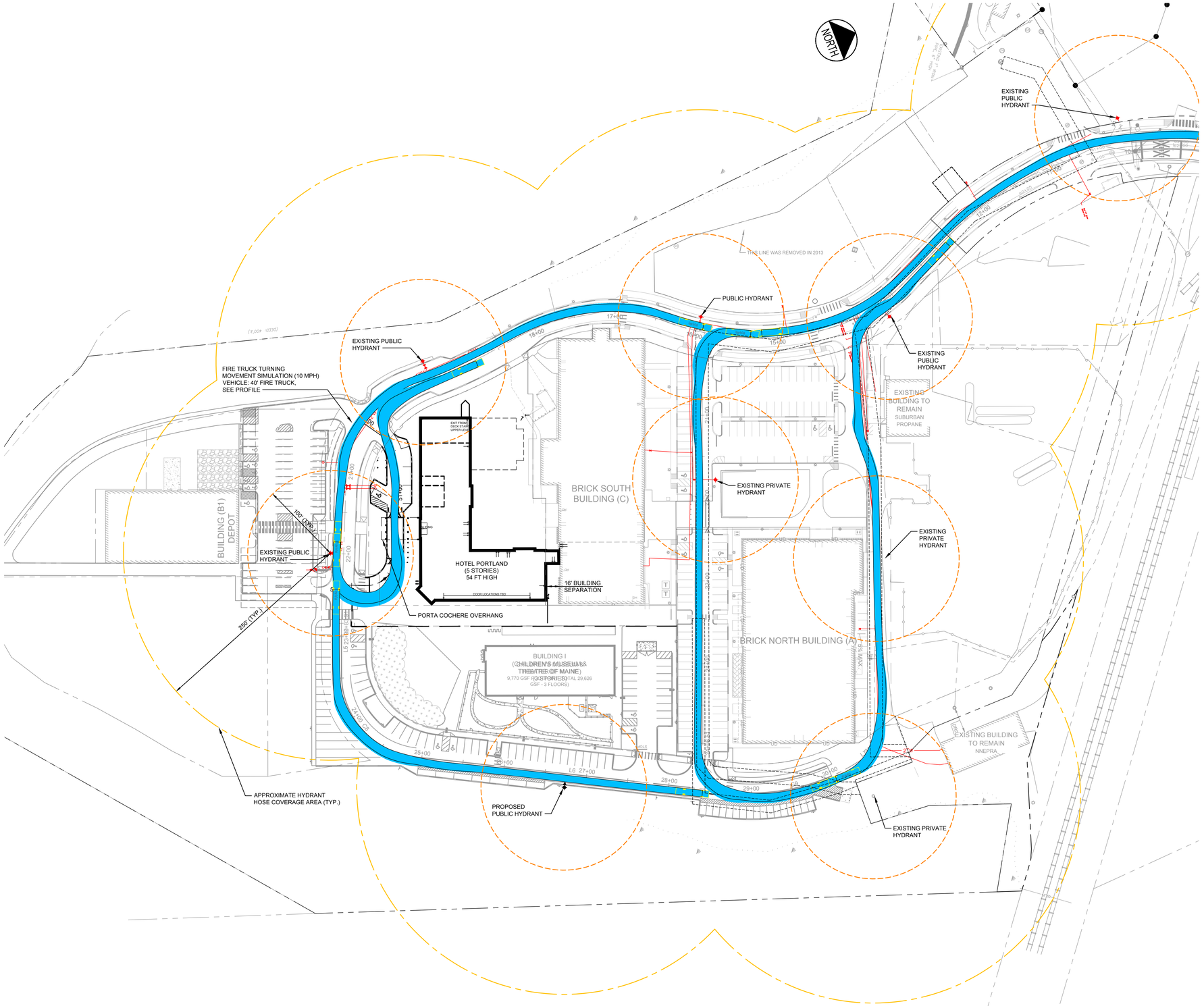
TECHNICAL STANDARDS 3.7 THROUGH 3.11 - STANDARDS FOR BLASTING AND REGULATION OF EXPLOSIVES:

-GEOTECHNICAL EXPLORATIONS WERE PERFORMED AND THE SUBSURFACE CONDITION DOES NOT CONTAIN BEDROCK. BASED ON THE FINDINGS, LARGE BLAST OPERATIONS ARE NOT ANTICIPATED.



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

FIRE TRUCK VEHICLE PROFILE
N.T.S



PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE · BO KENNEDY No. 11904 · LICENSED PROFESSIONAL ENGINEER · 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
FIRE SAFETY COMPLIANCE PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN: DB	DATE: AUG. 2017
DESIGNED: BEK	SCALE: 1" = 50'
FILE NAME: HOTEL-FIRE SAFETY.dwg	
SHEET C-9.0	

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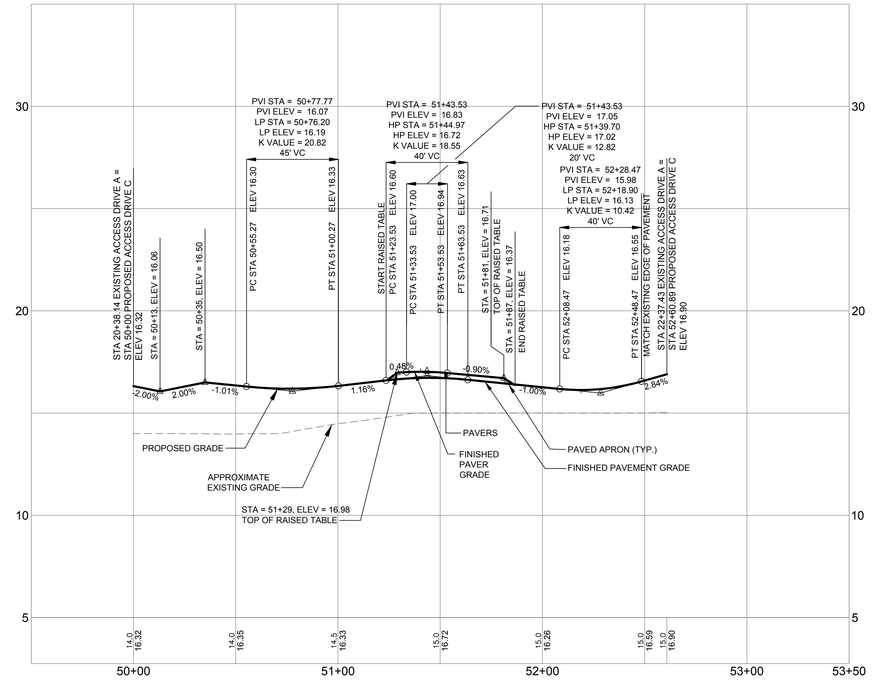

ACCESS ROAD □RO□ILE □C□

SCALE: H 1" = 30'
V 1" = 3'

PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
2	2/02/2018	RE-SUBMISSION PER CITY STAFF COMMENTS
1	9/25/2017	FINAL SITE PLAN SUBMISSION

REVISIONS

STATE OF MAINE BO KENNEDY No. 11994 LICENSED PROFESSIONAL ENGINEER 02.02.18

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
HOTEL PORTLAND

SHEET TITLE
ACCESS DRIVE PROFILES

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
DESIGNED:	BEK	SCALE:	AS NOTED
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Stat Zone #2
Building front and parking, excluding the canopy

Stat Zone #3
Drive-under canopy

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.2 fc	20.7 fc	0.0 fc	N/A	N/A
Stat Zone # 2	X	1.6 fc	5.0 fc	0.3 fc	16.7:1	5.3:1
Stat Zone # 3	X	11.3 fc	20.7 fc	4.5 fc	4.6:1	2.5:1

30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(1) Label "B"
Pole mounted light
24' high - type IV throw

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(1) Label "B"
Pole mounted light
24' high - type IV throw

(8) Label "E"
Canopy mounted lights
+/-14' high - type VI throw

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

Label "B"
Pole mounted light
24' high - type IV throw

Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(1) Label "E"
Stair canopy mounted light
22' high

(1) Label "G"
Wall mounted light
10' high

(43) Label "D"
Recessed canopy lights
12.5' high

(2) Label "G"
Wall mounted light
10' high

(3) Label "G"
Wall mounted light
10' high

(4) Label "H"
Wall mounted down lights
45' high

(4) Label "H"
Wall mounted down lights
45' high

(3) Label "J"
Pole mounted light
10' high

(4) Label "G"
Wall mounted light
10' high

(1) Label "A"
Pole mounted roadway light
25' high - type III throw
(Existing)

(2) Label "I"
Building mounted light
11 ' high - 45 degree tilt down
(Existing)

(3) Label "I"
Building mounted light
11 ' high - 45 degree tilt down
(Existing)

(1) Label "I"
Building mounted light
11 ' high - 45 degree tilt down
(Existing)

(4) Label "G"
Wall mounted light
10' high

(2) Label "I"
Building mounted light
11 ' high - 45 degree tilt down
(Existing)

(4) Label "G"
Wall mounted light
10' high

(4) Label "J"
Pole mounted light
10' high

(4) Label "G"
Wall mounted light
10' high

(4) Label "F"
Wall mounted light
10' high
(By others - Children's museum project)

EXIT FROM DECK STAIRS / UPPER LEVEL

SLIDING

DOOR LOCATIONS TBD

BRICK SOUTH BUILDING (C)

BRICK NORTH BUILDING (A)

17+00

18+00

LABEL "J"

INDF/INDC Indirect™

- Integral driver assembly for easy installation
- Lightweight aluminum composite upper reflector minimizes pole stress
- Stainless steel vertical struts
- Round or square upper reflectors available
- Reflector tilts and locks at 0, 15 or 30 degrees
- IP66 construction
- Powder coat finish in 14 standard colors with a polymer primer sealer

SPECIFY

INDF INDC

INDF/INDC - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

MODEL
- INDF Fixed head. Slips over a 5" O.D. pole.
- INDC Square straight, fixed head. Post top mount slips over a 2 ¼" O.D. tenon. Also mounts on pole) on 4" square pole.

LAMP/BALLAST
- INDA/INDF (30 light emitting diode array, 33 watts. 120 thru 277 VAC)
  - 30LED-WW Warm white (3000K)
  - 30LED-NW Neutral white (4000K)
  - 30LED-BW Bright white (5000K)
- INDC (30 light emitting diode array, 33 watts. 120 thru 277 VAC)
  - 30LED-WW Warm white (3000K)
  - 30LED-NW Neutral white (4000K)
  - 30LED-BW Bright white (5000K)

MOUNTING
- WMA Wall mounted arm. 10 lbs. EPA: 0.68
- PMAT Pole mounted arm. Slips over a 4" O.D. pole or tenon. 14 lbs. EPA: 0.83

FIXTURE FINISH

Standard Colors
- WH Arctic White
- BL Black
- BLT Matte Black
- DGN Dark Green
- DB Dark Bronze
- TT Titanium
- WDB Weathered Bronze
- NDB Metallic Bronze
- VBU Verde Blue
- CRT Corten
- MAL Matte Aluminum
- RG Medium Grey
- AGN Antique Green
- LG Light Grey

Premium Colors
- SNK Shamrock
- SPP Salt and Pepper
- SFM Seafoam
- WCP Weathered Copper
- RAL Provide a RAL 4 digit color number
- CUSTOM Please provide sample for color matching
- COLOR

REFLECTOR UPPER
- RD 20" Round upper reflector
- SQ 20" Square upper reflector

OPTIONS

INDA/INDF
- CFR Color filter holder attached to the fixture. Factory installed. **INDA only.**
- SR Two aluminum rings attached to the fixture. Factory installed. **INDA only.**
- CDC Center deflector cone for round reflector. Provides a wider light distribution.
- ADS Cast aluminum adapter for the PMAT arm to slip over a 5" O.D. pole.

INDC
- CDC Center deflector cone for round reflector. Provides a wider light distribution.
- SR Two aluminum rings attached to the fixture. Factory installed.
- CFR Color filter holder attached to the fixture. Includes solid rings. Factory installed.
- SCP (Sensor Control Programmable) pole accessory is available to provide occupancy detection for outdoor applications meeting California Title 24. For complete spec sheet and ordering information, visit www.ad.net/products/sensor_control_programmable/

DIMENSIONS

INDC
WT: 45.9 lbs
EPA: INDC-SS Sail: 0" = 1.70
15" = 3.27
30" = 5.01
INDC-RD Sail: 0" = 1.44
15" = 2.88
30" = 4.28

INDF
WT: 51.5 lbs
EPA: INDF-SS Sail: 0" = 0.93
15" = 2.50
30" = 4.24
INDF-RD Sail: 0" = .69
15" = 2.12
30" = 3.51

Dark Sky Friendly

While indirect luminaires typically throw 40 to 60 percent of their light output upwards into the sky, the Indirect and Cubic Indirect emit 0% light pollution. The indirect's specially designed lower reflector precisely locates the light energy onto the upper reflector with virtually no stray upright. The Indirect and Cubic Indirect emits zero percent upward, earning an IES "cutoff luminaire" classification from an independent photometric testing lab.

AAL Indirect

AAL Indirect	Others
• 4.1% uplight	• 40 to 60% uplight
• IES cutoff luminaire	• IES non-cutoff luminaire

architectural area lighting 323

LABEL "G"

SLIM12N RAB LIGHTING

12, 18 and 26 Watt SLIM wallpacks are ultra efficient and deliver impressive light distribution with a compact low-profile design that's super easy to install as a downlight or uplight.

Color: Bronze Weight: 4.5 lbs

Project: Type:
Prepared By: Date:

Driver Info

Type:	Constant Current
120V:	0.12A
208V:	0.08A
240V:	0.07A
277V:	0.06A
Input Watts:	16W
Efficiency:	76%

LED Info

Watts:	12W
Color Temp:	4000K
Color Accuracy:	72 CRI
L70 Lifespan:	100000
Lumens:	1992
Efficacy:	125 LPW

Technical Specifications

Listings
- UL Listing: Suitable for wet locations. Suitable for mounting within 1.2m (4ft) of the ground.
- DLC Listed: This product is listed by Design Lights Consortium (DLC) as an ultra efficient premium product that qualifies for the highest tier of rebates from DLC participating utilities. DLC Product Code: PLSB03AQ
- ADA Compliant: SLIM™ is ADA Compliant.
- Dark Sky Approved: The International Dark-Sky Association has approved this product as a full cutoff, fully shielded luminaire.
- IESNA LM-79 & LM-80 Testing: RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have received the Department of Energy "Lighting Facts" label.
- Construction:
- IP Rating: Ingress Protection rating of IP66 for dust and water
- Cold Weather Starting: Minimum starting temperature is -40°C (-40°F)
- Maximum Ambient Temperature: Suitable/For use in 40°C (104°F) ambient temperatures
- Housing: Precision die-cast aluminum housing

Mounting: Heavy-duty mounting bracket with hinged housing for easy installation.

Recommended Mounting Height: Up to 8 ft.

Lens: Tempered glass lens.

Reflector: Specular thermoplastic.

Gaskets: High-temperature silicone

Finish: Formulated for high-durability and long lasting color.

Green Technology: Mercury and UV free. RoHS compliant components. Polyester powder coat finish formulated without the use of VOC or toxic heavy metals.

LED Characteristics

LED: Multi-chip, long-life LED.

Lifespan: 100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

Color Consistency: 3-step MacAdam Ellipse binning to achieve consistent Balance-to-Balance color.

Color Stability: LED color temperature is warrantied to shift no more than 200K in CCT over a 5 year period.

Color Uniformity: RAB's range of CCT (Correlated Color Temperature) follows the guidelines for the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

IHD Replacement Range: Replaces 70W Metal Halide.

Electrical

Driver: Constant Current, Class 2, 100-277V, 50/60 Hz., 46V Open Circuit Voltage, 0.12A, 100-240VAC 0.3-0.15 Amps, 240VAC 0.15Amps, Power Factor 99%.

Other

California Title 24: SLIM12 complies with 2013 California Title 24 building and electrical codes as a residential outdoor fixture. See SLIM12IPC for a model that complies as a commercial outdoor non-pole-mounted fixture.__0__ Watts.

Patents: The design of the SLIM™ is protected by patents in U.S. Pat D681,864, and pending patents in Canada, China, Taiwan and Mexico.

Buy American Act Compliance: RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Need help? Tech help line: (800) RAB-1900 Email: sales@rabweb.com Website: www.rabweb.com
Copyright © 2014 RAB Lighting Inc. All Rights Reserved Note: Specifications are subject to change at any time without notice

Page 1 of 2

LABEL "E"

Gen3™ MiniWasher™

i2Systems

MODEL V3285 | LED LINEAR LUMINAIRE | WET LOCATION

Gen3 is an architectural-grade, wet location LED luminaire engineered for the illumination & lighting of walls & surfaces.

US PLEASE SEE 1 US ONLY Additional Patents Pending

PROJECT NAME

LIGHTS_LINK 196 STARS USA 2015

cULus LISTED IP 66 ASHRAE 90.1 2010 LM 79 2008 LM 80 2008

FIXTURE BUILDER

V3285	A	-	4	6	CBA

OPTIONS (Add to end of model #)

Fixture Type: Gen3 MiniWasher

*Factory default

OUTPUT: A 898 / 7.5

LENGTH: 1 12" | 2 24" | 3 36" | 4 48"

BEAM ANGLE: 5 30° | 6 60° | 8 80°

LED COLOR
- AAH Cool White ~6500°K
- AAG Cool White ~5700°K
- AAF Neutral White ~4500°K
- BBE Neutral White ~4000°K
- BBD Neutral White ~4000°K - 90+ CRI
- CBC Warm White ~3500°K
- CBB Warm White ~3000°K
- CBBH Warm White ~3000°K - 90+ CRI
- CBA Warm White ~2700°K
- CBAH Warm White ~2700°K - 90+ CRI
- DC Green
- EC Blue
- HC Red

LOCATION: Custom / Stock

FINISH: Black Anodized* / Clear Anodized

ACCESSORIES

DIMMING CONTROL
- LUTRON: 0-10V Bridge & Dimmer
- DIMMING CABLE: 0-10V 4-Pin / 0-10V 5-Pin / Eldoled SOMS 4-Pin / Sunlux XDR, Watchfire 5-Pin

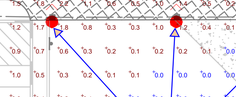
POWER BOXES
- INDOOR RATED: 20W 75W 120-277V AC 10/8
- OUTDOOR RATED: 20W 75W 120-277V AC 10/8

BRACKETS & BAFFLES
- BRACKETS: VLA-S Rotational Adjustable; VLA-L Hinge Adjustable; VLA-SQ Flush
- EXTENDED BRACKETS: VLA12-S 6" Adjustable; VLA12-12 12" Adjustable
- BAFFLES (INDOOR ONLY): BSQ-GRAZE-WT; White

* Future length

QUICK SPECS

Input Voltage	20-30V DC, 24V nom.
Power / Ft	8 Watts
Lumens / Ft	400 lms typ. @ 3000°K
Efficiency	51 lms / W typ. @ 3000°K
Operating Temp	-20°C to 40°C
Max. Case Temp.	50°C
Humidity	0 to 95% Non-Condensing
CRI	80 typ. 90+ Optional
Max. Wire Distance	50 feet from Last Light to Power Box using 16 AWG
Housing	PM-Space Anodized Aluminum
Lens	UV Resistant Acrylic



Footprint graphic shown. Scallop / drip edge / diffuser for illustration purposes.

For complete technical information refer to the Gen3 Installation Guide available at www.i2Systems.com

PHOTOMETRICS Additional Angles at i2Systems.com

IES TESTED PHOTOMETRY IN CUBICA (AE/SB) 3M2/3L3

Mounting Height	X-Y Center Beam	Diameter of Lighted Plane
4.0 ft	3.5 ft	6.7 ft
6.0 ft	2.2 ft	7.8 ft
8.0 ft	5.3 ft	8.0 ft
10.0 ft	9.76 ft	12.0 ft
12.0 ft	6.78 ft	14.4 ft
14.0 ft	4.89 ft	16.7 ft
16.0 ft	3.82 ft	19.1 ft

At 4x multiply by 0.01

Multiplier Table: 3500°K 1.0 | 4000°K 1.05 | 5700°K 1.10 | 6500°K 1.15

Illustrative purposes only. Actual performance may vary.

i2Systems 355 Bantam Lake Rd. Morris, CT 06763 USA www.i2Systems.com tel +1-860.567.0708 fax +1-860.567.2924 sales@i2Systems.com

i2 Innovative Systems is a leader dynamic Systems for in and other controllable applications and the entire industry's outdoor and floor. It is a scalable, it dealing with other installers and is since industry. It is dedicated to the highest standards of quality and reliability in the design, manufacture, sales, or in the retail supply chain. Products are built in accordance with all applicable industry standards and practices and are subject to rigorous testing and quality control. Each product is given the average temperature life, and operation when used in approved applications. For more information, please refer to the current installation manuals and/or warranty literature.

RS-0708

LABEL "B" & "C"

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPES S2, S3, S4, S5 & S6**

Prefix	Controls	Arm	Mounting	Optics®	LED Watts	Color Temp	Voltage	Finish	Options
P21	—	A3°	1	Standard	350mA	CW	120	BRP	TL
P21- Pushthru 21" fixture	Standard luminaire	Standard 9" Arm	Standard	Optic Position	5SLA	Cool White	120V	Bronze Paint	Tool-Less entry and driver removal hardware
DIM	0-10V Dimming	A2°	2	2 Type 2	7SLA	5,700K	208	BLP	TB
APD®	Automatic Profile Dimming	Short 6" Arm	2@90	3 Type 3	9SLA	5000K (nominal)	208V	Black Paint	Terminal Block
APD-MW®	APD with Motion Response Override pole mounted sensor	A23° Short 6" Arm	2@180	4W Type 4 Wide	10SLA	NW Neutral White 4,000K 70CRI (nominal)	240 240V	WP White Paint	F Fusing
APD-MW-I®	APD with Motion Response Override integrated sensor	MA Mast Arm Fitter	3 3@90	5W Type 5 Wide	14SLA		277 277V	NP Natural Paint	LF In-Line/In-Pole Fusing
MR®	Motion Response at 10% low, luminaire mounted sensor	AMA Mast Arm Adapter (For 2⅜" O.D. Mast Arm)	3@120 3@90	BLC Backlight Ctr 2BL Type 2 with backlight (no shield)	530mA 5SLA		347 347V	BU Bronze Paint	PCB Optional Color Specify optional color or RAL (ex: OC-LLP, RAL9016)
MRM®	Motion Response at 10% low, pole mounted sensor	W Wall Mount	W Wall mount luminaire without conduit entry permitted	LCE® LEED Credit Eligible - Cutoff Optics	7SLA		480 480V	GM Gun Metal	PCR®*** Photocell Receptacle only with 3 dimming and 2 auxiliary connections
MRM-I®	Motion Response at 10% low, pole mounted sensor			Optics Rotated Left (90°)*	10SLA		UNV 120-277V 50Hz/60Hz	WT White	EM45 External Housekide Shield
Lmnd Lights Wireless Controls				2-90 Type 2	14SLA		HVU 347-480V 50Hz/60Hz		PTT2 Pole Top Fitter for 2½"-3" Tenon
LLC2®** 2 ft lens for 5'-10' mounted heights				3-90 Type 3	350mA 10LA				PTT3 Pole Top Fitter for 3"-3½" Tenon
LLC4®** 4 ft lens for 25'-40' mounted heights				4-90 Type 4	700mA 10LA				PTT4 Pole Top Fitter for 3½"-4" Tenon
				4BLC-90 Type 4 with backlight (no shield)	14LA				SPA1-2 Square Pole Adapter for use with 8' or 12' Arms
				Optic Rotated Right (270°)*	700mA 20LA				SPA3® Square Pole Adapter for use with 13' Arms
				2-270 Type 2					DL* Diffusing Lens
				3-270 Type 3					CLR* Clear Glass Lens
				4-270 Type 4					POL* Polycarbonate Lens (3 year warranty)
				BLC-270 Backlight Ctr					BD Bird Deterrent Spike Kit - consist of 2' injection molded plastic bird deterrent spikes (field installed only)
				2BL-270 Type 2 with backlight (no shield)					

TYPE S2: #P21-DM-A1-1-2-55LA-NW-UNV-BLP-PC

TYPE S3: #P21-DM-A1-1-4-105LA-NW-UNV-BLP-PC

TYPE S4: #P21-DM-A1-1-4-BLC-105LA-NW-UNV-BLP-PC

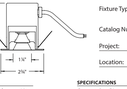
TYPE S5: #P21-DM-A1-1-5M-105LA-NW-UNV-BLP-PC

TYPE S6: #P21-DM-A1-1-2-55LA-NW-UNV-BLP-PC

LABEL "D"

HR-LED231R
1" LEDme® Miniature Recessed Spot

WAC LIGHTING
Responsible Lighting®



Fixture Type:
Catalog Number:
Project:
Location:

PRODUCT DESCRIPTION
Round recessed trims with interior open reflector for use with a remote driver. Perfect for use under cabinets or in wall niches.

FEATURES
- 1" aperture
- Cutout 2¼"
- Less than ¼" thick, super low profile trim
- Narrow flood beam spread
- 25° visual cut-off angle
- 350° horizontal rotation
- 80,000 hour rated life
- 5 year WAC Lighting product warranty

SPECIFICATIONS

Construction: Die-cast aluminum trim, aluminum heat sink and 20 gauge steel housing painted black.

Wiring: Socket and insulated wires are pre-installed within housing, wires lead out through the side of the housing for connection to remote driver.

Driver: Remote LEDme® electronic low voltage driver required (see below). Dimming and non-dimming drivers available. Use a multiple-terminal block to wire up to 3 fixtures for dimmable drivers.

Light Source: Includes one 3W AlInGa compliant Warm/Neutral LED for the finest color consistency possible. Replacement modules available.

Dimming: May be dimmed to 10% with electronic low voltage (ELV) dimmer.

Mounting: Two heavy gauge inner retention clips push out onto mounting surface to firmly hold fixture in place. Accommodates surface up to ¾" thick, 2¼" cutout hole. Approved for use in ceilings with a Class 2 driver.

Finish: Available in White (WT) powder coat paint and electroplated Brushed Nickel (BN) and Gun Metal (GM).

Rating: Non-IC insulation must be kept at least 3" away from the housing.

Standards: UL & cUL Damp Location Listed

FIXTURE PERFORMANCE

Model #	Color Temp	Watt	Lumens	CBCP	Beam	CRI
HR-LED231R-27	2700K	4W*	255	539	35°	85
HR-LED231R-30	3000K	4W*	260	550	35°	85
HR-LED231R-35	3500K	4W*	275	584	35°	85
HR-LED231R-40	4000K	4W*	295	619	35°	85

*Power consumption may vary depending on efficiency of the system being used.

ORDER NUMBER

Model #	Color Temp	Finish
HR-LED231R	27 2700K	BN Brushed Nickel
	30 3000K	GM Gun Metal
	35 3500K	WT White
	40 4000K	

HR-LED231R - 27 - GM
Example: **HR-LED231R-40-WT**

FINISHES

BN GM WT

REPLACEMENT MODULES

Model #	Color Temp
RM1X3-27-T-DL	2700K
RM1X3-30-T-DL	3000K
RM1X3-35-T-DL	3500K
RM1X3-40-T-DL	4000K

LEDme® REMOTE DRIVERS

Model #	Description	Type	Dimming	# Fixture	Dimensions
LD-700MA03-EDIM-IS	Electronic low voltage	Hardwire	Yes	1	L:3¼" W:1⅛" H:1⅛"
LD-700MA09-EDIM-IS	Electronic low voltage	Hardwire	Yes	3	L:7⅛" W:3⅛" H:1⅝"

See individual driver spec sheets for complete information.

WAC Lighting
www.waclighting.com
Phone (800) 526.2588 • Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive • Port Washington, NY 11050
Phone (516) 515.5000 • Fax (516) 515.5050

Western Distribution Center
1750 Archibald Avenue • Ontario, CA 91760
Phone (800) 526.2588 • Fax (800) 526.2585

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. SEP 2017

LABEL "H"

TUBE ARCHITECTURAL DS-WS05-U
Ultra Narrow Beam LED Wall Mounts

WAC LIGHTING
Responsible Lighting®

Fixture Type:
Catalog Number:
Project:
Location:

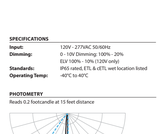
PRODUCT DESCRIPTION
Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylindrical profile perfect for accent lighting.

FEATURES
- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

SPECIFICATIONS

Input: 120V - 277VAC 50/60Hz
Dimming: 0 - 10V Dimming: 100% - 20%
ELV 100% - 10% (120V only)
Standards: IP65 rated, ETL & cETL wet location listed
Operating Temp: -40°C to 40°C

PHOTOMETRY
Reads 0.2 footcandle at 15 feet distance



ORDERING NUMBER

Distribution	Diameter	Watt	Beam	Color Temp	CRI	Lumens	CBCP	Light Direction	Finish
Single DS-WS	05 5"	11W	U 4"	27 2700K	85	125	1182	Towards the wall	BK Black
				30 3000K	85	145	1369		WT White
				35 3500K	85	140	1322		BZ Bronze
				40 4000K	85	155	1462		GH Graphite

DS-WS05-U____-B-___
Example: **DS-WS05-U30B-WT**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
1600 Distribution Ct.
Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement programs. JUL 2016

LABEL "F"

BRICK NORTH AND SOUTH BUILDINGS AT THE FOREFRONT AT THOMPSON'S POINT
LIGHTING FIXTURE **TYPE S7**

PHILIPS

GARDCO

120 LINE LED
121 LED Performance Sconce - Generation 2

The Philips Gardco 121 LED Performance Sconce provides an energy efficient, architecturally pleasing solution for wall mount applications. The sloped surface ribs of the die cast aluminum housing create a distinctly unique aesthetic element, and perform important functions in the Philips Gardco thermal management system. 121 Generation 2 luminaires feature high performance Class 1 LED systems. The high performance LED optical systems produce full cutoff performance, minimizing glare and light trespass. Philips Gardco's LED technology provides maximized light output and maximum energy savings.

PREFIX	OPTICAL SYSTEM	LED WATTAGE	LED SELECTION	VOLTAGE	FINISH	OPTIONS
121	3	26LA	NW	UNIV	BLP	PCB

Enter the order code in the appropriate box above. View Philips Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the Factory.

PREFIX

121	121 LED Performance Sconce – Constant Wattage / Full Light Output
121-MR	121 LED Performance Sconce – Mission Response
121-DIM	121 LED Performance Sconce – 0 - 10V Dimming
121-AFD	121 LED Performance Sconce – Automatic Profile Dimming
121-DCC	121 LED Performance Sconce – Dual Circuit Control

OPTICAL SYSTEM

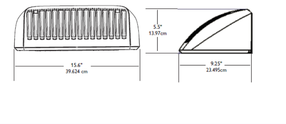
2	Type 2
3	Type 3
4	Type 4
MT	Medium Throw

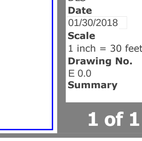
All optical systems are supplied with a clear glass two-molded 2.5mm-thick Low DSC sconce lens available. See OPTIONS on Page 2.

LED WATTAGE AND LUMEN VALUES

Single LED Array Wattages, Available in 121, 121-MR, 121-DIM and 121-AFD Only

Ordering Code	Average System Watts†	LED Current (mA)	LED Quantity – Single LED Array	LED Voltage	Luminaire Initial Absolute Lumens‡			
					TYPE 2	TYPE 3	TYPE 4	MT
18LA	18	350	14	NW	1,473	1,707	1,609	2,022
24LA	24	530	14	NW	2,442	2,485	2,345	2,927
18LA-HO	36	700	14	NW	3,193	3,972	3,747	3,630
10LA-350	35	350	32	NW	3,664	3,736	3,523	4,415
15LA	32	530	32	NW	5,587	5,545	5,343	6,697
7LLA	72	700	32	NW	6,199	6,338	6,296	7,289



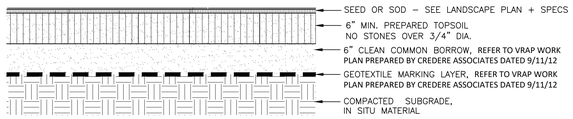


CLIENT: PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
Portland, ME 04102
bo@placemakerpartners.com

PROJECT: THE FOREFRONT AT THOMPSON'S POINT
FOREFRONT HOTEL

PLAN TITLE: LIGHTING & PHOTOMETRIC PLAN

Designer DLS
Date 01/30/2018
Scale 1 inch = 30 feet
Drawing No. E 0.0
Summary



1 SEEDED OR SODDED LAWN
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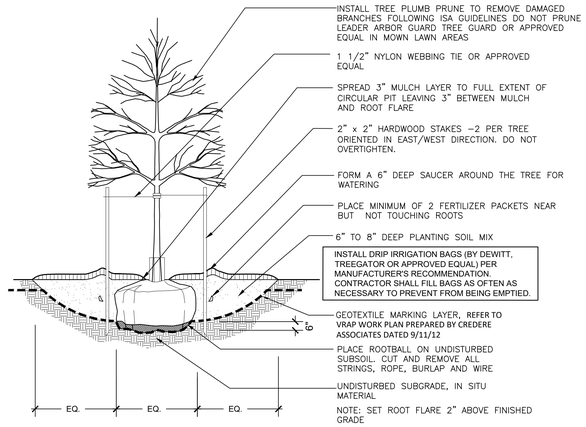
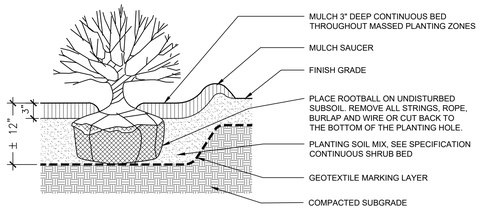
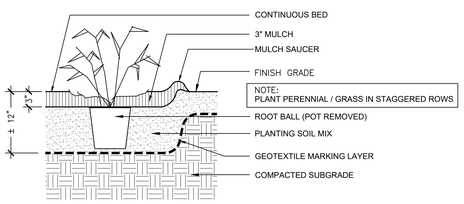


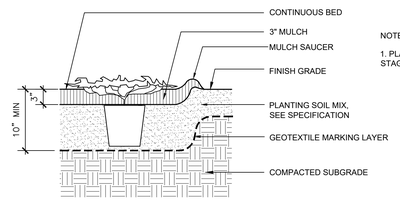
2 TREE IN LAWN OR ESPLANADE
SCALE:1"=1'-0"



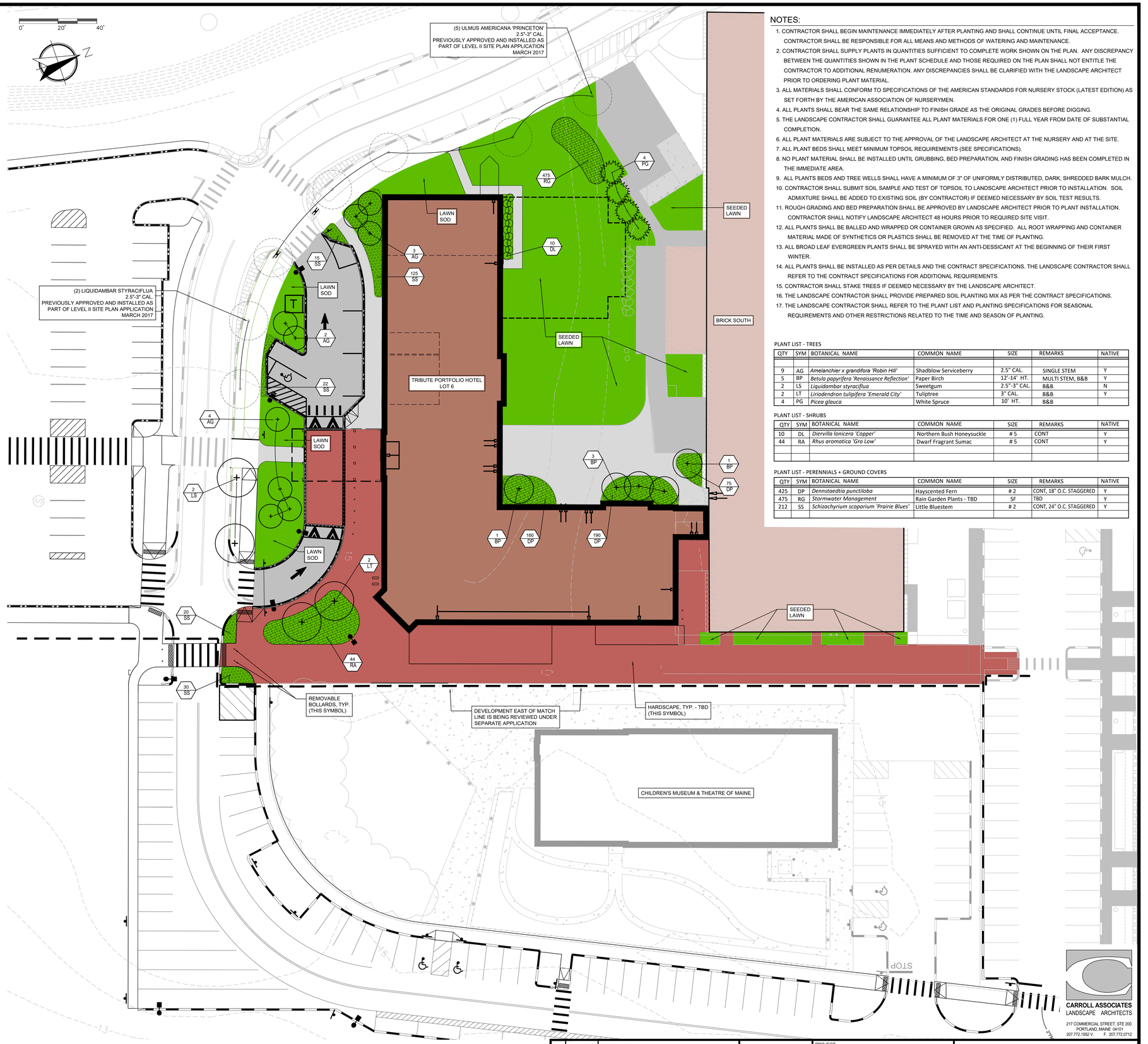
3 SHRUB PLANTING
SCALE: 3/4"=1'-0"



4 ORNAMENTAL GRASS / PERENNIAL PLANTING
SCALE:1"=1'-0"



5 GROUND COVER PLANTING
SCALE:1"=1'-0"



NOTES:

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANTS BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY THE LANDSCAPE ARCHITECT.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE PREPARED SOIL PLANTING MIX AS PER THE CONTRACT SPECIFICATIONS.
17. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.

PLANT LIST - TREES

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
9	AG	*Amelanchier x grandifora 'Robin Hill'*	Shadblow Serviceberry	2.5" CAL.	SINGLE STEM	Y
5	BP	*Betula papyrifera 'Renaissance Reflection'*	Paper Birch	12'-14' HT.	MULTI STEM, B&B	Y
2	LS	*Liquidambar styraciflua*	Sweetgum	2.5"-3" CAL.	B&B	N
2	LT	*Liriodendron tulipifera 'Emerald City'*	Tuliptree	3" CAL.	B&B	Y
4	PG	*Picea glauca*	White Spruce	10' HT.	B&B	

PLANT LIST - SHRUBS

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
10	DL	*Diervilla lonicera 'Copper'*	Northern Bush Honeysuckle	# 5	CONT	Y
44	RA	*Rhus aromatica 'Gro Low'*	Dwarf Fragrant Sumac	# 5	CONT	Y

PLANT LIST - PERENNIALS + GROUND COVERS

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
425	DP	*Dennstaedtia punctiloba*	Hayscented Fern	# 2	CONT, 18" O.C. STAGGERED	Y
475	RG	*Stormwater Management*	Rain Garden Plants - TBD	SF	TBD	Y
212	SS	*Schizachyrium scoparium 'Prairie Blues'*	Little Bluestem	# 2	CONT, 24" O.C. STAGGERED	Y

PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	1.16.2018	CITY SUBMISSION

REVISIONS

L.A. PATRICK J. CARROLL
LIC. #127

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
FOREFRONT HOTEL

SHEET TITLE
PHASE 1
LANDSCAPE PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

DRAWN:	MAP
DESIGNED:	PC
FILE NAME:	
SHEET:	L-1.0
DATE:	SEPT 2017
SCALE:	1" = 20'

Construction Management Plan
Forefront Hoteliers, LLC – Hotel at Thompson's Point

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that the Forefront Hoteliers, LLC and Opechee Construction has 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.

B. Development Review of Construction Management Plan

Forefront Hoteliers, LLC and Opechee Construction submits this 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. Minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, Placemaker Partners and Opechee Construction will 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 and Street Occupancy Permits:** These permits will not be required due to the location of the project.
2. **Blasting:** Blasting will not be required.
3. **Building Code:** Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

Opechee Construction 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. The final construction management plan shall provide for the following:

1. Contact Person for Forefront Hoteliers, LLC is the designated construction owner's representative. Owner's Representative is Dale Akeley (Ph. 207-831-1180) eprojec1@maine.rr.com. Contact Person for Opechee Construction is TBD
2. Construction Signage will be posted on the site with Contact Information for Opechee Construction.
3. Opechee Construction's full time site project manager will be in constant contact via email or phone with the Owner's Representative. The Owner's Rep will provide weekly and additional as need construction updates to neighboring business to inform them of any work that could possibly impact their day to day operations.

4. All construction site signage is temporary and will be removed at project completion.

E. Construction Schedule

1. The project will break ground approximately mid-March 2018 and be completed mid-June 2019. This project will not be phased. See the preliminary construction schedule in Attachment 1.
2. Hours of Construction. Construction will occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit (Attachment 2) and Section 25-129, Noise, dust and debris (Attachment 3).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section 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."
4. Material Deliveries: Deliveries will take place between 7:00 a.m. and 5:00 p.m. Deliveries will be received in the designated laydown areas as shown on the Construction Management Plan.

F. Security & Public Safety

1. The Construction Management Plan (Attachment 4) depicts proposed construction fencing and access gates. Gates will have Knox locking devices. Fencing separates the construction site from all other surrounding uses.
2. The adjacent Brick South Building connection will require minor construction, alteration, or demolition operations. These activities will comply with NFPA 1 Chapter 16.
3. Fire Safety Program.
    - Good Housekeeping: All subcontractors are required per contract to clean up after their work on a daily basis.
    - On-site security: Chain link fence system with locked gates will be installed around the perimeter of the construction site.
    - Installation of new fire protection systems as construction progresses: Fire extinguishers will be located on each floor per OSHA standards and IBC 2009. A standpipe system per IBC Section 3311.1 will be provided concurrent with building construction.
    - Preservation of existing systems during demolition: There are no existing systems.
    - Consideration of special hazards resulting from previous occupancies: There are no special hazards from previous occupancies.
    - Protection of existing structures will be accomplished with a fire wall.
4. Blasting will not be required
5. Temporary on-site security lighting will be provided upon the request of the owner.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: There will be no construction in Public Streets for this project.
2. Sewer and Stormwater: Sewer connections are controlled by Chapters 24 of the City Code of Ordinance. There will be no new connections to the City of Portland Sanitary System. Required permits for new connections to the existing private line have been obtained through the City Site Plan review process. Stormwater connections will be made to a private stormwater line and discharged to the Fore River pursuant to city and state permits previously approved. The Stormwater system has been designed to meet Chapter 32 of the City Code of Ordinance.
3. Traffic Control Plans: Construction activity will not impact public streets due to the location on the project being completely surrounded by land owned by ownership.

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. Trash and debris removal management will be provided by separating recyclable and non-recyclable wastes into multiple construction dumpsters. Trash will be separated, disposed of in a proper waste facility, and documented pursuant to LEED Standards.
2. Street cleaning and damage controls: This project will have construction entrances at the entrances to the site. Due to the remote proximity there should be no dirt tracked or damage caused to city streets. All sediment tracked off the project site and onto private drives will be swept daily and disposed of onsite in accordance with the approved erosion and sediment control plan. A truck washdown station may be required at the discretion of the owner or its assigned personnel.
3. Dust controls: The construction will comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 3).
4. Noise: The construction will comply with Portland's requirements under Section 17-18 of the City Code (Attachment 2) and Section 25-129 on Noise, dust and debris Attachment 3).
5. Rodent Control will not be needed as this is new construction.
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 sight 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. Opechee Construction will 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. Opechee Construction will 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. Opechee Construction will 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. There currently are no trees or landscaping within the limits of construction.
3. Storage areas are indicated on the Construction Management Plan (Attachment 4).

J. Construction Staging Area

1. The Construction Management Plan depicts location of the material staging areas, the location on onsite temporary construction trailers, the location on onsite truck delivery holding areas, the location onsite truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. An open storage areas is shown on the plan.
2. Delivery Truck Holding Areas On-Site: The delivery holding area is shown on the plan and will 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 Thompson's Point all vehicles will be brought within the fence line. There will be no queueing on public streets or common area (privately owned) roadways without prior notice and coordination with the owner. Construction truck traffic will not alter normal traffic patterns or emergency vehicle access to or around the Thompson's Point Campus.
3. Delivery Truck Holding Areas Off-Site: An offsite holding area may be designated by the owner with prior approval from the owner. Offsite holding areas shall be minimized to short term parking only and will not prevent the normal operations of the site.

K. Parking During Construction

1. Construction Parking: Adequate parking for construction workers will be provided on site. The parking areas have been indicated on the Construction Management Plan.
2. Parking: There are no existing parking spaces available to the public within the construction limits that will remain operational during construction.
3. Truck Routes and Volumes: The Construction Management Plan indicates the designated truck routes. Truck volume is expected to be 3-4 trucks per week.

L. Special Measures as Necessary

Construction will take approximately 15 months. Construction will involve pilings. Construction is not located near sensitive uses (e.g. medical care facilities, schools).

ATTACHMENT 1

Preliminary Construction Schedule (Subject to Change)

OPECHEE CONSTRUCTION CORPORATION

Schedule

TP Hotel - Portland, ME

ITEM DESCRIPTION	18-Mar	1-Apr	15-Apr	29-Apr	13-May	27-May	10-Jun	24-Jun	8-Jul	22-Jul	5-Aug	19-Aug	2-Sep	16-Sep	30-Sep	14-Oct	28-Oct	11-Nov	25-Nov	9-Dec	23-Dec	6-Jan	20-Jan	3-Feb	17-Feb	3-Mar	17-Mar	31-Mar	14-Apr	28-Apr	12-May	26-May	9-Jun	23-Jun	7-Jul
					2018										2019																					
Paving/Landscaping					Base						Landscaping, Finish, Pavers																								
Sitework and Utilities																																		
Rammed Aggregate Piers																																		
Foundations Building																																		
Erect Steel Building		BUILDING PERMIT																																
Building Enclosure/Windows															Windows																			
Roofing														CURBS																				
Masonry and Exterior Façade																																		
Floor Slabs																																		
Interior Wall and Ceiling Framing																																		
Rough Mechanical & Electrical													UGP&E						GEN	RTU														
Elevator																																		
Wall and Ceiling GWB																																		
Interior Painting and Finishes																																		
Flooring																																		
Millwork																																		
Fixtures and Trim																																		
Closeout and Cleaning																																		

ATTACHMENT 2

Sec. 17-18. Construction activities.

(a) Within the R-zones, 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 building used for residential, hospital or nursing home purposes. From June 1st to August 31st construction activity may continue until 8:00 p.m. Any other language notwithstanding, no construction activity shall begin before 8:00 a.m. on a Saturday, Sunday or legal holiday.

(b) Construction activities shall include, but not be limited to, the following:

(1) The use or operation of power or heavy equipment in connection with road, street, or bridge construction, reconstruction or repair;
(2) The use or operation of power or heavy equipment in connection with the installation or repair of utility lines, pipes, wires or cables;
(3) The use or operation of power or heavy equipment in connection with the construction of buildings, including specifically excavation for foundations or landscaping work of any kind;
(4) The renovation, repair, remodeling or demolition of the exterior or foundation of any building or structure

(c) This section shall not apply in the following situations:

(1) Emergency repair work on any utility line, pipe, wire or cable required to restore normal utility service;

(2) 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.

ATTACHMENT 3

Sec. 25-129. Noise, dust and debris. 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.

ATTACHMENT 4
Plan Sheet C-6.0 Erosion Control and Construction Management Plan

EROSION AND SEDIMENT CONTROL NOTES:

1. ALL RUNOFF FROM DISTURBED AREAS SHALL BE DIRECTED TO A FILTERING DEVICE DESIGNATED TO LIMIT TURBIDITY IN ALL DISCHARGE TO THE FORE RIVER. THE FILTERING DEVICE MAY BE BUT IS NOT LIMITED TO SAND FILTERS, EROSION CONTROL MIX, STRAW WATTLES, FLOCCULATION CHEMICALS, DIRT GLUE AND SILT FENCE.
2. ALL CATCH BASINS TO HAVE 4" UNDERDRAIN PER DETAIL 'L' ON SHEET C-8.5
3. ALL SUBSURFACE DETENTION AREAS ARE NOT TO BE PLACED "ON-LINE" UNTIL TRIBUTARY AREA IS STABILIZED WITH PAVEMENT OR 75% VEGETATION COVERAGE
4. STOCKPILES TO BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY THE PROJECT SPECIFICATIONS
5. THE CONTRACTOR SHALL TREAT DISTURBED AREAS AND CONSTRUCTION HAUL PATH WITH DUST CONTROL BMPS TO LIMIT ALL FUGITIVE DUST
6. ALL EXCESS COMMON BORROW SHALL BE PLACE IN DESIGNATED STOCKPILE ON PANHANDLE DETAILS INCLUDED IN SEPARATE PLAN SET BY REFERENCE.

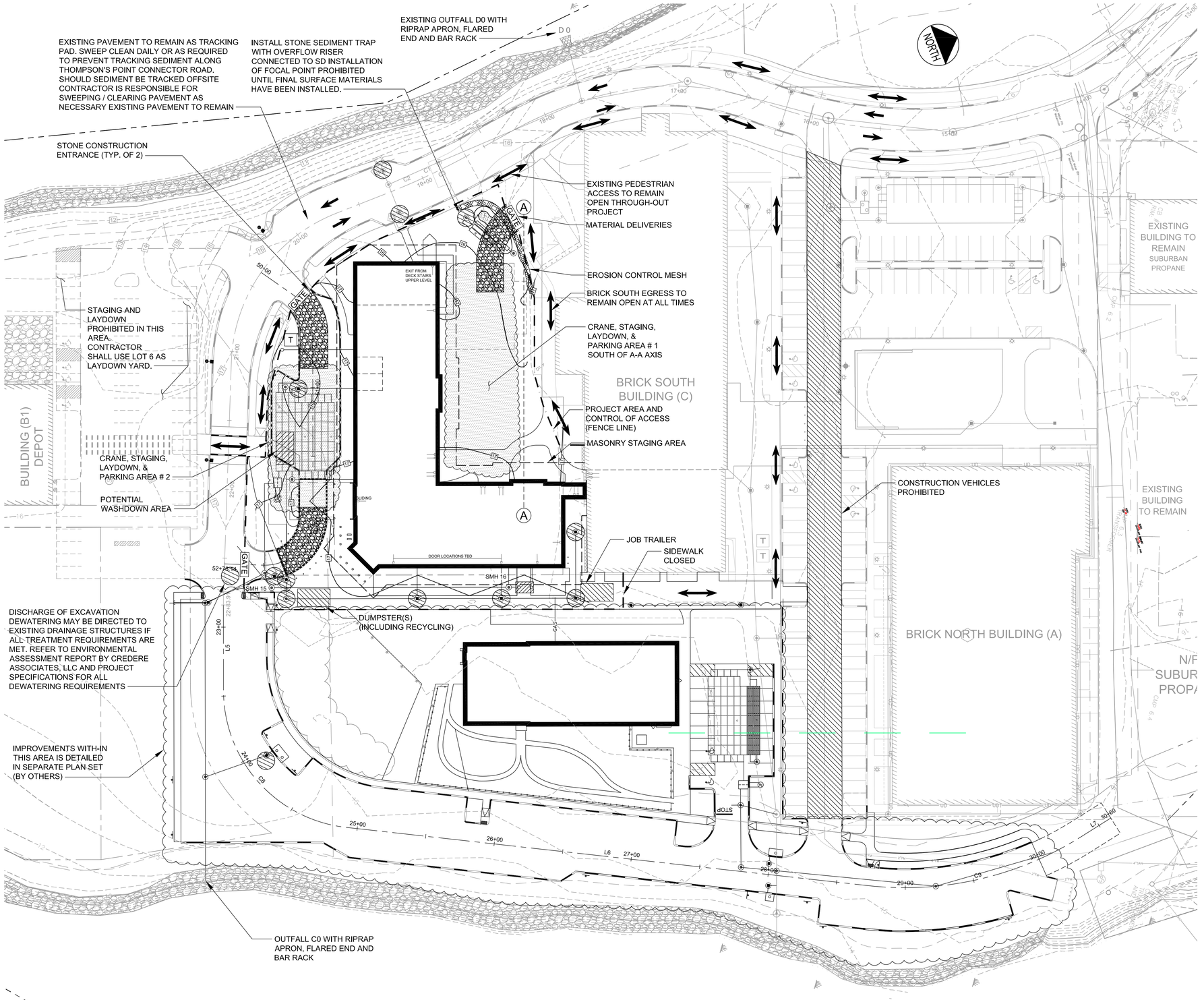
Summary of Storm Water Discharges					
Discharge ID	**Approximate Drainage Area (Ac)**	**Full Build Out 25 Yr Peak Flow (CFS)**	**Outlet Pipe Size (In)**	**Description**	***Minimum Required Riprap D50 (IN)**
CO	TBD	TBD	TBD	RCP Flared End W/ Bar Rack, Riprap Slope Apron	12
* D50 is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D50. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D50 stone size.					

LEGEND

- INLET PROTECTION (STONE OR HAY SEDIMENT BARRIER)
- FILTERRA INLET PROTECTION (PER MANUFACTURERS REQUIREMENTS) (NOT REQUIRED IN THIS PHASE)
- RIPRAP OUTLET PROTECTION
- CURLEX BLANKET
- EROSION CONTROL MESH
- 30' WIDE ACCESS ROUTE
- WASH DOWN AREA
- STONE CONSTRUCTION ENTRANCE

CONTRACTOR CONSTRUCTION MANAGEMENT NOTES:

1. THIS PLAN IS PART OF AN OVERALL CONSTRUCTION MANAGEMENT PLAN APPROVED AS PART OF A CITY OF PORTLAND LEVEL III SITE PLAN APPLICATION. THE CONTRACTOR SHALL FOLLOW THE APPROVED CONSTRUCTION MANAGEMENT PLAN AND MAINTAIN A COPY IN THE JOB TRAILER.
2. CONTRACTOR SHALL POST ALL PERMITS, EMERGENCY CONTACT INFORMATION, AND CONSTRUCTION SIGNAGE PRIOR TO THE PRE-CONSTRUCTION MEETING.
3. THE FOREFRONT AT THOMPSON'S POINT IS AN ACTIVE DEVELOPMENT SITE WITH DAILY VISITORS FROM THE PUBLIC. THE CONTRACTOR SHALL PROVIDE APPROPRIATE PEDESTRIAN AND VEHICULAR SIGNAGE TO PROMOTE THE SAFE PASSAGE OF THE PUBLIC AROUND THE HOTEL DEVELOPMENT SITE.
4. A WRITTEN REQUEST FOR CLOSURES OF ANY KIND SHALL BE PROVIDE TO THE OWNER A MINIMUM OF 72 HOURS IN ADVANCE. THE OWNER MAY AT THEIR DIGRESSION AND AT NO COST TO THE OWNER DELAY THE CLOSURE AS NOT TO DISRUPT OTHER BUSINESSES.



PRELIMINARY – NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
1	11.09.15	SUBMITTED TO CITY FOR REVIEW

REVISIONS

STATE OF MAINE — BO KENNEDY No. 11994 — LICENSED PROFESSIONAL ENGINEER — 09.25.17

P.E. BO KENNEDY
LIC. #11994

PROJECT
THE FOREFRONT AT THOMPSON'S POINT
FOREFRONT HOTEL

SHEET TITLE
EROSION CONTROL AND CONSTRUCTION MANAGEMENT PLAN

CLIENT
FOREFRONT HOTELIERS, LLC

PLACEMAKER PARTNERS, LLC
501 DANFORTH STREET
PORTLAND, ME 04102
bo@placemakerpartners.com

DRAWN:	DB	DATE:	AUG. 2017
DESIGNED:	BEK	SCALE:	1" = 30'
FILE NAME:	HOTEL-EROSION.dwg		
SHEET	C-6.0		

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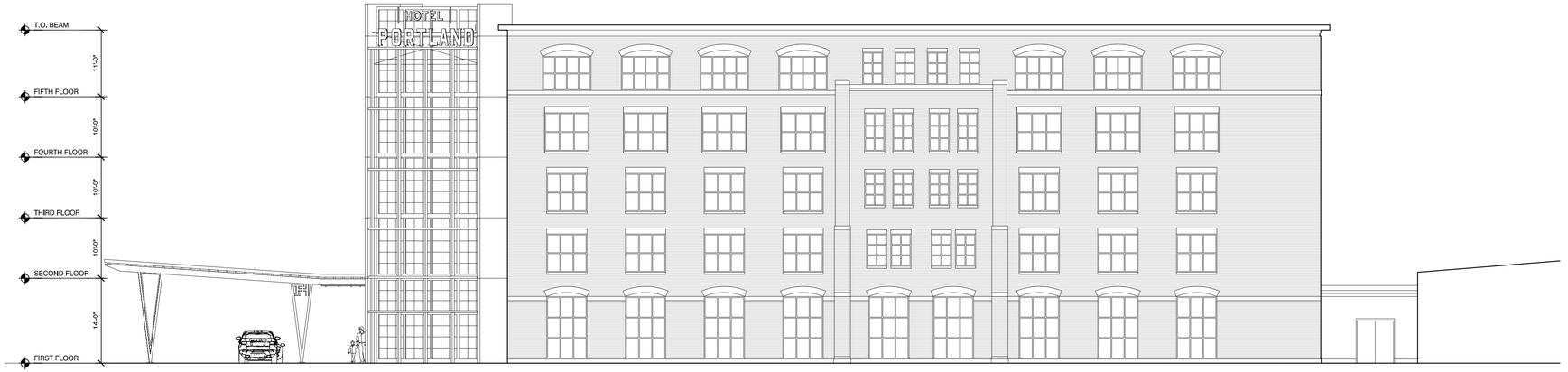
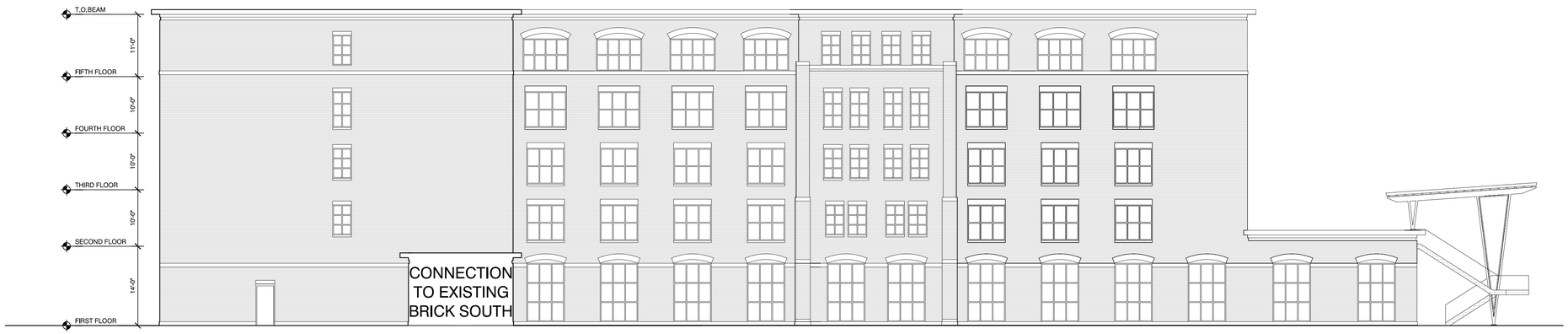


5 EAST EXTERIOR ELEVATION
3/32" = 1'-0"



4 NORTH EXTERIOR ELEVATION
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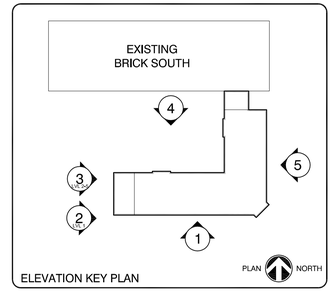

ELEVATION KEY PLAN

OPECHEE
CONSTRUCTION CORPORATION
11 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PH (603) 524-3585 ■ FAX (603) 524-8008 ■ WWW.OPECHEE.COM

HOTEL PORTLAND

Thompson's Point
Portland, Maine

REVISION:

ISSUED: 02-05-18

project architect: KAK
drawn by: DLS

EXTERIOR BUILDING ELEVATIONS

sheet number:
A3.02

Thursday, January 11, 2018 1:45:17 PM

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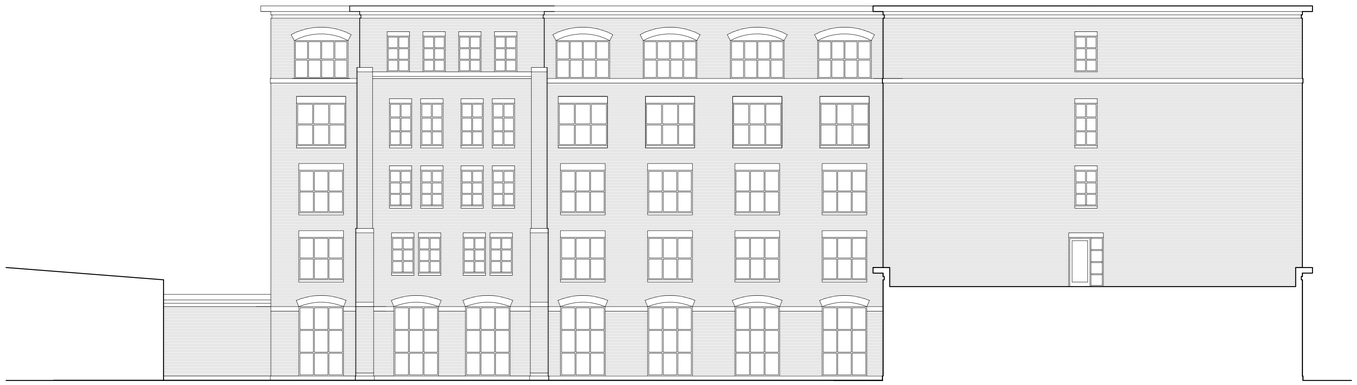
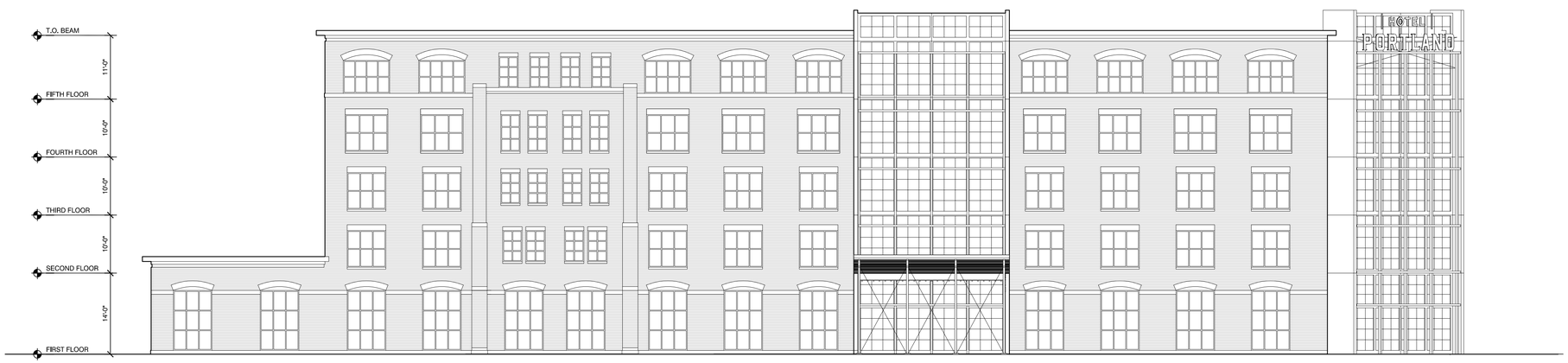
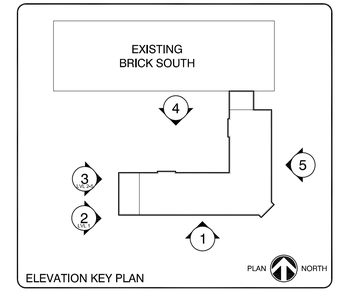


3 WEST EXTERIOR ELEVATION
3/32" = 1'-0"

2 WEST LEVEL 1 EXTERIOR ELEVATION
3/32" = 1'-0"



1 SOUTH EXTERIOR ELEVATION
3/32" = 1'-0"



ELEVATION KEY PLAN

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11 CORPORATE DRIVE ■ BELMONT ■ NH 03220
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HOTEL PORTLAND

Thompson's Point
Portland, Maine

REVISION: . . . .

ISSUED: 02-05-18 . . .

project architect: KAK
drawn by: DLS

EXTERIOR BUILDING ELEVATIONS

sheet number:
A3.01

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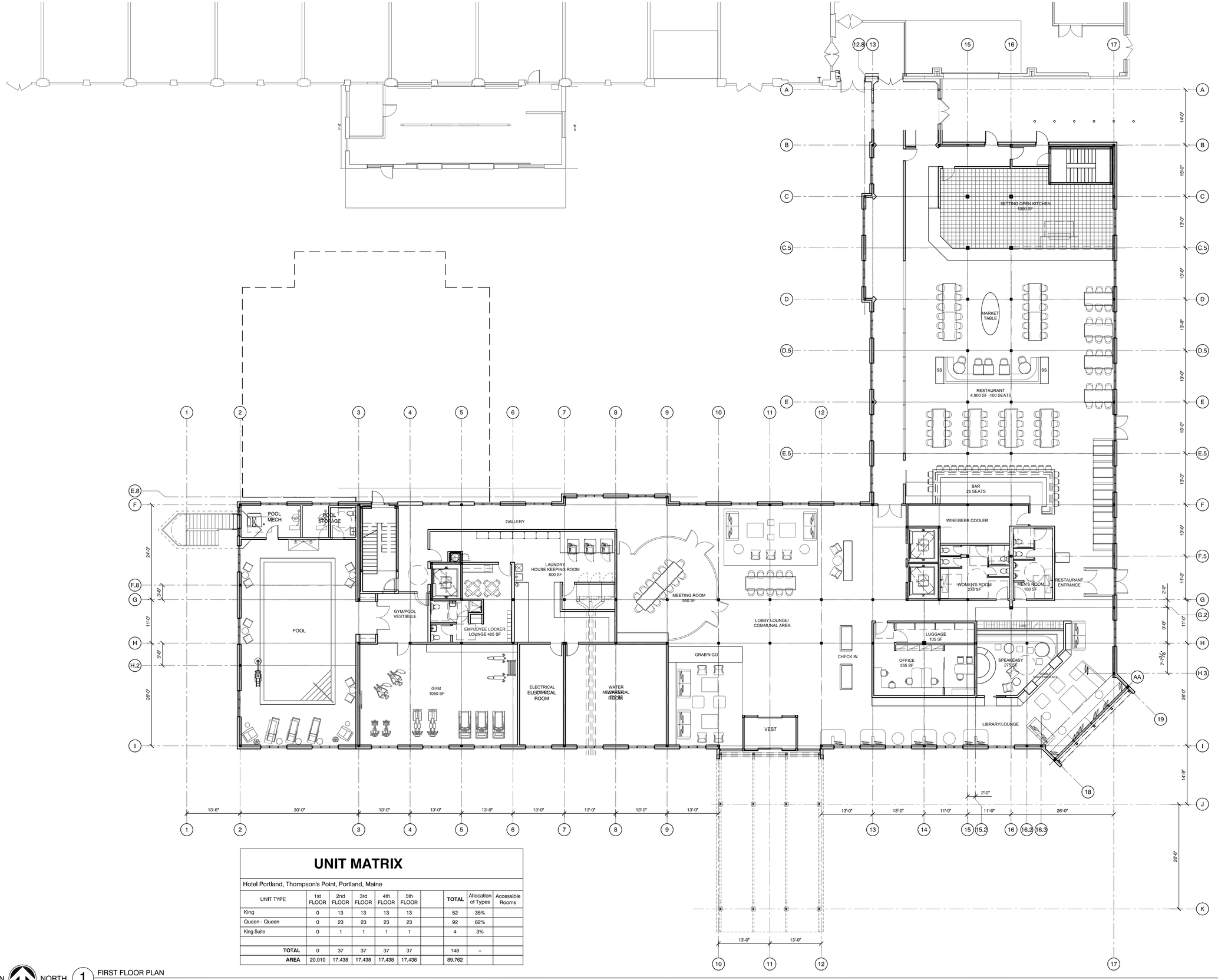

UNIT MATRIX

Hotel Portland, Thompson's Point, Portland, Maine

UNIT TYPE	1st FLOOR	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR		TOTAL	Allocation of Types	Accessible Rooms
King	0	13	13	13	13		52	35%	
Queen - Queen	0	23	23	23	23		92	62%	
King Suite	0	1	1	1	1		4	3%	
TOTAL	0	37	37	37	37		148	--	
AREA	20,010	17,438	17,438	17,438	17,438		89,762		

PLAN NORTH 1 FIRST FLOOR PLAN
3/32" = 1'-0"

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1 CORPORATE DRIVE ■ BELMONT ■ NH 03220
PH (603) 524-3932 ■ WWW.OPECHEE.COM

HOTEL PORTLAND
Thompson's Point
Portland, Maine

REVISION:

ISSUED: 02-05-18

project architect: KAK
drawn by: DLS

FIRST FLOOR PLAN

sheet number:
A1.01

Thursday, January 11, 2018 2:40:47 PM

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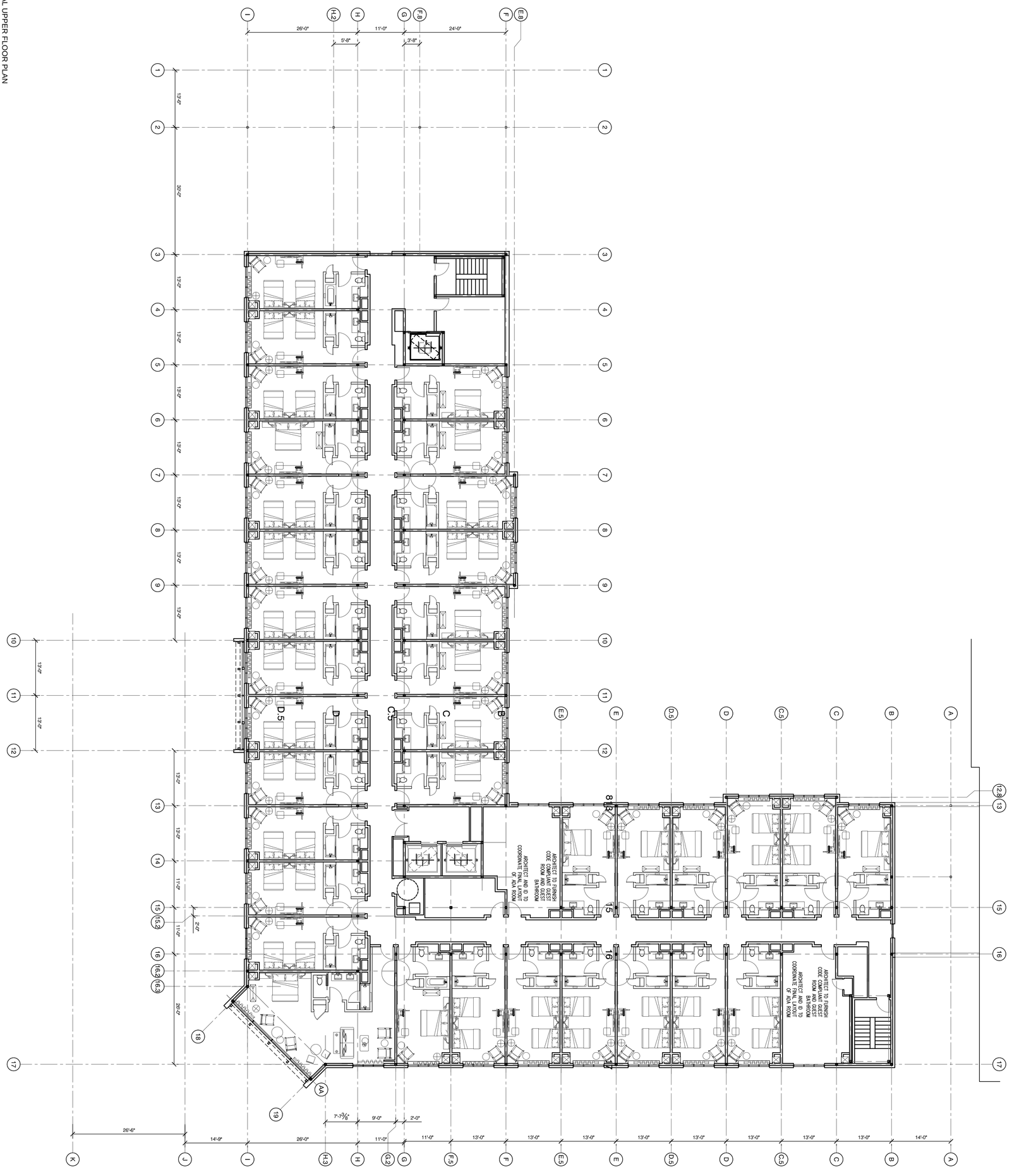
PLAN NORTH

1 TYPICAL UPPER FLOOR PLAN
3/32" = 1'-0"



TYPICAL UPPER FLOOR PLAN sheet number: A1.03	project architect: KAK drawn by: DLS	ISSUED: 02-05-18	REVISION:	HOTEL PORTLAND Thompson's Point Portland, Maine	OPECHEE CONSTRUCTION CORPORATION 11 CORPORATE DRIVE • BELMONT • NH 03220 PHONE (603) 527-9090 • WWW.OPECHEE.COM

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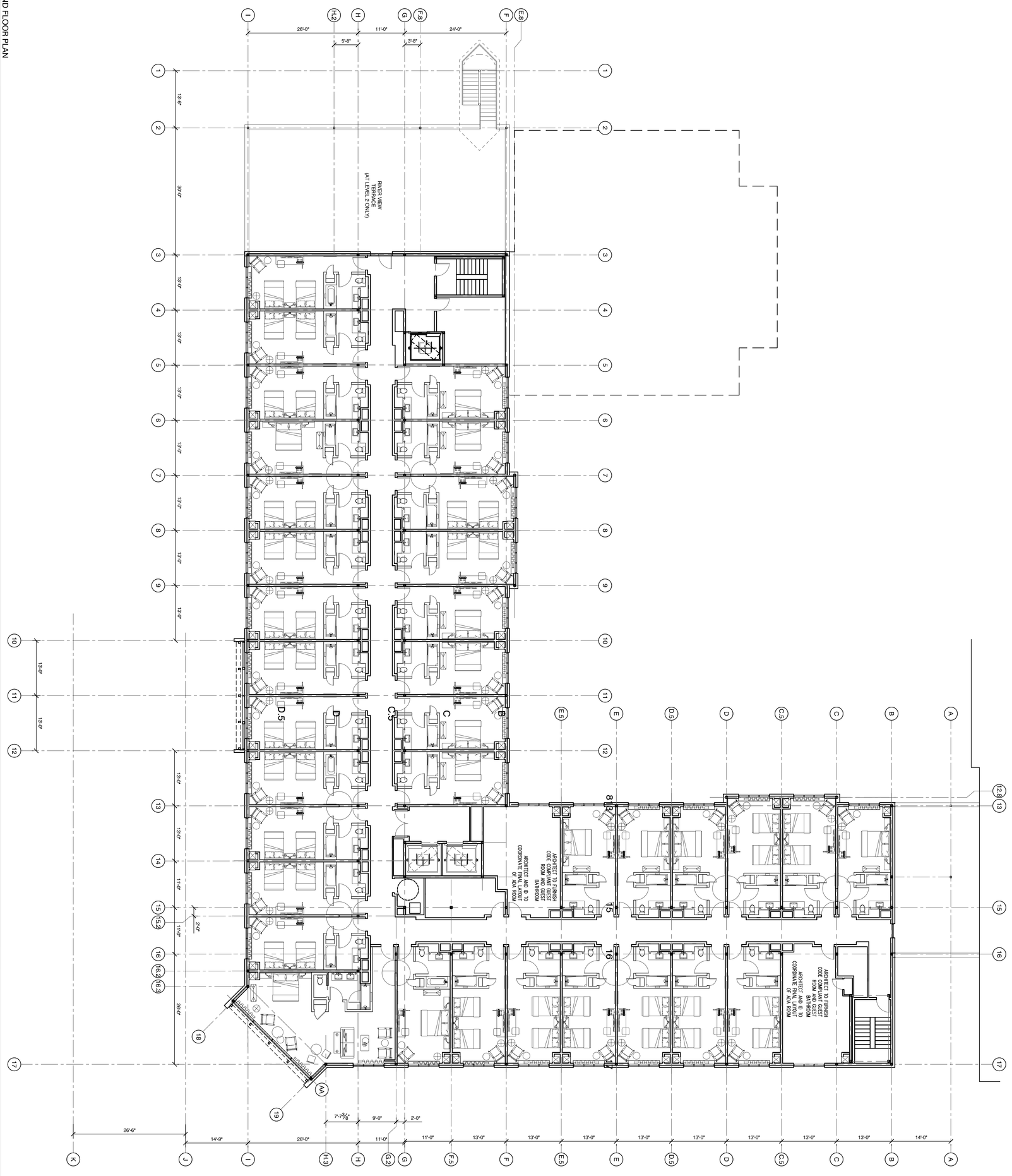
PLAN NORTH

1 SECOND FLOOR PLAN
3/32" = 1'-0"



sheet number: A1.02	SECOND FLOOR PLAN	project architect: KAK drawn by: DLS	ISSUED: 02-05-18	REVISION:	HOTEL PORTLAND Thompson's Point Portland, Maine

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Memorandum
Planning and Urban Development Department
Planning Division

To: Sean Dundon , Chair and Members of the Portland Planning Board

From: Barbara Barhydt, Development Review Services Manager

Date: March 9, 2018

Re: Section 14-403 Text Amendments

Meeting Date: March 13, 2018

I. INTRODUCTION:

Section 14-403 Street Access is contained within Division 24, Use Regulations and Exceptions of the Land Use Code. It applies to both developed and undeveloped streets by establishing minimum street requirements to be met prior to obtaining building permits. The goals of the text amendments are to support the production of new housing in Portland without imposing significant new City expenses in terms of the construction and maintenance of streets and at the same time provide adequate access for public safety services. The proposed amendments seek to allow development on undersized built streets that meet minimum standards for emergency services and to continue to require undeveloped streets to be improved to meet current city street standards. The substance of proposed amendments remains consistent with current policy, while seeking to simplify and clarify the regulations.

The legislative history and public purposes of the section are outlined in a memorandum prepared by Anne Torregrossa, Associate Corporation Counsel (Attachment 1). As stated in Anne Torregrossa's memo, "The City Manager and staff recognized the requirements in Sec 14-403 limited development even on City-accepted streets, and also that the section was complicated, difficult to apply, and duplicated many of the rules and requirements that are now part of the site plan review process." Staff members from Corporation Counsel, Public Works, Fire, Permitting and Inspections, and Planning collaborated on the proposed rewrite of Section 14-403 "...in an attempt to streamline and clarify the requirements of the section...." The staff is seeking the Board's input on the proposed amendments and the draft will also be presented to the Housing Committee before the item returns to the Board for a public hearing and recommendation to City Council.

II. NOTICE AND PUBLIC COMMENT

This item was noticed in the Legal Ad that appeared in the Portland Press Herald on March 5 and March 6th. It was posted on the City's web page on March 2nd and sent to interested citizens through Notify Me on that same date. Public Comment was submitted by Matt Power and is included as Attachment 3, Public Comment. Mr. Power owns property on Tarbell Street finds the existing and proposed Section 14-403 to be cost prohibitive for him to be able to build a home on this street. He offers suggestions to add more streets as exceptions, allow for more waivers of standards, allow for appeals of the ordinance, and have

exceptions for tiny houses. Victoria Morales, representing a local developer, has submitted public comment and suggestions for ordinance amendments in Att 3 PC2.

III. PROPOSED TEXT AMENDMENTS

The proposal is to replace the existing Section 14-403 with a rewritten section. Please refer to Attachment 1 (Torregrossa memo) for a summary of the amendments and Attachment 2 for the proposed ordinance text. A comparison of the existing and proposed language is below.

Current Section 14-403 Language	Proposed Section 14-403 Language
a) *In general.* No building intended for use as a habitation shall be erected on a lot which has its only street frontage on a street less than thirty-five (35) feet wide. No building shall be erected on a lot, except on the islands in Casco Bay, which does not abut a street meeting the minimum requirements for street improvements set forth in this section. For purposes of this section, street shall be as defined in section 14-47, except that a dedicated street which may no longer be accepted due to lapse of time and an accepted street which may have been discontinued by abandonment shall also be deemed to be streets, provided that an applicant for a building permit respecting any lot abutting such street shall, without compensation or claim for damages, and at his own cost and expense, first submit to the building authority (a) a deed from the owner of such lot conveying to the city all his right, title and interest in and to such street or any portion thereof; and (b) an agreement by such owner forever releasing the city from any and all claims for damages for the laying out and taking of such street and indemnifying the city against any and all other such claims, both such instruments to be executed and in recordable form acceptable to the corporation counsel and to encumber and run with the land.	A building or structure may only be constructed or moved on a lot, or a dwelling unit added to a lot, where one of the following is met. (a) *Permanently paved and accepted streets or island streets.* The lot has the minimum required frontage on either (i) a permanently paved and accepted City street that meets the minimum clear paved width, measured from the edge of the pavement, excluding sidewalks, or (ii) on an existing street on an island in Casco Bay that meets the minimum clear built width, measured from the edges of the built street. The minimum clear width shall be as follows: 1. For one- or two-family dwellings – 25'; 2. For all other buildings – 28'. These widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.
(b) *Minimum requirements for street improvements on unimproved and improved but unpaved streets.* For a lot abutting any portion of a street which is unimproved or improved but not permanently paved, that portion which abuts the lot, and any like portion between such portion and the nearest permanently paved street or portion which is the principal access to such lot, shall be improved, including sewers, storm drains, pavements, curbs and, if located on a designated school walking route, sidewalks, in accordance with the minimum technical standards promulgated by the public works authority pursuant to section 14-498(a) of article IV of this	(b) *Streets to be upgraded in connection with development.* The owner or developer of the lot will do all of the following in connection with the development of that lot: 1. Upgrade the street, between the lot and the nearest permanently paved and accepted City street, to meet the standards adopted elsewhere in this Code, including those adopted by the public works authority and the planning authority pursuant to this Code;

chapter. Where the nearest permanently paved street does not have granite curbing, the public works authority may waive the requirement of curbing under this section, if it determines that an acceptable alternative drainage plan will be provided. Prior to the issuance of a building permit for erection of a building on a lot abutting any portion of a street which is unimproved or improved but not permanently paved, the following shall occur: (1) A plan of the street improvements required by this section shall be submitted to the public works authority; and (2) upon determination by the public works authority that the plan meets the street improvement requirements established by this subsection, a performance guarantee and inspection fee for said improvements shall be submitted to the city as set forth in section 14-501. Also as set forth in section 14-501, a one-year defect bond shall be tendered to the city prior to release of the performance guarantee required hereby. The provisions of this subsection (b) shall not apply to the erection of any single-family dwelling on any lot where the owner of the lot establishes that he or she was the owner of that same lot on November 19, 1984, and at all times thereafter, and states his or her intention under oath to make the structure his or her personal residence.	2. Take all necessary steps under Chapter 25, Article III, of this Code to dedicate the upgraded portion of the street to the City for acceptance, including a waiver of any claim for damages resulting from the acceptance; and 3. Obtain site plan approval for the work required under this subsection.
I *Exceptions.* The requirements of this section shall not apply to the following city streets upon their construction by the public works authority to such standards as are determined by the authority to be the most feasible: Dingley Court; Morgan Court.	(c) *Other exceptions.* The building or structure is one of the following: 1. An accessory building; or 2. Part of a Planned Residential Unit Development.

IV. STAFF ANALYSIS

The proposed text amendments are intended to simplify and clarify the language of Section 14-403 Street Access, which is contained within Division 24, Use Regulations and Exceptions of the Land Use Code. The section applies to both developed and undeveloped streets by establishing minimum street requirements to be met prior to obtaining building permits. There are built streets in Portland, particularly on the peninsula, that are narrow and do not meet city standards. There are also undeveloped streets, particularly off the peninsula, where property owners seek to develop. The proposed amendments address both situations by allowing development on undersized built streets that meet minimum standards for public safety access and continues to require undeveloped streets be improved to meet current city street standards. Staff members from Corporation Counsel, Public Works, Fire, Permitting and Inspections, and

Planning collaborated on updating Section 14-403 to improve the clarity of the ordinance and retain the underlying public purposes of encouraging development were adequate public safety access is available without imposing significant new City expenses for street construction and maintenance. In addition to the long standing public policy on this matter, Portland's Plan 2030 encourages the production of new housing city-wide that meets the diverse needs of Portland's residents and calls for encouraging quality, sustainable design in new housing. Again, the proposed text amendments seek to simplify and clarify Section 14-403, while retaining the substance of the current public policy.

In terms of the specific amendments, subsection (a) address development on existing streets that are built, but do not meet today's standards. The current standards for a local street require a right-of-way width of 50 feet with a pavement width of 28 feet. There are streets, particularly on the peninsula and islands, that do not meet current dimensional standards and in some cases are inaccessible for emergency and public works vehicles. The intent is to set a minimum clear width for a built street, which must be in place in order for the construction of a building or addition of units to occur. Thus, new development may occur on existing undersized developed streets that meet minimum requirements to enable the City to provide emergency public safety services.

Subsection (b) addresses streets that are unimproved for new development. It requires the street to be improved to current street standards by the applicant, which is consistent with the City's current policy. The intent is to provide adequate access for city services, while not burdening the tax base with street construction costs. Since the adoption of Sec 14-403 over 30 years ago, new development along undeveloped streets requires an applicant to bring the road up to standards from where the existing street pavement ends and along the full extent of lot frontage.

Street extensions are reviewed administratively under the site plan ordinance as either a Level I or Level II application. The level of review is based upon the amount of impervious surface area that is being added. The standards of review are the same for both applications. Briefly, the review process requires a survey stamped by a licensed surveyor and engineered plans for the street meeting the City's technical standards. Portland's Technical Manual contains the engineering specifications for streets, sidewalks, public utility installations, and stormwater management (http://www.portlandmaine.gov/756/City-Codes-Ordinances-Regulations-Maps) Over the past five years there have been five approved street extensions that are summarized in the following chart.

Approved Street Extensions Under 14-403
All approved with a 50 foot wide ROW and 28 foot paved width

Street Name	Street Length	Turn Around	Granite Curbs	Side-walks	Develo-ment	Status
Pomeroy	200	yes	yes		Single Family	Built
Gertrude	93	no-gravel road beyond	yes	waived	Single Family	Built
Hillcrest	200	no-gravel road beyond	no- open drainage	waived	Single Family	Built
Pamela	585	no- linked existing Pamela & Alice St	yes	yes	10 Single Family House Lots	Built
Motley	94	no- gravel road beyond	no-open drainage	waived	2 Single Family House Lots	Built

Van Vechten	584	no - gravel road beyond	no-open drainage	waived	4 House Lots	Approved

Under the present version of Section 14-403, an applicant may seek to have the sidewalk waived, if the street is not a school walking route and the curbing may be waived by the Public Works Director. The proposed draft eliminates the waiver language within Section 14-403, and instead allows waivers to be considered using provisions already established under the City Code. In regard to sidewalks and curbs, Section 14-506 Modifications in the Subdivision Ordinance establishes waiver criteria applied during subdivision and site plan reviews. The waiver criteria for curbs and sidewalks are excerpted below.

Sidewalks-

1. There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.
2. There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.
3. A safe alternative-walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly traveled.
4. The reconstruction of the street is specifically identified and approved in the first or second year of the current Capital Improvement Program or has been funded through an earlier CIP or through other sources.
5. The street has been constructed or reconstructed without sidewalks within the last 24 months.
6. Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

Curbing-

1. The cost to construct the curbing, including any applicable street opening fees, is in excess of 5% of the overall project cost.
2. The reconstruction of the street is specifically identified and approved in the first or second year of the current Capital Improvement Program or has been funded through an earlier CIP or through other sources.
3. The street has been rehabilitated without curbing in the last 60 months.
4. Strict adherence to the curb requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.
5. Runoff from the development site or within the street does not require curbing for stormwater management.

In no event shall the waiver have the effect of creating potentially hazardous vehicle and pedestrian conflict or nullifying the intent and purpose and policies of the land development plan relating to transportation and pedestrian infrastructure and the regulations of this article.

Lastly, the exceptions listed in subsection (c) of Section 14-403 for Morgan and Dingley Court. Both of these streets are improved and narrower than today's standards with development on the adjoining lots. The proposal is to remove these streets from the exception list and instead apply the new provisions for any further development on these streets. The proposed draft does exempt accessory buildings, such as garages and sheds, and Planned Residential Unit Developments (PRUD) from 14-403. PRUDs have separate requirements for the construction and maintenance of the private street network serving the development.

NEXT STEPS

- Address Planning Board questions and suggestions
- Review proposed amendments with the Housing Committee
- Schedule a public hearing with the Planning Board
- Recommendation to City Council

ATTACHMENTS:

1. Memorandum from Anne Torregrossa, Associate Corporation Counsel, March 5, Attachments to the memo include:
    1. Joe Gray memo, 1984
    2. Gary Wood memo, 2012
2. Proposed Text Amendments to Section 14-403
3. Public Comment
    1. Matt Power, 3-3-18
    2. Victoria Morales with Attachment, 3-9-18

MEMORANDUM

TO: City of Portland Planning Board
FROM: Anne M. Torregrossa, Associate Corporation Counsel
DATE: March 5, 2018
RE: Proposed changes to § 14-403

Section 14-403 has been in place for more than thirty years. Initially, it prohibited the construction of residential buildings on streets less than 35' in width. In 1984, however, the City Council added to § 14-403 to require that streets be brought up to standard before any building could be constructed. This included paving, curbing, sidewalks, and sewers. The 1984 changes were spurred by concerns about the significant costs to the City to upgrade these streets at taxpayer expense, and the danger that undersized or substandard streets posed to the provision of City services and the response of emergency vehicles. As described by the City's then-Director of Planning & Urban Development, development on unimproved streets "tends to create incessant demand for costly City-funded street improvements and also makes servicing of these areas by emergency and public safety vehicles extremely hazardous and uncertain." A copy of that memorandum is attached.

Even as recently as 2012, the City Council reaffirmed its commitment to ensuring that streets are safe before they can be built upon, and that developers bear the cost of their development. In 2012, the Zoning Board of Appeals ("ZBA") granted a hardship variance to a developer, exempting his project from the requirements of § 14-403. In response, the City Council amended § 14-473, which governs the ZBA's authority over variances, to eliminate that possibility. In a memo to the Planning Board addressing the reasons for eliminating this loophole, then-Corporation Counsel wrote that, "the decision sets the stage for variances that could defeat the purpose of Section 14-403 by leading to long paper streets with a number of homes or buildings being served by substandard streets and put the City in a difficult situation." That memo is also attached.

The City Manager and staff recognized that the requirements in § 14-403 limited development even on City-accepted streets, and also that the section was complicated, difficult to apply, and duplicated many of the rules and requirements that are now part of the site plan review process. In an attempt to streamline and clarify the requirements of that section, staff from the Planning Department, Fire Department, Department of Public Works, Permitting and Inspections Department, and Corporation Counsel collaborated on the attached proposed revision. The revision accomplishes the following:

1. Reduces the minimum width for permanently paved and accepted City streets from 35' to 25' for one- and two-family dwellings, and to 28' for other buildings. These widths may be further reduced with the determination of DPW and the Fire Department that ability of the City to provide services will not be impaired. This change makes the minimum required widths consistent with those provided for elsewhere in the Code and also provides flexibility where

2. Requires that all streets that are not accepted and paved, be upgraded and dedicated to the City. This is consistent with the previous version of § 14-403 but does remove many of the details from the ordinance, as they are all captured elsewhere, including the site plan review requirements and the technical standards. DPW has the ability under the technical standards to waive certain requirements, as appropriate.

3. Removes certain exceptions, including for Dingley Court, Morgan Court, and single-family dwellings that have been owned since November 19, 1984. These exceptions have been removed because they defeat the intent of the section to protect individuals who might want to build under those circumstances. Additionally, Dingley Court and Morgan Court appear to have been fully built, and there are few undeveloped lots remaining that have been in one ownership since 1984. Additionally, that provision had been abused by certain developers who simply "flipped" the house, rather than living there, as contemplated by the ordinance.

4. Retains the exceptions for island streets.

Att 1 - Gray Memo

CITY OF PORTLAND, MAINE
MEMORANDUM

DATE: 9/17/84

TO: Stephen T. Honey, City Manager

FROM: Joseph E. Gray, Jr., Director of Planning & Urban Development

SUBJECT: Development on Unaccepted/Unimproved Streets

Please place the following item on the September 24th City Council Agenda:

Amendment to Portland City Code Chapter 14 (Land ~~UR~~ USE), Article III (Zoning) Section 14-403 (Street Access) Re: Required Street Improvements.

Statement of Fact

Planning and Public Works officials have been concerned for some time about the accelerating pace of development on unimproved streets and in legally grandfathered subdivisions. Such developments tends to create incessent demand for costly City-funded street improvements and also makes servicing of these areas by emergency and public safety vehicles extremely hazardous and uncertain.

In a related development, the Corporation Counsel recently determined that accepted streets which were abandoned between 1946 and 1976, and unaccepted streets which were dedicated before 1946, do not meet the Zoning Ordinance's requirements that buildable lots have frontage on an accepted or dedicated street. A copy of Mr. Lourie's opinion is attached for your reference.

Against this backdrop, a task force consisting of Planning, Public Works and Corporation Counsel staff has recommended enactment of the attached amendment dealing with development on unimproved streets. A summary of the amendment follows:

Legal Status of Streets

The first part of the amendment deals with the issue of "lapsed" and "abandoned" streets. The amendments would expressly reincorporate "lapsed" and "abandoned" streets into the category of buildable streets, provided that the property owner first gives to the City (1) a release and indemnification from and against all claims for damages in the event the City should decide to take the street by eminent domain, and (2) a release deed to any property rights he may have in the street.

Required Street Improvements

The remainder of the amendment deals with the issue of unimproved streets. The amendment would require that certain improvements be made in the following two instances as a condition precedent to development:

Improved but unpaved streets: For lots abutting an improved (i.e., in common and ordinary use) but unpaved portion of street, that portion which abuts the lot must be improved to public work's minimum roadway specifications (sidewalks and curbs not included).

Unimproved streets: For lots abutting an unimproved (i.e., not in common and ordinary use) portion of street, that portion which abuts the lot, and any portion between that portion and the nearest improved portion which is the principal access to the lot, must be improved to public work's minimum roadway specifications (sidewalks and curbs not included).

These Amendments were approved by the City Council Housing Committee at their meeting on September 12, 1984 by a vote of 3-0. The items are being sponsored by Councilor Abromson, Chairman of the Housing Committee.

Attachment 2

Att 1 - Wood memo

CITY OF PORTLAND

MEMORANDUM

TO: Mayor and Council

FROM: Gary Wood

DATE: August 21, 2012

RE: **Amendment to Portland City Code Chapter 14, Section 14-473 (Variances)**

This amendment contains two components. The first component amends Section 14-473 so that the limitation on the Board of Appeals authority to grant variances references the specific limitations already articulated in subparagraph (c)(4), as well as referencing subparagraph (c)(3). The omission of a reference to (c)(4) may have been an oversight. The reference to Paragraph (c)(3) in the current ordinance should be retained because there are some subsections contained within (c)(3) that make it clear that practical difficulty variances cannot be used in certain circumstances in the City's Shoreland Zone.

The second component of the amendment prohibits the Board of Appeals from granting variances from the standards set forth Section 14-403 by adding that section to subparagraph (c)(4).

"Paper" streets are rights of way designated on approved subdivision plans but never built to city standards or accepted by the City as city streets. The City has over 407 paper streets at this time that are shown on subdivisions recorded prior to September 29, 1987. Under state law the City has until September 29, 2017 to decide whether to continue the City's right to accept one or more of these streets or vacate the potential public rights in them. Current law also allows the Council to extend the deadline another 20 years.

Section 14-403 was created many years ago (see attached memo) to prevent individuals who own lots on paper streets from developing substandard access ways or driveway along the right-of-way beneath the paper street such that the City would end up with a number of residential units accessible only by driveways or private roads down which public safety vehicles might not safely pass and that the City might ultimately be asked to eventually take over and improve to City standards.

The section avoids that result by imposing a requirement on property owners who wish to build residential units along a paper street to build the road to city standards for the entire length of the individual's property abutting the paper street.

The requirement that the road be built along the entire length of the abutting property prevents a property owner from stopping the construction of a road built to city standards at that

point along his property where he has established enough road frontage to meet city road frontage requirements thus leaving a potential gap for the next abutting property owner should that person subsequently wish to also build a residential unit on their lot.

Although the City's Board of Appeals has for the most part refused to grant variances from Section 14-403 nothing in the current ordinance prevents them from doing that and on June 21, 2012 the Board did grant a variance from Section 14-403 requirements.

In granting that variance, the Board acted within its current authority in the ordinance and also in a situation in which a large number of residential units could not be built along the roadway because of its short length. However, this decision sets the stage for variances that could defeat the purpose of Section 14-403 by leading to long paper streets with a number of homes or buildings being served by substandard streets and put the City in a difficult situation.

In order to prevent developers or other property owners from taking advantage of the current authority in the ordinance to grant variances from Section 14-403 the proposed amendment has a retroactive date to the date upon which the Board of Appeals issued its decision. No additional applications have been filed since that decision seeking a variance from the Section 14-403 requirements although, there is one pending application that may be amended to do so.

Because the proposed amendment is to Chapter 14, it should be referred to the Planning Board for a recommendation back to the Council before the Council can act on it.

Sec. 14-403. Street access.

A building or structure may only be constructed or moved on a lot, or a dwelling unit added to a lot, where one of the following is met.

(a) *Permanently paved and accepted streets or island streets*. The lot has the minimum required frontage on either (i) a permanently paved and accepted City street that meets the minimum clear paved width, measured from the edge of the pavement, excluding sidewalks, or (ii) on an existing street on an island in Casco Bay that meets the minimum clear built width, measured from the edges of the built street. The minimum clear width shall be as follows:

1. For one- or two-family dwellings – 25';

2. For all other buildings – 28'.

These widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.

(b) *Streets to be upgraded in connection with development.* The owner or developer of the lot will do all of the following in connection with the development of that lot:

1. Upgrade the street, between the lot and the nearest permanently paved and accepted City street, to meet the standards adopted elsewhere in this Code, including those adopted by the public works authority and the planning authority pursuant to this Code;

2. Take all necessary steps under Chapter 25, Article III, of this Code to dedicate the upgraded portion of the street to the City for acceptance, including a waiver of any claim for damages resulting from the acceptance; and

3. Obtain site plan approval for the work required under this subsection.

(c) *Other exceptions.* The building or structure is one of the following:

1. An accessory building; or

2. Part of a Planned Residential Unit Development.

Portland Maine Yes. Google's good here.

Jennifer Munson <jmy@portlandmaine.gov>

Fwd: Public Comments for March 13th Planning Meeting

Barbara Barhydt <bab@portlandmaine.gov> Sun, Mar 4, 2018 at 8:11 AM
To: "Munson, Jennifer" <jmy@portlandmaine.gov>

Public comment for 14-403.

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

---------- Forwarded message ----------
From: **Matt Power** <power.matt@yahoo.com>
Date: Sat, Mar 3, 2018 at 9:40 AM
Subject: Public Comments for March 13th Planning Meeting
To: "bab@portlandmaine.gov" <bab@portlandmaine.gov>, Kim Cook <kcook@portlandmaine.gov>

3-2-2018

Hello Barbara,

I've been corresponding with Kim Cook over the last week about the Portland ordinance that the planning board is taking up for comment on March 13th, section 14-403. I'm submitting my comments in writing below, because I am away on business on the 13th, and can't be there in person. Kim has been very kind to assist me and follow up on this matter.

Here are my public comments.

An Argument for Preventing "Ghost Lots" with 14-403

My partner and I own a parcell on Tarball Ave in the Riverton neighborhood, one of many so called paper streets in Portland. It's .6 acre lot on an unpaved road. Tarbell Ave has several homes on it, including one that is past us, on the end of the street, and another, at 119 Tarbell, that was built after the restrictive language in 14-403 was adopted in 1987 ***(see attached document)***. Many outbuildings have also been added after the ordinance. The street is plowed by the city, trash and recycling are picked up, street lights are serviced, electric, sewer and water are already at the street. To my understanding, on a paper street, none of these are supposed to be provided by the city (per the notes sent to the 119 Tarbell property). This rule is apparently not followed, and I'm glad—as are the many residents of Tarbell Ave.

We would like to be able to build a small home and garden-related outbuildings on our property, but we have been blocked by 14-403, because as it's written, we would have to widen, pave and add curbs to the entire dirt street, a huge expense we could not afford. This restrictive ordinance as its written makes no sense for streets like ours. A new home on the street would add little or no infrastructure burden, and bring in new taxes.

Under 14-403, public works can waive the curb requirement, but not the other street upgrades. This means the only recourse for property owners on paper roads wanting to build a home or even an outbuilding is to appeal the interpretation of the ordinance, with slim chance of success.

As you know, last year, Maine ordered municipalities to declare paper streets as city streets or revert them to abutting owners, but left a loophole that Portland took, buying them 20 more years of procrastination on paper streets. I understand why the city did it...paving all those streets would cost a fortune. But at the same time, the combination of this choice, and strict interpretation of 14-403, have effectively "locked out" properties like ours, which are ideally situated for small scale new construction.

As written, 14-403 is outdated. I assume the initial intent was to push the cost of street upgrades onto large scale developers, but unfortunately it has caught small landowners in its net, at a time when Portland needs new ways of adding housing. The ordinance needs to be relaxed to allow for common sense development. A street that is already serviced and occupied should not have "ghost lots" created by a heavy-handed ordinance.

Possible Solutions

1. Make street exceptions easier. There is currently one mechanism for building on a paper street. The street can be *declared an exception.* A few streets are on this short list, but my understanding is that adding a street requires a full council vote. Why not add some codified, basic criteria that supports an exception? If the street is occupied and serviced by the city already, for example, the exception process should be easier. Perhaps a simple appeal can redefine the street as a "De Facto City Street.: In other words, it's a city street in all but name, not subject to the same high level of upgrades, but much more flexible for landowners looking to build homes or outbuildings.

> I *Exceptions.* The requirements of this section shall not apply to the following city streets upon their construction by the public works authority to such standards as are determined by the authority to be the most feasible:
>
> 1. Dingley Court;
>
> 2. Morgan Court.
>
> (Code 1968, § 602.18.B; Ord. No. 193-84, § 1, 11-19-84; Ord. No. 178-87, 11-2-87; Ord. No. 372-89, 3-20-89; Ord. No. 273-90, 3-19-90)

2. Allow for individual parcel appeals. Add language that allows for smaller residential projects to appeal the restrictive road requirements for paper streets. An appeal would not challenge the interpretation of this ordinance. It would challenge the application of the ordinance to specific lots on a street, based on the level of additional infrastructure costs.

3. Give public works more waivership options. At present, they can only waive the curb requirement. Give them the ability to waive road widening, storm drains, sidewalks, paving and other requirements if they don't see them as essential to current maintenance of a paper street. –excerpt from 14-403 below:

> (b) *Minimum requirements for street improvements on unimproved and improved but unpaved streets.* For a lot abutting any portion of a street which is unimproved or improved but not permanently paved, that portion which abuts the lot, and any like portion between such portion and the nearest permanently paved street or portion which is the principal access to such lot, shall be improved, including sewers, storm drains, pavements, curbs and, if located on a designated school walking route, sidewalks, in accordance with the minimum technical standards promulgated by the public works authority pursuant to section 14-498(a) of article IV of this chapter. Where the nearest permanently paved street does not have granite curbing, the public works authority may waive the

4. Add off-grid and tiny house options. Landowners who are willing to build a home that is low impact, supplies its own water, electricity and so on should be held to a less stringent infrastructure standard. Tiny homes are included in the Maine state building code now. They are also talked about on the now outdated City faq page about tiny homes:

"The city is actively looking at the issue of tiny houses and what role they might play in helping address our housing needs. The biggest challenge appears to be the state building code, which the city is required to utilize."

That challenge is **no longer an issue**. It's a good time to add some language opening the door to eco-friendly housing options that would allow Portland to live up to its goals of being a "green" place to live

Please consider these suggestions as you modify 14-403. Building in the city limits is the most sustainable kind of new development. Without changes to 14-403, the options for adding new housing stock over the next 20 years will be extremely limited, and the residents will be poorly served.

Thank you,

Matt Power

Portland

207-619-2713

Records for 119 Tarbell Ave-websized.pdf
4838K

Att 3 PC2

Portland Maine | Yes. Google's good here.

Barbara Barhydt <bab@portlandmaine.gov>

March 13th PB workshop RE: proposed changes to 14-403

1 message

Victoria Morales <victoria@moraleslaw.me> Fri, Mar 9, 2018 at 2:29 PM
To: Barbara Barhydt <bab@portlandmaine.gov>, "sgo@portlandmaine.gov" <sgo@portlandmaine.gov>

Dear Planning Board Members and Planning Staff,

Please accept this email and attachment with additional suggestions to the proposed amendments to section 14-403 of the land use code.

I represent MTR, LLC, a small residential construction company interested in building homes that are between 1,400 and 1,600 square feet and are affordable for working middle class families. To further that goal, my client is looking at lots in Portland near schools and green space, and with frontage on streets acceptable to the City. Many undeveloped lots in the City are on gravel roads that have been dedicated for public travel many years ago through the recording of a subdivision plan (paper streets). The barrier to creating housing on many of these lots is the cost of building the road, including the subsurface infrastructure, drainage, and lighting that is currently required. Larger scale developers can often absorb these costs and role them into the return on the higher end product. That is not the same for smaller developers.

My goal in submitting these suggestions is to request that the Planning Board take a good look at the street and infrastructure standards in Chapter 25 and the Technical Manual, which present significant barriers to building residential housing in the City, particularly for building one single family home on a gravel road that already has other residential homes on it. Admittedly, the amendments I offer do not go far enough to unlock the potential for creating more housing on the many undeveloped lots in the City. However, my hope is that the Planning Board, staff, and DPW can gather and examine the data regarding the existing list of unaccepted roads, unpaved roads, and available lots to remove the barriers that exist today to meeting the goals of the Comprehensive Plan to create more much needed housing in the City.

Very truly yours,

Victoria

Victoria Morales, Esq.
Morales Law
Land Use and Government
Relations Counsel
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207.216.0643
https://www.linkedin.com/in/victoria-morales-a69b7550

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Edits to proposed changes 14-403 v.11(1).docx
20K

Further suggested changes to the proposed amendments to 14-403 in red.

Sec. 14-403. Street access.

A building or structure may only be constructed or moved on a lot, or a dwelling unit added to a lot, where one of the following is met.

(a) *Permanently paved and accepted streets or island streets.* The lot has the minimum required frontage on either (i) a permanently paved and accepted City street that meets the minimum clear paved width, measured from the edge of the pavement, excluding sidewalks, or (ii) on an existing street on an island in Casco Bay that meets the minimum clear built width, measured from the edges of the built street. The minimum clear width shall be as follows:

1. For one- or two-family dwellings – 25';

2. For all other buildings – 28'.

These widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.

(b) *Streets to be upgraded in connection with development.* The owner or developer of the lot will do all of the following in connection with the development of that lot:

1. Upgrade the street between the lot and the nearest permanently paved and accepted City street by paving the existing travel way or the minimum clear width measurement as described above, as determined by the Public Works Authority, and meeting the standards adopted elsewhere in this Code, including those adopted by the public works authority and the planning authority pursuant to this Code;

    i. The widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.

2. Take all necessary steps under Chapter 25, Article III, Section 47 of this Code to dedicate the upgraded portion of the street to the City for acceptance, including a waiver of any claim for damages resulting from the acceptance; and

3. Obtain site plan approval for the work required under this subsection.

(c) *Other exceptions.* The building or structure is one of the following:

1. An accessory building; or

2. Part of a Planned Residential Unit Development.

Street Acceptance – Portland Code, Chapter 25

Victoria's suggested changes in red

Sec. 25-47.

Acceptance of streets and ways dedicated for public travel prior to July 7, 1948. A street or way dedicated for public travel prior to July 7, 1948, including paper streets, shall be laid out and accepted as a public street or way by the city only upon the following conditions:

(a) Minimum width. Such street or way shall have a minimum width of fifty (50) feet unless the owners of property adjoining the street or way shall convey to the city sufficient land to lay out a fifty (50) foot street; provided, however, that the Public Works and Planning Authority may allow the minimum clear width or less, as described in 14-403 when a fifty (50) foot street is impracticable.

Provided further that any such street or way located on any of the islands in Casco Bay, which is not considered to be a collector street in the opinion of the public works authority and the planning board, may have a minimum width of thirty-two (32) (change to: the minimum clear width standard in 14-403) feet.

(b) Recorded plan. A plan of the street or way shall have been recorded in the county registry of deeds prior to July 7, 1948.

(c) Petition by abutters. A majority of the abutters upon the street or way shall in writing, on a form to be prescribed by the public works authority, petition the city council to improve the street by grading, curbing, gravelling, macadamizing, paving, or in any other way making a permanent street of the same, or any part thereof; and in said petition shall waive any damages resulting from the laying out and acceptance of said street or way, or any necessary changes in the grade thereof; and shall agree to pay their just proportion of one-third of the cost thereof. For purposes of this article, a majority of the abutters shall mean those abutters who own more than fifty (50) percent of the frontage, both in front-feet and in assessed value.

(d) Assessment of costs. When the street or way shall have been laid out and accepted as a public street or way, and such improvements have been made, one-third of the cost thereof shall be assessed on the property adjacent to and bounded on the street or way in the manner, and with the same right of appeal, provided in 23 M.R.S.A §§ 3601--3605.[1] (Code 1968, § 707.2) Cross reference(s)--Uniform procedure for collecting assessments,

---

[1] 23 M.R.S. §3601. Apportionment of damages or benefits

Whenever the city government lays out any new street or public way, or widens or otherwise alters or discontinues any street or way in a city, and decides that any persons or corporations are entitled to damage therefor, and estimates the amount thereof to each in the manner provided by law, it may apportion the damages so estimated and allowed, or such part thereof as to it seems just, upon the lots adjacent to and bounded on such street or way,

other than those for which damages are allowed, in such proportions as in its opinion such lots are benefited or made more valuable by such laying out or widening, alteration or discontinuance, not exceeding in case of any lot the amount of such benefit, but the whole assessment shall not exceed the damages so allowed. Before such assessment is made, notice shall be given to all persons interested of a hearing before said city government, at a time and place specified, which notice shall be published in some newspaper in said city at least one week before said hearing.

Google Groups

Planning Board Workshop- 3/13- Text amendment 14-403

Liv Chase <livchase@yahoo.com> Mar 11, 2018 3:39 PM

Posted in group: **Planning Board**

Dear Planning Board Members and Planning Staff,
Thank you for your time and attention in addressing section 14-403 of the City's land use code. This amendment directly effects me because I own 2 properties on accepted city streets that have a width less than 25'. Based on the history of 14-403 and the enforcement of this ordinance, the intention of this code is to address unaccepted city streets, i.e. paper streets. It is my understanding, no permit application or plan for development on an accepted city street was ever denied on the basis of street width, until recently.
The attached comments, attachments, and suggested amendment to 14-403 are to address 14-403 (a) for accepted city streets. Regardless of the prior interpretation, I hope you will agree that accepted city streets which already have city services and established widths, should not be part of this ordinance.
Regards,
Liv Chase
livchase@yahoo.com
207-522-4345

Section 14-403 was written and adopted in 1968. The interpretation of this code has always been that it applies to non-accepted city streets i.e. paper streets. This section of the land use code has had no bearing on accepted city streets in the past. The City of Portland zoning department has approved many projects on the Portland peninsula on streets which are less than 35' in width (Attachment D). Only recently has section 14-403 been read literally and enforced to deny permit applications on accepted city streets that are less than 35' in width. One of these permit applications is an application submitted in May 2017 to build a small 499sf single family house located at 47 Chapel Street. If the true intention of clarifying this code is related to the impact it will have on city services, please consider the following:

Why are we defining street access?
We are defining street access because it is relevant to fire and life safety.

Why would street width need to be defined for accepted city streets that are already built?
City Services
Accepted city streets already have city services, i.e. water/ sewer, plowing, general upkeep, ect. As property owned by the city, the city already holds the responsibility/cost for maintaining these streets.
Adding additional buildings to a street with city services does not unreasonably impair these services because these services are already in place.
Fire and Life Safety
Accepted city streets are wide enough to allow for the access of fire trucks and ambulances in the event of an emergency. Currently, all accepted city streets are wide enough for a fire truck to drive down (a fire truck is just under 10' in width). A brief conversation with the fire department revealed that the narrowest street for the fire truck is Oak Street. Even though the street width is 24.5 feet wide, cars are allowed to park on both sides of the street. This equals a clear width of 10.5 for the fire truck. Clear width for a fire truck to pass should take into account parked cars on the street (Attachment C)

City staff has expressed the need to simplify and clarify section 14-403. The clarification is that 14-403 is not intended for accepted city streets.

Other Points to Consider:

Accepted city streets on the peninsula have been streets since the 1800's. The peninsula is home to the highest density of building infrastructure in Portland. If there truly was a problem in regards to city services and life safety on accepted city streets, this would have been addressed 30 years ago when the code was revised.

This proposed text amendment will take away property owners rights. There are 53 streets on the peninsula that would be affected by this amendment (Attachment A and B)

It is understood that there is a need to regulate the creation of new city streets (Section 14-403 (b)) and adopt standards for these streets. NFPA 1 fire code determines a minimum clear width of 20 feet for a emergency access in the creation of new streets.

The proposed text amendment establishes an arbitrary street width that is not based on anything pertaining to fire and life safety. Additionally, it allows for this width to be reduced by approval of the fire chief and public works director. This makes the proposed text discretionary and vague. This opinion based flexibility would prove to be beneficial in connection with the development of new streets, but it adds no value to streets which are already defined as to width. Accepted city streets are already developed and most times, they can not be widened because existing infrastructure is built to the right of way.

The proposed text amendment adds more restrictions to 14-403

Current	**Proposed**
Streets with ROW less than 35'*	Streets less than 25' not including sidewalk*
Only for residential dwellings	All building regardless of use
Exception for frontage on another street	No exception
Only for new construction	Not specified (adding a unit could be within existing infrastructure)

*See Attachment E

14-403 is in direct conflict with the City's comprehensive plan. Vacant lots, that meet the minimum required lot size, have the potential to add more dwelling units and create higher densities. Further restriction of these vacant lots is not in line with the comprehensive plan.

Sec. 14-403. Street access.

A building or structure, intended for use as habitation, may only be constructed or moved on a lot, ~~or a dwelling unit added to a lot,~~ where one of the following is met.

(a) ~~*Permanently paved and accepted streets or island streets.* The lot has the minimum required frontage on either (i) a permanently paved and accepted City street that meets the minimum clear paved width, measured from the edge of the pavement, excluding sidewalks, or (ii) on an existing street on an island in Casco Bay that meets the minimum clear built width, measured from the edges of the built street. The minimum clear width shall be as follows:~~

~~1. For one- or two-family dwellings – 25';~~

~~2. For all other buildings – 28'.~~

~~These widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.~~

(a) Accepted city streets appearing on the official map of the city are exempt from this section of the land use code.

(b) Unaccepted city *streets to be upgraded in connection with development.* The owner or developer of the lot will do all of the following in connection with the development of that lot:

1. Upgrade the street between the lot and the nearest permanently paved and accepted City street by paving the existing travel way or the minimum clear width measurement as described above, as determined by the Public Works Authority, and meeting the standards adopted elsewhere in this Code, including those adopted by the public works authority and the planning authority pursuant to this Code;

   i. The widths may be reduced with the written approval of the Fire Chief, and the Public Works Director where, in their shared and final determination, the ability to provide City services will not be unreasonably impaired.

2. Take all necessary steps under Chapter 25, Article III, of this Code to dedicate the upgraded portion of the street to the City for acceptance, including a waiver of any claim for damages resulting from the acceptance; and

3. Obtain site plan approval for the work required under this subsection. Exception: The above guidelines may be

(c) *Other exceptions.* The building or structure is one of the following:

1. An accessory building; or

2. Part of a Planned Residential Unit Development.

street widths as measured from curb to curb

street name	street width (feet)		street name	street width (feet)
guilford court	10.3		bramhall place	21
horton place	11.7		myrtle street	21
chapel street	12.4		market street	21.1
russel street	12.5		summer street	21.4
joy place	13		alder street	22
tate street	13.8		forest street	22.3
throwbridge place	13.8		south street	23.1
fletcher street	14.7		winthrop street	23.1
maple street	15.3		may street	22.4
montgomery street	15.5		stetson court	22.5
marshall street	16		dow street	22.7
orange street	16		mountfort street	23.4
nye street	16.1		winter street	23.8
stone street	16.2		oak street	24.5
bond street	16.4		neal street	24.9
storer street	16.6		orchard street	25.5
stratton place	18.8		hampshire street	25.9
marion street	19.1		sheridan street	26.1
briggs street	19.4		howard street	26.2
romasco street	19.4		wilmot street	26.6
school street	19.6		clifford street	26.6
brown street	20.2		park street	26.8
locust street	20.8		emerson street	27.2
casco street	20.8		chestnut street	27.3
cedar street	20.9		carlton street	27.7
boynton street	20.9		gray street	27.9
			hammond street	27.9

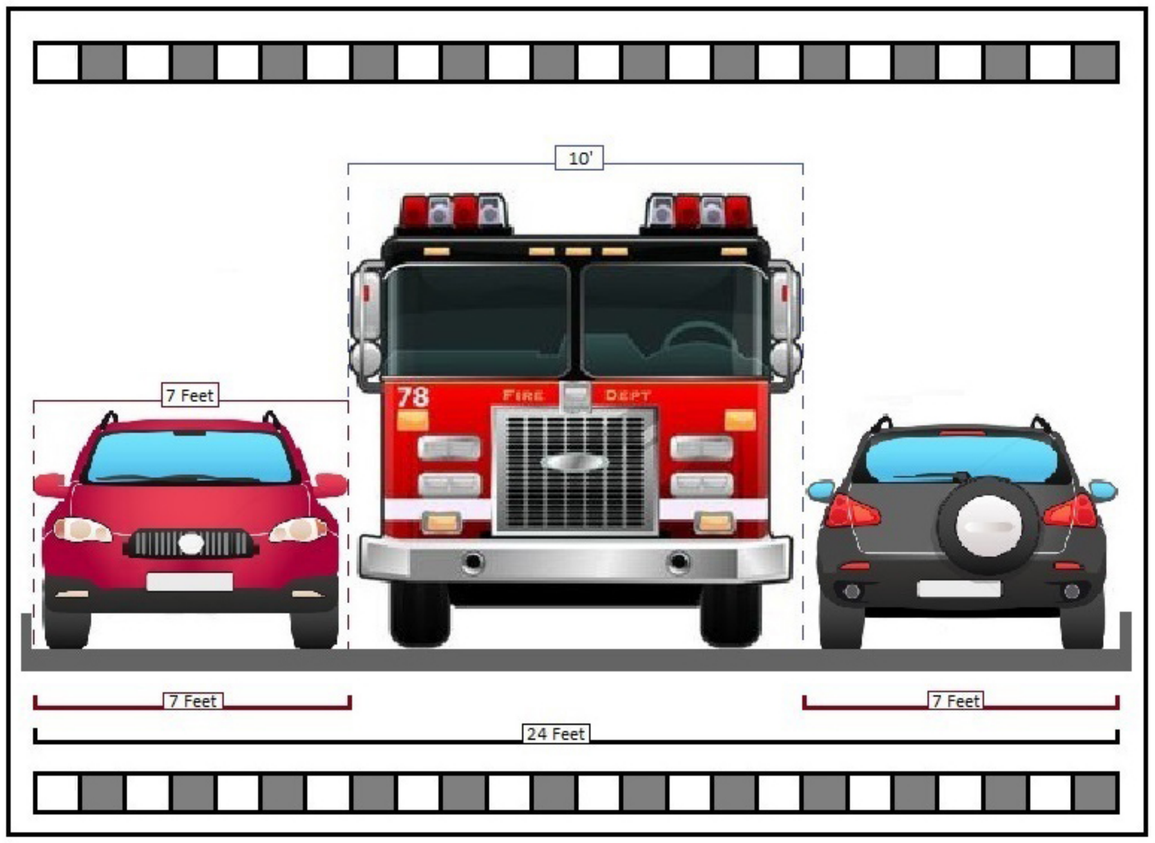
There are 41 streets that are less than 25' in width

ATTACHMENT B

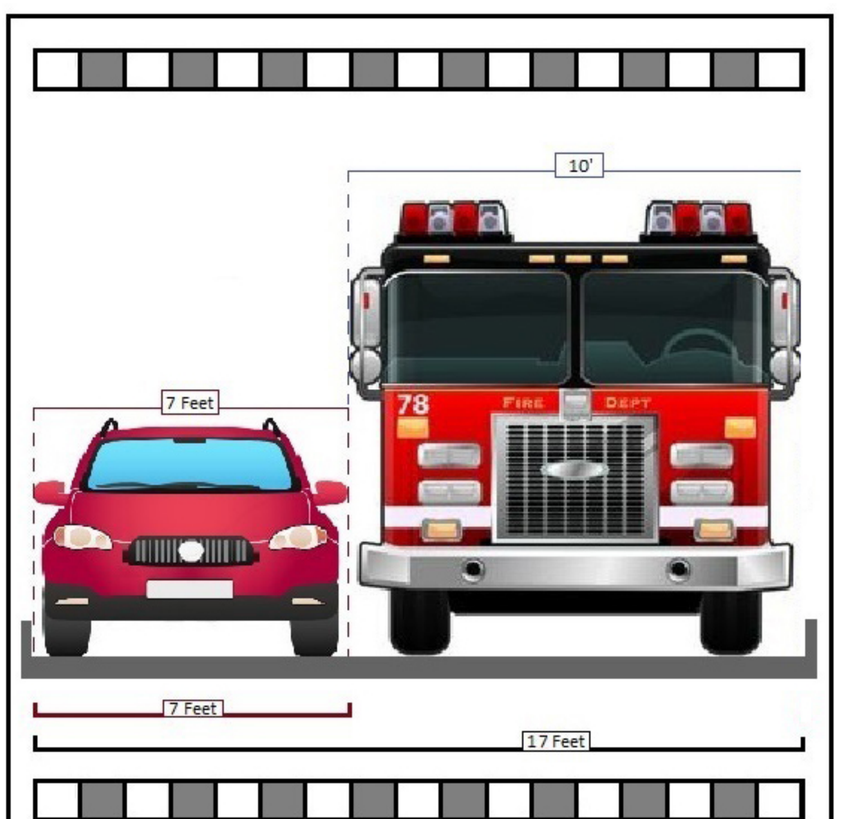
MAP OF THE PORTLAND PENNISULA

ATTACHMENT C

Fire and Life Safety-



Parking on both sides of the street



Parking on one side of the street

No parking on either side of the street

7 feet is the minimum width necessary for parallel parking space. The measurement was based on average vehicle widths and design standards for on-street (parallel) parking space in other municipalities, including the City of Chicago

ATTACHMENT D

72 Oak Street

Year Built: 2011
Use: 37 Units
Street Width: 24.5 feet

Parking on 2 sides =
clear width for fire truck 10.5 feet

50 Myrtle Street

Year Built: 2014
Use: Single Family
Street Width: 21 feet

Parking on 1 side =
clear width for fire truck 14 feet

5 Briggs Street

Year Built: 2016
Use: 3 units
Street Width: 19.4 feet

Parking on 1 side =
clear width for fire truck 12.4 feet

22 Tate Street

Year Built: 2016
Use: 8 Condominiums
Street Width: 13.8 feet

No on street parking =
clear width for fire truck 13.8 feet

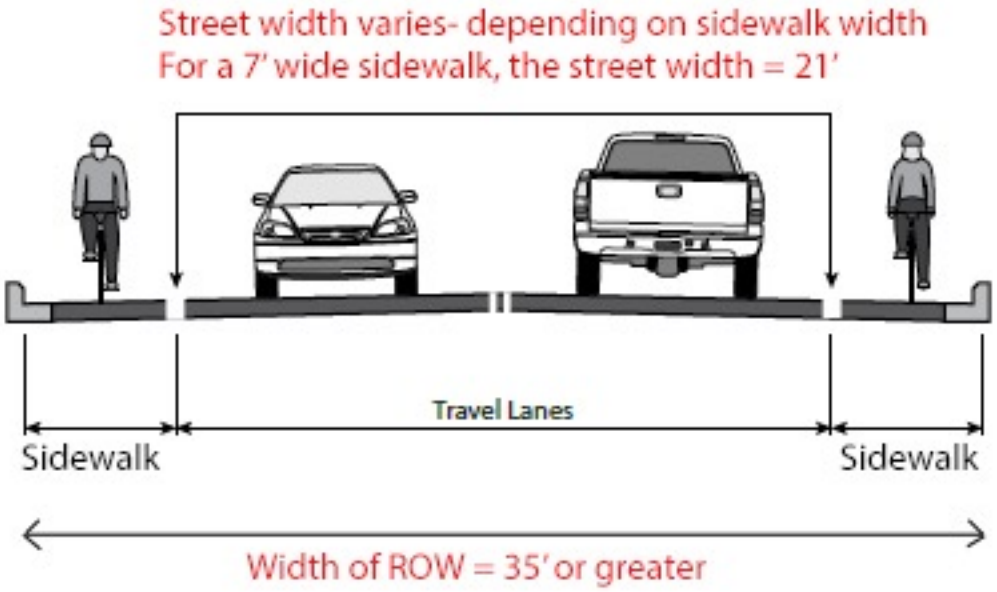
1 Joy Place

Year Built: Currently being reviewed for permit application
Proposed Use: 12 Condominiums
Street Width: 13 feet
Street Condition: Dirt Path

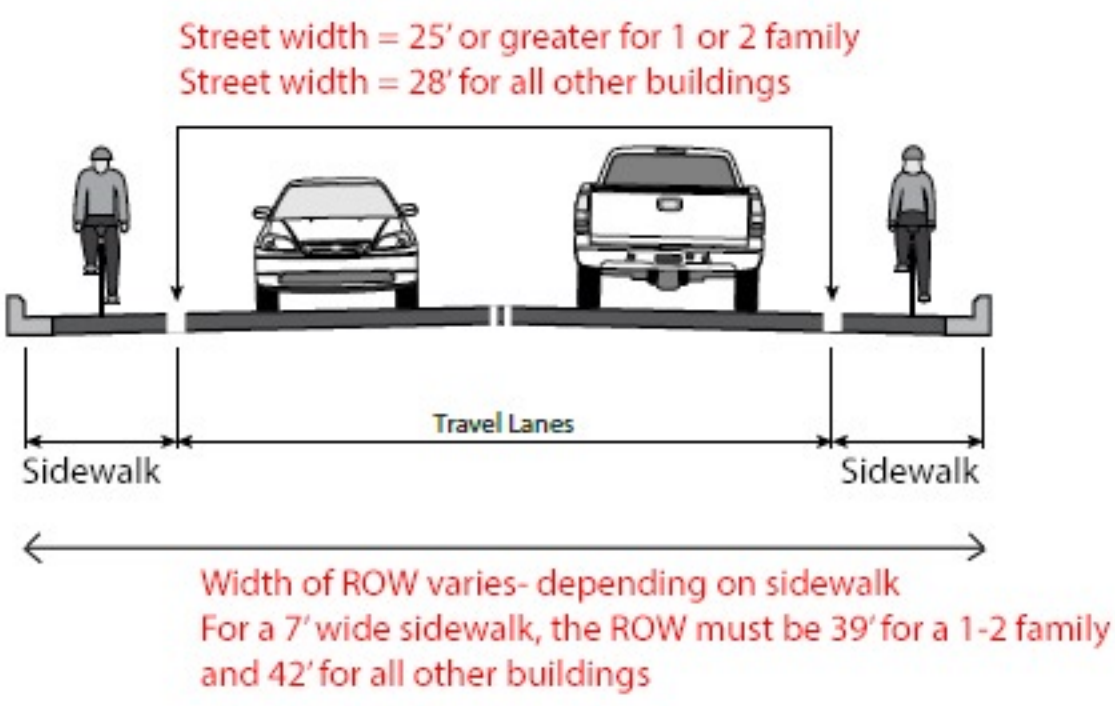
Fire truck access = ?

ATTACHMENT E

Current 14-403: "a street width less than 35'"



Proposed 14-403: "minimum clear width as measured from the edge of the pavement, excluding sidewalks"



To: Planning Board
3/11/2018
From: Brent Adler
47/49 Chapel Street

RE: Planning Board workshop comments text amendment 14-403

I would like to thank the hard work of Corporation Council and Planning Staff for bringing this text amendment before the planning board. I am happy to see that the proposed text amendment seeks to simplify and clarify issues with the code. Unfortunately, the language in the proposed section will prevent development on small city adopted streets and will allow for discretionary decisions by the Fire Chief and Public Works Director.

Subsection (a) will remove small scale development opportunities on functioning legally non conforming streets that currently have existing public services. 72 Oak Street and 22 Tate Street have working street widths of less than 13'. These two projects were large scale and prove to be a success (72 Oak is a 37 unit apartment building and 22 Tate is a 8 Unit condominium building), approved by the planning board with the support of Public Works and the Fire Department. I would like to provide these as examples of how peninsula streets that are narrow can still be functioning contributing streets to our city that deserve special attention, not to be treated as non buildable streets unable to provide new housing stock as the city grows and we adopt a new comprehensive plan. Public Works has the ability to service narrow streets today the same way they have been servicing their residents over the past 100 years. We have tools available in zoning to allow safe housing on narrow streets that will not negatively contribute to maintenance already provided under Public Works. As a City that has grown around these smalls streets why are we considering abandoning the potential they present for development? We can ask the following questions to help ease the challenges a narrow street presents to emergency and public works vehicles.

Square footage restrictions on the proposed development limited to 1000 sq feet
A larger set back from neighboring buildings
Limiting the height of the building to single level
The proximity of a fire hydrant to the proposed dwelling
Can a narrower street allow for higher density if the building is sprinkled according to NFPA
Parking on both sides or none
One way or two way
The smallest fire engine currently used by the City and its working width, Engine 31?
Do current structures exist on the street and have City Services

I would propose the following as an exception to subsection (a)

No Street width minimum on City approved adopted streets on the peninsula

I am in support of having 14-403 amended but I am not in support of the proposed changes. I am the owner of 47/49 Chapel Street, a lot with 3,450 square footage. A buildable lot with water, sewer, gas, and electric. On a street that is plowed during the winter and maintained by the city. This street is less than a block from the City Hall and services 6 existing houses. My application for a small 500 square foot single family is currently on hold for review with the City. My permit is awaiting denial based on the current interpretation of 14-403. If the proposed changes go through, my paved width being 12.4’ excluding sidewalks, will kick my application for review and approval to the Fire Chief and Public Works Director. If I do not have approval by these two departments my lot will become non-buildable. Meaning, for me, a regulatory taking. I am unable to pursue an appeal because of 14-473 in the land use code Section (c)4h. Please consider this text amendment an opportunity to allow small development on small streets and not an exclusionary effort for property owners and developers in my position.

For your information Joseph Gray Jr. Director of Planning and urban development on 10/31/84 has already defined unimproved streets. These streets identified on the peninsula should be the only streets considered under the proposed subsection (a) for non development. Please see attached

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CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Stephen T. Honey, City Manager

DATE: 10/31/84

FROM: Joseph E. Gray, Jr., Dir., Planning & Urban Development

SUBJECT: Council Request for Material on Unaccepted Streets

At the recent Council workshop on unaccepted streets, Council members asked that we prepare certain additional information for distribution to the Full Council. The material includes:

1) Building Permits

Sam Hoffses, Chief of Inspection Services, has reviewed our files and has determined that since January, 1981, 47 permits have been issued for housing on unaccepted streets. The Council should note that during 1984, 22 permits or almost half those issued, were during this year. This is an indication of the acceleration of development on these streets.

2) List of Unaccepted Streets/Neighborhood Breakdown

The Parks and Public Works Department has prepared a breakdown of unaccepted streets by neighborhoods. This list is enclosed.

3) Charts Used in Staff Presentation

At the request of the Council we have reduced to typing the charts used in staff presentation on unaccepted streets. There are four charts.

A) Issues Chart
B) Streets Glossary
C) Lapsed/Abondoned Streets
D) Unimproved Streets

"STREETS" GLOSSARY

DEDICATED: Offered to City as public street

ACCEPTED: Accepted by City as public street

LAPSED: Dedicated but not accepted within reasonable time (40+ years)

ABANDONED: Accepted but not maintained for 30 years (1946 - 1976)

IMPROVED: In actual existence (paved or unpaved)

UNIMPROVED: Not in actual existence ("paper")

Garden Lane	U
Park Street Court	U
Stratton Street	U
Tolman Place	U
Guilford Court	U
Hall Court	U
High Street Court	U
Nye Street	U

WEST END

Gilman Place	
Houlton Street	U
Spring Street Place	U
Trowbridge Place	U
West Street Court	U
	U

EAST END

Gilbert Lane	U
East Cove Street	U
Poplar Street	U
Sumner Court	U

Portland Maine | Yes. Google's good here.

Jennifer Munson <jmy@portlandmaine.gov>

Fwd: Section 14-403

Barbara Barhydt <bab@portlandmaine.gov> Mon, Mar 19, 2018 at 8:03 AM
To: "Munson, Jennifer" <jmy@portlandmaine.gov>

Public comment

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

---------- Forwarded message ----------
From: **john mcgovern** <jtmcgovern1@gmail.com>
Date: Sat, Mar 17, 2018 at 9:30 PM
Subject: Section 14-403
To: bab@portlandmaine.gov

Hello Barbara.

My wife just brought to my attention that the city had a planned meeting on the thirteenth of March regarding changes to the city code section 14-403 on paper streets in the city of Portland. I am pleased to know that the meeting had been postponed do to inclement weather , as I would have missed it. As you know I have been working with the city on making the improvements to Hingham street , I am hoping the timing of this meeting will only have a positive effect on what I have been trying to accomplish on Hingham street. As you know we had a meeting at city hall with your self John Jennings David Brenerman myself and others. I had requested the meeting because of a paragraph in the city code that allows a resident of the city of Portland with a lot of record and being part of a subdivision recorded in the registry deeds , the allows them to petition the city to bare part of the cost of bringing the road up to the standards of the city of Portland. Although the meeting did not resolve the issue of who should bare the expense of these roads I moved forward on my own to make the improvements at my expense. At this point I have invested over nine thousand dollars of my own money in engineering cost and application fees and I am still waiting for the review process to be complete. In closing I would like to say that the city has a enormous untapped revenue of property tax resources by not working with city residents to improve these streets. If the city of Portland wants to be know as progressive pioneer in moving into the twenty first century it is time to be more aggressive in allowing the development of this untapped revenue stream. I do not think it is unreasonable for the city to take on some of the cost burden of these projects. I am strongly against any changes to 14-403 that would have a negative impact on future development of these valuable pieces of property.

Respectfully ,

John McGovern

Sent from my iPad

PLANNING BOARD REPORT
PORTLAND, MAINE

DPW Campus Subdivision, 44 Hanover Street
Level III Subdivision Review
2018-001
City of Portland

Submitted to: Portland Planning Board Date: March 9, 2018 Public Hearing Date: March 13, 2018	Prepared by: Nell Donaldson, Planner CBLs: 34-G-001,002,003,004,005 and 33-B-008 Project #: 2018-001

I. INTRODUCTION

The City of Portland appears before the Planning Board for a final review of a proposed subdivision on the block bounded by Portland Street, Hanover Street, Kennebec Street, and Parris Street in the city's West Bayside neighborhood. The site is the current location of the city's Department of Public Works, including its offices, garage, maintenance facility, and plow shed. The proposal involves the reconfiguration of six city-owned lots on the site into three parcels.

This development is being referred to the Planning Board for compliance with the subdivision standards of the land use code. The Planning Division sent a total of 165 notices to property owners within 500 feet of the site and a legal ad ran on March 6 and 7, 2018.

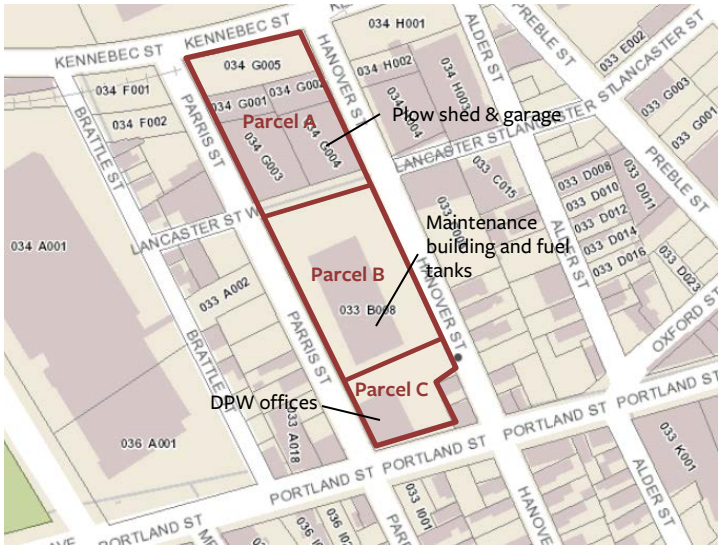
Applicant: City of Portland
Consultants: Rex Croteau, Titcomb Associates, surveyor

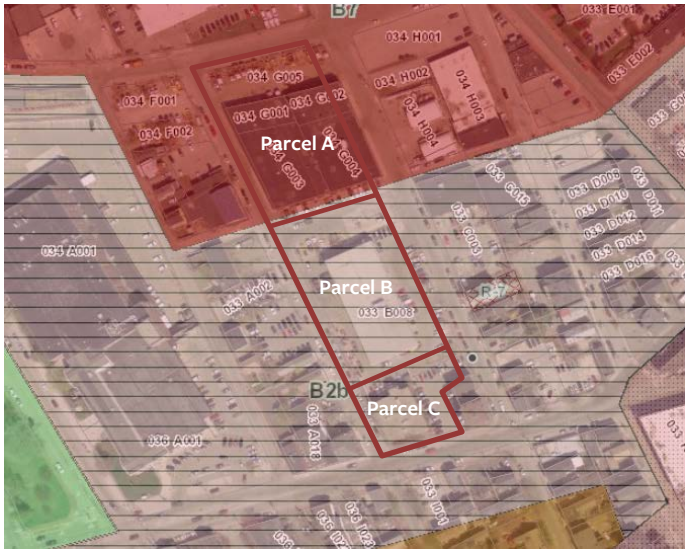
II. REQUIRED REVIEWS

Waiver Requests	*Applicable Standards*
To allow overhead utilities	***Section 14-499(h).*** *All utility lines shall be placed underground unless otherwise approved by the Planning Board.*
Review	***Applicable Standards***
Subdivision	*Sections 14-496, 14-497, 14-498, and Section 14-499*

III. PROJECT DATA

Existing Zoning	B-2b and B-7
Existing Use	DPW offices and operations
Proposed Use	None at this time
Parcel Size	3.17 acres total Subdivided Parcel A (82 Hanover St.): 57,956 SF Subdivided Parcel B (52 Hanover St.): 59,625 SF Subdivided Parcel C (55 Portland St.): 21,440 SF





Figures 1 and 2: Proposed DPW campus subdivision layout over existing lot lines (left); proposed subdivision layout over aerial and zoning (right).

IV. BACKGROUND

The City of Portland is proposing to subdivide a 3.17 acre site comprising the major portion of the block bounded by Portland Street, Hanover Street, Kennebec Street, and Parris Street in West Bayside *(Figure 1)*. The site has long served as the base of operations for the city's Department of Public Works. At the present time, the southern end of the site at 55 Portland Street is occupied by a two-story building which houses DPW's administrative offices; the center portion of the site houses DPW's maintenance building, underground fuel tanks, and pump infrastructure; and the northern end of the site is occupied by a 1940s brick industrial buidling which serves as the city's plow shed and garage. The former Lancaster Street right-of-way transects the site at the rear of the garage. A zone line runs down the center of this right-of-way; the northernmost third of the site lies in the B-7 zone, and the southern two-thirds lie within the B-2b zone *(Figure 2)*. A mix of residential, commercial, and light industrial uses surround the site.

All of the site's adjoining streets, including Portland Street, Hanover Street, Kennebec Street, and Parris Street, are fully constructed, accepted city streets with typical associated infrastructure, including overhead electrical utilities and underground water service, stormwater, and sewer systems. Sidewalks and curbing, street trees, and street lights, however, are not uniformly present.

V. PROPOSED SUBDIVISION

The proposed subdivision involves the reconstitution of six existing parcels owned by the City of Portland into three distinct lots: 82 Hanover Street (Parcel A), 52 Hanover Street (Parcel B), and 55 Portland Street (Parcel C) *(Figure 1)*. Each of these parcels has been configured around an existing building, and each has the potential for either adaptive reuse or complete redevelopment. Conceptual plans exist for each of the three lots, generated in response to an RFP process conducted by the city in mid-2017, and all three are currently under contract for sale. This subdivision will allow the city to transfer the parcels to the purchasers selected through the RFP process. Redevelopment of each of the sites will ultimately be subject to site plan review.

VI. PUBLIC COMMENT

The Planning Division has received no public comment on the subdivision application. A neighborhood meeting was not required.

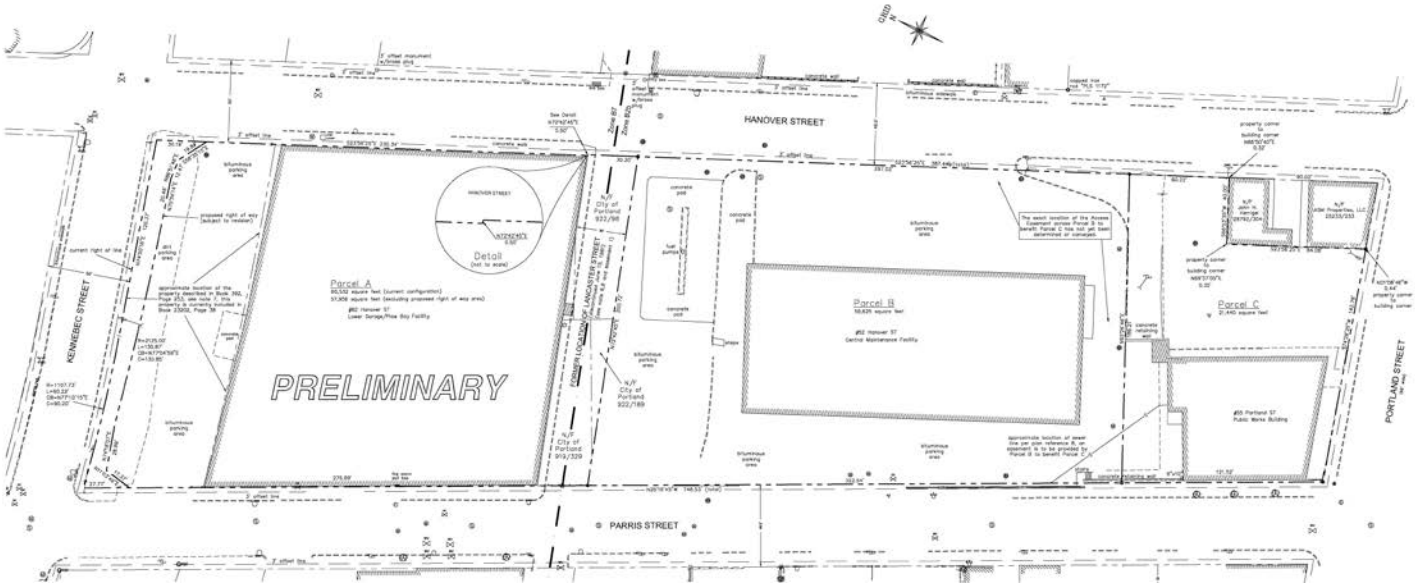


Figure 3: Proposed DPW campus subdivision plat

VII. RIGHT, TITLE, & INTEREST

The applicant has provided a deed record on the subdivision plat as evidence of right, title, and interest *(Plan 1)*. Deeds have also been compiled *(Attachment C).*

It should be noted that right, title, and interest questions arose during the review with respect to the 82 Hanover parcel (Parcel A), as a portion of the site was historically subject to use restrictions as a product of its late 19th century sale to the Portland and Rochester Railroad Company. Corporation Counsel has advised that the city has sufficient right, title, and interest to pursue the subdivision approval by virtue of an adverse possession claim. Jennifer Thompson, Associate Corporation Counsel writes,

> *Note 7 [on the subdivision plat] notes that a portion of land adjacent to Kennebec Street was conveyed to the City by quit claim deed and conveys a right of way for the purposes of a railroad. To the extent this note raises questions about the City's right, title and interest to that portion of the land and its ability to use that portion of land for uses other than those associated with a railroad, the City claims ownership in fee in that strip of land under a claim of adverse possession. The support for that claim is outlined in an Affidavit by William Scott, attached [in Attachment 1]. As you and the Board are aware, the Law Court has previously held that a claim of adverse possession is sufficient to evidence of right, title, and interest to constitute standing to apply for a land use approval. (Southridge Corp. v. DEP 655 A.2d 345 (Me. 1994), attached [in Attachment 1]). Therefore, the City has sufficient RTI to subdivide the property as proposed.*

There are three plat items related to right, title, and interest which staff is suggesting be resolved as conditions of approval:

1. The northern property line of Parcel A (82 Hanover Street) fronts on Kennebec Street, which is proposed for realignment in association with the long-term plans for the reconfiguration of Somerset Street. Staff from the Department of Public Works has communicated with the applicant regarding the area of the 82 Hanover lot which is shown as new right-of-way on the subdivision plat. Final review of the right-of-way line by DPW will occur under their general review of the final, stamped recording plat, which has been suggested as a condition of approval.
2. The site is divided by the Lancaster Street right-of-way, a discontinued street in which the city maintains a sewer easement. This sewer easement is documented in the subdivision plat notes. As a product of the timing of the discontinuance, the city also maintains a public easement over the right-of-way, including rights of public access. Ms. Thompson writes,

> *Note 6 [on the subdivision plat] suggests a "title opinion" should be obtained regarding the*

existence of a public easement in the discontinued street.
Having reviewed the City's records with respect to the discontinuance of the portion of Lancaster Street implicated by Note 6 (attached [in Attachment 1]) and by operation of 23 MRSA 3026-A(2), I can confirm that the City did retain a public easement in the portion of Hanover Street discontinued in 1981.

Finally, as noted in Note 8 and as expressly noted in the 1981 discontinuance, the City also retained a sewer easement in the portion of Lancaster Street depicted on the subdivision plan and still exists to this day.

Staff has suggested a condition of approval that clarifies the existence of this public easement in the easement notes on the plat.

3. Last, the subdivision plat includes a proposed access and utility easement over Parcel B (52 Hanover Street) for the benefit of Parcel C (55 Portland Street) in order to allow access to the parking at the rear of the 55 Portland Street property as well as utility connections from 55 Portland Street to Parris Street. This easement has not been finalized or recorded, but has been suggested as a condition of approval.

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant has attested to the city's financial and technical capacity to complete the subdivision *(Attachment B).*

IX. ZONING ANALYSIS

The applicant has proposed to reconfigure six existing parcels to create three new lots. Each of these lots conforms to the minimum lot size and street frontage requirements of their respective zones. The lot split does not render any side, rear, or front yards less than the minimum required by code.

X. SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

In accordance with the city's land use ordinance, the applicant provided a draft plat in the final plan submittal *(Plan 1)*. As the plat relates to the reconfiguration of existing parcels on previously platted, constructed, and accepted city streets, complete with existing utility service, the plat does not address plat requirements regarding the laying out of new streets or utilities. The plat does address requirements relating to lot boundaries, zoning district boundaries, and lot data, as well as survey standards. Corporation Counsel, the Department of Public Services, and Planning staff have reviewed the draft plat. As with all subdivision plats, a final, stamped recording plat, reviewed and approved by Corporation Counsel, DPW, and Planning, will be required as a condition of approval.

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

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

1. Water, Air Pollution

The subdivision to create three new lots is not anticipated to cause undue water or air pollution.

2 & 3. Adequacy of Water Supply

The site is currently served with water. It is anticipated that water supply will be sufficient to serve the reconfigured lots.

4. Soil Erosion

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

5. Impacts on Existing or Proposed Highways and Public Roads

As noted previously, the subdivision relates to a developed site which lies on an existing city block surrounded by accepted city streets. At time of site plan review, future redevelopment plans for the proposed lots will be assessed for impacts to the surrounding street network.

6. Sanitary Sewer/Stormwater Disposal

The existing development on the site is connected to the municipal waste water system, with separated sewer and stormwater connections to combined systems in Hanover and Parris Streets. Capacity to serve potential redevelopment will be assessed at time of site plan review.

7. Solid Waste

The site is currently served by municipal trash and recycling, and no unreasonable future burden on these systems is anticipated.

8. Scenic Beauty, Historic Sites, or Natural Resources

The subdivision proposal is not deemed to have an adverse impact on the scenic beauty of the area. There are no historic or natural resources on the site.

9. Comprehensive Plan

The proposed subdivision is consistent with *Portland's Plan.* It is directly related to facility goals around capitalizing on existing assets and pursuing disposition of properties as a means of subsidizing programs and facilities with broad public support. In addition, the disposition of DPW properties through this subdivision will allow for development on these parcels in a manner consistent with West Bayside's designation as a "priority node" in *Portland's Plan*.

10. Financial and Technical Capacity

As noted above, the applicant has attested to the city's technical and financial capacity.

11. Wetland/Water Body Impacts

There are no anticipated impacts to wetlands or water bodies.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

Although preliminary mapping shows portions of Parcel A within a 500-year flood zone, per the city's current flood maps, none of the proposed parcels technically lie within a 100-year flood zone.

XI. TECHNICAL AND DESIGN STANDARDS (Section 14-498) & REQUIRED IMPROVEMENTS (Section 14-499)

As noted previously, this subdivision is served by previously platted and engineered streets and utilities, including sewer, stormwater, water, and electricity. These streets provide for many of the subdivision "improvements" required by *Section 14-499* of the ordinance. For example, water, sanitary sewer mains, and storm drains have been constructed and "suitable hard surfaced permanent pavement" has been installed in accordance with *14-499*. However, in some areas, these streets do not provide required improvements; as noted previously, these streets are not uniformly served by sidewalks, curbing, street trees, or street lighting as required by *Section 14-499*. In order to address these required improvements, staff has recommended a condition of approval stating that, at such time as future development on the new parcels occurs, sidewalks, curbing, street trees, and street lights conforming to *Section 14-498* and the city's *Technical Manual* shall be installed. It should be noted that, in his review of the plat, Jeff Tarling, the city's arborist, has stated that street trees in this area should be located in raised tree planters at a spacing of 45 feet on center *(Attachment 2)*.

In their submittal, the applicant has requested a waiver from the requirement in *Section 14-499* that "all utility lines shall be placed underground unless otherwise approved by the Planning Board" *(Section 14-499(h)).* Given the cost of such an investment as well as recent precedent, staff supports such a waiver.

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed DPW campus subdivision on the site bounded by Portland, Hanover, Kennebec, and

Parris Streets.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on March 13, 2018 for application 2018-001 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** that extraordinary conditions exist or undue hardship may result from strict compliance with the subdivision standard *Section 14-498(h)* which requires that all utilities be placed underground, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the subdivision standard *Section 14-498(h)* to allow the utilities surrounding the proposed subdivision to remain above ground.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on March 13, 2018 for application 201-001 relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. The applicant shall finalize the subdivision plat for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority;

2. The applicant shall add a note regarding the retained public easement in the Lancaster Street right-of-way in the "Easements" notes on the plat for review and approval by Corporation Counsel and the Planning Authority;

3. The applicant shall provide evidence of an access and utility easement over Lot B for the benefit of Lot C and document such easement on the plat for review and approval by Corporation Counsel and the Planning Authority; and

4. The applicant shall add notes to the plat stating that sidewalks, curbing, street trees, and street lights in conformance with *Section 14-498* and the city's *Technical Manual* will be required at such time as Parcel A, Parcel B, and Parcel C are subject to future site plan review or change of use permit for review and approval by Corporation Counsel and the Planning Authority.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Corporation Counsel memo (memo from Jennifer Thompson, 3/9/18)
2. City Arborist review (memo from Jeff Tarling, 2/7/18)

APPLICANT'S SUBMITTALS

A. Level III Site Plan Application
B. Subdivision Application Narrative
C. Evidence of Right, Title, and Interest

PLANS

Plan 1. Draft Subdivision Plat

Portland Maine Yes. Google's good here.

Helen Donaldson <hcd@portlandmaine.gov>

DPW subdivision application for Bayside

Jennifer Thompson <jlt@portlandmaine.gov> Fri, Mar 9, 2018 at 12:55 PM
To: Helen Donaldson <hcd@portlandmaine.gov>

Hi Nell - I write to address a couple of points that are called out in the notes on the proposed subdivision plan for the City's property down on Hanover Street.

First, Note 7 notes that a portion of land adjacent to Kennebec Street was conveyed to the City by quit claim deed and conveys a right of way for the purposes of a railroad. To the extent this note raises questions about the City's right, title and interest to that portion of the land and its ability to use that portion of land for uses other than those associated with a railroad, the City claims ownership in fee in that strip of land under a claim of adverse possession. The support for that claim is outlined in an Affidavit by William Scott, attached. As you and the Board are aware, the Law Court has previously held that a claim of adverse possession is sufficient to evidence of right, title, and interest to constitute standing to apply for a land use approval. (Southridge Corp. v. DEP 655 A.2d 345 (Me. 1994), attached). Therefore, the City has sufficient RTI to subdivide the property as proposed.

Second, Note 6 suggests a "title opinion" should be obtained regarding the existence of a public easement in the discontinued street. Having reviewed the City's records with respect to the discontinuence of the portion of Lancaster Street implicated by Note 6 (attached) and by operation of 23 MRSA 3026-A(2), I can confirm that the City did retain a public easement in the portion of Hanover Street discontinued in 1981.

Finally, as noted in Note 8 and as expressly noted in the 1981 discontinuance, the City also retained a sewer easement in the the portion of Lancaster Street depicted on the subdivision plan and still exists to this day.

I hope this is helpful. If you or the Board have any questions, please do not hesitate to let me know.

Jennifer L. Thompson
Associate Corporation Counsel
City of Portland
207.874.8915

4 attachments

201803091238.pdf
87K

201803091236.pdf
81K

201803091246.pdf
82K

Southridge Corp. v. Board of Envtl. Protection_ 655 A.2.pdf
95K

AFFIDAVIT OF WILLIAM SCOTT

I, William G. Scott, being first duly sworn, depose and state as follows:

1. My name is William G. Scott and I am a resident of South Portland, Maine, County of Cumberland, and State of Maine. I make the statements herein based upon my personal knowledge.
2. I am currently employed as the Chief Surveyor for the City of Portland ("City") and have been employed in that capacity from January 2017 to date.
3. Prior to serving as Chief Surveyor for the City, I worked for the City as a Project Engineer, a Senior Surveyor and an Engineering Technician.
4. I have been employed by the City continuously for 27 years, from October 22, 1990 to date.
5. During my 27 years working for the City, the City has occupied the land and building located at 82 Hanover Street in Portland.
6. Specifically, the City's Department of Public Works operated a garage and plow truck bay located at 82 Hanover Street that was used to store City vehicles and machinery through Winter 2017.
7. In addition to its use of the building located at 82 Hanover Street, the City of Portland has used a portion of the land as an open surface parking lot to support the garage/snow plow bay's operations (the "Parking Lot").
8. The Parking Lot is comprised of the strip of land between the 82 Hanover Street building and the southerly side of Kennebec Street and is labeled "parking area" on the plan attached hereto as Exhibit A.
9. I have observed the City using the Parking Lot for parking and cleaning City-owned vehicles and equipment, continuously and uninterrupted since before 1997.
10. The use of the Parking Lot has appeared to me to have been controlled exclusively by the City and limited to City of Portland employees and other authorized users since before 1997.
11. The Parking Lot is included in property released to the City from the State of Maine by Governor's Deed dated September 26, 2005 recorded in the Cumberland County Registry

of Deeds, Book 23202, Page 38, and was included in a Release Deed from the Portland Terminal Company to the State of Maine dated September 4, 2001, recorded in the Cumberland County Registry of Deeds, Book 16707, Page 206. I have reviewed records in the City's Department of Public Works archives and found no records granting the City permission to use the Parking Lot for parking purposes.

Dated at Portland, Maine this 20 day of February, 2018.

By: William G. Scott
William G. Scott

STATE OF MAINE
CUMBERLAND, ss.

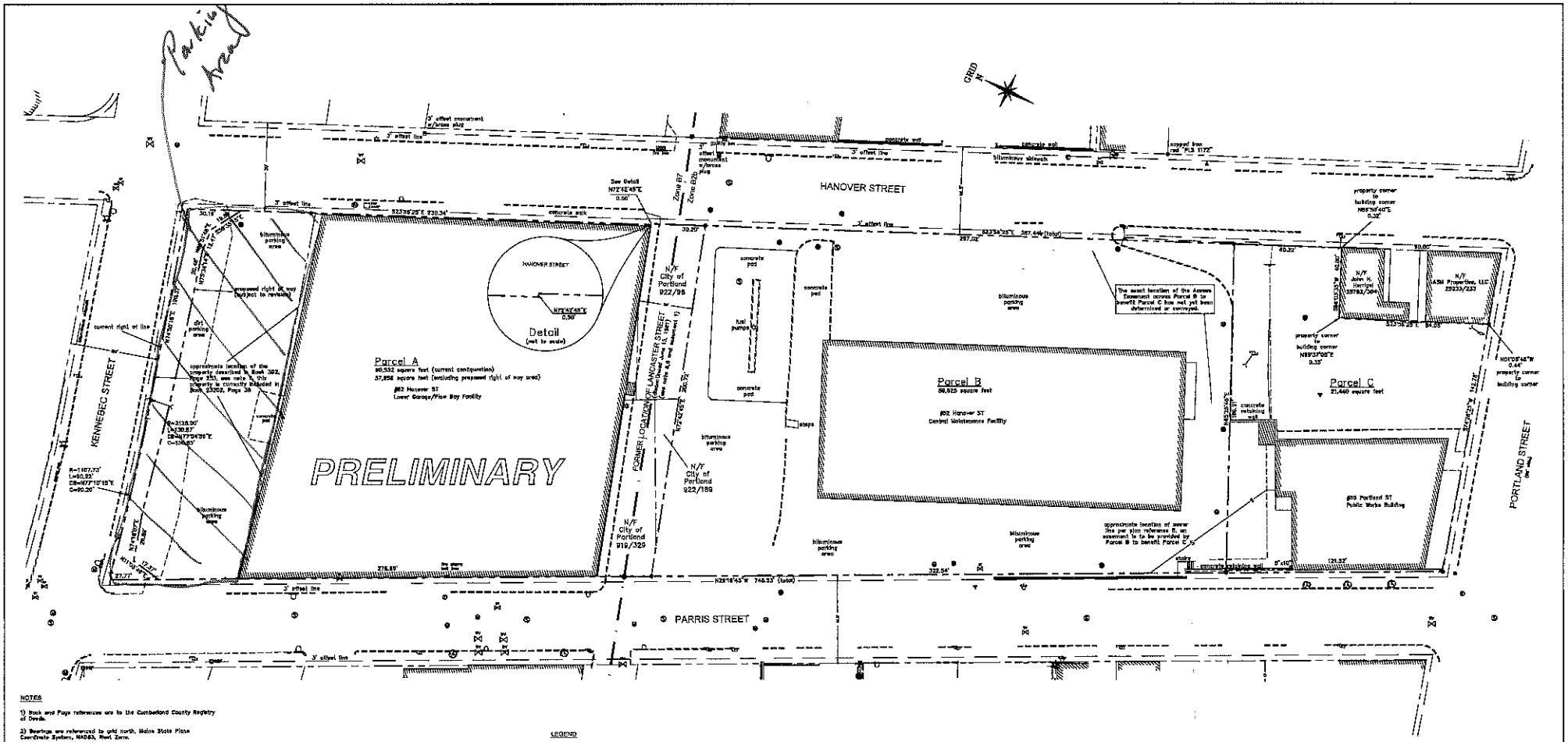
February , 2018

Personally appeared the above-named William G. Scott and swore the above statements were true based on his own personal knowledge.

Before me,

~~Notary Public~~/Attorney at Law

Jennifer L. Thompson
Print Name



NOTES

1) Book and Page references are to the Cumberland County Registry of Deeds.

2) Bearings are referenced to grid north, Maine State Plane Coordinate System, NAD83, West Zone.

3) Utility information on this plan is approximate, based on location of visible features and information contained on plans and drawings provided by others. Digsafe and/or the appropriate utilities should be contacted prior to any construction.

4) Properties lie within Zone C based on FIRM Community #230051 Panel #0013-B, dated July 17, 1986. They do not lie within a special flood hazard area.

5) Right of way lines shown per electronic drawing file provided by the City of Portland Department of Engineering. See plan reference #5.

6) The portion of Lancaster Street shown was discontinued June 15, 1981, City of Portland records, Volume 98, Page 187. This discontinuance does not expressly exclude public rights over the discontinued street. According to 23 M.R.S.A. 3028(1) a street discontinuance after September 3, 1985, leaves an automatic public easement unless specific language states otherwise. A title opinion by a qualified attorney is suggested in order to confirm the public rights in the discontinued street.

7) The portion of the property described in Book 23202, Page 38 was conveyed to Portland and Rochester Railroad Company (Portland Terminal Company) by N. L. Woodbury in Book 382, Page 253, April 3, 1872. This conveyance is a quit claim deed that conveys a "The right of way and use for their (PR&RR) railroad". This deed ends with the statement "Meaning and intending to convey the right only to occupy the forward premises for the purpose of their Railroad....". Obtaining a title opinion concerning this portion of the property is recommended.

8) A sewer easement is reserved by the City of Portland over the discontinued portion of Lancaster Street per the June 15, 1981 discontinuance found in the City of Portland records Volume 98, Page 187.

PLAN REFERENCES

1) Division of the Estate of Benjamin Lombee (undated). Recorded in Plan Book 8, Page 38.

2) Division of the Estate of Enoma Ford (undated). Recorded in Plan Book 1, Page 38.

3) Plan of Bayside West, Office Condominium, made for Dimble Properties by Jerome B. Potts dated 01/05/1985 and revised 06/06/1985. Recorded in Plan Book 148, Page 36.

4) Digital Drawing File of Kennebec Street and surrounding streets provided by the City of Portland Department of Engineering.

5) City of Portland Property Plan #6.

6) City of Portland Vault Plan #193/11.

7) City of Portland Vault Plan #210/13.

8) As-Built plan of the Central Operations Facility Department of Parks and Public Works City of Portland, Maine on file with the City of Portland Public Works. file number 900/1.

LEGEND

⊙	Monument – found
●	Iron marker – set (5/8 rebar)
⊗	Aluminum disk – set
	Property line (bevis)
	Property line (deeds)
	Right of way line
	Edge of pavement
	Curb
X—X—X	Fence
	Guard rail
W	Water manhole
E	Electrical manhole
FH	Fire hydrant
SM	Sewer manhole
WV	Water valve
UP	Utility pole
LP	Lamp or light pole
SM	Sewer manhole
S	Sign
M	Manhole
CMP	Rebar found
WV	Water valve
D	Round catch basin
CB	Round catch basin with inlet
N/F	Now or formerly of
1234/357	Deed reference (Book/Page)
T	Deciduous tree
	Existing building

EASEMENTS / ENCUMBRANCES

1) The former location of Lancaster Street is subject to "The right to enter into this section of Lancaster Street for the purpose of maintenance repair or replacement of the existing.... sewer....is hereby reserved into the City of Portland until such time said sewer is abandoned or discontinued.

2) The portion of the property described in Book 23202, Page 38 is subject to use restrictions as set forth in Book 23202, Page 38.

3) Access and utility over Parcel B to benefit Parcel C as recorded in Book____ Page____

TOTAL AREA

142,397 square feet / 3.26 acres (current configuration)
138,229 square feet / 3.17 acres (excluding proposed right of way area)

CERTIFICATION

This survey conforms to the current standards of practice set forth by the Maine State Board of Licensure for Land Surveyors.

Ray A. Orsteni, P.L.S. #2273

OWNER OF RECORD

City of Portland
389 Congress Street
Portland, ME 04101

Book 919, Page 329	
Book 922, Page 98	
Book 922, Page 189	
Book 2197, Page 25	
Book 3197, Page 422	
Book 3199, Page 222	
Book 3300, Page 773	
Book 3378, Page 214	
Book 3410, Page 109	
Book 3541, Page 11	
Book 3771, Page 244	
Book 4740, Page 210	
Book 5248, Page 337	
Book 5401, Page 189	
Book 213, Page 449	
Book 998, Page 420	
Book 982, Page 309	
Book 1732, Page 007	
Book 1981, Page 88	
Book 23202, Page 38 (see note 7)	

SCALE IN FEET
25 0 25 50
1" = 25'

PLAN OF
Subdivision Plat
82 Hanover Street Portland, Maine

MADE FOR
City of Portland
389 Congress Street Portland, Maine

JOB #217075	DATE: November 29, 2017 SCALE: 1" = 25'
BOOK #005	
217075 Subdivision.dwg	

Titcomb Associates
133 Gray Road, Falmouth, Maine 04105
(207)797-9189 www.titcombsurvey.com

User Name: Jennifer Thompson
Date and Time: Friday, January 19, 2018 4:04:00 PM EST
Job Number: 59807700

Document (1)

1. *Southridge Corp. v. Board of Envtl. Protection, 655 A.2d 345*

Client/Matter: -None-
Search Terms: "funtown" & "adverse possession"
Search Type: Terms and Connectors
Narrowed by:

Content Type	Narrowed by
Cases	Sources: ME; Cases

Cited
As of: January 19, 2018 9:04 PM Z

Southridge Corp. v. Board of Envtl. Protection

Supreme Judicial Court of Maine

November 3, 1994, Argued ; March 2, 1995, Decided

Decision No. 7161, Law Docket No. Ken-94-400

Reporter
655 A.2d 345 *; 1995 Me. LEXIS 42 **

SOUTHRIDGE CORP. v. BOARD OF ENVIRONMENTAL PROTECTION et al.

Disposition: [1]** Judgment vacated. Remanded for entry of a judgment affirming the decision of the Board of Environmental Protection.

Core Terms

adverse possession, after-the-fact, parcel, implicated, deprived, occupied

Case Summary

Procedural Posture
Defendant, the Board of Environmental Protection (BEP) and an individual, appealed a judgment of the Superior Court of Kennebec County (Maine), which vacated the BEP's decision affirming the Department of Environmental Protection's (DEP) grant of an after-the-fact permit and remanded the matter to the BEP for further proceedings to determine the individual's administrative standing in an action by plaintiff putative landowner to quiet title.

Overview

The individual owned land on which was situated an amusement park. Plaintiff sought to quiet title. The DEP determined that the park was in violation of the Natural Resources Protection Act, Me. Rev. Stat. Ann. 38, § 480-C, and the Site Location of Development Law, Me. Rev. Stat. Ann. tit. 38, § 483-A. The DEP permitted the individual to apply for an after-the-fact permit, which was approved. Plaintiff appealed to the BEP on the basis that the individual had failed to demonstrate title in the parcel. The BEP affirmed the order granting the permit. Plaintiff appealed and the individual sought dismissal. The superior court declined to dismiss, but found that the individual failed to demonstrate sufficient interest to maintain standing and remanded to the BEP. The BEP and individual appealed. In remanding, the court found that the individual had no legal authority to bind the owners of the park. In remanding for entry of a judgment affirming the BEP's decision, the court held that the long established practice of the park on the land, unchallenged by plaintiff, provided sufficient evidence of interest to support the determination that the individual had standing to seek the permit.

Outcome
The court vacated that portion of the judgment remanding to the BEP and remanded to the superior court with instructions to enter judgment affirming the decision of the BEP.

LexisNexis® Headnotes

Environmental Law > Natural Resources & Public Lands > General Overview

HN1[] **Environmental Law, Natural Resources & Public Lands**

See Me. Rev. Stat. Ann. tit. 38, § 480-C (1989 & Supp. 1994).

Contracts Law > Types of Contracts > Lease Agreements > General Overview

Environmental Law > Natural Resources & Public Lands > General Overview

HN2[] **Types of Contracts, Lease Agreements**

See Me. Rev. Stat. Ann. tit. 38, § 483-A (Supp. 1994).

Administrative Law > Judicial Review > Reviewability > Reviewable Agency Action

Environmental Law > Administrative Proceedings & Litigation > Judicial Review

Administrative Law > Judicial Review > General Overview

Administrative Law > Judicial Review > Reviewability > General Overview

Administrative Law > Judicial Review > Reviewability > Jurisdiction & Venue

Administrative Law > Judicial Review > Reviewability > Standing

HN3[] Reviewability, Reviewable Agency Action

Any person who is aggrieved by final agency action shall be entitled to judicial review thereof in the Superior Court , *Me. Rev. Stat. Ann. tit. 5, § 11001(1)*. Other than a party to the original proceeding, any person aggrieved shall have 40 days from the date the decision was rendered to petition for review. *Me. Rev. Stat. Ann. tit. 5, § 11002(3)*. The petition for review shall be served by certified mail, return receipt requested, upon the agency, all parties to the agency proceeding, and the Attorney General. *Me. Rev. Stat. Ann. tit. 5, § 11003(1)*.

Environmental Law > Assessment & Information Access > Audits & Site Assessments

Environmental Law > Natural Resources & Public Lands > General Overview

HN4[] Assessment & Information Access, Audits & Site Assessments

The Department of Environmental Protection will review an application for a permit only when the applicant has demonstrated sufficient title, right or interest in all of the property which is proposed for development or use.

Environmental Law > Assessment & Information Access > Audits & Site Assessments

Environmental Law > Natural Resources & Public Lands > General Overview

HN5[] Assessment & Information Access, Audits & Site Assessments

An applicant for a license or permit to use property in certain ways must have the kind of relationship to the site that gives him a legally cognizable expectation of having the power to use that site in the ways that would be authorized by the permit or license he seeks.

Counsel: Attorney for Appellant: Robert H. Furbish, Esq. (orally), SMITH, ELLIOTT, SMITH & GARMEY, P.A., Portland, Maine (for Kenneth Cormier).

Margaret Bensinger McCloskey, Esq., Assistant Attorney General, Augusta, Maine (for Board of Environmental Protection).

Attorney for Appellee: Alton C. Stevens, Esq. (orally), MARDEN, DUBORD, BERNIER & STEVENS, Waterville, Maine.

Judges: Before WATHEN, C.J., and ROBERTS, GLASSMAN, CLIFFORD, RUDMAN, DANA, and LIPEZ, JJ. All concurring.

Opinion by: RUDMAN

Opinion

[*346] RUDMAN, J.

The Board of Environmental Protection (BEP) and Kenneth Cormier appeal from the judgment of the Superior Court (Kennebec County, *Mills, J.)* (1) vacating the BEP's decision affirming the Department of Environmental Protection's (DEP) grant of an after-the-fact permit and (2) remanding the matter to the BEP for further proceedings to determine Cormier's administrative standing. In light of the stipulation offered during oral argument before this court and subsequently confirmed in writing, further proceedings before the BEP are unnecessary. We therefore vacate that portion of the judgment **[**2]** remanding to the BEP. Further, because we disagree with the Superior Court that the pending ***adverse possession*** suit deprived Cormier of administrative standing to seek an after-the-fact permit, we remand to the Superior Court with instructions to enter a judgment affirming the decision of the BEP.

Funtown, situated on land owned by Cormier Landco

and operated by Dalcor Amusement Corporation, is an amusement park, located on a 19.5 acre parcel of land in Saco. The land occupied by ***Funtown*** includes the .67 acre parcel currently the subject of a dispute between Cormier Landco and the Southridge Corporation. Cormier Landco claims title to the disputed parcel by ***adverse possession***. The action to establish that claim remains unresolved. [1]

In February 1990, the DEP determined that the corporate entities controlling the land and the facilities comprising ***Funtown*** were in violation of the Natural Resources **[**3]** Protection Act, 38 M.R.S.A. § 480-C [2], and **[*347]** the Site Location of Development Law, 38 M.R.S.A. § 483-A. [3] The DEP permitted Cormier on behalf of ***Funtown***'s corporate owners to apply for an after-the-fact permit to remedy the violations.

[4]** Despite knowledge of the title dispute involving a small portion of the property ***Funtown*** occupies and the pending ***adverse possession*** action, the DEP approved Cormier's after-the-fact permit application. The DEP found the owners had demonstrated sufficient title, right or interest to the parcel implicated by the ***adverse possession*** dispute to allow it to consider the permit application.

Southridge, along with another adjacent landowner, appealed to the BEP on the basis that the owners had failed to demonstrate title, right or interest in the parcel implicated by the ***adverse possession*** dispute. Southridge argued that this dispute deprived Cormier of administrative standing to seek a permit as to the entire parcel ***Funtown*** occupies. The BEP affirmed the DEP's order granting the after-the-fact permit.

Thereafter, Southridge appealed to the Superior Court, *see* M.R. Civ. P. 80C; 5 M.R.S.A. §§ 11001-11008 (1989 & Supp. 1994), alleging that the pending ***adverse possession*** action implicating a portion of the land deprived Cormier of administrative standing to seek a permit as to all of the property. Although Southridge named neither Cormier nor the owners in the appeal, Cormier's attorney **[**5]** was sent a copy of Southridge's petition for review by certified mail. Cormier, as agent for the owners, intervened on behalf of the ***Funtown*** interests and sought dismissal of the petition on the basis that he was not made a party within the original appeal period. [4] We agree with the cogent reasoning of the Superior Court when it declined to dismiss Southridge's petition.

> In this case, the petition for review containing all of the statutorily mandated information was filed within the appeal period on April 8, 1993. 5 M.R.S.A. § 11002(2)(3) (1989). Once Cormier moved to intervene and his motion was granted, he was permitted to file briefs and fully participate in this appeal. Therefore, his motion to intervene served the same purpose as a motion to join and he was not prejudiced in any way by the plaintiff's failure to join him as a party. Accordingly, the petition will not

---

[1] The ***adverse possession*** action remains pending before the Superior Court, and its merits, therefore, are not before us.

[2] 38 M.R.S.A. § 480-C sets forth in pertinent part:

> 1. Prohibition. ***HN1***[↑] No person may perform or cause to be performed any activity listed in subsection 2 without first obtaining a permit from the department or in violation of the conditions of a permit, if these activities:
>
> A. Are in, on or over any protected natural resource; or
>
> B. Are on land adjacent to any freshwater or coastal wetland, great pond, river, stream or brook and operate in such a manner that material or soil may be washed into them.
>
> 2. Activities requiring a permit. The following activities require a permit:…
>
> C. Filling, including adding sand or other material to a sand dune. …

38 M.R.S.A. § 480-C (1989 & Supp. 1994).

[3] 38 M.R.S.A. § 483-A provides in part:

> ***HN2***[↑] No person may construct or cause to be constructed or operate or cause to be operated, or, in the case of a subdivision, sell or lease, offer for sale or lease or cause to be sold or leased, any development that may substantially affect the environment without first having obtained approval for this construction, operation, lease or sale from the department.

38 M.R.S.A. § 483-A (Supp. 1994).

[4] ***HN3***[↑] "Any person who is aggrieved by final agency action shall be entitled to judicial review thereof in the Superior Court 5 M.R.S.A. § 11001(1). Other than a party to the original proceeding, any "person aggrieved shall have 40 days from the date the decision was rendered to petition for review." 5 M.R.S.A. § 11002(3). "The petition for review shall be served by certified mail, return receipt requested, upon . . . the agency: . . . all parties to the agency proceeding; and . . . the Attorney General." 5 M.R.S.A. § 11003(1).

be dismissed.

[6]** The court, however, found that Cormier had failed to demonstrate sufficient title, right or interest in all of the property occupied by ***Funtown*** to maintain standing to seek the after-the-fact permit. First, the court found that the BEP's reliance on the affirmation of an attorney in finding that Cormier maintained sufficient interest in the property implicated by the pending ***adverse possession*** action was improper on the basis that "such evidence neither falls within the categories enumerated in the regulation nor demonstrates a legally enforceable interest which is not revocable at the will of the owners." Further, the court questioned Cormier's standing to seek a permit given the absence in the record before it of sufficient proof as to whom among Cormier, Cormier Landco, and Dalcor had title to the remainder of the property. The court remanded **[*348]** the case to the BEP for further proceedings to determine the ownership rights to that portion of the property that is not implicated by the pending ***adverse possession*** action.

The Remand

Although Cormier individually has no legal authority to bind the owners and operators of ***Funtown***, the after-the-fact permit was issued in his name. **[**7]** The stipulation, however, offered by Cormier's counsel at oral argument alleviates the need for further proceeding before the BEP. Both the owners of the real estate occupied by ***Funtown*** and the operators of the amusement park agree to be bound by our actions and those of the BEP.

Standing

HN4[] The DEP will review an application for a permit only when the applicant has demonstrated "sufficient title, right or interest in all of the property which is proposed for development or use." As we explained in *Murray v. Town of Lincolnville, 462 A.2d 40, 43 (Me. 1983)*, ***HN5***[] an "applicant for a license or permit to use property in certain ways must have 'the kind of relationship to the . . . site,' that gives him a legally cognizable expectation of having the power to use that site in the ways that would be authorized by the permit or license he seeks." *(citing Walsh v. City of Brewer, 315 A.2d 200, 207 (Me. 1974))*.

We disagree with Southridge's contention that the record does not sufficiently demonstrate Cormier Landco's interest in the property. ***Funtown***'s septic system has existed on the disputed parcel for a long period of time. **[**8]** This long established business practice, unchallenged by Southridge for many years provides sufficient evidence of interest to support the administrative determination that Cormier and the entities he represents had standing to seek the after-the-fact permit. *See Murray, 462 A.2d at 43*.

In *Murray,* we found that a purchase and sale agreement, conditioned upon the seller's acquisition of any necessary subdivision approval conferred on the purchaser sufficient interest in the property to have the requisite standing to petition the BEP for approval to build on the property. *Murray, 462 A.2d at 43*. We commented that the fact that the [purchasers] could opt out of the purchase in certain circumstances does not deprive them of standing, any more than the owner of property in fee simple could be said to lack standing because he has the right to sell his land at any time." *Murray, 462 A.2d at 43*.

We fully acknowledge that it is possible that Cormier may not prevail in his ***adverse possession*** claim to the Southridge property. Should this happen, his permit might be revoked. This possibility, however, **[**9]** neither deprives Cormier and those he represents of their current interest in the land nor their administrative standing. We discern no substantive difference between the interest asserted in *Murray* and Cormier's asserted interest in the disputed property.

The entry is:

Judgment vacated. Remanded for entry of a judgment affirming the decision of the Board of Environmental Protection.

All concurring.

End of Document

City of Portland, Maine

IN THE CITY COUNCIL

#56
6/15/81

ORDER DISCONTINUING THAT PORTION OF
LANCASTER STREET BETWEEN HANOVER STREET AND PARRIS STREET

Ordered, that a portion of Lancaster Street be and hereby is discontinued as set forth below:

LANCASTER STREET DISCONTINUANCE

Beginning at the point of intersection of the centerline of Lancaster Street with the westerly sideline of Hanover Street at a point on said westerly sideline of Hanover Street 461.67 feet northerly along said sideline from the northerly sideline of Portland Street;

thence on a course of S 86° 56I W, a distance of 201.30 feet to a point on the easterly sideline of Parris Street 458.81 feet northerly along said sideline from the northerly sideline of Portland Street;

Said Lancaster Street being thirty (30) feet in width and lying fifteen (15) feet on either side of the above described centerline.

The portion of Lancaster Street above described is a part of Lancaster Street as laid out by the City of Portland on September 15, 1913.

The Right to enter into this portion of Lancaster Street for the purposes of maintenance, repair or replacement of the existing 44-inch diameter brick sewer known as the North Side Interceptor Sewer is hereby reserved unto the City of Portland until such time as said sewer is abandoned or discontinued.

BE IT FURTHER ORDERED AND ADJUDGED, that the sole abutting owner is the City of Portland, Maine which is the petitioner for such discontinuance and no damages shall be paid to any such abutter.

This is to certify that I ~~gave~~ POSTED ~~in hand~~ to CITY HALL & CUMBERLAND COUNTY COURT HOUSE an attested copy of the above on JUNE 18, 1981 at 3:00 PM

Donald W. Reed
Constable at Large

Paul

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Stephen T. Honey, City Manager **DATE:** 7/15/81

FROM: Patricia Harrington, Chief Planner

SUBJECT: Discontinuance of Lancaster Street

The Portland Planning Board reviewed the request by the City of Portland to discontinue a portion of Lancaster Street between Hanover Street and Parris Street at their regular meeting held July 14, 1981. The Board voted unanimously to recommend to the City Council that the described portion of Lancaster Street be abandoned.

In addition to recommending the discontinuance of Lancaster Street, the Planning Board also unanimously approved a site plan for the proposed Central Maintenance Facility for the City of Portland.

Patricia Harrington

PH/jn

cc: George Flaherty
Joseph E. Gray
Douglas Mason

Portland Maine Yes. Google's good here.

Helen Donaldson <hcd@portlandmaine.gov>

comments on 56 Parris, Parris Terraces (2017-287)

Jeff Tarling <jst@portlandmaine.gov> Wed, Feb 7, 2018 at 3:37 PM
To: Helen Donaldson <hcd@portlandmaine.gov>

Hi Nel -

Bayside Project recommended trees -

Honeylocust - they are adaptive to urban conditions and provide a light shade with minimal leaf litter. We have some other street tree options that we can also suggest - The Urban Pinnacle Oak and Regal Prince Oak are both upright shaped trees that can tolerate urban conditions. We really like the 'Streetkeeper' cultivar of Honeylocust perhaps the best for this site.

Any tree planting in this area is going to need to be planted in a raised tree planter if it has any chance to survive. Attached is our basic spec but we can revise as needed to fit this site. The granite curbing wall near Hanover Street we planted two Austrian Pine trees a few years ago and they are doing really well. As the plan evolves we can check for additional green improvements, a real landscape plan would be helpful.

Thanks

Jeff

See:

http://www.jfschmidt.com/introductions/streetkeeper/

https://www.jfschmidt.com/introductions/urbanpinnacle/index.html

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov

[Quoted text hidden]

TreePlanter.pdf
58K

Portland Maine Yes. Google's good here.

Helen Donaldson <hcd@portlandmaine.gov>

comments on 56 Parris, Parris Terraces (2017-287)

Jeff Tarling <jst@portlandmaine.gov> Wed, Feb 7, 2018 at 5:14 PM
To: Helen Donaldson <hcd@portlandmaine.gov>

Spacing - 45' and / or could do a grove of trees in places if there are obsticals.
[Quoted text hidden]
--
[Quoted text hidden]

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:	DPW Bayside Campus Subdivision
Proposed Development Address:	55 Portland Street, 52 Hanover Street, 82 Hanover Street
Project Description:	3 lot Subdivision in the B-2b and B-7 Zone
Chart/Block/Lot:	033B008, 033E001, 033E005
Preliminary Plan	Yes
Final Plan	Pending

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

APPLICANT

Name:	Greg Mitchell, Economic Development Director
Business Name:	City of Portland
Address:	389 Congress, City Hall, Room 308
City/State:	Portland, Maine
Zip Code:	04101
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

OWNER

Name:	City of Portland, Department of Public Works
Address:	250 Canco Road
City/State:	Portland, Maine
Zip Code:	04103
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Bill Needelman, Economic Development
Address:	389 Congress, City Hall, Room 308
City/State:	Portland, Maine
Zip Code:	04101
Work #:	207-874-8722
Home #:	
Cell #:	
Fax #:	
E-mail:	wbn@portlandmaine.gov

BILLING (to whom invoices will be forwarded to)

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

ENGINEER

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

SURVEYOR

Name:	Titcomb Associates
Address:	133 Gray Road
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-797-9199
Home #:	
Cell #:	
Fax #:	
E-mail:	

ARCHITECT

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

ATTORNEY

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

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Bill Needelman
E-mail:	wbn@portlandmaine.gov
Name:	Rex Croteau
E-mail:	RCroteau@titcombsurvey.com
Name:	Bill Scott
E-mail:	wgs@portlandmaine.gov

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 [3] 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	141,603	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE		sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)		sq. ft.
Impervious Area (Total Proposed)	No change until site plan	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	63,360	sq. ft.
Building Footprint (Total Proposed)	NA	sq. ft.
Building Floor Area (Total Existing)	75,698	sq. ft.
Building Floor Area (Total Proposed)	NA	sq. ft.
ZONING		
Existing	B-2b, B-7	
Proposed, if applicable	NA	
LAND USE		
Existing	Department of Public Works Campus	
Proposed	Mixed Use	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	NA	
# of Residential Units (Total Proposed)	Division of land only	
# of Lots (Total Proposed)	3	
# of Affordable Housing Units (Total Proposed)	Division of land only	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	NA	
# of One-Bedroom Units (Total Proposed)		
# of Two-Bedroom Units (Total Proposed)		
# of Three-Bedroom Units (Total Proposed)		
PARKING SPACES		
# of Parking Spaces (Total Existing)		
# of Parking Spaces (Total Proposed)	NA	
# of Handicapped Spaces (Total Proposed)		
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)		
# of Bicycle Spaces (Total Proposed)	NA	
ESTIMATED COST OF THE PROJECT	$	

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:	William B. Needelman, Economic Development
Date:	December 19, 2017

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
X		1	Completed Application form
NA		1	Application fees
X		1	Written description of project
Survey		1	Evidence of right, title and interest
NA		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
X		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
NA		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
Sub-D Plat		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
NA		Proposed grading and contours;	
X		Existing structures with distances from property line;	
NA		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;	
No change		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
No change		Preliminary infrastructure improvements;	
Pending		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
NA		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);	
NA		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
X		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
NA		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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Bradley Roland, P.E.
Water Resources Division

Date: _____

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

Site Address: _____

Chart Block Lot Number: _____

Proposed Use: _____
Previous Use: _____
Existing Sanitary Flows: _____GPD
Existing Process Flows: _____GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

_____
_____

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: _____
Owner/Developer Address: _____
Phone: _____ Fax:_____ E-mail: _____
Engineering Consultant Name: _____
Engineering Consultant Address: _____
Phone: _____ Fax:_____ E-mail: _____

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: _____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: _____

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: _____ 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.
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  - The meeting should be held within 30 calendar days of filing the application.
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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.
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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.
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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

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Signed,

_____ _____ (date)

Attached to this certification are:

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

Department of Public Works Campus
Subdivision Application Narrative
City of Portland, Applicant
January 3, 2018

Written description of project

The City of Portland proposes to subdivide approximately 141,600 square feet of land, formally the Bayside Public Works complex, into three lots for private development.

The redevelopment of the Bayside Department of Public Works (DPW) complex has been a City goal for over 15 years. With the acquisition of holdings and the relocation of DPW off-peninsula, the City sought and received proposals for the sale of parcels organized around existing structures located between Portland Street, Hanover Street, Parris Street, and Kennebec Street. The sale and redevelopment of these parcels represents a significant opportunity for the City to generate revenue and spur needed development in an emerging part of the Portland peninsula.

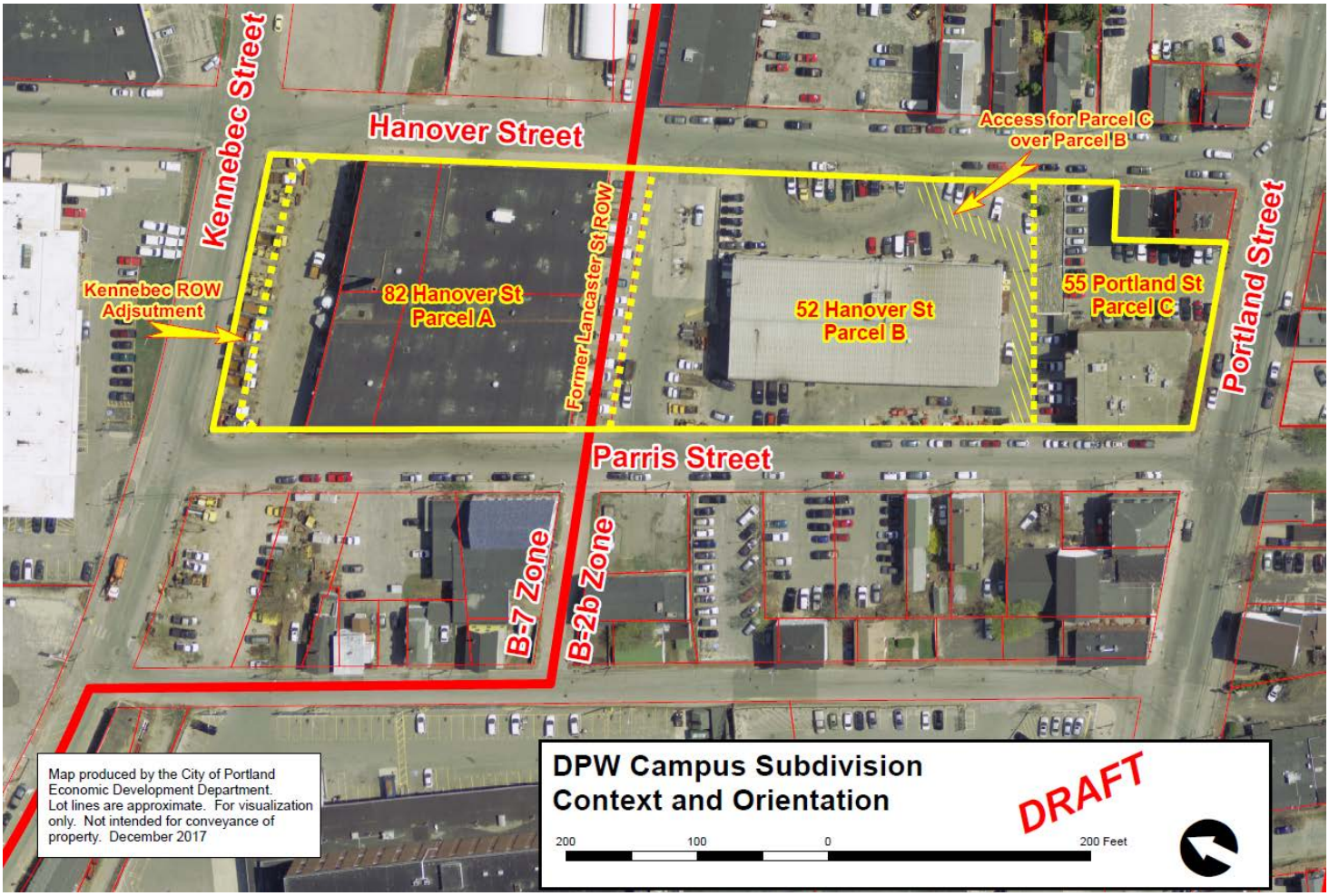
The proposed subdivision is limited to the creation of 3 parcels, with the expectation that future owners will assume responsibility for improvements needed for their developments and proposed uses. All three parcels are currently under contract for sale.

Site Description

The DPW site has been used for City of Portland operations for decades. The campus is comprised of aggregated parcels totaling +/-3.25 acres of urban land. Other smaller and isolated properties, located across Hanover and Parris Street and west of the DPW site on Kennebec Street, have been recently sold as separate legal lots and are not subject to subdivision review.

The subdivided parcel is occupied by two significant industrial buildings and a two+ story office structure. The proposed lot divisions intend to provide sufficient supporting property within each lot to facilitate the redevelopment and potential adaptive re-use of existing structures consistent with current zoning.

The site slopes to the north from a highest elevation of +/-38 feet at Portland Street and a lowest elevation of +/-10.5 feet at Kennebec Street with the steepest change in grade occurring behind the DPW administrative building at 55 Portland Street. Nearly all of the subject property not covered by structure is either paved in asphalt or compacted gravel resulting in an entirely impervious surface.

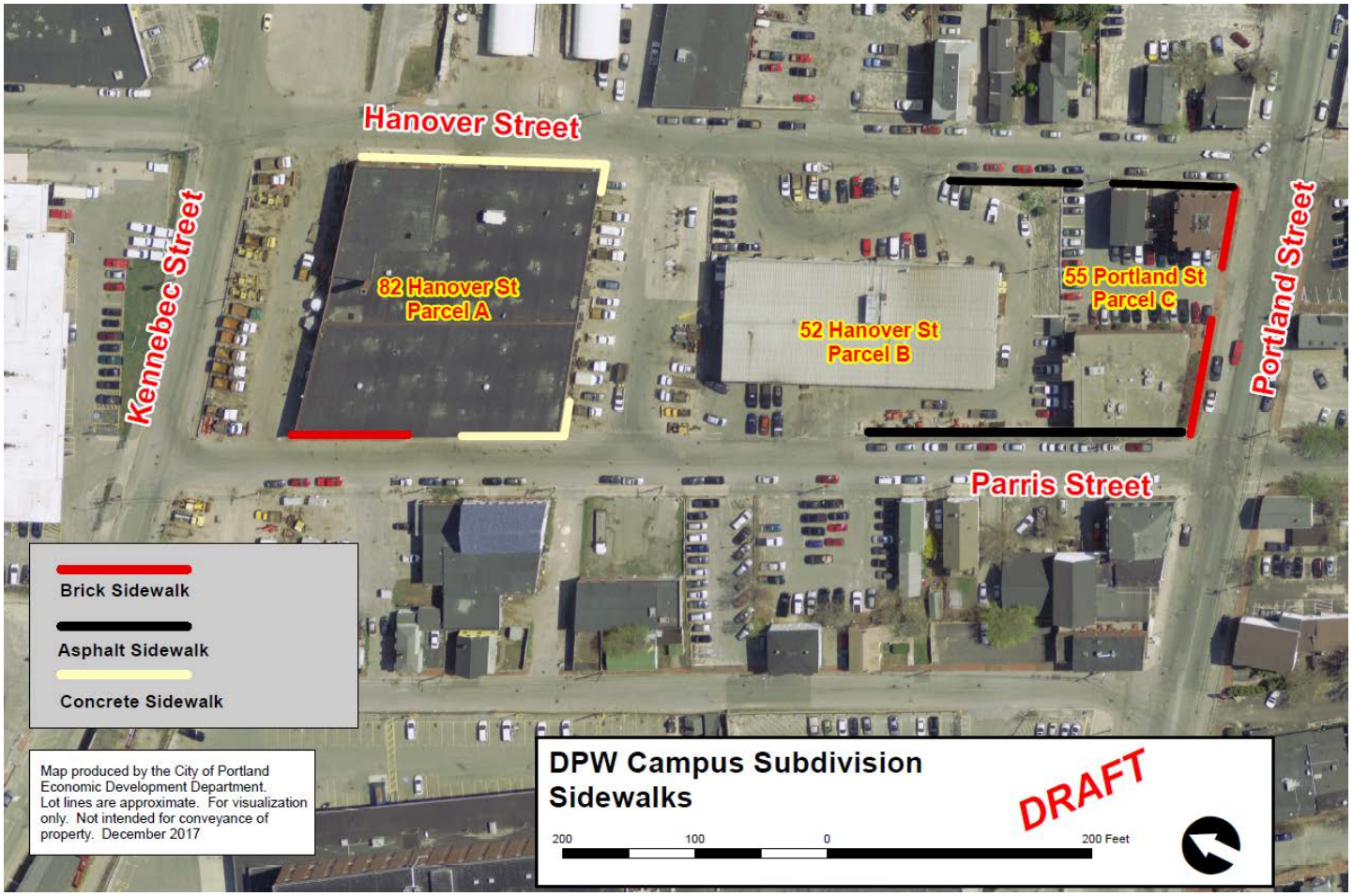


Zoning

The southerly end of the subdivided property (Parcels B and C) is zoned B-2b with the northerly end (Parcel A) zoned B-7.

Streets and Sidewalks

Portland Street is served by intact brick sidewalks while Parris and Hanover Streets have incomplete sidewalks of various materials extending north from Portland Street, interrupted by wide curb cuts consistent with the vehicle maintenance and winter operations use of the site. Kennebec Street has no sidewalks and retains rails from the historic Union Branch rail line. Somerset Street and the Bayside Trail, located to the east, are anticipated in the near future to extend westerly from its current terminus at Elm Street, joining the Kennebec Street right of way at the northerly extent of the subject site.



Utilities

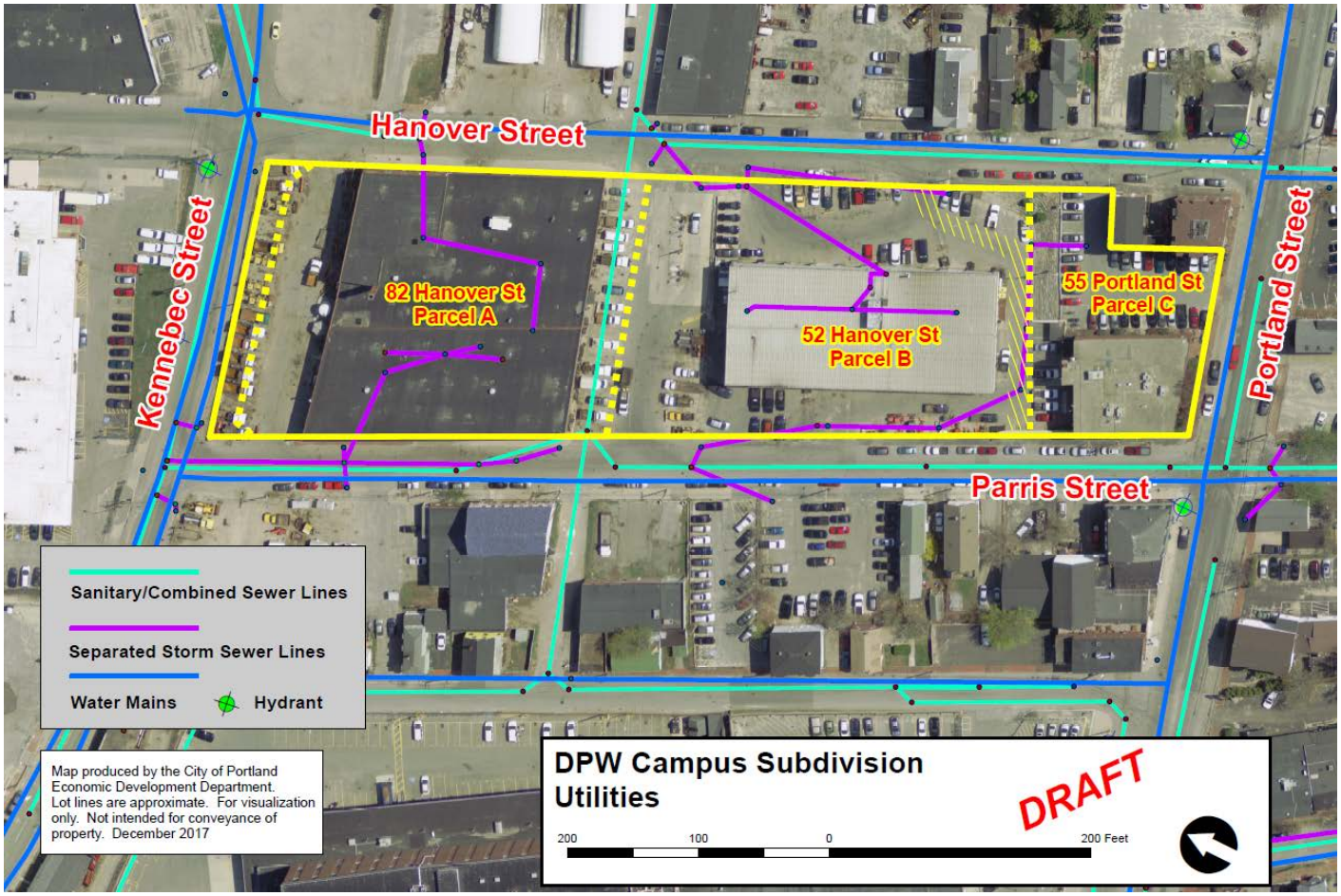
The site is served by full public utilities from the surrounding streets.

Sanitary sewers in the streets are largely combined with storm drains, as is typical for older portions of the Portland peninsula. Separated storm laterals and roof drains connect to the combined system in the streets. Stormwater improvements are not proposed with the division of land, but individual developments would be subject to storm water review under site plan as adaptive reuse applications of the parcels move forward.

Water mains are also located in the surrounding streets.

Electricity and telecom is distributed from existing overhead poles.

Natural Gas is available to the site (Confirm)



Proposed Lots

Parcel A: 82 Hanover Street

Located at the north end of the site and bound between Kennebec, Hanover, Parris, and the former Lancaster Street rights of way, Parcel A currently holds the City plow shed and City garage. The lot is proposed at 56,964 sq ft, with an additional 3568 sq ft strip of DPW land to be added to the Kennebec St right of way to facilitate road and trail extensions of Somerset Street and the Bayside Trail. The City garage contains more than 38,000 sq ft of industrial space. The southerly end of the parcel includes the former Lancaster Street right of way, which has been vacated by previous action of the City.

Parcel B: 52 Hanover Street

Located south of the former Lancaster Street right of way, Parcel B is proposed to include 59,625 sq ft and is home to the City's former maintenance facility. The maintenance building occupies the center of the site with paved drives providing vehicle circulation around the perimeter of the parcel. The site includes underground fuel tanks and pump infrastructure and an 18,500 sq ft industrial building. Positioned in the center of the block, the parcel extends full width between the Hanover and Parris Street rights of way. Access to the rear (and lower) portions of abutting Parcel C will be maintained across Parcel B.

Parcel C: 55 Portland Street

Occupying the Portland Street frontage at the corner of Parris Street, Parcel C contains 21,440 sq ft. Two private parcels at the corner of Portland and Hanover Streets are not included with this subdivision. The site is home to the former DPW administrative offices and engineering departments in a two story building that also includes a finished basement area with parking and egress at the rear of the structure. The primary entrance and parking areas for the build orient to Portland Street. Basement access and a single row of parking are located at the northerly sideline of the site, to be accessed across Parcel B. Secure rights of access benefitting Parcel C across Parcel B will be documented in the final subdivision plat.

Submission Requirements

Evidence of right, title and interest

See the proposed subdivision plat

Evidence of state and/or federal approvals, if applicable

NA

Written assessment of proposed project's compliance with applicable zoning requirements

The proposed lots are consistent with the dimensional requirements of the B-2b and B-7 zones. Future development and reuse of the facilities is the responsibility of the pending or future owners.

Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site

The subdivision is served by public streets at all perimeter boundaries.

A portion of the subject site to the north of Parcel A will be added to the Kennebec Street right of way, as described above, and shown on the proposed subdivision plat.

The rear/lower/northerly portions of Parcel C will access parking and building entrances from Hanover Street across Parcel B. The final subdivision plat will document these reserved rights.

Written requests for waivers from site plan or technical standards, if applicable.

The Planning Board is asked to waive the requirement for buried utilities and allow the future users of the site to access overhead utilities from existing infrastructure.

Sidewalks are intended to be the responsibility of the future lot owners. Where sidewalks are absent or not in compliance with current materials standards, the Board is requested to condition approval of subdivision such that sidewalk construction, where and if needed, shall be reviewed and implemented with future development of the proposed parcels.

Evidence of financial and technical capacity

The City of Portland has the financial and technical capacity to complete the proposed subdivision of property.

Traffic Analysis

Future traffic impacts, as compared to current and recent activity on the site, cannot be assessed until the proposed uses for the lots conduct analyses as part of future site plan review.

<u>Site Plan Requirements and Standards Review</u>

Sec. 14-497(a). General requirements.

1. Water or Air pollution

Future development of the subdivided property, as consistent with zoning and subject to site plan review should improve or have no impact on external

pollution impacts from the site

2. 3. Water Capacity

Water mains are available to the site and current uses are adequately served by existing infrastructure. Individual future owner will be responsible for demonstrating capacity for their specific proposed uses.

4. Soil erosion and capacity of the land to hold water

As a highly developed site, future erosion and hydrological conditions should be favorable or comparable to the existing condition.

5. Traffic congestion and safety

The site is currently a significant generator of truck and vehicle traffic. Future traffic impacts will be assessed on a project by project basis during site plan.

6. Sewer and Stormwater Capacity

The site is served by the existing City system. Future traffic impacts will be assessed on a project by project basis during site plan.

7. Solid waste and sewage

Future solid waste and sewer impacts will be assessed on a project by project basis during site plan.

8. Scenic or natural beauty, wild life, historic resouces

No designated historic resources will be impacted. Otherwise, NA.

9. Conformance with the land development plan

Redevelopment of the DPW campus has been City policy for over 15 years.

10. Financial and technical capacity

See above

11. Shoreland

NA

12. Groundwater

See above

13. Flood Plane

The area is currently not mapped in a flood hazard area. Recent preliminary FIRM drafts show the northerly portions of the site in a 500 year (0.2%) flood hazard area. No City regulations are currently in effect for the 500 year flood hazard areas of the City. Future users of the lower portions of the site are encouraged to explore flood proofing and flood insurance options, but such efforts are not required at this time.

14. Wetlands

NA

15. Stream Protection

NA

Sec. 14-500. Additional requirements for nonresidential subdivisions.

(a) Proposed industrial parcels shall be suitable in area and dimensions to the commercial or industrial development anticipated.

All future uses will be subject to zoning review for suitability for development in the B-7 an dB-2b zones.

(b) Street rights-of-way and pavement shall be adequate to accommodate the type, weight and volume of traffic anticipated to be generated.

No new public streets are proposed. As noted above, Kennebec Street is proposed for improvement with the Somerset Street extension. While right of way land is being allocated for this improvement, proposed street and trail extensions are not tied directly to the proposed subdivision. Nonetheless, Somerset Street will be constructed to City standards.

(c) The design and installation of public utilities including water, sewers and storm water drainage, shall be adequate to accommodate the anticipated usage.;

See above.

(d) Streets carrying truck traffic shall not normally be extended to

the boundaries of adjacent existing or potential residential areas.

Given the volume of truck traffic currently using the site, the neighborhood will likely see a reduction in truck volumes with the replacement of DPW with future uses that are consistent with B-7 and B-2b zones.

Cumberland ss. April 25. 1849. Personally appeared the above named Sarah Stockman & acknowledged the above assignment to be her free act and deed. Before me, William Ross. Justice of the Peace.
Received April 25. 1849. at 11.20 A.M. & recorded from the original
By William Ross. Regr

Know all men by these presents, that I. Ezra Rupell of Portland, in the County of Cumberland and State of Maine, Guardian of Robert Ford Dyer of said Portland, a minor, having obtained R. F. Dyer License from the Honorable Josiah Pierce, Judge of Probate for said County, to sell and convey the real estate of the said Robert F. Dyer, and ___ & having agreeably to the directions of the said Court, given due notice of said Sale, did, on the twenty third day of April instant pursuant to the City of Portland License and notice aforesaid, sell at private Sale to the City of Portland, the estate hereafter described for the Sum of eleven hundred Dollars I. D. being the highest offer therefor viz: a certain parcel of land and flats situate at the foot of Hanover Street in said Portland, and on each side thereof, described as follows viz: Beginning at a Stake on the easterly side line of Hanover Street, forty feet from the highwater mark of Back Cove, thence running Easterly at right angles with Hanover Street about one hundred feet to Polly Green's land & Westerly at right angles with the same Street about one hundred feet from the westerly side of said Street to Benjamin Lanabee's land, and from these bounds to extend Northwesterly between the land of said Green and Lanabee to the Channel of back Cove, subject to a conveyance from Emma Ford to James Deering of right to dig and open a creek or Channel across said flats as particularly described in a deed from said Emma Ford & Polly & Henry Green dated June 13, 1836, & recorded in Cumberland Registry to which reference is hereby made for a more particular description. The premises hereby conveyed being part of the estate assigned to said Robert in the division of Emma Ford's estate made in 1845, a record of which may be found in the Probate Office, Book 49, Page 172 & is hereby referred to. Therefore I the said Ezra Rupell, do by virtue of the power and authority with which I am as aforesaid vested and in consideration of the aforesaid Sum of Eleven hundred dollars to me paid by the City of Portland, the receipt whereof I do hereby acknowledge, have given, granted and sold, and by these presents do give, grant, sell and convey to the said City of Portland & their assigns forever, the above described premises, with all the privileges,

and Appurtenances to the Same belonging. To have and to hold the Same in manner as aforesaid, to the said City, and their Assigns forever. And I the Said Ezra Rupsell in my said capacity do covenant to and with the Said City and their Assigns that I have in all things observed the rules and directions of the law in advertising and Selling said Estate, and have good right and lawful authority to Sell and convey the Same in manner as aforesaid.

In Witness Whereof I have hereunto Set my hand and Seal, in my Said capacity, this twenty third day of April in the year of our Lord one thousand eight hundred and forty nine.

Signed, Sealed & delivered in presence of Wm Willis. Ezra Rupsell L.S.

Cumberland Co. April 24. 1849. Then personally appeared the above named Ezra Rupsell and in his capacity of Guardian aforesaid acknowledged the foregoing instrument to be his free act. Before me Wm Willis Just: Peace

Received April 26. 1849. at 35 minutes P.M. & recorded from the original

By William Ross. Recr.

N

This Indenture made September 11th 1847 between John Sloan & Caroline Sloan of New Albany Floyd County Indiana of the first part, and Sarah Hunt of Westbrook, Maine, of the Second part Witnesseth, That the parties of the first part in consideration of their natural love & affection for the party of the Second part, hereby give, bargain & Sell to the party of the Second part all their right, title & interest in & to any and all of the personal Estate of Jacob Hunt, deceased, late of said Westbrook husband of said Sarah & father of said Caroline. To have and hoeld all of said personal estate to the Sole and only use of said Sarah and her Assigns forever.

J. Sloan & wife to Sarah Hunt — Bill Sale

In testimony whereof the parties of the first part have hereto Set their hands and Seals the day & year first written.

John Sloan L.S.

Caroline Sloan L.S.

State of Indiana. Floyd County Sct. Before me the undersigned a justice of the Peace in and for said County aforesaid, personally appeared John Sloan & Caroline Sloan the Signers and Sealers of the above instrument and acknowledged that they Signed, Sealed and delivered the Same as, and for their free act & deed, for the purposes & considerations therein Specified

Know all Men by these Presents, That

U.S.I.R. $6.50 C.F.P., E.W.K. 5/29/16.

We, Charles F. Proctor, and Edward W. Kalor, both of Portland, in the County of Cumberland, and State of Maine, executors and trustees under the last will and testament of John F. Proctor, late of said Portland, deceased,

in consideration of one dollar and other valuable considerations, paid by Frederick W. Graham, of said Portland,

the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said Frederick W. Graham, his heirs and assigns forever, a certain lot or parcel of land, with the buildings thereon, situated on the Easterly side of Parris Street in said Portland, bounded and described as follows, viz: Beginning at a point on the Easterly side line of said Parris Street at the Northwesterly corner of land, now or formerly of the estate of Eli Webb, thence Northerly by said Parris Street one hundred thirty-four and thirty-six hundredths (134.36) feet to land formerly of W. H. Conant, which he bought of the Administrator of the estate of N. L. Woodbury by deed dated July 12, 1881, recorded in the Cumberland County Registry of Deeds, Book 477, Page 371; thence Easterly by said land formerly of said Conant one hundred six (106) feet, more or less, to land of the City of Portland; thence Southerly by said land of the City of Portland one hundred eight (108) feet, more or less, to said land of the estate of Eli Webb; thence Westerly by said land formerly of the estate of Eli Webb one hundred two (102) feet, more or less to said Parris Street and the point of beginning: containing twelve thousand four hundred twelve square feet (12,412) more or less; and being the lot conveyed to the said late John F. Proctor by Grenville E. Jordan by deed dated October 6th A. D. 1908, and recorded in said Registry, Book 828, Page 461.

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said Frederick W. Graham, his heirs and assigns, to his and their use and behoof forever. And we do covenant with the said grantee, his heirs and assigns, that we are lawfully seized in fee of the premises; that they are free of all incumbrances;

that we have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that we and our successors ~~heirs~~, shall and will warrant and defend the same to the said Grantee, his heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We, the said Charles F. Proctor and Edward W. Kalor, executors as aforesaid,

have hereunto set our hand s and seal s this twenty-ninth day of May in the year of our Lord one thousand nine hundred and sixteen.

Signed, Sealed and Delivered in presence of

David W. Snow, to both

Charles F. Proctor, Seal
Edward W. Kalor, Seal
Executors and Trustees under the will of John F. Proctor.

State of Maine, CUMBERLAND, ss. May 29th, 1916. Personally appeared the above named Charles F. Proctor and Edward W. Kalor,

and acknowledged the above instrument to be their free act and deed., in their said capacity.

Before me, David W. Snow,

Justice of the Peace.

Received June 2, 1916, at 11 o'clock 5 m. A. M., and recorded according to the original.

(Collector's Tax Deed—Resident Owner)

State of Maine.

Know all Men by these Presents, that Whereas the Assessors of the City of Portland, County of Cumberland, for the year A. D. 19 32 , legally chosen and sworn, have agreeably to law assessed the real estate hereinafter described, in the sum of Sixty-one Dollars and thirty-two cents, taxed to Cornelius A. Mannix Hrs.

as a resident owner of real estate in said Portland, which tax they did in their list of assessments on the twenty-seventh day of July , 19 32, by their warrant commit to me, John R. Gilmartin , Collector of said City for said year, and my successors in office, legally chosen and sworn, to collect; and whereas no person has appeared to discharge said tax, and the same remained unpaid on the first Monday in February next after said tax was assessed, although I, the said John R. Gilmartin , Collector as aforesaid, gave notice that the said tax remained unpaid and of my intention to sell so much of said real estate or interest as was necessary for the payment of said tax and all charges by causing said notices to be posted in the following places, viz.:—one notice at Engine House, No. 134 Congress ~~Street,~~ in ward one; one notice at Police Station on Long Island, in Island ward one; one notice at Island Hall near Hose House, Island Ave. on Peaks Island, in Island ward two; one notice at North School, No. 246 Congress St., in ward two; one notice at Foyer, City Hall, Myrtle St. entrance, being ward room in ward three; one notice at Room No. 14, City Hall, Chestnut St. entrance, being ward room in ward four; one notice at Jackson School, ~~Nos.~~ 34-40 Forest Ave., in ward five; one notice at Engine House, No. 157 Spring St., in ward six, ~~precinct one; one notice at Sherman Street Kindergarten, No. 127 Sherman St., in ward six, precinct two;~~ one notice at School House, No. 233 Vaughan St., ward seven, precinct one; one notice at Engine House, No. 295 Park Ave., in ward seven, precinct two; one notice at Engine House, No. 536 Deering Ave., in ward eight, precinct one; one notice at No. 1186 Congress St., Libby's School, ward eight, precinct two; ~~one notice at Roosevelt School, No. 226 Stevens Ave., ward eight, precinct three;~~ one notice at Engine House, No. 19 Arbor St., in ward nine, precinct one; one notice at Cummings School, No. 587 Ocean Ave., ward nine, precinct two; ~~one notice at Leland School, No. 432 Stevens Ave., ward nine, precinct three~~; they being the places where warrants for ward meetings are required to be posted according to law, and on the twenty-fourth day of December , A. D. 19 32 , I posted such notices, being at least six weeks before said first Monday in February next after said tax was assessed (said notices being in form and substance as required by the provisions of Section 72 of Chapter 14 of the Revised Statutes of Maine and acts additional thereto and amendatory thereof).

And Whereas, I, the said John R. Gilmartin , Collector of Taxes, did on the twenty-ninth day of December , A. D. 19 32, lodge with the City Clerk of the City of Portland a copy of each such notice with my certificate thereon that I had given notice of the intended sale as required by law and in the manner hereinbefore set forth, and on the twenty-fifth day of January , A. D. 19 33 , being at least ten days before the day of the sale, I, John R. Gilmartin , Collector of Taxes of the City of Portland for the year 19 32, notified Cornelius A. Mannix Hrs. , the owner of said land by mailing to them at their last and usual place of abode , a written notice signed by me, stating the time and place of sale and the amount of the taxes due, and whereas no person appeared to discharge the tax assessed on such real estate of the said Cornelius A. Mannix Hrs.

with costs of advertising, on or before the time of sale, to wit, on the first Monday of February, A. D. 19 33 , at nine o'clock in the forenoon, I, the said John R. Gilmartin , Collector as aforesaid, proceeded to sell at public auction to the highest bidder so much of said real estate or interest as was necessary to pay the tax due and charges in the manner following, viz.: I sought bidders who would pay the sum due for the least fractional part of the estate; The City of Portland was the highest bidder and offered to pay the sum due for 100 per cent of the estate. No person offered to pay the sum due for any less fractional part of the estate. I struck off the said estate to the said City of Portland for the sum due.

Now, Therefore, I, John R. Gilmartin , Collector of Taxes of said Portland for the year 1933 , legally chosen and sworn, in consideration of the sum of sixty-five dollars and fifty-two cents, being the amount of said tax remaining unpaid and interest and charges thereon to me paid by City of Portland , State of Maine, in the County of Cumberland, have granted, bargained and sold ~~and~~ by these presents do grant, bargain, sell and convey unto the said City of Portland the following described real estate situated in the City of Portland, to wit: Land W side Hanover St. Nos. 82-86, Pl.34 Blk. G lot 2 Area 6100 sq. ft.

To have and to hold the same to the said City of Portland and its successors ~~successors~~ and assigns for their proper use and behoof forever, subject, however, to the right of redemption which the owners thereof or any other person has or may have at any time within the time specified by law.

In Witness Whereof, I hereunto set my hand and seal in my said capacity as Collector of said Portland, duly authorized by law this twenty-eighth day of February, A. D. one thousand nine hundred and thirty-three

SIGNED, SEALED AND DELIVERED IN PRESENCE OF

John Hamilton Jr.

John R. Gilmartin , Collector. Seal

State of Maine, County of Cumberland, ss. *February* 28, , *19* 33.

Then personally appeared the above named John R. Gilmartin *, and acknowledged the above instrument to be his free act and deed in his capacity as Collector of the City of Portland.*

BEFORE ME, Edwin T. Simmons, Justice of the Peace.

~~*, Justice of the Peace.*~~

Received January 13 , 19 44, at 10 h., 20 m., A. M., and recorded according to the original.

210

3837

Know all Men by these Presents,

That I, GERALD J. PALLOTTA,

in consideration of One Dollar and other valuable considerations

paid by the CITY OF PORTLAND, 389 Congress Street, Portland, Maine,

~~and whose~~ ~~and~~ ~~assigns~~

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said City of Portland, its successors ~~and~~ ~~assigns~~ and assigns forever,

a certain lot or parcel of land, situated on the corner of Parris Street and Portland Street, being numbered 41 and 43 Parris Street, in said Portland, and bounded and described as follows:

Beginning on the easterly side of said Parris Street at the most southerly corner of land now or formerly of one Emma Freeman; thence southerly by said Parris Street to the intersection of the easterly side of said Parris Street and the northerly side of said Portland Street; thence easterly by the northerly side of said Portland Street to land now or formerly of one Edmund Abbott; thence northerly on the line of said Edmund Abbott land to the said land of said Emma Freeman; thence westerly by said Freeman land to the point of beginning. Being part of the property hereby conveyed that deeded to Edith C. Trickey by Henry Perry Trickey by Warranty Deed recorded in Cumberland County Registry of Deeds in Book 666, Page 345, and from Edith C. Trickey to Frederick D. Call by deed dated March 2, 1948, and recorded in said Registry of Deeds in Book 1907, Page 42.

Being the same premises conveyed to the Grantor herein by Warranty Deed of L. Donald Caron, dated July 1, 1963 and recorded in the Cumberland County Registry of Deeds at Book 2760, Page 8.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said CITY OF PORTLAND, its successors

~~heirs~~ and assigns, to its and their use and behoof forever.

And I do COVENANT with the said Grantee, its successors and assigns, that I am lawfully seized in fee of the premises that they are free of all encumbrances: excepting none,

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs shall and will WARRANT and DEFEND the same to the said Grantee, its successors ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I, the said GERALD J. PALLOTTA

and DOROTHY E. PALLOTTA

wife of the said Gerald J. Pallotta,

joining in this deed as Grantors, and relinquishing and conveying all rights by descent and all other rights in the above described premises, have hereunto set their hands and seals this 6th day of February in the year of our Lord one thousand nine hundred and eighty-one.

Signed, Sealed and Delivered
in presence of

James Andrews ..... Gerald J. Pallotta

John H. Nicely ..... Dorothy E. Pallotta

....

....

State of Maine, Cumberland ss. Feb 9, 1981.

Personally appeared the above named Gerald J. Pallotta and acknowledged the above instrument to be his free act and deed.

Before me, Karin Churchett
Justice of the Peace.
Notary Public.
Attorney At Law.

FEB 18 1981

REGISTRY OF DEEDS CUMBERLAND COUNTY, MAINE
Received at 2 H/ 3 MPM, and recorded in
BOOK 4740 PAGE 210 Edward D. Gantlin Register

Know all Men by these Presents, That

I, John G. Nelson, of Manchester in the County of Hillsborough and State of New Hampshire,

in consideration of one dollar and other good and valuable consideration, paid by The City of Portland, a municipal corporation in the County of Cumberland and State of Maine,

the receipt whereof I do hereby acknowledge, do hereby, give, grant, bargain, sell and convey unto the said City of Portland, its heirs and assigns forever, a certain lot or parcel of land, with the buildings thereon, situated in Portland, County of Cumberland and State of Maine, and bounded as follows:

Commencing on the Easterly side line of Parris Street at the point where it is intersected by the Southerly side line of land conveyed by William H.Conant to the Portland and Rochester R.R.by deed dated July 27,1881 and recorded in Cumberland Registry of Deeds,Book 481,Page 319,which point is One hundred thirty-nine and twenty-one hundredths(139.21)feet Northerly measured along said line of said street,from the underpinning of the house formerly upon the lot formerly owned by Eli Webb;said point being also One hundred fifty and fifty-six hundreds(150.56)feet Northerly from the north line of Lancaster Street measured along said line of Parris Street.

Thence Easterly along said Southerly line on a curve of Two thousand seven hundred fifty-seven and five tenths(2757.5)feet radius,turning Northerly One hundred seven and forty-five hundredths(107.45)feet,more or less,to a stone monument on the Westerly line of land conveyed by the City of Portland to Cornelius Mannix by deed dated January 7,1893 and recorded in said Registry,Book 596,Page 400,said monument being One hundred eleven(111)feet Northerly measured along said line of said Mannix land and the prolongation of same,from the Northerly corner of the brick underpinning of the dwelling house in the rear part of said lot formerly owned by said Eli Webb,said monument being also about one hundred forty-one and two-tenths(141.2)feet Northerly of the North side line of Lancaster Street measured along said line of said Mannix land and said prolongation of same.

Thence Northerly along said line of said Mannix land fifty(50)feet,more or less, to the South line of land conveyed by N.L.Woodbury to the Portland and Rochester R.R. Company by deed dated February 19,1872 and recorded in said Registry of Deeds,Book 392,Page 253.

Thence Westerly along said last mentioned line One hundred eight and seven tenths(108.7)feet,more or less,to the aforesaid East line of Parris Street.

Thence Southerly along said line of Parris Street fifty-one and one tenths(51.1) feet,more or less,to point of beginning. Containing five thousand three hundred twelve(5312)feet,more or less.

Being the same premises conveyed to C.E.Walton & Co.Inc.,by Portland Terminal Company by deed dated October 12,1927 and recorded in said Registry;and being the same premises deeded by James C.DeWolfe,Trustee in Bankruptcy of the Estate of C.E. Walton & Co.,Inc.,to Nelson Dowling Company,by deed dated May 22,1930 and recorded in the Cumberland County Registry of Deeds,Vol.1346,Page 404;and being the same premises deeded by Nelson Dowling Coal Company to John G.Nelson,by deed dated May 1,1941 and recorded in the Cumberland County Registry of Deeds,Book 1639,Page 19.

The grantee assumes the taxes for the year 1945 as part of the consideration for this deed.

U.S.I.R. $5.50 J.G.N. 5/18/45

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland, its heirs and assigns, to them and their use and behoof forever. And I do covenant with the said Grantee, its heirs and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs, shall and will warrant and defend the same to the said Grantee, its heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said John G. Nelson and Louise W. Nelson wife of the said John G. Nelson, joining in this deed as Grantor,and relinquishing and conveying her right by descent and all other rights in the above described premises,

have hereunto set our hand s and seal s this 14th day of May in the year of our Lord one thousand nine hundred and forty-five.

Signed, Sealed and Delivered in presence of

Bertha P. Flanders — John G. Nelson Seal

Catherine F. Gonyea — Louise W. Nelson Seal

New Hampshire, County of Hillsborough,ss.

~~State of Maine, Cumberland, ss.~~ May 14th, 1945 Personally appeared the above named John G. Nelson and acknowledged the above instrument to be his free act and deed.

Before me, Mary E. Colbath, Notary Public My Commission expires Dec. 28, 1949. Notarial Seal

Received May 18 1945, at 3 o'clock 35 m. P. M., and recorded according to the original.

6413

214

Know All Men by These Presents.

That THOMAS W. RICHARDS and FLORENCE E. RICHARDS of the City of Portland, County of Cumberland and State of Maine

in consideration of Sixteen Thousand and no/100 ($16,000.00) Dollars

paid by the CITY OF PORTLAND, a body politic and corporate, located in the County of Cumberland and State of Maine, whose business address is 389 Congress Street, Portland, Maine

the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said

City of Portland, its successors

~~heirs~~ and assigns forever, a certain lot or parcel of land, with the buildings thereon, situated on the westerly side of Hanover Street and the southerly side of Lancaster Street in Portland, in the County of Cumberland and State of Maine, and bounded and described as follows:

Beginning at the intersection of the westerly side of Hanover Street and the southerly side of Lancaster Street; thence westerly along the southerly side line of Lancaster Street forty (40) feet to a point; thence southerly at right angles to said Lancaster Street thirty (30) feet, more or less, to the southerly side line of land of said Grantors; thence easterly forty (40) feet, more or less, to the westerly side line of Hanover Street at a point thirty (30) feet from the point of beginning; thence northerly along the westerly side line of Hanover Street thirty (30) feet to the point of beginning.

Also, a certain lot or parcel of land with the buildings thereon, situated on the westerly side of Hanover Street in said Portland, and being lot numbered Twenty-three (23) on a plan of the division (65-25)of land of the late Emma Ford, and the same land conveyed by George W. Green to Henry Pennell by deed recorded in Cumberland County Registry of Deeds, Book 408, Page 597. Also being the same premises conveyed by Mary Weston Talbot to Henry P. Frank by deed dated December 23, 1899, and by the said Henry P. Frank conveyed to Charles A. Jones and Annie M. Jones by deed dated December 1, 1908, and by the said Charles A. Jones and Annie M. Jones conveyed to Clarence H. Allen by deed dated March 8, 1909, and recorded in said Registry of Deeds, Book 835, Page 411, and a one-half interest in said premises conveyed by said Clarence H. Allen to Albert E. Neal by deed dated March 9, 1909 and recorded in said Registry of Deeds, Book 849, Page 458. And being the same premises conveyed to Frederick F. Delano by Clarence H. Allen and Albert E. Neal by deed dated April 4, 1928 and recorded in said Registry of Deeds in Book 1290, Page 190.

The first parcel being the same premises conveyed to Thomas W. Richards and Florence E. Richards by deed, dated July 6, 1955, recorded in the Cumberland County Registry of Deeds in Book 2236, Page 236, Grantor therein being Joseph DiPietro,et al.

The second parcel being the same premises conveyed to Florence E. Small (now Florence E. Richards) by deed, dated May 12, 1949, recorded in the Cumberland County Registry of Deeds, Book 1958, Page 2. Grantor therein being William A.Baxter.

-Said premises are conveyed subject to taxes for the year 1973 which the Grantee assumes and agrees to pay.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said

215

City of Portland, its successors

and assigns, to its and their use and behoof forever.

And we do covenant with the said Grantee, its successors and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances;

that we have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that we and our heirs shall and will Warrant and Defend the same to the said Grantee, its Successors and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof. We the said THOMAS W. RICHARDS and FLORENCE E. RICHARDS, being husband and wife

joining in this deed as Grantors, and relinquishing and conveying our right by descent and all other rights in the above described premises, have hereunto set our hands and seals this 5th day of April in the year of our Lord one thousand nine hundred and seventy-three.

Signed, Sealed and Delivered in presence of

Thomas W. Richards

Florence E. Richards

State of Maine. CUMBERLAND ss. April 5, 1973.

216 Personally appeared the above named THOMAS W. RICHARDS

and acknowledged the foregoing instrument to be his free act and deed.

Before me, Patricia L. Richards
Justice of the Peace
Notary Public

APR 5 1973
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 2 H 26 M P.M. and recorded in
BOOK 3378 PAGE 214 Register

6200

Know All Men by These Presents, that

We, JAMES P. PLUMMER and PATRICIA L. PLUMMER, of Gray, in the County of Cumberland and State of Maine

in consideration of Twenty-Two Thousand (22,000) dollars, paid by the Maine Savings Bank, a corporation established by law, at Portland, in the County of Cumberland, and State of Maine, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Maine Savings Bank, its successors and assigns forever

A certain lot or parcel of land, with the buildings thereon, situated on the northeasterly side of Wayne Avenue in the Town of Gray, County of Cumberland and State of Maine, being Lot No. 16 as shown on Plan of Pine Grove Acres, made by C. R. Storer, Inc., dated March 23, 1965 and recorded in Cumberland County Registry of Deeds in Plan Book 70, Page 27, to which plan reference is hereby made for a more particular description.

Being the same premises conveyed to us by Wayne H. Ackerman, et al, by deed acknowledged June 28, 1972 and recorded in said Registry of Deeds in Book 3260, Page 75.

Know all Men by these Presents, That

I, Edward W. Kalor, of Portland, in the County of Cumberland, and State of Maine, in consideration of one dollar and other valuable considerations, paid by the City of Portland, a body politic and corporate and located in said County and State, ~~the~~ in receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors and assigns forever, a certain lot or parcel of land with the buildings thereon, situated on the Northeasterly corner of Parris and Lancaster Streets, in said Portland, and bounded and described as follows: Beginning at the corner formed by the intersection of the Northerly side line of said Lancaster Street with the Easterly side line of said Parris Street; thence Northwesterly by said Parris Street nineteen and sixty-two hundredths (19-62/100) feet, more or less, to land of said City of Portland; thence Northeasterly by said City of Portland land one hundred and two (102) feet, more or less, to land of said City of Portland; thence Southeasterly by said City of Portland land thirty-three (33) feet, more or less, to the Northerly side line of said Lancaster Street; thence Southwesterly by said side line of said Lancaster Street one hundred (100) feet, more or less, to the point of beginning. Being the same premises conveyed to me by Nettie A. Bickford by Warranty Deed dated January 19, 1917, and duly recorded.

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland, its successors ~~heirs~~ and assigns, to its and their use and behoof forever. And I do covenant with the said Grantee, its successors ~~heirs~~ and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances;

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs, shall and will warrant and defend the same to the said Grantee, its successors heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said Edward W. Kalor and Mabel F. Kalor, wife of the said Edward W. Kalor, joining in this deed as Grantor, and relinquishing and conveying her right by descent and all other rights in the above described premises, have hereunto set our hand sand seals this nineteenth day of January in the year of our Lord one thousand nine hundred and seventeen.

Signed, Sealed and Delivered in presence of

Charles M. Drummond, to both

Edward W. Kalor, Seal

Mabel F. Kalor, Seal

State of Maine, CUMBERLAND, SS. January 19, 1917. Then Personally appeared the above named Edward W. Kalor,

and acknowledged the above instrument to be his free act and deed.

Before me, Charles M. Drummond,

Justice of the Peace.

Received January 19, 1917, at 4 o'clock 57 m. P. M., and recorded according to the original.

Know all Men by these Presents, That

I, Charles F. Rundlett, of Portland in the County of Cumberland and State of Maine

in consideration of one dollar and other valuable considerations paid by the City of Portland, a municipal corporation created by law and existing in the County of Cumberland in said State,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors and assigns forever, a certain lot or parcel of land situated in said Portland, bounded and described as follows: Beginning at a point in the easterly side line of Parris Street, distant northerly four hundred and seventy-four (474) feet from the northeast corner of Portland and Parris Street thence with an angle to the southeast of 81° 01' a distance of one hundred and three (103) feet, more or less, to land of the City of Portland aforesaid; thence southerly by said City of Portland's land and by land of Elizabeth L. Whitney Estate a distance of seventeen (17) feet, more or less, to land of L. I. and H. E. Hewes; thence westerly by said Hewes land a distance of eighty-four (84) feet, more or less; to a point; thence in a westerly direction and parallel with first mentioned course a distance of seventeen (17) feet, more or less, to the easterly side line of Parris Street; thence northerly by the said easterly side line of Parris Street a distance of thirty and thirty-eight hundredths (30.38) feet to the point of beginning. Reference is hereby made to a plan of Lancaster Street Extension, so-called, made by Bion Bradbury, Jr., Commissioner of Public Works, to be recorded in the Cumberland County Registry of Deeds, for further description. Reserving all parts of the buildings on the land abovedescribed which are to be removed from said land by the grantor herein at his expense within sixty (60) days of the deliverly of this deed, or same shall then belong to the said grantee, including all materials now forming a part of same. As part ofthe consideration of this deed, the said grantor does hereby approve of and consent to the Location of the Way as marked out on the plan of Lancaster Street Extension, so called, made by Bion Bradbury, Jr., Commissioner of Public Works, hitherto referred to, and hereby waives all technical or other irregularities, if any, in the location of said way and in the condemnation proceedings instituted by said grantee for said extension, and further waives all rights under said condemnation proceedings. Being part of the same premises conveyed to me by Clarence M. Condon by his warranty deed, dated May 31st, 1906, and recorded in the Cumberland County Registry of Deeds, in Book 778, Page 321.

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland, its successors ~~heirs~~ and assigns, to its and their use and behoof forever. And I do covenant with the said Grantee, its successors ~~heirs~~ and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances;

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs, shall and will warrant and defend the same to the said Grantee, its successors ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said Charles F. Rundlett have hereunto set my hand and seal this twenty-seventh day of September in the year of our Lord one thousand nine hundred and thirteen

Signed, Sealed and Delivered in presence of

James H. McCann — Charles F. Rundlett — Seal

State of Maine, County of CUMBERLAND, ss. September 27th, 1913. Personally appeared the above named Charles F. Rundlett and acknowledged the above instrument to be his free act and deed.

Before me, James H. McCann *Justice of the Peace.*

Received October 3, 1913, at 4 o'clock 5 m. P. M., and recorded according to the original.

06989

Know all Men by these Presents,

That I, James H. Galli, of Portland in the County of Cumberland and State of Maine

in consideration of One Dollar and other valuable considerations

paid by City of Portland, a body politic and corporate, located in the County of Cumberland and State of Maine,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said City of Portland its successors ~~heirs~~ and assigns forever,

a certain lot or parcel of land with the buildings thereon, situated on the northerly side of Portland Street, in said Portland, bounded and described as follows:

Beginning at the northwesterly corner of land formerly of Ebenezer True; thence running westerly in contination of said True's boundary line forty-nine (49) feet, more or less, to land now or formerly of the heirs of Benjamin Larrabee; thence southerly by said Larrabee's land seventy-five (75) feet, more or less, to said Portland Street; thence easterly by said Portland Street to said True's land; thence northerly by said True's land to the first bound.

Being lot numbered thirty-two (32) on the plan of the division of land of Emma Ford recorded in the Cumberland County Registry of Deeds in Plan Book 1, Page 39 and being the same premises conveyed to Robert Farrar by deed dated May 8, 1890 and recorded in said Registry in Book 567, Page 298.

Also a certain lot or parcel of land with the buildings thereon, situated on the westerly side of Hanover Street, in said Portland, and being lot numbered thirty (30) on a plan of division of the estate of the late Emma Ford, recorded in Plan Book No. 1, Page 39 of said Registry and being forty (40) feet on said Hanover Street and extending back one hundred (100) feet, more or less, to land formerly owned by the heirs of the late Benjamin Larrabee.

Being the same premises conveyed by C. Galli & Sons, Incorporated to said James H. Galli, July 27, 1983 by deed recorded in said Registry in Book 6234, Page 43.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said

City of Portland, its successors BOOK 6401 PAGE 197

~~heirs~~ and assigns, to it and/~~his~~ its use and behoof forever.

And I do COVENANT with the said Grantee, its / ~~heirs~~ successors and assigns, that I am lawfully seized in fee of the premises that they are free of all encumbrances:

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs shall and will WARRANT and DEFEND the same to the said Grantee, its ~~heirs~~ successors and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said James H. Galli

and Doris M. Galli

wife of the said James H. Galli

joining in this deed as Grantors, and relinquishing and conveying our rightsby descent and all other rights in the above described premises, have hereunto set our hands and seals this 8th day of March in the year of our Lord one thousand nine hundred and eighty-four.

Signed, Sealed and Delivered in presence of

Donald A Leadbetter

James H. Galli
James H. Galli

Doris M. Galli
Doris M. Galli

State of Maine, Cumberland } ss. March 8 1984.

Personally appeared the above named

James H. Galli and acknowledged the above instrument to be his free act and deed.

Before me, Donald A Leadbetter
Justice of the Peace.
Donald Leadbetter, ~~Notary Public.~~

RECEIVED
1984 MAR -8 PM 2:14
RECORDED REGISTRY OF DEEDS
CUMBERLAND COUNTY

James J. Walsh

98

Know all Men by these Presents, That

I.Lester W.Millett of Yarmouthville, in the County of Cumberland and State of Maine,

in consideration of one dollar and other valuable considerations, paid by
The City of Portland, a municipal corporation created by law and existing in the County of Cumberland in said State of Maine,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland,its successors, and assigns forever, a certain lot or parcel of land, situated in said Portland, bounded and described as follows: Beginning at a point in the westerly side line of Hanover Street, distant northerly four hundred and forty-six and five hundred and fifty-five thousandths (446.555)feet from the northwesterly corner of Portland and Hanover Streets; thence with an angle to the northwest of eighty-three degrees and twenty-one minutes (83° 21') a distance of ninety-nine and five tenths (99.5) feet, more or less, to the land of L.I. and H.E. Hewes;thence northerly by said Hewes land a distance of twenty-four (24) feet, more or less, to land of the City of Portland, thence easterly by said City of Portland's land a distance of fity-one (51) feet, more or less, to a point, thence easterly and parallel with first mentioned course a distance of forty-nine (49) feet, more or less to the westerly side line of Hanover Street, thence southerly by said westerly side line of Hanover Street a distance of thirty and twenty-three hundredths (30.23) feet to the point ofbeginning ,reference is hereby made to a plan of Lancaster Street Extension so called, made by Bion Bradbury Jr., Commissioner of Public Works,of said City of Portland, to be recorded in the Cumberland County Registry of Deeds, for a further description. Reserving all parts of the buildings on the land above described which are to be removed from said land by the grantor at his expense within sixty (60) days of the Delivery of this deed, or same shall then belong to the grantee, including all materials now forming part of same. As part of the consideration of this deed the said Grantor does hereby approve of and consent to the Location of the way as marked out on the plan of Lancaster Street Extension , so-called, made by Bion Bradbury Jr. Commissioner of Public Works,hitherto, referred to and hereby waives all technical or other irregularities, if any, in the location of said way in thecondemnation proceedings instituted by said Grantee, for said extension, and further waives all rights under said condemnation proceedings.Being part of the same premises received from Eliza L.Whitney by Martha Antoinette Millett, her daughter and sole heir and devised by the said Martha Antoinette Millett to Lester W.Millett by her last will and testament , and abstract of which, covering the devise of the above property, appears in Cumberland County Registry of Deeds, in Book 860, Page 101.

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland its successors, ~~heirs~~ and assigns, to its and their use and behoof forever. And I do covenant with the said Grantee, its successors, ~~heirs~~ and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances;

that I have good right to sell and convey the same to the said Grantee, to hold as aforesaid; and that I and my heirs, shall and will warrant and defend the same to the said Grantee, its successors, ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I, the said Lester W.Millett and Martha A.Millett wife of the said Lester W.Millett, joining in this deed as Grantor, and relinquishing and conveying my right by descent and all other rights in the above described premises,

our hands and seals this third day of November have hereunto set
one thousand nine hundred and thirteen. in the year of our Lord

Signed, Sealed and Delivered in presence of

James H.Mc Cann.
Frank E.Baldwin.

Lester W.Millett. Seal.
Martha A.Millett Seal.

State of Maine, County CUMBERLAND, ss. November 3rd. 1913. Personally appeared
the above named Lester W.Millett
and acknowledged the above instrument to be his free act and deed.

Before me, James H.McCann.
Justice of the Peace.

Received November 7, 1913, at 9 o'clock ~ m. A. M., and recorded according to the original.

Know all Men by these Presents, That

We, Lawrence I.Hewes of Washington, in the District of Columbia and Helen E.Hewes of Lakewood, in the State of Ohio,

in consideration of one dollar and other valuab,e considerations, paid by the City of Portland, a municipal corporation, created by law and existing in the County of Cumberland and State of Maine, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors, and assigns forever, a certain lot or parcel of land situated in said Portland ,boundedand described as follows:- Beginning at a point in the division line between land of Charles F.Rundlett and land of the said grantors, said point being distant seventeen and five tenths (17.5) feet, more or less, easterly from the easterly side line of Parris Street, thence on a course of North 88° 05' a distance of eighty-four (84) feet, more or less, to land of Elizabeth L.Whitney, Estate, thence northerly by said Whitney Estate land, a distance of thirteen and five tenths (13.5) feet, more or less, to the division, line between land of Charles F.Rundlett and land of the said Grantors, thence westerly by said Rundletts, land a distance of eighty four, (84) feet, more or less, to the point of beginning. Reference is hereby made to a plan of Lancaster Street Extension, so called, made by Bion Bradbury Jr. Commissioner, of Public Works, of said City of Portland, to be recorded in the Cumberland County Registry of Deeds, for a further description.Reserving all parts of buildings on the land above described to the grantors. As part of the consideration of this deed, the said grantors do hereby approve of and consent to the Location of the Way as marked out on the plan of Lancaster Street, Extension , so-called, made by Bion Bradbury Jr.,Commissioner of Public Works,hitherto, referred to, and hereby waive all technical or other irregularities if any, in the location of said way and in the condemnation proceedings instituted by said grantee for said extension, and further waive all rights under said condemnation proceedings.———

To Have and to Hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland, its successors, ~~heirs~~ and assigns, to its and their use and behoof forever. And we do covenant with the said Grantee, its successors, ~~heirs~~ and assigns, that we are lawfully seized in fee of the premises; that they are free of all incumbrances;

that we have good right to sell and convey the same to the said Grantee, to hold as aforesaid; and that we and our heirs, shall and will warrant and defend the same to the said Grantee, its successors, ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, we the said Lawrence I.Hewes and Helen E.Hewes, and Agnes D. Hewes, wife of the said Lawrence I.Hewes joining in this deed as Grantor, and relinquishing and conveying my right, by descent and all other rights in the above described premises have hereunto set our hand s and seal s this seventeenth day of November in the year of our Lord one thousand nine hundred and thirteen.

Signed, Sealed and Delivered in presence of
Jessie McGuire.
Gertrude Risley.
Emma McGuire.

Lawrence I.Hewes Seal.
Helen E.Hewes Seal.
Agnes D.Hewes Seal.

District Columbia, City_ Washington,ss. November 17th, 1913. Personally appeared ~~State of Maine, CUMBERLAND, ss.~~
the above named Lawrence I.Hewes,
and acknowledged the above instrument to be his free act and deed.
Before me, Andrew A.Ormsby, Notary Public, Notarial Seal. ~~Justice of the Peace.~~
My commission expires September 15, 1915.

Received November 21, 1913, at 1 o'clock 45 m. P. M., and recorded according to the original.

8205

11

KNOW ALL MEN BY THESE PRESENTS

THAT, SUN FEDERAL SAVINGS AND LOAN ASSOCIATION OF PORTLAND, a corporation organized and existing under the laws of the United States of America and having its principal place of business at Portland in the County of Cumberland and State of Maine (formerly Cumberland Savings and Loan Association and successor by merger of Home Federal Savings and Loan Association of Portland and Maine Savings and Loan Association), owner of a certain mortgage given by Granville E. Barrows and Lorraine B. Barrows (hereinafter referred to as mortgagors), dated Feb.6, 1974 and recorded in Cumberland County Registry of Deeds, Book 3509, Page 143, does hereby acknowledge that it has received full payment and satisfaction of the same, and of the debt thereby secured, and in consideration thereof it does hereby cancel and discharge said mortgage, and release unto the said mortgagors, their heirs, successors and assigns forever the premises therein described.

IN WITNESS WHEREOF, the said SUN FEDERAL SAVINGS AND LOAN ASSOCIATION OF PORTLAND has caused this instrument to be sealed with its corporate seal and signed in its corporate name by its duly authorized officer this 3rd day of May, A. D. 19 74

Signed, Sealed and Delivered
in presence of

Jessie M. Workman

SUN FEDERAL SAVINGS AND LOAN ASSOCIATION OF PORTLAND

By Kenneth J. Gordon
Its Assistant Treasurer

May 3, 1974

State of Maine
Cumberland, ss

Then personally appeared the above named Kenneth J. Gordon, Assistant Treasurer of said Sun Federal Savings and Loan Association of Portland as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

Jessie M. Workman
Justice of the Peace
Notary Public

MAY 8 1974
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 8 H 30 M A M, and recorded in
BOOK 3541 PAGE 11

Register

14636

Know All Men by These Presents.

109

That I, JOSEPHINE M. CROCKETT, of Portland, County of Cumberland and State of Maine

in consideration of Ten Thousand and no/100 ($10,000.00) Dollars

paid by the CITY OF PORTLAND, a body politic and corporate and located in the County of Cumberland and State of Maine, whose business address is 389 Congress Street, Portland, Maine,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors

~~heirs~~ and assigns forever, a certain lot or parcel of land with the buildings thereon, situated in said Portland on the easterly side of Parris Street, bounded and described as follows:

Beginning at a stake standing in the southeasterly corner of a lot of land formerly owned by Gilman Thurston and two hundred ninety (290) feet northerly from Portland Street; thence southerly by said Parris Street twenty-eight (28) feet to a stake and from these two points extending easterly, holding the width of twenty-eight (28) feet, at right angles with said Parris Street, ninety-five (95) feet, more or less, to land now or formerly of Emma Ford.

Being the same premises conveyed to Harrison F. Crockett and Josephine M. Crockett, as joint tenants, by deed of Lillian I. Huff, dated October 8, 1956, recorded in the Cumberland County Registry of Deeds in Book 2318, Page 288. Harrison F. Crockett died February 24, 1967.

110

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said

City of Portland, its successors

and assigns, to its and their use and behoof forever.

And I do covenant with the said Grantee, its successors and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances;

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs shall and will Warrant and Defend the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said JOSEPHINE M. CROCKETT, being unmarried,

wife of the said

relinquishing and conveying my right by descent and all other rights in the above described premises, have hereunto set my hand and seal this 14 day of June in the year of our Lord one thousand nine hundred and seventy-three.

Signed, Sealed and Delivered
in presence of

Patricia C. Neally

Josephine M. Crockett

(90)

Know all Men by these Presents,

That DIRIGO REALTY CO.

a corporation organized and existing under the laws of the State of Maine and located at Portland in the County of Cumberland and State of Maine in consideration of Thirty Thousand and no one hundredths ($30,000.00) Dollars

paid by the CITY OF PORTLAND, a body politic and corporate, located in the County of Cumberland and State of Maine, whose address is City Building, 389 Congress Street, Portland, Maine,

the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey, unto the said

City of Portland, its successors

~~heirs~~ and assigns forever,

a certain lot or parcel of land with the buildings thereon, situated on the Southeasterly corner of Parris Street and Lancaster Street in said Portland, bounded and described as follows:

Beginning on the Easterly side of said Parris Street at a stake distant eighteen (18) inches from the wall of the house formerly occupied by Henry Trickey; thence running Northwardly by said street forty-eight (48) feet six (6) inches, more or less, to land formerly occupied by Eli Webb, now a part of said Lancaster Street; thence Eastwardly by said Lancaster Street seventeen and five tenths (17.5) feet, more or less, to a point; thence again Eastwardly by said Lancaster Street eighty-four (84) feet, more or less, to land formerly owned by the widow Emma Ford, deceased, more recently of Elizabeth L. Whitney Estate; thence Southwardly by said last-mentioned land thirty-five (35) feet, more or less, to said Trickey land; thence Westwardly by said Trickey land one hundred (100) feet, more or less, to the point of beginning. The above described lot (less a triangular piece conveyed to the City of Portland by deed dated November 17, 1913, and recorded in Cumberland County Registry of Deeds, Book 922, Page 189), was conveyed to Lawrence I. Hewes, Helen E. Hewes, and Henry J. Hewes by deed of the Trustee under the Will of Henry A. Jones, deceased, dated December 21, 1900, recorded in said Registry, Book 697, Page 144. Said premises are numbered 69-71 on said Parris Street according to City Plans, and same which were conveyed to Charles D. Hodsdon by deed of Helen E. Hewes, dated June 24, 1920, recorded in said Registry, Book 1057, Page 17, to which deed and the deed therein referred to reference is hereby made for further particulars of description.

Also, a certain lot or parcel of land, together with the buildings thereon, situated on the Easterly side of Parris Street in Portland, County of Cumberland and State of Maine, and bounded and described as follows:

Beginning on the Easterly side of Parris Street at the most Southerly corner of land formerly of Joshua Larrabee and later of Henry A. Jones one and one-half (1-1/2) feet distant Northerly from the brick underpinning of the house on the lot hereby conveyed; thence running Easterly by said Larrabee land one hundred (100) feet to land formerly of Emma Ford; thence running Southerly by said Ford land fifty (50) feet to land formerly of Jane Haskell; thence Westerly by said Haskell land one hundred (100) feet to Parris Street; thence Northerly by Parris Street fifty (50) feet to the point of beginning.

Also, a certain lot or parcel of land, with the buildings thereon, situated on the Easterly side of Parris Street, in said Portland, and being numbered

61 and 63 on said Parris Street, and containing approximately four thousand eight hundred ninety (4,890) square feet, bounded and described as follows:

Beginning at the side of said street in the Westerly corner of lot of land Henry G. Lamb purchased of William G. Larrabee, two hundred ninety (290) feet Northerly from the corner of said street and Portland Street; thence running Northerly by the line of said Parris Street fifty (50) feet, to land formerly owned by Henry Trickey and wife, and from these two bounds to extend Northeasterly adjoining the said Lamb land on one side and the said Trickey land on the other side and at right angles with said street ninety (90) feet, more or less, to land formerly owned by the widow Emma Ford, deceased, and now or formerly of Clifton H. Copp.

Being the same premises conveyed to the Grantor by John F. and Elizabeth M. Cipriano by deed, dated March 23, 1959, recorded in the Cumberland County Registry of Deeds in Book 2463, Page 79.

To have and to hold, the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said

City of Portland, its successors

~~heirs~~ and assigns, to its and their use and behoof forever.

And the said Grantor Corporation does hereby COVENANT with the said Grantee, its successors ~~heirs~~ and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances;

that it has good right to sell and convey the same to the said Grantee to hold as aforesaid; and that it and its successors, shall and will WARRANT AND DEFEND the same to the said Grantee, its successors ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, the said DIRIGO REALTY CO.

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by John F. Cipriano, its President, thereunto duly authorized, this 22nd day of October in the year one thousand nine hundred and Seventy-one.

Signed, Sealed and Delivered in presence of

DIRIGO REALTY CO.

Marjorie L. Tracy

By John F. Cipriano
Its President Pres.

(CORPORATE SEAL)

State of Maine

County of CUMBERLAND ss. October 22, 19 71

Then personally appeared the above named John F. Cipriano of said Grantor

JOHN F. CIPRIANO President

Corporation as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

Marjorie L. Tracy Justice of the Peace. Notary Public.

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE OCT 22 1971
Received at 1 H 55 M P M, and recorded in
BOOK 3197 PAGE 20 Register

Know all Men by these Presents,

That I, TANIA PAULIN, of Portland in the County of Cumberland and State of Maine

in consideration of Seven Thousand Three Hundred Fifty ($7,350.00) Dollars

paid by the CITY OF PORTLAND, a body politic and corporate, located in said County and State, whose address is City Building, 389 Congress Street, Portland, Maine

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said CITY OF PORTLAND, its successors ~~heirs~~ and assigns forever,

a certain lot or parcel of land with the buildings thereon situated on the easterly side of Parris Street in said City of Portland, bounded and described as follows: Beginning at a point one (1) foot and two (2) inches northerly from the westerly corner of the brick basement of the dwelling house now or formerly belonging to Dr. S. S. Freeman; thence northerly by the easterly side line of said Parris Street fourteen (14) feet to a point; thence in an easterly direction at right angles with said easterly side line of Parris Street sixty-four (64) feet to a point; thence in a northerly direction about one (1) foot easterly of the line of a house now standing thirty-five (35) feet and six (6) inches to a point; thence in an easterly direction along the southerly side line of land now or formerly of Sarah Lamb thirty-one and two tenths (31.2) feet to land now or formerly of Cressey and Allen; thence southerly by land of said Cressey and Allen eight and eight tenths (8.8) feet to a point; thence easterly by said land of Cressey and Allen eight and seventy-one hundredths (8.71) feet to a point; thence southerly by land now or formerly of W. N. Snow and one (1) foot easterly from the easterly line of the wall of the building now standing in the rear of the lot hereby conveyed about forty and seven tenths (40.7) feet to land now or formerly of W. and C. Snow; thence westerly by land now or formerly of W. C. Snow and land now or formerly of Dr. S. S. Freeman one hundred two and fifty-two hundredths (102.52) feet to a point and the point of beginning.

Also a certain lot or parcel of land, with the buildings thereon, situated on the easterly side of Parris Street, in said Portland, bounded and described as folllows; Beginning at a point fifteen (15) feet and two (2) inches northerly from the westerly corner of a brick basement of the dwelling house now or formerly belonging to Dr. S. S. Freeman; thence northerly by the easterly side line of said Parris Street thirty-five (35) feet and six (6) inches to land now or formerly of Sarah Lamb; thence easterly at right angles with said easterly side line of said Parris Street sixty-four (64) feet to a point; thence at right angles in a southerly direction about one (1) foot easterly of a house now standing and covered by this description thirty-five (35) feet and six (6) inches to a point; thence in a westerly direction and parallel with this second described line sixty-four (64) feet to a point and point of beginning.

Being the same premises conveyed to the Grantor by Alexander Maschkoff by deed, dated July 19, 1960, recorded in the Cumberland County Registry of Deeds in Book 2554, Page 79.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said

CITY OF PORTLAND, its

successors
~~heirs~~ and assigns, to its and their use and behoof forever.

And I do COVENANT with the said Grantee, its successors
~~heirs~~ and assigns, that I am lawfully seized in fee of the premises that they are free of all encumbrances:

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs shall and will WARRANT and DEFEND the same to the said Grantee, its successors
~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said TANIA PAULIN

and JOSEPH A. E. PAULIN

~~wife~~ husband of the said

TANIA PAULIN

joining in this deed as Grantors, and relinquishing and conveying our right by descent and all other rights in the above described premises, have hereunto set our hands and seals this 27th day of October in the year of our Lord one thousand nine hundred and seventy-one.

Signed, Sealed and Delivered
in presence of

Patricia E. Neeley
E. Loth

Tania Paulin
Joseph A. E. Paulin

State of Maine, } ss.
CUMBERLAND

October 27 19 71.

Personally appeared the above named

TANIA PAULIN

and acknowledged the above instrument to be her free act and deed.

Before me,

Patricia E. Neeley
Justice of the Peace.
Notary Public.

OCT 27 1971
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 2 H 39 M PM, and recorded in
BOOK 3197 PAGE 422
Register

ADMINISTRATOR'S OR GUARDIAN'S DEED — PRIVATE SALE — MARTIN'S FORM NO. 45

Know All Men by These Presents,

That I, Irene K. O'Donnell of South Portland in the County of Cumberland and State of Maine , in my capacity as Guardian of Andrew H. Bowles

having on the 27th day of July A. D. 19 71, obtained License from the Honorable Nathaniel M. Haskell , Judge of Probate within and for the County of Cumberland and State of Maine, to sell and convey at private sale the Real Estate hereinafter described, of the said Andrew H. Bowles

for the sum of Seven thousand four hundred ten ($7.410.00) Dollars dollars, the same being an advantageous offer therefor, and having agreeably to the order and decree of said Court, given due notice upon the petition for license to make such sale, and having given the bond required by law, by virtue of the power and authority with which I am as aforesaid vested, and in consideration of the aforesaid sum of Seven thousand four hundred ten ($7,410.00) dollars, to me paid by the City of Portland a body politic and corporate, located in said County and State, whose address is City Building, 389 Congress Street, Portland, Maine

the receipt whereof I do hereby acknowledge, have given, granted and sold, and by these Presents do give, grant, sell and convey to the said City of Portland, its Successors

~~Heirs~~ and Assigns forever, the following described Real Estate, viz:
A certain lot or parcel of land, with the buildings thereon, situated in Portland, in said County and State on the easterly side of Parris Street, and bounded and described as follows: Northerly by land now or formerly owned or occupied by Simon A. Dyer; easterly by land now or formerly of Mary A. Bosworth and A. F. Dyer; southerly by land now or formerly of B. L. Trickey; and westerly by said Parris Street, on which it is numbered 45-47 as shown on City Plan Book 5,Plan 33. Said lot measures about fifty-five (55) feet on said Street, and extends back holding the same width, about ninety-five (95) feet.

Being the same premises conveyed to Andrew H. Bowles and Lena M. Bowles as joint tenants by deed of Errolld W. Mattatall and Marion E. Mattatall, dated April 13, 1942, recorded in the Cumberland County Registry of Deeds in Book 1671, Page 229. Lena M. Bowles died October 16, 1970.

To have and to hold the same, with all the privileges and appurtenances to the same belonging, in manner as aforesaid to the said

City of Portland, its Successors

~~Heirs~~ and Assigns forever.

And I the said Irene K. O'Donnell in my said capacity do covenant to and with the said City of Portland, its Successors

~~Heirs~~ and Assigns, that I have in all things observed the rules and directions of law relative to the selling of said Estate, and have good right and lawful authority to sell and convey the same in manner aforesaid.

In Witness Whereof, I have hereunto set my hand and seal in said capacity, this Eighth day of November in the year of our Lord one thousand nine hundred and seventy-one.

Signed, Sealed and Delivered
in presence of

Patricia E. Madry — Irene K. O'Donnell

State of Maine, Cumberland ss. November 8, 1971

Personally appeared the above named

Irene K. O'Donnell

and acknowledged the foregoing instrument to be her free act and deed in said capacity.

Before me,

Patricia E. Madry

~~Justice of the Peace~~
Notary Public

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 3 H 58 M P M, and recorded in
BOOK 3199 PAGE 832. NOV 10 1971 Walter Day Co. Register

773

K N O W A L L M E N B Y T H E S E P R E S E N T S,

THAT PETERSON OIL CO., a corporation duly organized and existing under the laws of the State of Maine and located at Portland in the County of Cumberland and State of Maine, in consideration of one ($1.00) dollar and other valuable considerations paid by CITY OF PORTLAND, a body politic and corporate, located in Portland in the County of Cumberland and State of Maine, whose address is 389 Congress Street, Portland, Maine, the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors and assigns forever, the following described real estate:

A certain lot or parcel of land, with any buildings thereon, situated on the westerly side of Hanover Street, in said Portland, and bounded and described as follows: Beginning at the southeasterly corner of land now or formerly of Lorenzo Dyer, thence southerly on the line of said street forty (40) feet to lot number "30" on the plan of Division of the estate of the late Emma Ford; thence on the line of said Ford lot ninety-two (92) feet, more or less, to the land of heirs of the late Benjamin Larrabee; thence on the line of said Larrabee's land forty (40) feet to said Lorenzo Dyer's land; thence on line of said Dyer's land to point of beginning.

Also a certain other lot or parcel of land, with any buildings thereon, situated on the northeasterly side of Parris Street, in said Portland, and bounded and described as follows: Beginning in the northeasterly line of Parris Street at the southerly corner of the lot now or formerly of Elizabeth Neal; thence northeasterly on the line of said Neal's lot through the middle of the partition wall between the two houses on said lot and the lot adjoining about ninety-seven (97) feet to the rear of the lot; thence southeasterly by the rear of the lot about thirty-five (35) feet to the land now or formerly of the heirs of Simon A. Dyer; thence southwesterly by said Dyer's land about ninety-seven (97) feet to said line of Parris Street; thence northerly on said Street to the first mentioned bounds.

Also a certain other lot or parcel of land, with any buildings thereon, situated on the southwesterly side of Hanover Street, in said Portland, and bounded and described as follows: Beginning at a stake one hundred seventy (170) feet northwesterly from Portland Street; thence southwesterly by land now or formerly of Abby F. Dyer eighty-five (85) feet, more or less, to a lot of land conveyed by Thompson-Johnson Co. to Arno Leslie Leighton, said point being one (1) foot easterly of the house on rear of said Leighton lot; thence northwesterly along said Leighton land forty (40) feet, more or less, to land now or formerly of Harriet F. Files; thence northeasterly by said Files land eighty-five (85) feet, more or less, to said Hanover Street; thence southeasterly by said Hanover Street, forty (40) feet, more or less, to the point of beginning.

Also two (2) certain lots or parcels of land with any buildings thereon, situated on the southwesterly side of Hanover Street in said Portland, and being premises numbered fifty-eight (58) to sixty-two (62) on said Hanover Street, and being lots numbered twenty-four (24) and twenty-five (25) in the division of the Estate of Emma Ford, late of said Portland, deceased, which division is recorded in Cumberland County Registry of Deeds in Plan Book No. 1, Page 39, marked "received Nov. 19, 1853 and entered in Plan Book No. 1 by Wm. C. Mitchell, Reg'r."

Also another certain lot or parcel of land, with any buildings

thereon, situated in said Portland on the westerly side of Hanover Street, numbered fifty-four (54) to fifty-six (56) area of said tract of land three thousand seven hundred eighty-eight (3788) square feet, Plan Book 33, Block B. Lot 12, as shown on Revaluation Plan of said Portland on file in the City Assessor's Office in said City of Portland.

Also all its right, title and interest in and to another certain lot or parcel of land with any buildings thereon, situated on the southwesterly side of Hanover Street in said Portland and being bounded and described as follows: Beginning at a stake two hundred ten (210) feet northwesterly from Portland Street, and on the southwesterly side of Hanover Street, said stake forming the southeasterly corner of said lot; thence southwesterly ninety (90) feet, more or less, by a lot purchased by Wentworth P. Files of Joshua C. Morse by deed dated December 10, 1859 and recorded in Cumberland County Registry of Deeds, Book 297, Page 445, to the land now or formerly of Dyer; thence northwesterly parallel with Hanover Street, by the land of said Dyer and land now or formerly of Lamb, forty (40) feet to land now or formerly of Abby F. Dyer and Emma F. Dyer; thence northeasterly by land of said Abby F. Dyer and Emma F. Dyer, ninety (90) feet, more or less to said Hanover Street; thence southeasterly to the point of beginning.

Reference is made to deed from Jacland Realty Company to the Grantor recorded in Cumberland County Registry of Deeds in Book 3127 Page 212.

TO HAVE AND TO HOLD the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said City of Portland, its successors and assigns, to its and their use and behoof forever.

AND the said Grantor Corporation does hereby covenant with the said Grantee, its successors and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances; that it has good right to sell and convey the said to the said Grantee to hold as aforesaid; and that it and its successors, shall and will warrant and defend the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons.

IN WITNESS WHEREOF, the said Peterson Oil Co., has caused this instrument to be sealed with its corporate seal and signed in its corporate name by David A. Peterson , its President , thereunto duly authorized, this thirtieth day of September , in the year one thousand nine hundred and seventy-one.

Signed, Sealed and Delivered
in presence of:

R. T. Jones

PETERSON OIL CO.

By: David A. Peterson
Its President

Know all Men by these Presents,

That I, JOSEPH D. DIPIETRO of Portland, in the County of Cumberland and State of Maine,

in consideration of Seventeen Thousand Five Hundred ($17,500.00) Dollars

paid by the CITY OF PORTLAND, a body politic and corporate, located in the County of Cumberland and State of Maine, whose address is 389 Congress Street, Portland, Maine

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said CITY OF PORTLAND, its successors ~~heirs~~ and assigns forever,

a certain lot or parcel of land with the buildings thereon, situated on the westerly side of Hanover Street, in said Portland, and bounded and described as follows: Beginning on the westerly side of Hanover Street at a point distant forty (40) feet southerly from the northerly corner of land formerly owned by Eliza L. Whitney; thence running southerly by said Street thirty (30) feet; and from these two points extending back westerly, keeping the width of thirty (30) feet, a distance of ninety-eight (98) feet, more or less, to land formerly of the Larrabee heirs.

Also a certain other lot or parcel of land, with the buildings thereon, situated in said Portland, on the westerly side of Hanover Street and adjoining the above-described lot on the northerly side thereof, and bounded and described as follows: Beginning on the westerly side of Hanover Street at the northeasterly corner of the lot above-described, being the lot formerly owned by Martin G. Jones; and running thence northwesterly by said Jones land Ninety-eight (98) feet, more or less, to land formerly of L.I. and H.E. Hewes; thence northerly by said Hewes land fifteen (15) feet, more or less, to Lancaster Street as now located; thence easterly by said Lancaster Street as now located ninety-nine and five tenths (99.5) feet, more or less, to Hanover Street; thence southerly by said Hanover Street to the place of beginning, excepting therefrom that portion thereof as was conveyed by Joseph DiPietro and Florence DiPietro to Thomas W. Richards, et. al. by deed dated July 6, 1955, and recorded in Cumberland County Registry of Deeds in Book 2236, Page 236.

Being the same premises conveyed to the Grantor by Carl J. DiPietro, et. als., by deed dated March 22, 1971, recorded in said Registry of Deeds in Book 3165, Page 33.

To have and to hold the aforegranted and bargained premises 345
with all the privileges and appurtenances thereof to the said

CITY OF PORTLAND, its successors

~~heirs~~ and assigns, to its and their use and behoof forever.

And I do COVENANT with the said Grantee, its successors ~~heirs~~ and assigns, that I am lawfully seized in fee of the premises that they are free of all encumbrances:

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my heirs shall and will WARRANT and DEFEND the same to the said Grantee, its successors ~~heirs~~ and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I, Joseph D. DiPietro

and Evelyn R. DiPietro

wife of the said

Joseph D. DiPietro

joining in this deed as Grantors, and relinquishing and conveying all right by descent and all other rights in the above described premises, have hereunto set our hands and seals this 17th day of November in the year of our Lord one thousand nine hundred and seventy-five.

Signed, Sealed and Delivered
in presence of

Joseph DiPietro
Evelyn R. DiPietro

State of Maine, Cumberland } ss. November 17 1975

Personally appeared the above named

Joseph D. DiPietro

and acknowledged the above instrument to be his free act and deed.

Before me,

Justice of the Peace.

NOV 17 1975
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 3 H 49 M P M, and recorded in
BOOK 3771 PAGE 344. Margaret L Weber Acting Register ~~Notary Public~~.

28607

City of Portland, Maine

IN THE CITY COUNCIL

RETURN OF MUNICIPAL OFFICERS
RE: TAKING OF LAND AND BUILDINGS AT 57-59 PORTLAND STREET

WHEREAS, the City Council of the City of Portland, in accordance with the provisions of Sections 4001 and 4002 of Title 30 of the Maine Revised Statutes Annotated, by an Order passed at the regular meeting of the City Council held August 3, 1983, on Petition of 30 tax-paying Citizens of the City, did give notice of a public hearing on their intention to take the property at 57-59 Portland Street by eminent domain (33-B-20) and more particularly described as follows:

> Beginning on the northerly sideline of Portland Street at the southeasterly corner of land conveyed by John Trickey to Abigail Trickey by deed dated February 1, 1845 and recorded in Cumberland County Registry of Deeds in Book 190, Page 77; thence easterly by the northerly sideline of Portland Street fifty-two (52) feet, more or less, to the southwesterly corner of land conveyed by Abby F. Dyer to Robert Farrar by deed dated May 8, 1890 and recorded in said Registry of Deeds in Book 567, Page 298; thence northerly by said Farrar land and by land conveyed by Abby F. Dyer to Robert Farrar by deed dated May 1, 1883 and recorded in said Registry of Deeds in Book 495, Page 438, one hundred five (105) feet, more or less, to the southeasterly corner of land conveyed by Emma F. Freeman to George S. Freeman by deed dated August 11, 1888 and recorded in said Registry of Deeds in Book 554, Page 271; thence westerly by said Freeman land fifty-two (52) feet, more or less, to the northeasterly corner of said Trickey land; thence southerly by said Trickey land ninety-eight (98) feet, more or less, to the point of beginning; and

A TRUE COPY. ATTEST:
Jane Durgin
JANE DURGIN
CITY CLERK, PORTLAND, MAINE
DATED 8/16, 1983
SEAL

WHEREAS, notice of such public hearing on such intention was duly published and posted in accordance with the provisions of said §§4001 and 4002, and was personally served V. J. DePaolo, also known as J. V. DePaolo, the record owner and fee simple of the premises, and all other persons having a record interest therein; and

WHEREAS, the City Council did conduct a public hearing in accordance with said statutes at the time and place advertised for said hearing; and

WHEREAS, the City Council did view the premises prior to taking said property; and

WHEREAS, the City Council did by Order passed on August 15, 1983, take the property for public purposes, and particularly a Public Works Office Building; and

WHEREAS, the sum of thirty-eight thousand Dollars ($38,000) was estimated and awarded as the total damages to be paid to the record owners as their interest may appear to V. J. DePaolo, Arthur C. Riley, Jeannette Zazzara, and Marilyn DiBiase.

NOW, THEREFORE, the Municipal Officers direct the City Clerk of the City of Portland to record a copy of this Return in the Registry of Deeds for Cumberland County and to attest to the aforesaid acts of the Municipal Officers of the City of Portland.

A TRUE COPY. ATTEST:

JANE DURGIN
CITY CLERK, PORTLAND, MAINE

DATED 8/16, 1983

SEAL

I hereby certify as to the doings of the Municipal Officers set forth above, and as to the publication of the Notice of Public Hearing and posting of such public hearing, as to the intention to take the said property at 57-59 Portland Street.

ATTEST:

Jane Durgin 8/16/83
City Clerk

A TRUE COPY. ATTEST:
Jane Durgin
JANE DURGIN
CITY CLERK, PORTLAND, MAINE

DATED 8/16, 1983

SEAL

AUG 16 1983

REGISTRY OF DEEDS CUMBERLAND COUNTY, MAINE
Received at 11 H56 MAM, and recorded in
BOOK 6246 PAGE 337 James J Walsh Register

GOVERNOR'S DEED

KNOW ALL BY THESE PRESENTS that the **STATE OF MAINE (the "Grantor")**, acting by and through its Governor, on recommendation of the Commissioner of the Department of Transportation, under and pursuant to the provisions of 23 M.R.S.A., Section 61, for consideration, the sufficiency of which is hereby acknowledged, **RELEASES** to **THE CITY OF PORTLAND (the "Grantee")**, a body corporate and politic, its successors and assigns forever, whose mailing address is 389 Congress Street, Portland, Maine 04101-3503, all its right, title and interest in and to those certain lots or parcels of land in the City of Portland, County of Cumberland, and State of Maine, as described on **Exhibit A,** attached hereto and made a part hereof.

Also releasing to the Grantee, the City of Portland, all of Grantor's rights and interest in and to a permanent easement over a strip of land twenty-six (26) feet in width being located on or near the existing main line railroad track that runs the entire length of the premises described in a Governor's Deed from Grantor to Grantee dated March 12, 2003, recorded in the Cumberland County Registry of Deeds, Book 19057, Page 107 between Elm Street and Franklin Arterial (the "Easement Area"). Said main line railroad track is shown on a plan entitled "Right of Way and Track Map Portland Terminal Operated by the Portland Terminal Company" dated June 30, 1916, Map V1C/2, on file at the Maine Department of Transportation, Augusta, Maine.

BY ACCEPTANCE OF THIS DEED, the Grantee, the City of Portland, shall restrict the use of the within-conveyed Premises (the "Premises"), or any portion thereof, to the following: commercial business uses, rail/industrial uses and/or passive recreational uses. Such uses shall not require the withdrawal of groundwater for drinking water or other uses. By this restriction the Grantee covenants and agrees for itself, its successors and assigns, not to allow the Premises, or any portion thereof, to be used for any residential or active recreational use with the exception of paved recreational trails. Residential use includes, but is not limited to, single family dwellings, apartment houses, condominiums, hotels, motels, inns, boarding houses, multi-family dwellings and/or any use that involves a structure to be used primarily for human habitation for any extended period of time. Active Recreational use includes, but is not limited to, athletic fields, sports facilities, parks and/or any use which subjects the Premises to use by the general public for active recreational activities, except as provided herein. In addition, by this restriction the Grantee covenants and agrees for itself, its successors and assigns, not to allow the Premises or any portion thereof to be used as a site for a hospital, nursing home, rehabilitation facility, daycare facility for persons of any age or educational facility (public or private).

In the event of any violation of the above restrictions, the Grantor, said State of Maine, its successors and assigns, and Portland Terminal Company shall have the right to enforce the same and shall have available all remedies at law and in equity.

The provisions of the preceding two paragraphs are a covenant running with the Premises and shall be expressly included in any deed, lease or other instrument conveying or creating any

interest in all or part of the Premises and shall be binding upon the Grantee's successors and assigns therein. Notwithstanding the foregoing, the provisions of the previous two paragraphs may be extinguished by the express written consent of the Grantor, said State of Maine, and Portland Terminal Company, which consent shall not be unreasonably withheld.

SUBJECT to the exceptions, reservations, conditions, covenants and agreements contained in the release deed from Portland Terminal Company to the Grantor dated September 4, 2001, recorded in the Cumberland County Registry of Deeds, Book 16707, Page 206.

SUBJECT TO all utility easements and installations located on the above described premises, including those shown on the herein referred to Right of Way Map, and to those rights which any utility enjoys over the subject premises for maintenance, location or relocation of poles and other installations.

THE STATE makes no representations or warranties with respect to the premises herein conveyed. The representations and warranties so excluded encompass, but are not limited to, those pertaining to: land use and environmental matters; fitness of the premises or any portion thereof for any particular purposes; water quality or quantity; the condition or quality of the soil; inchoate or unrecorded liens; status of title to or rights within that area lying between the high and low water marks; or the existence, status, or condition of access to, or public utilities serving the premises. Any subsequent use of, improvement to, or construction on the parcel is subject to all applicable laws, regulations, ordinances, and permitting requirements.

IN WITNESS WHEREOF, I, John E. Baldacci, Governor of the State of Maine, have caused the name and great seal of the State of Maine to be hereto affixed this 26th day of Sept. in the year two thousand five.

STATE OF MAINE

By: _____, Governor
John E. Baldacci

Affixed by: _____
Secretary of State

STATE OF MAINE
COUNTY OF KENNEBEC September 26, 2005

Personally appeared the above-named John E. Baldacci, Governor of the State of Maine and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the State of Maine.

Before me _____
Notary Public/Attorney at Law
Print Name THOMAS B. FEDERLE
NOTARY PUBLIC
AS ATTORNEY AT LAW
My commission expires: 4 M.R.S.A. §1056
MY COMMISSION DOES NOT EXPIRE

SEAL

GRANTEE'S ACCEPTANCE

The City of Portland hereby accepts the above-described Premises subject to the terms and conditions contained therein.

CITY OF PORTLAND

By: Joseph E. Gray, Jr.
Its City Manager, Duly Authorized

STATE OF MAINE
COUNTY OF CUMBERLAND

September 28, 2005

Personally appeared the above-named Joseph E. Gray, Jr., City Manager of the City of Portland, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the City of Portland.

Before me Donna M. Katsiaficas
~~Notary Public~~/Attorney at Law

Print Name: Donna M. Katsiaficas

My commission expires: _____

H/Legal Shared/AHughes/Union Branch/UB Freight Yard/Governor's Deed 8-31-05

EXHIBIT A

Three certain lots or parcel of land totaling approximately 2.66 acres situated in the City of Portland, County of Cumberland and State of Maine, being those portions of the former "Union Branch" rail corridor located as follows:

1. Between the northeast right of way boundary of Forest Avenue and extending northeasterly to the north right of way boundary of Elm Street and the southwest boundary of land described in a Governor's Deed from the State of Maine to the City of Portland dated March 12, 2003, recorded in the Cumberland County Registry of Deeds, Book 19057, Page 107 (the "First Governor's Deed");

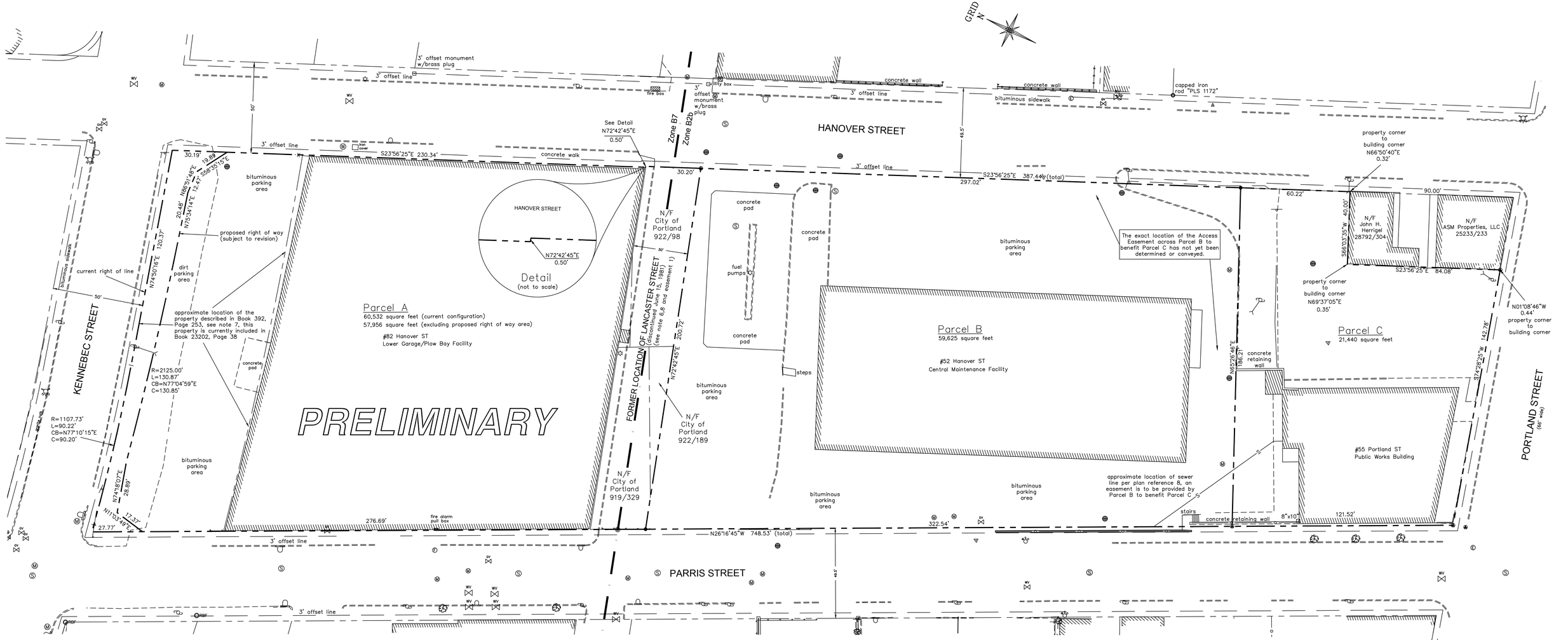
2. Between the southwest right of way boundary of the Franklin Arterial and the northeast boundary of land described in the First Governor's Deed, and extending northerly to the south right of way boundary of Boyd Street; and

3. Between the north right of way boundary of Diamond Street and extending northerly to Tukey's Bridge.

Meaning and intending to convey all of the State of Maine's right, title and interest in and to the Union Branch rail corridor, so-called, wheresoever located on the face of the earth, that is situated northerly of the northeast right of way boundary of Forest Avenue in the City of Portland, said rail corridor being a portion of the premises described in a deed from the Portland Terminal Company to the State of Maine dated September 4, 2001, recorded in the Cumberland County Registry of Deeds, Book 16707, Page 206.

H/Legal Shared/AHughes/Union Branch/UB Freight Yard/Exhibit A 8-31-05

Received
Recorded Register of Deeds
Sep 29,2005 09:53:27A
Cumberland County
John B OBrien



NOTES

1) Book and Page references are to the Cumberland County Registry of Deeds.

2) Bearings are referenced to grid north, Maine State Plane Coordinate System, NAD83, West Zone.

3) Utility information on this plan is approximate, based on location of visible features and information contained on plans and drawings provided by others. DigSafe and/or the appropriate utilities should be contacted prior to any construction.

4) Properties lie within Zone C based on FIRM Community #230051 Panel #0013–B, dated July 17, 1988. They do not lie within a special flood hazard area.

5) Right of way lines shown per electronic drawing file provided by the City of Portland Department of Engineering. See plan reference #3.

6) The portion of Lancaster Street shown was discontinued June 15, 1981, City of Portland records, Volume 98, Page 187. This discontinuance does not expressly exclude public rights over the discontinued street. According to 23 M.R.S.A. 3026(1) a street discontinuance after September 3, 1965, leaves an automatic public easement unless specific language states otherwise. A title opinion by a qualified attorney is suggested in order to confirm the public rights in the discontinued street.

7) The portion of the property described in Book 23202, Page 38 was conveyed to Portland and Rochester Railroad Company (Portland Terminal Company) by N. L. Woodbury in Book 392, Page 253, April 3, 1872. This conveyance is a quit claim deed that conveys a "The right of way and use for their (P&RRC) railroad". This deed ends with the statement "Meaning and intending to convey the right only to occupy the foresaid premises for the purpose of their Railroad.....". Obtaining a title opinion concerning this portion of the property is recommended.

8) A sewer easement is reserved by the City of Portland over the discontinued portion of Lancaster Street per the June 15, 1981 discontinuance found in the City of Portland records Volume 98, Page 187.

LEGEND

- Monument – found
- Iron marker – set (#5 rebar)
- Aluminum disk – set
- Property line (locus)
- Property line (abutter)
- Right of way line
- Edge of pavement
- Curb
- Fence
- Guard rail
- Water manhole
- Electrical manhole
- Fire hydrant
- Gas valve
- Water valve
- Utility pole
- Lamp or light pole
- Sewer manhole
- Sign
- Manhole
- Rebar found
- Water valve
- Round catch basin
- Round catch basin with inlet
- N/F — Now or formerly of
- 1234/567 — Deed reference (Book/Page)
- Deciduous tree
- Existing building

PLAN REFERENCES

1) Division of the Estate of Benjamin Larrabee (undated). Recorded in Plan Book 6, Page 38.

2) Division of the Estate of Emma Ford (undated). Recorded in Plan Book 1, Page 39.

3) Plan of Bayside West, Office Condominium, made for Dambrie Properties by Jerome B. Watts dated 01/05/1985 and revised 06/06/1985. Recorded in Plan Book 148, Page 36.

4) Digital Drawing File of Kennebec Street and surrounding streets provided by the City of Portland Department of Engineering.

5) City of Portland Property Plan #6.

6) City of Portland Vault Plan #195/11.

7) City of Portland Vault Plan #210/13.

8) As–Built plan of the Central Operations Facility Department of Parks and Public Works City of Portland, Maine on file with the City of Portland Public Works, file number 900/1.

EASEMENTS / ENCUMBRANCES

1) The former location of Lancaster Street is subject to "The right to enter into this section of Lancaster Street for the purpose of maintenance repair or replacement of the existing..... sewer.....is hereby reserved unto the City of Portland until such time said sewer is abandoned or discontinued.

2) The portion of the property described in Book 23202, Page 38 is subject to use restrictions as set forth in Book 23202, Page 38.

3) Access and utility over Parcel B to benefit Parcel C as recorded in Book____, Page____.

TOTAL AREA

141,597 square feet / 3.25 acres (current configuration)
138,029 square feet / 3.17 acres (excluding proposed right of way area)

CERTIFICATION

This survey conforms to the current standards of practice set forth by the Maine State Board of Licensure for Land Surveyors.

Rex J. Croteau, P.L.S. #2273

OWNER OF RECORD

City of Portland
389 Congress Street
Portland, ME 04101

Book 919, Page 329
Book 922, Page 98
Book 922, Page 189
Book 3197, Page 20
Book 3197, Page 422
Book 3199, Page 832
Book 3200, Page 773
Book 3378, Page 214
Book 3419, Page 109
Book 3541, Page 11
Book 3771, Page 344
Book 4740, Page 210
Book 6246, Page 337
Book 6401, Page 196
Book 213, Page 449
Book 969, Page 430
Book 982, Page 309
Book 1739, Page 007
Book 1781, Page 89
Book 23202, Page 38 (see note 7)

SCALE IN FEET
25 0 25 50
1" = 25'

PLAN OF
Subdivision Plat
52 Hanover Street — Portland, Maine

MADE FOR
City of Portland
389 Congress Street — Portland, Maine

JOB #217075	DATE: November 29, 2017	SCALE: 1" = 25'
BOOK #906		
217075 Subdivision.dwg		

Titcomb Associates
133 Gray Road, Falmouth, Maine 04105
(207)797-9199 www.titcombsurvey.com

Morales Law, LLC
188 State Street, Suite 304
Portland, ME 04101

March 22, 2018

Portland Planning Board and Staff
City Hall
389 Congress Street, Portland, ME 04101
Emailed to: hcd@portlandmaine.gov

RE: The DPW Campus Subdivision Application

Dear Planning Board and Staff:

On behalf of Tom Watson & Co., LLC, the bidder chosen by the City to purchase Parcels A and B, please accept these comments to the City's Subdivision of the DPW Campus block bounded by Portland Street, Hanover Street, Kennebec Street, and Parris Street.

1. Technical and Design Standards

In Section IX, Technical and Design Standards (Section 14-498) & Required Improvements (Section 14-499), the Planning Board Report recommends that "as future development on the new parcels occurs, sidewalks, curbing, street trees, and street lights conforming to *Section 14-498* and the city's *Technical Manual* shall be installed."

This recommendation is concerning for my client because the City's Public Works project to reconstruct Kennebec Street between Hanover Street and Parris Street includes sidewalks, but not street trees or lighting, likely due to the constrained space available. Given the City is doing this work, it is not reasonable to require Tom Watson & Co., LLC to install street trees and lighting along the City's project on Kennebec Street. Accordingly, my client requests that the recommendation be amended for this portion of Kennebec Street.

2. Former Location of Lancaster Street

The Subdivision Plat depicts a thirty (30) foot public easement and utility easement over the Former Location of Lancaster Street, which is located within Parcel A at 82 Hanover Street. These two easements were created by Order of City Council on June 15, 1981, by discontinuing Lancaster Street. The Order specifically retained a sewer easement, and through omission, retained a public easement pursuant to 23 M.R.S. 3026-A. Other than the Order from 1981, there does not appear to be any other recorded documents memorializing these easements.

During the RFP process, the bids for these parcels envisioned the creation of usable outdoor space for commercial tenants in the form of patios and outdoor seating, as well as open space for public access by pedestrians between the two parcels. This vision is consistent with the design standards for the B-7 District, which applies to Parcel A. Standard B-3 strives for Mid-

Block Permeability, which prioritizes pedestrian access ways paved with concrete, brick, or stone, and discourages vehicular access. The public easement includes vehicular access, which makes a vision of pedestrian access and open space challenging, if not impossible.

Tom Watson & Co, LLC is fully committed to preserving public pedestrian access through the parcel over a portion of the Former Location of Lancaster Street. To that end, my client requests that the City discontinue the current public easement and replace it with a public easement for pedestrian access extending five (5) feet in width to be constructed on Parcel A at the boundary line with Parcel B and consistent with the B-7 Design Standards. With the thirty-foot (30) utility easement extending over the entire width, and a five-foot (5) pedestrian access easement within it, the twenty-five (25) feet extending from the face of the building to the pedestrian access will be able to be utilized for the commercial outdoor uses discussed above while creating dedicated pedestrian access.

To clarify these easements, my client requests that staff include in the Easement notes, the following:

- The City will revise and record the utility easement with a metes and bounds description of the North Side Interceptor Sewer and the full extent of the easement, which will include the standard paragraph requiring the City and/or its agents to restore the surface area to the condition it was in prior to any City utility work in the easement area.
- The City will be responsible for amending the Subdivision Plat in the event the City Council, with the recommendation of the Economic Development Department, discontinues the thirty (30) foot public easement and approves a five (5) foot pedestrian access easement. When and if approved by Council, the City will also be responsible for preparing and recording a metes and bounds description of the pedestrian access easement that extends five (5) feet in width on Parcel A at the boundary line with Parcel B.

3. <u>Sewer Easement between Parcel C and Parcel B</u>

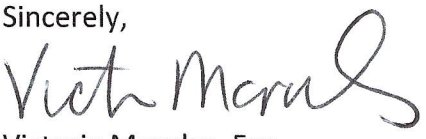
The Subdivision Plat indicates an approximate location of a sewer line crossing Parcel B and servicing Parcel C. To be clear about the exact location of the sewer line for future development plans, my client requests that staff include in the notes that the City is responsible for providing the metes and bounds description of the sewer line.

4. <u>Boundary Monumentation</u>

As for the requirement to install monumentation at the boundary lines of the new lots, my client requests that the City, as the subdivider of the lots, be responsible for installing the monumentation required by Code.

Thank you in advance for your attention to this matter. Please reach out with any questions or follow-up that you deem necessary.

Sincerely,



Victoria Morales, Esq.

Portland Maine | Yes. Google's good here.

Helen Donaldson <hcd@portlandmaine.gov>

DPW Subdivision - 44 Hanover Street

1 message

George Rheault <george.rheault@gmail.com> Thu, Mar 22, 2018 at 12:51 PM
To: hcd@portlandmaine.gov, Barbara Barhydt <bab@portlandmaine.gov>, Tuck O'Brien <sgo@portlandmaine.gov>

With respect to tonight's subdivision review and public hearing, I have the following concern which I hope receives the full consideration of the Planning Board and city staff:

Is the long-term preservation of the Lancaster Street public easement being handled in a similar fashion as the public access/easement arrangements (which I believe were conditions to approval) made with respect to the 58 Fore Street and Rufus Deering master plan approvals?

In both those cases, a promise of public access (virtually in perpetuity) bisecting each development site was extracted as a notable and important concession and public benefit as part of the overall approvals process.

It does not appear that such careful and certain protection is being baked into the DPW subdivision and it would be very helpful for the public to understand the treatment of this situation versus those other major parcels (similarly sized to the contiguous mass of 55 Portland/44 Hanover/82 Hanover).

To the extent I can attend tonight, I may have additional thoughts or comments with respect to this agenda item or others.

Thank you.

George Rheault
West Bayside

PLANNING BOARD REPORT
PORTLAND, MAINE

510 Stevens Avenue
Mixed-Use Commercial/Residential Project
Level III Site Plan and Subdivision Plan
2017-278
510 Stevens Avenue, LLC, Applicant

Submitted to Portland Planning Board Public Hearing Date: March 13, 2018	Prepared by: Matthew Grooms Date: March 9, 2018

I. INTRODUCTION

510 Stevens Avenue, LLC has requested a final Level III site plan and subdivision review of a new mixed-use commercial and residential infill development at 510 Stevens Avenue immediately east of Lincoln Middle School at the intersection of Stevens Avenue and Hartley Street in the B-1b Neighborhood Business Zone. The proposed development involves demolition of an existing single-family structure and then construction of a new three-story mixed-use building and associated off-street parking area.

The Planning Board will review the application for compliance with the site plan and subdivision standards. This application is going straight to a public hearing, and no Planning Board workshop was held.

A total of 136 notices were sent to property owners within 500 feet of the site and a legal ad ran on March 5th and 6th, 2018 prior to the public hearing.

Applicant: Stephen and Roberta Cope
Consultants: Pat Carroll, Caroll Associates, Tom Greer, Pinkham and Greer Civil Engineers, Don Dostie, Four Points Associates, Kevin Moquin, Kevin Moquin Architect.

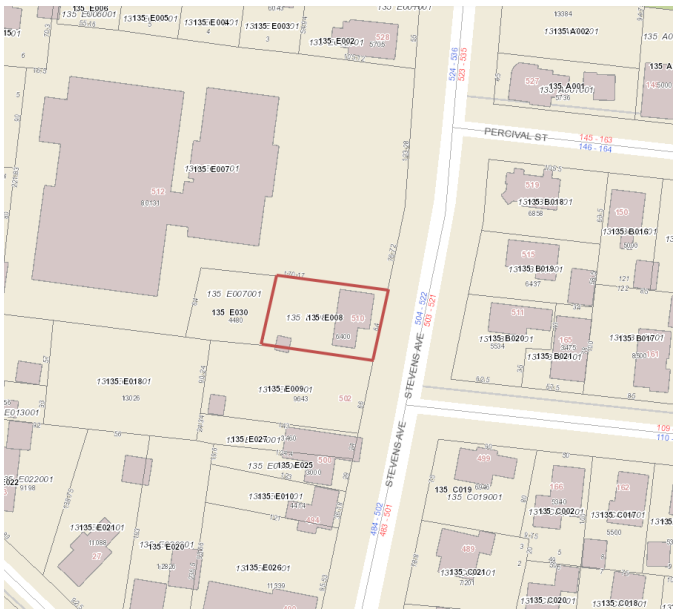


Figure 1: Context view of subject property, 510 Stevens Avenue

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Drive Aisle width – To allow a 21' foot aisle in the parking area. Staff Comments: The review staff recommends waiving this standard.	Technical Manual, *Section 1.14,* requiring that aisle width for right-angle parking be 24 feet per Figure I-27
Compact Spaces – To allow three compact parking spaces for a total percentage of 37.5% Staff Comments: The review staff recommends waiving this standard.	Technical Manual, *Section 1.14,* requiring that parking lots of 10 or fewer spaces contain only standard sized parking spaces

Review	Applicable Standards
Site Plan	*Section 14-526*

Subdivision	*Section 14-497*

III. PROJECT DATA

Existing Zoning	Neighborhood Business B-1b
Existing Use	Residential
Proposed Use	Mixed-Use Residential and Commercial
Proposed Development Program	3 Residential Units and 1,095 SF of Commercial Space
- Bedroom Mix	3 two-bedroom units
Parcel Size	6,395 SF

	Existing	*Proposed*	*Net Change*
Building Footprint	1,413 SF	1,566 SF	1153 SF
Building Floor Area	1,750 SF	4,884 SF	5,660 SF
Impervious Surface Area	2,828 SF	7,970 SF	3,134 SF
Parking Spaces	3	8	5
Bicycle Parking Spaces	0	2	2
Estimated Cost of Project	$600,000		

IV. EXISTING CONDITIONS

The proposed project site is located on Stevens Avenue in proximity to Lincoln Middle School at the intersection of Stevens Avenue and Hartley Street. At present, the site is occupied by a single-family structure under review for demolition. This property is located within a transitional neighborhood, with a mixture of retail and service uses located to the south of the subject site along Stevens Avenue, Lincoln Middle School is located immediately to the west of this site, and the surrounding area away from Stevens Avenue is predominantly single family residential. The project site is located at the northern edge of the Deering Center commercial district.

Figure 2: Existing single-family structure to be demolished. Photo shows adjacent 502 Stevens mixed-use project under construction, new shared-access driveway and Lincoln Middle School to the rear

V. PROPOSED DEVELOPMENT

The development is proposed as a mixed-use commercial and residential project with frontage on Stevens Avenue. The project will consist of a three-story building with a commercial suite on the first floor, and three two-bedroom units on the second and third floors, to be constructed as town-house units. This development will be oriented towards Stevens Avenue and will share a driveway, utility and stormwater infrastructure with the adjacent property, a new mixed-use commercial and residential development located at 502 Stevens Avenue. The associated shared-access easement and stormwater maintenance agreement were reviewed and approved during the permitting process for the project at 502 Stevens Avenue, and have since been recorded.

Parking for eight (8) vehicles is proposed off-street, with three (3) of those spaces being compact parking spaces and one (1) being a handicap space. The parking area features a driveway aisle width of twenty-one (21) feet which does not meet the city standard for a two-way drive aisle, twenty-four (24) feet. The applicant has requested a waiver of this requirement. For more information, see below within the Findings section.

Pedestrian access to the site will be provided off Stevens Avenue with an internal walkway being provided around the exterior of the building. Residents will have access to the building via an entrance located off of the parking area at the southwest corner of the building. The commercial component will have a traditional storefront with primary access being located along Stevens Avenue on the east elevation. This building has no front setback and provides a typical storefront appearance in line with other buildings with a commercial component, notably Roy's Shoe Shop located

immediately to the south. New concrete sidewalks are proposed along the development's frontage on Stevens Avenue.

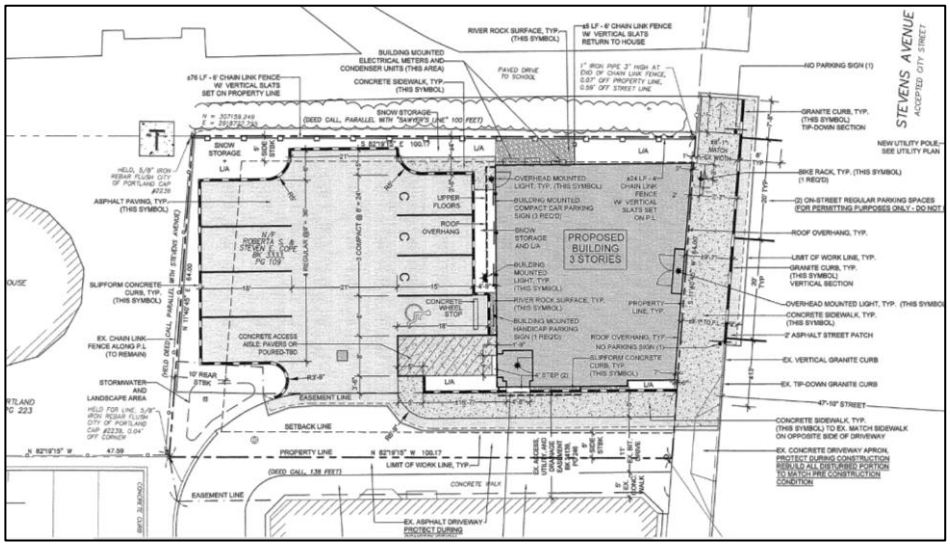


Figure 3: Proposed site plan with shared access driveway

VI. Public Comment and Neighborhood Meeting

As of the writing of this report, no written comments have been received by the Planning Division.

A Neighborhood Meeting was held on January 25, 2018 at the Deering Center Community Church, which was attended by seven (7) members of the public. Of concern to those in attendance was on-street parking, and specifically the impact that cars parked along Hartley Street would have on traffic flow along Stevens Avenue. In response to this concern, Bruce Hyman, Transportation Program Manager with the City, has provided the following comment, outlining actions to be taken in the coming months:

- City Planning, DPW and Parking staff are aware of the concerns raised during the neighborhood meetings for the 502 and 510 Stevens Avenue project. Staff attended a neighborhood site walk in 2017 with the 502 applicants and several business owners to review this traffic concern on Hartley Street at Stevens and other issues (bus stop locations, etc.)

Figure 4: Area of constriction shown in red, resulting from vehicles entering/exiting Hartley Street simultaneously

  Planning staff will work with DPW and Parking staff later this Spring to refine options for addressing the Hartley Street traffic safety concerns. The issue identified involves the constriction where Hartley Street meets Stevens if cars are parked on both sides of the street and if cars are trying to exit and enter Hartley Street simultaneously. Options discussed to date involve restricting parking for one or more existing spaces on the north and/or south side of Hartley Street to improve available maneuvering width in the vicinity of Stevens Avenue.

  Resolution of this issue is not directly related to the approval process for 510 Stevens Avenue.

Other questions raised included placement of rooftop mechanical equipment, on-site waste management, on-site stormwater management, and inquiries on prospective tenants for the ground-floor commercial space. These questions were addressed during the course of the meeting. (Attachment AA)

VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

a. The owners of the property are Steven E. Cope and Roberta S. Cope. The applicant has provided a deed of sale demonstrating ownership of the property, and have also provided a copy of the recorded shared-access easement

demonstrating sufficient access to the site. (Attachment M)

b. As evidence to demonstrate sufficient financial and technical capacity, the applicant has provided a letter from Biddeford Savings Bank indicating a desire to work with the applicant in financing this project, a project with an estimated development cost of $600,000.00. Similarly, information has been provided on the development team demonstrating the capacity to design and construct the project. (Attachment N)

VIII. ZONING ANALYSIS

The B-1b Neighborhood Business zone explicitly permits mixed-use developments, with residential uses being permitted on upper floors and on the ground floor where a depth of twenty-five (25) feet along the principal street frontage is maintained for commercial or active uses. As no ground-floor tenant has been selected, the eventual use will need to comply with use standards of the B-1b zone, which will be reviewed by the Zoning Administrator when the building permit for that space is applied for.

In regards to dimensional requirements, the project is fully compliant, meeting setback, unit density, street frontage, impervious area, and building height requirements. The applicant is required to provide a minimum of six (6) parking spaces, at a rate of two (2) spaces per residential unit and is providing eight (8) to account for the ground floor commercial space.

IX. DEVELOPMENT REVIEW

A. SUBDIVISION (Section 14-497)

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

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)
   Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plans and details, and inspection and maintenance requirements. She finds them to be in accordance with the Basic Standard.

2. Sufficient Water Available (Section 14-497 (a) 2 and 3)
   The project will be served by a new 2-inch domestic service and 4-inch fire service drawn from the existing water main in Stevens Avenue. Staff has indicated that an 'ability to serve' letter from Portland Water District will be required prior to issuance of any building permits. This has been made a draft condition of approval.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)
   Prior to the development of the project at 502 Stevens Avenue, both this property and that property featured separated driveways and curb cuts. The applicant, in coordination with the adjacent property owner, has developed a shared driveway which reduces the number of curb cuts along Stevens Avenue. Tom Errico, the consulting traffic engineer has reviewed the proposed plans and offers the following comments (Attachment 2):

   - The proposed project is not expected to generate a significant level of traffic and thus would not significantly impact traffic mobility and safety in the project area

   Circulation on Site
   Eight surface parking spaces will be provided to the rear of the proposed building and will be accessible via a shared-use driveway located between this property and the property at 502 Stevens Avenue. While the design of this driveway was previously approved, the city's consulting traffic engineer did provide a comment as it relates to this project (Attachment 2):

   - The project will utilize a shared driveway with the abutting project and the driveway will be 21 feet wide, delineated with two 5-foot concrete areas for pedestrians. The driveway will thus function as a "Shared Driveway" and given low traffic volumes, I find the proposed design to be acceptable.

   The proposed parking layout features a drive aisle width of twenty-one (21) feet, which is less than the city's standard for two-way driveways, twenty-four (24) feet. In reviewing the applicant's waiver request, the city's consulting traffic engineer offered the following comment (Attachment 2):

- The parking lot aisle width does not meet City Technical standards. Given low traffic volumes, familiar drivers from the residential units, and that it will not impact the public street system, I support a waiver.

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)
The applicant proposed to tie into the existing gravity sewer line located in Stevens Avenue and has submitted a wastewater capacity application to the Department of Public Works. Approval of this request has been suggested as condition of approval.

5. Comprehensive Plan (Section 14-497 (a) 9)
The proposed mixed-use project is well-supported by the City's Comprehensive Plan, specifically a number of goals identified within the Housing Section of the Plan. A few local goals identified include:

- Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland households.
- 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.

The proposed mixed-use development is a logical extension of the Deering Center Commercial District, that offers an appropriately scaled mixed-use development that is complementary to adjacent and nearby commercial, residential and institutional land uses. The proposed commercial component of the project is well-situated to serve residents of the Woodfords Corner, Deering Center, Rosemont and Highlands neighborhoods, and will provide new amenities and or services within an established commercial node that is highly walkable.

Meanwhile, proposed multi-family units offer expanded variety in terms of available housing stock and financial capabilities of Portland households. These units will in turn be located proximate to neighborhood services, amenities and public transit connections.

B. SITE PLAN STANDARDS (Section 14-526)
The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards
   a. Impact on Surrounding Street Systems and Access and Circulation- see Subdivision discussion regarding traffic congestion and site circulation above.

   b. Construction Management Plan
   A construction management plan has been submitted by the applicant for review. All the construction is proposed within the limits of the property line and a temporary sidewalk is proposed along the property's frontage, to be delineated by Jersey Barriers. Keith Gray has reviewed the plans provided and finds them to be acceptable (Attachment 9):

   c. Sidewalks
   The applicant is proposing to install new concrete sidewalks along their frontage, matching existing sidewalk grades and either replacing or installing granite curbing where necessary. An internal sidewalk is to be constructed along the southerly façade of the building, connecting the proposed parking area and residential entrance to the sidewalk along Stevens Avenue.

   d. Public Transit Access
   The public transit requirements do not apply to this project.

   e. Parking
   Section 14-332.1 (a) – For new residential developments, the parking requirement is two (2) spaces per dwelling unit. The applicant is proposing three two-bedroom units.

Section 14-332.1 (h) – For retail stores, one (1) parking space is required for each two-hundred (200) square feet of first floor area in excess of two-thousand (2,000) square feet. The applicant is proposing 1,095 square feet of retail.

Based upon these requirements, total required off-street parking is six (6) spaces and with this project, eight (8) off-street parking spaces are being provided. Three of these spaces are to be compact parking spaces. The City's Technical Manual requires that parking lots of fewer than ten (10) spaces, include only standard sized parking spaces. The consulting traffic engineer has reviewed the applicant's waiver request and offers the following comment (Attachment 2):

- The parking lot will have a slightly higher percentage of compact parking spaces versus the standard and thus requires a waiver. I support a waiver, given that only three of the eight parking spaces will be compact in size and that the residential uses will result in low turnover parking conditions.

f. Bicycle Parking

The proposal includes two bicycle parking spaces outside of the building, which meets the ordinance standard of two bicycle parking spaces for every five dwelling units.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

A landscaping plan was submitted as part of the application. The plan shows no street trees and very minimal landscaping along the development's frontage, in line with existing conditions along Stevens Avenue. To the rear of the site, the applicant is proposing a mixture of trees, shrubs and perennials, including one (1) red maple tree, one (1) Zelkova tree and six (6) Mayflower Viburnum shrubs. Perennials consist of Maiden Grass, Little Blue Stem and Hayscented Fern. Along the rear property line, an existing chain-link fence is to remain in place, while along the northerly property line, a new chain-link fence with vertical slats is to be installed to provide greater visual buffering from the school. This fence is to be located behind and existing hedge which is located on the Lincoln Middle School property.

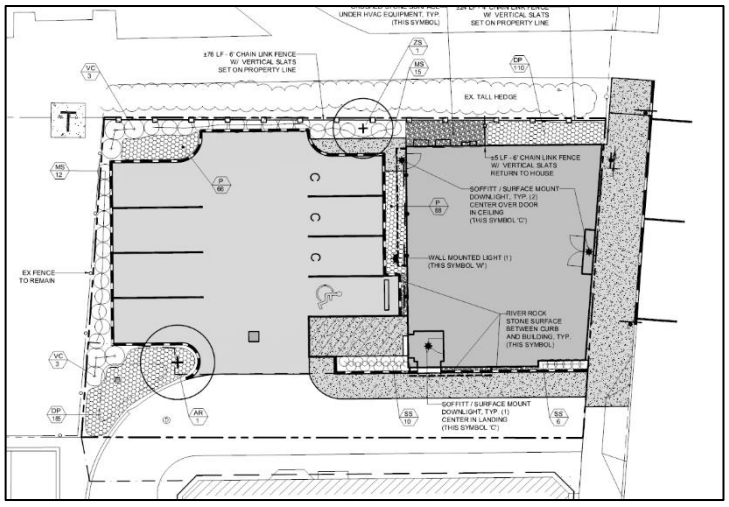


Figure 5: Proposed site landscaping

Jeff Tarling, the City Arborist, has reviewed the proposed landscaping plan finds it to be in compliance with the city's site and parking lot landscaping requirements (Attachment 8). A total of three (3) street trees are required, for which the applicant has agreed to pay a fee in lieu at a rate of $400 per tree, for a total contribution of $1,200. This contribution has been made a condition of approval.

c. Water Quality, Storm Water Management and Erosion Control

Once developed, this site will feature 4,174 square feet of impervious surface, a significant increase from the existing condition which is 2,111 square feet of impervious surface. To compensate for this increase, the applicant is proposing an underdrained soil filter which will provide treatment of runoff captured from the building roof and surface parking area. Once treated, this runoff will discharge into the city's combined sewer system. A portion of this infrastructure is located on the adjacent property, which is permissible under the reciprocal access, utility and drainage easement (Attachment K)

Lauren Swett, P.E. with Woodard and Curran offers the following review comments regarding the proposed stormwater management plan (Attachment 3):

- In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments
    - 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.
    - General Standard: The proposed development will result in a net increase in impervious area of approximately 2,063 feet. The Applicant is proposing to utilize a subsurface filter system for treatment. We have the following comments:
        - The stormwater treatment system does not follow any existing approved Maine DEP stormwater BMPs. We have confirmed through discussions with the Maine DEP that the use of a soil filter media beneath below-grade storage is not an approved system. If the Applicant has documentation that this type of system has been approved by the DEP before, please provide the documentation of the design standard that is being utilized. As noted previously, the terminology "underdrained soil filter" is a term that refers to a standard Maine DEP stormwater BMP that is different from what is proposed. The construction notes that are provided on the plan are typical for a standard underdrained soil filter.
        - There appears to be several inconsistencies in invert elevations throughout the plan set. Please review and update invert elevations for the proposed subsurface sand filter, catch basin, field inlet and roof drain to ensure positive drainage (i.e. Field Inlet #1 proposed inverts do not match on site plan and detail sheet; it is unclear how roof drains will connect to the system). Please update the HydroCAD model to reflect any changes in invert elevations.
        - The Applicant has noted that they have contacted the manufacturer with regards to the subsurface stormwater system design. Based on our understanding of the isolator row system, typically a full-sized manhole with 24-inch pipes needs to be provided at either end for maintenance. The plans show 6-inch and 8-inch cleanouts. Please verify how maintenance of the isolator row will occur with this type of system.
        - A signed stormwater agreement with the City of Portland will be required.
    - Flooding Standard: The Applicant has provided calculations showing conformance with the Flooding Standard.

As a condition of approval, the staff is requesting that the applicant address all outstanding comments as raised in the Woodard and Curran review memo (Attachment 3)

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

Mike Thompson, Division Chief of the Fire Prevention and Community Outreach Division, has reviewed the submitted plans and found them to be acceptable, noting the following points (Attachment 10):

- The new building shall not affect the egress or required Fire Department access for the neighboring building.
- The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspoections Division, and future mailing address.

- Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.
- Driveway must maintain a 16' width for Fire Department access to the rear of the building.
- Existing fire hydrants in the area are sufficient for this project when completed.
- Sprinkler connection to be at the front of the building

b. Availability and Adequate Capacity of Public Utilities

The project will be served by the Portland Water District, City Department of Public Works, and underground/power/cable/communications. Evidence of utility capacity has been drafted as a condition of approval.

4. Site Design Standards

a. Snow and Ice Loading

Based upon the roof design, it is not anticipated that snow or ice loading will be a concern to pedestrians within the public right-of-way or on the applicant's property.

b. View Corridors

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

c. Historic Resources

The site is not in a historic district. Given that the property is adjacent to Lincoln Middle School, the staff involved Deb Andrews, Historic Preservation Program Manager, in the design review of the project, which is discussed in greater detail below. In review of the design, staff encouraged the applicant to pursue design choices contextual to the neighborhood, including traditional storefront design, a single façade material, and building articulation complementary to surrounding structures.

d. Exterior Lighting

The applicant has submitted a lighting and photometric plan. All exterior site lighting including lighting of building entrances will be full cutoff with no light emitted above the horizontal plane. There shall be minimal light trespass of 0.1 foot-candles across the northerly property line. Staff has no objections. Illumination levels will be adequate but not excessive for the safety, comfort and convenience of occupants and user of the site and will conform to all applicable standards of Section 12 of the Technical Manual.

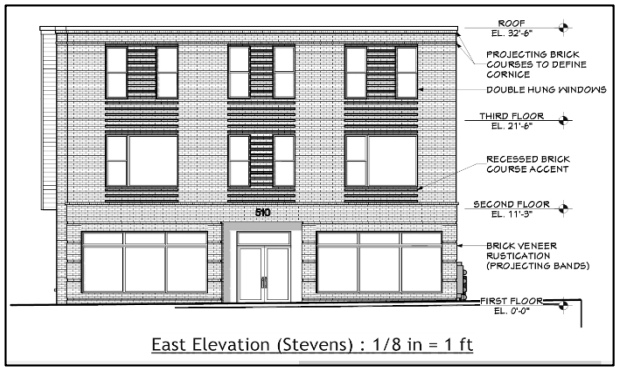


Figure 6: Stevens Avenue elevation (front)

e. Noise and Vibration

Exterior mechanical equipment is located along the northerly façade of the building, screened from publicly accessible spaces and the adjacent property. It is not anticipated that this equipment will result is adverse conditions related to noise and vibration.

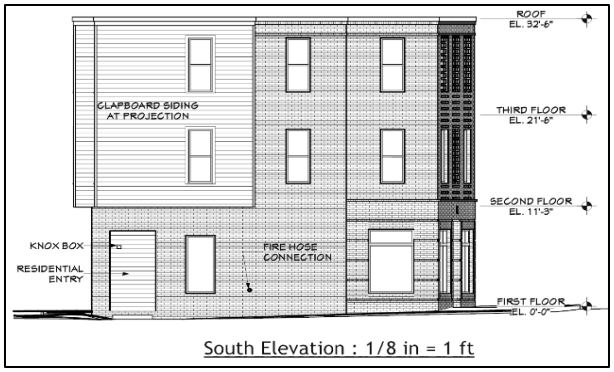


Figure 7: 502 Stevens facing side elevation

f. Signage and Wayfinding

This standard does not apply to the proposal.

g. Zoning Related Design Standards

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a mixed-use commercial and residential development at 510 Stevens Avenue. The review was performed by Caitlin Cameron, Urban Designer, Deb Andrews, Historic Preservation Program Manager,

and Matthew Grooms, Planner. The project was reviewed against the *B-1b Commercial Business Zones Standards (Section (d) of the Design Manual)*.

Figure 8: Architectural rendering of proposed building showing brick facade

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 Design Review memo calls out several standards where additional information was required. Those comments are as follows (Attachment 4):

- Standard (1) d. Windows –Windows are provided along street frontage as required – high level of fenestration. VT of .7 or greater is required.
- Standard (1) e. Façade Character – Building has a retail entrance facing the street as well as retail storefront adjacent to the street. Residential entrance is to the rear.
- Standard (1) f. Building Design – Building design conveys its commercial/mixed use nature. Use of brick and storefront is consistent with commercial buildings on this street. The brick pattern appropriately adds some depth and visual interest to the building while making reference to traditional architectural character found in the context – bay windows, storefront base. The ground floor windows should provide some depth to the façade – what is the detail/reveal?

XII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the planning board report for the public hearing on March 13, 2018 for application 2017-278 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, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which requires that aisle width for right-angle parking be 24 feet per

Figure I-27, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board [**waives/does not waive**] the Technical Manual standard (Section 1.14) to allow a parking aisle width of twenty-one (21) feet.

2. The Planning Board [**finds/does not find**] based upon the consulting traffic engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which requires that a parking lot of 9 or fewer vehicle spaces be comprised of only standard parking spaces, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board [**waives/does not waive**] the Technical Manual standard (Section 1.14) to allow three (3) compact parking spaces which comprises 37.5% of total parking.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing on March 13, 2018 for application 2017-278 relevant to the subdivision regulations; and the testimony presented at the planning board hearing, the Planning Board finds that the plan [**is/is not**] in conformance with the subdivision standards of the land use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. A revised recording plat shall be submitted for review and approval by the Planning Authority, Department of Public Works and Associate Corporation Counsel.

C. DEVELOPMENT REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on March 13, 2018 for application 2017-278 relevant to the site plan regulations; and the testimony presented at the planning board hearing, the Planning Board finds that the plan [**is/is not**] in conformance with the site plan standards of the land use code, subject to the following conditions of approval that must be met prior to the issuance of a building permit, unless otherwise stated:

1. The applicant shall provide a contribution of $1,200 to the City's Tree fund in lieu of providing three (3) street trees, calculated at a rate of $400 per tree.
2. The applicant shall submit an aerial and or temporary construction license for review and approval by the Department of Public Works and Corporation Counsel, for proposed work within the public right-of-way.
3. The applicant shall provide a stormwater maintenance agreement that shall be reviewed and approved by Corporation Counsel and the Department of Public Works.
4. A revised stormwater management plan shall be submitted which addresses the Woodard and Curran memo dated February 28, 2018, particularly non-compliance in system design, incorrect system details and connections, and information regarding regular maintenance of the system.
5. Applicable 'ability to serve' letters for utility service to the project shall be submitted.
6. The applicant shall provide a response with solicited information regarding Design Review comments dated February 7, 2018.
7. The applicant shall update applicable plans and or provide a written response demonstrating compliance with Fire review comments.

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Final Planning Comments
2. Final Traffic Comments
3. Final Peer Engineering Review Comments
4. Design Review Comments
5. Preliminary Planning Comments
6. Preliminary Traffic Comments
7. Preliminary Peer Engineering Review Comments
8. Landscaping Comments
9. Preliminary DPW Comments

10. Fire Department Comments

APPLICANT'S SUBMITTALS

A. Application Cover
B. Table of Contents
C. Cover Letter
D. Response Letter
E. Application
F. Location Maps
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H. Right, Title & Interest
I. State and Federal Permits
J. Zoning Analysis
K. Easements
L. Waivers Request
M. Financial Capacity
N. Technical Capacity
O. Construction Management Plan
P. Significant Natural Features
Q. Stormwater
R. City Master Plans
S. Utility Capacity Letters
T. Solid Waste
U. Code Review
V. City Design Manual Standards
W. HVAC
X. Geotechnical Review
Y. Site Lighting
Z. Architectural Street View Renderings
AA. Neighborhood Meeting

PLANS

Plan 1. Cover Sheet
Plan 2. Floor Plans
Plan 3. Exterior Elevations
Plan 4. Survey
Plan 5. Demo & Site Preparation Plan
Plan 6. Site Plan
Plan 7. Subdivision Plan
Plan 8. Grading & Stormwater Plan
Plan 9. Utilities Plan
Plan 10. Civil Details I
Plan 11. Civil Details II
Plan 12. Site Details
Plan 13. Site and Landscaping Details
Plan 14. Erosion Control Plan & Details
Plan 15. Drainage Analysis
Plan 16. Landscape & Lighting Plan
Plan 17. Photometric Plan

Planning and Urban Development Department
Planning Division

February 28, 2018

Steven & Roberta Cope
510 Stevens Ave, LLC
PO Box 1398
Portland, ME 04104

Patrick Carroll
Carroll Associates
217 Commercial Street, Suite #200
Portland, ME 04101

RE: Staff Review Comments for 510 Stevens Avenue – Mixed-Use Commercial Residential Project (2017-283) – Planning Board Review

Project Name:	510 Stevens Avenue	Project ID:	(2017-283)
Project Address:	510 Stevens Avenue	CBL:	135-E008
Applicant:	Steven & Roberta Cope		
Planner:	Matthew Grooms		

Dear Mr. Cope, Ms. Cope and Mr. Carroll,

Thank you for submitting a preliminary Level III Site Plan and Subdivision application for a new mixed-use commercial and residential project at 510 Stevens Avenue in the B-1b Neighborhood Business District. This project is being reviewed as a preliminary plan subject to the following applicable Land Use Code provisions:

- Site Plan Ordinance, Article V
- Subdivision Ordinance, Article IV
- Division 9. B-1 and B-1b Neighborhood Business Zones
- Division 20. Off-Street Parking Standards
- Neighborhood Meeting Regulations, Section 14-32

Final Plan for Planning Board Review: Staff Review Comments

I. Site Design Standards

1. This project is required to provide a minimum of three (3) street trees, or acceptable alternative as required by the City's site plan ordinance.
    a. **Status Update: Comment addressed. The applicant is providing a fee in lieu of 3 trees, $1,200, calculated at a rate of $400 per required tree.**
2. Given that this project is located within a commercial zone and abuts a residential district, it is required that the applicant provide either an evergreen buffer or opaque fencing material as a visual buffer.

    a. **Status Update: Comment Addressed, fencing with slats is to be installed along the northerly property line behind an existing landscape hedge.**
3. Utility capacity letters shall be provided when available. In the event that these are not available prior to the public hearing, their submission shall be made a condition of approval.
    a. **Status Update: Comment to be addressed as condition of approval.**
4. With the final application, a draft recording plat shall be submitted for review by the city's surveyor and Corporation Counsel.
    a. **Status Update: Comment to be addressed as condition of approval.**
5. The applicant shall include lighting details for proposed lighting and fixtures.
    a. **Status Update: Comment addressed. Lighting information, including details, placement and photometric plan have been provided.**
6. Development Review staff shall discuss the need for an on-street handicap parking space internally and provide future guidance regarding this proposal.
    a. **Status Update: Comment addressed. On-street handicap space has been removed from applicant's plans.**
7. With this project, will any portion of the roofline or building overhang the public right-of-way? If so, a license agreement with the city shall be required.
    a. **Status Update: Comment to be addressed as a condition of approval.**
8. The applicant should consider some form of physical separation between the proposed on-site handicap parking space and the residential entrance.
    a. **Status Update: Comment addressed. Parking spaces have been shifted to provide greater separation.**
9. When submitted, the subdivision plan and final recording plat shall indicate the width of Stevens Avenue.
    a. **Status Update: Comment addressed. Information has been provided on draft recording plat.**
10. It is understood that a completed geotechnical report will be submitted when available.
    a. **Status Update: Comment addressed. No geotechnical report is required for this project.**

Additional Submittals Required:

Please upload the digital plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances. Please be aware that an application expires within 120 days of the date upon which this written request for additional information was made and only *one set of revised plans* may be submitted for review.

If you have any questions, feel free to contact me at (207) 874-8725 or by email at mgrooms@portlandmaine.gov.

Sincerely,
Matthew Grooms
Planner

Portland Maine | Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

510 Stevens Avenue - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com> Fri, Mar 2, 2018 at 9:16 AM
To: Matthew Grooms <mgrooms@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Matt – I have reviewed the updated application materials and offer the following final traffic comments.

- The proposed project is not expected to generate a significant level of traffic and thus would not significantly impact traffic mobility and safety in the project area.

Status: I have no further comment.

- As discussed with City Staff, the on-street handicap parking space should be removed from the plans. Additionally, the painted lines for the on-street parking spaces shall be removed. The City does not mark parking spaces.

Status: The plans have been revised and I have no further comment.

- The project will utilize a shared driveway with the abutting project and the driveway will be 21 feet wide, delineated with two 5-foot concrete areas for pedestrians. The driveway will thus function as a “Shared Driveway” and given low traffic volumes, I find the proposed design to be acceptable.

Status: I have no further comment.

- The parking lot aisle width does not meet City Technical standards. Given low traffic volumes, familiar drivers from the residential units, and that it will not impact the public street system, I support a waiver.

Status: I have no further comment.

- The parking lot will have a slightly higher percentage of compact parking spaces versus the standard and thus requires a waiver. I support a waiver, given that only three of the eight parking spaces will be compact in size and that the residential uses will result in low turnover parking conditions.

Status: I have no further comment.

If you have any questions, please contact me.

Best regards

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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"One Vision, One Company"

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MEMORANDUM

TO: Matt Grooms, Planner
FROM: Lauren Swett, P.E.
DATE: February 28, 2018
RE: 510 Stevens Avenue Site Improvements, Level III

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed mixed use development project located at 510 Stevens Avenue in Portland, Maine. The project involves construction of a three-story apartment building with retail space on the ground floor, and associated site improvements.

Documents Reviewed by Woodard & Curran

- Revised Level III Site Plan Response Letter and attachments, dated February 5, 2018, prepared by Carroll Associates, on behalf of 510 Stevens Ave, LLC.
- Revised Engineering Plans, Sheets C0.0 – C7.0, C8.0 – C8.1, C9.0 – C10.0, dated February 5, 2018, prepared by Carroll Associates, on behalf of 510 Stevens Ave, LLC.

Comments

1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments
   a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
   b) General Standard: The proposed development will result in a net increase in impervious area of approximately 2,063 feet. The Applicant is proposing to utilize a subsurface filter system for treatment. We have the following comments:
      - The stormwater treatment system does not follow any existing approved Maine DEP stormwater BMPs. We have confirmed through discussions with the Maine DEP that the use of a soil filter media beneath below-grade storage is not an approved system. If the Applicant has documentation that this type of system has been approved by the DEP before, please provide the documentation of the design standard that is being utilized. As noted previously, the terminology "underdrained soil filter" is a term that refers to a standard Maine DEP stormwater BMP that is different from what is proposed. The construction notes that are provided on the plan are typical for a standard underdrained soil filter.
      - There appears to be several inconsistencies in invert elevations throughout the plan set. Please review and update invert elevations for the proposed subsurface sand filter, catch basin, field inlet and roof drain to ensure positive drainage (i.e. Field Inlet #1 proposed inverts do not match on site plan and detail sheet; it is unclear how roof drains will connect to the system). Please update the HydroCAD model to reflect any changes in invert elevations.
      - The Applicant has noted that they have contacted the manufacturer with regards to the subsurface stormwater system design. Based on our understanding of the isolator row system, typically a full-sized manhole with 24-inch pipes needs to be provided at either end for maintenance. The plans show 6-inch and 8-inch cleanouts. Please verify how maintenance of the isolator row will occur with this type of system.
      - A signed stormwater agreement with the City of Portland will be required.
   c) Flooding Standard: The Applicant has provided calculations showing conformance with the Flooding Standard. Please address the following comments:

2) *The Applicant has provided the requests for ability to serve for water and sewer utilities. Final approval of both capacity and the proposed layout by the utilities must be provided.* The Applicant has requested Ability to Serve Letters and will provide them when available.
3) The proposed sewer service is no longer shown on the utility plan. The existing sewer stub is shown and a note for proposed sewer is provided. Please clarify the work that will be done as part of this project.

Please contact our office if there are any further questions.

Planning and Urban Development Department
Planning Division

Subject: B-1b Design Review – 510 Stevens Avenue

Written by: Caitlin Cameron, Urban Designer

Date of Review: Wednesday, February 7 2018

The project at 510 Stevens Avenue was reviewed by Caitlin Cameron, Urban Designer, Matt Grooms, Planner, and Deb Andrews, Historic Preservation Program Manager, against *the B1b Commercial Business Zones Standards* (Section (d) of the Design Manual).

Design Review Comments*: (questions and unmet standards in red)*

(d) B-1b Commercial Business Zones

Standard (1) a. Urban Street Wall – Building placement is near the property line and maintains the desired street wall.

Standard (1) b. Mixed Uses – Building includes retail and residential uses.

Standard (1) c. Building Entrances – One building entrance faces and is directly accessible from the street and is slightly recessed with a material change and transom.

Standard (1) d. Windows –Windows are provided along street frontage as required – high level of fenestration. VT of .7 or greater is required.

Standard (1) e. Façade Character – Building has a retail entrance facing the street as well as retail storefront adjacent to the street. Residential entrance is to the rear.

Standard (1) f. Building Design – Building design conveys its commercial/mixed use nature. Use of brick and storefront is consistent with commercial buildings on this street. The brick pattern appropriately adds some depth and visual interest to the building while making reference to traditional architectural character found in the context – bay windows, storefront base. The ground floor windows should provide some depth to the façade – what is the detail/reveal?

Standard (1) g. Building Materials – The context is varied here with quite a range of styles and materials, including brick.. Staff found the brick to be a good choice for the scale, use, and proportion of the building. The pattern/texture change adds visual interest and is used to differentiate the ground floor from the upper residential floors.

Standard (1) h. Building Scale – Building is three stories – residential buildings across the street are mostly two and a half stories. The existing scale of building on Stevens Ave varies in height from one to four stories with the majority of buildings being too short compared with the street width. This building is next to another recent three-story mixed use building. Therefore, staff support new development that is appropriately scaled for the street and for a mixed-use urban corridor and finds three stories meets the standard (as well as the zoning).

Standard (1) i. Landscaping and Buffers – Parking is to the rear of the property and is screened from view by the building.

Planning and Urban Development Department
Planning Division

January 9, 2018

Steven & Roberta Cope
510 Stevens Ave, LLC
PO Box 1398
Portland, ME 04104

Patrick Carroll
Carroll Associates
217 Commercial Street, Suite #200
Portland, ME 04101

RE: Staff Review Comments for 510 Stevens Avenue – Mixed-Use Commercial Residential Project (2017-283) – Planning Board Review

Project Name:	510 Stevens Avenue	Project ID:	(2017-283)
Project Address:	510 Stevens Avenue	CBL:	135-E008
Applicant:	Steven & Roberta Cope		
Planner:	Matthew Grooms		

Dear Mr. Cope, Ms. Cope and Mr. Carroll,

Thank you for submitting a preliminary Level III Site Plan and Subdivision application for a new mixed-use commercial and residential project at 510 Stevens Avenue in the B-1b Neighborhood Business District. This project is being reviewed as a preliminary plan subject to the following applicable Land Use Code provisions:

- Site Plan Ordinance, Article V
- Subdivision Ordinance, Article IV
- Division 9. B-1 and B-1b Neighborhood Business Zones
- Division 20. Off-Street Parking Standards
- Neighborhood Meeting Regulations, Section 14-32

Final Plan for Planning Board Review: Staff Review Comments

I. Site Design Standards

1. This project is required to provide a minimum of three (3) street trees, or acceptable alternative as required by the City's site plan ordinance.
2. Given that this project is located within a commercial zone and abuts a residential district, it is required that the applicant provide either an evergreen buffer or opaque fencing material as a visual buffer.
3. Utility capacity letters shall be provided when available. In the event that these are not available prior to the public hearing, their submission shall be made a condition of approval.

4. With the final application, a draft recording plat shall be submitted for review by the city's surveyor and Corporation Counsel.
5. The applicant shall include lighting details for proposed lighting and fixtures.
6. Development Review staff shall discuss the need for an on-street handicap parking space internally and provide future guidance regarding this proposal.
7. With this project, will any portion of the roofline or building overhang the public right-of-way? If so, a license agreement with the city shall be required.
8. The applicant should consider some form of physical separation between the proposed on-site handicap parking space and the residential entrance.
9. When submitted, the subdivision plan and final recording plat shall indicate the width of Stevens Avenue.
10. It is understood that a completed geotechnical report will be submitted when available.

Additional Submittals Required:

Please upload the digital plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances. Please be aware that an application expires within 120 days of the date upon which this written request for additional information was made and only *one set of revised plans* may be submitted for review.

If you have any questions, feel free to contact me at (207) 874-8725 or by email at mgrooms@portlandmaine.gov.

Sincerely,
Matthew Grooms
Planner

Portland Maine Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

510 Stevens Avenue - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com> Mon, Jan 22, 2018 at 4:25 PM
To: Matthew Grooms <mgrooms@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Matt – I have reviewed the application materials and offer the following preliminary traffic comments.

- The proposed project is not expected to generate a significant level of traffic and thus would not significantly impact traffic mobility and safety in the project area.
- As discussed with City Staff, the on-street handicap parking space should be removed from the plans. Additionally, the painted lines for the on-street parking spaces shall be removed. The City does not mark parking spaces.
- The project will utilize a shared driveway with the abutting project and the driveway will be 21 feet wide, delineated with two 5-foot concrete areas for pedestrians. The driveway will thus function as a “Shared Driveway” and given low traffic volumes, I find the proposed design to be acceptable.
- The parking lot aisle width does not meet City Technical standards. Given low traffic volumes, familiar drivers from the residential units, and that it will not impact the public street system, I support a waiver.
- The parking lot will have a slightly higher percentage of compact parking spaces versus the standard and thus requires a waiver. I support a waiver, given that only three of the eight parking spaces will be compact in size and that the residential uses will result in low turnover parking conditions.

If you have any questions, please contact me.

Best regards

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
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F 207.774.6635

MEMORANDUM

TO: Matt Grooms, Planner
FROM: Lauren Swett, P.E. & Amy LeBel, E.I.T.
DATE: January 8, 2018
RE: 510 Stevens Avenue Site Improvements, Level III

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed mixed use development project located at 510 Stevens Avenue in Portland, Maine. The project involves construction of a three-story apartment building with retail space on the ground floor, and associated site improvements.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated December 1, 2017, prepared by Carroll Associates, on behalf of 510 Stevens Ave, LLC.
- Engineering Plans, Sheets C0.0 – C7.0, C8.0 – C8.1, C9.0 – C10.0, dated December 1, 2017, prepared by Carroll Associates, on behalf of 510 Stevens Ave, LLC.

Comments

1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments
   a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
   b) General Standard: The proposed development will result in a net increase in impervious area of approximately 2,063 feet. The Applicant is proposing to utilize a subsurface filter system for treatment. We have the following comments:
      - The Applicant should clarify the type of treatment system. The narrative refers to the system as an underdrained soil filter which is typically a soil filter with storage above grade within in a depression. The Applicant is proposing a subsurface filter system. This will be important for post-construction maintenance to ensure that the correct type of system is considered. The Maintenance Program Summary Checklist in the post-construction P&M plan provides maintenance instructions for an above-grade system (mowing and erosion inspection requirements). Terminology and maintenance requirements should be consistent with the type of system that is proposed.
      - The Applicant should review the proposed sub-surface system with the manufacturer and ensure that it is meeting the appropriate design standards. A few specific items to check:
        (1) Minimum cover required over the chambers – the south end of the chambers will have only 14 inches of cover, and the full depth of pavement gravels cannot be constructed over the crushed stone layer; verify that the chambers will accommodate vehicle loading with this amount of cover, and determine the amount of insulation that is required for frost protection.
        (2) Minimum pipe size for maintenance of isolator row – the isolator row has a 6-inch diameter pipe entering the chamber, but a larger pipe is typically required by the manufacturer to allow for cleaning of the isolator row; verify that the cleanout at the end of the isolator row, instead of a full sized manhole, will be adequate for maintenance as well.
      - An exfiltration flow rate has been assumed for the stormwater system. Verify how this rate was determined.
      - The plans and details do not define the filter media composition.

- Test pits indicate that bedrock will be in close proximity to the bottom of the filter system. A 1-foot separation is typically required between the bottom of the system and bedrock, or a liner is required. Was bedrock encountered on the adjacent 502 Stevens Avenue project? Provide notation on the need for a liner if bedrock is encountered in the subsurface filter area. Based on the test pits, it's anticipated that bedrock removal may be necessary for the installation of CB 1.
- As currently shown, the outlet within CB 1 will be challenging to construct and nearly impossible to maintain. As shown in the section view, it appears that the vertical outlet pipe will be beneath the flat top of the CB structure, with almost no clearance to the concrete. The vertical outlet pipe should be located in such a way that it can be accessed for cleaning and maintenance.

c) Flooding Standard: The Applicant has provided calculations showing conformance with the Flooding Standard. Please address the following comments:
   - The area of the site on the application form and the Stormwater Management Report does not match the area for subcatchment 1S (POA for existing 510) in the HydroCAD model (6,400 versus 5,130 square feet, respectively). Please resolve this inconsistency and update the model as necessary.
   - The inlet elevation for the field inlet (Pond 32P) does not appear to match elevation on Sheet C4.0 or Sheet C7.0 (115.85 versus 114.08 respectively). The rim elevation of the existing field inlet (Pond 32P) differs on Sheet C7.0 (117.00), Sheet C5.0 (117.32), and page 4 of the HydroCAD Model (116.85). Please update the Stormwater Management Report and the HydroCAD model to resolve inconsistencies.

2) The Applicant has provided the requests for ability to serve for water and sewer utilities. Final approval of both capacity and the proposed layout by the utilities must be provided.
3) The utility plan shows a number of existing utilities. Provide clarification on removal and retirement of all existing utility services. Procedure for retirement of services should be verified by the individual utilities as well.
4) The location of the sewer service should be clarified. As shown, the services for 502 and 510 Stevens do not connect.

Portland Maine Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

510 Stevens Avenue Landscape

Jeff Tarling <jst@portlandmaine.gov> Mon, Jan 22, 2018 at 4:19 PM
To: Matthew Grooms <mgrooms@portlandmaine.gov>

Hi Matt -

The tree & landscape plan for the proposed 510 Stevens Avenue project looks good considering the amount of paved and built-on percentages of this parcel. The landscape plan consists of two shade trees, ornamenatal grasses, ferns and mixed perennial plant beds. Would recommend planting additional woody shrubs in the back corners to add all season interest, these could be Viburnum or similar size shrub types.

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
Dept. of Public Works
Engineering Division

Memo

To: Matthew Grooms - Planner

From: Keith Gray, PE – Senior Engineer, DPW

Date: January 29, 2018

Re: 510 Stevens Ave (2017-283) – Level III Site Plan Application

---

The following comments/concerns are in regards to the Level III Site Plan Application prepared by Carroll Associates, on behalf of the applicant, 510 Stevens Ave., LLC, with last plan revision submitted on December 6, 2017. Please feel free to contact me with questions. Thank you.

Construction Management Plan:

- The applicant has submitted a Construction Management Plan (CMPlan).
  - The references to Boyd & Lancaster Street should be removed from the narrative. The narrative needs to be revised to be exclusive to the project site.
  - Provide detail on proposed utility connections and anticipated impacts.
  - Provide detail on proposed parking space occupancy. How many? How long?
  - DPW does not support the occupancy of a sidewalk and/or street for an extended period of time. The applicant shall revise the CMPlan to specify the duration required for the occupancy. Construction sequences shall be scheduled to minimize the duration of any street occupancy.

General Comments:

- In general, the Utilities Plan is difficult to determine proposed utilities from existing. There is no legend displayed and the text, shading and line type are similar (could be the pdf driver). Please revise the plan to clearly identify all proposed features from existing.
- Update the Utilities Plan to include as-built utility information for the recently constructed building at 502 Stevens Avenue.
- Provide information on existing and proposed sewer (size, inverts, and lengths).
- Sewer and stormdrain shall be separate services at least to the ROW.
- Show termination of existing sewer lateral in accordance with Section 2.6.11 of the City of Portland Technical Manual. Provide detail.

MEMORANDUM

To: FILE

From: Matthew Grooms

Subject: Application ID: 2017-283

Date: 3/9/2018

12/26/2017

The new building shall not affect the egress or required Fire Department access for the neighboring building.

12/26/2017

The main entrance of the building must be the addrss for the property. This should be consistant with 911, tax assessor, Insp0ections Division, and future mailing address.

12/26/2017

Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.

12/26/2017

Driveway must maintain a 16' width for Fire Department access to the rear of the building.

12/26/2017

Existing fire hydrants in the area are sufficient for this project when completed.

2/12/2018

Sprinkler connection to be at the front of the building

510 STEVENS AVENUE

Level III - Final Site Plan / Subdivision

December 1, 2017

Submitted To:
City of Portland Planning Department

Applicant:
510 Stevens Ave, LLC
PO Box 1398, Portland, Maine 04104

Owner:
Steven and Roberta Cope
PO Box 1398, Portland, Maine 04104

Prepared by:
Carroll Associates
217 Commercial Street, Portland, ME 04101

Pinkham and Greer Civil Engineers
28 Vannah Avenue, Portland, ME 04103

Kevin Moquin Architect
1 Union Street #203, Portland, ME 04101

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SHEET#	SHEET TITLE
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C-0.0	EXISTING CONDITIONS PLAN
C-1.0	DEMO AND SITE PREP PLAN
C-2.0	SITE PLAN
C-3.0	SUBDIVISION PLAN
C-4.0	GRADING PLAN + STORMWATER MANAGEMENT PLAN
C-5.0	UTILITY PLAN
C-6.0	CIVIL DETAILS
C-7.0	CIVIL DETAILS
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C-8.1	SITE + LANDSCAPE DETAILS
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A 1.1	FLOOR PLANS
A 1.2	EXTERIOR ELEVATIONS

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

December 1, 2017

Ms. Barbara Barhydt
Mr. Tuck O'Brien
City of Portland Planning Authority
4th Floor, City Hall
389 Congress Street
Portland, ME 04101

RE: 510 Stevens Avenue: Proposed Mixed Use Retail + Residential
Level III: Site Plan and Subdivisions Review
Tax Map 16NE, LOT 135-E008

Dear Barbara / Tuck,

On behalf of 510 Stevens Ave, LLC (Stephen and Roberta Cope), we are pleased to submit this Level III - Final Site Plan and Subdivision Application along with supporting materials relating to a new mixed use development to be located 510 Stevens Avenue.

This property/project should not be entirely new to the Staff and Board as it was involved as part of two other recent board items:

1. The applicant applied for and received a zoning map change back in February 2017 (from R5 to B1b). This parcel represents the northern limit of the Deering Center Neighborhood between Lincoln Middle School and Brentwood Street.

2. The property directly to south of this lot (#502) recently received Site/Subdivision Approval for a mixed use retail + residential development which is currently under construction. Both properties have been designed to work seamlessly with each other with respect to use: including a shared driveway and circulation as well as utility connections within the driveway.

The subject property is located within the B1B zoning district along Stevens Avenue, just north and west from the intersection with Hartley Street. The parcel is approximately 0.1468 acres in size and contains a residential house, small yard, and shared driveway with #502. The property is located on the west side of Stevens Avenue. It is bound to the north and west by Lincoln Middle School; to the east by Stevens Avenue; to the south by a new mixed use building at 502 Stevens Ave (under construction). The property is flat with only a few feet of grade change from NE to SW.

The current proposal calls for a ground floor retail space (1,095 sf) with three (3) townhouse style residential apartments (ranging in size from 830-986 sf) on the second and third floors. The retail space will be accessed from Stevens Avenue and the residential entrance will be from the rear of the building. A parking lot for 8 cars (including one HC parking stall) will be located behind the building. There is on-street parking along Stevens Avenue in front of the subject property; it is proposed that one of the spaces is converted to a handicap space to serve the neighborhood; as there are none in either direction

of the site. A bus stop and additional on-street is located just to the south of the shared driveway in front of #502 Stevens Avenue.

We look forward to working with you and the Planning Staff in the review of this project. Please feel free to contact me to discuss any questions or concerns you may have regarding the attached application materials.

Sincerely,
CARROLL ASSOCIATES

Patrick J. Carroll
Principal

Enc.

Cc: 510 Stevens Avenue Associates, LLC
Kevin Moquin, Kevin Moquin Architect
Tom Greer, Pinkham and Greer Civil Engineers

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

February 5, 2018

Mr. Matthew Grooms
City of Portland Planning Authority
4th Floor, City Hall
389 Congress Street
Portland, ME 04101

RE: 510 Stevens Avenue: Proposed Mixed Use Retail + Residential
Level III: Site Plan and Subdivisions Review
Tax Map 16NE, LOT 135-E008

Dear Matt,

On behalf of 510 Stevens Ave, LLC (Stephen and Roberta Cope), we are pleased to submit this response letter to the Staff Review Comments:

A. Planning Department, Matthew Grooms, dated January 9, 2018
B. Woodard & Curran, Lauren Swett, dated January 8, 2018
C. City Arborist, Jeff Tarling, dated January 22, 2018
D. TY Lin International, Thomas Errico, dated January 22, 2018
E. Urban Designer, Caitlin Cameron, dated January 23, 2018
F. Engineering Department, Keith Gray, dated January 29, 2018

Below are the comments taken from the Staff Review *(in italics)* along with responses from the applicant **(in bold)**.

A. Planning Department

1. This project is required to provide a minimum of three (3) street trees, or acceptable alternative as required by the City's site plan ordinance.
RESPONSE: The applicant would like to pay the fee in lieu for the three required street trees as there is no room along Stevens Avenue to plant the trees (3 trees x $400/tree = $1,200 fee).

2. Given that this project is located within a commercial zone and abuts a residential district, it is required that the applicant provide either an evergreen buffer or opaque fencing material as a visual buffer.
RESPONSE: The fence along the western property line is relatively new and in good condition. The applicant is proposing to keep this intact. The fence along the northern property line is old and in poor condition. It is proposed that this fence be replaced with a new chain link fence with vertical slats to provide a buffer/screen, see Site Plan and Site/Landscape Details.

3. Utility capacity letters shall be provided when available. In the event that these are not available prior to the public hearing, their submission shall be made a condition of approval.
RESPONSE: Ability to Serve Letters have been requested and will be provided when available.

4. With the final application, a draft recording plat shall be submitted for review by the city's surveyor and Corporation Counsel.
RESPONSE: A draft Recording Plat was included with the previous submission and an updated version of that plan is included in this current resubmission.

5. The applicant shall include lighting details for proposed lighting and fixtures.
RESPONSE: Specific light fixture cut sheets have been added to the Landscape and Lighting Plan. The lighting at the front / Stevens Avenue side of the building has changed slightly since the upper floors no longer cantilever over the ground floor. The recessed soffit mounted lights have been removed and replaced with a single surface mounted light above the recessed entry door. See updated cut sheet and lighting schedule on L-1.0 Landscape and Lighting Plan as well as updated P-1.0 Photometric Plan.

6. Development Review staff shall discuss the need for an on-street handicap parking space internally and provide future guidance regarding this proposal.
RESPONSE: The current plan set has removed any indication of an on-street handicapped parking space along Steven Avenue and instead shows two standard on-street parking stalls. These spaces are indicated for illustrative purposes / permitting only and will not be striped on the actual pavement.

7. With this project, will any portion of the roofline or building overhang the public right-of-way? If so, a license agreement with the city shall be required.
RESPONSE: No portion of the roofline will overhang into the public right-of-way, although it is within a few inches. The applicant is asking for a six-inch-wide license along Forest Avenue to accommodate construction tolerances without being in violation. See Subdivision Plan.

8. The applicant should consider some form of physical separation between the proposed on-site handicap parking space and the residential entrance.
RESPONSE: The handicapped parking space has been shifted three feet to the north to accommodate the addition of an eight-foot-wide access aisle. This will provide ample, permanently open, access to the residential entry for all. It will also provide separation between the entry and parked cars.

9. When submitted, the subdivision plan and final recording plat shall indicate the width of Stevens Avenue.
RESPONSE: The width of Stevens Avenue (right-of-way and road) have been added to the Site Plan and Final Subdivision/Plat Plan.

10. It is understood that a completed geotechnical report will be submitted when available.
RESPONSE: A geotechnical report will not be prepared for this project as the owner feels comfortable enough to proceed with the available soils information and no known unstable or unusual soil conditions are known. The Owner understands by foregoing the geotechnical report, they will need to make the necessary adjustments should those conditions be uncovered. Attached are soil test pits logs for the stormwater evaluation and the USDA Web Soil Survey Report. The foundation is proposed as slab on grade. If ledge/bedrock is encountered and is in conflict it will be removed as necessary to accommodate the slab, utilities, stormwater devices, etc.

B.) Woodard & Curran

1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards.

a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.

b) General Standard: The proposed development will result in a net increase in impervious area of approximately 2,063 feet. The Applicant is proposing to utilize a subsurface filter system for treatment. We have the following comments:

The Applicant should clarify the type of treatment system. The narrative refers to the system as an underdrained soil filter which is typically a soil filter with storage above grade within in a depression. The Applicant is proposing a subsurface filter system. This will be important for post-construction maintenance to ensure that the correct type of system is considered. The Maintenance Program Summary Checklist in the post-construction P&M plan provides maintenance instructions for an above-grade system (mowing and erosion inspection requirements). Terminology and maintenance requirements should be consistent with the type of system that is proposed.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

The Applicant should review the proposed sub-surface system with the manufacturer and ensure that it is meeting the appropriate design standards. A few specific items to check: (1) Minimum cover required over the chambers – the south end of the chambers will have only 14 inches of cover, and the full depth of pavement gravels cannot be constructed over the crushed stone layer; verify that the chambers will accommodate vehicle loading with this amount of cover, and determine the amount of insulation that is required for frost protection.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

(2) Minimum pipe size for maintenance of isolator row – the isolator row has a 6-inch diameter pipe entering the chamber, but a larger pipe is typically required by the manufacturer to allow for cleaning of the isolator row; verify that the cleanout at the end of the isolator row, instead of a full-sized manhole, will be adequate for maintenance as well.

An exfiltration flow rate has been assumed for the stormwater system. Verify how this rate was determined.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

The plans and details do not define the filter media composition.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

Test pits indicate that bedrock will be in close proximity to the bottom of the filter system. A 1-foot separation is typically required between the bottom of the system and bedrock, or a liner is required. Was bedrock encountered on the adjacent 502 Stevens Avenue project? Provide notation on the need for a liner if bedrock is encountered in the subsurface filter area. Based on the test pits, it's anticipated that bedrock removal may be necessary for the installation of CB 1.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

As currently shown, the outlet within CB 1 will be challenging to construct and nearly impossible to maintain. As shown in the section view, it appears that the vertical outlet pipe will be beneath the flat top of the CB structure, with almost no clearance to the concrete. The vertical outlet pipe should be located in such a way that it can be accessed for cleaning and maintenance.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

c) Flooding Standard: The Applicant has provided calculations showing conformance with the Flooding Standard. Please address the following comments:

The area of the site on the application form and the Stormwater Management Report does not match the area for subcatchment 1S (POA for existing 510) in the HydroCAD model (6,400 versus 5,130 square feet, respectively). Please resolve this inconsistency and update the model as necessary.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

The inlet elevation for the field inlet (Pond 32P) does not appear to match elevation on Sheet C4.0 or Sheet C7.0 (115.85 versus 114.08 respectively). The rim elevation of the existing field inlet (Pond 32P) differs on Sheet C7.0 (117.00), Sheet C5.0 (117.32), and page 4 of the HydroCAD Model (116.85). Please update the Stormwater Management Report and the HydroCAD model to resolve inconsistencies.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

2) The Applicant has provided the requests for ability to serve for water and sewer utilities. Final approval of both capacity and the proposed layout by the utilities must be provided.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

3) The utility plan shows a number of existing utilities. Provide clarification on removal and retirement of all existing utility services. Procedure for retirement of services should be verified by the individual utilities as well.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

4) The location of the sewer service should be clarified. As shown, the services for 502 and 510 Stevens do not connect.
RESPONSE: See separate response letter dated 2/2/2018 from Tom Greer, Walsh Engineering, attached.

C.) City Arborist

The tree & landscape plan for the proposed 510 Stevens Avenue project looks good considering the amount of paved and built-on percentages of this parcel. The landscape plan consists of two shade trees, ornamental grasses, ferns and mixed perennial plant beds. Would recommend planting additional woody shrubs in the back corners to add all season interest, these could be Viburnum or similar size shrub types.
RESPONSE: Viburnums have been added to the western corners of the parking lot to provide season interest.

D.) T.Y. Lin International

1. The proposed project is not expected to generate a significant level of traffic and thus would not significantly impact traffic mobility and safety in the project area.
RESPONSE: None needed.

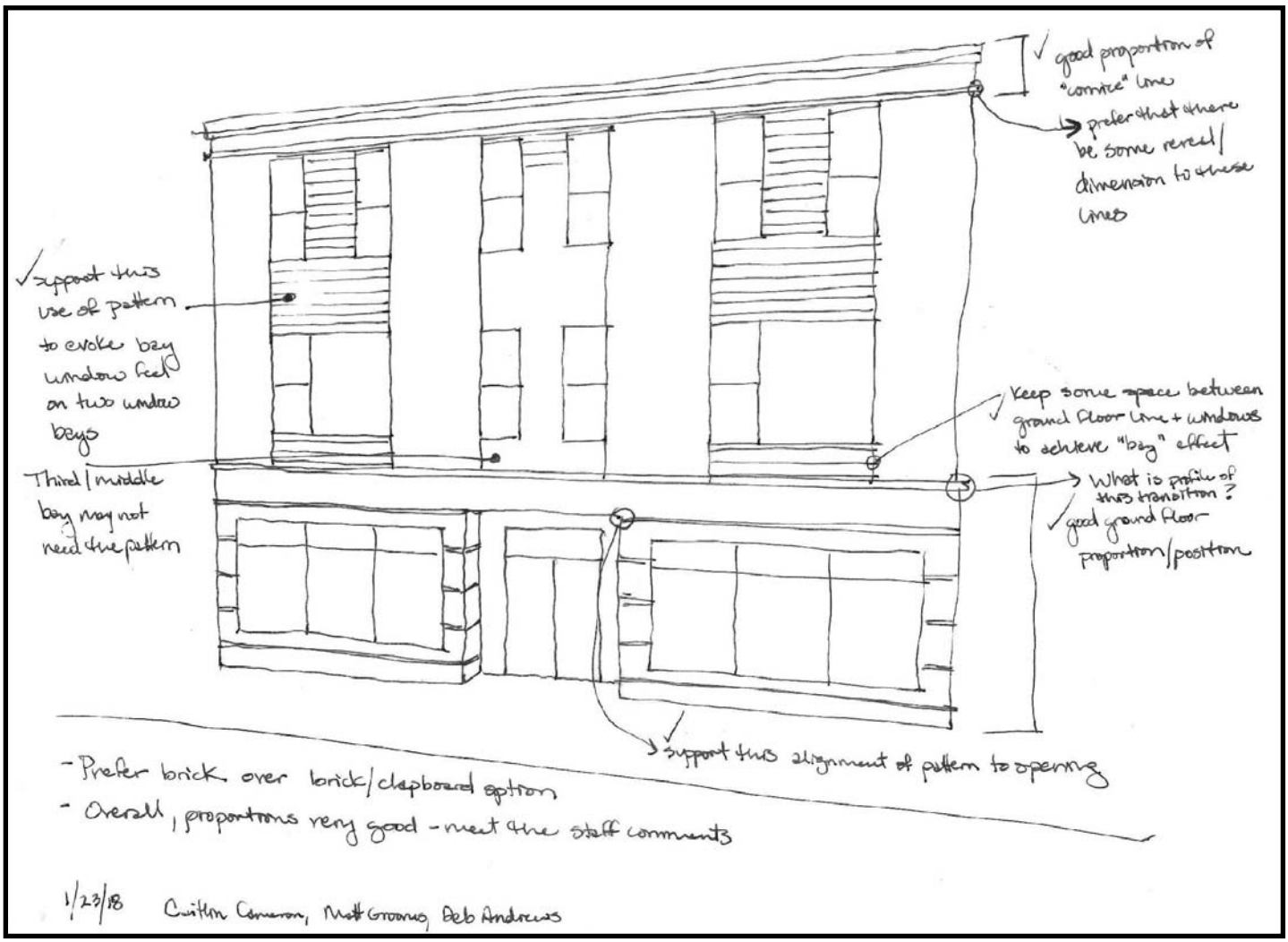
2. As discussed with City Staff, the on-street handicap parking space should be removed from the plans. Additionally, the painted lines for the on-street parking spaces shall be removed. The City does not mark parking spaces.
RESPONSE: The current plan set has removed any indication of an on-street handicapped parking space along Steven Avenue and instead shows two standard on-street parking stalls. These spaces are indicated for illustrative purposes / permitting only and will not be striped on the actual pavement.

3. The project will utilize a shared driveway with the abutting project and the driveway will be 21 feet wide, delineated with two 5-foot concrete areas for pedestrians. The driveway will thus function as a "Shared Driveway" and given low traffic volumes, I find the proposed design to be acceptable.
RESPONSE: None needed.

4. The parking lot aisle width does not meet City Technical standards. Given low traffic volumes, familiar drivers from the residential units, and that it will not impact the public street system, I support a waiver.
RESPONSE: None needed.

5. The parking lot will have a slightly higher percentage of compact parking spaces versus the standard and thus requires a waiver. I support a waiver, given that only three of the eight parking spaces will be compact in size and that the residential uses will result in low turnover parking conditions.
RESPONSE: None needed.

E.) Urban Designer



RESPONSE: At our post-application meeting Caitlin Cameron offered a number of comments relating to the initial building design submitted. These include revisiting the proportions of the building to consider a taller expression of the commercial first floor, to consider an all brick building or a brick base and similarly colored siding above to make the building more "monolithic", and to consider adding bays to develop a relationship with other buildings within this commercial stretch such as Pat's Meat market.

Our response is to increase the height of the retail story and switch the facade material to predominantly brick. Clapboard will remain only at the rear half of the building on the upper two floors. We have refined the proportions of the building by defining the base with projecting brick band rustication and projecting brick courses to define the cap of the building. The second and third floors receive a recessed brick stripe detail that highlights the vertical proportion and develops a scale relationship with the bay windows on other structures nearby. Ms. Cameron's positive response to these design improvements is summarized in the included sketch.

F.) City Engineer

Construction Management Plan:
The applicant has submitted a Construction Management Plan (CMPlan).

- The references to Boyd & Lancaster Street should be removed from the narrative. The narrative needs to be revised to be exclusive to the project site.
  RESPONSE: All references to Boyd and Lancaster Streets have been removed from the narrative and it has been updated with the correct street name.

- Provide detail on proposed utility connections and anticipated impacts.
  RESPONSE: The narrative has been updated to include more detail on construction and abandonment of utilities within Stevens Avenue.

- Provide detail on proposed parking space occupancy. How many? How long?
  RESPONSE: The two existing on-street parking spaces in front of the subject property will be occupied with the temporary sidewalk for much of the duration of the project. It is anticipated that the sidewalk will be closed and the on-street parking spaces occupied for approximately six (6) months.

- DPW does not support the occupancy of a sidewalk and/or street for an extended period of time. The applicant shall revise the CMPlan to specify the duration required for the occupancy. Construction sequences shall be scheduled to minimize the duration of any street occupancy.
  RESPONSE: It is anticipated that the sidewalk and on-street parking will be closed/occupied for approximately six (6) months. Construction activities will be sequenced to the greatest extent possible so that the sidewalk and on-street parking are closed for the shortest duration possible.

General Comments:

- In general, the Utilities Plan is difficult to determine proposed utilities from existing. There is no legend displayed and the text, shading and line type are similar (could be the pdf driver). Please revise the plan to clearly identify all proposed features from existing.
  RESPONSE: The legend is on C 4.0 and added to C 5.0. The line work has been revised.

- Update the Utilities Plan to include as-built utility information for the recently constructed building at 502 Stevens Avenue.
  RESPONSE: The existing utilities for 502 have been shown. A survey for this project was performed.

- Provide information on existing and proposed sewer (size, inverts, and lengths).
  RESPONSE: Labels have been added for the existing and proposed utilities.

- Sewer and stormdrain shall be separate services at least to the ROW.
  RESPONSE: The sewer was installed as part of the 502 project, as approved by the city.

- Show termination of existing sewer lateral in accordance with Section 2.6.11 of the City of Portland Technical Manual. Provide detail.

RESPONSE: The existing sewer service has been labeled to be abandoned in accordance with the city standards.

G.) Other Items

1. The vehicular back out area at the end of the parking lot has been widened to match the width of the parking lot aisle to better accommodate maneuvering.

2. Neighborhood meeting minutes, attendance sign-in sheet, meeting invitation, and certification sheet are attached per the City's requirement.

We look forward to working with you and the Planning Staff in the review of this project. Please feel free to contact me to discuss any questions or concerns you may have regarding the attached application materials.

Sincerely,
CARROLL ASSOCIATES

Patrick J. Carroll
Principal

Enc.

Cc: Adam Cope, 510 Stevens Avenue Associates, LLC
Kevin Moquin, Kevin Moquin Architect
Tom Greer, Walsh Engineering Associates, Inc.

WALSH
ENGINEERING ASSOCIATES, INC.

File 17155

February 2, 2018

Mr. Matt Grooms
City of Portland Planning
City Hall, 389 Congress St, 4th Floor
Portland, ME 04101

RE: Response to 1/8/18 Memo from Lauren Sweet, PE, 510 Stevens Avenue

Dear Matt,

Below are our responses to the comments:

Comments

1) *In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments*
   a) *Basic 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.*
   Response not required.
   b) *General Standard: The proposed development will result in a net increase in impervious area of approximately 2,063 feet. The Applicant is proposing to utilize a subsurface filter system for treatment. We have the following comments:*
      - *The Applicant should clarify the type of treatment system. The narrative refers to the system as an underdrained soil filter which is typically a soil filter with storage above grade within in a depression. The Applicant is proposing a subsurface filter system. This will be important for post-construction maintenance to ensure that the correct type of system is considered. The Maintenance Program Summary Checklist in the post-construction P&M plan provides maintenance instructions for an above-grade system (mowing and erosion inspection requirements). Terminology and maintenance requirements should be consistent with the type of system that is proposed.*
      The checklist has been updated to remove the mowing. The underdrained soil filter has been labeled throughout the plan set.
      - *The Applicant should review the proposed sub-surface system with the manufacturer and ensure that it is meeting the appropriate design standards. A few specific items to check:*
      (1) Minimum cover required over the chambers – the south end of the chambers will

have only 14 inches of cover, and the full depth of pavement gravels cannot be constructed over the crushed stone layer; verify that the chambers will accommodate vehicle loading with this amount of cover, and determine the amount of insulation that is required for frost protection.

The geometry of the piping and the catch basin have been modified to address the cover issue and isolator row access, and overflow system. The system has been sent to the manufacturer for review.

(2) *Minimum pipe size for maintenance of isolator row – the isolator row has a 6-inch diameter pipe entering the chamber, but a larger pipe is typically required by the manufacturer to allow for cleaning of the isolator row; verify that the cleanout at the end of the isolator row, instead of a full sized manhole, will be adequate for maintenance as well.*

- *An exfiltration flow rate has been assumed for the stormwater system. Verify how this rate was determined.*

  The exfiltration rate of 2.54"/hr was selected based on typical DEP media rates.
- *The plans and details do not define the filter media composition.*

  The media gradation has been added to the details.
- *Test pits indicate that bedrock will be in close proximity to the bottom of the filter system. A 1- foot separation is typically required between the bottom of the system and bedrock, or a liner is required. Was bedrock encountered on the adjacent 502 Stevens Avenue project? Provide notation on the need for a liner if bedrock is encountered in the subsurface filter area. Based on the test pits, it's anticipated that bedrock removal may be necessary for the installation of CB 1.*

  A note has been added requiring test pits to determine rock elevation and requiring a liner if 1' of separation is not possible.
- *As currently shown, the outlet within CB 1 will be challenging to construct and nearly impossible to maintain. As shown in the section view, it appears that the vertical outlet pipe will be beneath the flat top of the CB structure, with almost no clearance to the concrete. The vertical outlet pipe should be located in such a way that it can be accessed for cleaning and maintenance.*

  The outlet from the filter system has been revised. It is no longer in the catch basin.

c) *Flooding Standard: The Applicant has provided calculations showing conformance with the Flooding Standard. Please address the following comments:*

- *The area of the site on the application form and the Stormwater Management Report does not match the area for subcatchment 1S (POA for existing 510) in the HydroCAD model (6,400 versus 5,130 square feet, respectively). Please resolve this inconsistency and update the model as necessary.*

  We added 10 sq. ft. to subcatchment 36S to make the existing match the developed at 37P.
- *The inlet elevation for the field inlet (Pond 32P) does not appear to match elevation on Sheet C4.0 or Sheet C7.0 (115.85 versus 114.08 respectively). The rim elevation of the existing field inlet (Pond 32P) differs on Sheet C7.0 (117.00), Sheet C5.0 (117.32),*

and page 4 of the HydroCAD Model (116.85). Please update the Stormwater Management Report and the HydroCAD model to resolve inconsistencies.

Pond 32P has been revised, based on the as built survey for 502 Stevens.

2) *The Applicant has provided the requests for ability to serve for water and sewer utilities. Final approval of both capacity and the proposed layout by the utilities must be provided.*

   We have requested Ability to Serve Letters and will provide them when available.

3) *The utility plan shows a number of existing utilities. Provide clarification on removal and retirement of all existing utility services. Procedure for retirement of services should be verified by the individual utilities as well.*

   The utility plan has been revised to show the utilities. The water service will be retired in accordance with PWD Standards.

4) *The location of the sewer service should be clarified. As shown, the services for 502 and 510 Stevens do not connect.*

   The sewer service location was a drafting error. The current plan shows it in the correct as built location. Note, the sewer connection is new. It was installed as part of 502 Stevens.

Respectfully,

Thomas S. Greer, P.E.
Walsh Engineering Associates, Inc.

cc. Adam Cope, Matt Phillips, File
Enc.

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:	
Proposed Development Address:	
Project Description:	
Chart/Block/Lot:	
Preliminary Plan	
Final Plan	

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

APPLICANT

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

OWNER

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

AGENT/REPRESENTATIVE

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

BILLING (to whom invoices will be forwarded to)

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

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

ATTORNEY

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

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	
E-mail:	
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)

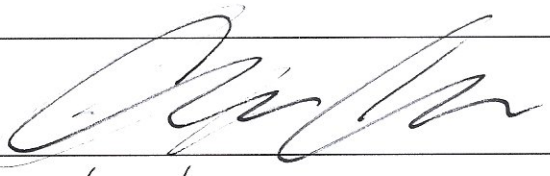
TOTAL AREA OF SITE	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.	
IMPERVIOUS SURFACE AREA	
Impervious Area (Total Existing)	sq. ft.
Impervious Area (Total Proposed)	sq. ft.
Building Ground Floor Area and Total Floor	
Building Footprint (Total Existing)	sq. ft.
Building Footprint (Total Proposed)	sq. ft.
Building Floor Area (Total Existing)	sq. ft.
Building Floor Area (Total Proposed)	sq. ft.
ZONING	
Existing	
Proposed, if applicable	
LAND USE	
Existing	
Proposed	
RESIDENTIAL, IF APPLICABLE	
# of Residential Units (Total Existing)	
# of Residential Units (Total Proposed)	
# of Lots (Total Proposed)	
# of Affordable Housing Units (Total Proposed)	
PROPOSED BEDROOM MIX	
# of Efficiency Units (Total Proposed)	
# of One-Bedroom Units (Total Proposed)	
# of Two-Bedroom Units (Total Proposed)	
# of Three-Bedroom Units (Total Proposed)	
PARKING SPACES	
# of Parking Spaces (Total Existing)	
# of Parking Spaces (Total Proposed)	
# of Handicapped Spaces (Total Proposed)	
BICYCLE PARKING SPACES	
# of Bicycle Spaces (Total Existing)	
# of Bicycle Spaces (Total Proposed)	
ESTIMATED COST OF THE PROJECT	

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:	11/1/17

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
N/A		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
X		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
X		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
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;	
N/A		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;	
X		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;	
X		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;	
X		Location of all snow storage areas and/or a snow removal plan;	
N/A		A traffic control plan as detailed in Section 1 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);	
N/A		Location and proposed alteration to any watercourse;	
N/A		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for wetlands;	
X		Existing soil conditions and location of test pits and test borings;	
X		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;	
X		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;	
X		Grading plan;	
X		Ground water protection measures;	
X		Existing and proposed sewer mains and connections;	

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
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;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
N/A		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. **510 STEVENS AVE, LLC; PO BOX 1398, PORTLAND, MAINE 04104**
3. Name address, telephone number of architect
   KEVIN MOQUIN, 1 UNION STREET #203, PORTLAND, MAINE 04101 207.615.6421
4. Proposed uses of any structures [NFPA and IBC classification]
5. **RETAIL AND RESIDENTIAL (APTS)**
6. Square footage of all structures [total and per story]
   1ST FLOOR 1,566, SF; 2ND FLOOR 1,659 SF; 3RD FLOOR 1,659 SF = TOTAL 4,884 SF
7. Elevation of all structures
   GROUND FLOOR +/- 119.50 + 120.33; MAXIMUM BUILDING HEIGHT +/- 32'-6"
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
   ACROSS STEVENS AVE FROM SUBJECT PROPERTY @ NORTH CORNER OF STEVENS + HARTLEY
10. Water main[s] size and location
    SIZE UNKNOW; LOCATION IS EAST SIDE OF STEVENS AVE
11. Access to all structures [min. 2 sides]
    YES; STEVENS AVE, DRIVEWAY, AND PARKING LOT
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.
    SEE ATTACHED ENCLOSED SHEET A-0.1 CODE SUMMARY

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

Date: November 21, 2017

Bradley Roland, P.E.
Water Resources Division

CA
TOM

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

Site Address: 510 Stevens Avenue

Chart Block Lot Number: 135/E/8

Proposed Use: Residential / Commercial
Previous Use: Residential
Existing Sanitary Flows: 270 GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Stevens Avenue

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

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: 207-874-8699
Owner/Developer Name: 510 Stevens Ave, LLC
Owner/Developer Address: PO Box 1398, Portland, ME 04104
Phone: Fax: E-mail:
Engineering Consultant Name: Pinkham & Greer, Civil Engineers, Thomas S. Greer P.E.
Engineering Consultant Address: 28 Vannah Ave. Portland, ME 04103
Phone: 207-781-5242 Fax: 207-781-4245 E-mail: tgreer@pinkhamandgreer.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: See below GPD
Peaking Factor/ Peak Times: 7am & 6:30pm
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)* See below

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

3 Residential Units @ 270 per unit x 3 Units = 810 gpd
1 Commercial Unit @ 15 gpd per person x 6 employees = 90 gpd

For a total of 900 gpd

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 ____

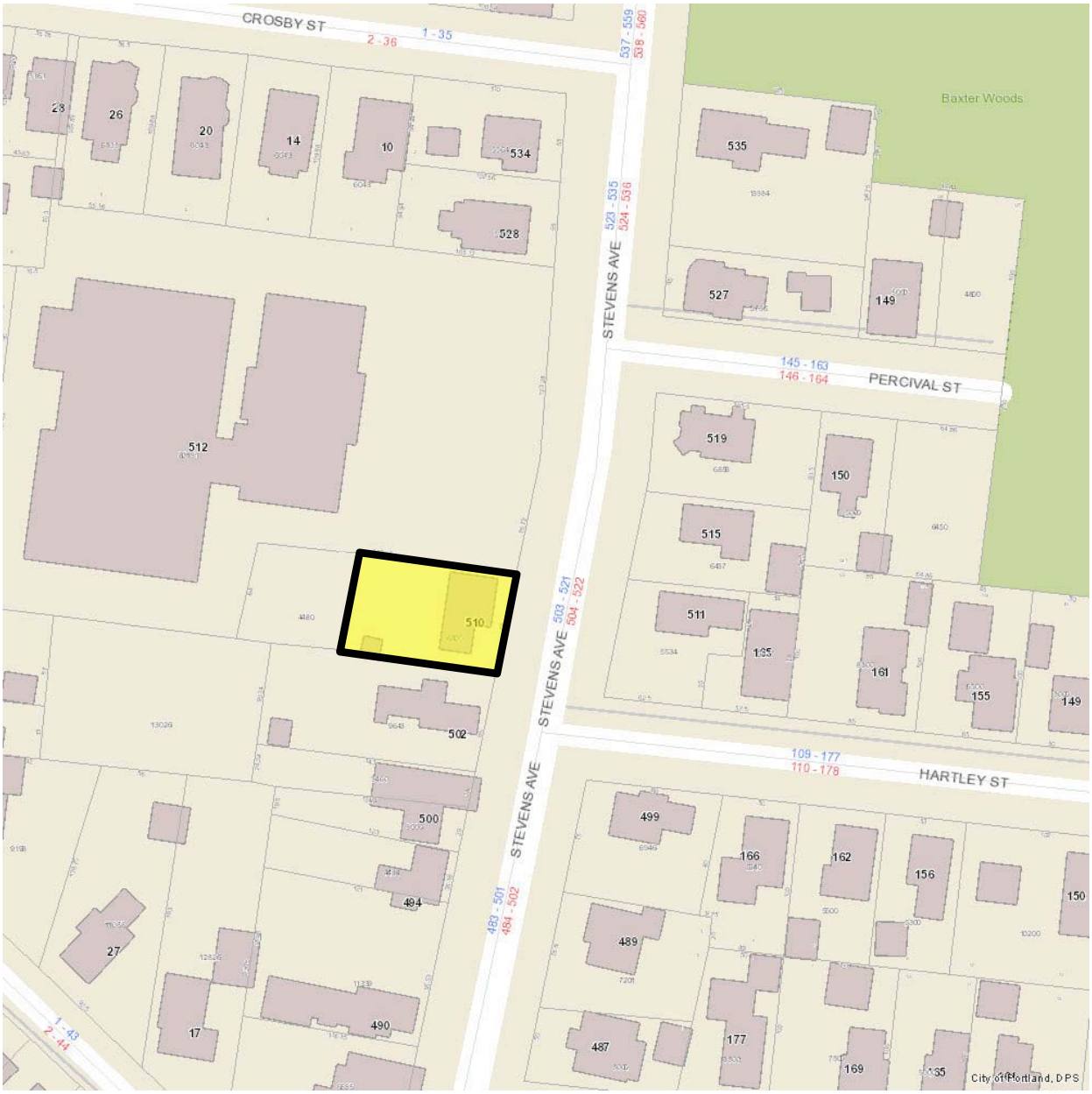
OSHA Standard Industrial Code (SIC): *(http://www.osha.gov/oshstats/sicser.html)*

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.

5. Location Map – CITY GIS TAX MAP



City tax map of subject property (outlined in black and filled with yellow).

Location Map – AERIAL PHOTOGRAPH

Aerial photograph of approximate subject property (outlined in red and filled with yellow).

6. Project Description

Site

The subject property is located within the B1B zoning district along Stevens Avenue, just north and west from the intersection with Hartley Street. The parcel is approximately 0.1468 acres in size and contains a residential house, small yard, and shared driveway with #502. The property is located on the west side of Stevens Avenue. It is bound to the north by Lincoln Middle School; to the east by Stevens Avenue and private residential across the street; to the south by a new mixed use building at 502 Stevens Ave (under construction); and to the west by Lincoln Middle School. The property is flat with only a few feet of grade change from NE to SW.

The current proposal calls for a ground floor retail space (1,095 sf) with three (3) townhouse style residential apartments (ranging in size from 830-986 sf) on the second and third floors. The retail space will be accessed from an accessible entrance on Stevens Avenue and the residential entrance will be from the rear of the building. A parking lot for 8 cars (including one HC parking stall) will be located behind the building. Three of the spaces are proposed to be compact stalls (8'x 15'). There are two on-street parking spaces along Stevens Avenue in front of the subject property; it is proposed that one of the spaces is converted to a handicap space to serve the neighborhood; as none are known in either direction of the site. A bus stop and additional on-street parking is located, just to the south of the shared driveway, in front of #502 Stevens Avenue.

The parking lot, property lines, and residential entry area will be planted with a mix of deciduous trees, shrubs, ornamental grasses, and perennials. The site will be lit with a combination of soffit mounted down lights and a single wall/building mounted LED area light in the rear.

Stormwater

See Exhibit 16 for description of the stormwater system.

Architecture

The proposed building at 510 Stevens Avenue contributes to the Deering Center Neighborhood fabric through the development of an underutilized parcel in the neighborhood commercial center. The building contains first floor retail space and (3) two bedroom townhouse style apartments on the second and third floors. The proposed building contains approximately 4,884 square feet. The new building meets all applicable zoning standards.

The first floor commercial component of the building is accessed directly from the sidewalk on Stevens Avenue. There are glass doors and generous window openings that activate a connection between the sidewalk and the retail space. The upper stories cantilever over the entrance to offer a bit of protection to the entry door and to allow the building massing to differentiate between uses. This lower story is clad in brick veneer to provide visual interest and to differentiate the commercial use of the building from the residential use.

Access to the residential entry is located on the corner of the structure near the parking area and the pedestrian and vehicle access way shared with the new development at 502 Stevens Avenue. The south facade of 510 Stevens is articulated with a jog and a cantilevered portion to enliven the shared access space and guide residents seeking a pedestrian connection to Stevens Avenue. A shared entry and stair bring residents to a second floor hall from which they access their individual units. To harmonize with existing residential buildings in the neighborhood we employ double hung windows and clapboard siding as the exterior finish. The building meets the sky with a broad frieze and simple projecting cornice.

510 Stevens is designed to be a good neighbor and a backdrop for the life of the Deering Center Neighborhood through its use of vernacular materials and scale appropriate massing.

MAINE REAL ESTATE TAX PAID

DEED OF SALE BY PERSONAL REPRESENTATIVE
(INTESTATE)
Maine Statutory Short Form

Heather Libby and Laura Dibiase, duly acting and appointed Personal Representatives of the Estate of Diane M. Caminiti, deceased (intestate), as shown by the probate records of Cumberland County, Maine, and having given notice to each person succeeding to an interest in the real property described below at least ten (10) days prior to the sale, by the power conferred by the Probate Code, and every other power, for consideration paid, grants to **Steven E. Cope and Roberta S. Cope,** of 172 Concord Street, Portland, ME 04102, as joint tenants the real property in Portland, County of Cumberland, Maine, described as follows: WITH WARRANTY COVENANTS

A certain lot or parcel of land with the buildings thereon situated in Portland, County of Cumberland and State of Maine, on the westerly side of Stevens Avenue, at Deering Center, so-called, bounded and described as follows:

Beginning at the northerly corner of land now formerly of Charles D. Sawyer on the westerly side of Stevens Avenue; thence northerly on said Avenue sixty four (64) feet; thence westerly on a line parallel with said Sawyer's line, one hundred (100) feet to a point; thence southerly parallel with the westerly side of said Avenue and keeping distance of one hundred 100 feet therefrom, sixty four (64) feet to said Sawyer's land; thence easterly by said Sawyer's land, one hundred (100) feet to the point of beginning.

Reference is made to a warranty deed from Edward H. Candelmo et al. to Diane M. Hamilton and Michael F. Caminiti dated 04/22/1982 and recorded at the Cumberland County Registry of Deeds in Book 4947, Page 108 and a deed from Michael F. Caminiti dated 07/10/1989 and recorded at the Cumberland County Registry of Deeds in Book 8821, Page 50. Diane M. Caminiti died on 10/31/2015 intestate, Cumberland Registry of Probate Docket No. 2016-0246.

WITNESS my hands and seal this 29 day of July, ~~19~~ 2016

Estate of Diane M. Caminiti

Wendy Green
Witness

to both
Witness

Heather Libby PR
by: Heather Libby
Personal Representative

Laura Dibiase PR
by: Laura Dibiase
Personal Representative

State of Maine
County of Cumberland

Personally appeared before me the above named Heather Libby and Laura Dibiase, Personal Representatives as aforesaid and acknowledged the foregoing to be his/her/their free act and deed in their said capacity and the free act and deed of said Estate.

Before me,

Wendy Swan

Notary Public/~~Maine~~ Attorney

WENDY L. SWAN
NOTARY PUBLIC - MAINE
My Commission Expires October 13, 2018

Received
Recorded Register of Deeds
Aug 04,2016 02:01:22P
Cumberland County
Nancy A. Lane

8. State and/or Federal Permits

- **No State or Federal stormwater permits are anticipated as part of this project due to the City's delegated review authority over the stormwater component. See attached exhibit #17 Stormwater Narrative and Plans.**

- **No State or Federal traffic movement permits are anticipated as part of this project due to the low number of trips being generated by the development. The City has delegated review authority over the traffic component.**

9. Zoning Requirements:

DIVISION 9. B-1 AND B-1b NEIGHBORHOOD BUSINESS ZONES

(b) B-1b Neighborhood Business Zone

The purpose of the B-1b neighborhood business zone is to provide appropriate opportunities for the establishment of small-scale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor of structures. The zone also provides the opportunity for mixed use and high residential density in on peninsula locations. Building additions are encouraged but not required to meet the maximum setbacks of 14-165(c) (3).

Suitable locations for this zone may include street intersections, arterial streets, and sites with existing or traditional neighborhood retail and service uses.

Sec. 14-162. Permitted uses.

(a) The following uses are permitted in the B-1 zone and on the ground floor level of buildings in the B-1b zone. For permitted uses in the upper stories of buildings in the B-1b zone, refer to subsection (5) below: in existence on November 15, 1993:

1. ***Residential***

a. Any residential use permitted in the residential zone abutting the lot is permitted. If there is no abutting residential zone, any residential use permitted in the nearest residential zone to the lot is permitted. In the case of two (2) or more abutting residential zones, any residential use permitted in the most restrictive such zone is permitted.
NOT APPLICABLE

b. In any structure with commercial use on the first floor, multifamily dwellings are permitted above the first floor.
APPLICABLE

c. Combined living/working spaces including, but not limited to, artist residences with studio space.
NOT APPLICABLE

2. ***Business:*** *Business uses listed below are permitted, provided that such use which generates in excess of a ratio of 100 peak hour vehicle trips per 2000 sq.ft. of space, and generates in excess of 100 peak hour vehicle trips is prohibited. As set forth in the City of Portland Technical Manual, section I, the city traffic engineer shall require a traffic study when it calculates the proposed use will generate in excess of a total of 50 peak hour vehicle trips.*

a. Professional, business, and general offices, but excluding veterinarians.
NOT APPLICABLE

b. Business services, as defined in section 14-47, but excluding beverage container redemption centers.
NOT APPLICABLE

c. Personal services, as defined in section 14-47.
NOT APPLICABLE

d. Offices of building tradesmen provided there is no exterior storage of building materials.
NOT APPLICABLE

e. Retail establishments, provided such do not City of Portland Land Use Code of Ordinances Chapter 14 Sec. 14-162 Rev.11-17-2014 14-238 include drive-through sales or services and do not operate between the hours of eleven (11) p.m. and six (6) a.m. and do not accept deliveries or services between the hours of ten (10) p.m. to seven (7) a.m.
APPLICABLE

5. Uses permitted above the ground floor level of buildings in the B-1b zone:

a. Any residential use set forth in section 14-162(a);
APPLICABLE (3 apartment units)

Sec. 14-165. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, residential uses in off-peninsula locations, permitted under section 14- 162(a) shall meet the requirements of such abutting or nearest residential zone except minimum lot area per dwelling unit. Residential uses in on-peninsula locations, as defined in Section 14-47, and nonresidential uses in the B-1 and B1-b zones shall meet the following minimum requirements:

Criteria	Required	Proposed
1. Minimum Lot Size: residential	none	**6,395 sf (0.1468 ac**)
Other (non-residential)	none	**6,395 sf (0.1468 ac**)
2. Minimum Lot Area per Dwelling Unit:	435 sf	**3 units (2131 SF/ DU)**
3. Minimum Street Frontage:	20 ft	**64 ft**
4. Minimum Lot Width:	None	**64 ft**
5. Minimum Front Yard:	none	**2 inches**
6. Maximum Front yard:	10 ft	**5 inches**
7. Minimum Rear Yard:	10 ft (principal)	**+58 ft**
8. Minimum Side Yard:	5 ft (principal)	+**5 ft**
9. Structure Stepbacks:		
(Portions of structure above 35')		
Side:	10 ft	**N/A**
Rear:	15 ft	**N/A**
10. Maximum Structure Height:	35 ft	**32'-6"**
11. Maximum Floor Area (Retail):	5,000 sf	**1,095 sf**
12. Maximum Impervious Surface:	90%	**±65%**

Sec. 14-166. Other requirements.

All nonresidential uses in B-1 and B-1b zones shall meet the requirements of division 25 (space and bulk regulations and exceptions) of this article in addition to the following requirements:

a. *Landscaping and screening: The site shall be suitably landscaped for parking, surrounding uses and accessory site elements, including storage and solid waste receptacles where required by article IV (subdivisions) and article V (site plan).*
   RESPONSE: The parking area is screened with both existing fence and an existing hedge row. Supplemental plantings will reinforce the screening where feasible. No external storage or waste receptacles are proposed as part of this project. All waste and storage will occur internally in individual units.

b. *Curbs and sidewalks: Curbs and sidewalks as specified in article VI of chapter 25.*
   RESPONSE: All curbing and sidewalks within the right-of-way will meet the City Standard of granite curb and concrete sidewalk in this district. All internal curbs will be slip-form concrete and asphalt pavement.

c. *Off-street parking and loading: Off-street parking and loading are required as provided in division 20 and division 21 of this article.*
   RESPONSE: Parking for 6 vehicles is required.

3 residential units x 2 parking spaces/unit =	**6 parking spaces**
Retail less than 2000 sf (first floor) =	**0 parking spaces**

   Parking for 8 vehicles is provided on site (3 compact, 4 regular, and 1 hc space).

d. *Front yard parking: There shall be no off street parking in the front yard between the street line and the required maximum setback line. Where an existing building setback exceeds the maximum front yard setback, a maximum of ten (10) percent of the total parking provided on the site may be located between the principal structure and the street.*
   RESPONSE: No parking is proposed in the front yard setback.

e. *Signs: Signs shall be subject to the provisions of division 22 of this article.*
   RESPONSE: Signs are unknown at this time but any signage will conform to division 22 Signs.

f. *Exterior storage: There shall be no exterior storage with the exception of fully enclosed containers or receptacles for solid waste disposal. Such containers or receptacles shall be shown on the approved site plan. In no event shall vehicles, or truck trailers with or without wheels, be used for on-site storage. Truck load sales shall not be considered outside storage provided that such activity does not extend beyond three (3) consecutive days nor occur more frequently than three (3) times a calendar year.*
   RESPONSE: No exterior storage is proposed as part of this project. All waste and other storage will occur internally within individual units.

g. *Storage of vehicles: Storage of vehicles is subject to the provisions of section 14-335. (h) Shoreland and flood plain management regulations: If the lot is located in a shoreland zone or in a flood hazard zone, then the requirements of division 26 and/or division 26.5 apply.*
RESPONSE: No vehicle storage is proposed or anticipated as part of this project.

Sec. 14-167. External effects.
Every use in a B-1 or B-1b zone shall be subject to the City of Portland Land Use Code of Ordinances Chapter 14 Sec. 14-166 Rev.1-15-2014 14-246 following requirements:

a. *Enclosed structure: The use shall be operated within a completely enclosed structure, except for those specific open air activities licensed by the City, including but not limited to outdoor seating, sidewalk sales, etc.*
RESPONSE: All residential and retail use components will occur within the building.

b. *Noise: The volume of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American Standards Association), generated shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.*
RESPONSE: The proposed uses are not anticipated to create a level of sound no louder than 55 decibels. All HVAC equipment will be selected to ensure a sound level less than 55 decibels. Manufacturer's verification of the sound levels will be submitted to Staff on product cut sheets once specific units have been selected.

c. *Vibration and heat: Vibration inherently and recurrently generated and heat shall be imperceptible without instruments at lot boundaries.*
RESPONSE: The proposed uses are not anticipated to create unreasonable vibration or heat. HVAC manufacturer's verification of will be submitted to Staff on product cut sheets once specific units have been selected.

d. *Glare, radiation or fumes: Glare, radiation or fumes shall not be emitted to an obnoxious or dangerous degree beyond lot boundaries.*
RESPONSE: The proposed uses are not anticipated to create unreasonable glare, radiation, or fumes. HVAC manufacturer's verification of will be submitted to Staff on product cut sheets once specific units have been selected.

e. *Smoke: Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level as classified in Method 9 (Visible Emissions) of the Opacity Evaluation System of the U.S. Environmental Protection Agency.*
RESPONSE: The proposed uses are not anticipated to create unreasonable smoke. HVAC manufacturer's verification of will be submitted to Staff on product cut sheets once specific units have been selected.

f. *Materials or wastes: No materials or wastes shall be deposited on any lot in such form or manner that they are clearly visible from neighbors' properties or may be transferred beyond the lot boundaries by natural causes or forces. All solid waste disposals, including materials which might cause fumes or dust, or constitute a fire hazard if stored out-of-doors, shall be only in fully*

enclosed containers or receptacles. Areas attracting large numbers of birds, rodents or insects are prohibited.

RESPONSE: All materials/wastes generated by the demolition and construction of the proposed project will be contained and disposed of properly. No lingering storage of materials or wastes is anticipated. Trash and recycling will be stored internally in individual units and collected weekly by City services.

DIVISION 20 OFF STREET PARKING

Section 14-332 Uses requiring off-street parking.

In all zones where off street parking is required the following minimum off-street parking requirements shall be provided. Except as provided in Section 14-332.1, 14-332.2 (exceptions) and 14-345 (fee in-lieu of parking) of this division, for the uses listed below the following minimum off-street parking requirements shall be provided and maintained in the case of new construction, alterations which increase the number of units, and changes of use:

(a) Residential structures:

1. For new construction, two, (2) parking spaces for each dwelling unit.

RESPONSE: 3 dwelling units x 2 parking spaces/unit = 6 parking spaces.

(h) Retail stores:

One (1) parking space for each two hundred (200) square feet of first floor area in excess of two thousand (2,000) square feet not used for bulk storage and one (1) parking space for each seven hundred (700) square feet, or major fraction thereof, for each floor above the first floor not used for bulk storage.

RESPONSE: First floor retail is approximately 1,095 sf, thus no parking is required. No additional retail is proposed on upper floors.

Criteria	Required	Proposed
Off Street Parking:		
Residential	(2PS/ DU)	**6 PS (2 PS/DU)**
Retail	1PS/200 sf (above 2000 sf)	**0 PS**
Total Parking Required		**6 PS**
Proposed Parking		**8 PS Total**

Section 14-332.3 Uses requiring off-street bicycle parking.

In all zones where of-street motor vehicle parking is required, minimum off-street bicycle parking shall be provided and maintained.....as specified in Section 14 - 526(a) (2) (Site Plan Standards).

The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements:

(a) Residential structures. Two (2) bicycle parking spaces for every five (5) dwelling units shall be required.

RESPONSE: The project proposed three dwelling units and so the project is proposing one bicycle rack to accommodate two bikes. It will be located in the sidewalk along Stevens Avenue in front of the building.

(b) Non-residential structures. Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.

RESPONSE: The proposed retail use does not require any parking spaces = 0 required bike parking spaces.

(c) Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.

RESPONSE: The proposed requires 6 vehicle parking spaces (8 will be provided). One bike rack which contain two bike parking spaces is proposed as part of this project.

10. Existing & Proposed Easements

A.) Existing easements, encumbrances, and other burdens:

- **Reciprocal Access, Utility, and Drainage Easement: Over common/shared driveway and sidewalks, including drainage, and other utilities between #502 and #510 Stevens Avenue. See Subdivision Plan and copy of easement (attached).**

B.) Proposed easements, encumbrances, and other burdens:

- **General License: A license is proposed for the roof overhang due to the proximity to the right-of-way line. See Subdivision Plan.**

SHARED DRIVEWAY EASEMENT AGREEMENT

This Agreement is dated this 6th day of July, 2017 by and between Denis J. Lachman and Karen J. Smith, having an address of 55 Hamblet Avenue, Portland, Maine ("Lachman"), as the owner of property described in a deed recorded in the Cumberland County Registry of Deeds in Book 32719, Page 274, located generally at 502 Stevens Avenue (the "502 Property") and between Roberta S. and Steven E. Cope, having a mailing address of 172 Concord Street ("Cope") as the owner of property described in a deed recorded in said Registry in Book 33336, Page 109 (the "510 Property"). The 510 Property is generally adjacent to and northerly of the 502 Property and is generally designated on City of Portland Tax Map 135, Block E , Lot 8. The 502 Property is generally designated on City of Portland Tax Map 135, Block E, Lot 9.

W I T N E S S E T H

WHEREAS, Lachman and Cope wish to act harmoniously to configure and provide for the further development of the 502 Property and the 510 Property through this agreement; and

WHEREAS, both Lachman and Cope agree that their respective properties would be best served by the construction of a new shared driveway (referred to herein as the "Driveway") to replace the three separate driveways currently serving both properties, two of which are on the 502 Property and one of which are on the 510 Property; and

WHEREAS, the Driveway will be located generally along and across the common boundary and will serve both the 502 Property and the 510 Property with pedestrian and vehicular access from Stevens Avenue and provide a shared utility interconnection point; and

WHEREAS, Lachman and Cope wish hereby to confirm their respective rights and obligations with respect to the construction and use of the Driveway;

NOW THEREFORE, in consideration of One Dollar, the mutual promises and covenants herein, and other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged and agreed, Lachman and Cope do hereby agree as follows:

1) Lachman and Cope hereby grant and accept to and from each other mutually and reciprocally such rights, interests, easements and estates as are necessary to provide access by foot or by vehicle from Stevens Avenue, generally in the location and configuration shown on **Exhibit A** attached hereto and made a part hereof together with the right to install utilities above

and below ground within the area depicted as the Driveway. It is acknowledged and agreed that the rights granted herein shall be sufficient to allow the further commercial and/or residential development of the 502 Property and 510 Property with buildings and further improvements to be served by the Driveway.

2) In connection with the exercise of their rights hereunder, Lachman and Cope, its or their successors and assigns, may enter upon, construct, maintain and use the Driveway including areas on the property of the other, and may install utility lines, drainage, curbing and all other improvements above and below ground as are necessary for access to and development of their respective properties consistent with the terms hereof, provided, however, that: i) any such work shall be performed in a good and workmanlike manner; ii) all parties shall use best efforts to minimize disruption of any activities or business operations on the two respective properties; iii) the parties shall reasonably cooperate and coordinate any scheduling of work and/or interruption of utilities; iv) each party shall, upon completion of any work, repair any damage caused by its own acts or negligence promptly to its state immediately prior to such work; v) the parties shall require any contractor or agent employed for any such work to be duly insured in such reasonable amounts as either party may reasonably require; vi) any driveways, accessways, or other improvements installed may be used in common by the parties hereto and shall provide adequate curb cuts (subject to permit restrictions) as each party may request; vii) any drainage made necessary by improvements within the Driveway area engineered so as to balance the impact on the two respective properties; viii) each party shall indemnify and hold the other, its successors and assigns harmless from and against any and all claims, losses, damages or causes of action arising from its own exercise of the access and/or any other rights granted in this Agreement; ix) any improvements constructed pursuant to this Agreement shall not cause the 502 Property or the 510 Property to become legally non-compliant in any way, and shall otherwise be performed in compliance with all applicable land use code and permit requirements; x) after initial construction of improvements and development of the 502 Property and 510 Property, the parties shall equally and equitably share the cost to maintain and repair the Driveway and other improvements within the area shown on **Exhibit A** excepting only repairs made necessary solely by the use or abuse thereof by only one party, its agents, employees and/or invitees, which repairs shall be the responsibility of the party causing such damage, which shall promptly repair any and all damages caused; (xi) neither party shall use the Driveway for vehicular parking, nor allow it to be so used, as each party shall have parking rights on its own adjacent land. Enforcement of the immediately prior provision ((xi)) shall be enforceable by self-help through towing and removal of vehicles at the expense of the party in violation, which shall be payable upon demand.

3) The rights granted herein are general in nature, and the parties shall reasonably cooperate with each other to permit minor and reasonable reconfiguration or adjustment the dimensions or locations of the easement areas shown on **Exhibit A** to comply with permit authorities, building

SEC

codes etc. in effect from time to time to allow for the harmonious development of both the 502 Property and the 510 Property, and the parties hereto, their successors and assigns, shall grant such further documents, permit applications and instruments as are necessary to carry out the intent hereof.

4) The parties hereto shall each have the right, at any time and from time to time, to relocate the area of the easement and rights herein granted, provided that the other party consents to the relocation, such consent not to be unreasonably withheld. In the event that Lachman or Cope shall elect to relocate the easement, and shall obtain the consent of the other party, the entire costs of the relocation shall be borne by the relocating party. The covenants, agreements, easements, rights and indemnities herein described shall then apply in all respects to the new location. In no event shall it be considered unreasonable for either party to withhold its consent to a relocation that would interfere with that party's existing or contemplated improvements on the 502 Property and/or the 510 Property.

5) Notwithstanding anything contained herein to the contrary, the execution and delivery of this Agreement shall not constitute or be deemed to constitute any agreement or obligation with respect to the sharing, allocation of, contribution to or liability for any costs or expenses incurred by either party in the development and construction of the Driveway and any related rights granted herein. Until such agreement may be reached, which agreement, if any, shall be memorialized in writing, each party shall bear and be solely responsible for all costs and expenses incurred in the development and construction of the Driveway.

6) This Agreement shall be governed by and construed in accordance with the laws of the State of Maine. This Agreement may only be amended by a written document signed by the parties hereto, their successors and assigns. This Agreement contains the complete understanding of the parties hereto and replaces all prior agreements, written or oral, between the parties as to the subject matter hereof, including but not limited to the Reciprocal Easement. The rights and agreements herein shall bind the successors and assigns of the parties hereto except as expressly provided herein and shall run with the land, and be appurtenant to, and benefit and burden as the case may be, the 502 Property and the 510 Property in perpetuity.

[Signatures and acknowledgement appear on following page]

SBC

Dated as of July 6, 2017

Denis J. Lachman

Karen J. Smith

Steven E. Cope

Roberta S. Cope

STATE OF MAINE
COUNTY OF CUMBERLAND

_____, 2017

Before me appeared the above named Dennis J. Lachman, and acknowledged the foregoing instrument to be his free act and deed.

_____
Notary Public / Attorney at law
Name: _____
Commission Expires:

Exhibit A

Common Right of Way and Easement

A certain common right of way and easement for the purpose of providing ingress and egress for vehicles and pedestrians running westerly from Stevens Avenue, so called, on both sides of the common boundary between land now or formerly of Denis J. Lachman and Karen J. Smith by deed recorded at the Cumberland County Registry of Deeds in Book 32719, Page 274 to the south and land now or formerly of Diane M. Hamilton by deed recorded at said Registry in Book 8821, Page 50 to the easterly bound of land of the City of Portland as described in a deed recorded at said Registry in Book 2950, Page 223. The right of way and easement also to include rights of utility in, over and across the following described right of way and easement area as shown on a plan of land entitled, "Final Subdivision Plan of 502 Stevens Avenue, Portland Maine, for Applicant 502 Deering Center LLC, Denis Lachman record owner", Sheet C 3.0 prepared by Four Points associates, Inc. and last revised May 5, 2017, said right of way and easement being for the exclusive benefit of Lachman et al and Hamilton, their heirs, successors and assigns, tenants, and guests, being more particularly bounded and described as follows:

Beginning at a point on the westerly bound of Stevens Avenue situated North 11° 40' 45" East along Stevens Avenue a distance of fifty-eight and two tenths (58.2') feet from a 5/8" drill hole in a concrete walk at the northeasterly corner of land now or formerly owned by Daniel T. Lentz by deed recorded at said Registry in Book 3183, Page 199;

Thence North 82° 55' 51" West passing through said land of Lachman et al., and along the face of a building being constructed on said land of Lachman et al., a distance of seventy-nine and forty-eight hundredths (79.48') feet to the northwest corner of the new building situated above the first floor level at the overhang;

Thence continuing North 82° 55' 51" West passing through said land of Lachman et al., a distance of eighteen and forty-nine hundredths (18.49') feet to a point;

Thence North 02° 58' 06" West passing through said land of Lachman et al., a distance of eight and ninety-seven hundredths (8.97') feet to the southeasterly corner of said land owned by the City of Portland at or near a 5/8" iron rebar with cap PLS #2239;

Thence North 11° 40' 45" East by and along the City of Portland a distance of nineteen and two hundredths (19.02') feet to a point;

Thence South 78° 32' 50" East passing through said land of Hamilton a distance of seventeen and twenty- nine hundredths (17.29') feet to a point;

Thence South 6° 55' 23" West passing through said land of Hamilton a distance of five and twenty-six hundredths (5.26') feet to a point;

Thence South 82° 47' 20" East passing through said land of Hamilton a distance of eighty-two and forty-five hundredths (82.45') feet to a point on the westerly bound of said Stevens Avenue;

Thence South 11° 40' 45" West along the westerly bound of Stevens Avenue, a distance of twenty-one and eight hundredths (21.08') feet to the point of beginning;

The above described common right of way and easement area containing 2,212 square feet and being shown on said plan entitled, "Final Subdivision Plan of 502 Stevens Avenue, Portland Maine, for Applicant 502 Deering Center LLC, Denis Lachman record owner", Sheet C 3.0 prepared by Four Points associates, Inc. and last revised May 5, 2017. The common right of way and easement area is subject to proposed canopies and/or roof overhangs and bay windows or other improvements located above grade and attached to the above referenced building being constructed as well as on the north side of the easement area upon future development of a new building on the Hamilton property.

Bearings are based on Grid North determined by Four Points Associates, Inc. using NAD 1983 (2011) datum, Maine State Plane coordinate system, West Zone.

NOTARIZATION

I, Denis Lachman, residing at 55 Hamblet Ave, Portland, ME 04013, owner of 502 Stevens Ave and Manager of 502 Deering Center LLC, sign this **SHARED DRIVEWAY EASEMENT AGREEMENT** for 502 Stevens Ave Portland, ME 04103.

Denis Lachman 7/6/17

Denis Lachman, Owner

State of Maine

Cumberland County Date: 7/6/17

Personally appeared the above-named Denis Lachman and acknowledged the forgoing instrument to be of his/her free act and deed.

Before me,

Notary Public

Commission Expiration Date

STEPHANIE M. LIZAK
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES AUGUST 7, 2020

SEAL

Received
Recorded Register of Deeds
Jul 06,2017 02:27:24P
Cumberland County
Nancy A. Lane

11. Requests for Waivers

Waiver Request 1:

Technical Manual Standard, Section 1.14 Parking Lot and Parking Space Design

1.14 Any parking lot with 10 or fewer spaces shall contain standard sized parking spaces. Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking space).

The applicant is proposing three (3) compact vehicle parking spaces as part of the 8 proposed on-site.

Due to the changing dynamic of vehicle size, general greater acceptance and use of smaller parking stalls, and familiarity of residents with the parking configuration this reduction appears to be warranted. The project's parking area will be accessed from a low volume and low speed shared driveway so it is not anticipated that a high number of vehicle turnover in parking will occur to make compact stalls less successful from an operational standpoint.

Waiver Request 2:

Technical Manual Standard, Section 1.14 Parking Lot and Parking Space Design

1.14 Vehicular access shall be provided by one or more aisles. Minimum widths of aisles are illustrated in Figures I-28 thru I-31. (Aisle width is shown in figure I-27 as 24' for 90° parking).

The aisle width in the parking lot is proposed at 21 feet wide with a combination of both standard and compact parking spaces. The width of the two-way aisle is proposed to be narrowed down to match the adjacent parking lot aisle at #502 Stevens, to maximize parking, and to provide/maximize landscape buffer areas along property lines /parking areas.

Due to the low volume and low speed of anticipated traffic and familiarity of residents with the parking configuration we feel that the reduced parking lot aisle width is an acceptable request.

Waiver Request 3:

Technical Manual Standard, Section 4.6 Street Trees

4.6.1. Residential Development: Multi-family residential: Multi-family residential developments shall provide a minimum of one tree per unit, planted in the City right of way unless otherwise approved and spaced thirty (30) to forty five (45) on center.

There are three proposed apartment units in the building which require three street trees. There is not enough road frontage or other adjacent landscape zones large enough to plant the required number of trees within the right-of-way. The project has proposed to plant two trees in the back of the building around the parking area. The applicant is happy to discuss contributing to the City's Tree Fund as necessary.

Biddeford Savings

October 16, 2017

City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: Mr. Steven Cope and Mrs. Roberta Cope, 510 Stevens Avenue, LLC

To whom it may concern:

Biddeford Savings is pleased to entertain a request for financing by **Steven Cope & Roberta Cope and 510 Stevens Avenue, LLC** on the development of 3 residential units and commercial space at 510 Stevens Avenue, Portland Maine. Steven and Roberta are customers in good standing and have the track record to engage in a project of this size.

The Bank is currently entertaining financing of the above referenced project and based on the current information on the project and subject to completion of underwriting and approval I am supportive of the request and it is my view that the Copes have the financial capacity and wherewithal to complete the proposed project.

If you have any questions or comments regarding this letter, please call me at 571-5673, or send an e-mail to djones@biddefordsavings.com.

Sincerely,

Doug Jones
Senior Vice President
Business Banking Officer

13. Technical Capacity

The applicant has assembled a highly qualified team of professionals for the preparation of this project. All members of this team have significant experience with this type of project and many have worked together on other similar projects. The project is being designed by a multi-disciplinary team of design professionals. All members of the design team have proven experience working on projects located in the City of Portland.

Steven and Roberta Cope — **Owner**
PO Box 1398
Portland, ME 04104

510 Stevens Ave, LLC — **Applicant**
PO Box 1398
Portland, ME 04104

Kevin Moquin Architect — **Architect**
1 Union Street #203
Portland, ME 04101
207-615-6421
Contact: Kevin Moquin

Carroll Associates — **Landscape Architect**
217 Commercial Street, Suite 200
Portland, ME 04101
207-772-1552
Contact: Pat Carroll / Matthew Phillips

Pinkham and Greer Civil Engineers — **Engineer**
28 Vannah Avenue
Portland, ME 04103
207-781-5242
Contact: Tom Greer

Four Points Associates, Inc. — **Surveyor**
9 Ralph Avenue
Lewiston, ME 04240
207-577-5840
Contact: Don Dostie

Steven Cope — **Attorney**
PO Box 1398
Portland, ME 04104

Construction Management Plan Narrative
510 Stevens Ave, LLC
510 Stevens Ave Mixed Use Development
November 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 510 Stevens Ave, LLC and its contractor has 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

510 Stevens Ave, 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, 510 Stevens Ave, 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

510 Stevens Ave, 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 510 Stevens Ave, LLC and its contractor and who is available 24 hours.

   Contractor and contact person: **Medley Properties Development**
   Ryan Glidden
   207-939-6162

   Developer/owner contact person: **510 Stevens Ave, LLC**
   Adam Cope
   207-939-3326
2. Contractor will have a project sign with the contact information.
3. Phone numbers will 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: spring/summer of 2018**
   - **Duration of construction: 6-9months**
   - **Schedule of major construction events: See construction timeline at end of document**

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. No deliveries are allowed to occur from 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. Demolition of the existing house/building and other associated site items will occur. A demolition fire safety program is needed and will be prepared and supplied when a contractor is selected.
4. 510 Stevens Ave, 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.
5. 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)
6. 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 the adjacent street 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. All sewer connections will occur on-site so no work within the right-of-way is required.

   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.

The project includes placing the electrical underground across Stevens Avenue. This will include the communication cables as well as the electrical cables. The water service, located in the right of way, will require abandonment of the existing service in compliance with the PWD standards and tapping the existing main for a new fire protection service. The domestic water service will come off the main as well. Curb stops are to be installed at 6" inside of the right of way line. There will no gas service to the project.

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 closed for close to the duration of the construction. Signage will indicate that a temporary sidewalk is located along Stevens Ave and defined with Jersey barriers / signage.
   - Typical construction fencing will be used to secure the site. Alternate sidewalks are available on the other side of the adjacent streets and a

temporary sidewalk will be installed along the project frontage in Stevens Avenue.

- 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. 510 Stevens Ave, LLC and its contractor shall apply for the necessary permits. It is anticipated that the two on-street parking spaces in front of the subject property will need to be occupied for the majority of the construction duration (approximately 6 months). It is also anticipated that the sidewalk will need to be closed for the same time period (approximately 6 months) and a temporary sidewalk relocated to the street as shown on the CMP Site Plan.

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 of on-site truck delivery/holding areas, the location of 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 well be brought within the fence line and will make every attempt to avoid queuing on public streets.

3. Delivery Truck Holding Areas Off-Site: The applicant and general contractor understand that the site and adjacent streets / neighborhoods are extremely tight and limited with available on- and off-site holding areas. The sequencing of deliveries will be extremely important to not overlap. Deliveries must be taken on-site and not within Stevens Avenue.

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 (at one of the many nearby garages or public parking lots.
2. Parking: The existing paved parking area is being demolished and falls within the proposed new building footprint.
3. Truck Routes and Volumes: The Construction 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.

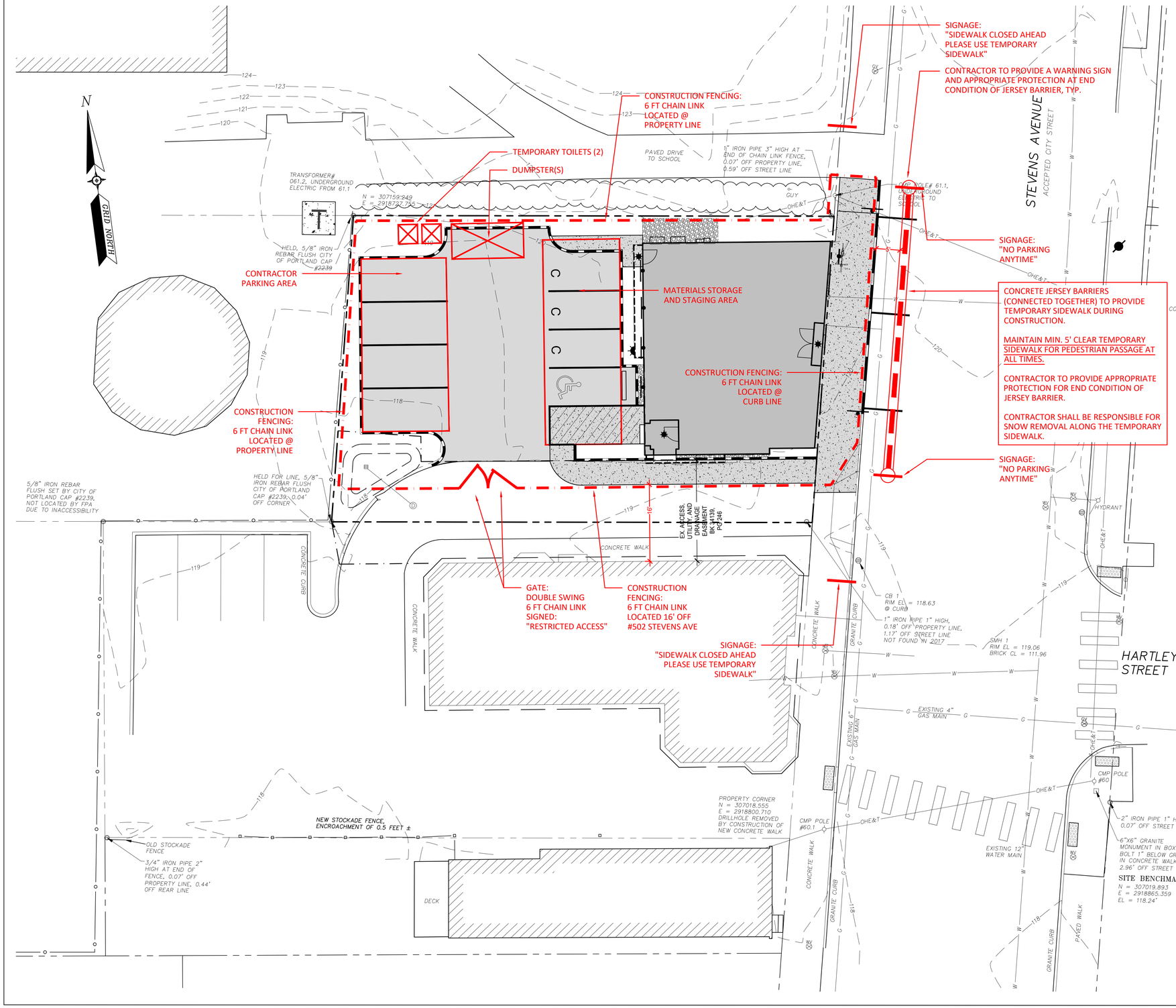
No special measures of construction are anticipated for this project.

Gantt Chart

Construction Timeline 510 Stevens Ave.
Version 1.0

12/5/2017

Task Name	Start	End
Start date	6/1/2018	6/1/2018
Demo Prep	6/1/2018	6/7/2018
Excavation-Site Work	6/8/2018	6/21/2018
Concrete	6/22/2018	7/5/2018
Framing	7/6/2018	8/2/2018
Siding	7/26/2018	8/15/2018
Roof	7/26/2018	8/2/2018
Electrical	7/26/2018	8/13/2018
Plumbing/HVAC	8/2/2018	8/27/2018
Sprinkler	8/9/2018	8/16/2018
Insulation	8/28/2018	9/4/2018
DryWall	9/5/2018	9/19/2018
Trim/Doors	9/20/2018	10/3/2018
Site Prep	9/5/2018	9/12/2018
Hardscape/Landscape	9/13/2018	10/3/2018
Kitchens & Bath	10/4/2018	10/25/2018
Paint	10/20/2018	11/3/2018
Flooring	11/4/2018	11/18/2018
Miscellanous Prep	11/19/2018	12/3/2018
FINAL Inspections	12/4/2018	12/11/2018



GENERAL NOTES:

1. TOTAL SITE AREA: ±0.1468 ACRES (±6,395 SF)
2. ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (B1-b)
3. OWNER: STEVEN + ROBERTA COPE, P.O. BOX 1398, PORTLAND, MAINE 04104
   APPLICANT: 510 STEVENS AVE, LLC, P.O. BOX 1398, PORTLAND, MAINE 04104
4. TAX MAP: MAP 16NE, LOT 135-E008
5. BOOK AND PAGE: CCRD BOOK 33336, PAGE 109
6. PROJECT ADDRESS: 510 STEVENS AVENUE
7. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE", MADE FOR ADAM COPE, P.O. BOX 1398, PORTLAND, MAINE 04104. WITH LATEST REVISION DATE OF 12/22/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 9 RALPH AVENUE, LEWISTON, MAINE 04240, TEL 207.577.5840
8. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLAN COORDINATE SYSTEM, WEST ZONE.
9. VERTICAL DATUM IS NGVD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING DUAL FREQUENCY GPS UNIT ON TWO CONTROL POINTS.THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON THE NGS WEBSITE. SITE BENCHMARK ELEVATION CONFIRMED WITH THE CITY OF PORTLAND MONUMENT AT INTERSECTION OF HARTLEY STREET AND STEVENS AVENUE.
10. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
11. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.
12. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).
13. ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.
14. STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOTS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.
15. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
16. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.
17. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES AND MEET CURRENT CITY STANDARDS.
19. REFER TO UTILITIES PLAN FOR STATUS OF ALL EXISTING UTILITY SERVICES SERVING EXISTING RESIDENCE AND REMOVAL / ABANDONMENT.
20. THIS LOGISTICS 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.
21. ALL DELIVERIES ARE TO BE MADE ON-SITE, NOT IN STEVENS AVENUE.
22. CONSTRUCTION ACTIVITIES SHALL BE SEQUENCED SO THAT THE SIDEWALK SHALL BE CLOSED AND ON-STREET PARKING OCCUPIED FOR THE SHORTEST AMOUNT OF TIME AS POSSIBLE. IT IS ANTICIPATED A DURATION OF APPROXIMATELY (6) MONTHS.

Project Name:

510 Stevens Avenue
Portland, Maine

Owner:
Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:
510 Stevens Ave, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

Architect
Kevin Moquin Architect
1 Union Street, #203
Portland, Maine 04101
207.615.6421
Contact: Kevin Moquin

Landscape Architects
Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer
Pinkham & Greer Civil Engineers
28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor
Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
2	02-xx-18	SITE PLAN COMMENTS
1	12-01-17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: MAP
Approved: PC

Drawing Title:
CONSTRUCTION MANAGEMENT PLAN

Job Number:
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:
CMP-1.0

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15. Significant Natural Features

The project site is a previously developed urban site. There are no significant plant species, communities, or specimens within the site.

There are no significant natural features on the site.

WALSH
ENGINEERING ASSOCIATES, INC.

STORMWATER MANAGEMENT REPORT
510 STEVENS AVENUE
PORTLAND, MAINE

December 4, 2017
(Revised February 1, 2018)

Project Description:

This project is the removal of a single family home located at 510 Stevens Avenue and replacing it with a 3 story structure with three residential units and 1 commercial unit. Parking will be added to the rear yard, accessed via a shared driveway with 502 Stevens Avenue. The existing impervious surface on the 6,400 sq. ft. lot is 2,111 sq. ft. This project will have 4,174 sq. ft. of impervious area at the completion of the project.

Existing Conditions:

The site is currently developed with a single family home with public utilities. The soils are well drained sands with bedrock at 3 to 5 feet.

Developed Conditions:

The site will have 2,438 sq. ft. of parking and 1,736 sq. ft. of building for a total lot coverage of 65%. The site will share sewer connections with 502 Stevens Avenue and have new water and electrical services.

The site is very flat with about 2 feet of elevation difference across the site.

Stormwater System:

The site will be serviced with an Underdrained Soil Filter. It will capture runoff from the building roof and parking for treatment and discharge it to the combined sewer system. The system is a 3 chamber system with a filter media below them. The chambers are sized to capture the first 1" of runoff from the site, an isolator row is provided for pre-treatment.

The filtered water is captured in the underdrained system below the filter and conveyed to the existing field inlet. The overflow pipe in the new catch basin will connect to the field inlet as well. From the field inlet the flow goes to the sewer in Stevens Avenue via a pipe along the driveway. This was planned when 502 Stevens was constructed.

Results:

The HydroCad model was created using the model from 502 Stevens and adding to it for 510 Stevens. Due to the small size of the site, the existing conditions were modeled as a single subcatchment, 1S. The outlet of the underdrained soil filter was modeled as the developed POA for 510 Stevens, 37P. Below is a Table showing the peak runoff rates for 510 Stevens.

Table

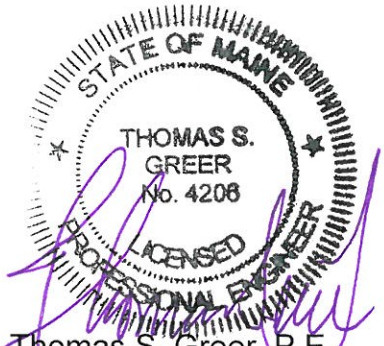
Peak Flows Cubic Feet Per Second (cfs)			
	2 Year	10 Year	25 Year
Existing 1S	0.21	0.39	0.55
Developed 37P	0.10	0.16	0.33

The capture of the first 1" of runoff in the chamber systems reduces peak flows leaving the site.

The stormwater treatment for the site occurs in the underdrained soil filter. The required treatment volume is 1" of the impervious surface and 0.4" of the landscaped surface. That volume is 347 cubic feet for the imperious and 74 cubic feet for landscaping. Each chamber stores 31 cubic feet for a total of 465 cubic feet of storage, meeting the required treatment volume.

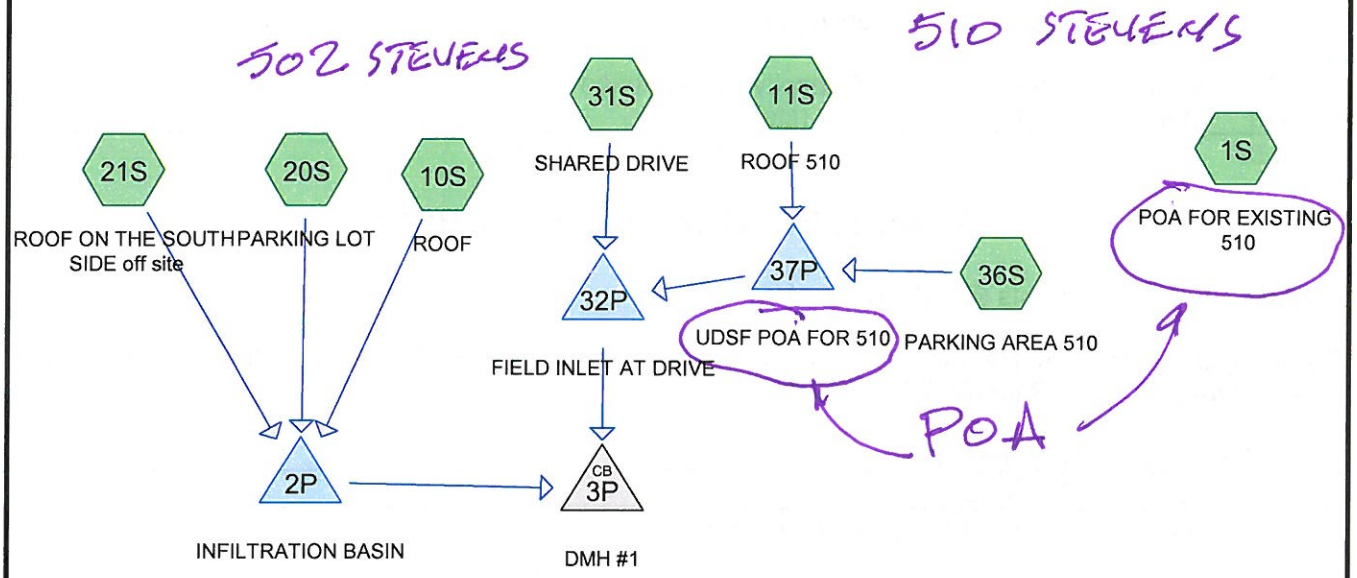
Conclusion:

The developed site will have 4,174 sq. ft. of impervious surface. The runoff from the site will be captured in the underdrained soil filter system, providing peak flow control and stormwater treatment. This site will not have a significant impact on downstream properties or environments as a result of stormwater runoff.



Thomas S. Greer, P.E.

2/1/18



Subcat Reach Pond Link

Routing Diagram for 502 STEVENS AVE TSG 12-2016
Prepared by Hewlett-Packard Company, Printed 1/31/2018
HydroCAD® 10.00-16 s/n 01454 © 2015 HydroCAD Software Solutions LLC

Summary for Subcatchment 1S: POA FOR EXISTING 510

Runoff = 0.21 cfs @ 12.06 hrs, Volume= 0.013 af, Depth> 1.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,111	98	impervious
*	3,019	70	landscaped
	5,130	82	Weighted Average
	3,019		58.85% Pervious Area
	2,111		41.15% Impervious Area

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

Summary for Subcatchment 10S: ROOF

Runoff = 0.19 cfs @ 12.06 hrs, Volume= 0.014 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,665	98	ROOF
	2,665		100.00% Impervious Area

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

Summary for Subcatchment 11S: ROOF 510

Runoff = 0.13 cfs @ 12.05 hrs, Volume= 0.009 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	1,746	98	roof
	1,746		100.00% Impervious Area

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

Summary for Subcatchment 20S: PARKING LOT

Runoff = 0.30 cfs @ 12.03 hrs, Volume= 0.019 af, Depth> 2.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	3,610	98	PAVED
*	926	75	LANDSCAPED
	4,536	93	Weighted Average
	926		20.41% Pervious Area
	3,610		79.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	75	0.0050	0.73		**Sheet Flow, SHEET** Smooth surfaces n= 0.011 P2= 3.10"

Summary for Subcatchment 21S: ROOF ON THE SOUTH SIDE off site

Runoff = 0.02 cfs @ 12.03 hrs, Volume= 0.002 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	328	98	ROOF
	328		100.00% Impervious Area

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

Summary for Subcatchment 31S: SHARED DRIVE

Runoff = 0.19 cfs @ 12.06 hrs, Volume= 0.013 af, Depth> 2.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,403	98	PAVED
*	582	74	LANDSCAPED
	2,985	93	Weighted Average
	582		19.50% Pervious Area
	2,403		80.50% Impervious Area

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

Summary for Subcatchment 36S: PARKING AREA 510

Runoff = 0.20 cfs @ 12.06 hrs, Volume= 0.013 af, Depth> 1.95"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	956	70	landscaped
*	2,438	98	paved
	3,394	90	Weighted Average
	956		28.17% Pervious Area
	2,438		71.83% Impervious Area

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

Summary for Pond 2P: INFILTRATION BASIN

Inflow Area = 0.173 ac, 87.70% Impervious, Inflow Depth > 2.40" for 2 YEAR event
Inflow = 0.51 cfs @ 12.04 hrs, Volume= 0.035 af
Outflow = 0.10 cfs @ 12.45 hrs, Volume= 0.035 af, Atten= 80%, Lag= 24.5 min
Discarded = 0.10 cfs @ 12.45 hrs, Volume= 0.035 af
Primary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 116.28' @ 12.45 hrs Surf.Area= 1,326 sf Storage= 404 cf

Plug-Flow detention time= 25.7 min calculated for 0.034 af (100% of inflow)
Center-of-Mass det. time= 24.9 min (774.7 - 749.8)

Volume	Invert	Avail.Storage	Storage Description
#1	116.00'	1,481 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
116.00	1,590	0	0
117.00	636	1,113	1,113
118.00	100	368	1,481

Device	Routing	Invert	Outlet Devices
#1	Discarded	116.00'	**2.540 in/hr Exfiltration over Horizontal area** Conductivity to Groundwater Elevation = 113.00'
#2	Primary	117.00'	**4.0" Round Culvert** L= 10.0' Ke= 0.500 Inlet / Outlet Invert= 117.00' / 116.10' S= 0.0900 '/' Cc= 0.900

n= 0.010, Flow Area= 0.09 sf

Discarded OutFlow Max=0.10 cfs @ 12.45 hrs HW=116.28' (Free Discharge)
↑—**1=Exfiltration** (Controls 0.10 cfs)

Primary OutFlow Max=0.00 cfs @ 5.00 hrs HW=116.00' (Free Discharge)
↑—**2=Culvert** (Controls 0.00 cfs)

Summary for Pond 3P: DMH #1

Inflow Area = 0.359 ac, 84.26% Impervious, Inflow Depth > 1.15" for 2 YEAR event
Inflow = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af
Outflow = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af, Atten= 0%, Lag= 0.0 min
Primary = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 114.16' @ 12.06 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	113.86'	**8.0" Round Culvert** L= 90.0' Ke= 0.500 Inlet / Outlet Invert= 113.86' / 112.96' S= 0.0100 '/' Cc= 0.900 n= 0.010, Flow Area= 0.35 sf

Primary OutFlow Max=0.29 cfs @ 12.06 hrs HW=114.16' (Free Discharge)
↑—**1=Culvert** (Inlet Controls 0.29 cfs @ 1.87 fps)

Summary for Pond 32P: FIELD INLET AT DRIVE

Inflow Area = 0.187 ac, 81.07% Impervious, Inflow Depth > 2.21" for 2 YEAR event
Inflow = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af
Outflow = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af, Atten= 0%, Lag= 0.1 min
Primary = 0.29 cfs @ 12.06 hrs, Volume= 0.034 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 114.34' @ 12.06 hrs Surf.Area= 4 sf Storage= 1 cf

Plug-Flow detention time= 0.1 min calculated for 0.034 af (100% of inflow)
Center-of-Mass det. time= 0.1 min (764.4 - 764.4)

Volume	Invert	Avail.Storage	Storage Description
#1	114.08'	229 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
114.08	4	0	0
116.85	4	11	11
117.00	103	8	19
118.00	316	210	229

Device	Routing	Invert	Outlet Devices
#1	Primary	114.00'	**8.0" Round Culvert** L= 8.0' Ke= 0.500

Inlet / Outlet Invert= 114.00' / 113.92' S= 0.0100 '/' Cc= 0.900
n= 0.010, Flow Area= 0.35 sf

Primary OutFlow Max=0.29 cfs @ 12.06 hrs HW=114.33' (Free Discharge)
└**1=Culvert** (Barrel Controls 0.29 cfs @ 2.39 fps)

Summary for Pond 37P: UDSF POA FOR 510

Inflow Area = 0.118 ac, 81.40% Impervious, Inflow Depth > 2.20" for 2 YEAR event
Inflow = 0.33 cfs @ 12.05 hrs, Volume= 0.022 af
Outflow = 0.10 cfs @ 11.85 hrs, Volume= 0.022 af, Atten= 69%, Lag= 0.0 min
Primary = 0.10 cfs @ 11.85 hrs, Volume= 0.022 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 116.61' @ 12.35 hrs Surf.Area= 250 sf Storage= 152 cf

Plug-Flow detention time= 7.5 min calculated for 0.022 af (100% of inflow)
Center-of-Mass det. time= 7.4 min (765.9 - 758.5)

Volume	Invert	Avail.Storage	Storage Description
#1	116.00'	427 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
116.00	250	0	0
117.00	250	250	250
117.80	150	160	410
118.00	25	18	427

Device	Routing	Invert	Outlet Devices
#1	Primary	116.00'	**0.10 cfs Exfiltration at all elevations**
#2	Primary	117.25'	**4.0" Round Culvert** L= 10.0' Ke= 0.500 Inlet / Outlet Invert= 117.25' / 116.25' S= 0.1000 '/' Cc= 0.900 n= 0.010, Flow Area= 0.09 sf

Primary OutFlow Max=0.10 cfs @ 11.85 hrs HW=116.02' (Free Discharge)
├**1=Exfiltration** (Exfiltration Controls 0.10 cfs)
└**2=Culvert** (Controls 0.00 cfs)

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

Subcatchment 1S: POA FOR EXISTING 510 Runoff Area=5,130 sf 41.15% Impervious Runoff Depth>1.35"
Tc=4.0 min CN=82 Runoff=0.21 cfs 0.013 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>2.68"
Tc=4.0 min CN=98 Runoff=0.19 cfs 0.014 af

Subcatchment 11S: ROOF 510 Runoff Area=1,746 sf 100.00% Impervious Runoff Depth>2.68"
Tc=3.0 min CN=98 Runoff=0.13 cfs 0.009 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>2.22"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.30 cfs 0.019 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>2.68"
Tc=2.0 min CN=98 Runoff=0.02 cfs 0.002 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>2.22"
Tc=4.0 min CN=93 Runoff=0.19 cfs 0.013 af

Subcatchment 36S: PARKING AREA 510 Runoff Area=3,394 sf 71.83% Impervious Runoff Depth>1.95"
Tc=4.0 min CN=90 Runoff=0.20 cfs 0.013 af

Pond 2P: INFILTRATION BASIN Peak Elev=116.28' Storage=404 cf Inflow=0.51 cfs 0.035 af
Discarded=0.10 cfs 0.035 af Primary=0.00 cfs 0.000 af Outflow=0.10 cfs 0.035 af

Pond 3P: DMH #1 Peak Elev=114.16' Inflow=0.29 cfs 0.034 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0100 '/' Outflow=0.29 cfs 0.034 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=114.34' Storage=1 cf Inflow=0.29 cfs 0.034 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.29 cfs 0.034 af

Pond 37P: UDSF POA FOR 510 Peak Elev=116.61' Storage=152 cf Inflow=0.33 cfs 0.022 af
Outflow=0.10 cfs 0.022 af

Total Runoff Area = 0.477 ac Runoff Volume = 0.082 af Average Runoff Depth = 2.07"
26.38% Pervious = 0.126 ac 73.62% Impervious = 0.351 ac

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

Subcatchment 1S: POA FOR EXISTING 510 Runoff Area=5,130 sf 41.15% Impervious Runoff Depth>2.55"
Tc=4.0 min CN=82 Runoff=0.39 cfs 0.025 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>4.05"
Tc=4.0 min CN=98 Runoff=0.29 cfs 0.021 af

Subcatchment 11S: ROOF 510 Runoff Area=1,746 sf 100.00% Impervious Runoff Depth>4.05"
Tc=3.0 min CN=98 Runoff=0.19 cfs 0.014 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>3.60"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.48 cfs 0.031 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>4.05"
Tc=2.0 min CN=98 Runoff=0.04 cfs 0.003 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>3.60"
Tc=4.0 min CN=93 Runoff=0.30 cfs 0.021 af

Subcatchment 36S: PARKING AREA 510 Runoff Area=3,394 sf 71.83% Impervious Runoff Depth>3.30"
Tc=4.0 min CN=90 Runoff=0.32 cfs 0.021 af

Pond 2P: INFILTRATION BASIN Peak Elev=116.59' Storage=768 cf Inflow=0.79 cfs 0.054 af
Discarded=0.11 cfs 0.054 af Primary=0.00 cfs 0.000 af Outflow=0.11 cfs 0.054 af

Pond 3P: DMH #1 Peak Elev=114.23' Inflow=0.40 cfs 0.055 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0100 '/' Outflow=0.40 cfs 0.055 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=114.41' Storage=1 cf Inflow=0.40 cfs 0.055 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.40 cfs 0.055 af

Pond 37P: UDSF POA FOR 510 Peak Elev=117.42' Storage=344 cf Inflow=0.52 cfs 0.035 af
Outflow=0.16 cfs 0.035 af

Total Runoff Area = 0.477 ac Runoff Volume = 0.135 af Average Runoff Depth = 3.39"
26.38% Pervious = 0.126 ac 73.62% Impervious = 0.351 ac

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

Subcatchment 1S: POA FOR EXISTING 510 Runoff Area=5,130 sf 41.15% Impervious Runoff Depth>3.57"
Tc=4.0 min CN=82 Runoff=0.55 cfs 0.035 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>5.15"
Tc=4.0 min CN=98 Runoff=0.36 cfs 0.026 af

Subcatchment 11S: ROOF 510 Runoff Area=1,746 sf 100.00% Impervious Runoff Depth>5.15"
Tc=3.0 min CN=98 Runoff=0.25 cfs 0.017 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>4.71"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.61 cfs 0.041 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>5.15"
Tc=2.0 min CN=98 Runoff=0.05 cfs 0.003 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>4.70"
Tc=4.0 min CN=93 Runoff=0.39 cfs 0.027 af

Subcatchment 36S: PARKING AREA 510 Runoff Area=3,394 sf 71.83% Impervious Runoff Depth>4.40"
Tc=4.0 min CN=90 Runoff=0.43 cfs 0.029 af

Pond 2P: INFILTRATION BASIN Peak Elev=116.94' Storage=1,070 cf Inflow=1.01 cfs 0.070 af
Discarded=0.12 cfs 0.070 af Primary=0.00 cfs 0.000 af Outflow=0.12 cfs 0.070 af

Pond 3P: DMH #1 Peak Elev=114.30' Inflow=0.56 cfs 0.073 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0100 '/' Outflow=0.56 cfs 0.073 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=114.50' Storage=2 cf Inflow=0.56 cfs 0.073 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.56 cfs 0.073 af

Pond 37P: UDSF POA FOR 510 Peak Elev=117.71' Storage=396 cf Inflow=0.67 cfs 0.046 af
Outflow=0.33 cfs 0.046 af

Total Runoff Area = 0.477 ac Runoff Volume = 0.178 af Average Runoff Depth = 4.48"
26.38% Pervious = 0.126 ac 73.62% Impervious = 0.351 ac

510 Stevens Avenue
Portland, MAINE

December 4, 2017
(Revised January 31, 2018)

INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

The owner will be responsible for the inspection and maintenance of all stormwater management facilities, the establishment of any contract services required to implement the program, and the keeping of records and maintenance log book as described herein. At a minimum, the appropriate and relevant activities for each of the stormwater management facilities should be performed on the prescribed schedule. Periodic inspection and maintenance of these site features and devices is necessary to prevent erosion and remove pollutants from stormwater runoff.

POST CONSTRUCTION MONITORING:

32-38. Post-construction stormwater management plan compliance.

Any person owning, operating, or otherwise having control over a BMP required by a post Construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that plan as follows:

(a) Inspections. The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) Maintenance and repair. If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.

(c) Annual report. The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective

action(s) taken.

(d) Filing fee. Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.

(e) Right of entry. In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

(Ord. No. 35-09/10, 8-17-09)

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

Paved surfaces should be visually inspected monthly during the winter. The inspector should pay particular attention to the build up of ice and sand along the edge of the road and remove accumulations that block the free flow of surface runoff to the catch basins. Paved areas should be swept at least once annually. The date and initials of the inspector should be recorded on the forms provided as well as a notation of any cleanup effort that was made.

CATCH BASINS, FIELD INLETS AND DRAIN MANHOLES:

Catch Basins and field inlets are precast concrete structures with sumps and cast iron grates used to collect stormwater and trap heavy sediments. Drain Manholes are similar structures constructed with a channel instead of a sump and a solid cast iron cover instead of a grate. Drain Manholes exist at changes in direction and/or size of storm drain pipe. Catch Basins, field inlets and drain manholes provide access to the closed storm drain system for inspection and maintenance.

Throughout the winter / spring sanding period, inspect catch basins and field inlets monthly and after every significant rainfall event or period of heavy snowmelt. Clean catch basin and field inlet sumps when sediment level is within 3 inches of the outlet pipe invert. Record dates of inspections, observations and maintenance measures implemented (if any) on the forms provided and initial the entry.

Confined space entry safety procedures should be practiced when entering these structures.

DRAIN PIPES:

Drain pipes connect catch basins and field inlets. Inspect drain pipes when inspecting other stormwater maintenance facilities. At least annually make a visual inspection of the pipe. During the daylight you should be able to see light through most pipes as they have been laid to a straight line and grade. In some cases (e.g. pipe runs to a catch basin, or is blocked) you will need a light to inspect pipes.

Clean pipes as necessary. Record inspections on the forms provided noting condition of pipe and any maintenance procedures implemented.

UNDERDRAINED SOIL FILTERS:

The underdrained soil filter is located on the project site under the parking lot. An underdrained soil filter is an underdrained soil bed or soil filter that exfiltrates the stormwater. The chamber system is designed to temporarily store runoff, which will drain through the soil filter into the underdrains; excess runoff will flow over the outlet pipe in the catch basin.

Soil Filter Inspection: The soil filter should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the filter should be inspected at least once every six months to ensure that it is draining within 48 hours; and that, after storms that fill the system to overflow, it drains in no less than 24 hours.

Sediment Removal: Sediment and plant debris should be removed from the catch basins at least annually.

Inspection and Maintenance

Step 1 Inspect Isolator Row for Sediment

A. Inspection Ports
   - A.1 Remove/open lid on clean out pipe inline drain.
   - A.2 Using a flashlight and stadia rod, measure depth of sediment and record on maintenance log.
   - A.3 Lower a camera into isolator row for visual inspection of sediment levels (Optional)
   - A.4 If sediment is at, or above, 3" (80 mm) Proceed to Step 2. If not, Proceed to Step 3.

B. All Isolator Rows
   - B.1 Remove cover from structure at the upstream end of isolator row.
   - B.2 Using a flashlight, inspect down the isolator row through outlet pipe.
     - i) Mirrors on poles or cameras may be used to avoid a confined space entry.
     - ii) Follow OSHA Regulations for confined space entry if entering cleanout cleanout Structure.
   - B.3 If Sediment is at, or above, 3” (80 mm) Proceed to Step 2. If not,

Proceed to Step 3.

Step 2 Clean out Isolator Row using JETVAC process.

A. Fixed culvert cleaning nozzle with rear facing spread of 45” (1.1 m) or more is preferred.
B. Apply multiple passes of JETVAC until backflush water is clean.
C. Vacuum structure sump as required.

Step 3 Replace all covers, grates, filters, and lids. Record observations and actions.

Step 4 Inspect and clean basins upstream of the StormTech System.

General Notes

1. Inspect every 6 months during the first year of operation. Adjust the inspection interval based on previous observations of sediment accumulation and high water elevations.
2. Conduct jetting and vactoring annually or when inspection shows that maintenance is necessary.

Record all maintenance on forms provided.

510 STEVENS AVENUE
PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

SWALES, DITCHES AND PAVED SURFACES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
11/21/17	ABC	I, C	EXAMPLE: removed sand along the edge of the road. Heavy rain over the weekend.

510 STEVENS AVENUE PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
CATCH BASINS, FIELD INLETS, DRAIN MANHOLES AND OUTLET CONTROL STRUCTURE			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
11/21/17	ABC	I, C	EXAMPLE: Remove sand deposits and debris as necessary.

510 STEVENS AVENUE
PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

DRAIN PIPES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
11/21/17	DEF	I, C	EXAMPLE: Cleared debris from ends of pipes. Called ACME to clean debris from field inlets.

510 STEVENS AVENUE PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
UNDERDRAINED SOIL FILTER			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
11/21/17	GHI	I, R	EXAMPLE: Heavy rain over weekend; Cleaned out USDF.

STORMWATER MANAGEMENT SYSTEM
MAINTENANCE PROGRAM
SUMMARY CHECKLIST

Item	Commentary	Frequency			
		Month	Semi-Annual	Annual	Long-Term
Open Swale, Ditches & Inlet Structures	Inspect for debris accumulation, erosion and excessive vegetation. Mow monthly, remove debris, repair and revegetate any area of erosion	**X Mow**		**X**	
Pavement	Review for damage and buildup of debris and sand.	**X**	**X Sweep**		
Catchbasin and Drain Manholes	Inspect grates to assure optimum water flows into the structures. Inspect sump and casco traps for blockage and sediment accumulation. Clean out sumps.	**X Inspect**		**X Sediment removal**	
Pipelines	Inspect for sediment build-up in pipe. Flush and remove as required.			**X**	
Underdrain Soil Filter	Inspections of the isolator row.		**X**		

HOUSEKEEPNG REPORT

510 STEVENS AVENUE
PORTLAND, MAINE

December 4, 2017

Housekeeping: The developer is responsible for notifying the contractor of the housekeeping standards.

1. Spill Prevention: The contractor and owners need to take care with construction and waste materials such that contaminates do not enter the stormwater. The storage of materials such as paint, petroleum products, cleaning agents and the like are to be stored in watertight containers. The use of the products should be in accordance with manufacturer recommendations. When fueling equipment, including snowblowers and lawnmowers, have oil absorbent pads available below the fueling.

   Staging areas are noted on the plans for the contractor's use. Refueling of small engines by the owner should occur in the garage or on a paved surface.

   Any spill or release of toxic or hazardous substances must be reported to the Department. For oil spills, call 1-800-482-0777 which is available 24 hours a day. For spills of toxic or hazardous material, call 1-800-452-4664 which is available 24 hours a day. For more information, visit the Department's website at: http:/www.maine.gov/dep/spills/emergspillresp/

2. Groundwater Protection: Protection of the groundwater is required by the contractor and owner. Petroleum products should be stored in manufactured cans designed for the purpose. Spill preventions procedures should be followed.

3. Fugitive Sediment and Dust: The contractor is required to minimize dust from the construction operation. The road should be swept regularly (weekly) and prior to any rain event. The gravel areas are to be watered regularly to minimize dust. Any mud that is tracked off site should be cleaned up prior to it drying and becoming a dust issue.

   Do not use oil to control dust.

   Dewatering a stream without a permit from the Department may violate state water quality standards and the Natural Resources Protection Act.

4. Debris and Other Materials: Construction materials and construction debris should be covered to prevent rainwater from washing contaminants off the site. Any fertilizers, cleaning products, herbicides should be protected from the weather and used in accordance with manufacturers recommendations.

   Note any contaminants that are washed off the site by rainwater is a violation of the Clean Waters Act.

Storage Handling and Disposal of Solid Waste items must comply with Maine's Solid Waste Management Rules. Lack of appropriate pollutant control may result in violations of the Groundwater Quality Standards.

This project has a written Erosion Control Plan and Stormwater Maintenance Plan. Modifications to the plan must be approved by the Town.

Maintenance of stormwater treatment and control systems must occur regularly. The Stormwater Maintenance Report provides inspection details and time lines for doing the inspections and reporting to the Town and DEP

17. City Master Plans

The proposed project, to the best of our knowledge, has been designed to be consistent / compliant with the following City related Master Plans:

Comprehensive Plan: Portland's Plan 2030

Housing Goals

- *To encourage and promote affordable decent, housing opportunities for all Maine citizens*
  The proposed building will replace an old single family residence and will supply new, efficient, market rate apartments to the housing stock which is in such high demand.

- *Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland Households;*
  The three new market rate apartments and retail space increases both the available housing stock and retail space market both which are in such great demand within the City and within such a desirable neighborhood.

- *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;*
  The proposed mix use building (three apartments on two floors) over a ground floor retail space is a historical urban land use and is compatible with the current adjacent neighborhood and City wide trends. The increased density is located within an appropriate neighborhood center and is compatible to the neighborhood mix of uses and density. Many services are located within walking distance and a bus stop is located in front of the adjacent building at 502 Stevens Avenue.

- *Pursue policies to enable people who work in Portland to have the option to live in Portland.*
  The proposed mixed use building is located a short car/bus/bike ride from downtown and is on a major bus route making for convenient commuting to the City. The projects close proximity to many other major travel corridors makes this new project ideally located for travel within the City and the surrounding area.

By providing a mix of new rental housing stock (3 apartments replacing a single family house) with neighborhood appropriate densities, in an established neighborhood center, over a ground floor retail space, along a bus route and adjacent to significant travel corridors the proposed mixed use project is consistent with the current Comprehensive Plan.

18. Utility Capacity to Serve Letters

We have requested letters from the appropriate utility companies expressing their ability to serve the project, and will submit these to the City once received.

The following utilities will service the project:

Utility	Provider	Location
Water Service *	Portland Water District	12" main east side of Stevens Ave
Sanitary Sewer *	City of Portland	12" combined line middle of Stevens Ave
Stormdrain	City of Portland	8" line from common drive into 12" combined line middle of Stevens Ave
Power	Central Maine Power	Underground from new pole
Tele/Comms	Verizon	Underground from new pole
Cable	Time Warner Cable	Underground from new pole
Gas	Unitil	From line in west side of Stevens Ave

* Letters of capacity to serve have been requested from these utility companies.

From:	Rita Sawyer
To:	Robert Bartels (MEANS@PWD.org)
Cc:	Tom Greer
Subject:	510 Stevens Avenue, Portland
Date:	Tuesday, December 05, 2017 8:23:00 AM
Attachments:	C5.0 UTILITIES PLAN.pdf C6.0 DETAILS.pdf Peak Flow Based on Fixture Count_2016.xls

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Robert,

Attached is the fixture count spreadsheet and the drawings for your review.

Rita Sawyer

Pinkham & Greer, Civil Engineers
28 Vannah Avenue
Portland, Maine 04103
Phone: (207) 781-5242 Fax: (207) 781-4245
rsawyer@pinkhamandgreer.com

From:	Rita Sawyer
To:	Brad Roland (brad@portlandmaine.gov)
Cc:	Matt Phillips (mphillips@carroll-assoc.com)
Subject:	17155-510 Stevens Avenue
Date:	Tuesday, November 21, 2017 1:31:00 PM
Attachments:	Wastewater Application City.pdf

Brad,

Attached is the Wastewater Application requesting an Ability to Serve letter.

Rita

Pinkham & Greer, Civil Engineers
28 Vannah Avenue
Portland, Maine 04103
Phone: (207) 781-5242 Fax: (207) 781-4245
rsawyer@pinkhamandgreer.com

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: November 21, 2017

Bradley Roland, P.E.
Water Resources Division

CA
TOM

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

Site Address: 510 Stevens Avenue

Chart Block Lot Number: 135/E/8

Proposed Use: Residential / Commercial
Previous Use: Residential
Existing Sanitary Flows: 270 GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Stevens Avenue

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

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: 207-874-8699
Owner/Developer Name: 510 Stevens Ave, LLC
Owner/Developer Address: PO Box 1398, Portland, ME 04104
Phone: Fax: E-mail:
Engineering Consultant Name: Pinkham & Greer, Civil Engineers, Thomas S. Greer P.E.
Engineering Consultant Address: 28 Vannah Ave. Portland, ME 04103
Phone: 207-781-5242 Fax: 207-781-4245 E-mail: tgreer@pinkhamandgreer.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: See below GPD
Peaking Factor/ Peak Times: 7am & 6:30pm
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)* See below

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

3 Residential Units @ 270 per unit x 3 Units = 810 gpd
1 Commercial Unit @ 15 gpd per person x 6 employees = 90 gpd

For a total of 900 gpd

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: _____

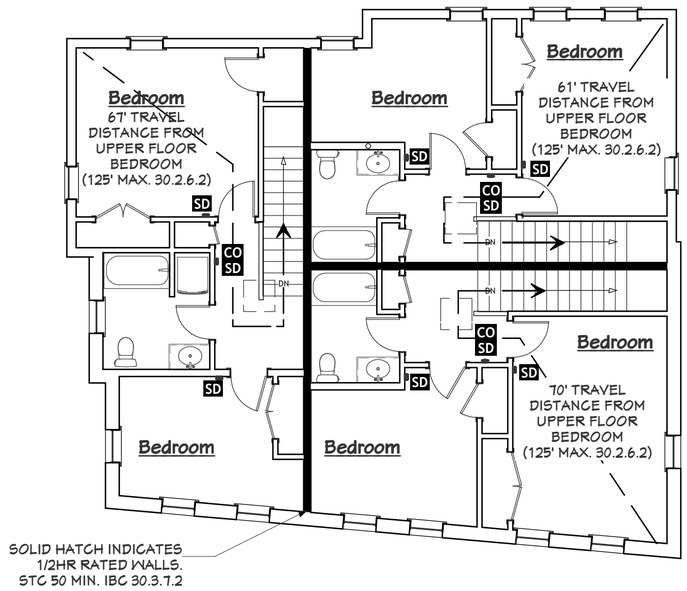
Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the 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.

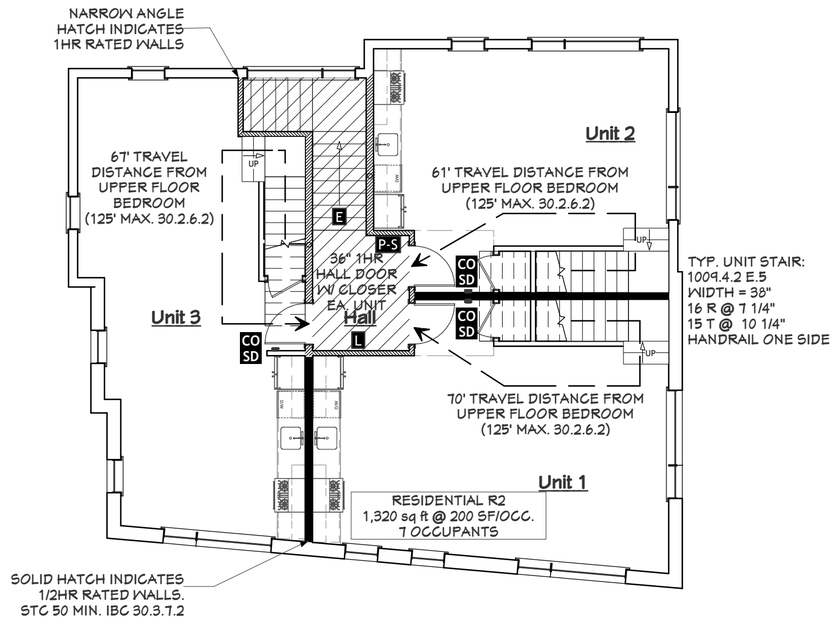
19. Solid Waste

The proposed building will be served by the City of Portland curbside trash and recycling collection. Tenants (residential and retail) will be informed of collection day and appropriate interim on-site storage of waste and recycling.

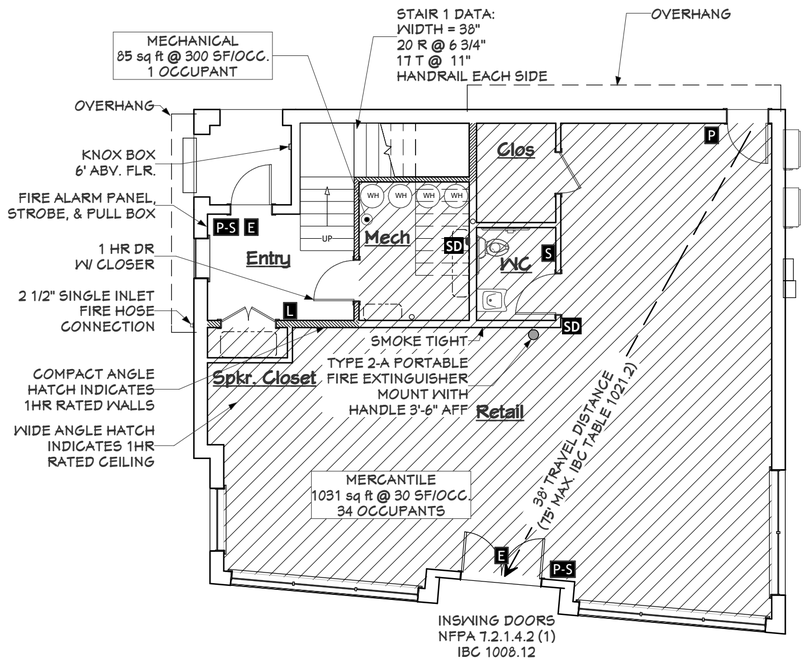
All waste generated from the site preparation, general site work, and building construction will be collected and sorted/separated on-site in containers and disposed of properly, off-site, by the general contractor.



3rd Floor : 1/8 in = 1 ft



2nd Floor : 1/8 in = 1 ft



1st Floor : 1/8 in = 1 ft

DEVICE SYMBOL KEY	
P-S	PULL & STROBE
E	EXIT SIGN
L	EMERGENCY LIGHT
S	STROBE Candela rating and sound level determined by electrician.
SD	SMOKE DETECTOR
CO SD	CARBON MONOXIDE / SMOKE DETECTOR

NEW EXIT SIGN, EMERGENCY LIGHT, AND STROBE LOCATIONS TO BE CONFIRMED DURING WALKTHROUGH WITH PORTLAND DEPUTY CHEF OF FIRE PREVENTION OR THEIR DESIGNATED REPRESENTATIVE.

GENERAL NOTES:

DATA BELOW TO SATISFY LEVEL III DEVELOPMENT REVIEW APPLICATION: SITE REVIEW; PORTLAND FIRE DEPARTMENT CHECKLIST

APPLICANT:
Steven & Roberta Cope
172 Concord St.
Portland, ME 04103
207-939-3326

ARCHITECT:
Kevin Moquin Architect
1 Union St. #203
Portland, ME 04101
207-615-6421, kevin@km-a.me

USE:
IBC=MERCANTILE M & RESIDENTIAL R-2
NFPA=MERCANTILE CLASS C (CH 36) & APARTMENT BUILDING (CH 30)

SQUARE FOOTAGE (GROSS)

BASEMENT	N/A
FIRST FLOOR	1,543
SECOND FLOOR	1,622
THIRD FLOOR	1,622
TOTAL	4,787

BUILDING ELEVATIONS: SEE SHEET A-1.2

FIRE PROTECTION:
SPRINKLER SYSTEM TO BE NFPA TYPE 13 SYSTEM.

SMOKE ALARMS SHALL BE INTERCONNECTED SUCH THAT THE ACTIVATION OF ONE ALARM WILL
ACTIVATE ALL ALARMS IN THE INDIVIDUAL UNIT. SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH A BATTERY BACKUP.

HYDRANTS: EXISTING HYDRANT LOCATED ACROSS STEVENS AVE. FROM THE SOUTH END OF THE LOT.

WATER MAIN: IN STEVENS AVE. LOCATION IS SHOWN ON SITE PLAN.

ACCESS TO STRUCTURE: THE BUILDING IS ACCESSIBLE BY EQUIPMENT FROM THE FRONT ON STEVENS AVENUE, FROM THE DRIVEWAY ON THE SOUTH SIDE, AND FROM THE PARKING AREA ON THE WEST SIDE. ACCESS TO THE NORTH MAY BE POSSIBLE VIA LINCOLN MIDDLE SCHOOL PATHWAY.

CODE SUMMARY:

CONSTRUCTION TYPE: V-B, SPRINKLERED

OCCUPANT LOAD (PER IBC TABLE 14.8.1.2, NFPA TABLE 7.3.1.2):
50 TOTAL OCCUPANTS

BASEMENT = N/A (SLAB ON GRADE)

FIRST FLOOR = 38 OCCUPANTS
MERCANTILE 1,082 SF @ 30 SF/OCC. 35 OCCUPANTS
MECHANICAL 95 SF@ 300 SF/OCC. 1 OCCUPANT

SECOND FLOOR = 7 OCCUPANTS
APARTMENTS 1,320 SF @ 200 SF/OCC. 7 OCCUPANTS

THIRD FLOOR = 7 OCCUPANTS
APARTMENTS 1,320 SF @ 200 SF/OCC. 7 OCCUPANTS

DOOR AND WALL RATINGS FROM NFPA 101 TABLE 8.3.4.2 & NFPA 1 SECTION 14.3.1

ONE EXIT FROM MERCANTILE CLASS C (IBC TABLE 1021.2, NFPA 101 36.2.4.3)
ONE EXIT FROM EACH DWELLING UNIT (IBC 1021.1(EXEMPTION 4) & TABLE 1021.2, NFPA 101-30.2.4.4)

EMERGENCY LIGHTING NOT REQUIRED PER NFPA 101-30.2.9 & 36.2.10

0 5' 10' 15'
Graphic Scale
1/8" = 1'-0"

Kevin Moquin Architect
Maine Licensed Architect
1 Union St. #203 Portland, ME
km-a.me ~ info@km-a.me
(207) 615-6421

510 Stevens

Code Review

12/1/2017

A-0.1
LEVEL III APPLICATION
NOT FOR CONSTRUCTION

21. City Design Manual Standards

Design Standards contained within the City of Portland Design Manual apply to this project.

- **B-1 AND B-1B NEIGHBORHOOD BUSINESS DESIGN STANDARDS**

  RESPONSE: To the best of our knowledge the proposed site plan adheres to the standards outlined in the Section, see below.

- **TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS**

  RESPONSE: To the best of our knowledge the proposed site plan adheres to the standards outlined in the Section, see below.

B-1 AND B-1B NEIGHBORHOOD BUSINESS AND B-2 AND B-2B COMMERCIAL BUSINESS ZONES:

(1) STANDARDS. Development located in the B-1, B-1b, B-2, and B-2b zones shall meet the City of Portland Design Manual Adopted May 11, 2010 7 following additional standards.

a. Urban Street Wall: In the B-1, B-1b, and B-2b zone it shall be required that buildings shall be located to create and preserve an urban street wall.

RESPONSE: The proposed building is within 2' of the right-of-way line and very close to being in line with the adjacent building at #502.

b. Mixed Uses: In B-1b zone buildings shall be multi-storied with mixed uses.

RESPONSE: The proposed is three story mixed use building (retail on ground floor with residential on upper floors).

c. Building Entrances: In the B-1 and B-2b zone building entrances shall be oriented toward, located adjacent to, and directly accessible from, a sidewalk in a public right-of-way.

RESPONSE: The retail component entrance doors of the project are located directly on Stevens Ave.

d. Windows: In the B-1, B-1b, B-2, and B-2b zones windows shall be required along the street frontage of a building. Windows shall be transparent (with a visible transmittance (VT) of .7 or greater) and installed at a height to allow views into the building by passersby.

RESPONSE: Multiple windows are located along the street frontage.

e. Facade Character: In the B-1, B-1b, B-2, B-2b zones, active and public portions of buildings (e.g. doors, windows, entries, retail displays) shall be oriented to and, where possible, be located adjacent to the public sidewalk to create an active presence along the sidewalk.

1. Where building facades situated along a public way have no interactive use or function, such facades shall be designed to provide sufficient architectural and graphic amenities to provide visual interest along the street and relate the building, and its use, to passersby.

RESPONSE: The retail component entrance doors of the project are located directly on Stevens Ave. There are multiple windows along the front façade to provide visual interest.

f. Building Design: B-1, B-1b, B-2, and B-2b commercial buildings shall be designed to be compatible with their residential and commercial neighbors. In the B-1 and B-1b zones building scale, roof pitch, and fenestration shall be designed to complement surrounding residential structures.

RESPONSE: The proposed has been designed to be compatible with the adjacent neighborhood.

g. Building Materials: Facade materials of buildings located in the B-1, B-1b, B-2, and B-2b zones shall be compatible with those materials of surrounding residential and commercial uses.

RESPONSE: The proposed uses brick on the ground floor and clapboards on the upper floors. It is compatible with the surrounding uses.

h. Building Scale: In the B-1 and B-1b zones building scale must relate and be compatible with surrounding residential structures.

RESPONSE: The proposed is compatible in height and scale with the surrounding neighborhood.

i. Landscaping and buffers: In the B-1, B- 1b, B-2 and B-2b zones buildings and associated parking areas must be screened to buffer abutting properties. A densely planted landscape buffer and/or fencing will be required to protect neighboring properties from the impacts associated with the development, including lighting, parking, traffic, noise, odor, smoke, or other incompatible uses. Where buildings are setback from the street, a landscaped area must be planted along the front yard street line.

RESPONSE: The parking area is located at the rear of the property and is screened on two sides with an existing fence and hedge row. Supplemental plantings will reinforce the screening where appropriate.

GUIDELINES

Please refer to Appendix 2 of this manual, The B-1, B-1b, B-2, B-2b Design Guidelines, for applicable design guidelines for the B-1 and B-2 zones. In addition, the following design guidelines shall also apply:

1) *Buildings located in the B-2 zone are specifically encouraged to adhere to the design guidelines contained in the B-1, B-1b, B-2, B-2b Design Guidelines Appendix 2 of this section concerning the creation and preservation of an urban street wall.*
   RESPONSE: The proposed has been designed with the design guidelines in mind. The urban street wall is maintained and is compatible with the surrounding properties.

2) *In the B-1b and B-2 zones, buildings are specifically encouraged to adhere to the guidelines contained in the B-1, B-1b, B-2, B-2b Design Guidelines Appendix 2 of this section concerning building entrances.*
   RESPONSE: The proposed has been designed with the design guidelines in mind. The retail component entrance doors of the project are located directly on Stevens Ave

APPENDIX 2

1. **Building Location and Form**

Buildings shall be located near the street so as to create an urban street wall. An urban street wall is created by a pattern of buildings which line the street in a consistent manner, thereby establishing a desirable spatial relationship between the building in the commercial district and the major object. Location is one of several related factors defining the street environment.

RESPONSE: The proposed building is within 2' of the right-of-way line and very close to being in line with the adjacent building at #502. This location provides/creates an urban street wall.

Building Form, including height, bulk, and massing, contribute to the development of a street wall. The desired condition is to have the building frame and enclose the street, which is achieved by providing building height that is proportionate to the width of the adjoining major street. A ratio of building height to street width of one-to-two creates a strong "room-like" street, while a one- to-three ratio provides good street definition and proportion. Shorter buildings of one story facing broad streets will not achieve the desired relationship.

RESPONSE: Due to the proposed building's adjacent location to the street/right-of-way line and its comparable height, bulk, and massing it successfully contributes/provides a street wall.

In the B-2b zone, buildings adjacent to streets should approach 1:2 height to street width, with a minimum of 1:3. For a fifty-foot street right-of-way, therefore, a minimum height of 15' is required, with 25' height preferred. An eighty-foot right-of-way requires about 27' to achieve the 1:3 proportions with 40'-height preferred. Obviously, buildings located as close as possible to the street right-of- way will provide better definition and proportion than buildings set further back.

RESPONSE: Not applicable in the B-1B zone.

2. **Building Function**

An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both the scale of building height desired, as well as the economic vitality of the business district.

RESPONSE: The proposed is three story mixed use building (retail on ground floor with residential on upper floors). This will help to provide the variety of uses and intensity desired.

3. **Orientation of Buildings and their Entrances to the Street**

Major building entries shall be designed and located to provide the primary building access oriented to the public street and sidewalk. Doorways should be prominent and obvious in appearance, so as to attract the users toward the entry. Major entry features should primarily address the street, with entry courts, display windows, signage, lights, walkways, and vestibules, as appropriate. Major entries should be adjacent to, or very close to, the street and public sidewalk.

RESPONSE: The retail component entrance doors of the project are located directly on Stevens Avenue sidewalk. There are multiple windows along the front façade to provide visual interest.

4. **Windows**

Windows shall be located in all building facades visible from the public way, especially on building facades along the major public street. Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value. Limitations on transparency, such as dark or reflective glass, or interior coverings, should be avoided. Where uses (such as office) are not conducive to transparent viewing from the public way, windows can still convey a sense of activity and presence along the street. Even these more private windows can convey occupancy and habitation when lighted from within, as during evening hours, even if the interior is screened from view.

RESPONSE: The proposed contains multiple windows along the front façade ground floor to provide visual interest along the street.

5. Building Character, Detail, Scale, and Graphic Qualities

Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Facade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank facade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings.

RESPONSE: The proposed uses brick on the ground floor and clapboards on the upper floors. It is computable with the surrounding uses. The upperfloors are cantilevered out over the ground floor and contain under mount down lights to light the entry and store front.

6. **Signage and Building Entrances**
   Building entrances and building signage in the B-1, B-1b, and B-2b zones will be designed and constructed at the pedestrian scale.

   RESPONSE: The proposed retail space entry has been designed with the pedestrian in mind. It is located directly along the Stevens Avenue side, has down lights to highlight its location, and the ground floor is clad in brick to give a warm welcoming feeling to the pedestrian.

7. **Development Relationship to Street**
   Building facades and site amenities shall form a cohesive wall of enclosure along a street. Where buildings are not located at the street line, site amenities, including masonry walls, fences, and landscaping, shall be placed along the street to provide a sense of enclosure or definition.

   RESPONSE: The proposed uses materials, scale, articulation, and location to right-of-way to create enclose / urban wall along Stevens Avenue.

8. **Parking Lots**
   Parking Lots shall be screened from view of the public way. Landscaping or fencing shall be used to screen parking lots from public ways and residential neighbors. Where parking is located within the front yard (or side yard of a corner lot), a landscaped buffer or fence shall be placed along the street line to distinguish the private space from the public space and to help define the street wall.
   RESPONSE: The proposed parking lot is located behind the #510 building so it is screened from the public way. It will also be screened from the surrounding properties through the use of existing fence and vegetation, and will be supplemented with new screening material where needed.

   Parking lots shall be screened from neighboring properties. A densely planted landscape buffer or fencing shall be installed to protect neighboring properties from the impacts associated with the parking lot and the use it serves.

   RESPONSE: The parking lot is screened with both existing fence and hedge row. Supplemental plantings will reinforce the screening where appropriate.

(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;

RESPONSE: The proposed building incorporates ground floor brick siding material and upper floor clapboards. The combination of materials defines and separates the two uses while providing a historical material context which relates the surrounding neighborhood and City. The door and window openings at the ground floor level help to break up the facade while still providing the needed street wall. The proposed building compliments the adjacent buildings (retail, residential, and institutional) by incorporating materials found in the adjacent neighborhood.

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 City of Portland Design Manual Adopted May 11, 2010 10 streetscape elements;

RESPONSE: The proposed development fits into the existing neighborhood and street context well. It closely matches the building setback of the adjacent #502; it does not propose to have any landscaping or lawn areas in the front to match the existing adjacent commercial uses; it will have strong entry points identified with signage and storefront windows; and the back and side yards will be defined with both fencing and landscaping to screen parking area and provide privacy as similarly done in the neighborhood and as required in the Design Manual.

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;

RESPONSE: The proposed includes buffer plantings and an existing fence to screen the parking area and planting strips to help define the entryway and yard spaces.

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;

RESPONSE: The proposed provides sufficient windows to provide ample sunlight/air circulation while still maintaining privacy. Each unit will have storage private integrated.

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;

RESPONSE: The access way for the proposed project as well as for the adjacent #502 project are by a shared driveway and sidewalks between the building within an easement. A small parking area for is located behind the building for screening purposes and it is buffered where possible from the neighboring properties by plantings and fencing.

6. Two-family or multiple-family dwellings shall not be converted to lodging houses unless all units in the building have been vacant for at least one (1) year prior to the date conversion is sought or unless the individual multiple-family units are less than one thousand (1,000) square feet in size. In no event shall any single-family dwelling in the R-5 or R-6 zone be converted in whole or in part to a lodging house.

RESPONSE: Not applicable.

22. Manufacturer's Verification of HVAC Equipment Meeting Emission Requirements

No emissions are anticipated as all HVAC equipment is electrical. Final sizes of equipment are unknown art this time but will not be anything out of the ordinary.

All HVAC equipment is shown on plan sheet A-1.1 Floor Plans and A-1.2 Exterior Elevations.

MARK HAMPTON ASSOCIATES, INC.

SOIL EVALUATION • WETLAND DELINEATIONS • SOIL SURVEYS • WETLAND PERMITTING

5174

November 20, 2017

Mr. Tom Greer
Pinkham & Greer Civil Engineers
28 Vannah Avenue
Portland, ME 04103

Re: Test Pits for Stormwater Management Program, 510 Stevens Avenue Portland, ME

Dear Tom,

I completed a soil evaluation for the proposed stormwater treatment program for development activities on the 510 Stevens Avenue Project Portland, ME. The soil evaluation was conducted in accordance with the Maine Subsurface Wastewater Disposal Rules dated August 2015, as amended. I evaluated three backhoe excavated soil test pits in the area of the proposed stormwater treatment. The soils found on the parcel are well drained glacial outwash over ledge soils. There was no observed groundwater table in either of the soil test pits. The soil test pit log descriptions are attached.

If you have any questions or require additional information, please contact me.

Sincerely,

Mark J. Hampton C.S.S., L.S.E.
Certified Soil Scientist #216
Licensed Site Evaluator #263

P.O. BOX 1931 • PORTLAND, ME 04104-1931 • 207-756-2900 • mhampto1@maine.rr.com

PAGE ___ OF ___

5174

FORM F Rev. 07/11

SOIL PROFILE / CLASSIFICATION INFORMATION

DETAILED DESCRIPTION OF SUBSURFACE CONDITIONS AT PROJECT SITES

Project Name: 510 Stevens Avenue | Applicant Name: Pinkham & Greer LE | Project Location (municipality): Portland

Exploration Symbol # STW1 — Test Pit ☐ Boring ☐ Probe

___" Organic horizon thickness Ground surface elev. ___

___" Depth of exploration or to refusal

Depth below mineral soil surface (inches)	Texture	Consistency	Color	Redox Features
0–10	Loamy Sand	Friable	Dark Brown	
10–20	Sand	Friable	Red Brown	None noted
20–30	Sand	Friable	Tan	
30–40				
40–50			Ledge	
50–60				

Soil Details by S.E. ▸▸ / S.S. ▸▸

Soil Classification: Profile	Condition	Slope: Percent	Limiting Factor: Depth	Groundwater	Restrictive Layer	Bedrock
5	A III	2	36"	☐	☐	☒

Soil Series/Phase Name: Adams Variant WD — Hydric: ☐ Non-hydric: ☒ — Hydrologic Soil Group: B

Exploration Symbol # STW2 — Test Pit ☐ Boring ☐ Probe

___" Organic horizon thickness Ground surface elev. ___

___" Depth of exploration or to refusal

Depth below mineral soil surface (inches)	Texture	Consistency	Color	Redox Features
0–10	Loamy Sand	Friable	Dark Brown	
10–20	Sand	Friable	Red Brown	
20–30				None noted
30–40	Sand	Friable	Tan	No water
40–50				
50–60		Ledge @ 60"		

Soil Details by S.E. ▸▸ / S.S. ▸▸

Soil Classification: Profile	Condition	Slope: Percent	Limiting Factor: Depth	Groundwater	Restrictive Layer	Bedrock
5	B	2	60"	☐	☐	☒

Soil Series/Phase Name: Adams — Hydric: ☐ Non-hydric: ☒ — Hydrologic Soil Group: A

Exploration Symbol # STW3 — Test Pit ☐ Boring ☐ Probe

___" Organic horizon thickness Ground surface elev. ___

___" Depth of exploration or to refusal

Depth below mineral soil surface (inches)	Texture	Consistency	Color	Redox Features
0–10	Loamy Sand	Friable	Dark Brown	
10–20	Sand	Friable	Red Brown	None noted
20–30				
30–40	Sand	Friable	Tan	
40–50				
50–60			Ledge	

Soil Details by S.E. ▸▸ / S.S. ▸▸

Soil Classification: Profile	Condition	Slope: Percent	Limiting Factor: Depth	Groundwater	Restrictive Layer	Bedrock
5	A III	2	40"	☐	☐	☒

Soil Series/Phase Name: Adams Variant WD — Hydric: ☐ Non-hydric: ☒ — Hydrologic Soil Group: B

Exploration Symbol # _____ — Test Pit ☐ Boring ☐ Probe

___" Organic horizon thickness Ground surface elev. ___

___" Depth of exploration or to refusal

Depth below mineral soil surface (inches)	Texture	Consistency	Color	Redox Features
0–60				

Soil Details by S.E. ▸▸ / S.S. ▸▸

Soil Classification: Profile	Condition	Slope: Percent	Limiting Factor: Depth	Groundwater	Restrictive Layer	Bedrock
			"	☐	☐	☐

Soil Series/Phase Name: — Hydric: ☐ Non-hydric: ☐ — Hydrologic Soil Group:

INVESTIGATOR INFORMATION AND SIGNATURE

Signature: Marc J. Hampton — Date: 11/20/17

Name Printed: Marc J. Hampton — Cert/Lic/Reg. #: 263/216

Title: ☒ Licensed Site Evaluator ☒ Certified Soil Scientist ☐ Certified Geologist ☐ Professional Engineer

affix professional seal

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Cumberland County and Part of Oxford County, Maine

January 16, 2018

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

Map Scale: 1:240 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 3 7 14 21

Feet: 0 10 20 40 60

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

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 13, Sep 11, 2017

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

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
WmB	Windsor loamy sand, 0 to 8 percent slopes	0.2	100.0%
Totals for Area of Interest		**0.2**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Cumberland County and Part of Oxford County, Maine

WmB—Windsor loamy sand, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2w2x2
Elevation: 0 to 1,410 feet
Mean annual precipitation: 36 to 71 inches
Mean annual air temperature: 39 to 55 degrees F
Frost-free period: 140 to 240 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Windsor and similar soils: 85 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Windsor

Setting

Landform: Outwash plains, outwash terraces, deltas, dunes
Landform position (three-dimensional): Tread, riser
Down-slope shape: Linear, convex
Across-slope shape: Linear, convex
Parent material: Loose sandy glaciofluvial deposits derived from granite and/or loose sandy glaciofluvial deposits derived from schist and/or loose sandy glaciofluvial deposits derived from gneiss

Typical profile

Oe - 0 to 1 inches: moderately decomposed plant material
A - 1 to 3 inches: loamy sand
Bw - 3 to 25 inches: loamy sand
C - 25 to 65 inches: sand

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Excessively drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 99.90 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Salinity, maximum in profile: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water storage in profile: Low (about 4.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2s
Hydrologic Soil Group: A
Hydric soil rating: No

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24. Site Lighting

Street Lighting

There is an existing cobra head style light fixture mounted on a utility pole, across Stevens Avenue from the project site, on the south side of Hartley Street.

Site Lighting

The parking lot will be illuminated with a single LED building mounted light. The fixtures will be Viper S Series by Beacon Lighting. See attached cut sheet of the lights and enclosed Landscape and Lighting Plan as well as the Photometric Plan.

Building Lighting

The building entrances will be illuminated by LED downlights built into or mounted on the undersides of the canopies or soffit. The lights will be BeveLED BLOCK Downlights BLRD5 by USAI Lighting. See attached cut sheet of the lights and enclosed Landscape and Lighting Plan as well as the Photometric Plan.

VIPER S OPTICS STRIKE

SMALL VIPER LUMINAIRE

Cat.#	
Job	Type

BEACON design . performance . technology

Approvals

SPECIFICATIONS

Intended Use:

The Beacon Viper luminaire is available with a wide choice of different LED Wattage configurations and optical distributions designed to replace HID lighting up to 400W MH or HPS.

Construction:

- Manufactured with die cast aluminum.
- Coated with a polyester finish that meets ASTM B117 corrosion test requirements and ASTM D522 cracking and loss of adhesion test requirements.
- External hardware is corrosion resistant.
- One piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- Two-piece silicone and micro-cellular polyurethane foam gasket ensures a weather-proof seal around each individual LED.

Electrical:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is ≥.90 at full load.
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600VAC at 90°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- Surge protection - 20kA.
- Optional 7-pin ANSI C136.41-2013 twist-lock photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range. Operation shall be smooth and undetectable to the eye. Thermal circuit is designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers. The device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.).

Controls/Options:

- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the Motion Response system reduces the wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night (see www.beaconproducts.com/products/energeni).
- In addition, Viper can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance costs while optimizing light quality 24/7. For more details, see ordering information or visit: www.hubbelllighting.com/sitesync

Installation:

- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electrostatically applied and thermocured. IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 2604 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Certifications/Ratings:

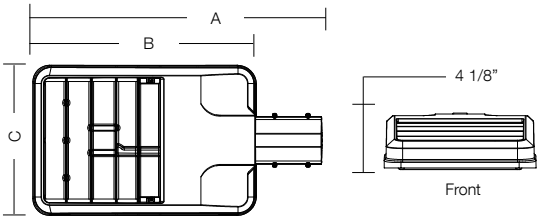
- DesignLights Consortium (DLC) qualified, consult DLC website for more details: http://www.designlights.org/QPL
- Certified to UL 1598, UL 8750 and CSA C22.2 No.250.0
- IDA approved
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://www.beaconproducts.com/products/vipersmall

Warranty:

Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

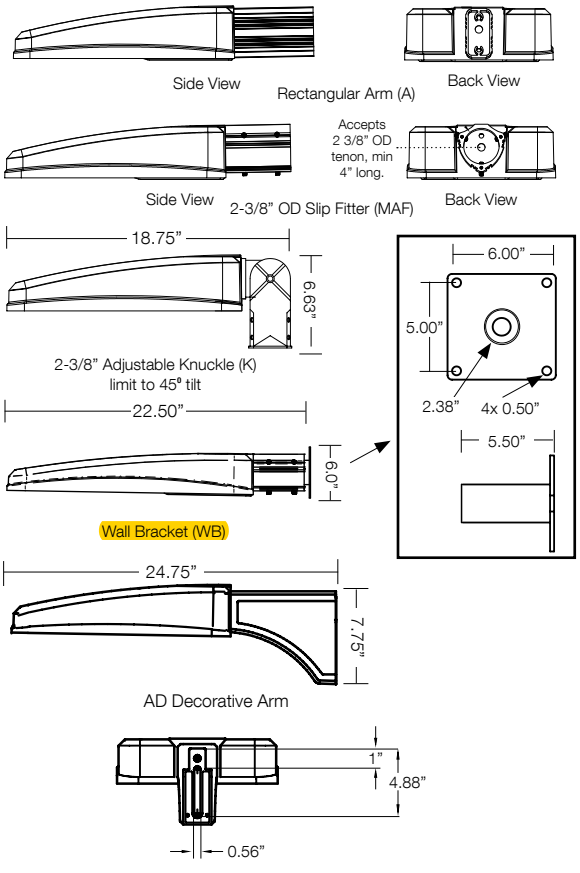
PRODUCT IMAGE(S)

DIMENSIONS



A	B	C	Weight:	EPA
21.75" (552 mm)	16.75" (425 mm)	11.25" (286 mm)	15.0 lbs (6.8 kg)	.67 ft²

MOUNTING OPTIONS



CERTIFICATIONS/LISTINGS

C SA US

ida

*3000K and warmer CCTs only

DLC QPL LISTED

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HUBBELL Lighting

ORDERING INFORMATION ORDERING EXAMPLE: VPS/24L-55/4K7/4W/UNV/A/DBT/7PR-TL/GENI-04/BC

VPS	24L-55	4K7	4						

SERIES
VPS Viper

LED ENGINE
24L-55 55W, LED array
36L-65 65W, LED array
36L-80 80W, LED array
48L-110 110W, LED array
60L-136 136W, LED array

CCT/CRI[7]
3K7 3000K, 70 CRI
4K7 4000K, 70 CRI
5K7 5000K, 70 CRI

ROTATION
Leave blank for no rotation
L[5] Optic rotation left
R[5] Optic rotation right

VOLTAGE
UNV 120-277V
120 120V
208 208V
240 240V
277 277V
347 347V
480 480V

COLOR
DBT Dark Bronze Textured
BMT Black Matte Textured
PS Platinum Silver Smooth
WHT White Textured
CC Custom Color (RAL#)

OPTIONS
F Fusing
BSP Bird Spikes
BC Backlight control (limited to Type 4W only)

DISTRIBUTION
FR Type 1/Front Row
2 Type 2
3 Type 3
4 Type 4
4W Type 4 Wide
5QM Type 5QM
5R Type 5R (rectangular)
5W Type 5W (round wide)

MOUNTING
A Rectangular Arm (formerly RA) for square or round pole
MAF Mast Arm Fitter (formerly SF2) for 2-3/8" OD horizontal arm
K Knuckle (formerly PK2) limit to 45° tilt or 2-3/8" OD horizontal arm or vertical tenon
WB Wall Bracket
AD Universal Arm for square pole
AD3 Universal Arm for 2.4"-4.1" round pole
AD4 Universal Arm for 4.2" -5.3" round pole
AD5 Universal Arm for 5.5" -5.9" round pole
AD6 Universal Arm for 6.0"-6.5" round pole

HOUSE SIDE SHIELD ACCESSORIES
HSS/VP-S/90-FB/XXX 90° shield front or back
HSS/VP-S/90-LR/XXX 90° shield left or right
HSS/VP-S/270-FB/XXX 270° shield front or back
HSS/VP-S/270-LR/XXX 270° shield left or right
HSS/VP-S/360/XXX Full shield

(Replace XXX with notation for desired finish color)
(Refer to page 5 for shield images)

MOUNTING ACCESSORIES
VPL-AD-RPA3 2.4"-4.1" Round Pole Adapter for AD arm
VPL-AD-RPA4 4.2"-5.3" Round Pole Adapter for AD arm
VPL-AD-RPA5 5.5"-5.9" Round Pole Adapter for AD arm
VPL-AD-RPA6 6.0"-6.5" Round Pole Adapter for AD arm

CONTROL OPTIONS
7PR 7-Pin Receptacle only (shorting cap, photo control, or wireless control provided by others)
7PR-SC 7-Pin Receptacle w/Shorting Cap
7PR-TL 7-Pin Receptacle w/Twist Lock photo control
SCP/_F[1,2,6] Programmable Occupancy Sensor w/ daylight control (120-277 volts only)
WSP/_F[1,2] WASP Occupancy Sensor w/ daylight control (347 or 480 volts only)
GENI-XX[3] ENERGENI
SWP[1,4] SiteSync Pre-Commission
SWPM[1,2,4] SiteSync Pre-Comm w/ Sensor

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.hubbell-automation.com/products/sitesync/ or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with Motion control (SWPM) require the mounting height of the fixture for selection of the lens.

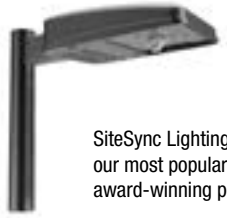
Examples: VPS/24L-55/4K7/3/UNV/A/DBT/SWP/ SiteSync only
VPS/24L-55/4K7/3/UNV/A/DBT/SWPM-40F/ SiteSync with Motion Control

[1] Not available with other wireless control or sensor options
[2] Specify mounting height; 8=8' or less, 40=9' to 40'
[3] Specify routine setting code (example GENI-04). See ENERGENI brochure and instructions for setting table and options. Not available with sensor or SiteSync options.
[4] Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for further details. Order at least one SiteSync interface Accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node
[5] Only available with 1A, 2, 3, 4, 4W and 5R distributions
[6] Order at least one SCP-REMOTE per project location to program and control
[7] This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://cdn.beaconproducts.com/content/products/specs/specs_files/Viper_Small_LED_turtle_spec_sheet.pdf

Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote control for SCP/_F option. Order at least one per project to program and control.
SWUSB*	SiteSync loaded on USB flash drive (Windows based only)
SWTAB*	SiteSync Windows Tablet
SWBRG+	SiteSync Wireless Bridge Node

* When ordering with SiteSync, one of the interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
+ If needed, an additional Bridge Node can be ordered.



SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE™ Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

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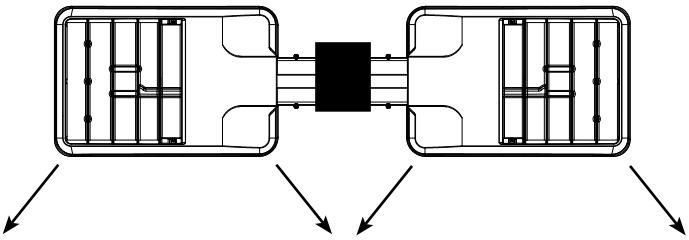
LEFT ROTATED OPTIC **RIGHT ROTATED OPTIC**



PERFORMANCE DATA

				5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	LUMENS	LPW[1]	B	U	G	LUMENS	LPW[1]	B	U	G	LUMENS	LPW[1]	B	U	G
24	700 mA	55W	FR	6357	118	1	0	1	6486	120	1	0	1	5804	107	1	0	1
			2	6132	114	1	0	1	6257	116	1	0	2	5599	104	1	0	1
			3	6015	111	1	0	2	6137	114	1	0	2	5492	102	1	0	2
			4	5921	110	1	0	2	6034	112	1	0	2	5400	100	1	0	2
			4W	5406	100	1	0	2	6041	112	1	0	2	5406	100	1	0	2
			5QM	6022	112	2	0	1	6145	114	2	0	1	5499	102	2	0	1
			5R	6063	112	3	0	3	6187	115	3	0	3	5536	103	3	0	3
			5W	5908	109	3	0	1	6028	112	3	0	1	5908	102	3	0	1
36	560 mA	65W	FR	7864	121	1	0	1	8041	124	1	0	1	7189	111	1	0	1
			2	7586	117	1	0	2	7757	119	1	0	2	6934	107	1	0	2
			3	7441	114	1	0	2	7609	117	1	0	2	6802	105	1	0	2
			4	7317	110	1	0	2	7482	112	1	0	2	6688	100	1	0	2
			4W	7325	113	1	0	2	7490	115	1	0	2	6696	103	1	0	2
			5QM	7450	115	3	0	1	7618	117	3	0	1	6810	105	3	0	1
			5R	7501	115	3	0	3	7670	118	3	0	3	6857	105	3	0	3
			5W	7309	112	3	0	2	7473	115	3	0	2	6681	103	3	0	1
36	700 mA	80W	FR	9535	118	1	0	1	9730	120	1	0	1	8706	107	1	0	1
			2	9197	114	1	0	2	9385	116	1	0	2	8398	104	1	0	2
			3	9022	111	1	0	2	9206	114	1	0	2	8238	102	1	0	2
			4	8871	110	1	0	2	9052	112	1	0	2	8100	100	1	0	2
			4W	8881	110	1	0	3	9062	112	1	0	3	8109	100	1	0	2
			5QM	9033	112	3	0	1	9217	114	3	0	1	8248	102	3	0	1
			5R	9095	112	3	0	3	9280	115	3	0	3	8304	103	3	0	3
			5W	8861	109	3	0	2	9043	112	3	0	2	8092	100	3	0	2
48	700 mA	110W	FR	12713	118	1	0	1	12973	120	2	0	1	11608	107	1	0	1
			2	12263	114	2	0	2	12513	116	2	0	2	11197	104	2	0	2
			3	12029	111	2	0	2	12275	114	2	0	2	10984	102	1	0	2
			4	11828	110	1	0	3	12069	112	1	0	3	10800	100	1	0	2
			4W	11841	110	5	0	5	12083	112	2	0	3	11841	110	1	0	3
			5QM	12044	112	3	0	2	12290	114	3	0	2	10997	102	3	0	1
			5R	12126	112	3	0	3	12374	115	3	0	3	11072	103	3	0	3
			5W	11825	109	4	0	2	12057	112	4	0	2	10789	100	4	0	2
60	700 mA	136W	FR	15891	117	2	0	2	16216	120	2	0	2	14511	107	2	0	1
			2	15329	113	2	0	2	15642	116	2	0	2	13997	103	2	0	2
			3	15037	111	2	0	3	15344	113	2	0	3	13730	101	2	0	3
			4	14784	109	1	0	3	15086	111	1	0	3	13500	100	1	0	3
			4W	14802	109	2	0	3	15104	112	2	0	3	13515	100	2	0	3
			5QM	15055	111	3	0	2	15362	114	3	0	2	13747	102	3	0	2
			5R	15158	112	4	0	4	15469	114	4	0	4	13841	102	4	0	4
			5W	14781	109	4	0	2	15083	111	4	0	2	13495	100	4	0	2

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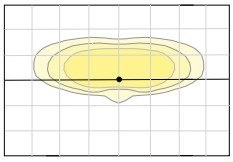
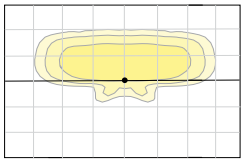
PHOTOMETRICS

Type FR - Front Row/Auto Optic



Type 2



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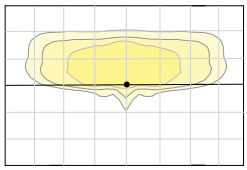
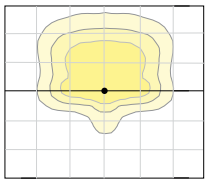
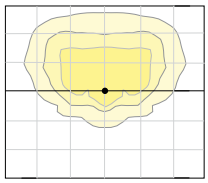


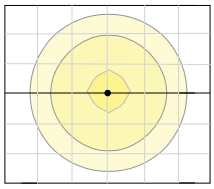
Type 4



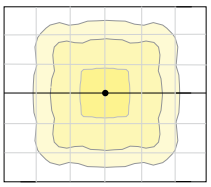
Type 4W



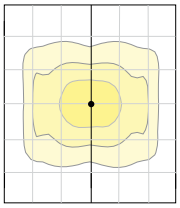
Type 5W



Type 5QM



Type 5R



[1]Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-use environment and application.

ELECTRICAL DATA

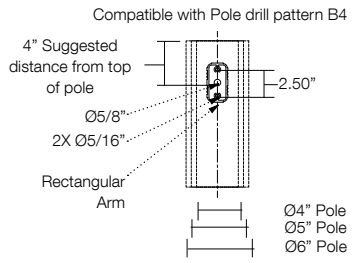
# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
24	2	700 mA	120	55	0.5
			277		0.2
			347		0.2
			480		0.1
36	1	560 mA	120	65	0.65
			277		0.28
			347		0.22
			480		0.16
		700 mA	120	80	0.7
			277		0.3
			347		0.2
			480		0.2
48	1	700 mA	120	110	0.9
			277		0.4
			347		0.3
			480		0.2
60	1	700 mA	120	136	1.1
			277		0.5
			347		0.4
			480		0.3

PROJECTED LUMEN MAINTENANCE

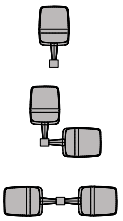
AMBIENT TEMP.	0	25,000	50,000	[1]TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1.00	0.97	0.95	0.95	0.92	>377,000

[1] Projected per IESNA TM-21-11
Data references the extrapolated performance projections for the base model in a 25°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

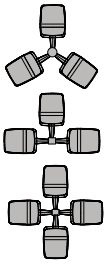
DRILL PATTERN



EPA



Config.	EPA
1	.67
2 @ 90°	1.06
2 @ 180°	1.34



Config.	EPA
3 @ 120°	1.68
3 @ 90°	1.73
4 @ 90°	2.12

TENON TOP POLE BRACKET ACCESSORIES (Order Separately)

(2 3/8" OD tenon)

Catalog Number	Description
SETA2-XX[1,2]	Square tenon adapter (4 at 90 degrees)
RETA2-XX[1,3]	Round tenon adapter (4 at 90 degrees)
TETA2-XX[1,2]	Hexagonal tenon adapter (3 at 120 degrees)

1 Replace XX with color choice, eg.: DB for Dark Bronze
2 Only for use with AD mounting option
3 Only for use with AD3 mounting option

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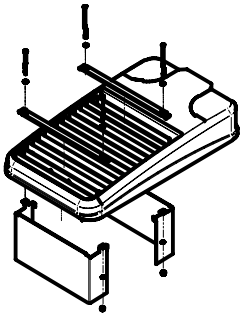
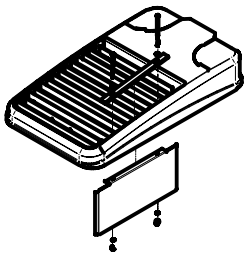
HUBBELL® Lighting

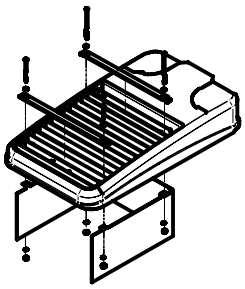
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES



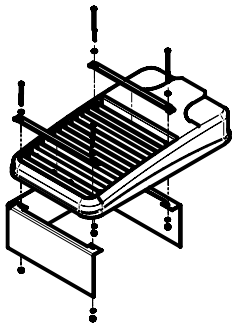
HSS/VP-S/90-FB/XXX
90° shield front or back
(2 shields shown)



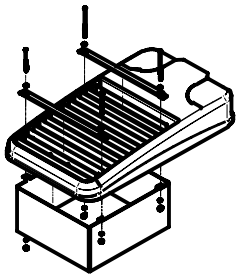
HSS/VP-S/90-LR/XXX
90° shield left or right
(1 shield shown in left orientation)



HSS/VP-S/270-FB/XXX
270° shield front or back
(1 shield shown in back orientation)

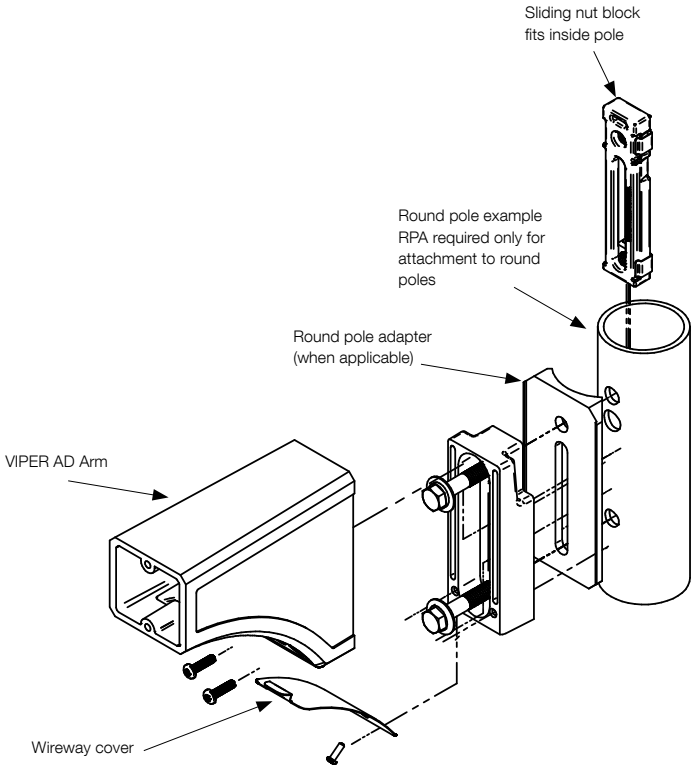


HSS/VP-S/270-LR/XXX
270° shield left or right
(1 shield shown in right orientation)



HSS/VP-S/360/XXX
Full shield (1 shield shown)

AD ARM MOUNTING INSTRUCTIONS



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BeveLED BLOCK® Downlight — BLRD5

USAI® Lighting

BEVELED BLOCK® DOWNLIGHT

usailighting.com/block

BEVELED BLOCK® DOWNLIGHT - CONDUIT CUT OUT

Keep ceiling height right where it is! Specifically designed to work with surface-mounted conduit and junction boxes, BeveLED BLOCK has a modern look that's perfect for lofts, offices, and open architectural spaces. Also available with solid-sides styling shown above, Block also creates a finished look when recessed conduit is possible.

FEATURES

- High performance architectural lighting solution for industrial or exposed concrete ceiling types where recessed lighting is not an option
- Convenient conduit cutouts provide access for surface-mounted conduit to pass through the luminaire
- Smooth, modular solid and keyhole slots are interchangeable and user configurable to allow for simple on site customization in the field.
- BeveLED BLOCK is available in a range of standard and custom colors to complement your project, whether an industrial or refined look is desired.
- Industry leading illumination and craftsmanship

BEVELED BLOCK DOWNLIGHT PERFORMANCE DATA

LED COLOR CHOICES

DELIVERED* PERFORMANCE:	Classic White 9W		12W		16W		24W		Warm Glow Dimming 16W	
Color Rendering Index	80+ CRI	90+ CRI	80+ CRI	90+ CRI	80+ CRI	90+ CRI	80+ CRI	90+ CRI	80+ CRI	90+ CRI
Source Lumens:	1150	900	1300	1025	1725	1350	2400	1875	1275	1025
Lumens Per Watt:	93	68	86	67	86	67	80	63	69	55
Delivered Lumens:	775	600	1025	800	1375	1075	1925	1500	1100	875

*Performance data based on 3000K, 80+ CRI

CORRELATED COLOR TEMPERATURE	Classic White 2200K	2700K	3000K	3500K	4000K	Warm Glow Dimming 2700K	3000K	3500K
Color Rendering Index:	80+	80+ 90+	80+ 90+	80+	80+	80+ 90+	80+ 90+	80+
Multiplier for Lumen Output:	0.72	0.94 0.78	1.00 0.78	1.00	1.06	0.94 0.79	1.00 0.81	1.00

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New Windsor, NY 12553

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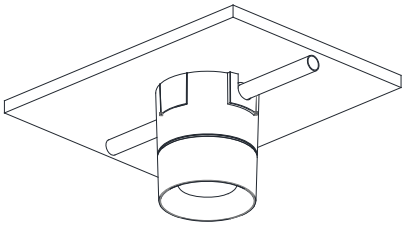
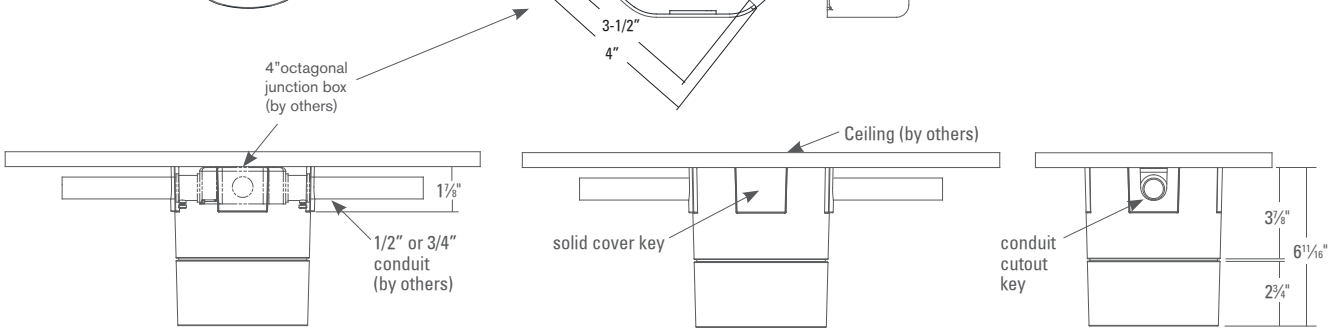
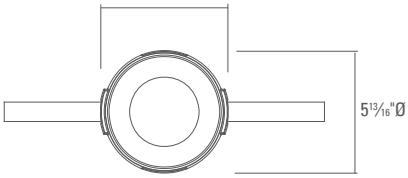
BeveLED BLOCK® Downlight — BLRD5

USAI® Lighting

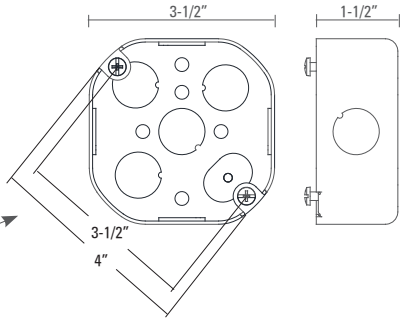
CC - CONDUIT CUTOUT MOUNTED





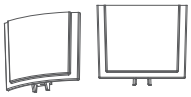


4"OCTAGONAL JUNCTION BOX DETAIL



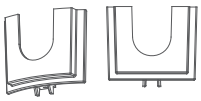
4"Ø X 1-1/2" DEEP
OCTAGON J-BOX (BY OTHERS)

SOLID COVER KEY



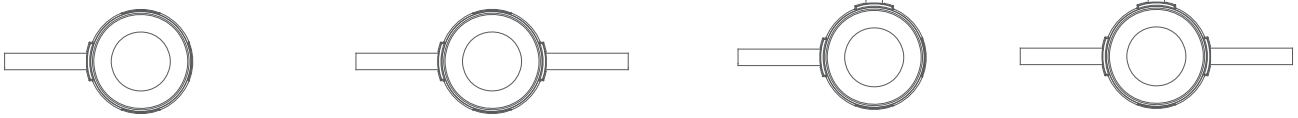
3 provided with
each CC style
BLRD5

CONDUIT CUTOUT KEY



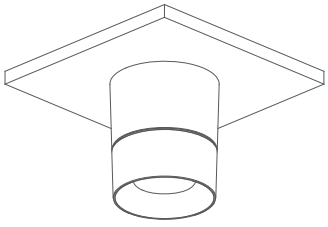
3 provided with
each CC style
BLRD5

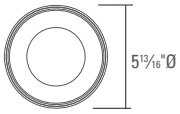
CONDUIT CUTOUT MOUNTING EXAMPLE



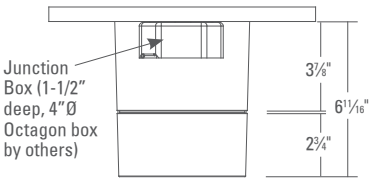
Conduit End | Straight Conduit | L Conduit | T Conduit

SJ - Surface mount to surface mounted 4"octagonal j-box
RB - Surface mount to recessed mounted 4"octagonal j-box

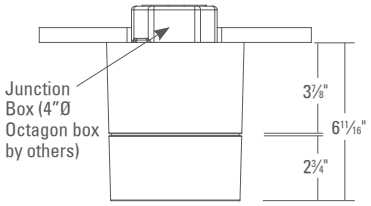




SJ - Surface mount to surface mounted 4"octagonal j-box



RB - Surface mount to recessed mounted 4"octagonal j-box



See drawing above for junction-box (by others) details.

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BeveLED BLOCK® Downlight — BLRD5

USAI® Lighting

FAMILY | LED COLOR CHOICES | FIXTURE

BLRD5								
BeveLED Block Downlight	**Wattage Options**	**LED Color Temperature Options**	**Beam Options**	**Lens Options**	**Body Finish Options**	**Mounting Options**	**Voltage Options**	**Dimming Driver Options**
BLRD5 BeveLED BLOCK 5" Round Downlight	**Classic White**							
	09C3 9W LED **12C3** 12W LED **16C3** 16W LED **24C3** 24W LED	**22KS** 2200K, 80+ CRI **27KS** 2700K, 80+ CRI **27KH** 2700K, 90+ CRI **30KS** 3000K, 80+ CRI **30KH** 3000K, 90+ CRI **35KS** 3500K, 80+ CRI **40KS** 4000K, 80+ CRI	**25** 25° beam **50** 50° beam **90** 90° beam	**S** Solite (provided standard) **BF** Borosilicate Frosted	**WH** White **BZ** Statuary Bronze **BL** Black **GR** Metalized Grey **SC** Conduit Silver **RAL** Custom Color (specify RAL #)	**CC** Conduit cutout for surface mounted 4" octagonal junction box **RB** Surface mounted to recessed mounted 4" octagonal junction box **SJ** Surface mounted to surface mounted 4" octagonal junction box	**UNV** 120V-277V	***For use with Universal Voltage 120V - 277V*** **D2** 0-10V dim, 10% (provided standard) **D4** Lutron Hi-Lume 1% 3-wire/ECO (2) **D4E** Lutron 5 ECO, 5% (1, 2) **D4H** Lutron H ECO, 1% Fade (1, 2) **D6A** EldoLED 0-10V, 0.1%, logarithmic/Lutron controls (2) **D6B** EldoLED 0-10V, 0.1%, linear controls (2) **D6E** EldoLED 0-10V, 1%, logarithmic/Lutron controls (2) **D6F** EldoLED 0-10V, 1%, linear controls (2) **D7** EldoLED DALI, 0.1% (2)
	Warm Glow Dimming							
	16WG2 16W LED	**2722KS -** 2700K-2200K, 80+ CRI **2722KH -** 2700K-2200K, 90+ CRI **3022KS -** 3000K-2200K, 80+ CRI **3022KH -** 3000K-2200K, 90+ CRI **3522KS -** 3500K-2200K, 80+ CRI	**30** 30° beam **50** 50° beam **90** 90° beam				**120V**	***For use with 120V only*** **D3** Lutron Hi-Lume 1% 2-wire, 120V only (2) **D19** Phase dimming 1%, 120V only (1, 3)

1 Not available with 9W
2 For use with RB mounting only
3 Not available for Warm Glow

BEVELED BLOCK SPECIFICATIONS

FIELD REPLACEABLE LED LIGHT ENGINE
is serviceable without tools. All USAI Lighting Classic White and Warm Glow Dimming light engines feature industry-leading color consistency

FIELD REPLACEABLE DRIVER
0-10V, 100%-10% solid state electronic constant current D2 dimming driver with a high power factor provided standard and sources 2mA. Other dimming drivers optionally available. D6 and D15 dimming drivers source 2mA. Driver complies with IEEE C62.41 surge protection. Some on-time delay may be experienced depending on control system used.

FIXTURE WEIGHT
BeveLED Block weighs 5 lbs

BODY
5-13/16" round die cast aluminum body available in a variety of powder coated paint finishes. Custom colors also available (provide RAL #).

MOUNTING
CC: Conduit cutout mounting fixtures are designed to mount to surface-mounted 4"octagonal junction boxes with surface-mounted conduit connections. CC housings have 4 keyslots, one in each side, and ship with one conduit cutout key and three solid cover keys installed in the housing. 2 additional conduit cutout keys are shipped with the fixture, and the different key types are interchangeable in the field. Please see installation instructions for drawings and more details.

RB: Recessed ceiling 4" octagonal junction box mounting fixtures are designed to mount to a ceiling retaining a recessed 4"octagonal junction box. The sides are solid and have no cutouts, please see drawings and installation instructions for more details.

SJ: Surface mounted 4" octagonal junction box mounting fixtures are designed to mount to a surface-mounted junction box that has electrical supply coming from the plenum (no surface-mounted conduit). The sides are solid and have no cutouts, please see drawings and installation instructions for more details

WARRANTY
Based on IESNA LM80-2008, BeveLED Block has a 50,000 hour rated life at 70% lumen maintenance (L70). USAI Lighting Warranty covers replacement parts for 5 years from date of shipment.

LISTINGS
Dry/Damp/Wet for RB and SJ mounting. CC mounting style is dry/damp only. NRTL/CSA-US tested to UL standards. IBEW union made.

NOTES
- Ambient temperatures at fixture location should not exceed 40°C during normal operation.
- Consult factory for video capture applications.
- For interior use only.

PHOTOMETRICS
Consult factory or website for IES files. Tested in accordance with IESNA LM79. www.usailighting.com/block

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USAI Lighting

DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D3 / DIML3

DIMMING DRIVER WIRING SCHEMES:

NOTES:
Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

1. Keep these instructions in a safe place for future reference.
2. Only qualified electricians in accordance to local codes should install these fixtures.
3. De-energize the electrical circuit at the circuit breaker prior to installation process or servicing.
4. Make sure all connections are in accordance with the National Electrical Code and any local regulations.
5. Cap any wires not used separately (not together).

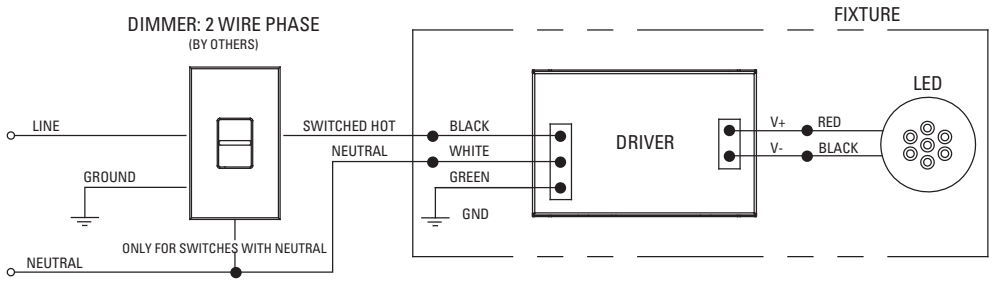
D3 / DIML3 LED: Lutron Hi-Lume A-Series 2 Wire Fwd Phase (with neutral) / LED Dimming Driver Wiring (Dims down to 1%) 120V

D3 / DIML3 Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range	Qty Fixtures Per Dimmer* Fixture Wattage	
120V Only				39W and Less	40W - 80W
ETC	Sensor+ Cabinet	ELV10	100% - 1%	1 – 26	1 – 13
ETC	Unison DRd Cabinet	ELV10	100% - 1%	1 – 26	1 – 13
Lutron	Maestro Wireless® 600W dimmer	MRF2-6ND-120-	100% - 1%	1 – 8	1 – 4
Lutron	Maestro Wireless® 1000W dimmer	MRF2-10ND-120-	100% - 1%	1 – 13	1 – 6
Lutron	HomeWorks® QS adaptive dimmer	HQRD-6NA-	100% - 1%	1 – 8	1 – 4
Lutron	HomeWorks® QS 600W dimmer	HQRD-6ND-	100% - 1%	1 – 8	1 – 4
Lutron	HomeWorks® QS 1000 W dimmer	HQRD-10ND-	100% - 1%	1 – 13	1 – 6
Lutron	Caseta Wireless® Pro 1000W dimmer	PD-10NXD-	100% - 1%	1 – 13	1 – 6
Lutron	Stanza® dimmer	SZ-6ND-	100% - 1%	1 – 8	1 – 4
Lutron	RadioRA® 2 adaptive dimmer	RRD-6NA-	100% - 1%	1 – 8	1 – 4
Lutron	RadioRA® 2 1000 W dimmer	RRD-10ND-	100% - 1%	1 – 6	1 – 3
Lutron	myRoom DIN power module	MQSE-4A1-D	100% - 1%	1 – 6	1 – 3
Lutron	HomeWorks® QS wallbox power module	HQRJ-WPM-6D-120-	100% - 1%	1 – 26	1 – 13
Lutron	Homeworks® DIN power module	LQSE-4A1-D	100% - 1%	1 – 6	1 – 3
Lutron	HomeWorks® wallbox power module	HWI-WPM-6D-120	100% - 1%	1 – 26	1 – 13
Lutron	GRAFIK Eye® QS control unit	QSGR-, QSGRJ-	100% - 1%	1 – 26	1 – 13
Lutron	GRAFIK Eye® 3000 control unit	GRX-3100-, GRX-3500-	100% - 1%	1 – 26	1 – 13
Lutron	RPM-4U module	HW-RPM-4U-120, LP-RPM-4U-120	100% - 1%	1 – 26	1 – 13
Lutron	RPM-4A module	HW-RPM-4A-120, LP-RPM-4A-120	100% - 1%	1 – 26	1 – 13
Lutron	GP dimming panels	Various	100% - 1%	1 – 26	1 – 13
Lutron	Ariadni CL 250W dimmer	AYCL-253P-	100%-1%	1 – 8	1 – 4
Lutron	Diva CL 250W dimmer	DVCL-253P-, DVSCCL-253P-	100%-1%	1 – 8	1 – 4
Lutron	Grafik T CL or RF CL dimmer	GT-250M-, GTJ-250M-	100%-1%	1 – 8	1 – 4
Lutron	Nova T CL 250W dimmer	NTCL-250-	100%-1%	1 – 10	1 – 5

* NOTE: Refer to dimmer manufacturer's documentation for installation instructions and circuit details.

D3 / DIML3
2 WIRE PHASE DIMMING



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DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D4 / DIML4

DIMMING DRIVER WIRING SCHEMES:

NOTES:
Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

1. Keep these instructions in a safe place for future reference.
2. Only qualified electricians in accordance to local codes should install these fixtures.
3. De-energize the electrical circuit at the circuit breaker prior to installation process or servicing.
4. Make sure all connections are in accordance with the National Electrical Code and any local regulations.
5. Cap any wires not used separately (not together).

D4 / DIML4 LED: Lutron Hi-Lume A-Series LED Driver with 3-Wire FL Control / LED Dimming Driver Wiring (Dims down to 1%)

D4 / DIML4 3-Wire Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range	Qty Fixtures Per Control* Fixture Wattage	
120V Only				39W and Less	40W - 80W
ETC	Sensor+ Cabinet	D20 Dimming module	100% - 1%	1–53	1–26
ETC	Unison DRd Cabinet	D20F Dimming module	100% - 1%	1–53	1–26
Lutron	Nova T	NTF-10-	100%–1%	1–41	1 – 20
Lutron	Nova T	NTF-103P-	100%–1%	1–20	1 – 10
Lutron	Nova	NF-10-	100%–1%	1–41	1 – 20
Lutron	Nova	NF-103P-	100%–1%	1–20	1 – 10
Lutron	Vareo	VF-10-	100%–1%	1–20	1 – 10
Lutron	Skylark	SF-10P-, SF-103P-	100%–1%	1–20	1 – 10
Lutron	Diva	DVF-103P-, DVSCF-103P-	100%–1%	1–20	1 – 10
Lutron	Ariadni	AYF-103P-	100%–1%	1–20	1 – 10
Lutron	Vierti	VTF-6A-	100%–1%	1–15	1 – 7
Lutron	Maestro	MAF-6AM-, MSCF-6AM-	100%–1%	1–15	1 – 7
Lutron	Maestro Wireless	MRF2-F6AN-DV-	100%–1%	1–15	1 – 7
Lutron	RadioRA 2	RRD-F6AN-DV-	100%–1%	1–15	1 – 7
Lutron	HomeWorks QS	HQRD-F6AN-DV	100%–1%	1–15	1 – 7
Lutron	Interfaces	PHPM-3F-120, PHPM-3F-DV	100%–1%	1–41	1 – 20
Lutron	GP Dimming Panels	Various	100%–1%	1–41	1 – 20
277V Only				40W and Less	41W - 80W
ETC	Sensor+ Cabinet	D20 Dimming module	100% - 1%	1–53	1–26
ETC	Unison DRd Cabinet	D20F Dimming module	100% - 1%	1–53	1–26
Lutron	Nova T	NTF-10-277-	100%–1%	1–44	1 – 22
Lutron	Nova T	NTF-103P-277-	100%–1%	1–33	1 – 16
Lutron	Nova	NF-10-277-	100%–1%	1–44	1 – 22
Lutron	Nova	NF-103P-277-	100%–1%	1–33	1 – 16
Lutron	Skylark	SF-12P-277-, SF-12P-277-3	100%–1%	1–33	1 – 16
Lutron	Diva	DVF-103P-277-, DVSCF-103P-277-	100%–1%	1–33	1 – 16
Lutron	Ariadni	AYF-103P-277-	100%–1%	1–44	1 – 22
Lutron	Vierti	VTF-6A-	100%–1%	1–33	1 – 16
Lutron	Maestro	MAF-6AM-277-, MSCF-6AM-277-	100%–1%	1–20	1 – 10
Lutron	Maestro Wireless	MRF2-F6AN-DV-	100%–1%	1–33	1 – 16
Lutron	RadioRA 2	RRD-F6AN-DV-	100%–1%	1–33	1 – 16
Lutron	HomeWorks QS	HQRD-F6AN-DV	100%–1%	1–33	1 – 16
Lutron	Interfaces	PHPM-3F-DV	100%–1%	1–88	1 – 44
Lutron	GP Dimming Panels	Various	100%–1%	1–88	1 – 44

* NOTE: Number of fixtures may be higher if wattage is less than maximum values shown. Refer to dimmer manufacturer's documentation for installation instructions and circuit details.

DIML4 wiring diagrams continued on next page

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DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D4 / DIML4 Continued

DIMMING DRIVER WIRING SCHEMES:

NOTES:
Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

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2. Only qualified electricians in accordance to local codes should install these fixtures.
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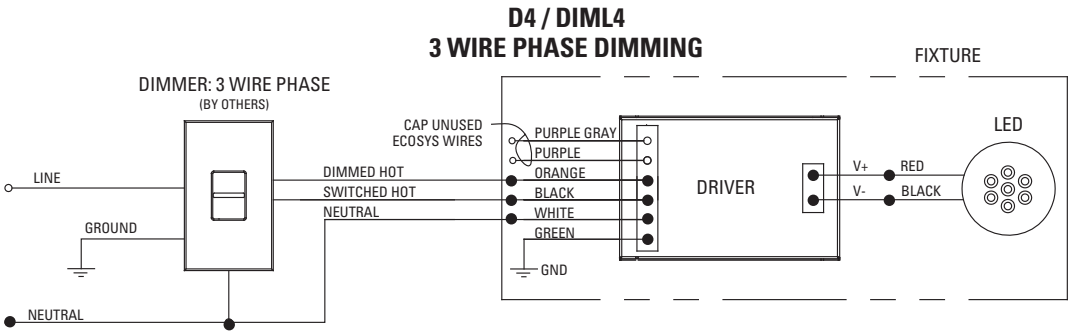
5. Cap any wires not used separately (not together).

D4 / DIML4 LED: Lutron Hi-Lume A-Series LED Driver with 3-Wire FL Control / LED Dimming Driver Wiring (Dims down to 1%)

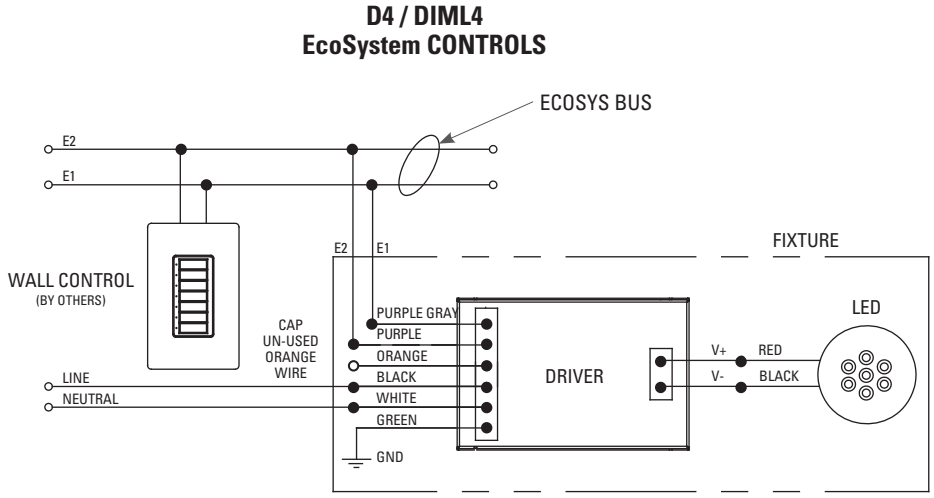


D4 / DIML4 LED: Lutron Hi-Lume A-Series LED Driver with EcoSystem Control / LED Dimming Driver Wiring (Dims down to

D4 / DIML4 EcoSystem Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range	Qty Fixtures Per Control* Fixture Wattage	
120V / 277V				39W and Less	40W - 80W
Lutron	PowPak dimming module	RMJ-ECO32-DV-B	100%–1%	1–32	1–16
Lutron	Energi Savr Node	QSN-1ECO-S, QSN-2ECO-S	100%–1%	1–64	1–32
Lutron	GRAFIK Eye QS (120V ONLY)	QSGRJ- E, QSGR- E	100%–1%	1–64	1–32
Lutron	Quantum	Various	100%–1%	1–64	1–32

* NOTE: Number of fixtures may be higher if wattage is less than maximum values shown. Refer to dimmer manufacturer's documentation for installation instructions and circuit details.



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DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D4E / DIML4E and D4H /DIML4H

DIMMING DRIVER WIRING SCHEMES:

NOTES:
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5. Cap any wires not used separately (not together).

D4E / DIML4E LED: Lutron 5 Series EcoSystem LED Driver / LED Dimming Driver Wiring (Dims down to 5%)

D4E / DIML4E EcoSystem Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range	Qty Fixtures Per Control* Fixture Wattage	
120V / 277V				39W and Less	40W - 80W
Lutron	PowPak dimming module	RMJ-ECO32-DV-B	100%–5%	1–32	1 – 16
Lutron	Energi Savr Node	QSN-1ECO-S, QSN-2ECO-S	100%–5%	1–64	1 – 32
Lutron	GRAFIK Eye QS (120V ONLY)	QSGRJ- E, QSGR- E	100%–5%	1–64	1 – 32
Lutron	Quantum	Various	100%–5%	1–64	1 – 32

* NOTE: Number of fixtures may be higher if wattage is less than maximum values shown. Refer to dimmer manufacturer's documentation for installation instructions and circuit details.

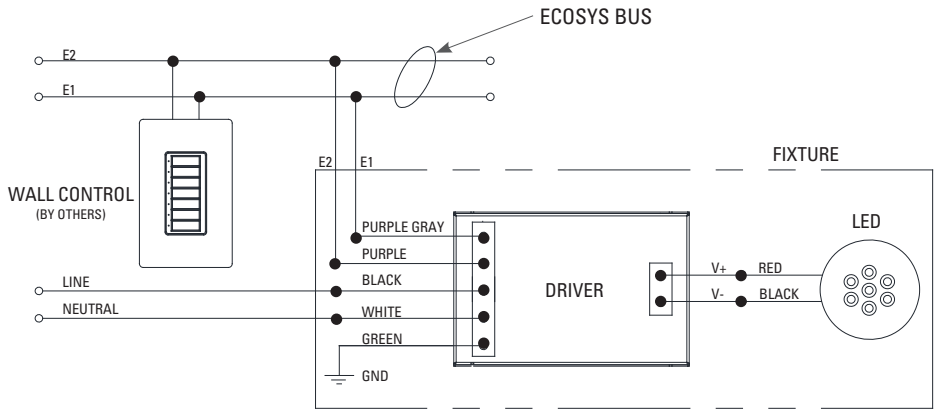
D4H / DIML4H LED: Lutron H Series EcoSystem LED Driver with Fade to Black (dims down to 1%)

D4H / DIML4H EcoSystem Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range	Qty Fixtures Per Control* Fixture Wattage	
120V / 277V				39W and Less	40W - 80W
Lutron	PowPak dimming module	RMJ-ECO32-DV-B	100%–1%	1–32	1 – 16
Lutron	Energi Savr Node	QSN-1ECO-S, QSN-2ECO-S	100%–1%	1–64	1 – 32
Lutron	GRAFIK Eye QS (120V ONLY)	QSGRJ- E, QSGR- E	100%–1%	1–64	1 – 32
Lutron	Quantum	Various	100%–1%	1–64	1 – 32

* NOTE: Number of fixtures may be higher if wattage is less than maximum values shown. Refer to dimmer manufacturer's documentation for installation instructions and circuit details.

D4E / DIML4E and D4H / DIML 4H EcoSystem CONTROLS



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DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D6A / DIML6A and D6E / DIML6E
D6B / DIML6B and D6F / DIML6F

IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

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3. De-energize the electrical circuit at the circuit breaker prior to installation process or servicing.
4. Make sure all connections are in accordance with the National Electrical Code and any local regulations.
5. Cap any wires not used separately (not together).

D6A / DIML6A and D6E / DIML6E LED Dimming Compatibility Table

D6A / DIML6A and D6E / DIML6E are linearly programmed dimming drivers for use with logarithmic-style dimming controls (e.g., Lutron and others listed in the table below)
D6A / DIML6A = EldoLED SOLOdrive 0-10V control dims from 100% to 0.1%
D6E / DIML6E = EldoLED ECOdrive 0-10V control dims from 100% to 1%

D6A / DIML6A and D6E / DIML6E Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range			Qty Fixtures Per Dimmer*
120V & 277V				DIML6A	6E	Refer to manufacturer's dimmer load rating for maximum and minimum fixture quantities per dimmer. Enlighted compatible.
Lutron	Diva	DVTV/NFTV with PP-20	99% -	0.1%	1%	
Lutron	Nova T	NTFTV with PP-20	99% -	0.1%	1%	
Lutron	Energi Savr Node	QSN-4T16-S	100% -	0.1%	1%	
Lutron	GP Dimming Panels	TVM2 Module	99% -	0.1%	1%	
Lutron	Interfaces	GRX-TVI w/ GRX3503	100% -	0.1%	1%	
Sensor Switch	nIO	nIO EZ	100% -	0.1%	1%	
enlighted	Control Unit	CU-3E-1R	100% -	0.1%	1%	

* NOTE: Refer to dimmer manufacturer's documentation for installation instructions and circuit details.

D6B / DIML6B and D6F / DIML6F LED Dimming Compatibility Table

D6B / DIML6B and D6F / DIML6F are logarithmic-programmed dimming drivers for use with linear-style dimming controls (e.g., Crestron, non-Lutron and others listed below)
D6B / DIML6B = EldoLED SOLOdrive 0-10V control dims from 100% to 0.1% D6F / DIML6F = EldoLED ECOdrive 0-10V control dims from 100% to 1%

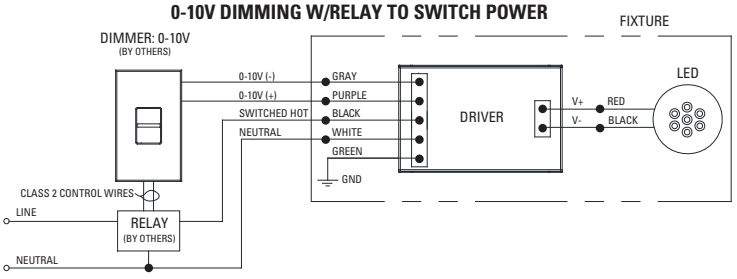
D6B / DIML6B and D6F / DIML6F Dimmer Compatibility Chart

Manufacturer	Product	Part Number	Dimmed Light Output Range			Qty Fixtures Per Dimmer*
120V & 277V				DIML6B	6F	Refer to manufacturer's dimmer load rating for maximum and minimum fixture quantities per dimmer. Enlighted compatible.
Bush-Jaeger	Electronic potentiometer	2112U-101	100% -	0.1%	1%	
Jung	Electronic potentiometer	240-10	100% -	0.1%	1%	
Leviton	Iluma Tech dimmer	IP710-DLX	100% -	0.1%	1%	
Lightolier (Philips)	Momentum (120V ONLY)	ZP600FAM120	100% -	0.1%	1%	
Merten	Electronic potentiometer	5729	100% -	0.1%	1%	
Pass & Seymour	Titan	CD4FB-W	100% -	0.1%	1%	
Watt Stopper	Miro	DCLV1	100% -	0.1%	1%	
Synergy	Wallbox Dimmers	ISD BC	100% -	0.1%	1%	
ABB	i-bus	SD/S 2.16.1	100% -	0.1%	1%	
Crestron	Modules	GLX-DIMFLV8, GLXP-DIMFLV8	100% -	0.1%	1%	
Crestron	Green Light	GLPAC-DIMFLV4-, GLPAC-DIMFLV8-	100% -	0.1%	1%	
Crestron	Green Light Power Pack	GLPP-DIMFLVEX-PM, GLPP-1DIMFLV2EX-PM, GLPP-1DIMFLV3EX-PM	100% -	0.1%	1%	
Crestron	DIN Rail Analog Output Module	DIN-A08	100% -	0.1%	1%	
Crestron	DIN Rail 0-10V Fluorescent Dimmer	DIN-4DIMFLV4	100% -	0.1%	1%	
Crestron	iLux 0-10V Dimmer Expansion Module	CLS-EXP-DIMFLV	100% -	0.1%	1%	
enlighted	Control Unit	CU-3E-1R	100% -	0.1%	1%	

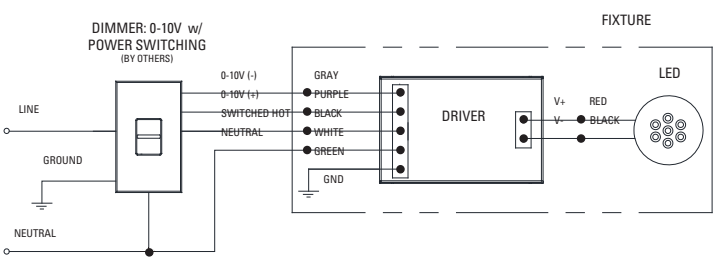
DIMMING DRIVER WIRING SCHEMES:

NOTES: Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

D6 / DIML6
0-10V DIMMING W/RELAY TO SWITCH POWER



0-10V DIMMING (NO RELAY)



USAI Lighting

www.usailighting.com
info@usailighting.com

1126 River Road
New Windsor, NY 12553

T 845–565–8500
F 845–561–1130

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I2-264-6 Revised 08/14/2017

USAI Lighting

DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D7 / DIML7 and D7E

DIMMING DRIVER WIRING SCHEMES:

NOTES:
Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

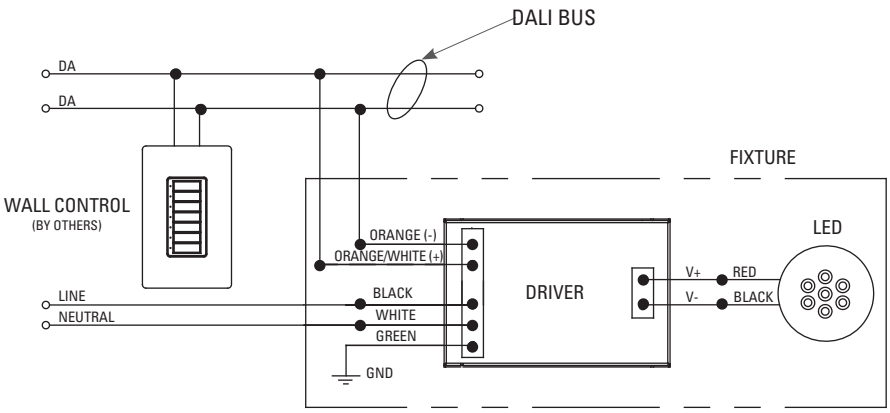
IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

1. Keep these instructions in a safe place for future reference.
2. Only qualified electricians in accordance to local codes should install these fixtures.
3. De-energize the electrical circuit at the circuit breaker prior to installation process or servicing.
4. Make sure all connections are in accordance with the National Electrical Code and any local regulations.
5. Cap any wires not used separately (not together).

D7 / DIML7 and D7E Dimming Driver Wiring

D7 / DIML7 and D7E are linearly programmed dimming drivers.
D7 / DIML7 = EldoLED SOLOdrive DALI control dims from 100% to 0.1%
D7E = EldoLED ECOdrive DALI control dims from 100% to 1%

D7 / DIML7 / D7E
DALI CONTROLS



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USAI Lighting

DIMMING DRIVER COMPATIBILITY SELECTION GUIDE
D19 / DIML19

DIMMING DRIVER WIRING SCHEMES:

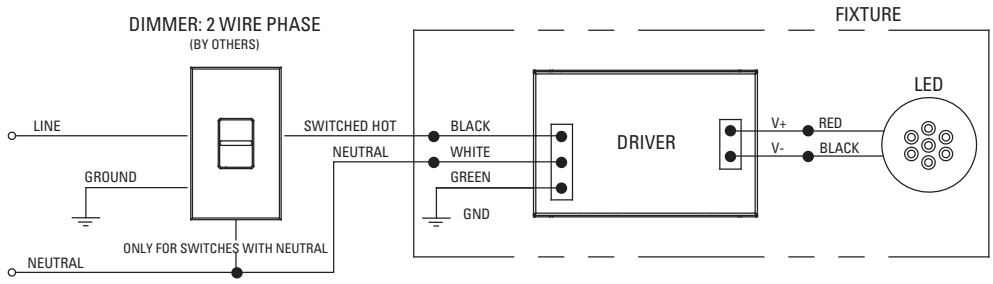
NOTES:
Wiring diagrams are examples of typical installations intended to illustrate the number of wires that must be run to fixture. These diagrams are not intended to specify all equipment necessary for a given dimming circuit. Refer to specific dimmer manufacturer's documentation for details.

IMPORTANT SAFETY INSTRUCTIONS - SAVE THESE INSTRUCTIONS

1. Keep these instructions in a safe place for future reference.
2. Only qualified electricians in accordance to local codes should install these fixtures.
3. De-energize the electrical circuit at the circuit breaker prior to installation process or servicing.
4. Make sure all connections are in accordance with the National Electrical Code and any local regulations.
5. Cap any wires not used separately (not together).

D19 / DIML19 LED: Hatch XTC series or equivalent - Forward and Reverse Phase Dimming Driver. Dims down to 1% contingent upon dimmer specification and load. 120V only.

D19 / DIML19
2 WIRE PHASE DIMMING



D19 / DIML19 Dimmer Compatibility Chart

120V ONLY		
Forward Phase / TRIAC Dimming		
Manufacturer	Product	Qty Fixtures Per Dimmer
Leviton	IPL06-10Z	Use fixture wattage per fixture specification sheet to determine number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating.
	6613-xxx	
Lutron	S-600P	
	S-603P	
	DV-600P	
	DV-603P	
	DVSC-603P	
	CT-600P	
	CT-603P	

120V ONLY		
Reverse Phase / ELV Dimming		
Manufacturer	Product	Qty Fixtures Per Dimmer
Leviton	6615	Use fixture wattage per fixture specification sheet to determine number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating.
	IPE04-xxx	
Lutron	NTELV-300	
	NTELV-600	
	SELV-300P	
	SELV-303P	
	DVELV-300P	
	DVELV-303P	

USAI Lighting
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ROY'S SHOE SHOP

502 STEVENS
(UNDER CONSTRUCTION)

510 STEVENS
(PROPOSED)

DEERING CENTER
NEIGHBORHOOD

LOOKING NORTH ALONG STEVENS AVE.

0 5' 10' 15'

Graphic Scale
1/8" = 1'-0"

Kevin Moquin Architect
Maine Licensed Architect
1 Union St. #203 Portland, ME
km-a.me ~ info@km-a.me
(207) 615-6421

510
Stevens

Views

12/1/2017

A-1.3
LEVEL III APPLICATION
NOT FOR CONSTRUCTION

DEERING CENTER
NEIGHBORHOOD

502 STEVENS
(UNDER CONSTRUCTION)

510 STEVENS
(PROPOSED)

LINCOLN MIDDLE SCHOOL

LOOKING SOUTH ALONG STEVENS AVE.

0 5' 10' 15'

Graphic Scale
1/8" = 1'-0"

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510
Stevens

Views

12/1/2017

A-1.4
LEVEL III APPLICATION
NOT FOR CONSTRUCTION
5 of 5

Neighborhood Meeting Certification

I, Adam Cope / Bobbi Cope, hereby certify that a neighborhood meeting was held on January 25, 2018 at the Deering Center Community Church, 4 Brentwood Street, Portland, Maine 04103 at 7:00 pm

I also certify that on January 13, 2018 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 Office (jmy@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive email notices.

Signed,

Bobbi Cope

01/26/2018

Attached to this certification are:

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

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Neighborhood Meeting Invitation

January 10, 2017

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for **a proposed mixed-use development to include ground floor retail, three residential apartments on the upper floors, and associated site work to be located at 510 Stevens Avenue**

Meeting Location: **Deering Center Community Church**
4 Brentwood Street
Portland, Maine 04103

Meeting Date: **Thursday January 25, 2018**

Meeting Time: **7:00 pm**

(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

Adam Cope @ 207.939.3326
or
Matt Phillips, Carroll Associates @ 207.772.1552

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

510 Stevens Avenue

Neighborhood Meeting List of Attendees

Meeting Location: Deering Center Community Church, 4 Brentwood Street, Portland

Meeting Date: Thursday, January 25, 2018

Meeting Time: 7:00 PM

Name	Address	Contact email
Matthew McKinney	156 HARTLEY	gorillabar@Hotmail
Clare Rutherberg	34 Caldwell ST	clare@netbc.net
Taylor Hamlin	90 Hartley St	ctevans@maine.rr.com
Eric Hamlin	90 Hartley St	ehamlin@maine.rr.com
Steven Cope	172 Concord St	scope@copelegal.com
Bobbi Cope	172 Concord St	bcope@maine.rr.com
ADAM COPE	109 PLEASANT AVE	adcope1@yahoo.com

January 25, 2018

Re: 510 Stevens Avenue
Neighborhood Meeting

Present:
Matt Phillips/Carroll Associates, Landscape Architects
Kevin Moquin/Architect
Adam Cope, Steven Cope, Bobbi Cope/owners
Four neighbors in attendance

Minutes:
Matt presented the landscape design elements
Kevin presented the architectural elements

Questions and concerns that were discussed:

Parking & traffic, specifically at the top of Hartley Street which is very narrow (believed to be narrower than other streets in the neighborhood), already cause congestion. Cars park too close to Stevens Avenue clogging the intersection. Suggestions were to move "no parking here to corner" signs on Hartley further away from Stevens, to only allow parking for a small number of spaces at the top of Hartley, and/or only parking on one side at the top of Hartley. The neighbors would like the city to evaluate and address this and asked the Copes to take initiative on the issue.

There were concerns about air handlers on the roof like the new building next door. No, our handlers on side of building.
Will there be a dumpster? No, trash will be curbside.
There was discussion and explanation of storm water runoff system.
Bakery and toy store were suggestions for retail tenants.
There was discussion about colors and materials of new building with preference for warm colors and brick.
It was suggested that the owners contact Habitat for Humanity to come in before demolition.

510
STEVENS AVENUE

510 STEVENS AVENUE
PORTLAND, ME

TAX MAP
16NE, LOT 135-E008

Consultants:

APPLICANT:

510 STEVENS AVE, LLC
P.O. Box 1398
Portland, ME 04104

OWNER:

STEVEN AND ROBERTA COPE
P.O. Box 1398
Portland, ME 04104

ARCHITECT:

KEVIN MOQUIN ARCHITECT
1 Union Street, #203
Portland, ME 04101
(207) 615.6421

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial Street, Suite 200
Portland, ME 04101
(207) 772-1552

ENGINEER:

PINKHAM & GREER CIVIL ENGINEERS
28 Vannah Avenue
Portland, ME 04103
(207) 781-5242

SURVEYOR:

FOUR POINTS ASSOCIATES, INC.
9 Ralph Avenue
Lewiston, ME 04240
(207) 577-5840

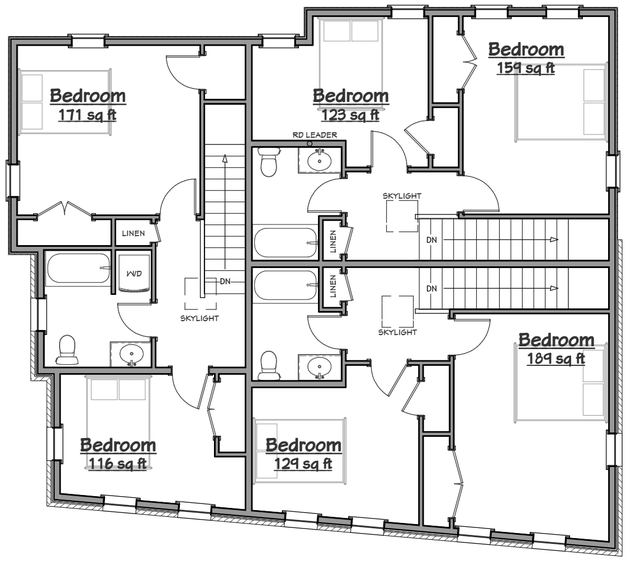
Plan Index :

C 0.0 BOUNDARY SURVEY
C 1.0 DEMOLITION AND SITE PREP PLAN
C 2.0 SITE PLAN
C 3.0 SUBDIVISION PLAN
C 4.0 GRADING AND STORMWATER MANAGEMENT PLAN
C 5.0 UTILITIES PLAN
C 6.0 CIVIL DETAILS
C 7.0 CIVIL DETAILS
C 8.0 SITE DETAILS
C 8.1 SITE + LANDSCAPE DETAILS
C 9.0 EROSION CONTROL PLAN AND NOTES
C 10.0 DRAINAGE ANALYSIS
L 1.0 LANDSCAPE AND LIGHTING PLAN
P 1.0 PHOTOMETRIC PLAN
A 1.1 FLOOR PLANS
A 1.2 EXTERIOR ELEVATIONS

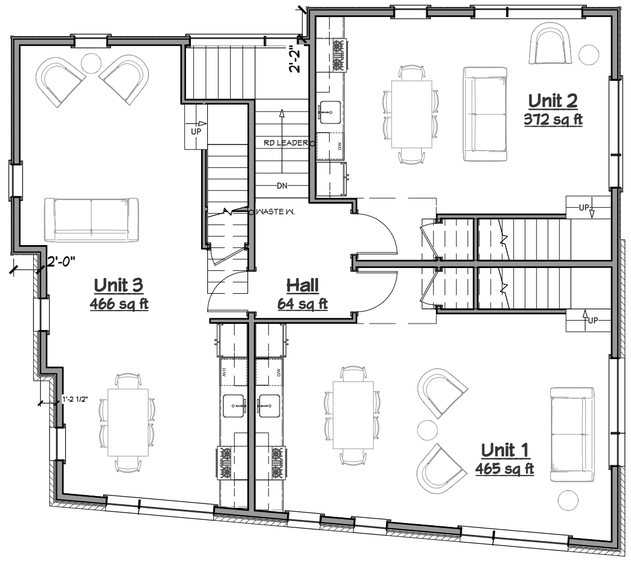
ISSUED FOR: FINAL CITY PLAN SET

ISSUE DATE: DECEMBER 1, 2017

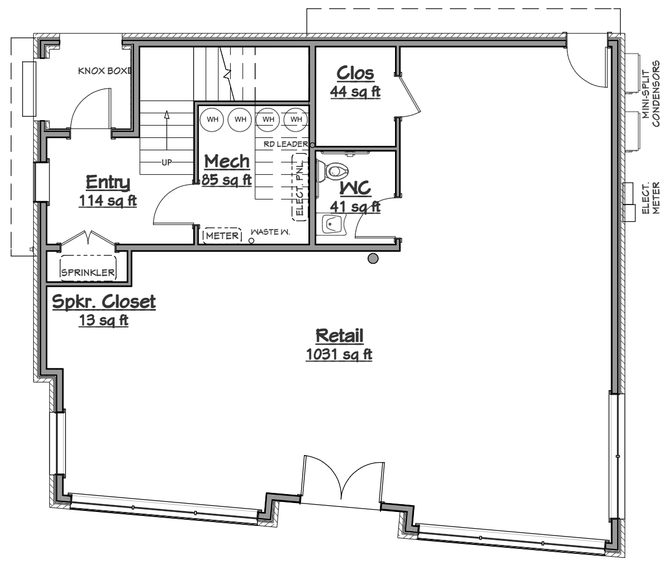
REVISION DATE: FEBRUARY 5, 2018



3rd Floor : 1/8 in = 1 ft



2nd Floor : 1/8 in = 1 ft



1st Floor : 1/8 in = 1 ft

0 5' 10' 15'

Graphic Scale
1/8" = 1'-0"

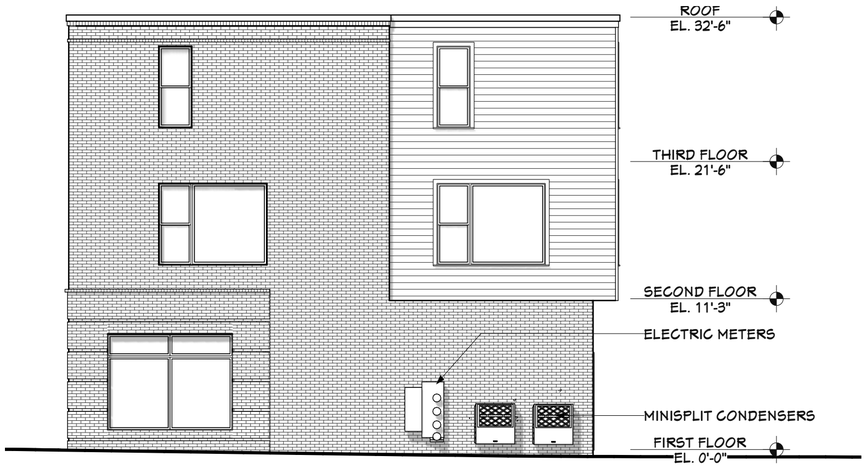
Kevin Moquin Architect
Maine Licensed Architect
1 Union St. #203 Portland, ME
km-a.me ~ info@km-a.me
(207) 615-6421

510
Stevens

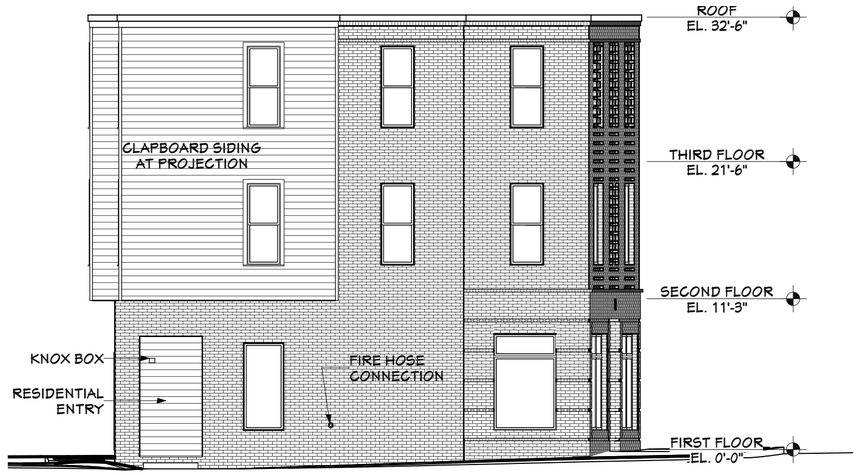
Floor Plans

12/1/2017

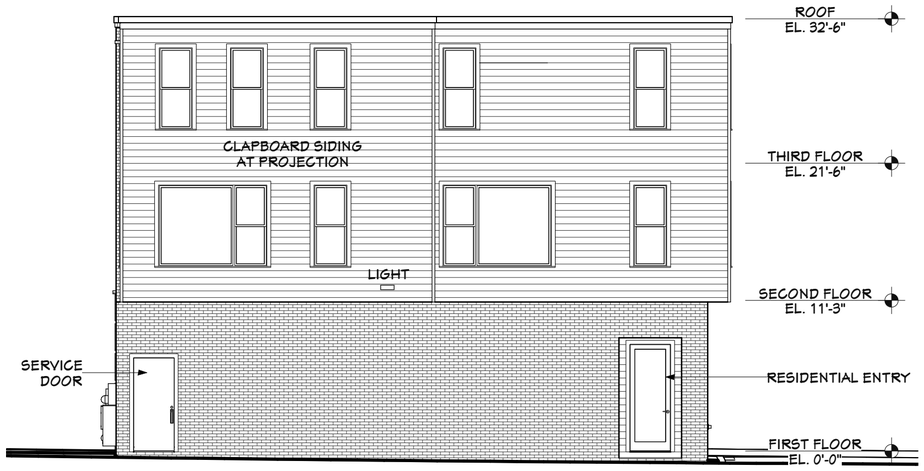
A-1.1
LEVEL III APPLICATION
NOT FOR CONSTRUCTION



North Elevation : 1/8 in = 1 ft



South Elevation : 1/8 in = 1 ft



West Elevation (Rear) : 1/8 in = 1 ft

East Elevation (Stevens) : 1/8 in = 1 ft

0 5' 10' 15'

Graphic Scale
1/8" = 1'-0"

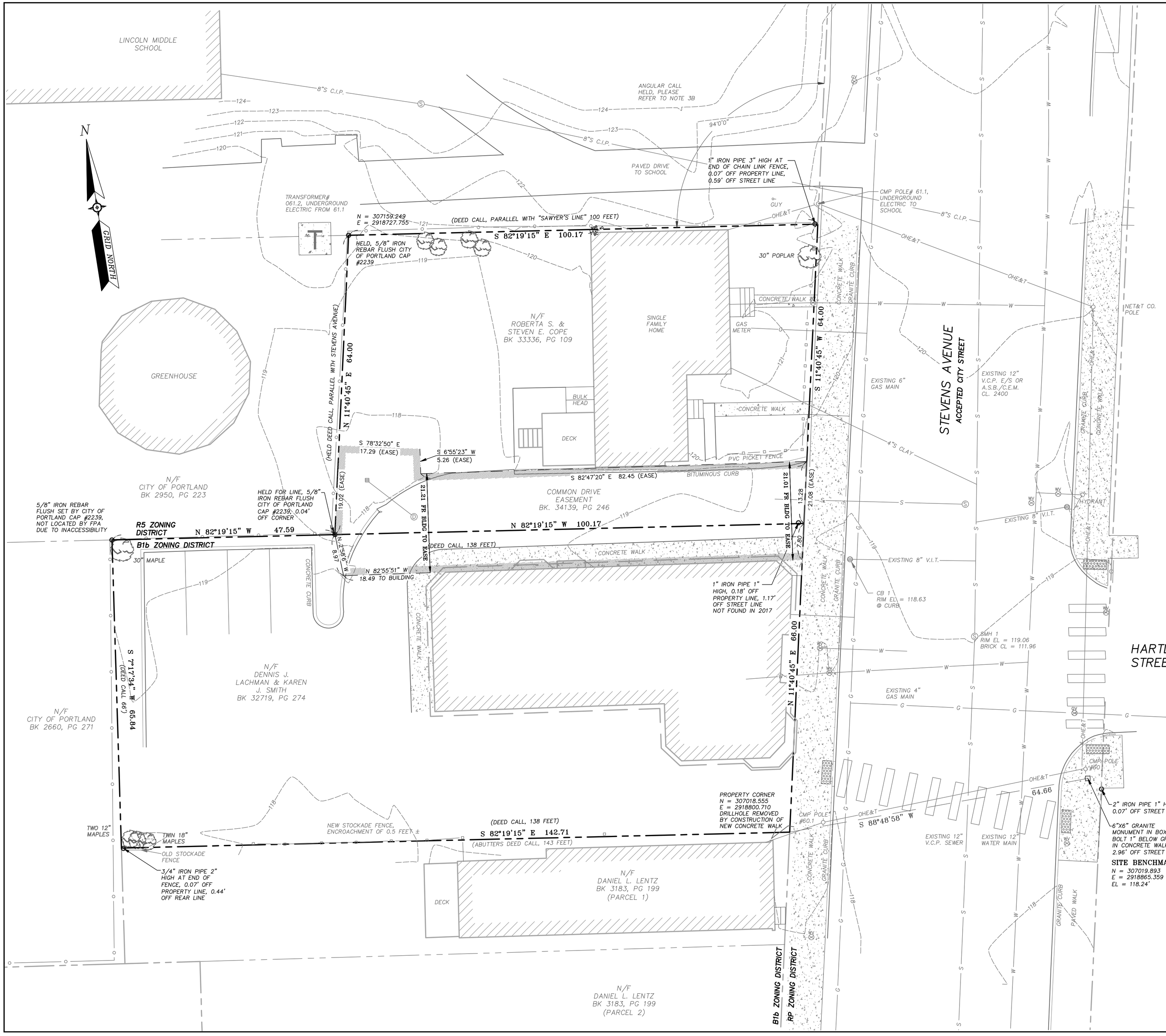
Kevin Moquin Architect
Maine Licensed Architect
1 Union St. #203 Portland, ME
km-a.me ~ info@km-a.me
(207) 615-6421

510
Stevens

Exterior
Elevations

12/1/2017

A-1.2
LEVEL III APPLICATION
NOT FOR CONSTRUCTION



GENERAL NOTES:

1. RECORD OWNERS OF THE PROPERTY ARE ROBERTA S. AND STEVEN E. COPE BY DEED DATED JULY 29, 2016 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 33336, PAGE 109.

2. THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND MAINE TAX MAP 16NE, AS BEING LOTS 135-E008 AND 135-E009.

3. PLAN REFERENCES:

A) STANDARD BOUNDARY SURVEY OF LINCOLN MIDDLE SCHOOL PROPERTY STEVENS AVENUE PORTLAND, MAINE, BY WILLIAM G. SCOTT OF CITY OF PORTLAND, MAINE PUBLIC WORRKS DEPARTMENT ENGINEERING DIVISION, DATED DECEMBER 1993, AND RECORDED IN THE (CCRD) IN PLAN BOOK 937, PAGE 5.

B) PLAN OF HIGH SCHOOL LOT, BOUGHT OF GEO. MEAD STEVENS, DATED SEPTEMBER 3, 1897, AND RECORDED IN THE (CCRD) IN PLAN BOOK 9, PAGE 7. DEED REFERENCE IS BOOK 657, PAGE 17.

C) LELAND ST. AND VICINITY, BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, DATED FEBRUARY 15, 1978, AND RECORDED IN THE (CCRD) IN PLAN BOOK 396, PAGE 3.

4. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE.

5. VERTICAL DATUM IS NGVD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING A DUAL FREQUENCY GPS UNIT. THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON THE NGS WEBSITE. SITE BENCHMARK ELEVATION CONFIRMED WITH CITY OF PORTLAND MONUMENT AT INTERSECTION OF HARTLEY STREET & STEVENS AVE.

6. CATCH BASIN & MANHOLE INVERTS ARE TAKEN FROM INFORMATION PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.

7. THIS PLAN IS BASED ON A SURVEY COMPLETED TO THE BEST OF MY KNOWLEDGE IN ACCORDANCE WITH THE STATE OF MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS STANDARDS OF PRACTICE, FIELD WORK WAS COMPLETED USING ROBOTICS INSTRUMENTATION. POINTS LOCATED WITHIN A POSITIONAL TOLERANCE OF 0.05 FEET, MORE OR LESS.

8. THIS PLAN IS SUBJECT TO REVISION UPON RECEIPT OF A TITLE OPINION WHICH MAY NOTE OTHER POSSIBLE RESTRICTIONS, EASEMENTS OR CONDITIONS ENCUMBERING OR BENEFITING THE SITE.

9. NO EXCAVATION OF ANY KIND CAN BE PERMITTED WITHOUT THE CONTRACTOR CONTACTING DIG-SAFE FOR LOCATION OF POSSIBLE UNDERGROUND UTILITIES. ALL UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE BASED ON VISIBLE ABOVE GROUND STRUCTURES.

10. PROPERTIES HEREON ARE NOT LOCATED WITHIN A FLOOD HAZARD ZONE AS DEPICTED ON FEMA FIRM FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 230051 007 C, MAP REVISED DECEMBER 8, 1998.

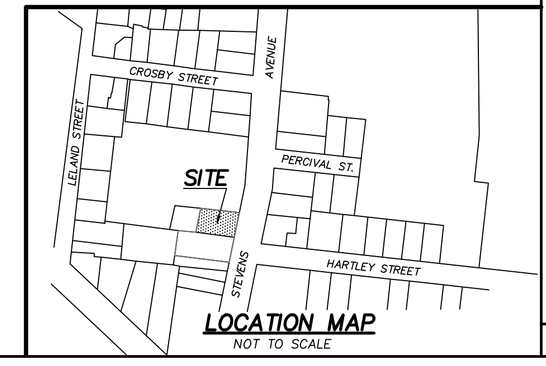
LEGEND

- SITE BOUNDARY
- ABUTTER BOUNDARY
- MONUMENT
- IRON PIPE/ROD
- IRON REBAR TO BE SET
- CHAIN LINK FENCE
- STOCKADE FENCE
- EDGE PAVEMENT
- CURBLINE
- BUILDING
- SIGN
- WATER VALVE
- GAS VALVE
- UTILITY POLE
- GUY WIRE
- HYDRANT
- CATCH BASIN
- SEWER MANHOLE
- 124 CONTOURS
- 6"C GAS
- 8"W WATER
- 8"S SEWER
- OHE&T OVERHEAD ELEC. & TEL.
- DECIDUOUS TREE

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

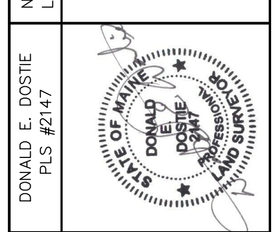


THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM FOUR POINTS ASSOCIATES, INC. ANY ALTERATIONS AUTHORIZED ARE DONE AT THE USERS SOLE RISK AND WITHOUT LIABILITY TO FOUR POINTS ASSOCIATES, INC.

REV:	DATE:	
C	11/30/17	AS-BUILT COMMON DRIVE, 502 BUILDING, INTERSECTION IMPROVEMENTS
B	12/21/16	UPDATED FOR SUBMISSION
A	9/01/16	REVISED COORDINATES AND BEARINGS TO STATE PLANE GRID NORTH
STATUS:		
DWG NAME:	COPE	SCALE: 1"=10' PLAN BY: DED & SMM
PROJ. NO:	16014	

NAME: . .
LIC. #

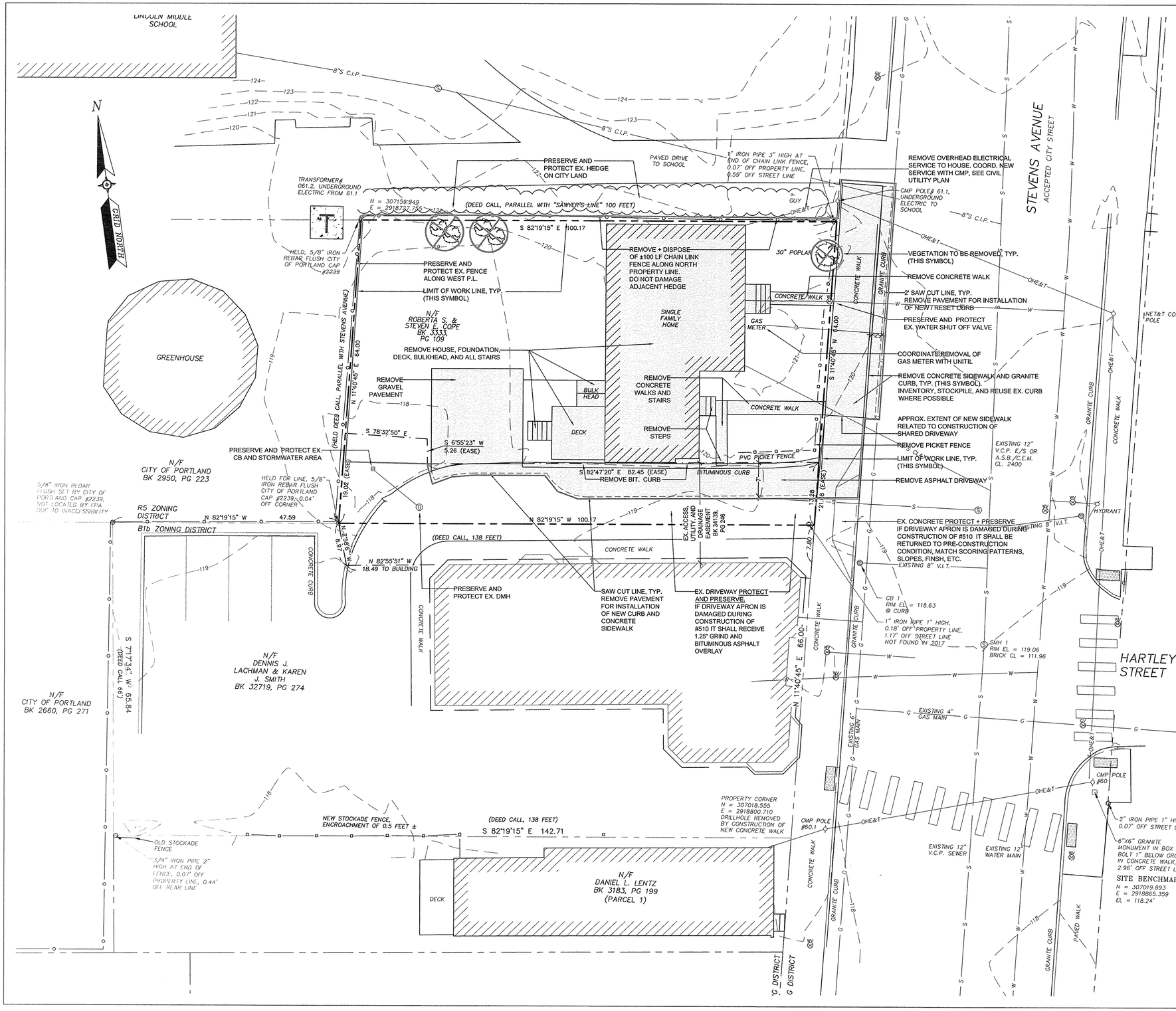
DONALD E. DOSTIE
PLS #2147



EXISTING CONDITIONS
OF:
502-504 & 510 STEVENS AVENUE
PORTLAND, MAINE
FOR:
ADAM COPE
P.O. BOX 1398
PORTLAND, MAINE 04104

Four Points Associates, Inc.
Donald E. Dostie, LLS
9 Ralph Avenue, Lewiston, ME. 04240 Tel. 207-577-5840

SHEET C 0.0



GENERAL NOTES:

1. TOTAL SITE AREA: ±0.1468 ACRES (±6,395 SF)
2. ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (B1-b)
3. OWNER: STEVEN + ROBERTA COPE, P.O. BOX 1398, PORTLAND, MAINE 04104
   APPLICANT: 510 STEVENS AVE, LLC, P.O. BOX 1398, PORTLAND, MAINE 04104
4. TAX MAP: MAP 16NE, LOT 135-E008
5. BOOK AND PAGE: CCRD BOOK 33336, PAGE 109
6. PROJECT ADDRESS: 510 STEVENS AVENUE

7. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE", MADE FOR ADAM COPE, P.O. BOX 1398, PORTLAND, MAINE 04104. WITH LATEST REVISION DATE OF 12/22/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 9 RALPH AVENUE, LEWISTON, MAINE 04240, TEL 207.577.5840

8. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLAN COORDINATE SYSTEM, WEST ZONE.

9. VERTICAL DATUM IS NGVD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING DUAL FREQUENCY GPS UNIT ON TWO CONTROL POINTS.THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON THE NGS WEBSITE. SITE BENCHMARK ELEVATION CONFIRMED WITH THE CITY OF PORTLAND MONUMENT AT INTERSECTION OF HARTLEY STREET AND STEVENS AVENUE.

10. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.

11. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.

12. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).

13. ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.

14. STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOTS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.

15. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

16. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.

17. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES AND MEET CURRENT CITY STANDARDS.

18. REFER TO SHEET C 5.0 UTILITIES PLAN FOR STATUS OF ALL EXISTING UTILITY SERVICES SERVING EXISTING RESIDENCE AND REMOVAL / ABANDONMENT.

EXISTING

- PROPERTY LINE
- EASEMENT LINE
- ROW LINE
- DECIDUOUS VEG (PRESERVED)
- DECIDUOUS VEG (TO BE REMOVED)
- CURB
- EDGE OF PAVING
- BUILDING OUTLINE
- MONUMENT
- IRON PIPE/ROD
- IRON REBAR TO BE SET
- CHAIN LINK FENCE
- SIGN
- WATER VALVE / SHUTOFF
- GAS VALVE
- UTILITY POLE
- LIGHTS
- GUY WIRE
- HYDRANT
- CATCH BASIN
- DRAIN MANHOLE
- SEWER MANHOLE
- OHE&T — OVERHEAD WIRES
- 8"W — WATER LINE
- 6"G — GAS LINE
- 8"S — STORM DRAIN
- 8"SD — SANITARY SEWER
- 124 — CONTOUR LINE
- LIMIT OF WORK

0' 10' 20'

Project Name:

510 Stevens Avenue

Portland, Maine

Owner:
Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:
510 Stevens Ave, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

Architect
Kevin Moquin Architect
1 Union Street, #203
Portland, Maine 04101
207.615.6421
Contact: Kevin Moquin

Landscape Architects
Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer
Pinkham & Greer Civil Engineers
28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor
Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	12-01-17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: TSG
Approved: PC

STATE OF MAINE — THOMAS S. GREER No. 4206 — LICENSED PROFESSIONAL ENGINEER

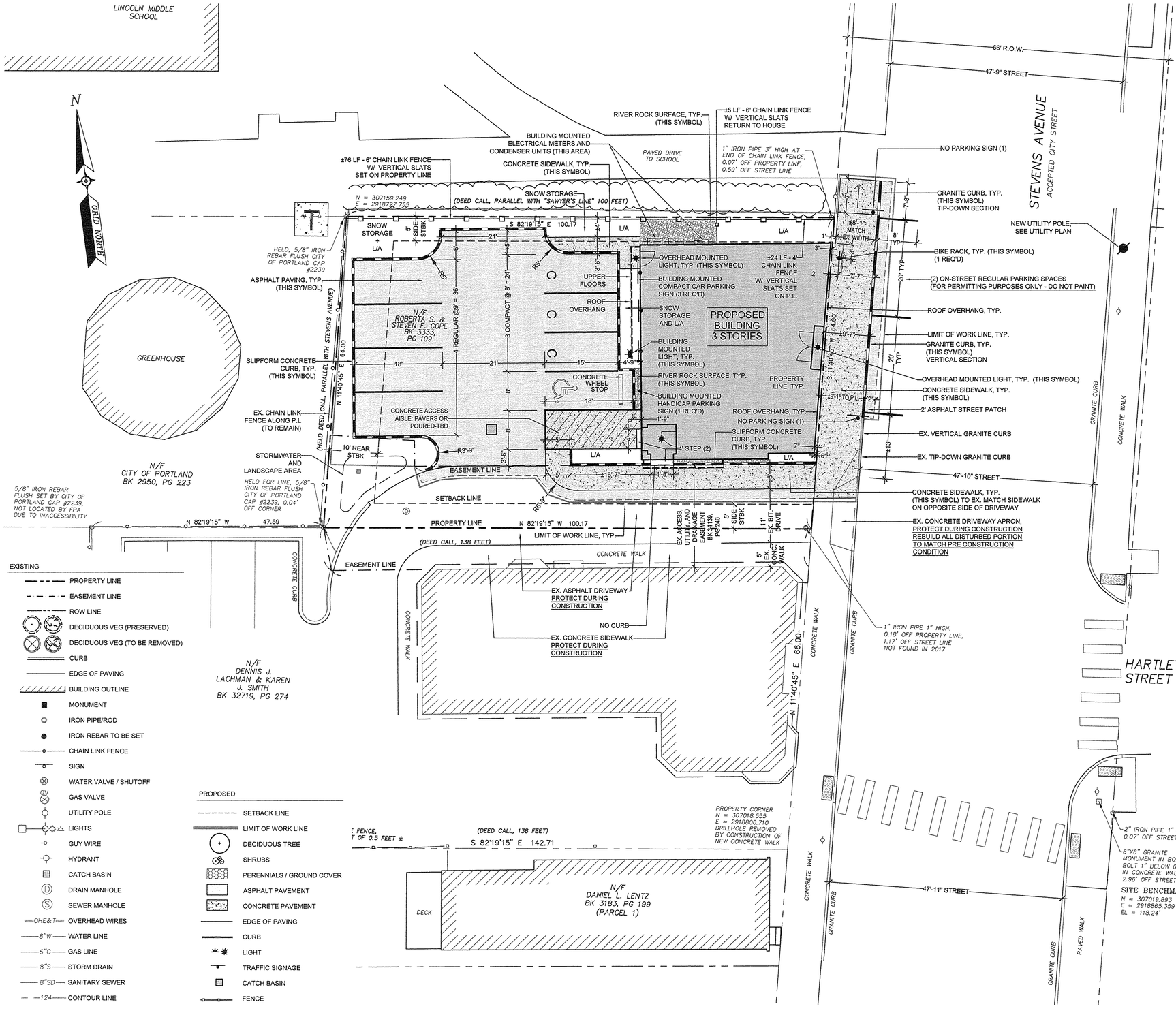
Drawing Title:

DEMOLITION AND SITE PREP PLAN

Job Number:
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:
C-1.0

© 2017 CARROLL ASSOCIATES



GENERAL NOTES:

1. TOTAL SITE AREA: ±0.1468 ACRES (±6,395 SF)

2. ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (B1-b)

3. OWNER: STEVEN + ROBERTA COPE
P.O. BOX 1398
PORTLAND, MAINE 04104

APPLICANT: 510 STEVENS AVE, LLC
P.O. BOX 1398
PORTLAND, MAINE 04104

4. TAX MAP: MAP 16NE, LOT 135-E008

5. BOOK AND PAGE: CCRD BOOK 33336, PAGE 109

6. PROJECT ADDRESS: 510 STEVENS AVENUE

7. SPACE AND BULK: RESIDENTIAL (3 UNITS) + RETAIL (1,095 SF)

	B1-b	PROPOSED
MIN. LOT SIZE	NONE	±0.1468 AC
MIN. LOT AREA / D.U.	1,000 SF/DU (MULTI-FAMILY)	3 D.U. (2,131 SF/DU)
MIN. STREET FRONTAGE	20 FT.	64 FT.
MIN. LOT WIDTH	NONE	64 FT.
MIN. FRONT YARD	NONE	2 INCHES
MAX. FRONT YARD	10 FT	5 INCHES
MIN. REAR YARD	10 FT. (PRINCIPAL)	+58 FT.
MIN. SIDE YARD	5 FT. (PRINCIPAL)	+5 FT.
MAX. BLDG HEIGHT	35 FT.	32'-6"
MAX. 1ST FLOOR AREA	RETAIL: 5,000 SF	1,095 SF
OFF-STREET PARKING	RESIDENTIAL (3 UNITS): 2 PS / D.U.	6 PS
	RETAIL (1,095 SF): 1 PS / 200 SF >2,000	0 PS
	TOTAL	6 PS REQ'D 8 PS PROPOSED
MAX. IMPERVIOUS SURFACE	90%	±82%

8. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE", MADE FOR ADAM COPE, P.O. BOX 1398, PORTLAND, MAINE 04104. WITH LATEST REVISION DATE OF 12/22/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 9 RALPH AVENUE, LEWISTON, MAINE 04240, TEL 207.577.5840

9. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLAN COORDINATE SYSTEM, WEST ZONE.

10. VERTICAL DATUM IS NGVD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING DUAL FREQUENCY GPS UNIT ON TWO CONTROL POINTS.THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON THE NGS WEBSITE. SITE BENCHMARK ELEVATION CONFIRMED WITH THE CITY OF PORTLAND MONUMENT AT INTERSECTION OF HARTLEY STREET AND STEVENS AVENUE.

11. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.

12. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.

13. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).

14. ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.

15. STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOTS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.

16. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

17. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.

18. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES AND MEET CURRENT CITY STANDARDS.

19. REFER TO UTILITIES PLAN FOR STATUS OF ALL EXISTING UTILITY SERVICES SERVING EXISTING RESIDENCE AND REMOVAL / ABANDONMENT.

20. ALL EXTERIOR MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC STREETS AND ADJACENT SITES BY STRUCTURE WALLS, EVERGREEN LANDSCAPING, FENCING, MASONRY WALLS OR A COMBINATION THEREOF.

21. SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY. ANY SNOW THAT CANNOT BE STORED ON-SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFF-SITE WITHIN 24-48 HOURS FOLLOWING A STORM. SNOW TRANSPORTED OFF-SITE SHALL BE BROUGHT TO A MAINE DEP APPROVED 'SNOW DUMP' OR MEET THE EXEMPTION REQUIREMENT SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING, ETC. RESULTING FROM THEIR ACTIVITIES. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT. THE BUILDING OWNER / ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

Project Name:

510 Stevens Avenue

Portland, Maine

Owner:
Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:
510 Stevens Ave, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

Architect
Kevin Moquin Architect
1 Union Street, #203
Portland, Maine 04101
207.615.6421
Contact: Kevin Moquin

Landscape Architects
Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer
Pinkham & Greer Civil Engineers
28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor
Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
2	02-05-18	CITY REVIEW COMMENTS
1	12-01-17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: MAP
Approved: PC

STATE OF MAINE
THOMAS S. GREER No. 4208
LICENSED PROFESSIONAL ENGINEER
12/21/18

Drawing Title:
SITE PLAN

Job Number:
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:
C-2.0

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LINCOLN MIDDLE SCHOOL

8"S C.I.P.

ANGULAR CALL HELD, PLEASE REFER TO NOTE 3B

94°0'0"

8"S C.I.P.

PAVED DRIVE TO SCHOOL

1" IRON PIPE 3" HIGH AT END OF CHAIN LINK FENCE, 0.07' OFF PROPERTY LINE, 0.59' OFF STREET LINE

CMP POLE# 61.1, UNDERGROUND ELECTRIC TO SCHOOL

GUY

GRANITE CURB TIP DOWN SECTION

8"S C.I.P.

NO PARKING SIGN

NEW UTILITY POLE

OHE&T

(1) BIKE RACK, TYP. REQUIRED

ROOF OVERHANG LINE

(2) ON STREET REGULAR PARKING SPACES DO NOT PAINT

NET&T CO. POLE

NO PARKING SIGN

EXISTING 12" V.C.P. E/S OR A.S.B./C.E.M. CL. 2400

STEVENS AVENUE
ACCEPTED CITY STREET 66' WIDE

GRANITE CURB

CONCRETE WALK

EXISTING 6" GAS MAIN

8"S&SD

1" IRON PIPE 1" HIGH, 0.18' OFF PROPERTY LINE, 1.17' OFF STREET LINE NOT FOUND IN 2017

HYDRANT

EXISTING 8" V.I.T.

CB 1
RIM EL = 118.63
@ CURB

SMH 1
RIM EL = 119.06
BRICK CL = 111.96

HARTLEY STREET

EXISTING 4" GAS MAIN

EXISTING 12" V.C.P. SEWER

CMP POLE #60

EXISTING 12" WATER MAIN

2" IRON PIPE 1" HIGH, 0.07' OFF STREET LINE

6"X6" GRANITE MONUMENT IN BOX WITH BOLT 1" BELOW GROUND IN CONCRETE WALK, 2.96' OFF STREET LINE

SITE BENCHMARK
N = 307019.893
E = 2918865.359
EL = 118.24'

TRANSFORMER# 061.2, UNDERGROUND ELECTRIC FROM 61.1

N = 307159.249
E = 2918727.755

(DEED CALL, PARALLEL WITH "SAWYER'S LINE" 100 FEET)
S 82°19'15" E 100.17

BUILDING MOUNTED ELECTRICAL METERS AND CONDENSER UNITS

PROPOSED CHAIN LINK FENCE

FENCE TO CONNECT TO BUILDING HERE

SNOW STORAGE & LANDSCAPING

SNOW STORAGE

CONCRETE WALK

5' SIDE SETBACK

HELD, 5/8" IRON REBAR FLUSH CITY OF PORTLAND CAP #2239

SOFFIT MOUNTED LIGHT TYP.

BUILDING MOUNTED COMPACT CAR PARKING SIGN (3 REQ'D)

UPPER FLOORS

ROOF OVERHANG

PROPOSED BUILDING 3 STORIES

3 COMPACT CAR PARKING SPACES 8' WIDE

4 REGULAR PARKING SPACES 9' WIDE

SLIPFORM CONCRETE CURBING

10' REAR SETBACK

N/F
ROBERTA S. &
STEVEN E. COPE
BK 33336, PG 109

BUILDING MOUNTED LIGHT, TYP.

OUTSIDE WALL

RIVER ROCK

CONCRETE WHEEL STOP

CONCRETE ACCESS AISLE PAVER/POURED

BUILDING MOUNTED HANDICAP PARKING SIGN (1 REQ'D)

N 11°40'45" E 64.00
(HELD DEED CALL, PARALLEL WITH STEVENS AVENUE)

S 11°40'45" W 64.00

S 78°32'50" E
17.29 (EASE)

S 6°55'23" W
5.26 (EASE)

LANDSCAPING

S 82°47'20" E 82.45 (EASE)

CONCRETE WALK

COMMON DRIVE EASEMENT
BK. 34139, PG 246

21.08 (EASE)

15.28

21.08 (EASE)

12.12' FR. BLDG. TO EASE

5' SIDE SETBACK

8"SD

8"SD

8"SD

N 82°19'15" W 100.17
(DEED CALL, 138 FEET)

N 82°55'51" W
18.49 TO BUILDING

N 2°58'09" E
8.97

19.02 (EASE)

CONCRETE WALK

GRANITE CURB

CONCRETE WALK

DMH #1, RIM 118.30
INV. IN (2@8") 114.00
INV. IN (4") 115.10
INV. OUT (8") 113.86

N/F
CITY OF PORTLAND
BK 2950, PG 223

5/8" IRON REBAR FLUSH SET BY CITY OF PORTLAND CAP #2239, NOT LOCATED BY FPA DUE TO INACCESSIBILITY

HELD FOR LINE, 5/8" IRON REBAR FLUSH CITY OF PORTLAND CAP #2239, 0.04' OFF CORNER

R5 ZONING DISTRICT

B1b ZONING DISTRICT

N 82°19'15" W 47.59

30" MAPLE

CONCRETE CURB

N/F
DENNIS J.
LACHMAN & KAREN
J. SMITH
BK 32719, PG 274

S 7°17'34" W 65.84
(DEED CALL 66')

N/F
CITY OF PORTLAND
BK 2660, PG 271

N 11°40'45" E 66.00

PROPERTY CORNER
N = 307018.555
E = 2918800.710
DRILLHOLE REMOVED BY CONSTRUCTION OF NEW CONCRETE WALK

CMP POLE #60.1

OHE&T

S 88°48'58" W
64.66

S 82°19'15" E 142.71 (DEED CALL, 138 FEET)
(ABUTTERS DEED CALL, 143 FEET)

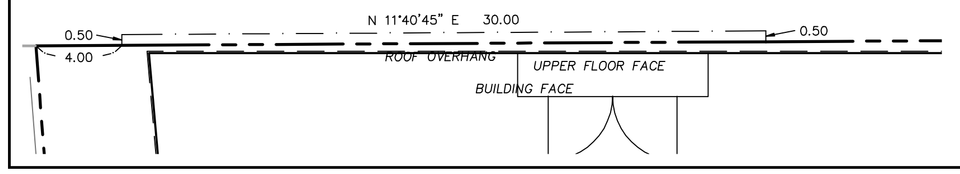
TWO 12" MAPLES

TWIN 18" MAPLES

OLD STOCKADE FENCE

3/4" IRON PIPE 2" HIGH AT END OF FENCE, 0.07' OFF PROPERTY LINE, 0.44' OFF REAR LINE

AERIAL LICENSE DETAIL
SCALE 1" = 5'



APPROVAL– PLANNING BOARD – CITY OF PORTLAND

DATE

CHAIRPERSON

GRAPHIC SCALE

10 0 5 10 20 40

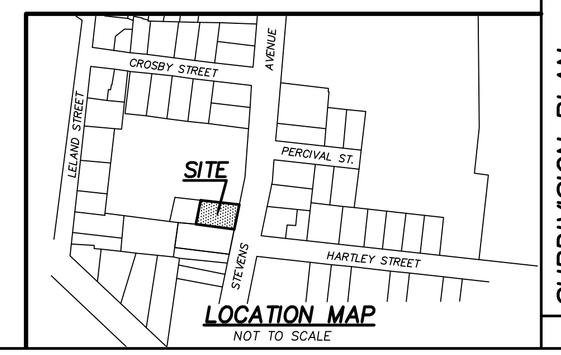
(IN FEET)
1 inch = 10 ft.

LEGEND – EXISTING

- SITE BOUNDARY
- ABUTTER BOUNDARY
- MONUMENT
- IRON PIPE/ROD
- IRON REBAR TO BE SET
- CHAIN LINK FENCE
- STOCKADE FENCE
- EDGE PAVEMENT
- CURBLINE
- BUILDING
- SIGN
- WATER VALVE
- GAS VALVE
- UTILITY POLE
- GUY WIRE
- HYDRANT
- CATCH BASIN
- SEWER MANHOLE
- CONTOURS
- 6"G GAS
- 8"W WATER
- 8"S SEWER
- OHE&T OVERHEAD ELEC. & TEL.
- DECIDUOUS TREE

LEGEND – PROPOSED

- CATCH BASIN
- BUILDING
- CHAIN LINK FENCE



LOCATION MAP
NOT TO SCALE

GENERAL NOTES:

1. RECORD OWNERS OF THE PROPERTY ARE ROBERTA S. AND STEVEN E. COPE BY DEED DATED JULY 29, 2016 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 33336, PAGE 109.

2. THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND MAINE TAX MAP 16NE, AS BEING LOT 135–E009.

3. PLAN REFERENCES:

A) STANDARD BOUNDARY SURVEY OF LINCOLN MIDDLE SCHOOL PROPERTY STEVENS AVENUE PORTLAND, MAINE, BY WILLIAM G. SCOTT OF CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION, DATED DECEMBER 1993, AND RECORDED IN THE (CCRD) IN PLAN BOOK 937, PAGE 5.

B) PLAN OF HIGH SCHOOL LOT, BOUGHT OF GEO. MEAD STEVENS, DATED SEPTEMBER 3, 1897, AND RECORDED IN THE (CCRD) IN PLAN BOOK 9, PAGE 7. DEED REFERENCE IS BOOK 657, PAGE 17.

C) LELAND ST. AND VICINITY, BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, DATED FEBRUARY 15, 1978, AND RECORDED IN THE (CCRD) IN PLAN BOOK 396, PAGE 3.

4. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE.

5. VERTICAL DATUM IS NGVD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING A DUAL FREQUENCY GPS UNIT. THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON THE NGS WEBSITE. SITE BENCHMARK ELEVATION CONFIRMED WITH CITY OF PORTLAND MONUMENT AT INTERSECTION OF HARTLEY STREET & STEVENS AVE.

6. CATCH BASIN & MANHOLE INVERTS ARE TAKEN FROM INFORMATION PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.

7. THIS PLAN IS BASED ON A SURVEY COMPLETED TO THE BEST OF MY KNOWLEDGE IN ACCORDANCE WITH THE STATE OF MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS STANDARDS OF PRACTICE, FIELD WORK WAS COMPLETED USING ROBOTICS INSTRUMENTATION. POINTS LOCATED WITHIN A POSITIONAL TOLERANCE OF 0.05 FEET, MORE OR LESS.

8. THIS PLAN IS SUBJECT TO REVISION UPON RECEIPT OF A TITLE OPINION WHICH MAY NOTE OTHER POSSIBLE RESTRICTIONS, EASEMENTS OR CONDITIONS ENCUMBERING OR BENEFITING THE SITE.

9. NO EXCAVATION OF ANY KIND CAN BE PERMITTED WITHOUT THE CONTRACTOR CONTACTING DIG–SAFE FOR LOCATION OF POSSIBLE UNDERGROUND UTILITIES. ALL EXISTING UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE BASED ON VISIBLE ABOVE GROUND STRUCTURES. REFERENCE IS MADE TO THE SITE AND UTILITY PLANS FOR PLACEMENT OF ALL PROPOSED UTILITY STRUCTURES AND CONNECTIONS.

10. PROPERTIES HEREON ARE NOT LOCATED WITHIN A FLOOD HAZARD ZONE AS DEPICTED ON FEMA FIRM FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 230051 007 C, MAP REVISED DECEMBER 8, 1998.

11. SPACE AND BULK: RESIDENTIAL (3 UNITS) + RETAIL (1,095 S.F.)

	B1–b	PROPOSED
MIN. LOT SIZE	NONE (0.15 AC.±, 6,395 S.F.)	
MIN. LOT AREA/D.U.	1,000 SF/DU (MULTI–FAMILY)	3 D.U. (2,131 S.F./DU)
MIN. STREET FRONTAGE	20 FT.	EXISTING 64 FT.
MIN. LOT WIDTH	NONE	EXISTING 64 FT.
MIN. FRONT YARD	NONE	2 IN.
MAX. FRONT YARD	10 FT.	5 IN.
MIN. REAR YARD	10 FT. (PRINCIPAL)	58 FT.±
MIN. SIDE YARD	5 FT. (PRINCIPAL)	5 FT.+
MAX. BUILDING HEIGHT	35 FT.	32 FT. 6 IN.
MAX 1ST FLR. AREA	RETAIL 5,000 S.F.	1,095 S.F.
OFF–STREET PARKING	RESIDENTIAL (3 UNITS) 2 PS/DU	6 PS
	RETAIL (1,095 S.F.) 1 PS/200 SF.	
	> 2,000 S.F. 0 PS REQUIRED	2 PS
	TOTAL 6 PS REQUIRED	8 PS
MAX IMPERVIOUS AREA	90%	82%±

STATE OF MAINE
CUMBERLAND COUNTY SS REGISTRY OF DEEDS
RECEIVED _____, 2017
AT ___h _____m AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTER

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM FOUR POINTS ASSOCIATES, INC. ANY ALTERATIONS AUTHORIZED BY OTHERS SHALL BE AT THEIR SOLE RISK AND WITHOUT LIABILITY TO FOUR POINTS ASSOCIATES, INC.

REV:	DATE:	STATUS:
B	02/05/2018	CITY REVIEW COMMENTS
A	12/06/2017	SUBMISSION FOR REVIEW

PROJ. NO: 16014 | DWG NAME: 16014SUB | SCALE: 1"=10' | PLAN BY: D DOSTIE

NAME: . .
LIC. # . .

DONALD E. DOSTIE
PLS #2147

STATE OF MAINE
DONALD E. DOSTIE
2147
REGISTERED PROFESSIONAL LAND SURVEYOR

SUBDIVISION PLAN
OF
510 STEVENS AVENUE
PORTLAND, MAINE
FOR RECORD OWNERS:
ROBERTA S. & STEVEN E. COPE
P.O. BOX 1398
PORTLAND, MAINE 04104

Four Points Associates, Inc.
Professional Land Surveying
9 Ralph Avenue, Lewiston, ME 04240 Tel. 207–577–5840

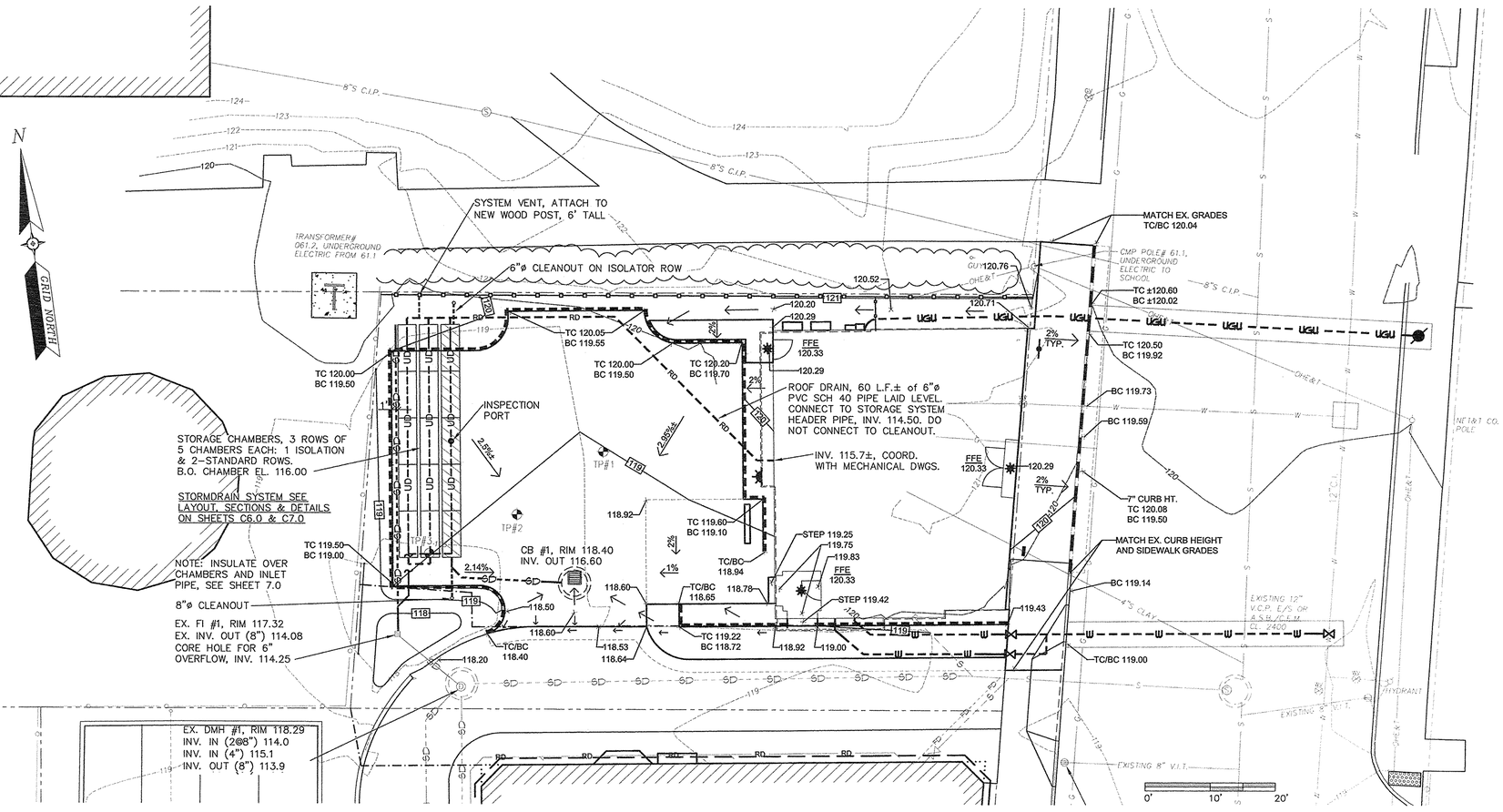
SHEET C 3.0

EXISTING

- PROPERTY LINE
- EASEMENT LINE
- ROW LINE
- DECIDUOUS TREE (preserved)
- DECIDUOUS TREE (to be removed)
- CURB
- EDGE OF PAVING
- BUILDING OUTLINE
- POLE LIGHT
- FIRE HYDRANT
- MANHOLE
- EM/GM — ELEC / GAS METER
- UTILITY POLE
- STREET LIGHT
- SIGN
- CATCH BASIN
- DRAIN MANHOLE
- WATER VALVE /SHUTOFF
- CHAIN LINK FENCE
- OHW — OVERHEAD WIRES
- E — UNDERGROUND POWER
- W — WATER LINE
- G — GAS LINE
- T — TELEPHONE
- SD — STORM DRAIN
- SS — SANITARY SEWER
- 15 — CONTOUR LINE
- TP#1 — TESTPIT

PROPOSED

- PROPERTY LINE
- SETBACK LINE
- LIMIT OF WORK LINE
- DECIDUOUS TREE
- SHRUBS
- PERENNIALS / GROUND COVER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- BRICK PAVEMENT
- EDGE OF PAVING
- CURB
- CROSSWALK STRIPING
- LIGHT
- TRAFFIC SIGNAGE
- T — TRANSFORMER
- BOLLARD
- 14 — CONTOUR LINE
- 14.50 + 13.69 — SPOT ELEVATION
- CAPPED IRON ROD SET
- CATCH BASIN / FIELD INLET
- UD — UNDERDRAIN
- SD — STORMDRAIN
- RD — ROOF DRAIN
- INFILTRATION SYSTEM
- OHU — OVERHEAD UTILITY SERVICES
- W — WATER SERVICES



UNDERDRAINED SOIL FILTER NOTES

UNDERDRAINED SOIL FILTER CONSTRUCTION OVERSIGHT NOTES

1. CONSTRUCTION SEQUENCE: THE SOIL FILTER MEDIA MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED. MAKE CONNECTION FROM CATCH BASIN TO THE CHAMBERS AS LATE AS POSSIBLE.
2. COMPACTION OF SOIL FILTER: FILTER SOIL MEDIA AND UNDERDRAIN BEDDING MATERIAL MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 6 INCHES TO PREVENT POCKETS OF LOOSE MEDIA.
3. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
   - AFTER THE PRELIMINARY CONSTRUCTION OF THE FILTER GRADES AND ONCE THE UNDERDRAIN PIPES ARE INSTALLED BUT NOT BACKFILLED,
   - AFTER THE DRAINAGE LAYER IS CONSTRUCTED AND PRIOR TO THE INSTALLATION OF THE FILTER MEDIA
   - ALL THE MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY TO SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
   - CONTRACTOR TO PHOTOGRAPH THE INSTALLATION.
4. TESTING AND SUBMITTALS: THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL:
   - SELECT SAMPLES FOR SAMPLING OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA AND SAMPLES OF THE UNDERDRAIN BEDDING MATERIAL. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.
   - PERFORM A SIEVE ANALYSIS CONFORMING TO STM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COURSE AGGREGATES 1996A) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE, A CLAY CONTENT OF LESS THAN 2% (DETERMINED HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER.
   - PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698.

UNDERDRAINED SOIL FILTER CONSTRUCTION NOTES

1. PRIOR TO CONSTRUCTION OF UNDERDRAINED SOIL FILTER STABILIZE AREAS THAT DRAIN TO THEM WITH EITHER TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IN ACCORDANCE WITH THE EROSION & SEDIMENT CONTROL PLAN, NOTES & DETAILS.
2. DO NOT PLACE THE FILTER MEDIA UNTIL AFTER THE SOIL FILTER AREA IS USED FOR A SETTLING BASIN DURING CONSTRUCTION AND ALL AREAS THAT DRAIN TO THE BASIN HAVE BEEN STABILIZED AS MUCH AS POSSIBLE. PRIOR TO PLACEMENT OF THE FILTER MEDIA ALL SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES MUST BE REMOVED.
3. EXCAVATE UNDERDRAINED SOIL FILTER AND DITCH IN A MANNER THAT WILL NOT COMPACT THE SUBGRADE. DO NOT OPERATE HEAVY MACHINERY INSIDE THE UNDERDRAINED SOIL FILTER.
4. IF 20 MIL GEOMEMBRANE IS USED:
   THE CONTRACTOR SHALL PROVIDE DETAILS FOR THE PROPOSED RUFCO 2010B BLENDED LINEAR POLYETHYLENE LINER SYSTEM TO BE INSTALLED WITHIN THE SOIL FILTER BASIN. INFORMATION SHALL INCLUDE MANUFACTURER'S SPECIFICATIONS AND INSTALLATION PROCEDURES THAT ADDRESS:
   - SEAMING OF LINER PANELS
   - BOOT INSTALLATION FOR PIPE PENETRATIONS
   - SEAM TESTING PROCEDURES
   - METHOD OF SUBGRADE PREPARATION
   - PLACEMENT AND COMPACTION OF STONE – TO MINIMIZE RISK OF PUNCTURING OF INSTALLED LINER.
5. PLACE UNDERDRAIN BEDDING, UNDERDRAIN PIPE AND BACKFILL MATERIAL IN A MANNER THAT DOES NOT COMPACT THE SUBGRADE, BEDDING OR BACKFILL.
6. PLACE SOIL FILTER BED OVER THE PREPARED SURFACES WITH AN EXCAVATOR WORKING FROM OUTSIDE THE BED SO THAT WHEN SHAPED TO FINISH GRADE DEPTH OF THE MEDIA IS 12". DO NOT COMPACT.

SOIL FILTER MEDIA NOTES

1. THE SOIL FILTER MUST BE AT LEAST 12 INCHES DEEP AND MUST EXTEND ACROSS THE BOTTOM OF THE ENTIRE FILTER AREA AND UP THE SIDES TO THE DEPTH OR ELEVATION SPECIFIED. THIS SOIL MIXTURE SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS, OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. THE RESULTANT MIXTURE SHOULD HAVE MINIMAL CLAY CONTENT WITH NO LESS THAN 8% FINES PASSING THE #200 SIEVE. DURING CONSTRUCTION, CARE SHOULD BE TAKEN TO AVOID COMPACTION OF BOTH THE GRAVEL AND SOIL FILTER. COMPACTION SHOULD BE BY SATURATION ONLY, UNLESS SPECIAL LOW COMPACTION EQUIPMENT IS AVAILABLE.
2. CARE SHOULD BE TAKEN, ESPECIALLY IN AREAS WHERE THE PREDOMINANT SOIL AND OVERBURDEN CONTAINS MARINE CLAY, TO BE SURE THAT THE SAND AND TOPSOIL USED IN THE MIXTURE HAVE VERY LITTLE OR NO CLAY CONTENT. USE OF SOILS WITH MORE THAN 2% CLAY CONTENT COULD CAUSE FAILURE OF THE SYSTEM.
3. THE SOIL FILTER MEDIA MUST BE COMPOSED OF A THOROUGHLY BLENDED MIXTURE OF MATERIALS MEETING THE SPECIFICATIONS IN **TABLE B**. ADJUST THE PROPORTIONS BASED ON THE ORGANIC CONTENT AND AMOUNT OF FINES OF EACH COMPONENT. IF THE SAND IS VERY CLEAN OR THE MULCH IS RELATIVELY COARSE, USE MORE MULCH AND LESS SAND WHILE STAYING WITHIN THE ESTABLISHED RANGES. IF THE SAND IS SILTY OR THE MULCH LOAMY, USE MORE SAND AND LESS MULCH.

TABLE A

ME DOT SPECIFICATIONS FOR UNDERDRAINS (MDOT #703.22)

SIEVE SIZE	% BY WEIGHT
UNDERDRAIN TYPE C	
1"	100
3/4"	90–100
3/8"	0–75
#4	0–25
#10	0–5

TABLE B

SOIL FILTER MEDIA

FILTER MEDIA	MIXTURE BY VOLUME	SPECIFICATION
SAND	70%–80%	MEDOT SPECIFICATION #703.01 FINE AGGREGATE FOR CONCRETE (SEE **TABLE C**)
MULCH	20%–30%	MODERATELY FINE, SHREDDED BARK OR WOOD FIBER MULCH WITH LESS THAN 8%–10% PASSING THE 200 SIEVE

TABLE C

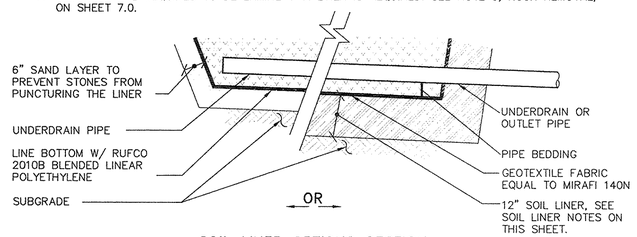
ME DOT SPECIFICATIONS FOR UNDERDRAINS (MDOT #703.01)

SIEVE SIZE	% BY WEIGHT
3/8"	100
#4	95–100
#8	80–100
#16	50–85
#30	25–60
#60	10–30
#100	2–10
#200	0–5

SOIL LINER NOTES

THE COMPACT SOIL LINER SHALL HAVE THE FOLLOWING CHARACTERISTICS:

1. A LIQUID LIMIT GREATER THAN OR EQUAL TO 20, AND A PLASTICITY INDEX GREATER THAN OR EQUAL TO 8 BUT LESS THAN OR EQUAL TO 30, AS DETERMINED USING ASTM D-4318, STANDARD TEST METHODS FOR LIQUID LIMIT, PLASTIC LIMIT, AND PLASTICITY INDEX OF SOILS. GLACIAL TILL SOILS DO NOT NEED TO MEET LIQUID LIMIT AND PLASTICITY INDEX REQUIREMENTS.
2. A MINIMUM FINES CONTENT OF 35%.
3. A MAXIMUM PARTICLE SIZE OF LESS THAN OR EQUAL TO 3 INCHES.
4. HAVE A MINIMUM IN-PLACE DENSITY OF 92% OF THE MAXIMUM DRY DENSITY AS MEASURED BY ASTM D-698, STANDARD TEST METHOD FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING STANDARD EFFORT (12,400 FT-LBF/FT3 (600 KN-M/M3)).
5. BE COMPACTED USING A KNEADING ACTION TO REMOLD THE SOIL WITHIN 0-4% ABOVE OPTIMUM MOISTURE CONTENT AS DETERMINED USING ASTM D-698.
6. HAVE A MAXIMUM COMPACTED LIFT THICKNESS OF 9 INCHES AND PROVIDE A MEANS TO ENSURE LIFT INTERFACE BONDING.
7. TEST PITS ARE REQUIRED TO DETERMINE IF A LINER IS REQUIRED. SEE NOTE 3, ROCK REMOVAL, ON SHEET 7.0.



SOIL LINER OPTIONS SECTION
NOT TO SCALE

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Drawing Set:

No.	Date	Revision
1	2-5-18	CITY REVIEW COMMENTS
2	2-6-18	PWD REVIEW COMMENTS

Drawing Set:
SITE PLAN REVIEW

Drawn: JDC
Checked: TSG
Approved:

STATE OF MAINE
THOMAS S. GREER No. 4206
LICENSED PROFESSIONAL ENGINEER
2/6/18

Drawing Title:
GRADING AND STORMWATER MANAGEMENT PLAN

Job Number: PG: 17155
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:
C-4.0

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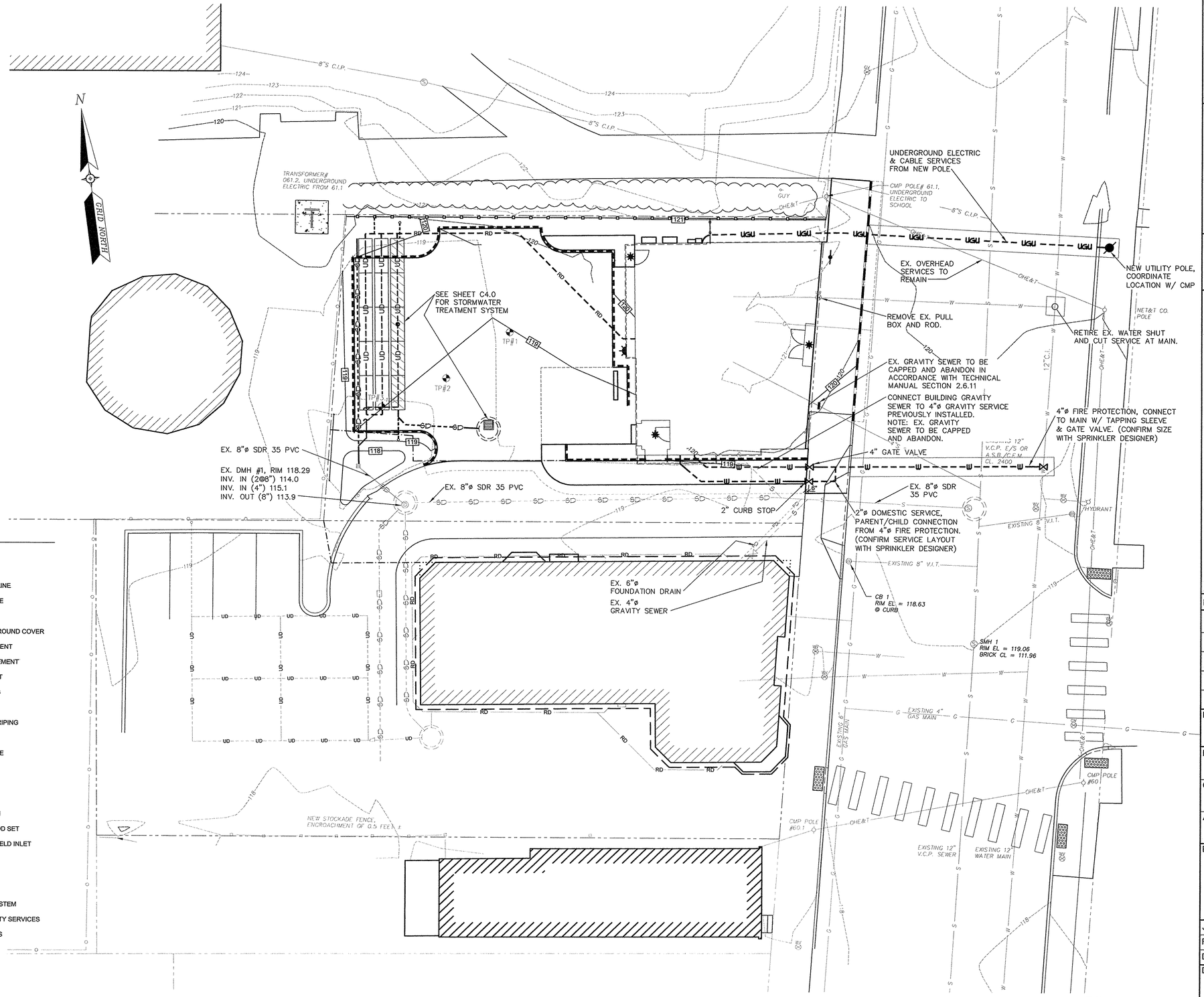

EXISTING

- PROPERTY LINE
- EASEMENT LINE
- ROW LINE
- DECIDUOUS TREE (preserved)
- DECIDUOUS TREE (to be removed)
- CURB
- EDGE OF PAVING
- BUILDING OUTLINE
- POLE LIGHT
- FIRE HYDRANT
- MANHOLE
- EM/GM ELEC / GAS METER
- UTILITY POLE
- STREET LIGHT
- SIGN
- CATCH BASIN
- DRAIN MANHOLE
- WATER VALVE /SHUTOFF
- CHAIN LINK FENCE
- OHW OVERHEAD WIRES
- E UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- SS SANITARY SEWER
- 15 CONTOUR LINE
- TP#1 TESTPIT

PROPOSED

- PROPERTY LINE
- SETBACK LINE
- LIMIT OF WORK LINE
- DECIDUOUS TREE
- SHRUBS
- PERENNIALS / GROUND COVER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- BRICK PAVEMENT
- EDGE OF PAVING
- CURB
- CROSSWALK STRIPING
- LIGHT
- TRAFFIC SIGNAGE
- T TRANSFORMER
- BOLLARD
- 14 CONTOUR LINE
- 14.50 + 13.69 SPOT ELEVATION
- CAPPED IRON ROD SET
- CATCH BASIN / FIELD INLET
- UD UNDERDRAIN
- SD STORMDRAIN
- RD ROOF DRAIN
- INFILTRATION SYSTEM
- OHU OVERHEAD UTILITY SERVICES
- W WATER SERVICES

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LICENSED PROFESSIONAL ENGINEER
2/6/18

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UTILITIES PLAN

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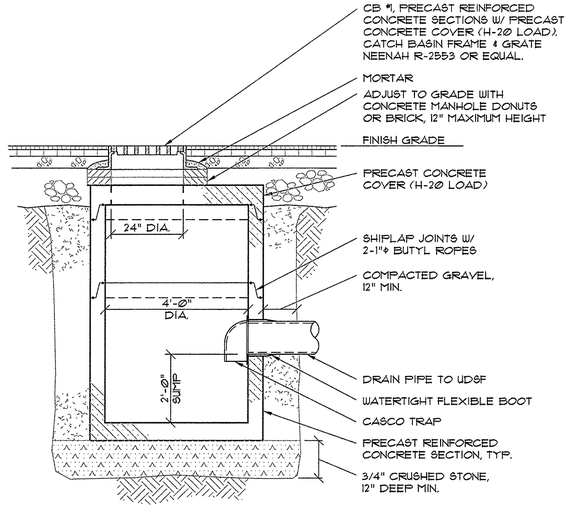


6 TYPICAL CATCH BASIN SECTION

NOT TO SCALE

HOUSEKEEPING NOTES

THE DEVELOPER IS RESPONSIBLE FOR NOTIFYING THE CONTRACTOR AND OWNER OF THE HOUSEKEEPING STANDARDS.

1. SPILL PREVENTION: THE CONTRACTOR AND OWNERS NEED TO TAKE CARE WITH CONSTRUCTION AND WASTE MATERIALS SUCH THAT CONTAMINATES DO NOT ENTER THE STORMWATER. THE STORAGE OF MATERIALS SUCH AS PAINT, PETROLEUM PRODUCTS, CLEANING AGENTS AND THE LIKE ARE TO BE STORED IN WATERTIGHT CONTAINERS. THE USE OF THE PRODUCTS SHOULD BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. WHEN FUELING EQUIPMENT, INCLUDING SNOWBLOWERS AND LAWNMOWERS, HAVE OIL ABSORBENT PADS AVAILABLE BELOW THE FUELING.

   STAGING AREAS ARE NOTED ON THE PLANS FOR THE CONTRACTOR'S USE. REFUELING OF SMALL ENGINES BY THE OWNER SHOULD OCCUR IN THE GARAGE OR ON A PAVED SURFACE.

   ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT: HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPILLRESP/

2. GROUNDWATER PROTECTION: PROTECTION OF THE GROUNDWATER IS REQUIRED BY THE CONTRACTOR AND OWNER. PETROLEUM PRODUCTS SHOULD BE STORED IN MANUFACTURED CANS DESIGNED FOR THE PURPOSE. SPILL PREVENTIONS PROCEDURES SHOULD BE FOLLOWED.

3. FUGITIVE SEDIMENT AND DUST: THE CONTRACTOR IS REQUIRED TO MINIMIZE DUST FROM THE CONSTRUCTION OPERATION. THE ROAD SHOULD BE SWEPT REGULARLY (WEEKLY) AND PRIOR TO ANY RAIN EVENT. THE GRAVEL AREAS ARE TO BE WATERED REGULARLY TO MINIMIZE DUST. ANY MUD THAT IS TRACKED OFF SITE SHOULD BE CLEANED UP PRIOR TO IT DRYING AND BECOMING A DUST ISSUE. DO NOT USE OIL TO CONTROL DUST. DEWATERING A STREAM WITHOUT A PERMIT FROM THE DEPARTMENT MAY VIOLATE STATE WATER QUALITY STANDARDS AND THE NATURAL RESOURCES PROTECTION ACT.

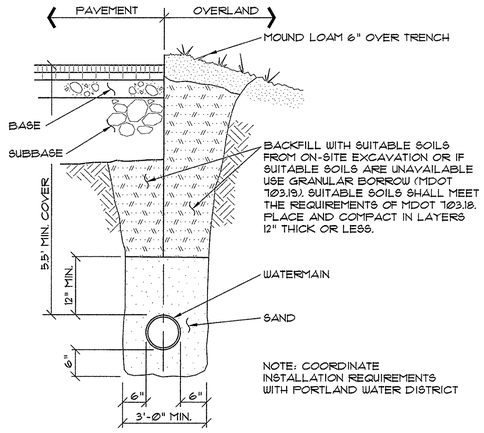
4. DEBRIS AND OTHER MATERIALS: CONSTRUCTION MATERIALS AND CONSTRUCTION DEBRIS SHOULD BE COVERED TO PREVENT RAINWATER FROM WASHING CONTAMINANTS OFF THE SITE. ANY FERTILIZERS, CLEANING PRODUCTS, HERBICIDES SHOULD BE PROTECTED FROM THE WEATHER AND USED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

   NOTE ANY CONTAMINANTS THAT ARE WASHED OFF THE SITE BY RAINWATER IS A VIOLATION OF THE CLEAN WATERS ACT.

   STORAGE HANDLING AND DISPOSAL OF SOLID WASTE ITEMS MUST COMPLY WITH MAINE'S SOLID WASTE MANAGEMENT RULES. LACK OF APPROPRIATE POLLUTANT CONTROL MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARDS.

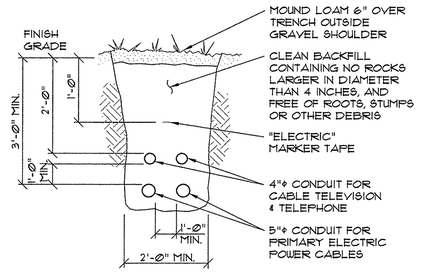
   THIS PROJECT HAS A WRITTEN EROSION CONTROL PLAN AND STORMWATER MAINTENANCE PLAN. MODIFICATIONS TO THE PLAN MUST BE APPROVED BY THE CITY.

   MAINTENANCE OF STORMWATER TREATMENT AND CONTROL SYSTEMS MUST OCCUR REGULARLY. THE STORMWATER MAINTENANCE REPORT PROVIDES INSPECTION DETAILS AND TIME LINES FOR DOING THE INSPECTIONS AND REPORTING TO THE TOWN AND DEP



4 TYPICAL WATER MAIN SECTION

NOT TO SCALE



NOTES:
1. INSTALLATION SHALL NOT ALLOW INTER-TWINING OF CABLES.
2. DIRECT BURY ELECTRICAL CABLES MAY BE USED IF ALLOWED BY CENTRAL MAINE POWER.
3. CONFIRM CONDUIT SIZES WITH INDIVIDUAL UTILITY COMPANIES PRIOR TO INTALLATION.
4. COORDINATE FINAL LAYOUT WITH INDIVIDUAL UTILITY COMPANIES.

5 CABLE TRENCH SECTION

NOT TO SCALE

UNDERGROUND UTILITIES WARNING TAPE

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

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

APWA UNIFORM COLOR CODE:

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

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE 11-09.

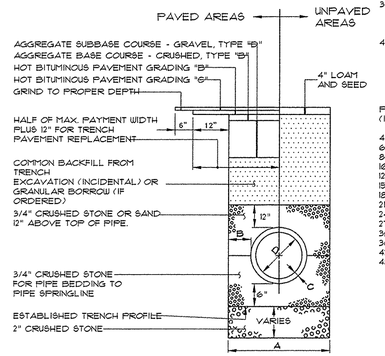
GENERAL NOTES FOR MANHOLES AND CATCH BASINS (11-4)

1

NOT TO SCALE

NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.

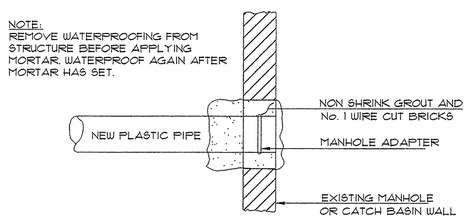


NOTES
1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE, BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
4. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4 - - - - -	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18 - - - - -	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36 - - - - -	6.0
42	7.0
48	7.0

2 TYPICAL PIPE TRENCH INSTALLATION (11-12)

NOT TO SCALE



METHOD 3 - NEW PIPE INTO EXISTING STRUCTURE

3 PLASTIC PIPE CONNECTION METHODS (11-14)

NOT TO SCALE

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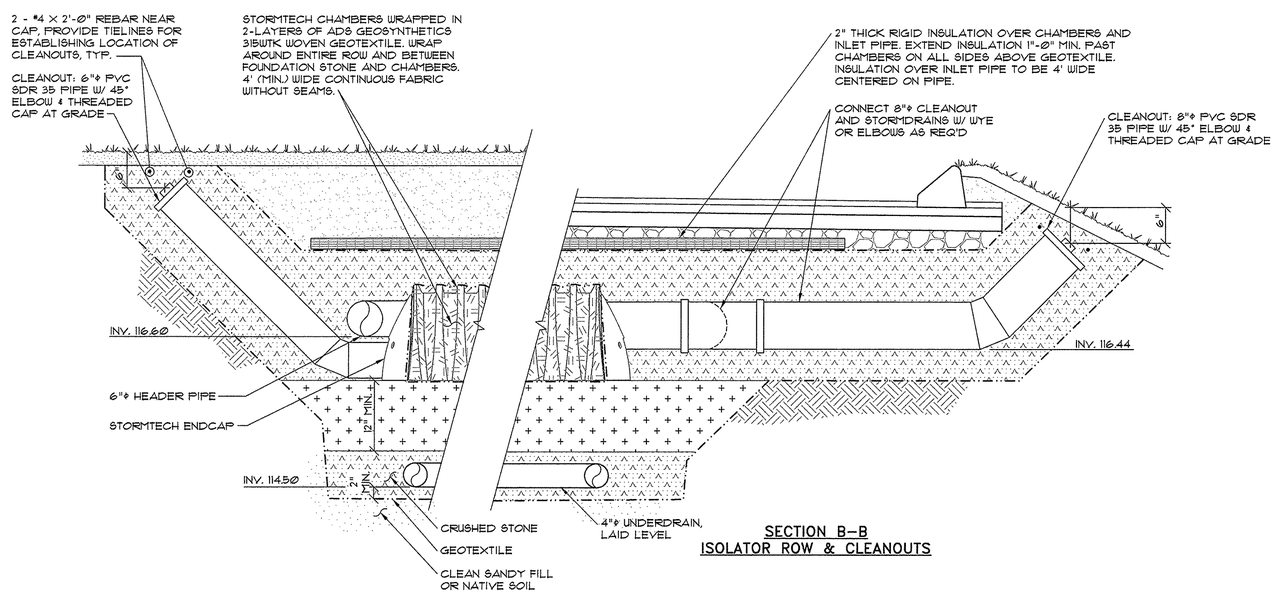
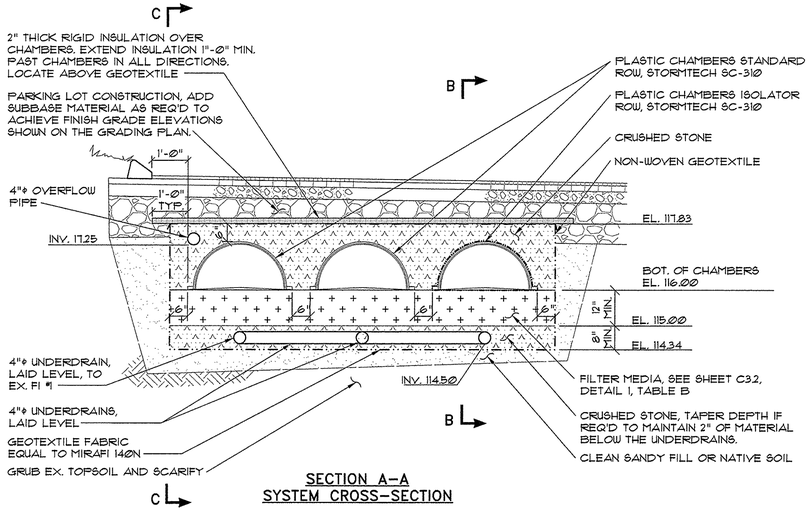
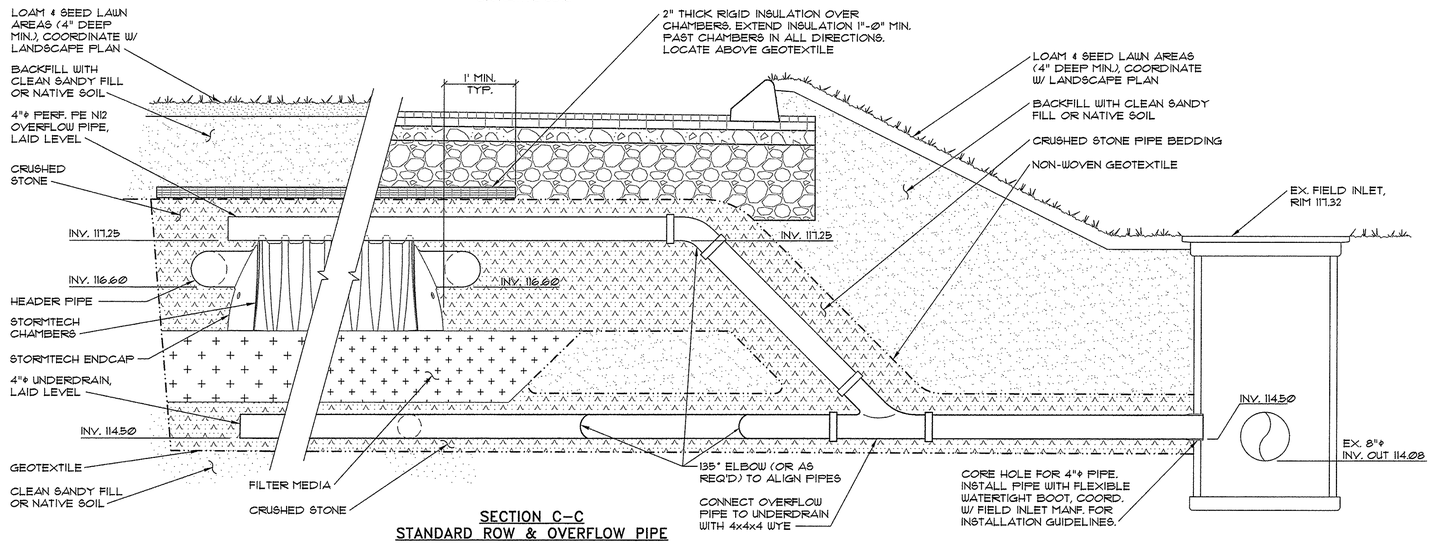


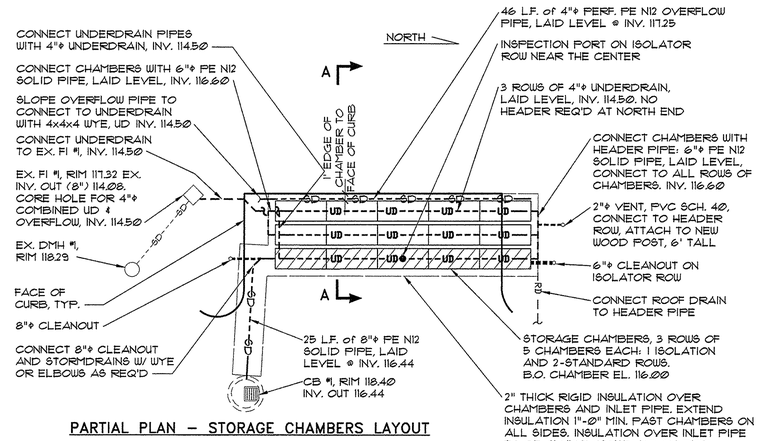
SECTION B–B
ISOLATOR ROW & CLEANOUTS



SECTION A–A
SYSTEM CROSS-SECTION



SECTION C–C
STANDARD ROW & OVERFLOW PIPE



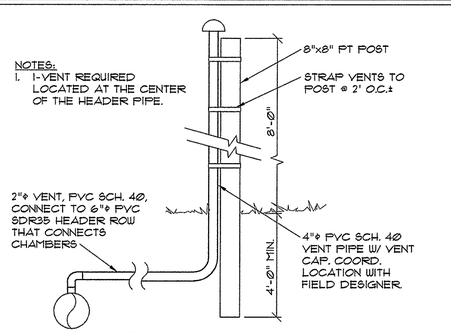
PARTIAL PLAN – STORAGE CHAMBERS LAYOUT

NOTES

1. ISOLATION ROW CHAMBERS TO BE STORMTECH CHAMBERS WRAPPED IN 2-LAYERS OF ADS GEOSYNTHETICS 315WTK WOVEN GEOTEXTILE. WRAP AROUND ENTIRE ROW AND BETWEEN FOUNDATION STONE AND CHAMBERS. 4' (MIN.) WIDE CONTINUOUS FABRIC WITHOUT SEAMS.
2. STANDARD CHAMBER ROWS DO NOT REQUIRE WRAPPING.
3. ROCK REMOVAL: IT IS LIKELY ROCK REMOVAL WILL BE REQUIRED FOR THE INSTALLATION OF THE CATCHBASIN. CONDUCT TESTPITS AT BOTH ENDS OF THE CHAMBER SYSTEM. ROCK MUST BE MORE THAN 12" BELOW THE BOTTOM OF THE FILTER COLLECTION SYSTEM. EITHER REMOVE THE ROCK AND REPLACE WITH NATIVE SANDS OR LINE THE FILTER. NOTIFY ENGINEER OF THE TESTPIT RESULTS TO DETERMINE FINAL SOIL LINER OPTION (SEE NOTES ON SHEET C4.0 FOR SOIL LINER INFORMATION). NOTIFY ENGINEER WHEN THE SYSTEM IS BEING INSTALLED FOR INSPECTIONS.

1 UNDERDRAINED SOIL FILTER WITH STORMTECH® CHAMBERS DETAILS

NOT TO SCALE



4 CHAMBER VENT DETAIL

NOT TO SCALE

3 ISOLATOR ROW NOTES

INSPECTION AND MAINTENANCE

STEP 1 INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORT
  - A.1 REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2 REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3 USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4 LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5 IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
  - B.1 REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
  - B.2 USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
    - I) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - II) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING CLEANOUT STRUCTURE
  - B.3 IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

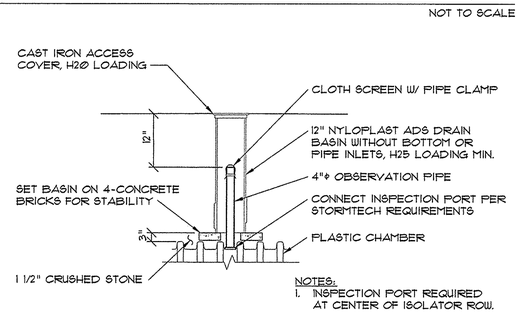
STEP 2 CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3 REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS. RECORD OBSERVATIONS AND ACTIONS.

STEP 4 INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

GENERAL NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



2 ISOLATION ROW INSPECTION PORT SECTION

NOT TO SCALE

Project Name:

510 Stevens Avenue

Portland, Maine

Owner / Applicant:

510 Stevens Avenue Associates, LLC
P.O. Box 1398
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Civil Engineer
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207.781.5242
Contact: Thomas Greer

Surveyor
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207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	2–5–18	CITY REVIEW COMMENTS

Drawing Set:

SITE PLAN REVIEW

Drawn: JDC

Checked: TSG

Approved:

STATE OF MAINE
THOMAS S. GREER No. 4206
LICENSED PROFESSIONAL ENGINEER

Drawing Title: 2/2/18

CIVIL DETAILS

Job Number: PG: 17155

File:

Date: 12–01–2017 Scale: AS SHOWN

Drawing Number:

C-7.0

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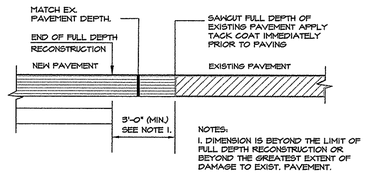
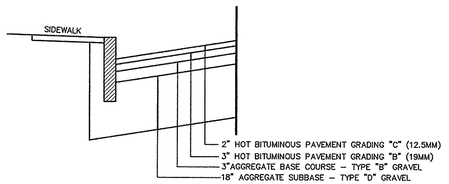
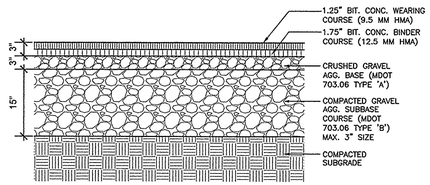


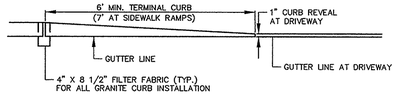
1 PAVEMENT CUTTING/MATCHING
NOT TO SCALE



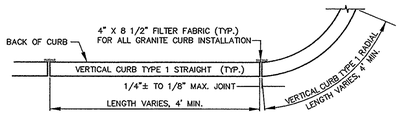
2 BITUMINOUS PAVEMENT (IN R.O.W. ONLY)
NOT TO SCALE



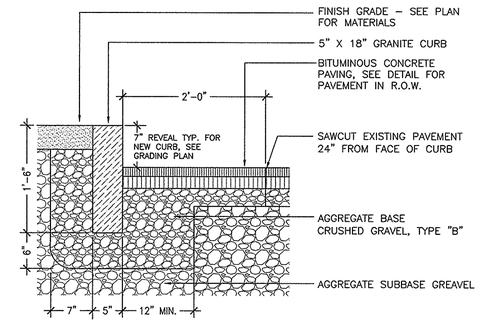
3 BITUMINOUS PAVEMENT (ON-SITE)
NOT TO SCALE



TERMINAL CURB PROFILE

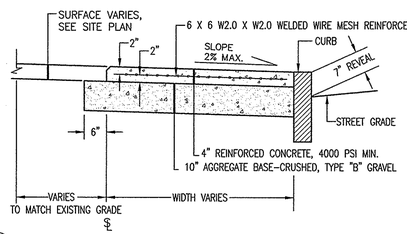


VERTICAL GRANITE CURB PLAN VIEW

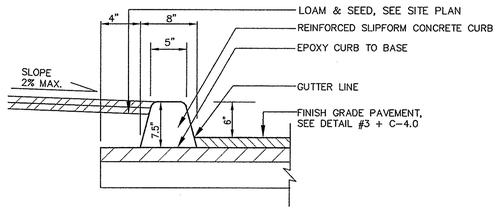


6 GRANITE CURB (IN R.O.W. ONLY)
NOT TO SCALE

NOTE: REFER TO CONTRACT FOR DETAILED MATERIALS SPECIFICATIONS.

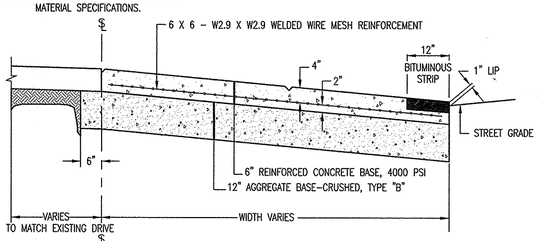


4 REINFORCED CONCRETE SIDEWALK (IN R.O.W. ONLY)
NOT TO SCALE

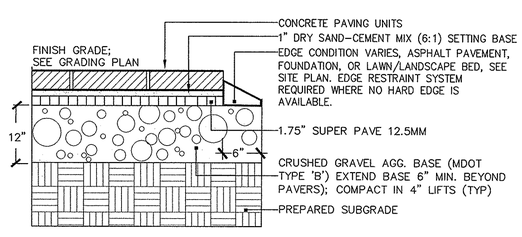


7 SLIPFORM CONCRETE CURB (INTERNALLY ONLY)
NOT TO SCALE

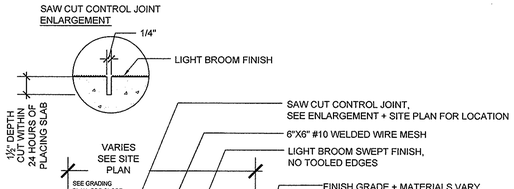
NOTE: REFER TO CONTRACT FOR DETAILED MATERIAL SPECIFICATIONS.



5 REINFORCED CONCRETE DRIVEWAY APRON (IN R.O.W. ONLY)
NOT TO SCALE



8 CONCRETE PAVERS
NOT TO SCALE



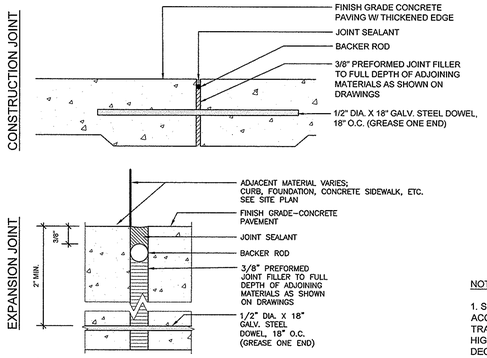
CONCRETE SPECIFICATION:
- 4000 p.s.i.
- 3/4" AGGREGATE
- 6 - 7 % AIR ENTRAINMENT
- SLUMP - 4" ± 1"

JOINT SPECIFICATIONS:
- SPACING OF CONTROL JOINTS - SEE SITE PLAN
- SAW CUT CONTROL JOINTS AT 1¼" DEPTH X 1/4" WIDE
- EXPANSION JOINTS SHALL BE PROVIDED ALONG BUILDING FOUNDATION, CURB, AND ALL OTHER HARD, NON-FLEXIBLE STRUCTURES

FINISH SPECIFICATION:
- LIGHT BROOM SWEPT FINISH (NO TOOLED EDGES)
- CURE WITH CURE-TO-SPEC MS
- AFTER CONSTRUCTION JOINTS HAVE BEEN FILLED AND SEALED; APPLY "CONSOLIDECK SALTGUARD"

NOTE:
ALL CONCRETE SHALL BE PLACED BY AN A.C.I. FLATWORK CERTIFIED FINISHER

9 POURED IN PLACE CONCRETE PAVEMENT (INTERNAL SIDEWALKS ONLY NOT AT DOORS)
NOT TO SCALE



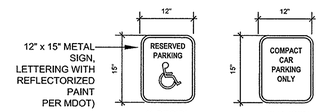
10 CONCRETE JOINTS
NOT TO SCALE

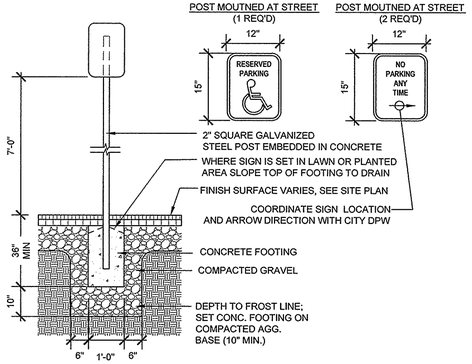
NOTES

1. SIGNS SHALL BE FABRICATED & INSTALLED IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES REVISION OF DECEMBER 2002, SECTION 645.

2. ALL PERMANENT SIGNS ON THIS PROJECT ARE CLASSIFIED UNDER SECTION 645.03(b) TYPE 1 REGULATORY WARNING AND ROUTE MARKER ASSEMBLY SIGNS.

3. ALL SIGNS SHALL BE SURFACE MOUNTED TO THE BUILDING AT A HEIGHT OF 7'-0" TO BOTTOM OF SIGN, TYP.





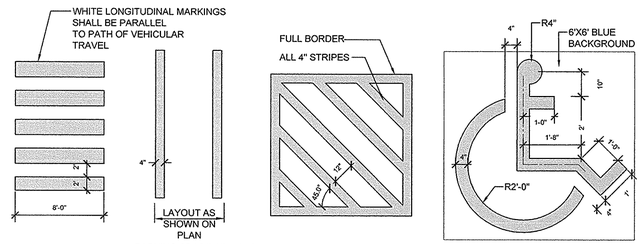
11 SITE SIGNAGE
NOT TO SCALE

NOTES

1. SIGNS SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES REVISION OF DECEMBER 2002, SECTION 645.

2. ALL PERMANENT SIGNS ON THIS PROJECT ARE CLASSIFIED UNDER SECTION 645.03(b) TYPE 1 REGULATORY WARNING AND ROUTE MARKER ASSEMBLY SIGNS.

3. ON STREET HC PARKING SIGN TO BE LOCATED AT CURB PER CITY SPECIFICATIONS, SEE SITE PLAN FOR LOCATION. ALL SIGNS IN R.O.W. COORD. LOCATION WITH CITY DPW.



NOTE:
1. ALL MARKINGS SHALL CONSIST OF LATEX, WATERBORNE EMULSION, LEAD AND CHROMATE FREE, READY MIXED, COMPLYING WITH FS TT-P-1952, TYPE II, WITH DRYING TIME OF LESS THAN 45 MINUTES.

12 PAINT STRIPING
NOT TO SCALE

Project Name:

510 Stevens Avenue
Portland, Maine

Owner:
Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:
510 Stevens Ave, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

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Contact: Kevin Moquin

Landscape Architects
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Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer
Pinkham & Greer Civil Engineers
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207.781.5242
Contact: Thomas Greer

Surveyor
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Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	12–01–17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: TSG
Approved: PC

STATE OF MAINE · THOMAS S. GREER No. 4203 · REGISTERED PROFESSIONAL ENGINEER · 12/5/17

Drawing Title:
SITE DETAILS

Job Number:
File:
Date: 12–01–2017 | Scale: AS SHOWN

Drawing Number:
C-8.0

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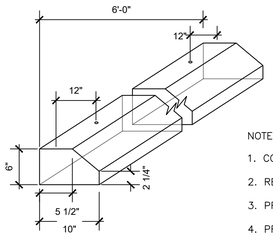
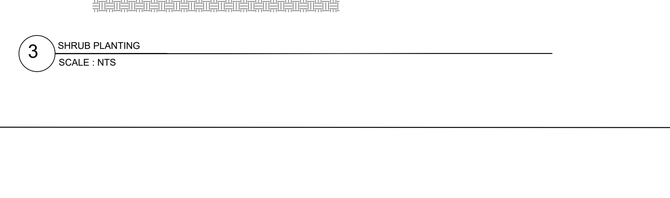


NOTES:

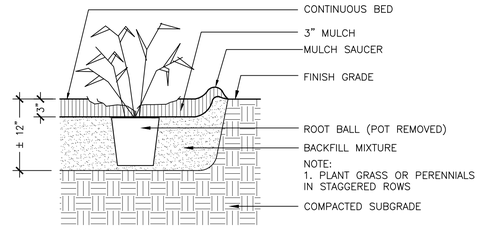
1. CONCRETE STRENGTH = 5,000 PSI
2. REINF. W/ TWO (2) #4 REBARS
3. PROVIDE 3/4" CHAMFER AT END FACES
4. PROVIDE TWO 3" DEEP LIFT HOLES @ EITHER END
5. ANCHOR WHEEL STOP WITH TWO EPOXY-COATED #4 REBARS DRIVEN 24" MIN. BELOW BIT. CONC. ROADWAY SURFACE
6. CENTER WHEEL STOP IN PARKING SPACE 2'-0" BACK FROM FACE OF ADJACENT CURBLINE

1 CONCRETE WHEEL STOP
NOT TO SCALE



2 TREE IN LAWN OR ESPLANADE
SCALE : NTS

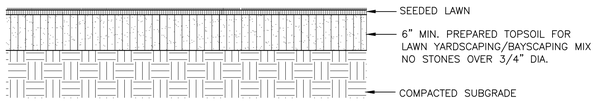
3 SHRUB PLANTING
SCALE : NTS



4 ORNAMENTAL GRASS / PERENNIAL PLANTING
SCALE : NTS

LAWN SEED MIXTURE
YARDSCAPING / BAYSCAPING BY ALLEN STERLING LOTHROP:

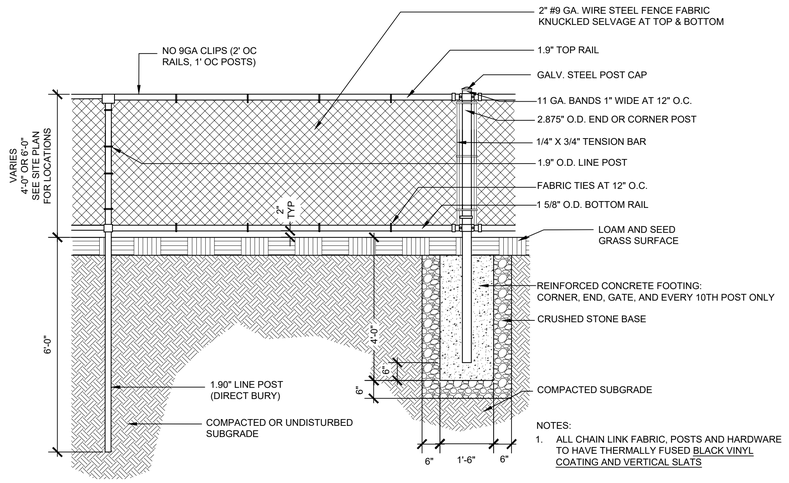
40% CREEPING RED FESCUE (ENDOPHYTE ENCHANCED)
30% TRIFECTA PERENNIAL RYEGRASS (ENDOPHYTE ENCHANCED)
20% KENBLUE KENTUCKY BLUEGRASS
10% CHEWINGS FESCUE



5 LAWN: SEED
SCALE : NTS

6 BICYCLE RACK
NOT TO SCALE

7 STONE SURFACE
NOT TO SCALE



8 CHAIN LINK FENCE
NOT TO SCALE

Project Name:

510 Stevens Avenue

Portland, Maine

Owner:

Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:

510 Stevens Ave, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

Architect
Kevin Moquin Architect
1 Union Street, #203
Portland, Maine 04101
207.615.6421
Contact: Kevin Moquin

Landscape Architects
Carroll Associates
217 Commercial St.
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Civil Engineer
Pinkham & Greer Civil Engineers
28 Vannah Ave.
Portland, ME 04103
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Contact: Thomas Greer

Surveyor
Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
2	02–05–18	CITY REVIEW COMMENTS
1	12–01–17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: MAP
Approved: PC

REGISTERED LANDSCAPE ARCHITECT
PATRICK J. CARROLL
NO. 127
STATE OF MAINE

Drawing Title:
SITE AND LANDSCAPE DETAILS

Job Number:
File:
Date: 12–01–2017 Scale: AS SHOWN

Drawing Number:
C-8.1

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EROSION CONTROL NOTES

GENERAL:

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

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

1. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.

2. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATERBODIES, OR WETLAND AS A RESULT OF THIS PROJECT.

3. LOAM AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER DISTURBANCE, BUT NO LONGER THAN 7 DAYS. LOAM AND SEED ANY DISTURBED AREA WITHIN 75' OF WETLANDS OR WATERBODEIS WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.

4. INSPECT SOIL EROSION MEASURES WEEKLY AND AFTER SIGNIFICANT STORM EVENTS. MAKE ALL NECESSARY REPAIRS TO FACILITIES AS SOON AS POSSIBLE, BUT NO LONGER THAN 2 DAYS. CLEAN AND RESET SILT FENCES AND STONE CHECK DAMS WHICH ACCUMULATE SEDIMENT AND DEBRIS.

5. PROTECT AND STABILIZE ALL AREAS NOT SCHEDULED FOR EROSION PREVENTION OR STABILIZATION BUT THAT SHOW SIGNS OF EROSION. NOTIFY OWNER OF ANY SIGNIFICANT EROSION PROBLEM.

6. APPLY MULCH TO BARE SOILS WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, WTHIN 48 HOURS IF WITHIN 75' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.

7. TEMPORARILY SEED WITHIN 7 DAYS ANY AREA WHICH WILL BE LEFT DISTURBED AND UNWORKED FOR MORE THAN 14 DAYS WITH THE TEMPORARY SEED MIX LISTED BELOW. IF AREA IS WITHIN 75' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.

8. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. DURING THE GROWING SEASON (APRIL 15 – SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
   - THE BASE OF GRASSED WATERWAYS
   - SLOPES STEEPER THAN 15%
   - WITHIN 100 ft. OF STREAMS AND WETLANDS

   BETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
   - SIDE SLOPES OF GRASSED WATERWAYS
   - SLOPES STEEPER THAN 8%

   INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C125BN.

9. FOLLOW SILT FENCE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM
10. OF FENCE IN A TRENCH OR BERMING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.

11. PLACE AND GRADE LOAM IN A REASONABLY UNIFORM MANNER. WORK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM SEED BED IS PREPARED. REMOVE FROM SURFACE ALL STONES LARGER THAN 2" AND ALL OTHER UNSUITABLE MATERIAL. LIME AND FERTILIZER SHOULD BE MIXED INTO SOIL PRIOR TO ROLLING EXCEPT IF INCLUDED IN HYDROSEED MIXTURE. PERMANENT STABLILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 90% CATCH.

12. ALL CULVERT OR PIPE OUTFALL PROTECTION MUST BE INSTALLED WITHIN 48 HOURS OF INSTALLING NEW PIPE OR CULVERT.

13. DITCHES AND CHANNELS DESIGNATED TO BE LINED WITH RIPRAP AND/OR EROSION CONTROL MESH MUST BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR CHANNEL.

14. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.

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

TOPSOIL:

1. SUITABLE TOPSOIL SALVAGED FROM SITE OR SCREENED, LOOSE AND FRIABLE SANDY LOAM OR LOAM AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE CLASSIFICATION SYSTEM, FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS, ROOTS, WEEDS, RHIZOMES OR OTHER UNDESIREABLE FOREIGN MATTER AS DETERMINED BY THE INSPECTING AUTHORITY. CONTRACTOR SHALL SUBMIT REPORTS OF LOAM TEST RESULTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY FOR TOPSOIL FROM DIFFERENT SOURCES PRIOR TO PLACING. THE COST OF TESTING SHALL BE INCIDENTAL TO THE COST OF TOPSOIL. TOPSOIL SHALL MEET THE FOLLOWING SPECIFICATIONS:

2. MATERIAL

   SAND – 0.08 IN. TO 0.002 IN. DIAMETER (% BY VOLUME) . . . . . 45 – 75
   SILT – 0.002 IN. TO 0.00008 IN. DIAMETER (% BY VOLUME) . . . 20 – 40
   CLAY – LESS THAN 0.00008 IN. DIAMETER (% BY VOLUME) . . . . 5 – 15

   ORGANICS (SHALL MEET THE REQUIREMENTS OF MDOT
   STANDARD SPECIFICATION 717.09 PEAT HUMUS) (% BY VOLUME) . 10 – 20

   NUTRIENTS:
   CALCIUM (CA) (% SATURATION) . . . . . 60 – 80
   MAGNESIUM (MG) (% SATURATION) . . . . . 10 – 25
   POTASSIUM (K) (% SATURATION) . . . . . 2.1 – 3.0
   PHOSPHORUS (P) (POUNDS/ACRE) . . . . . 10 – 40
   PH . . . . . .6.0 – 6.5

   PERMEABILITY (INCHES PER HOUR) . . . . . 3 – 10

   MAXIMUM STONE SIZE (INCHES) 3/4

SEEDING:

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

PERMANENT SEED:

MDOT 717.03(a) METHOD NUMBER 3

TEMPORARY SEED:

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

LIME AND FERTILIZER:

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

MULCH:

STRAW OR HAY (ANCHORED)	70 – 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 – 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 – 275 LBS	
JUTE MESH	AS REQUIRED	MODERATE TO HIGH VELOCITY AREAS &
EXCELSIOR MAT	AS REQUIRED	STEEP SLOPES

MULCH ANCHORING

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

WINTER CONSTRUCTION:

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIP RAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION, MULCHING, EROSION CONTROL MATS, RIP RAP OR GRAVEL BASE ON A ROAD. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS.
CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
   STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER-WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS./1,000 S.F. (3 TONS/ACRE) OR WITH A FOUR INCH LAYER OF EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND WILL BE REESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

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

3. MULCHING
   ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LBS./1,000 S.F. OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75 LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE INCH DEPTH OR LESS PRIOR TO APPLICATION.
   AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING.
   AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN MULCHED WITH STRAW OR HAY AT A RATE OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

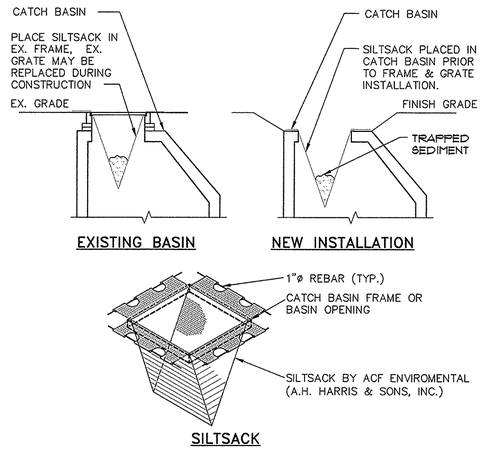
   BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL TACK, OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT.
   AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL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

4. MULCHING ON SLOPES AND DITCHES SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAT 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPE GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED AS A SUBSTITUTE FOR EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

5. SEEDING
   BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. AFTER NOVEMBER 1 IF THE EXPOSED AREA HAS BEEN LOAMED AND FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.
   DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES.
   IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND BE SEEDED AT AN APPLICATION RATE OF 5 LBS/1000 S.F. ALL AREAS SEEDED DURING THE WINTER WILL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75 % CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH.
   IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL AREAS DISTURBED IN THE WINTER SHALL BE VEGETATED IN THE SPRING.

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

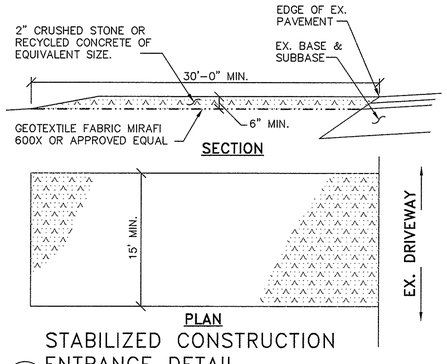
7. INSPECTION AND MONITORING
   MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS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



2 CATCH BASIN PROTECTION

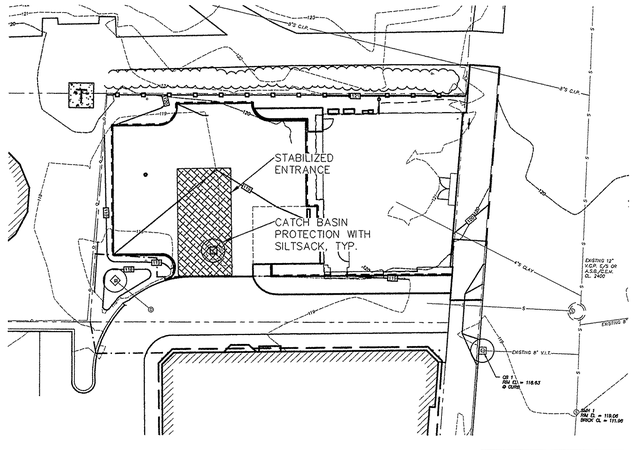
NOT TO SCALE

NOTES:
1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
2. REMOVE STABILIZED CONSTRUCTION ENTRANCE TO FINISH ROAD CONSTRUCTION & PAVEMENT.



1 STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE



EROSION CONTROL PLAN

SCALE: 1"=20'

Project Name:

510 Stevens Avenue

Portland, Maine

Owner / Applicant:

510 Stevens Avenue Associates, LLC
P.O. Box 1398
Portland, Maine 04104

Consultants:

Architect
Kevin Moquin Architect
1 Union Street, #203
Portland, Maine 04101
207.615.6421
Contact: Kevin Moquin

Landscape Architects
Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer
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207.781.5242
Contact: Thomas Greer

Surveyor
Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	2-5-18	CITY REVIEW COMMENTS

Drawing Set:

SITE PLAN REVIEW

Drawn: JDC
Checked: TSG
Approved:

STATE OF MAINE
THOMAS S. GREER No. 4206
LICENSED PROFESSIONAL ENGINEER

2/2/18

Drawing Title:

EROSION CONTROL PLAN AND NOTES

Job Number: PG: 17155
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:

C-9.0

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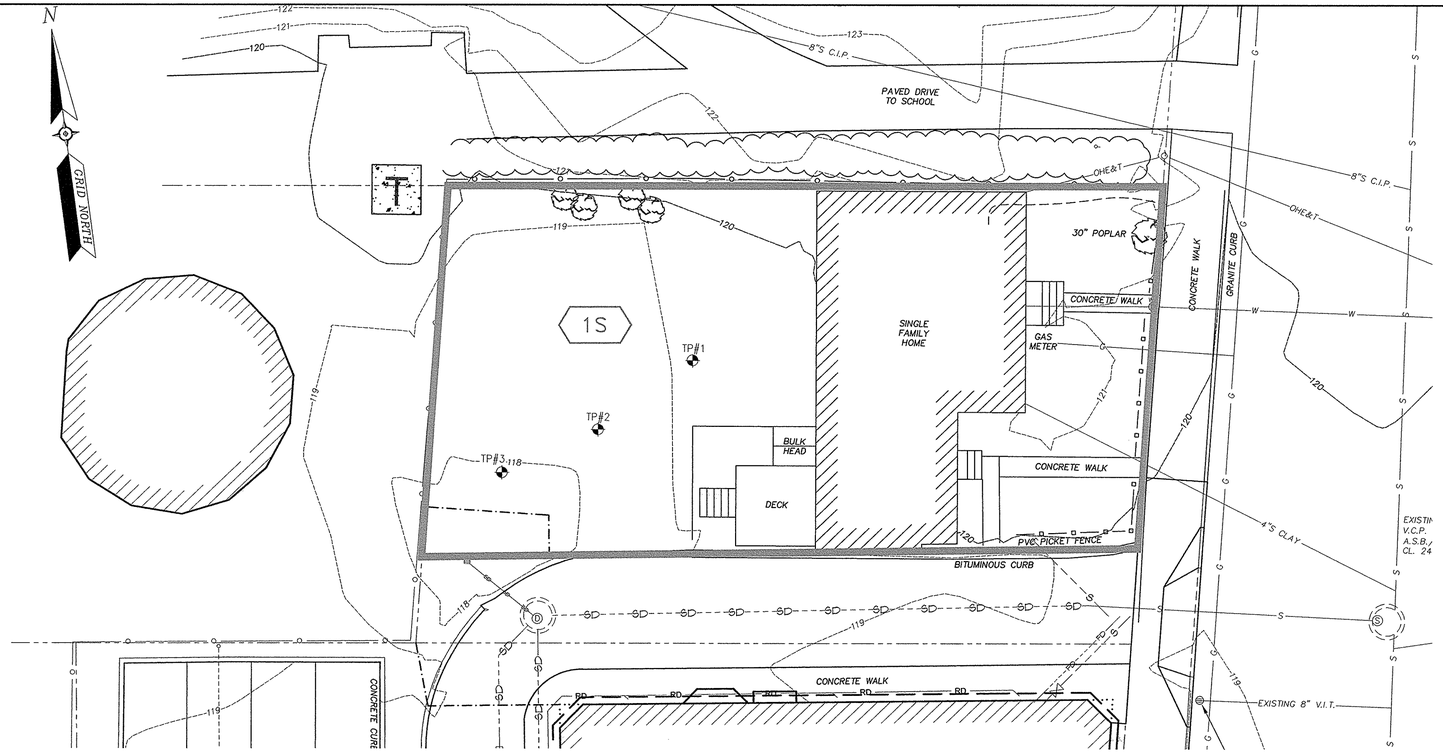

DRAINAGE ANALYSIS
EXISTING CONDITIONS
SCALE: 1"=10'

DRAINAGE ANALYSIS
DEVELOPED CONDITIONS
SCALE: 1"=10'

0' 10' 20'

Project Name:

510 Stevens Avenue

Portland, Maine

Owner / Applicant:

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P.O. Box 1398
Portland, Maine 04104

Consultants:

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Kevin Moquin Architect
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Drawing Set:

No.	Date	Revision

Drawing Set:
SITE PLAN REVIEW

Drawn: JDC
Checked: TSG
Approved:

STATE OF MAINE
THOMAS S. GREER No. 4206
REGISTERED PROFESSIONAL ENGINEER
12/4/17

Drawing Title:
DRAINAGE ANALYSIS

Job Number: PG: 17155
File:
Date: 12-01-2017 Scale: AS SHOWN

Drawing Number:
C-10.0

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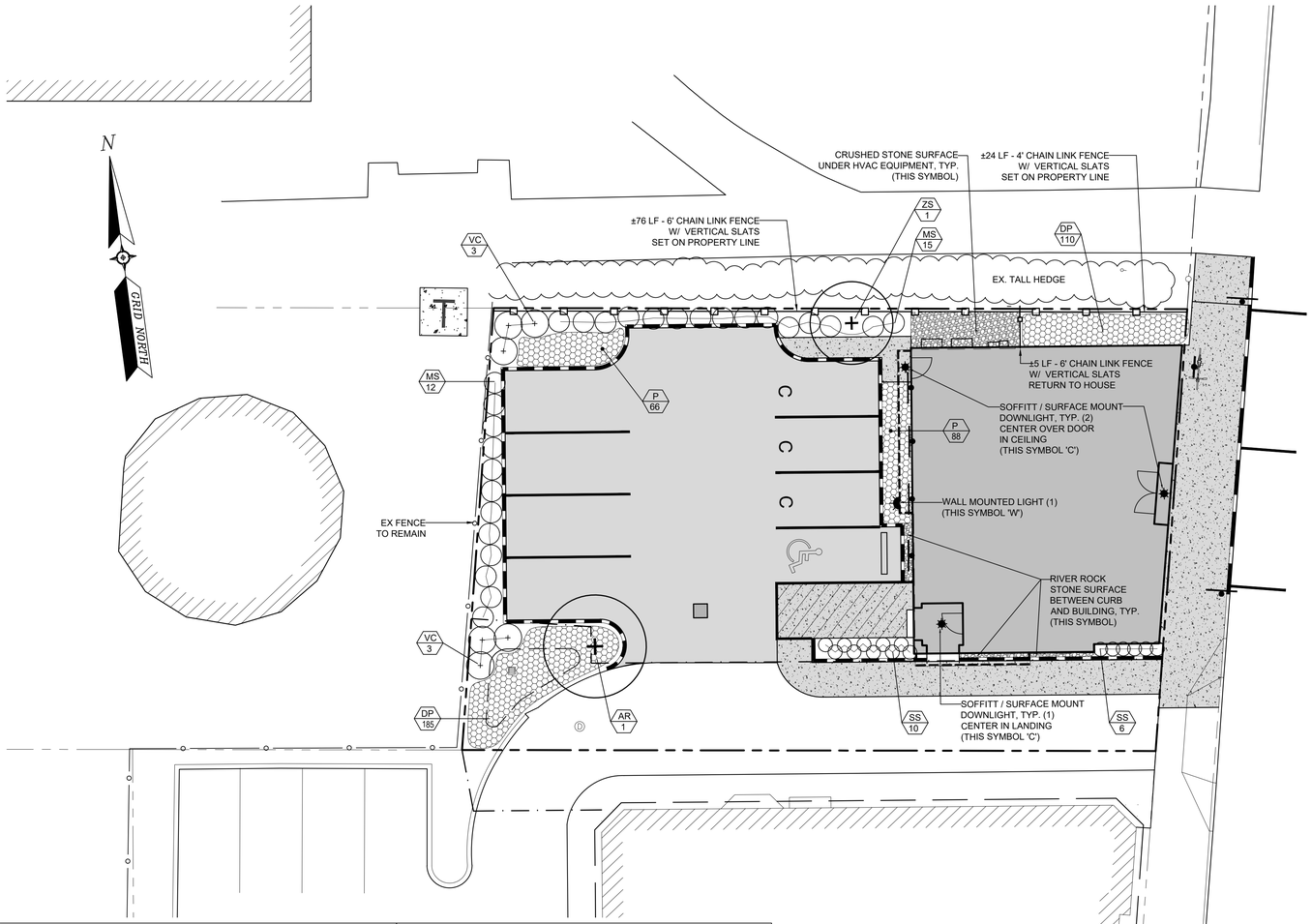

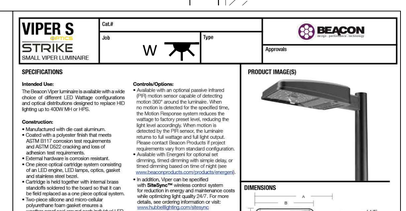

PLANT SCHEDULE

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
		TREES+SHRUBS			
1	AR	ACER RUBRUM 'KARPICK'	RED MAPLE	3" CAL.	B+B
1	ZS	ZELKOVA SERRATA 'MUSASHINO'	ZELKOVA	2.5" CAL.	B+B
6	VC	VIBURNUM CARLESII	MAYFLOWER VIBURNUM	3' HT.	B+B
		PERENNIALS			
27	MS	MISCANTHUS SINENSIS 'MORNING LIGHT'	MAIDEN GRASS	#5	
154 sf	P	PERENNIALS - T.B.D.	MIXED PERENNIALS	#2	
16	SS	SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLE BLUE STEM	#3	
295	DP	DENNSTAEDTIA PUNCTILOBA	HAYSCENTED FERN	SOD	

LIGHTING SCHEDULE

QTY.	SYM.	LABEL	FIXTURE MODEL + MAKE	LAMP	HEIGHT	POLE	NOTES	DESCRIPTION
1		W	VIPER S SERIES - BEACON LIGHTING (TYPE 4)	55 WATT LED	11'	N/A - WALL MOUNT	LED 4000K, BLACK	VPS-24L-55-4K7-4 REDUCED OUTPUT
3		C	BEVELED BLOCK DOWNLIGHT - USAI LIGHTING	9 WATT LED	±10'	N/A - RECESSED MOUNT	LED 4000K, COLOR TBD	BLRD5-09C3-30KS-90-S

0' 10' 20'

PLANTING NOTES

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANTS BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM FILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL BE WATERED BY THE CONTRACTOR, AS NECESSARY TO INSURE HEALTH UNTIL FINAL ACCEPTANCE.
18. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.
19. ALL PROPOSED LIGHT FIXTURES ARE FULL CUTOFF, IN ACCORDANCE WITH SECTION 12.2.6 LUMINAIRE TYPES, OF THE CITY'S TECHNICAL MANUAL.

EXISTING
- PROPERTY LINE
- EASEMENT LINE
- ROW LINE
- DECIDUOUS VEG (PRESERVED)
- DECIDUOUS VEG (TO BE REMOVED)
- CURB
- EDGE OF PAVING
- BUILDING OUTLINE
- MONUMENT
- IRON PIPE/ROD
- IRON REBAR TO BE SET
- CHAIN LINK FENCE
- SIGN
- WATER VALVE / SHUTOFF
- GAS VALVE
- UTILITY POLE
- LIGHTS
- GUY WIRE
- HYDRANT
- CATCH BASIN
- DRAIN MANHOLE
- SEWER MANHOLE
- OHE&T — OVERHEAD WIRES
- 8"W — WATER LINE
- 6"G — GAS LINE
- 8"S — STORM DRAIN
- 8"SD — SANITARY SEWER
- 124 — CONTOUR LINE

PROPOSED
- SETBACK LINE
- LIMIT OF WORK LINE
- DECIDUOUS TREE
- SHRUBS
- PERENNIALS / GROUND COVER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- EDGE OF PAVING
- CURB
- LIGHT
- TRAFFIC SIGNAGE
- CATCH BASIN
- FENCE

Project Name:

510 Stevens Avenue
Portland, Maine

Owner:
Steven + Roberta Cope
P.O. Box 1398
Portland, Maine 04104

Applicant:
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Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
2	02–05–18	CITY REVIEW COMMENTS
1	12–01–17	SITE PLAN REVIEW

Drawing Set:
PERMITTING

Drawn: MAP
Checked: MAP
Approved: PC

LICENSED LANDSCAPE ARCHITECT — PATRICK J. CARROLL — NO. 127 — STATE OF MAINE

Drawing Title:
LANDSCAPE AND LIGHTING PLAN

Job Number:
File:
Date: 12–01–2017 Scale: AS SHOWN

Drawing Number:
L-1.0

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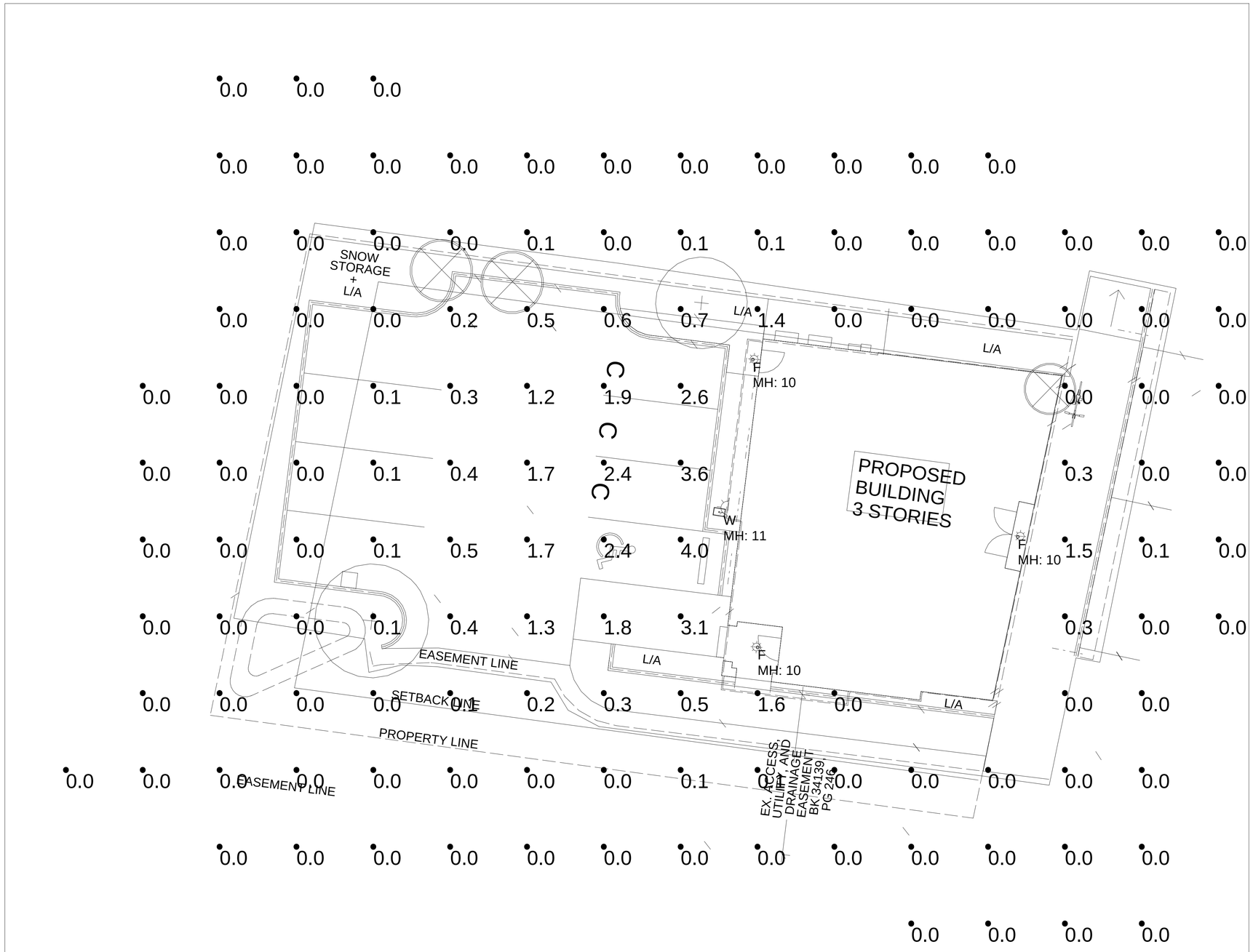

PLAN VIEW

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
site	0.29	4.0	0.0	N.A.	N.A.

Luminaire Schedule (note fixture cataloge numbers are not complete)

Type	Qty	Lumens	LLF	Watts	Description
W	1	6035	0.600	54	VPS-24L-55-4K7-4 reduced outpu
F	3	673	0.900	8.422	3021-B1-S-10-LRTD4-9033-C3-30K

site 36223 - 2-1-18.AGI

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

TITLE
510 STEVENS AVE
PORTLAND, ME
SITE LIGHTING LAYOUT

Date:2/1/2018

GENERATED FOR:
CARROLL ASSOC

SCALE NOT TO SCALE

Page 1 of 1

SWANEY LIGHTING ASSOCIATES, INC.

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