

1. Legal Ad

Documents:

[PB LEGAL AD 8-14-18.PDF](#)

2. Agenda

Documents:

[PB AGENDA 8-14-18 - REVISED.PDF](#)

3. 300 Allen Avenue

3.I. Memo And Attachments (300 Allen Avenue)

Documents:

[ALLEN AVE. - 300 \(REPORT\).PDF](#)
[ALLEN AVE. - 300 \(STAFF ATTACHMENTS\).PDF](#)
[ALLEN AVE. - 300 \(APPLICANTS SUBMITTAL\).PDF](#)
[ALLEN AVE. - 300 \(PLANS\).PDF](#)
[ALLEN AVE. - 300 \(PUBLIC COMMENT\) \(UPDATED\).PDF](#)

4. Hope Avenue

4.I. Memo And Attachments (Hope Avenue)

Documents:

[HOPE AVE. \(MEMO\).PDF](#)
[HOPE AVE. \(STAFF ATTACHMENTS\).PDF](#)
[HOPE AVE. \(APPLICANTS SUBMITTAL\).PDF](#)
[HOPE AVE. \(PLANS\).PDF](#)

5. 56 Hampshire Street

5.I. Tabling Memo (56 Hampshire Street)

Documents:

[HAMPSHIRE ST. - 56 \(TABLING MEMO\).PDF](#)

6. 100 Fore Street

6.I. Memo And Attachments (100 Fore Street)

Documents:

[FORE ST. - 100 \(STAFF ATTACHMENTS\).PDF](#)
[FORE ST. - 100 \(APPLICANTS SUBMISSION\).PDF](#)
[FORE ST. - 100 \(PUBLIC COMMENT\) \(UPDATED\).PDF](#)
[FORE ST. - 100 \(REPORT\).PDF](#)

7. 28 Vannah Avenue

7.I. Report (28 Vannah Avenue)

Documents:

[VANNAH AVE. - 28 \(REPORT\).PDF](#)

7.II. Attachments (28 Vannah Avenue)

Documents:

[VANNAH AVE. 28 \(REPORT ATTACHMENTS\).PDF](#)
[VANNAH AVE. - 28 \(APPLICANTS SUBMITTAL\).PDF](#)
[VANNAH AVE. - 28 \(PUBLIC COMMENT\).PDF](#)
[VANNAH AVE. - 28 \(PLANS\).PDF](#)

8. 208 Fore Street

8.I. Report (208 Fore Street)

Documents:

[FORE ST. - 208 \(REPORT\).PDF](#)

8.II. Attachments (208 Fore Street)

Documents:

[FORE ST. - 208 \(REPORT ATTACHMENTS\).PDF](#)
[FORE ST. - 208 \(APPLICANTS SUBMITTAL\).PDF](#)
[FORE ST. - 208 \(PUBLIC COMMENT\).PDF](#)
[FORE ST. - 208 \(PLANS\).PDF](#)

LEGAL ADVERTISEMENT - PORTLAND PLANNING BOARD

The Portland Planning Board will hold a meeting on Tuesday, August 14, 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; 300 Allen Avenue; Peter Bouchard, representing Estelle Estates, LLC., Applicant. (4:30-5:15 p.m. estimated time) The Board will hold a second workshop focused on the site and building design for a mixed-use project which includes a 2,400 sq ft office building fronting on Allen Avenue. The project includes the demolition of one home and the construction of 12 two-bedroom residential units contained in three duplexes and two three-unit buildings (total square footage of 16,520 sf). The site is zoned Residence Professional (RP) and Residential R-5. The project is subject to review under Portland's conditional use standards for parking in a residential zone, conditional use standards for inclusionary zoning, and both subdivision and site plan standards.
- ii. Zoning Map Amendment to Residential R-3; Hope Avenue; Peter Bouchard, representing Estelle Estates, LLC., Applicant. (5:15– 6:15 p.m. estimated time) The Planning Board will hold a workshop to consider a map amendment to zone the 14 acre site at o Hope Avenue to the Residential R-3 zone. The zone change would allow for a planned residential development with 27 duplexes (54 units) of age restricted housing, as identified as part of a 2001 Agreement between the City of Portland and the former owners Robert Adam and AJS Family Limited Partnership that enabled the land transfer to establish the Presumpscot River Preserve. The application is subject to review and a recommendation by the Planning Board on the proposed zoning map amendment to the City Council.

Public Hearing – 7:00 p.m.

Old Business

- i. Level III Subdivision/Site Plan and Conditional Use Applications; 56 Hampshire Street; New Height Group LLC, Applicant. (7:00 -8:00 p.m. estimated time). The Board will hold a public hearing to consider a proposal for the development of 28 residential condominium units with one retail space. Parking for 68 vehicles is also proposed. The proposed building is 3-6 stories with 62,025 sf in total. The site is in the India Street Form-based Code Zone (IS-FBC) and is subject to review under the subdivision, site plan, and affordable housing ordinances.

New Business

- ii. Zoning Map Amendment to B-5 Height Overlay Map; 100 Fore Street; 100 Fore Street, LLC., Applicant. (8:00 – 9:00 p.m. estimated time) The Planning Board will hold a public hearing to consider a proposal for a map amendment of the B-6 height overlay. Changes proposed to the height overlay include a proposal to allow building heights of 45 feet with extensions to 55 feet, measuring height from average grade rather than from the floodplain; proposed building height extension to allow 55 feet building heights for portions of the building envelope, with additional height limits near Fore Street. In addition to the proposed amendment specific to the 100 Fore Street parcel, additional changes to the height overlay being reviewed include: removal of the westernmost building

envelope, which is now superseded by the India Street Form Based Code; no-build areas replaced with view protection splays and street extension areas; reduction of a 65 ft. maximum height building envelope with 35 ft. maximum height; change to the remainder of the single parcel with the floodplain measurement requirement to 45ft maximum height from average grade.

- iii. Level III Site Plan Application, 28 Vannah Avenue, Walsh Engineering, Applicant.
(9:00- 9:30 p.m. estimated time) The Board will hold a public hearing to consider a proposal for the construction of a new building with seven (7) residential units and one (1) commercial unit at 28 Vannah Avenue. The existing 1 story building will be replaced with a three-story building with 9,100 sf. On-site parking for 17 vehicles is proposed. The site is in the B-1 zone and Residential R-3. The proposal is subject to Portland's subdivision and site plan standards.

Evening Workshop – Following public hearing

- iv. Level III Site Plan and Conditional Use, 208 Fore Street; Flagg Partners, LLC., Applicant. (9:30 p.m. estimated time) The Board will hold a workshop to consider a proposal for the redevelopment of a 12,860 sf site where the existing commercial building and parking area will be replaced with a 62,318 sf mixed use building containing 2 retail spaces on the first level, underground parking for 34 vehicles and 37 residential units. The bedroom mix includes 12 one-bedroom, 7 two-bedroom, and 18 three-bedroom units. The proposed development is within the India Street Form-based Code and is subject to review under Portland's subdivision, site plan and inclusionary zoning ordinances.

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

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PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JULY 24, 2018:**

Workshop: Dundon, Eaton, Silk, Smith, Stanley and Whited. Mazer recused.

Public Hearing: Dundon, Mazer, Smith, and Whited. Silk and Stanley recused for first item, arrived at 7:50 p.m.

4. REPORT OF DECISIONS AT THE MEETINGS HELD ON JULY 24, 2018:

- i. Level II Site Plan; 977 Brighton Avenue; Avesta Housing, Applicant. Mazer moved and Whited seconded a motion to waive the aisle width to allow 21 feet for a portion of the aisle. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to waive the percentage of compact spaces to allow 35%. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to waive the sidewalk on the westerly side of Wessex Street. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to waive the requirement for underground utilities. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to approve the subdivision plan with no conditions. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to approve the site plan application with 8 conditions of approval. Vote: 5-o, Silk and Stanley recused. Mazer moved and Whited seconded a motion to approve the Inclusionary Zoning Conditional Use application with 1 condition of approval. Vote: 5-o, Silk and Stanley recused.
- i. Level III Site Plan and Subdivision; 178 Kennebec Street; Maine Workforce Housing, LLC., Applicant. Mazer moved and Stanley seconded a motion to approved the Inclusionary Zoning Conditional Use application with 2 conditions of approval. Vote: 7-o. Mazer moved and Stanley seconded a motion to waive the technical standard for driveway width to allow an aisle of 22 feet wide. Vote: 7-o. Mazer moved and Stanley seconded a motion to waive the technical standard for the percentage of compact spaces to allow 61% (11 spaces) to be compact. Vote: 7-o. Mazer moved and Stanley seconded a motion to waive the technical standard for driveway separation to allow 19 feet on Parris Street. Vote: 7-o. Mazer moved and Stanley seconded a motion to waive the Design Manual standards for exterior materials to allow fiber cement panels on portions of the building. Vote: 7-o. Mazer moved and Stanley seconded a motion to approve the subdivision plan with 5 conditions of approval. Vote: 7-o. Mazer moved and Stanley seconded a motion to approve the site plan conditions 1-5 and 7-11 as written. Vote: 7-o. Mazer moved and Stanley second motion to amend condition #6 to limit the air conditioning units to floor units. Vote: 6-1, Eaton opposed.
- ii. Level III Site Plan; 24 St. Lawrence Street, HR Property Management, Applicant. Mazer moved and Stanley seconded a motion to approve the subdivision plan with no conditions. Vote: 7-o. Mazer moved and Stanley seconded a motion to approve the site plan application with 8 conditions of approval as amended. Vote: 7-o.

5. Public Hearing – 7:00 p.m.

Old Business

- i. Level III Subdivision/Site Plan and Conditional Use Applications; 56 Hampshire Street; New Height Group LLC, Applicant. **(THIS ITEM IS BEING TABLED)**

New Business

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height limits near Fore Street. In addition to the proposed amendment specific to the 100 Fore Street parcel, additional changes to the height overlay being reviewed include: removal of the westernmost building envelope, which is now superseded by the India Street Form Based Code; no-build areas replaced with view protection splays and street extension areas; reduction of a 65 ft. maximum height building envelope with 35 ft. maximum height; change to the remainder of the single parcel with the floodplain measurement requirement to 45ft maximum height from average grade.

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Memorandum

Planning and Urban Development Department

Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Matthew Grooms, Planner
Date: August 9, 2018
Re: Twelve-Unit Mixed-Use Development, Estelle Estates, LLC
Project #: 000012-2018 CBL: 344-E-006
Meeting Date: August 14, 2018

I. INTRODUCTION

Estelle Estates, LLC has submitted a Level III Site Plan, Subdivision and Conditional Use application for a new mixed-use development with twelve residential condominiums and 3,200 square feet of office space on a 1.27-acre parcel located at 300 Allen Avenue within the North Deering Neighborhood. This property falls within both the R-5 Residential and RP Residential Professional zones. The surrounding context consists of predominantly single-family and multi-family housing (located to the north, south and west) and commercial property, located to the east. The proposed development involves demolition of an existing single-family structure and construction of one new three and a half story office building, three three-story duplex structures and two three-story triplex structures and 36 off-street parking spaces.



Figure 1: Approximate location of Development Site

The Planning Board held an initial workshop on this proposal on June 12, 2018 to review site plan, subdivision, conditional use and inclusionary zoning standards. The purpose of this second workshop is specifically for the Planning Board to weigh in on the design of the proposed office building and overall site configuration, with specific attention paid to separation of on-site uses and usable open space. Because of this, the subsequent memo does not provide a comprehensive overview of all applicable standards, but only these two topics. For additional information, please review the attached June 12th Planning Board memo (Attachment 1).

A total of 344 notices were sent to property owners within 500 feet of the site and a legal ad ran in the August 3th and 6th, 2018 editions of the Portland Press Herald.

Applicant: Peter Bouchard, ESTELLE ESTATES, LLC

Consultants: Doug Reynolds, P.E., Gorrill Palmer; Rex J. Croteau, Titcomb Associates

II. PLANNING BOARD WORKSHOP – JUNE 12, 2018

At the June 12th workshop, the Planning Board noted several concerns with the proposal for 300 Allen Avenue, and stated that they were not prepared to have this project go to a public hearing. Specifically, those concerns were as follows:

1. While supportive of modular buildings, the actual designs being proposed did not meet the standards of the design manual, and would need to be reworked to incorporate relevant standards.
2. Proposed buildings were found to have no activity at ground-level, with garages and no active living space. It was recommended that additional efforts be made to activate this plane.
3. Open space provided was very limited, and did not appear suitable for active or passive use. The Board recommended that the applicant increase and/or convert limited existing open space into a more usable site amenity.
4. The proposed office use transcended into the residential portion of the site. The Board asked that the office use be segregated to the extent possible.

5. The proposal includes extensive wetland impacts of 9,159 square feet. Members of the Board asked that these impacts be reduced to the extent possible.
6. A portion of the northerly-most triplex building was situated on top of a 35' foot water and sewer easement, and needed to be relocated out of that easement.

III. MEETING WITH APPLICANT – JULY 17, 2018

Early in July, revised plans for the project at 300 Allen Avenue were submitted and reviewed by City staff. These revisions addressed some of the Board's comments, notably; building design more compliant with design manual standards, reduction in impervious surface and wetland impacts, increased outdoor space for use by residents, and relocation of the triplex building out of the sewer easement. However, the office parking was still located in close proximity to the residential units, and the amount of usable outdoor space had not significantly increased. As a result of this, the staff requested an in-person meeting that was held on July 17, 2018, where the primary focus was site configuration.

At this meeting, the applicant stated that a number of factors reduced their overall flexibility in being able to address this concern of the Planning Board. These included the sewer easement, which occupies a significant portion of the lot's buildable area, site topography, which limits the potential for usable open space, stormwater requirements, the presence of two separate zoning districts, required parking, required fire turnaround, and required building setbacks. Together, these factors essentially locked the developer into the proposed design, with only minor modifications being possible.

The staff made several suggestions at this meeting, which included relocating office parking adjacent to the office use, providing front porches onto residential buildings with frontage along Allen Avenue, clustering the duplex units into larger residential buildings with between three (3) and six (6) units, and orienting the duplex units so that they would be entirely or partially arrayed across the rear of the property. Due to either property constraints or marketability concerns, the applicant felt that these approaches were largely infeasible, with the exception of relocating office parking, which appeared to be feasible.

Following this meeting, revised plans were submitted, which most significantly relocated eight (8) parking spaces under the proposed office building and reduced their overall surface parking count, and a fire-truck turnaround was provided.

IV. UPDATED PLANS FOR AUGUST 14, 2018 WORKSHOP

The project is proposed as a mixed-use development with twelve two-bedroom condominiums located in three three-story modular duplex buildings and two three-story modular triplex structures as well as a two and a half-story modular office building. According to the application, all proposed buildings will be less than 35' feet in height. Each residential unit will feature a one-car garage located at ground level within the principal buildings, and additional parking space either alongside the residential unit or within a small off-street parking area. Eight (8) tandem parking spaces are now proposed at ground level of the office building, with the four (4) remaining required parking spaces being located in a small parking area across from the duplex residential units. This parking area is connected via a 5' foot bituminous pathway. Individual units that front Allen Avenue also feature bituminous walkways that connect with the public sidewalk.

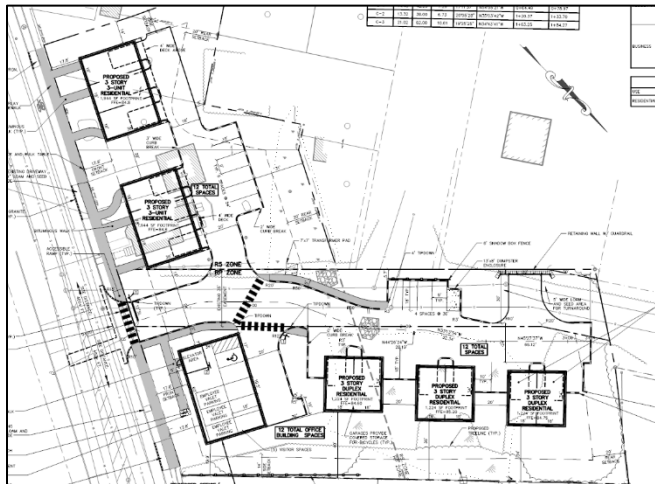


Figure 2: Revised site plan based upon staff and Board feedback

The residential buildings have been modified to address preliminary design review comments, and have had balconies provided for each unit, which are intended to provide additional outdoor space on this constrained site. The rhythm of window placement has been made consistent, dormers have been provided with windows and building facades have been slightly articulated to provide greater texture. The suggestion to provide a front porch was deemed infeasible due to setback requirements, and so at this point, the ground level remains largely inactive.

At the time of the July 17th meeting, the design of the office building was very similar to that of the proposed residential buildings and found to be too residential in nature. Staff suggested that this building be revised so as to stand out as a non-residential building. Based upon this suggestion, and

discussions with staff to relocate some of the parking underneath the office building, the overall design of that building was significantly revised. This building is now three and a half stories tall with eight (8) tandem parking spaces located at ground level and accessible via the rear of the building. The second and third floors will consist of office space, and the fourth floor will feature storage space. The building is accented by a shed dormer along the Allen Avenue façade.

Another concern discussed at the July 17th meeting was the lack of an adequate fire-truck turnaround. The placement of this turnaround has been particularly challenging as the city's technical manual requires that the turnaround be located on the right side of a street, and due to the existing easement, this posed a significant challenge, as residential buildings were confined to this same area. The City's life-safety reviewer has consented to a left-turnaround, which has been provided just beyond the four (4) space office parking area.

Due to the extensive grade differential present at 300 Allen Avenue, that portion of the site will be extensively regraded, with a finished floor elevation of between 84.2' feet and 85.5' feet. Around the perimeter of the easterly lot, the slope will be stabilized using rip-rap in several locations and will also be the location for proposed stormwater treatment systems.

In regards to stormwater management, the development will utilize a Bioretention pond, grassed underdrained soil filters, a FocalPoint, and drip strips to provide water quality and quantity treatments.

Other site improvements include the removal of one existing curb cut and replacement with sidewalk, installation of granite curbing, installation of a mixture of trees, shrubs, ornamental grasses and perennials, located predominately along the Allen Avenue frontage and along the westerly property boundary. In response to both Board feedback and concerns from abutters, the applicant has significantly increased buffer plantings around the exterior of the site and has added shadowbox fencing around proposed parking areas to shield vehicle headlights. Site lighting is achieved through five pole-mounted light fixtures located throughout the site.

V. DISCUSSION BASED UPON UPDATED PLANS

Going in to this second workshop, the staff finds that the applicant has made a good-faith effort at addressing staff and Board concerns within the parameters of the project being proposed. Site constraints pose a serious challenge to developing this site, and it may not be feasible to increase the amount of usable open space without significant revision to the proposal, notably a decrease in the number of residential units. It should be noted that the project as presented meets applicable zoning, site plan and subdivision standards.

In looking at the site, much of the proposed open-space is essentially remainder area, located in and around parking areas or along the property boundary. The duplex units feature 20' feet of open space in between each building, or approximately a 10' foot wide strip for each unit. The triplex units meanwhile are limited to space between the proposed building and Allen Avenue, or in close proximity to neighboring properties to the south of this site. The applicant is proposing to landscape much of this area to provide buffering and meet



Figure 3: Proposed landscape plan, augmented to screen site from abutting residential properties

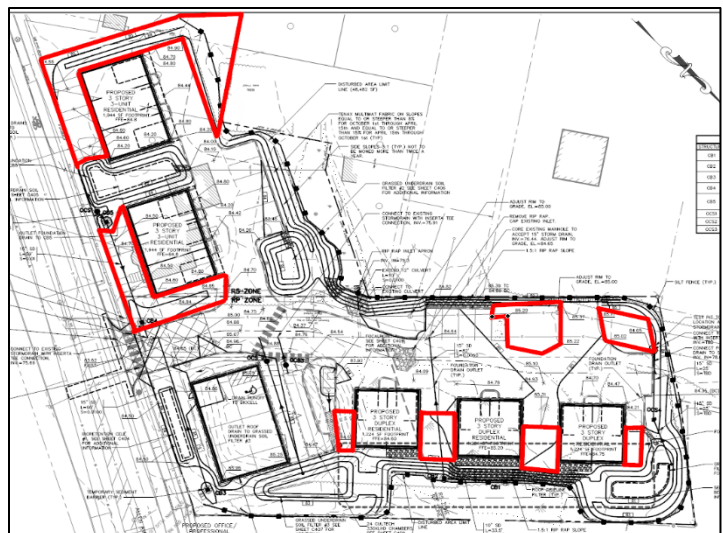


Figure 4: Open-space areas potentially suitable for active/passive use shown in red

site landscaping requirements. To compensate for this lack of open space, each residential unit is provided with two balconies, one located off of the kitchen and dining area on the second floor, and a second located off a bedroom on the third floor. Nearby, publicly accessible open space includes Pine Grove Park, located 0.7 miles east of this site, and University Park, located 0.5 miles to the southwest.

This workshop is an opportunity for the Board to review changes made and determine whether or not the configuration of the site is acceptable, or if more significant revisions to the proposal are necessary.

VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

As of the writing of this report, three (3) written comments have been received by the Planning Division. The concerns raised in these comments were primarily focused on drainage, the height of the proposed buildings and screening of the development from adjacent properties. In preliminary review comments, the staff asked that additional buffer plantings be provided in accordance with city's standards for site buffering. The staff have also requested updated building elevations that clearly indicate the height of buildings as measured from average grade.

The required neighborhood meeting for this project was held on June 25, 2018 at the Lyman Moore Middle School, and was attended by thirteen (13) members of the public. At this meeting, those in attendance raised questions regarding projected traffic impacts, buffering of the site against nearby residential areas, drainage improvements, snow removal, and development schedule. In the neighborhood meeting packet provided, responses to these questions are listed, and additionally have been addressed in revised plan submittals (Attachment M).

VII. ZONING ANALYSIS

The proposed project lies partially within the R-P Residence Professional zone and partially within the R-5 Residential zone, with the office component being located entirely within the R-P zone. The residential structures are considered a multiplex development and are permitted by right within both the R-5 and R-P zones.

In terms of dimensional requirements, the project meets the standards of the R-5 and R-P standards for setbacks, building height, lot size, lot width, street frontage, units per building and impervious surface ratio. The front yard was initially non-compliant, although the site plan has been revised and the front yard setback now meets city standards.



Figure 5: Location of property with zoning context

The proposed uses require a total of thirty-two (32) parking spaces, eight (8) for the proposed office use and twenty-four (24) for the proposed residential uses. A total of thirty-six (36) parking spaces are being provided, which staff finds acceptable. This figure was reduced significantly from forty-four (44) in an effort to reduce wetland impacts.

VIII. DESIGN REVIEW

Building design was a significant concern of the Planning Board at the June 12th workshop where it was felt that the designs being proposed were not in compliance with city design standards. The Board had concerns that the ground plane of the site was not sufficiently activated, and that the building's articulation and positioning of fenestration was awkward, particularly for the triplex units along Allen Avenue. The Board also requested that renderings and elevations for the proposed office building be provided.

The applicant has since submitted two separate sets of renderings for the proposed buildings, including renderings of the office building. This building was significantly revised following the July 17th meeting with staff, where parking was placed on the ground level, and the façade was significantly simplified. Based upon these most recent elevations, the City's Urban Designer has provided the following comments. These comments are predominantly concerned with the office building, as the residential buildings have since addressed the majority of staff and Board comments.

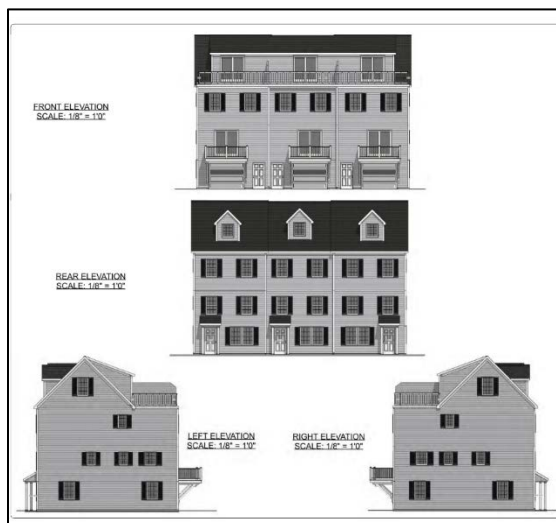


Figure 6: Proposed triplex elevations



Figure 7: Proposed duplex elevations

Residential Buildings:

- **Staff comment-** Previously staff and the Planning Board commented on the lack of articulation
 - Update based on revised drawings – The project currently uses plane changes, gable dormers, covered entries to provide visual interest. Additional elements such as extended porches, bay windows, elevated entry, or similar could be incorporated to address these comments in a contextual way.
- **Staff comment** – Staff suggested that one, connected porch might be more appropriate and functional space rather than individual stoops.
 - Update based on revised drawings – While still in favor of this approach, the staff recognizes that this is infeasible based upon front yard setbacks and site constraints.

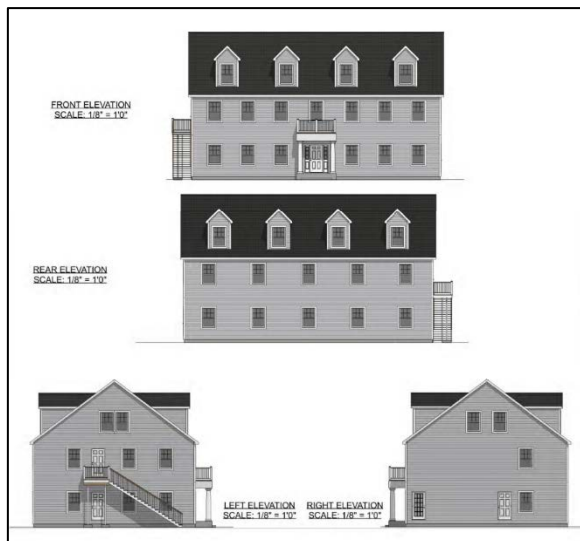


Figure 8: First proposal for office building

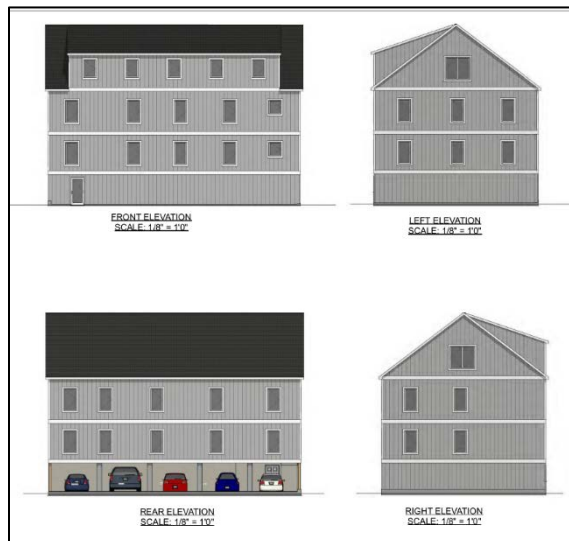


Figure 9: Revised proposal based upon feedback from staff and relocation of parking

Office Building:

- **Staff comment** – Does the Board consider the building to have a commercial character? Is a gable roof with shed dormer appropriate strategy to relate a commercial building to the residential neighborhood?

- **Staff comment** – The front façade is flat, which is out of character with the neighborhood where more articulation exists, even in commercial buildings. Once solution would be to remove the shed dormer or to move it to the back side of the building.
- **Staff comment** – Staff further suggest the street-facing, ground floor entry needs to become more prominent to be legible as the entrance but also to convey this commercial use.
- **Staff comment** – Staff recommend a material other than board and baton which is a rural material – clapboard or shingle or vertical board would be more appropriate.
- **Staff comment** – The building and front door are oriented to the street but there is not direct access from street to the door. The door lacks emphasis as the primary entrance to the building and is diminutive compared with the scale of the building. Staff suggest that a direct path from the street to the door be introduced and that the ground floor façade be revised to be more active – clerestory windows, larger door with sidelites/canopy, emphasis with lighting and signage, change in materials.
- **Staff comment** - Parking areas are placed away from the street or below the building, facing interior to the site. The ground floor now houses structured parking instead of active uses – the façade design now lacks activity and engagement at the street level.

IX. NEXT STEPS

1. Address staff comments
2. Address additional comments of the Planning Board
3. Determine whether or not the scope of the project is suitable to the development site
4. Prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(1) and (b) and 14-527(e) and (f) for review by the Planning Authority and Planning Board
5. Hold final Planning Board Hearing

X. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Planning Board Workshop Report (6.12.18)
2. Final Design Review Comments
3. Public Comment
 - a. Susan Mckenna and James Mckenna
 - b. Christopher Ellingwood
 - c. Christopher Ellingwood

APPLICANT'S SUBMITTALS

- A. Cover
- B. Application Form
- C. Agent Authorization
- D. Project Narrative
- E. Right, Title & Interest
- F. Financial and Technical Capacity
- G. Stormwater Management Plan
- H. Resource Letter
- I. Ability to Serve Letters
- J. Level III Site Plan Checklist
- K. Zoning Analysis Table
- L. Tier I NRPA Permit
- M. Revised Building Elevations
- N. Traffic Memo
- O. Lighting Cut Sheets
- P. Autoturn Plan
- Q. Response to Staff Comments
- R. Neighborhood Meeting

PLANS

- Plan 1. Cover Sheet
- Plan 2. Existing Conditions Plan I
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- Plan 4. Site Plan
- Plan 5. Utility Plan
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- Plan 15. FocalPoint Details
- Plan 16. Erosion and Sedimentation Control Details
- Plan 17. Erosion and Sedimentation Notes
- Plan 18. Lighting Plan
- Plan 19. Landscape Plan



Memorandum

Planning and Urban Development Department

Planning Division

To: Sean Dundon, Chair and Members of the Portland Planning Board
 From: Matthew Grooms, Planner
 Date: June 8, 2018
 Re: Twelve-Unit Mixed-Use Development, Estelle Estates, LLC
 Project #: 000012-2018 CBL: 344-E-006
 Meeting Date: June 12, 2018

I. INTRODUCTION

Estelle Estates, LLC has submitted a Level III Site Plan, Subdivision and Conditional Use application for a new mixed-use development with twelve residential condominiums and 3,200 square feet of office space on a 1.27-acre parcel located at 300 Allen Avenue within the North Deering Neighborhood. This property falls within both the R-5 Residential and RP Residential Professional zones. The surrounding context consists of predominantly single-family and multi-family housing (located to the north, south and west) and commercial property, located to the east. The proposed development involves demolition of an existing single-family structure and construction of one new two-story office building, three duplex structures, two triplex structures and 47 off-street parking spaces.



Figure 1: Approximate location of Development Site

The Planning Board will hold a workshop on this proposal which is subject to the site plan, subdivision, conditional use and inclusionary zoning standards.

A total of 344 notices were sent to property owners within 500 feet of the site and a legal ad ran in the June 4th and 5th, 2018 editions of the Portland Press Herald.

Applicant: Peter Bouchard, ESTELLE ESTATES, LLC

Consultants: Doug Reynolds, P.E., Gorrill Palmer; Rex J. Croteau, Titcomb Associates

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Preservation of Significant Natural Features – Applicant is seeking to infill 9,159 square feet of scrub shrub wetland, and has applied for a Tier I application with Maine DEP.	Site Plan Standard, <i>Section 14-526(b)(1)</i> , requiring that significant natural features be preserved through incorporation into site design.
Staff Comments: The review staff is recommending that the applicant reduce wetland impacts to the extent possible and have specifically recommended removing some of the on-site parking spaces.	
Review	Applicable Standards
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>

III. PROJECT DATA

Existing Zoning	R-5 Residential, R-P Residence Professional
Existing Use	Vacant/single-family
Proposed Use	Mixed-Use w/ 12 residential units and 3,200 sf of office space

- Bedroom Mix	12 two-bedroom units		
Parcel Size	55,342 SF (1.27 acres)		
	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	1,800 SF	9,744 SF	7,944 SF
Building Floor Area	3,600 SF	17,888 SF	14,288 SF
Impervious Surface Area	2,700 SF	28,066 SF	25,366 SF
Parking Spaces	2	36	34
Bicycle Parking Spaces	0	14	14
Estimated Cost of Project	\$500,000		

IV. EXISTING CONDITIONS

The proposed project site is located on Allen Avenue between Pennell Avenue and Washington Avenue and at present consists of three separate lots, one of which is occupied by a single-family structure with garage and others being undeveloped. An existing bituminous sidewalk runs along the entire length of frontage for all three properties.



Figure 2: Existing conditions. Rise in elevation shows vegetated soil stockpile. Structure closest in view is to be demolished.

The easterly and largest of the three lots being developed is 39,330 square feet in area and while undeveloped was recently cleared. This lot features a maximum elevation of approximately 90' feet located atop a vegetated soil stockpile at the front of the site. This stockpile features steep slopes of 33% down to a minimum elevation of 80' feet. To the rear of this hill, emergent wetlands occupy a significant portion of the site, totaling 9,159 square feet. Mature tree cover can be found around the perimeter of this parcel.

The central lot is 14,213 square feet in area and contains a single-family structure with associated two-car garage. The rear portion of the lot contains additional wetlands with more limited topographical variation, gently sloping from between 80' feet and 82' feet in elevation.

The westerly lot is 4,642 square feet in area, and is currently undeveloped, providing a grassed buffer between the property located at 278 Allen Avenue and the existing single-family structure located at 292 Allen Avenue, proposed for demolition. As with the adjacent lot, the topographical variations are minor, ranging from a minimum of 82' feet and a maximum of 84' feet. Some mature vegetation can be found at the rear of the lot.

V. PROPOSED DEVELOPMENT

The project is proposed as a mixed-use development with twelve two-bedroom condominiums located in three three-story modular duplex buildings and two three-story modular triplex structures as well as a one and a half-story modular office building. According to the application, all proposed buildings will be less than 35' feet in height. Each residential unit will feature a one-car garage located at ground level within the principal buildings, and additional parking space within unit driveways. Eighteen (18) additional parking spaces, including one (1) handicap parking space, are located towards the rear of the site within two separate parking areas that are connected to the proposed buildings via 5' foot bituminous walkways. Individual units that front Allen Avenue also feature bituminous walkways that connect with the public

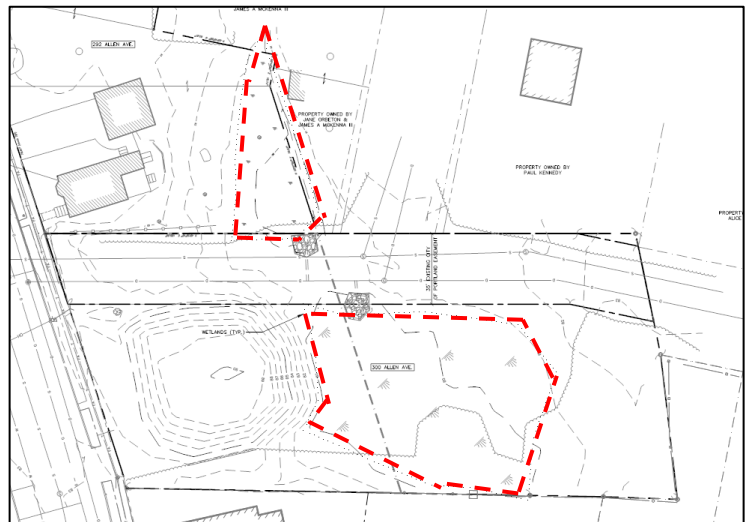


Figure 3: Approximate location of wetlands shown in red

sidewalk along Allen Avenue.

Due to the extensive grade differential present at 300 Allen Avenue, that portion of the site will be extensively regraded, with a finished floor elevation of between 84.2' feet and 85.5' feet. Around the perimeter of the easterly lot, the slope will be stabilized using rip-rap in several locations and will also be the location for proposed stormwater treatment systems.

In regards to stormwater management, each of the proposed buildings will feature roof dripline filtration system that will feed subcatchment areas prior to being treated within one of four grassed underdrained soil filters. The site will also feature a bioretention pond as a separate stormwater BMP, that will be located between the proposed office building and Allen Avenue. Following treatment, runoff will discharge into the existing stormdrain located beneath Allen Avenue via a new stormdrain connection.

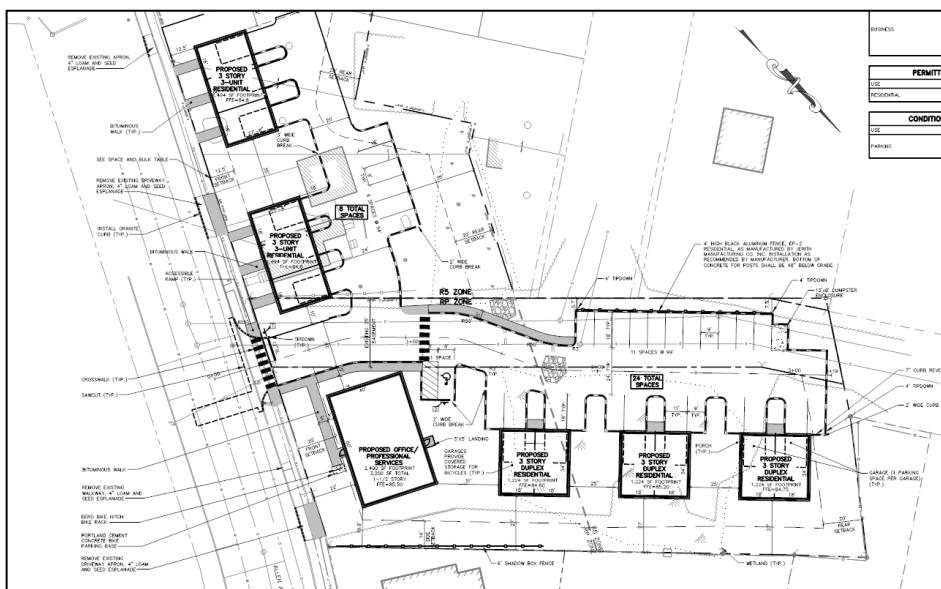


Figure 4: Proposed site plan

The site will be serviced by a 2" water line and 6" sanitary sewer connection. Electrical service will be located underground although the utility infrastructure along Allen Avenue is proposed to remain pole-mounted. Other utility connections include gas and then telephone/cable.

Other site improvements include the removal of one existing curb cut and replacement with sidewalk, installation of granite curbing, installation of a mixture of trees, shrubs, ornamental grasses and perennials, located predominately along the Allen Avenue frontage and along the westerly property boundary. Parking lot trees and other plantings are provided as well, with limited buffer plantings at the rear of the project site. Five pole mounted light fixtures are also proposed in order to illuminate the project site.

VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

As of the writing of this report, one (1) written comment have been received by the Planning Division. The concerns raised by the abutter were primarily focused on the height of the proposed buildings and screening of the development from adjacent properties. In preliminary review comments, the staff asked that additional buffer plantings be provided in accordance with city's standards for site buffering. The staff have also requested updated building elevations that clearly indicate the height of buildings as measured from average grade.

The required neighborhood meeting for this project has not yet been held, and the applicant has been notified that this will be required prior to the public hearing.

VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

a. The applicant has provided a purchase and sale agreement and deed of sale for the purchase of three parcels, recorded at the Cumberland County Registry of Deeds (Book 34605, Page 339). The applicant is also seeking to finalize a land swap of 897 square feet, that would be transferred to the property at 278 Allen Avenue. This land transfer has not occurred as of the writing of this memo.

b. As evidence to demonstrate sufficient financial and technical capacity, the applicant has provided a letter from Barton Mortgage Corporation stating that the applicant has sufficient financial and technical capacity to complete the project. The anticipated cost of the project is \$500,000. (Attachment E)

VIII. ZONING ANALYSIS

The proposed project lies partially within the R-P Residence Professional zone and partially within the R-5 Residential zone, with the office component being located entirely within the R-P zone. The residential structures are considered a multiplex development and are permitted by right within both the R-5 and R-P zones.

In terms of dimensional requirements, the project appears to meet the majority of R-5 and R-P standards for setbacks, building height, lot size, lot width, street frontage, units per building and impervious surface ratio. The staff did identify that the methodology used to determine the front yard setback, using the average setback of the two adjacent lots was incorrectly applied, and has asked that revised calculations be provided, utilizing the properties on either side of the proposed development. Updated building elevations have been requested so as to determine height compliance and in the event that the land-swap is not finalized, the minimum rear and side yard setbacks would also be out of compliance.



Figure 5: Location of property with zoning context

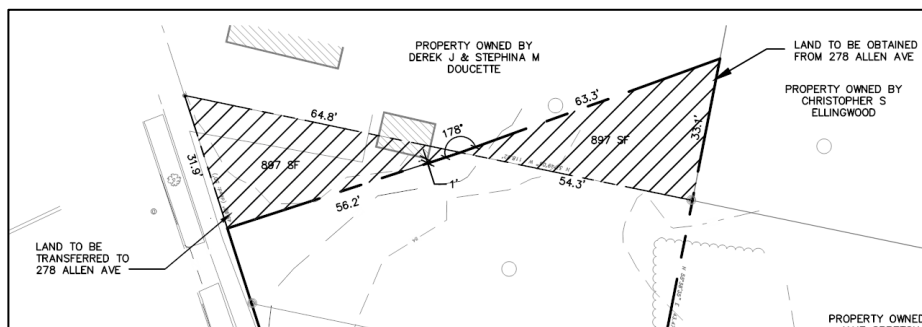


Figure 6: Proposed land-swap of 897 square feet. (Note - Land Swap not yet finalized)

The proposed uses require a total of thirty-two (32) parking spaces, eight (8) for the proposed office use and twenty-four (24) for the proposed residential uses. A total of forty-seven (47) parking spaces are being provided, exceeding the required amount by greater than 10%. As a result, the staff is requesting a written narrative from the applicant explaining the need for parking beyond what is required. Given on-site wetland impacts, the staff have also

requested that the applicant consider reducing the number of parking spaces so as to reduce wetland impacts.

Off-Street Parking Conditional Use

The use 'off-street parking', as a stand-alone use, is identified as a conditional use for the R-5 Residential zone. The project proposes a total of twelve (12) off-street parking spaces dedicated to the office use, all but one (1) of which are located within the R-5 zone. In reviewing this proposal, the zoning administrator determined that a conditional use application would be required to allow for this configuration. The proposal was reviewed against the general standards for conditional use, listed under Section 14-474. These standards relate to integration of a conditional use with other permitted uses, and considers traffic impacts, screening and negative externalities such as odor, glare, noise and other such characteristics of the use. Based upon these criteria, the staff finds the proposed conditional use to be compliant with the general conditional use standards.

IX. DEVELOPMENT REVIEW

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

The applicant has not submitted a recording plat. A draft plat will be required as part of the final plan submission for review by DPW and Corporation Counsel. If approved, the plat shall list any waivers approved by the Planning Board and shall be recorded within a period of two years from the date of approval.

B. SUBDIVISION (Section 14-496)

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 and offers the following comment (Attachment 1):
 - The applicant should note a location for snow storage or provide a plan for snow management. The snow storage location should be sited outside of existing and proposed drainage courses.
2. Sufficient Water Available (Section 14-497 (a) 2 and 3)
The project will be served by a new 2-inch domestic service from the existing water main in Allen Avenue. An 'Ability to Serve' letter shall be provided by the Portland Water District.
3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)
The proposed project closes existing curb-cuts located on the property and relocates the curb cut and driveway to the easterly lot, with a 24' foot driveway for two-way traffic. The proposed driveway is located in the immediate vicinity of where Allen Avenue transitions from a three-lane street to a two-lane street. Tom Errico, P.E. with T.Y. Lin reviewed the proposal's details including access, parking, construction management plan and vehicle circulation, and has provided the following comments (Attachment 1):
 - The applicant should provide an opinion on the location of the driveway as it relates to the Allen Avenue cross-section and the transition from a two-lane section to a three-lane section.
 - Sight distance from the driveway shall be provided.
 - Crash data for Allen Avenue in the vicinity of the project should be provided with a safety analysis of conditions.
 - A trip generation estimate shall be provided.
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 is proposing a new 6" sanitary sewer connection for the site and has submitted a wastewater capacity application to the Water Resources Division of DPW. That application is currently under review.
5. Comprehensive Plan (Section 14-497 (a) 9)
The development has been designed to be consistent with the City's Master Plan, adopted in June of 2017.

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- Tom Errico, P.E. with T.Y. Lin, has reviewed the proposal for compliance with city standards related to access and circulation and has provided the following comments:
 - A pedestrian sidewalk shall be provided between the Duplex buildings and Allen Avenue
 - The parking layout generally meets City Technical standards with the exception of the parking aisle width, where a 20-foot width is provided. The applicant should formally request a waiver and provide supporting documentation.
 - b. Sidewalks
The applicant is proposing to remove existing curb cuts along their property's frontage and reconstruct those portions of the bituminous sidewalk. The project will also feature individual unit connections out to the public sidewalk and an internal pedestrian pathway system. As noted above under the previous standard, the staff are asking that an internal pathway connect all proposed buildings and parking areas to Allen Avenue. We have also requested that the applicant provide a pedestrian connection through their site to Cypress Street, over the existing but undeveloped right-of-way for Hennessy Street.
 - c. Public Transit Access

The public transit requirements do not apply to this project.

d. Parking

Forty-Seven (47) parking spaces are being proposed. These include spaces that are located within garages, individual unit driveways and separated parking areas. Per Division 20, the City's off-street parking standards, the project is required to provide parking at a ratio of two (2) spaces per residential unit, and one (1) space per 400 square feet of office space for a total requirement of twenty-four (24) and eight (8) respectively, or thirty-two (32) total. The staff have requested that written justification be provided for exceeding this amount and have asked that the applicant consider reducing on-site parking to mitigate wetland impacts.

Tom Errico, P.E. with T.Y. Lin, has reviewed the proposal for compliance with city standards related to parking and has provided the following comments:

- The applicant shall provide a parking analysis that documents parking demand. Shared parking should be a consideration.

e. Bicycle Parking

The proposal includes space for bicycle storage within each residential unit and exterior bicycle parking accommodations at the proposed office building. Proposed bicycle parking meets site plan standards.

2. Environmental Quality Standards

f. Preservation of Significant Natural Features

The development site features scrub shrub/emergent marsh wetlands that are located in the center of and along the western boundary of this site. No vernal pools or rare or unusual plant or animal species were observed at the site. As a result of the location of these wetlands and general site constraints, the applicant has indicated that it is impossible to avoid wetland impacts. The project proposal impacts 9,159 square feet of wetland, requiring the applicant to apply for a Tier I NRPA permit through Maine DEP (Attachment L). The staff, in reviewing this application, have asked that the applicant further reduce wetland impacts to the extent possible, suggesting reductions in off-street parking as one possible approach.

Lauren Swett has reviewed the applicants plans and project details, and offers the following comments (Attachment 1):

- Applicant has submitted a NRPA permit application to the Maine DEP for wetland impacts. Copies of correspondence that results in changes to the project, and copies of the final permit should be provide to the City when available. A copy of the Maine Construction General Permit Notice of Intent should also be provided when available

g. Landscaping and Landscape Preservation

A landscaping plan was submitted as part of the application, showing a mixture of trees, shrubs, perennials and ornamental grasses along the property's frontage, within proposed parking areas, along the westerly property boundary and in the rear of the site as buffer plantings. The staff have requested that additional efforts be made to screen the proposed development from adjacent residential properties, and that plans be updated to show compliance with city standards related to landscape preservation and protection during construction.

In regards to street trees, a total of twenty-four (24) are required along the property's frontage. A total of ten (10) are illustrated on the proposed landscape plan. The applicant shall be required to either provide additional trees or an acceptable equivalent as identified in the site plan ordinance. This shall be made a condition of approval unless met prior to the public hearing.

h. Water Quality, Storm Water Management and Erosion Control

Once developed, this site will feature 28,066 square feet of impervious surface and is subject to the Basic, General, Flooding and Urban Impaired Stream standards of Maine DEP Chapter 500 for stormwater quality and quantity control. The proposed treatment system includes on-site wet pond, a series of grassed underdrained soil filters, roof dripline filtration systems and vegetated buffers and

swales which provide on-site infiltration areas. Once treated, remaining stormwater will discharge into the existing stormdrain beneath Allen Avenue.

Lauren Swett has reviewed the applicants plans and project details, and offers the following comments (Attachment 1):

- Stormwater Management – The proposed condition peak flow rates of the 2 and 10 year storm events exceed the existing conditions peak flow rates at Point of Interest #2. We agree that the proposed total flow and the proposed increase in these storm events is minor. This point of interest is for the connection of new stormdrain to an existing stormdrain system. The applicant should confirm that there are no existing condition or capacity issues with that system.
- Stormwater Management – The HydroCAD model uses very small time of concentration values that are less than the 5-6 minute minimum typically utilized for the modeling methods. The TC values may not have a significant impact on the overall modeling results, but please clarify the TC values and either adjust or provide justification for the small values.
- Stormwater Management – The total area of the pre-development model (140,820 SF) is not equal to the total area of the post-development model (137,344 SF). The applicant should evaluate the total watershed areas and provide a model with equal pre- and post-development areas.
- Stormwater Management – The applicant provides three ponds, identified as P14, P15 and P17 in the model, which receive no inflow or discharge any outflow. These ponds are not identified on the Routing diagram or in the report. The applicant should clarify the purpose of these pond notes.
- Stormwater Management – The stormwater management plan should provide a stormwater inspection and maintenance plan and a stormwater maintenance agreement developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.

3. Public Infrastructure and Community Safety Standards

i. 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 1):

- All residential units shall be sprinklered.
- A private fire hydrant shall be installed in the subdivision, on the North side of the road split.
- The business building will have a street number independent of the residential complex. The residential units shall have one street address with individual building and unit designations.
- All structures are required to display the assigned street and/or building designation. Street numbers and building designations shall be clearly visible from the public right of way.
- The dead end of each road shall provide a 30' x 30' turnaround.

j. 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 shall be required of all utility providers. Overhead utilities exist along the property's frontage, and while certain poles are proposed to be relocated, the proposal calls for this infrastructure to remain above ground which does not comply with Site Plan or Subdivision standards.

4. Site Design Standards

k. 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.

l. 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.

m. Historic Resources

The site is not located within a historic district or within 100 feet of a historic district, landmark or landscape and as a result, this project is not required to be reviewed by Historic Preservation.

n. Exterior Lighting

The applicant has submitted a lighting and photometric plan. The plan shows the location of five (5) pole mounted site light fixtures and light trespass in compliance with city standards. The applicant has been asked to provide a lighting cut sheet with detail for the proposed fixtures.

o. Noise and Vibration

Exterior mechanical equipment is to be roof-mounted, and centrally located on top of the building to minimize visibility from adjacent properties and public spaces. It is not anticipated that this equipment will result in adverse conditions related to noise and vibration.

p. Signage and Wayfinding

This standard does not apply to the proposal.



Figure 7: Building elevations - duplex

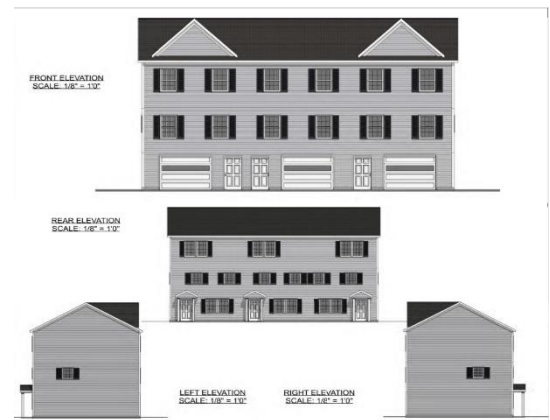


Figure 8: Building elevations - triplex

q. 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 condominium project at 300 Allen Avenue. The review was performed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner and Matthew Grooms, Planner. The project was reviewed against the R-P Residential Professional zone as well as the Multiple-Family standards in a context with a mix of commercial and residential character.

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

- A more thorough design review will be conducted when the applicant provides the office building submission. **The design review does not include review of the office building.**
- R-P Residential Professional Zone
 - Standard: For development within the R-P zone where there is a consistent established architectural style or character to the existing structures in the immediate vicinity in which the development is proposed, that the concurrently visible architectural style or character of the proposed development would not be incongruous to that established style or character.
 - The established residential character uses articulation and massing elements such as gable and hip roofs, elevated ground floor, bay windows, extended porches, and overhanging eaves and cornices. To this end, the gable roof, shingle siding, shutters, and covered entries are appropriate. However, the staff review found that the project **does not go far enough to meet the standard consistency with the established architectural character** – additional elements such as extended porches, bay windows, elevated entry, or similar should be incorporated.

- The building and front doors have a direct relationship to the street similar to the other houses nearby.
- The slope of the roof is too shallow compared with the context.
- The gable dormers do not have windows – are these occupied spaces? Why are they provided if they are not functional?
- The window sizes and alignment create awkward façade compositions facing the street. Since these are townhouses, additional elements should be used to better articulate each unit and rationalize the façade composition.
- Parking areas are placed away from the street. They should be screened from abutting properties according to this standard as well as the Site Plan standards.

C. INCLUSIONARY ZONING

As this proposal is providing ten (10) or more residential units, the applicant is required to meet city standards for Inclusionary zoning, which require that 10% of both units and bedrooms being provided be set aside for a household earning 120% of the area median income (AMI) or less. This unit may be provided as a fee in lieu, off-site within close proximity of the project or on-site. The applicant has elected to provide one (1) two-bedroom unit, which satisfies these requirements. Victoria Volent, Housing Program Manager with the City, has reviewed this application and has found it to be compliant, noting the following conditions:

- Staff recommends the Board approve this conditional use provided the applicant and the City enter into a Workforce Housing Agreement (WHA) before a building permit may be issued. The workforce housing agreement shall outline the details of the affordability restrictions placed on the workforce unit and will be filed as covenant to the 300 Allen Avenue property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

XII. NEXT STEPS

1. Address staff comments
2. Address additional comments of the Planning Board
3. Prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(1) and (b) and 14-527(e) and (f) for review by the Planning Authority and Planning Board
4. Hold final Planning Board Hearing

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Preliminary Review Comments
2. Preliminary Design Review Comments
3. Public Comment
 - a. Christopher Ellingwood (4.24.18)

APPLICANT'S SUBMITTALS

- A. Application Form
- B. Agent Authorization
- C. Project Narrative
- D. Right, Title & Interest
- E. Financial and Technical Capacity
- F. Basic Standards
- G. Stormwater Management Plan
- H. Resource Letter
- I. Ability to Serve Letters
- J. Level III Site Plan Checklist
- K. Zoning Analysis Table
- L. Tier I NRPA Permit Application

PLANS

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Planning and Urban Development Department

Planning Division



Subject: RP Design Review – 300 Allen Avenue
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, August 3, 2018

The multi-family and office development at 300 Allen Avenue was reviewed against the *R-P Residential-Professional Zone* as well as the *Multiple-Family* standards in a context with a mix of commercial and residential character. Reviewers: Caitlin Cameron, Urban Designer, Matt Grooms, Planner, and Jean Fraser, Planner, Planning Division of the Department of Planning & Urban Development.

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

- **Materials must be labeled on all elevations**

(a) R-P Residential Professional Zone

- (1) Standard: For development within the R-P zone where there is a consistent established architectural style or character to the existing structures in the immediate vicinity in which the development is proposed, that the concurrently visible architectural style or character of the proposed development would not be incongruous to that established style or character.*

Residential Buildings (revised)

- The established residential character – predominantly late 19th and early 20th century single-family homes – uses articulation and massing elements such as gable and hip roofs (depending on era of house), elevated ground floor, bay windows, extended porches, and overhanging eaves and cornices. To this end, the gable roofs, clapboard siding, shutters, and covered entries are appropriate. The design was revised to provide some distinction between the townhouses by changing the façade and roof planes. **Previously, staff and the PB commented on the lack of articulation** – the project currently uses plane changes, gable dormers, covered entries to provide visual interest. Additional elements such as extended porches, bay windows, elevated entry, or similar could be incorporated to address these comments in a contextual way.
- The building and front doors have a direct relationship to the street similar to the other houses nearby. **Staff suggested that one, connected porch might be more appropriate and functional space rather than individual stoops.**
- The applicant revised the slope of the roof to be steeper and more similar to the context.
- The applicant revised the gable dormers to have windows per staff comment.
- The window sizes and alignment were revised to be consistent.
- Parking areas are placed away from the street and are now structured beneath the buildings and therefore adequately screened.

Office Building

- The overall approach to the commercial building is to relate to the scale and forms of the residential buildings on-site and in the neighborhood. This is achieved through the simple form, gable roof, vertical proportion windows. There are some residential references such as the gable roof, shed dormer, vertical proportioned windows, but the simplicity and scale of the building, the character of the windows indicate a commercial use.
 - Does the Board consider the building to have a commercial character? Is a gable roof with shed dormer appropriate strategy to relate a commercial building to the residential neighborhood?
 - The front façade is flat, which is out of character with the neighborhood where more articulation exists, even in commercial buildings. One solution would be to remove the shed dormer or to move it to the back side of the building.
 - Staff further suggest the street-facing, ground floor entry needs to become more prominent to be legible as the entrance but also to convey this commercial use.
 - Staff recommend a material other than board and baton which is a rural material – clapboard or shingle or vertical board would be more appropriate.
- The building and front door are oriented to the street but there is not direct access from street to the door. The door lacks emphasis as the primary entrance to the building and is diminutive compared with the scale of the building. Staff suggest that a direct path from the street to the door be introduced and that the ground floor façade be revised to be more active – clerestory windows, larger door with sidelites/canopy, emphasis with lighting and signage, change in materials.
- Parking areas are placed away from the street or below the building, facing interior to the site. The ground floor now houses structured parking instead of active uses – the façade design now lacks activity and engagement at the street level.

Relationships.
Responsiveness.
Results.



**Level III Site Plan
Review Application
for 300 Allen Avenue
Portland, Maine**

PREPARED FOR:
Estelle Estates, LLC
South Portland, Maine

March 2018

SUBMITTED BY:
Gorrill Palmer
707 Sable Oaks Drive
Suite 30
So. Portland, ME 04106
207.772.2515



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:	Mixed Use Development
Proposed Development Address:	300 Allen Avenue
Project Description:	Proposed Office/Professional Services Building and 12 unit multiplex residential structures with associated infrastructure.
Chart/Block/Lot:	344 E006
Preliminary Plan	
Final Plan	

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

Name:	Peter Bouchard
Business Name:	ESTELLE ESTATES, LLC
Address:	39 Darling Avenue
City/State:	South Portland, ME
Zip Code:	04106
Work #:	207-956-8404
Home #:	
Cell #:	
Fax #:	
E-mail:	peter@bouchard.us

OWNER

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

AGENT/REPRESENTATIVE

Name:	Gorrill Palmer, Doug Reynolds
Address:	707 Sable Oaks Drive Suite 30
City/State:	South Portland, ME
Zip Code:	04106
Work #:	207-772-2515
Home #:	
Cell #:	207-329-5584
Fax #:	
E-mail:	dreynolds@gorrillpalmer.com

BILLING (to whom invoices will be forwarded to)

Name:	Peter Bouchard
Address:	39 Darling Avenue
City/State:	South Portland, ME
Zip Code:	04106
Work #:	207-956-8404
Home #:	
Cell #:	
Fax #:	
E-mail:	peter@bouchard.us

ENGINEER

Name:	Gorrill Palmer, Doug Reynolds
Address:	707 Sable Oaks Drive Suite 30
City/State:	South Portland, ME
Zip Code:	04106
Work #:	207-772-2515
Home #:	
Cell #:	207-329-5584
Fax #:	
E-mail:	dreynolds@gorrillpalmer.com

SURVEYOR

Name:	Rex J. Croteau - Titcomb Associates
Address:	133 Gray Road
City/State:	Falmouth, ME
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:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Douglas Reynolds
E-mail:	dreynolds@gorrillpalmer.com
Name:	Drew Gagnon
E-mail:	dgagnon@gorrillpalmer.com
Name:	David Vitali
E-mail:	dvitali@gorrillpalmer.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 [12] x \$25.00 each	\$ 300
☐	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:		\$ 1,800

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)

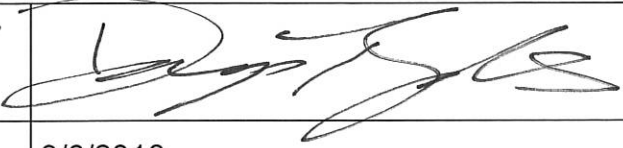
TOTAL AREA OF SITE	55,342	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	48,898	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	2,700	sq. ft.
Impervious Area (Total Proposed)	28,066	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	1,800	sq. ft.
Building Footprint (Total Proposed)	9,744	sq. ft.
Building Floor Area (Total Existing)	3,600	sq. ft.
Building Floor Area (Total Proposed)	17,888	sq. ft.
ZONING		
Existing	RP/R5	
Proposed, if applicable	N/A	
LAND USE		
Existing	Vacant/Residential	
Proposed	Office/Professional/Residential	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	1	
# of Residential Units (Total Proposed)	12	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	1 (Workforce housing unit)	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	0	
# of Two-Bedroom Units (Total Proposed)	12	
# of Three-Bedroom Units (Total Proposed)	0	
PARKING SPACES		
# of Parking Spaces (Total Existing)	2 (Assumed in residential Driveway)	
# of Parking Spaces (Total Proposed)	24 for residential, 12 for office	
# of Handicapped Spaces (Total Proposed)	1	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	2 (office), 12 (residential garage)	
ESTIMATED COST OF THE PROJECT	\$500,000	

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: <i>AGENT</i>	
Date:	3/6/2018

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

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

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

- Continued on next page -

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



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



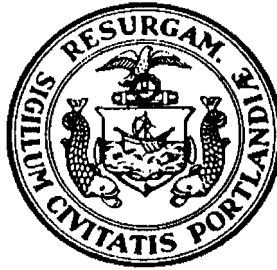
A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

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: 02/28/2018

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

Site Address: 300 Allen Avenue

Chart Block Lot Number: 344 E003, E004, E006

Proposed Use: Office/Professional/Residential

Previous Use: E003 - grassed lawn, E004 - single family, E006 - vacant

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.

Existing 12" sewer within existing City Easement that crosses the site

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

X
X

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: ESTELLE ESTATES, LLC

Owner/Developer Address: 39 Darling Avenue, South Portland, ME 04106

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: Gorrill Palmer

Engineering Consultant Address: 707 Sable Oaks Drive, Suite 30, South Portland, ME 04106

Phone: 207-772-2515 Fax: 207-772-2520 E-mail: dreynolds@gorrillpalmer.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: 2,280 peak, 1,267 average GPD

Peaking Factor/ Peak Times: 180%

Specify the source of design guidelines: (i.e. X "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.

March 1, 2018

Re: **Agent Authorization**
Mixed Use Development
Portland, Maine

To Whom it May Concern:

Peter Bouchard ("Developer") is in the process of developing a site (the "Site") in the state of Maine, Cumberland County, located at 300 and 292 Allen Ave, in Portland. On behalf of the Developer, I hereby authorize Gorriall Palmer, (the "Engineer") to act as agent for the purpose of obtaining permits and approvals related to the development of the Site.

In such capacity, the Engineer's authority is expressly limited to signing and delivering applications for permits and approvals that are related to the development of the Site, advancing nominal funds as are required to file such applications and to representation at meetings and hearings for the applications. The Engineer is not authorized to negotiate on the Developer's behalf or to bind or obligate the Developer in any manner whatsoever, including without limitation accruing any obligations on the Developer's behalf to pay for or construct improvements without additional authorization in writing.

This authorization is effective as of the date of this correspondence and will remain valid until revoked in writing.

Sincerely,


ESTELLE ESTATES, LLC

Peter Bouchard

Project Narrative
300 Allen Avenue
March 2018

The following narrative presents the information required for the Preliminary Level III Site Plan application.

Project Description:

The project is located at 300 Allen Ave in Portland, which is currently vacant and contains a vegetated soil stockpile in the easterly section of the site. Development is also proposed on the adjacent lot located at 292 and 280 Allen Ave. Currently, a single-family building with a parking garage is present at 292 Allen Ave and 280 Allen Ave is vacant with a fully developed lawn cover. Two areas of wetland are present on-site: one along the east property line at 300 Allen Ave and one further south behind the existing house and garage at 292 Allen Avenue. An application to the MDEP for a Tier I NRPA permit will be submitted to the State and copied to the U.S. Army Corps of Engineers for the proposed wetland fill.

The project is a proposed mixed-use development consisting of a 2,400 sf office/professional services building, three 1,224 sf footprint duplex residential structures, two 1,826 sf triplex residential structures, associated parking, and infrastructure. A single curb cut is proposed for access to the development. The project will require a conditional use permit for off-street parking in the R-5 zone. A conditional use permit application has been filed with this preliminary site plan application.

Right, Title and Interest:

The Applicant, ESTELLE ESTATES, LLC, purchased the lot located at 292 Allen Ave and the Title can be found in Attachment 4. The applicant has interest in 300 Allen Ave and a PSA and an emailing stating a 60 day extension is included in Attachment 4.

State and Federal Permits:

An NRPA Tier I permit application will be filed with the state for the proposed wetland fill of less than 14,999 square feet. The U.S. Army Corps of Engineers has been copied on the NRPA application. The project disturbs more than one acre and therefore requires a construction general permit. Copies of Resource Letters sent to the Maine Historic Preservation Commission (MHPC), the Maine Department of inland Fisheries and Wildlife (MDIFW) and the Maine Natural Areas Program (MNAP) can be found in Attachment 8.

Zoning Assessment:

The project is in the R-5 zone and the R-P zone. Two-family dwellings and multi-family dwellings are permitted uses within the R-5 zone. An office/professional use and a residential use are permitted in the R-P zone. Parking for the office/professional use is proposed within the R-5 zone. The project will require a conditional use permit for off-street parking in the R-5 zone. A conditional use permit application has been filed with this preliminary site plan application.

Easements or Other Burdens:

There is an existing 35-foot easement and right of way across the westerly portion of the site over the City's sanitary sewer and storm drain. The development proposes to connect into these utilities.

Proposed Waivers:

The following waivers are requested:

- A waiver is requested for the requirement in Section 14-526.b for the preservation of significant natural features. The proposed wetland impact could not be avoided in the development of the site. The applicant has demonstrated compliance with applicable state and federal regulations by applying for an MDEP NRPA Tier I permit for the wetland impact.

Evidence of Financial and Technical Capacity:

ESTELLE ESTATES, LLC has experience with development in the Greater Portland area and has hired Professional Engineers to prepare permitting and construction plans for this project. Given this, the applicant possesses sufficient technical capacity. Attachment 5 contains evidence of the financial and technical capacity for this project.

Construction Management Plan:

A construction management plan will be prepared by the General Contractor prior to the start of work at the site as noted on the site plan contained within the plan set. The management plan will address the anticipated start and end date of the project, discuss the construction sequence, and provide a pedestrian circulation plan. The management plan will be submitted to the City Planning Division prior to commencement of site work.

Traffic:

The proposed development anticipates fewer than 100 passenger car equivalents (PCE) and does not appear to require a traffic study.

Significant Natural Features:

Wetlands existing at 300 Allen Ave were delineated by Jones Associates of Auburn, Maine in July 2016 and wetlands at 292 Allen Ave were delineated by Boyle Associates in January 2018. There are no significant natural features on-site except for the wetlands at the center of the site and along the western property line. Given the size of the site, wetland impacts could not be avoided. An application for a MDEP NRPA Tier I wetland permit will be submitted to the state and copied to the City and the U.S. Army Corps of Engineers.

Stormwater:

Section 14-526.b.3.b of the Land Use Ordinance states that all development other than Level I residential shall comply with Section 5 of the Technical Manual including Basic, General, and Flooding standards as applicable to prevent and control the release of pollutants to waterbodies, watercourses, wetlands and groundwater, and reduce adverse impacts associated with increases or changes in flow, soil erosion and sedimentation.

Section 14-526.b.3.c of the Land Use Ordinance states that all development other than Level I residential that are located within the watershed of an Urban Impaired Stream shall comply with the Urban Impaired Stream Standards of Chapter 500. The site is within the watershed of Fall Brook which is listed as an Urban Impaired Stream.

Section 5.II.c of the Technical Manual states that Level II and III site plans shall be required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including Basic, General and Flooding standards.

The Basic Standard is met by the Erosion and Sedimentation Control Report submitted with this application in Attachment 6.

The General and Flooding Standards are addressed in the Stormwater Management Report for the project which is included in Attachment 7.

The Stormwater Management Report also addresses the Urban Impaired Stream Standard which will be met by paying a compensation fee of \$7,300 to the City of Portland Compensation Fee Utilization Plan.

Master Plan:

There does not appear to be a Master Plan for this section of Allen Avenue.

Utility Capacity:

Attachment 9 contains letters sent to the Portland Water District, Portland Public Services and Central Maine Power requesting confirmation of their ability to serve the project. Responses will be forwarded to the City upon receipt.

Solid Waste Management:

The development consists of twelve residential units and a small office building. A dumpster is proposed in the northwestern corner of the site, located near the Professional/Office parking. Attachment 9 contains an ability to serve letter sent to Pine Tree Waste requesting confirmation of their ability to serve the project.

NFPA:

An existing fire hydrant is located approximately 500 feet to the north of the proposed entrance drive, and approximately 400 feet to the south.

Design Standards:

The development is in conformance with the design standards of Section 14-526 of the City Land Use Code as noted below. Waiver requests from the standards are also noted below.

14-526 (a) Transportation Standards – The required off-street parking is shown on the plans. Two bicycle parking spaces are shown adjacent to the proposed office building. The residential units have garages that can provide bicycle storage. Due to limited site area snow will not be stored on-site and will be removed by the snow removal contractor as noted on the site plan.

14-526 (b) Environmental Quality Standards – The site does not contain significant natural features other than the wetlands at the center of the site and the western 292 Allen Ave. Impacts to the wetlands could not be avoided by development of the site. A waiver to the requirement to preserve the wetland is requested. An application for the wetland fill will be submitted to the MDEP and copied to the U.S. Army Corps of Engineers. A landscaping plan for the site is included in the plan set. Stormwater management is discussed above and in Attachments 6 and 7.

14-526 (c) Public Infrastructure and Community Safety Standards – There does not appear to be a Master Plan for this section of Allen Avenue. An existing fire hydrant is located approximately 500 feet to the north of the proposed entrance drive, and approximately 400 feet to the south. The proposed electric service is underground, and the applicant has contacted the Portland Water District and the Department of Public

services to obtain ability to serve letters for water service and wastewater service. The proposed utility connections are shown on the Utility plan of the plan set.

14-526 (d) Site Design Standards – The proposed buildings are 1.5 and 2 story structures which will not have a detrimental impact on adjoining properties. There are no known historic resources on the project site. All site lighting will be full cut off and will not impact adjoining properties. A lighting plan is included in the plan set. HVAC units shall comply with applicable state and federal emission requirements. No signage other than traffic signs is proposed for the project. The building designs are not incongruous with surrounding development. Building Elevations and details can be found in Attachment 10.

HVAC Verification:

The actual HVAC units are to be determined. All units used on the project will comply with all applicable state and federal emissions standards.

Boundary Survey

A boundary survey is included within the plan set.

Plan Set

A plan set containing the required information is included with this application.

The project proposes developing twelve residential units and an office/professional unit which meets the definition of a subdivision. The following narrative discusses the subdivision requirements of the City of Portland Land Use Ordinance.

Section 14-496 Plat Requirements

1. The Plat is at an appropriate scale and contains the required information.
2. One-foot contours are shown. No existing structure is to remain.
3. No streets are proposed. A typical pavement section is included on the detail sheets for the project.
4. No new rights of way or easements are proposed.
5. A baseline with curve information is provided on the site plan.
6. Existing utilities are shown on the plans.
7. The parcel boundary and the proposed condominium lines are shown on the Plat.
8. Abutting parcel owners are shown on the plans.
9. The project is not located within a flood zone.
10. There are no existing historic sites or structures on the parcel.
11. Proposed utilities are shown on the Utility Plan.
12. A sanitary sewer and storm drain exist within the existing onsite easement. Proposed sanitary sewer service and storm drains are shown on the plans with inverts and rim elevations.
13. A lighting plan is included in the plan set.
14. No trees are proposed for preservation.
15. Grading and drainage is shown on the Grading, Drainage, and Erosion Control plan within the plan set.
16. The zoning boundaries are shown on the plans.
17. No future phases are proposed.

18. No public space is proposed.
19. The plans contain the required contact information.
20. The application submittal contains written information.
21. Required monuments are shown on the Plat.
22. The vicinity sketch is included in the plan set.
23. The site data is included on the site plan.
24. Additional submission items are included in the Level III Site Plan submission.

Section 14-497 General Requirements

1. The project is a residential and small office development which is not anticipated to result in air pollution. The project will utilize the public sewer system and will not result in water pollution. The site is not within a flood plain and has a proposed stormwater management plan.
2. An ability to serve letter to the Portland Water District is included in Attachment 9.
3. An ability to serve letter to the Portland Water District is included in Attachment 9.
4. An erosion and sedimentation control report is included in Attachment 6.
5. The proposed development does not warrant a traffic study because no more than 100 passenger car equivalents (PCE) are anticipated.
6. Attachment 9 contains a letter to the Public Works Department requesting their ability to provide sanitary sewer service to the project. The stormwater management report contained in Attachment 7 limits the post development runoff to predevelopment levels, therefore the project will not have an adverse impact on municipal services.
7. Attachment 9 contains a letter to the Public Works Department requesting their ability to provide sanitary sewer service to the project. A dumpster is proposed at the northwestern corner of the site for soil waste disposal. Attachment 9 contains a letter to Pine Tree Waste requesting their ability to serve the project.
8. The project will not have an undue adverse effect on historical sites and will not have an undue impact to scenic or natural beauty beyond any typical development of vacant land.
9. It is believed that the project is in conformance with the land development plan.
10. The Applicant has hired Professional Engineers to prepare permitting plans for this project, therefore the Applicant possesses sufficient technical capacity. A financial and technical capacity letter is included in Attachment 5.
11. The project is not within the watershed of a pond or lake, or within 250' of a wetland defined in Title 38.
12. The connection to the municipal sewer, and the stormwater management plan for the project will ensure that the project does not adversely affect groundwater.
13. The site is not within a flood prone area.
14. Wetlands are shown on the plans.
15. There are no river, streams, or brooks abutting the project.

AGREEMENT FOR THE PURCHASE AND SALE OF REAL ESTATE

AGREEMENT made and entered into this 19th day of June, 2017, by and between HARLEQUIN LLC, a Maine limited liability company with its principal place of business in Portland, County of Cumberland and State of Maine (the "Seller") and ESTELLE ESTATES, LLC, a Maine limited liability company with its principal place of business in South Portland, County of Cumberland and State of Maine (the "Buyer").

WITNESSETH AS FOLLOWS:

1. PURCHASE AND SALE. Seller agrees to sell, and Buyer agrees to buy, on and subject to the terms and conditions hereinafter set forth certain real estate, together with the buildings and improvements located thereon and also owned by the Seller located at 300 Allen Avenue, in Portland, County of Cumberland and State of Maine, as more particularly described in a Warranty Deed from Robert L. Adam to the Seller dated August 11, 2004 and recorded at the Cumberland County Registry of Deeds in Book 21661, Page 282, a copy of which is attached hereto as Exhibit A and made a part hereof (such real estate and personal property being referred to herein collectively as the "Premises").

2. PURCHASE PRICE. Subject to any adjustments and prorations hereinafter described, Buyer agrees to pay for the Premises the sum of [REDACTED] (the "Purchase Price"), which shall be payable as follows:

(a) The sum of [REDACTED], being paid simultaneously with the execution of this Agreement, as earnest money deposit (the "Deposit"), which shall be held by Magnusson Balfour, (the "Escrow Agent"), in its non-interest bearing trust account pending Closing (defined below) and shall be credited towards the purchase price at Closing;

(b) The sum of [REDACTED] shall be paid to Seller at the Closing in the form of a Promissory Note (the "Promissory Note") bearing interest at the rate of six percent (6%) per annum simple interest, payable interest only on a monthly basis until the eighteen (18) month anniversary date of the Closing (the "Maturity Date"), when the balance of principal and any accrued but unpaid interest at said rate shall then be paid in full. In the event that the Buyer shall assign the contract to an entity, the Buyer shall personally guaranty the payment pursuant to the terms of the Promissory Note; and

(c) The remaining amount of the Purchase Price, after application of the Deposit and the delivery of the Promissory Note and all applicable closing prorations, shall be paid in full in immediately available funds at Closing.

3. TITLE. Seller shall convey the Premises to the Buyer at Closing in fee simple with good, marketable and insurable title, free and clear of all mortgages, security interests, liens, encroachments and encumbrances, except such encumbrances (such as for utilities) as shall be acceptable to Buyer in Buyer's sole discretion (the "Permitted Encumbrances"). Buyer shall have until July 15, 2017 to complete its examination of the title to the Premises.

In the event that Buyer determines upon examining title to the Premises that Seller would be unable to convey title as aforesaid, Seller shall be given a reasonable period of time after notice from Buyer, not to exceed sixty (60) days, in which to remedy any title defects. Seller agrees to take reasonable steps to remedy any such title defects, including, without limitation, by payment of any amounts necessary to cause the correction of any such defects. In the event that said defects cannot be corrected or remedied within said time period this Agreement shall terminate unless further extended by agreement of Buyer and Seller in writing. Buyer may, however, elect to close notwithstanding such defects as may exist and, in that case, there shall be no offset or reduction in the Purchase Price and Seller shall have no liability to the Buyer for any such title defects.

Seller agrees and represents that it will not further encumber or permit to be encumbered the Premises by any liens, mortgages, attachments, covenants, restrictions or easements after the date of this Agreement.

4. CLOSING.

(a) The closing shall take place at the offices of Norman, Hanson and DeTroy, LLC, Two Canal Plaza, Fourth Floor, Portland, Maine, no later than February 28, 2018 at a mutually convenient time (the "Closing" or "Closing Date"), or at some other time and place that the Buyer and the Seller shall mutually agree in advance and in writing, except that the Buyer may extend the date of Closing for up to an additional sixty (60) days in the event that despite Buyer's reasonable commercial efforts to obtain all required land-use permits and approvals for the development of the Project (as defined in this Agreement) Buyer has not obtained all such required permits and approvals by December 31, 2017. Buyer shall provide Seller written notice of the extension on or before January 10, 2018.

(b) At Closing, Seller shall execute and deliver to Buyer, against payment of the purchase price, a Quitclaim Deed with Covenant, conveying good, marketable and insurable title to the Premises, free and clear of all mortgages, liens, encroachments or other encumbrances in accordance with the Short Form Deeds Act, 33 M.R.S. §§ 761 et seq., (the "Deed"). Seller further agrees to execute and deliver to the Company at Closing the following documents: (i) a Certificate of Non-Foreign Status (as required by Internal Revenue Service regulations); (ii) a title insurance "Seller's Affidavit" regarding mechanics liens and persons in possession; (iii) an affidavit

regarding underground storage tanks (as required by Maine law); (iv) documents demonstrating Seller's authority to convey and good standing as evidenced by a copy of Seller's resolution authorizing the transaction contemplated herein and a copy of the relevant portions of its Operating Agreement; (v) such other documents as may be required to issue an owner's policy of title insurance in form reasonably acceptable to Buyer's counsel; (vi) such other documents as may be reasonably necessary to effect the transfers described in this Purchase and Sale Agreement; and (vii) such other documents as are reasonably required by Buyer's counsel at closing. The Seller shall also assign any leases or tenancies in the Premises and provide a rent roll and tender delivery of all security deposits for all leases or tenancies in the Premises.

5. RISK OF LOSS, DAMAGE AND INSURANCE.

(a) All risk of loss to the Premises prior to the Closing Date shall be borne by Seller, except and unless the loss was caused by Buyer or Buyer's employees, agents, or contractors. Seller shall keep the Premises insured against fire and other extended coverage risks up to and including the Closing Date.

(b) In the event that the improvements that are part of the Premises are destroyed prior to Closing, Seller shall have the right to terminate this Agreement and refund the Deposit and, in that case, it shall be solely entitled to any insurance proceeds payable for or on account of any such destruction. In the event Seller shall not so elect, Buyer shall be entitled to elect to (1) terminate this Agreement by written notice to Seller, or (2) receive any and all insurance proceeds payable for or on account of any such destruction.

(c) If, prior to the Closing, all or any material portion of the Premises shall be taken for any public use (other than minor takings for street widening) or access to or from the Premises shall be permanently taken or materially impaired, or any change(s) to public way(s) or the grade(s) thereof shall be made which materially and adversely affects or is likely to materially and adversely affect the commercial value of the Premises, then Seller shall be required to notify Buyer of the same by written notice the earlier of five (5) days after receipt of such notice or one (1) business day prior to closing. Additionally, if notice of any of the foregoing shall be made public or otherwise come to Buyer's attention Buyer shall have the election either (i) to terminate this Agreement, in which event this Agreement shall terminate, the Deposit shall be refunded to Buyer, and the parties shall have no further liability or responsibility to each other, or (ii) to consummate the sale without reduction of the Purchase Price on account of same, in which event Seller shall assign to Buyer all claims and rights, if any, on account of or arising out of any of the foregoing.

6. INSPECTIONS: DUE DILIGENCE.

(a) The Buyer may enter into any part of the Premises at all reasonable

times prior to 5:00 PM on December 31, 2017 in order to inspect the Premises, conduct surveys, building studies, inspections and assessments and to undertake zoning, land-use and environmental compliance assessments and to do such things and may conduct such investigations as Buyer shall elect. Buyer shall also be entitled to review all plans, specifications, studies, assessments (including environmental assessments) and all other documents in Seller's possession relating to the Premises, all of which shall be provided to Buyer by Seller within five (5) business days of request.

(b) Seller acknowledges that Buyer shall have the right in its sole and absolute discretion, either based on Buyer's disapproval of any of the reports or information received by Buyer relating to the Premises or to the feasibility of the Project (as defined in this Agreement) or based on Buyer's dissatisfaction with any inspection or investigation or for any other reason whatsoever to terminate this Agreement by delivering notice thereof to Seller at any time after execution of this Agreement and prior to 5:00 PM, December 31, 2017 (the "Due Diligence Period") which delivery shall be complete upon mailing or transmission by telefax. In the event Buyer so elects to terminate this Agreement within the Due Diligence Period, the Deposit shall be refunded to Buyer within three (3) business days of such notice and this Agreement shall terminate without further recourse or liability to the parties at law or in equity. In the event that Buyer fails to provide the Seller with any such termination notice on a timely basis, the Buyer shall have no right to terminate this Agreement for or on account of any matter pertaining to the condition of the Premises or their suitability for any particular purpose.

7. FINANCING CONTINGENCY; SECURITY FOR SELLER-FINANCING.

(a) Seller's and Buyer's obligations under this Agreement are subject to Buyer obtaining a financing commitment for [REDACTED] (the "Senior Debt") for the purchase of the Premises and the construction of the Project, as defined in Paragraph 8 of this Agreement, from a conventional bank or commercial lender (the "Project Lender") at prevailing rates, terms and conditions and also subject to the conditions set forth in Paragraph 7(b) of this Agreement. Buyer shall provide Seller with written evidence of its application for a financing commitment for such loan on or before July 15, 2017 and shall use reasonable commercial efforts to obtain the commitment for such acquisition and construction loan on or before October 15, 2017. In the event that despite Buyer's timely application and reasonable commercial efforts to obtain a financing commitment for such loan on or before October 15, 2017 Buyer is unable to do so, then either Buyer may terminate this Agreement by written notice to Seller on or before October 15, 2017, whereupon any payments made under this Agreement shall be forthwith refunded and Seller shall no longer have any obligation to sell the Premises to Buyer, and this Agreement shall be void and without recourse to the parties hereto.

(b) Seller agrees that the mortgage from Buyer to the Project Lender securing the Senior Debt (the "Senior Mortgage") shall be senior in priority to the

mortgage to Seller from Buyer securing the Promissory Note (the "Junior Mortgage") and the Junior Mortgage (or related Subordination Agreement between Seller, Project Lender and Buyer) shall contain such other and further standby and subordination requirements as the Project Lender may require as a condition of its commitment to lend the Senior Debt to Buyer. Buyer's mortgage to Seller securing the Promissory Note shall contain a lot or unit release provision pursuant to which the Seller will grant and execute partial releases of the mortgage securing the Promissory Note in exchange for partial release payments in the amount of \$52,000.00 per lot or unit, such partial releases to be in recordable form so as to accommodate sales of lots or units from the Premises.

(c) Peter R. Bouchard, a member of Buyer ("Bouchard"), shall provide Seller with personal financial statements within five (5) days of the execution of this Agreement. Seller shall have five (5) days to review the financial statements and terminate this Agreement if the financial statements do not meet its approval. Bouchard shall be personally liable with Buyer on the Promissory Note.

8. THE PROJECT: CONTINGENCY FOR PERMITS AND APPROVALS.

(a) Buyer shall diligently prosecute all required land-use, permitting and approval applications required by the City of Portland (and any other regulatory authority having jurisdiction) for the development of the Premises into seven (7) lots or condominium units (the "Project"), such lots or units to be in conformity with all applicable land-use, permitting and approval requirements. Buyer shall use reasonable commercial efforts to obtain all required land-use permits and approvals for the Project on or before December 31, 2017, at which time the Deposit shall become fully non-refundable. In the event that Buyer shall not have obtained all required permits and approvals for the Project by December 31, 2017, Buyer may extend the date of Closing for up to an additional sixty (60) days for payment of an additional non-refundable deposit of \$10,000.00 to the Seller. Buyer shall provide Seller written notice of the extension on or before January 10, 2018.

(b) If Buyer shall not have obtained all required permits and approvals for the development of the Project on or before the date for Closing (or the extended date for Closing as the case may be), then this Agreement shall terminate and the parties shall have no further liability or responsibility to one another. The refund of the Deposit in that case shall depend on whether the termination of the Agreement for any failure to obtain required permits and approvals occurred on or before December 31, 2017 (in which case the Deposit shall be refunded) or afterwards (in which case the Seller shall be entitled to retain the Deposit).

9. POSSESSION OF THE PREMISES. The Premises shall be delivered to the Buyer at Closing free and clear of all tenancies or occupancies by any other person or entity.

10. REPRESENTATIONS OF SELLER. Seller represents to the Buyer (as the sole representations made by it or its members relating to the subject matter of this Agreement) the following:

(a) Seller has received no written notice from the City of Portland of any alleged violation at the Premises respecting any zoning ordinances or laws.

(b) All outstanding bills and/or accounts payable concerning or otherwise relating to the Premises are either paid or will be paid prior to or at Closing, including without limitation all utility charges, all municipal assessments and all charges for services rendered or materials furnished with respect to the Premises, including, without limitation, regarding any services or materials for which a mechanic's lien could be claimed.

(c) There are no leases affecting the Premises as of the date hereof.

(d) Seller has received no written notice from any governmental entity or agency, nor does it have any knowledge of any special wastes, underground storage tanks, waste oil, petroleum and any other hazardous substances, materials or wastes in or on the Premises. The terms used in the foregoing sentence shall include, without limitation, all substances, materials, etc., designated by such terms under any laws, ordinances or regulations, whether federal, state or local.

(e) There are no outstanding or pending liens, claims, rights of first refusal, mortgages, encroachments or other encumbrances (other than utility easements) against the Premises.

(f) The Seller has taken all corporate actions necessary to authorize the execution and delivery of this Agreement and to perform all of its obligations due to the Buyer hereunder and it has the full right and power to consummate all of the transactions contemplated for it to be performed under this Agreement.

11. DEFAULT AND REMEDIES. In the event that Seller fails to close hereunder for a reason other than default of Buyer, Buyer shall have the right to specific performance or any other legal or equitable remedies and also may seek to recover damages, as well as the refund of the Deposit. In the event that Buyer defaults in the performance of its obligations hereunder, Seller shall retain the Deposit and shall have all other legal or equitable remedies.

12. CONDITIONS PRECEDENT TO BUYER'S OBLIGATION TO CLOSE. The obligation of Buyer to close is subject to the satisfaction at or before Closing of all of the following conditions:

(a) All representations of Seller contained in this Agreement shall be true

in all material aspects as of the Closing.

(b) The due diligence, financing and permitting and approval contingencies set forth in Paragraphs 6, 7 and 8 of this Agreement shall have been satisfied to Seller's reasonable satisfaction or, alternatively, Seller shall have waived any such unsatisfied contingency or contingencies.

13. BROKERAGE. Seller and the Buyer represent and warrant to each other that neither party has engaged the services of any real estate broker with respect to this transaction, other than Magnuson Balfour for Seller and Keller Williams for Buyer. Each party agrees to indemnify and hold harmless the other party from any claim made by any broker claiming by or through them. The foregoing indemnity shall include all legal fees and costs incurred in defending any claim therefor.

14. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes, assessments and rental charges shall be prorated as of the Closing Date.

(b) Metered utilities, such as water and sewer, shall be paid by the Seller through the date of closing.

(c) The Maine real estate transfer tax shall be paid by the Seller and Buyer (or at their election, the Company), in accordance with 36 M.R.S. § 4641-A.

(d) The recording fee for the Deed will be paid by the Buyer. The recording fee for the Mortgage, and any related documents shall be paid by the Seller.

15. GENERAL PROVISIONS.

(a) Time. Time shall be of the essence of this Agreement. Despite the foregoing, however, the parties shall cooperate with one another for commercially reasonable extensions of time in the event that the request for the extension is made no fewer than ten (10) days before the expiration of the then applicable deadline.

(b) Notices. Any notice or communication given pursuant to this Agreement by either of the parties to the other shall be in writing and delivered in person or mailed by overnight courier, registered or certified mail, postage prepaid (mailed notices shall be deemed given on the third day after they are duly mailed), or telefax with record of transmission as follows:

TO SELLER:

Estate of Robert L. Adam
159 Lincoln Street #10
Westbrook, ME 04092

WITH A COPY TO:

Alan E. Wolf, Esq.
Law Office of Alan E. Wolf
P.O. Box 1292
Portland, ME 04104-1292

TO BUYER:

Mr. Peter R. Bouchard
25 Ledge Road
Cumberland Foreside, ME 04110

WITH A COPY TO:

Paul F. Driscoll, Esq.
Norman, Hanson & DeTroy, LLC
Two Canal Plaza
P.O. Box 4600
Portland, ME 04112-4600

Either party may change its address for the purposes of this subparagraph by giving the other party notice of the new address in accordance with this Paragraph 13.

(c) Binding Effect. This Agreement will inure to the benefit of, and bind, the respective successors and assigns of the Seller and the Buyer.

(d) Construction. As used in this Agreement, the singular number shall include the plural, the plural the singular, and the use of one gender shall be deemed applicable to all genders. This Agreement shall be governed by and construed in accordance with the laws of Maine. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof. It is hereby agreed that all provisions and representations set forth in this Agreement shall survive Closing.

(e) Counterparts/Facsimile Signatures. This Agreement may be simultaneously executed in any number of counterparts, each of which when so executed and delivered shall be an original, but such counterparts shall constitute one and the same instrument. This Agreement may be transmitted between the parties by facsimile and signatures appearing on such facsimile documents shall be treated as original signatures.

(f) Effective Date. The Effective Date of this Agreement shall be deemed to be the date first above written herein.

(g) Further Assurances. In addition to the actions recited herein and contemplated to be performed, executed and delivered by each party, each party shall perform, execute and deliver or cause to be performed, executed and delivered at the Closing or thereafter any and all further acts, deeds and assurances as the other party or the Escrow Agent may reasonably require to consummate or evidence the consummation of the transaction contemplated herein.

(h) **Invalid Provision.** If any provision of this Agreement is held to be illegal, invalid or unenforceable under present or future laws, and if such provision is not essential to the effectuation of the basic purposes of this Agreement, such provision shall be fully severable, this Agreement shall be construed and enforced as if such illegal, invalid or unenforceable provision had never been a part of this Agreement, and the remaining provisions of this Agreement shall remain in full force and effect.

(i) **No Waiver.** The waiver by either party of the performance of any covenant, condition or promise shall not invalidate this Agreement, nor shall it be construed as a waiver of any other covenant, condition or promise herein. The waiver by any party of the time for performing any act shall not constitute a waiver of the time for performing any other act or any incidental act required to be performed at a later time. The delay or forbearance by either party in exercising any remedy or right, the time for the exercise of which is not specifically and expressly limited or specified in this Agreement shall not be considered a waiver of or an estoppel against the later exercise of such remedy or right.

16. **AGREEMENT OF ESCROW AGENT.** By executing this Agreement, Escrow Agent agrees to hold the Deposit in its non-interest bearing client trust account, which Deposit shall be disbursed in accordance with the terms of this Agreement.

17. **MEDIATION.** Any dispute or claim arising out of or relating to this contract or the property addressed in this contract shall be submitted to non-binding mediation a mutually acceptable mediator, with mediation to take place in Portland, Maine. Buyer and Seller are bound to mediate in good faith and pay their respective mediation fees. If a party does not agree first to go to mediation, then that party will be liable for the other party's legal fees in any subsequent litigation regarding that same matter in which the party who refused to go to mediation loses in that subsequent litigation. This clause shall survive the closing of the transaction.

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

HARLEQUIN LLC

By: Elisabeth Gilly 6/19/2017
DocuSigned by:
115

Peter Bouchard 6/19/2017
DocuSigned by:
Peter Bouchard

ESCROW AGENT:

Scott Balfour

MAGNUSSON BALFOUR

By: SB Balfour
Its pres

EXHIBIT A – LEGAL DESCRIPTION

A certain lot or parcel of land located at 300 Allen Avenue in Portland, County of Cumberland and State of Maine being the lot of land delineated on the Plan of Existing Conditions and Boundary Survey made by Gorrill-Palmer Consulting Engineers dated June 6, 2003 and recorded in the Cumberland County Registry of Deeds in Plan Book 203, Page 461 and being more particularly described as follows:

Beginning at a ½ inch iron pipe found driven into the earth on the northwesterly sideline of Allen Avenue at the easterly corner of land now or formerly of Bernice E. Knox as described in a deed recorded in the Registry in Book 6312, Page 216; thence:

1. N 29° 52' 27" W a distance of Two Hundred Ninety-Two and 69/100 (292.69) feet by said Knox and land now or formerly of Garry J. Smith and Jane H. Smith as described in a deed recorded in the Registry in Book 18761, Page 72, by Short Street as delineated on a certain plan of The Homesteads dated September 1921 and recorded in Plan Book 14, Page 70, and by land now or formerly of David O. Dulac as described in a deed recorded in the Registry in Book 3274, Page 194 to a ½ inch iron pipe found driven into the earth; thence
2. N 48° 24' 37" E a distance of Sixty-One and 25/100 (61.25) feet by said Dulac and Hennessy Drive as delineated on the aforesaid plan of The Homesteads to a capped 5/8 inch rebar, P.L.S. No. 492, and land now or formerly of Davidson Realty, LLC as described in a deed recorded in the Registry in Book 14746, Page 29; thence
3. N 53° 28' 39" E a distance of Seventy-Two and 07/100 (72.07) feet by said Davidson Realty, LLC to a capped 5/8 inch rebar, P.L.S. No. 492; thence
4. S 27° 48' 17" E a distance of Thirty-Six and 77/100 (36.77) feet by said Davidson Realty, LLC to a capped 5/8 inch rebar, P.L.S. No. 492, and land now or formerly of John Matthews as described in a deed recorded in the Registry in Book 14756, Page 121; thence
5. S 28° 52' 57" E a distance of Thirty-Six and 77/100 (36.77) feet by said John Matthews to a capped 5/8 inch rebar, P.L.S. No. 492; thence
6. S 28° 51' 14" E a distance of Two Hundred and 21/100 (200.21) feet by said John Matthews to a six inch square monument on the northwesterly sideline of Allen Avenue; thence
7. S 47° 43' 50" W a distance of Six and 11/100 (6.11) feet by said Allen Avenue to an angle point on the northwesterly sideline of Allen Avenue; thence

8. S 42° 11' 20" W a distance of One Hundred Twenty-Six and 20/100 (126.20) feet by said Allen Avenue to the point of beginning.

Said premises are conveyed subject to an easement of sewer given by Mary J. Wilson to the Portland Home Building Association by deed recorded in the Registry in Book 1111, Page 300.

The use and enjoyment of said premises are subject to a restrictive covenant which shall remain in effect for a period of ninety-nine (99) years and shall commence on August 22, 2003 and shall terminate on August 22, 2102. Said restrictive covenant shall prevent the operation of a real estate brokerage practice from being conducted on the premises.

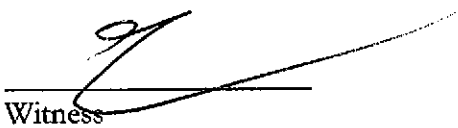
Said parcel contains 36, 44 3 sq. ft. and is the same parcel conveyed to Northgate Plaza Associates, LLC by Warranty Deed of OPM, Inc. recorded in the Cumberland County Registry of Deeds in Book 18718, Page 120. Bearings are referenced to Magnetic North.

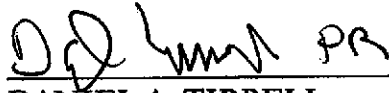
Being the same premises conveyed by Robert L. Adam to Harlequin LLC by Warranty Deed dated August 11, 2004 and recorded in the Cumberland County Registry of Deeds in Book 21661, Page 282.

DLN:1001840019574**DEED OF SALE BY PERSONAL REPRESENTATIVE**

That, **DANIEL A. TIRRELL**, duly appointed and Personal Representative of the Estate of **BERNICE E. KNOX**, deceased (testate), as shown by the probate records of the County of Cumberland, Maine (docket #2017-1417), 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 Maine Probate Code, and every other power, for consideration paid, grants to **ESTELLE ESTATES, LLC**, a Maine Limited Liability Company, whose mailing address is 39 Darling Avenue, South Portland, Maine, all of the decedent's interest in the premises located in the City of Portland, County of Cumberland and State of Maine, being more particularly described in Exhibit A attached hereto and made a part hereof.

WITNESS my hand this 19 day of January, 2018.

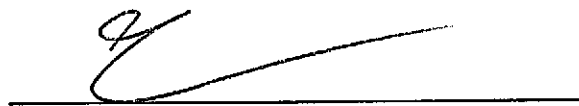

Witness


PR

DANIEL A. TIRRELL
Personal Representative of the
Estate of Bernice E. Knox, deceased

State of Maine
County of Cumberland

On January 19, 2018, then personally appeared the above-named **DANIEL A. TIRRELL**, in his capacity as Personal Representative of the Estate of Bernice E. Knox and acknowledged the foregoing instrument to be his free act and deed in his said capacity.


Notary Public/Attorney
Name:

Charles H. McLaughlin
Attorney At Law

MAINE REAL ESTATE TAX-Paid

EXHIBIT "A"**LEGAL DESCRIPTION****PARCEL ONE**

A certain lot or parcel of land situated in Portland, County of Cumberland, State of Maine, being **Lot No. 50** on a plan of "The Holmsteads," made by E. C. Jordan, C.E. dated September, 1921, recorded in the Cumberland County Registry of Deeds in Plan Book 14, Page 70, to which reference may be had for a more particular description.

PARCEL TWO

Also a certain lot or parcel of land with the buildings thereon, situated on the northerly side of Allen Avenue in said Portland, bounded and described as follows:

Commencing at the westerly corner of land now or formerly of Cyrus Abbott; thence westerly along said Allen Avenue seventy-five (75) feet; thence northerly on a line parallel with the westerly line of said Abbott's land one hundred thirty-five (135) feet; thence easterly on a line parallel with said road to said westerly line of said Abbott's land; thence southerly by said Abbott's land to the point of beginning. Containing ten thousand one hundred twenty-five (10,125) square feet.

PARCEL THREE

Also another certain lot or parcel of land situated in said Portland, being **Lot No. 51** on a "Plan of The Holmsteads" made by E. C. Jordan, C. E., dated September, 1921, and recorded in the Cumberland County Registry of Deeds in Plan Book 14, Page 70 to which reference may be had for a more particular description.

Being the same premises conveyed to Bernice E. Knox by deed dated October 29, 1983 and recorded in the Cumberland County Registry of Deeds in Book 6312, Page 216 and by deed dated December 14, 1999 and recorded in said Registry in Book 15223, Page 810. Bernice E. Knox died on September 22, 2017.

Sullivan Bill

From: Craig Church <cchurch@balfourcommercial.com>
Sent: Tuesday, January 9, 2018 3:59 PM
To: Sullivan Bill
Subject: RE: 300 Allen Ave & Hope Ave

Hi Bill,

Thanks for the heads up I had just got off the phone with Alan Wolfe and he suggested that I send you an email stating that I was in receipt of the \$10,000 for the extension of closing for up to 60 days for Allen Ave. Good to see great minds think alike.

Look forward to the feedback.

Craig S. Church
Commercial & Business Broker
Cell (207) 318-6498
cchurch@balfourcommercial.com



95 India Street
Portland, Maine 04101
Office (207) 774-7715 x 102
Fax (207) 879-9102
www.balfourcommercial.com

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From: Sullivan Bill [mailto:bill@sullivanmulti.com]
Sent: Tuesday, January 09, 2018 3:32 PM
To: Craig Church <cchurch@balfourcommercial.com>
Cc: Cindy Kueck <cindy@sullivanmulti.com>
Subject: RE: 300 Allen Ave & Hope Ave

Craig,
I will be meeting with Peter tomorrow and will give you a full report no later than Thursday. I also would like to take the time to put in writing that the \$10,000 non-refundable check that I dropped off on Friday was to extend the closing date by 60 days for 300 Allen per the purchase and sale agreement.
Thanks,

Bill Sullivan
Broker



A Division of Keller Williams Realty
50 Sewall Street 2nd Flr
Portland, ME 04102
207-771-5556 Office
207-773-4647 Fax
www.sullivanmulti.com
www.sullivanmgmt.com

From: Craig Church [<mailto:cchurch@balfourcommercial.com>]
Sent: Tuesday, January 9, 2018 12:11 PM
To: Sullivan Bill <bill@sullivanmulti.com>
Subject: 300 Allen Ave & Hope Ave

Hi Bill,

Can you please detailed feedback as to where we stand on permitting for both properties.

Craig S. Church
Commercial & Business Broker
Cell (207) 318-6498
cchurch@balfourcommercial.com



95 India Street
Portland, Maine 04101
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March 1, 2018

Portland Planning Board
389 Congress Street
Portland, ME 04101

To Whom It May Concern,

Please be advised that my office is in the process of underwriting the financing for the acquisition and development of the property located at 300 Allen Ave, Portland, Maine. At the request of the buyers LLC, Managing Partner and principal developer, Peter Bouchard, I am writing to inform you that through our underwriting due diligence we have documented and confirmed that Mr. Bouchard has the financial and technical ability to amend the 300 Allen Ave Mixed Use Development. Mr. Bouchard has been involved in the development of subdivisions containing over 250 units in the Portland area since 2005.

Please feel free to call with any questions.
Sincerely,

A handwritten signature in black ink, appearing to be "Deron Barton", with a horizontal line extending from the bottom of the signature.

Deron Barton
President/Owner

CC: File
P. Bouchard

March 1, 2018

Portland Planning Board
389 Congress Street
Portland, Maine 04101

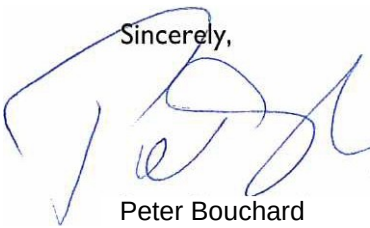
RE: 300 Allen Ave
Mixed Use Development

To Whom It May Concern,

Peter Bouchard, ESTELLE ESTATES, LLC, has the technical ability to complete the 300 Allen Ave Mixed Use Development. Mr. Bouchard has been involved in the development of a number of subdivisions and condominium developments in the greater Portland area, including the 42-unit Highland Commons in South Portland and a 3-condominium development at 107 India Street in Portland. Most recently, Mr. Bouchard completed Pond View Woods subdivision in Old Orchard Beach, which is a 32-lot subdivision.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'P. Bouchard', is written over the word 'Sincerely,'.

Peter Bouchard

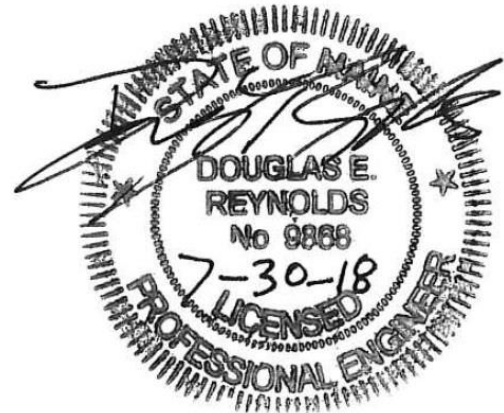
ESTELLE ESTATES, LLC

STORMWATER MANAGEMENT

12.1 Overview

Section 5 of the City of Portland Technical Manual states that applications for a Level III Site Plan Application shall submit a stormwater management plan pursuant to the regulations of MDEP Chapter 500 Stormwater Management Rules including General and Flooding Standards.

All development is required to comply with the Urban Impaired Stream Standard pursuant to MDEP Chapter 500 if located within the watershed of Capisic Brook, Fall Brook, or Nason's Brook.



12.2 Introduction

ESTELLE ESTATE, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed mixed use development at 300 and 292 Allen Avenue. The site is shown on Assessor's Map 344 E006, E005, E004, E003 and E002. 300 Allen Ave is approximately 36,443 sf (0.84 acres) in size and is located in the Residential R-5 zone and the Residence – Professional Zone. 292 Allen Ave is approximately 18,899 sf (0.43 acres) in size and is located in the Residential R-5 zone. Figure 1 is a map showing the project location. The developer is currently seeking a Level III Site Plan permit from the City of Portland. The plans, prepared by Gorrill Palmer, include the infrastructure necessary to serve the project. This narrative contains the Stormwater Management measures which are appropriate for the site.

12.3 Development Description

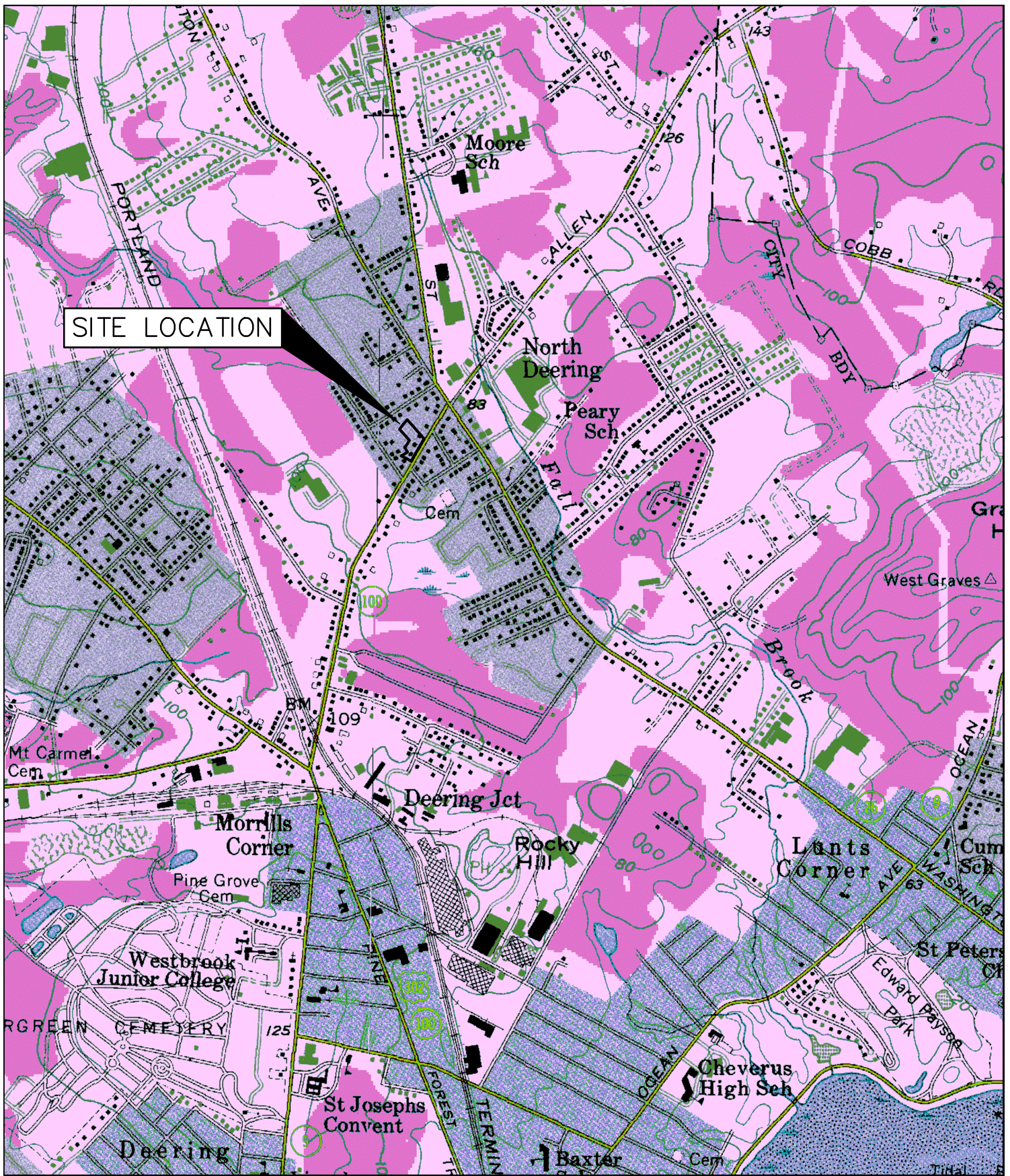
The project is a proposed mixed use development consisting of a 2,360 sf footprint office/professional services building, three 1,224 sf footprint duplex residential structures, two 1,944 sf footprint triplex residential structures, associated parking, and infrastructure at 300 and 292 Allen Avenue in Portland, Maine.

300 Allen Ave is currently vacant with a landcover of brush. 292 Allen Ave contains a single family residence with a paved driveway and the remaining land is vegetated. Topography in the area of the proposed construction varies from flat slopes of approximately 0.5% to steep slopes of 33%. The steeper slopes are associated with a vegetated soil stockpile at the front of the site. Abutting land uses include:

- North – Residential
- West – Residential
- South – Residential
- East – Residential

The site is located within the Fall Brook watershed which is listed as an urban impaired stream.

The development of the site will create approximately 26,925 sf (0.62 acres) of impervious area with a total disturbed area of approximately 1.1 acres.



U.S.G.S. Location Map
 300 Allen Ave - Portland, Maine
 U.S.G.S. Portland West, State-7.5 Minute Series (Topographic)

Design: DJV	Date: FEB 2018
Draft: CG	Job No.: 801.06
Checked: DER	Scale: None
File Name: 801-06-LocMap.dwg	



Relationships. Responsiveness. Results.
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 207.772.2515

Figure

1

12.4 Surface Water

There are no lakes located on, adjacent to or downstream of the project site.

12.5 General Topography

Topography in the area of the proposed construction is flat except for a vegetated soil stockpile with flat slopes of approximately 0.5% to steep slopes of 33%. Elevations on-site range from 80' at the center of the site to 90' at the top of the stockpile.

12.6 Flooding

Based upon the FEMA maps, no part of the site is located within a Zone A 100-year floodplain.

12.7 Natural Drainage Ways

The project as currently proposed does not include alteration of any natural drainage ways.

12.8 Alterations to Land Cover

Changes in land cover will include removal of grassed areas through portions of the project site as well as a residential structure and the addition of paved surfaces, buildings, lawn, and landscaped areas.

12.9 Stormwater Management Control

As required by the City Ordinance, the project is required to meet the Basic, General, Flooding, and Urban Impaired Stream standards of MDEP Chapter 500.

The Basic Standard is presented in the Erosion and Sedimentation Control report included with this permit application. The General, Flooding, and Urban Impaired Stream Standards are presented as follows.

The development will utilize a Bioretention pond, Grassed Underdrained Soil Filters, a FocalPoint, and Drip Strips to provide water quality and quantity treatment.

The Maine Department of Environmental Protection rules and regulations regarding stormwater concentrate on four stormwater management objectives:

- Effective Pollutant Removal
- Cooling
- Channel Protection
- Flood Control

These objectives may be met either directly by providing BMP's that manage and treat the runoff after it has been created, or indirectly by incorporating low impact development site planning concepts to minimize production and contamination of runoff by maximizing infiltration and evapotranspiration.

12.9.1 Current Treatment Methods

Under the General Standard, the project is required to meet the BMP Standards as the development site is not tributary to a lake watershed. The BMP Standard requires no less than

95% of the impervious area and no less than 80% of the developed area associated with a project to be controlled. The four treatment measures listed in Chapter 500 and described in Volume III of the Stormwater BMP Manual are:

- Wetpond with detention above the permanent pool
- Filters
- Infiltration
- Buffers

Below is a brief description of each treatment method.

Wetpond with detention above the permanent pool:

Wet ponds are stormwater detention impoundments that have a permanent pool of water and have the capacity to temporarily store storm water runoff while it is released at a controlled rate. They can be designed to provide flood control as well as water quality treatment. Properly sized and maintained, wet ponds can achieve high rates of removal for a number of urban pollutants, including sediment and the pollutants associated with sediment, such as trace metals, hydrocarbons, BOD, nutrients, and pesticides. The addition of an underdrained gravel trench in the bench area around the permanent pool allows for slow, extended release of stormwater without risk of blockage and effective cooling to avoid thermal impacts. This BMP treatment method is generally used to treat runoff from large drainage areas.

Filters

Filtration BMPs have shown to be very effective at removing a wide range of pollutants from stormwater runoff, particularly organic soil filter medias. They can be constructed in combination with infiltration practices, or with an underdrain filter, where infiltration is not feasible. Soil filters can be designed and constructed using common materials. Underdrained soil filters control stormwater quality by capturing and retaining runoff and passing it through a filter bed comprised of a specific soil media. Various filter medias may be used, the most common including sand filters and organic filters. Once through the soil media, the runoff is collected in a perforated underdrain pipe and discharged to the receiving water. The filter and underdrain provides for slow release of smaller storm events, minimizing stream channel erosion, as well as cooling the discharge. Vegetated underdrain soil filters can also be designed to provide detention above the channel protection volume.

Infiltration

Infiltration measures control stormwater quantity and quality, by retaining all or part of runoff on-site and discharging it into the ground. Infiltration is designed to occur at the surface (as in infiltration basins and to a degree vegetated swales and buffers), or in subsurface systems (e.g., infiltration trenches and infiltrators). The basic function of an infiltration system is to remove a portion of runoff from the total runoff volume of the site and treatment comes about through absorption, straining, microbial decomposition in the soil and trapping of particulate matter within pretreatment areas. Pretreatment to remove sediments, grease and oils is required prior to discharge to the infiltration measure. Possible pretreatment measures include filter strips, swales with check dams, sand filters, sediment traps, grease and oil traps, and sediment basins.

Buffers

Buffer strips are natural, undisturbed strips of natural vegetation or planted strips of close growing vegetation adjacent to and downslope of developed areas. As stormwater runoff travels over the buffer area, vegetation slows the runoff and traps particulate pollutants. They are also effective for phosphorus removal when designed in accordance with the volume III BMP technical design manual. The buffers are preceded by a level lip spreader which allows for thermal cooling of the runoff and a distribution of the flow to a sheet flow rather than direct discharge. The effectiveness of buffers for pollutant removal depends on the flow path length and slope, the buffer berm length, the soil permeability, the size of drainage area, and the type and density of vegetation. Buffers are used to treat runoff from relatively small amounts of impervious area, as typically found in residential developments and small commercial and industrial sites. This type of BMP requires minimal maintenance and provides an aesthetically pleasing area.

12.9.2 Approach and Analysis for Quality and Quantity

The proposed development will be required to meet the BMP Standard under the General Standard, the Flooding Standard, and the Urban Impaired Stream standard. Based upon review of the four recommended and approved methods for mitigating the increased frequency and duration of channel erosive flows, as required by the BMP Standards, the developer is proposing to use a Bioretention pond, Grassed Underdrained Soil Filters, a FocalPoint, and Drip Strips to provide water quality and quantity control. A payment will be made to City of Portland Compensation Fee Utilization Plan to satisfy the Urban Impaired Stream requirements.

12.9.3 Water Quality Sizing Requirements

Under BMP standards the development is required to treat the runoff from 95% of the project's impervious area and from 80% of the project's developed area.

Bioretention Pond

Subcatchment 3 is tributary to the proposed Bioretention Pond #1. The tributary area consists of the landscaped area between the office and pond, the sidewalk in front and to the side of the office building and the pond itself.

Test pits have not been excavated at the pond locations, but given the soil type, it is assumed that the seasonal high groundwater is less than one foot below the pond bottom therefore an impermeable liner is proposed under the pond.

Bioretention ponds are defined in Volume III, Section 7 of the Stormwater Management Best Management Practices Manual published by the Maine Department of Environmental Protection. The development will be required to provide the treatment volume for 1.0 inch times the subcatchment's impervious area plus 0.4 inch times the subcatchment's landscaped developed area. The surface area of the filter is required to be no less than the sum of 7% of the impervious area and 3% of the landscaped area draining to the filter. The channel protection volume is allowed to pond up to 6" deep within the bioretention pond. An additional 6" of storage within the soil filter is permitted. The pond outlet will be set at the channel protection volume elevation. A valve will be placed on the soil filter underdrain to regulate the outflow through the soil media. The valve will be field adjusted to maintain the outflow time between 24 and 48 hours for the channel protection volume. Yearly maintenance

of the bioretention pond will include monitoring the outflow after a rainfall event to ensure the outflow time is within the required parameters. The filter media will be a layered system consisting of 12" of sand and 6" of loamy topsoil with a transition layer of 2" of the topsoil rototilled into the sand layer.

The following table presents the Bioretention Pond information:

Table I		
Bioretention Pond #1		
	Required	Provided
Impervious Area		472 sq. ft.
Developed Area (non-impervious)		963 sq. ft.
Treatment Volume	72.0 cu. ft.	217 cu. ft.
Filter Surface Area		184 sq. ft.
7%(imp. Area) +3%(landscaped Area)	62 sq. ft.	184 sq. ft.
Cell Base Elevation		83.5 ft.

Given the small tributary area to bioretention pond #1, there is no formal overflow structure. The depth of ponding for the water quality volume is elevation 83.38 which is within the soil media.

Roof Dripline Filtration

Subcatchment 4 is tributary to the drip strips at the rear of the residential duplex units. The tributary area consists of the adjacent roof area.

Roof dripline filtration will be utilized at parts of the rear of the residential duplex units. The dripline provides treatment for the tributary roof area. The reservoir layer is 12" deep and the width varies to provide storage for 1" of runoff from the impervious surface assuming a 40% void ratio in the stone reservoir layer. The drip strips run adjacent to the tributary roof area that requires treatment as shown on the Water Quality Map. Each drip strip is sized independently based on the tributary roof area. The largest drip strip, located to the rear of the middle duplex, provides a minimum of 51.1 cf of storage, which is the required storage based upon 1" of runoff over the 17'x18' roof area.

Grassed Underdrained Soil Filter

Subcatchment 1A is tributary to the proposed Grassed Underdrain Soil #1. The tributary area consists of the roof areas of the triplex residential units, parking area, and the soil filter itself.

Subcatchment 1B is tributary to the proposed Grassed Underdrain Soil #2. The tributary area consists of the adjacent access drive, parking area, and the soil filter itself.

Subcatchment 2A is tributary to the proposed Grassed Underdrain Soil #3. The tributary area the roof of the office-professional building, the parking area, and the soil filter itself.

Subcatchment 2B is tributary to the proposed Grassed Underdrain Soil #4. The tributary area consists of the front roof half of the northern residential duplex unit, the adjacent parking area, and the soil filter itself.

Grassed Underdrains are defined in Volume III, Section 7.1 of the Stormwater Management Best Management Practices Manual published by the Maine Department of Environmental Protection. The development will be required to provide the treatment volume for 1.0 inch times the subcatchment's impervious area plus 0.4 inch times the subcatchment's landscaped developed area. The surface area of the filter is required to be no less than the sum of 5% of the impervious area and 2% of the landscaped area draining to the filter. The proposed grassed underdrain soil filter sizes are less than the 3,000 square foot maximum size with a watershed less than 2.5 acres in accordance with Section 7 of the BMP Manual.

The channel protection volume is allowed to pond up to 18" deep within the grassed underdrain. Runoff from storms producing the water quality volume will be conveyed from the pond through the soil media and underdrain system. A valve will be placed on the soil filter underdrain to regulate the outflow through the soil media. The valve will be field adjusted to maintain the outflow time between 24 and 48 hours. Yearly maintenance of the grassed underdrain will include monitoring the outflow after a rainfall event to ensure the outflow time is within the required parameters. The filter media will be a layered system consisting of 12" of loamy coarse sand and 6" of loamy topsoil with a transition layer of 2" of the topsoil rototilled into the sand layer.

Runoff from larger storms will be conveyed from the filter by the spillway. The pond provides 1' of freeboard for the 25 year storm passing over the spillway. See attachment B. The following tables present information for the Soil Filters.

The following table presents the Grassed Underdrain Soil Filters information:

Table 2		
Grassed Underdrain Soil Filter #1		
	Required	Provided
Impervious Area		7,034 sq. ft.
Developed Area (non-impervious)		1,834 sq. ft.
Treatment Volume	648 cu. ft.	649 cu. ft.
Filter Surface Area	3,000 sq. ft. max	469 sq. ft.
5%(imp. Area) +2%(landscaped Area)	389 sq. ft.	469 sq. ft.
Pond Base Elevation		81.5 ft.
Channel Protection Volume elevation		82.55 ft.
Release Time	24-48 Hours	24 Hours
Overflow Elevation		83.25 ft.

Table 3		
Grassed Underdrain Soil Filter #2		
	Required	Provided
Impervious Area		2,434 sq. ft.
Developed Area (non-impervious)		1,108 sq. ft.
Treatment Volume	240 cu. ft.	915 cu. ft.
Filter Surface Area	3,000 sq. ft. max	184 sq. ft.
5%(imp. Area) +2%(landscaped Area)	144 sq. ft.	184 sq. ft.
Pond Base Elevation		81.0 ft.
Channel Protection Volume elevation		81.97 ft.
Release Time	24-48 Hours	24 Hours
Overflow Elevation		83.36 ft.

Table 4		
Grassed Underdrain Soil Filter #3		
	Required	Provided
Impervious Area		4,846 sq. ft.
Developed Area (non-impervious)		2,734 sq. ft.
Treatment Volume	495 cu. ft.	497 cu. ft.
Filter Surface Area	3,000 sq. ft. max	417 sq. ft.
5%(imp. Area) +2%(landscaped Area)	297 sq. ft.	417 sq. ft.
Pond Base Elevation		81.0 ft.
Channel Protection Volume elevation		81.91 ft.
Release Time	24-48 Hours	24 Hours
Overflow Elevation		82.73 ft.

Table 5		
Grassed Underdrain Soil Filter #4		
	Required	Provided
Impervious Area		2,782 sq. ft.
Developed Area (non-impervious)		2,835 sq. ft.
Treatment Volume	327 cu. ft.	330 cu. ft.
Filter Surface Area	3,000 sq. ft. max	278 sq. ft.
5%(imp. Area) +2%(landscaped Area)	196 sq. ft.	278 sq. ft.
Pond Base Elevation		80.75 ft.
Channel Protection Volume elevation		81.58 ft.
Release Time	24-48 Hours	24 Hours
Overflow Elevation		82.13 ft.

Watershed Maps are included in Attachment A. Stage/storage tables for the soil filter is included in Attachment B.

FocalPoint

Subcatchment 2C is tributary to the proposed FocalPoint #1. The tributary area consists of the front roof half of two residential duplex units, the adjacent parking area, and the FocalPoint itself.

FocalPoint's are defined in Volume III Appendix B (Proprietary Systems). Proprietary systems are defined as a system or practice designed for stormwater runoff treatment from a development that has to meet all the stormwater requirements of Maine's Stormwater Law, and the Chapter 500 Stormwater Management Rule to be considered equivalent to any of the suggested structures found in the BMP Manual. A proprietary system must be live-tested for a variety of storm lengths and intensities. The system must remove at least 60% total phosphorus, with at least similar removals metals (zinc and copper), and hydrocarbons; it must provide temperature reduction and channel protection storage detention either independently or in combination with another measure; and it must also be maintainable.

Filtration systems that store and treat a volume of water must be sized to store and treat 1.0 inch of runoff from the contributing impervious area and 0.4 inches of runoff from contributing landscaped areas. If channel protection storage and cooling are required, they must be provided independently, and the stored volume must be released slowly over a 24 to 48-hour period and cooled. Flow-through or hybrid systems that do not store the water quality volume prior to treatment must be sized so that they treat the entire volume of the 0.95-inch Type III 24-hour storm without bypass. Sizing of proposed systems that do not fit these two categories will be determined on a case-by-case basis with the goal of providing treatment for at least 90% of the annual runoff volume.

The FocalPoint system received approval by the MDEP in February 2017. The proposed system was designed in accordance with the MDEP approval letter dated February 2, 2017. The FocalPoint's are designed to treat 1 inch times the subcatchments impervious area plus 0.4 inch times the subcatchments landscaped area. The elevation of the bypass overflow such that the water quality volume a 0.95 inch type III 24 hour storm is treated prior to activation was determined using a HydroCAD model. The filter media has an exfiltration rate of 100 inches/hour. The surface media must be 174 sq. ft./acre of impervious plus 174 sq. ft./acre of vegetated area multiplied by 0.4. The filter media depth shall be 1.5 feet. The ratio of the media to the runoff volume stored above it is no less than 1 to 5. The runoff from the FocalPoint will enter a subsurface chamber storage system.

Runoff will enter the subsurface chamber storage system through an Isolator Row. The Isolator Row is required to convey the peak runoff from the 1 year type III 24 hour storm, without overflowing, at a rate of 0.227 cfs per chamber. The chamber system will provide storage for the water quality volume and release the flow over a 24-48 hour period. The subsurface chambers will be installed within a stone bed assumed to have 40% porosity.

Runoff from storms producing the water quality volume will be conveyed from the subsurface chambers through the underdrain system. A valve will be placed on the underdrain to regulate the outflow through the underdrain. The valve will be field adjusted to maintain the outflow time between 24 and 48 hours. Yearly maintenance of the FocalPoint system will include monitoring the outflow after a rainfall event to ensure the outflow time is within the required parameters and inspecting the system for accumulation of sediment within the Isolator Row. Prior to construction, the applicant will enter into an inspection and maintenance contract that will cover a five year time period. Larger storms will be conveyed from the subsurface system through an Outlet Control Structure with a weir set at the water quality elevation.

The following table presents information for the FocalPoint:

Table 6		
FocalPoint I		
	REQUIRED	PROVIDED
Impervious Area		6,837 sq. ft.
Vegetated Developed Area		956 sq. ft.
Water Quality Treatment Volume	602 cu. ft.	606 cu. ft.
Runoff 0.95 inch Type III Storm	0.12 cfs	
FocalPoint mulch bed elevation		83.06
Max. stage over filter for 0.95" storm		80.91
Rim of overflow structure		83.56
Filter surface area	29 sq. ft.	55 sq. ft.
Temporary Volume stored over filter (0.95" storm)		0 cu. ft.
Filter media ratio	> 1 to 5	> 1 to 5
1-Year Storm Peak Flow		0.43 cfs
Cultec Recharger 330XLHD Treatment Row Chambers required	2	2
Cultec Recharger 330XLHD required for Water Quality Volume	8	24
Total Cultec Recharger 330XLHD Chambers		24
Treatment Volume	602 cu. ft.	606 cu. ft.
Storage Base Elevation		77.9
Water Quality Volume Elevation		78.42

12.9.4 Conclusion – Overall Treatment

The following table summarizes the proposed treatment for the project. The total developed area does not include side slopes that will be mowed less than 2 times per year.

Table 7 – Overall Treatment		
	IMPERVIOUS	DEVELOPED (Impervious + Landscaped)
Area treated by Bioretention Pond #1 (sf)	472	1,435
Area treated by Drip Strips(sf)	1,224	1,566
Area treated by Grassed Underdrain Soil Filter #1 (sf)	7,034	8,868
Area treated by Grassed Underdrain Soil Filter #2 (sf)	2,434	3,542
Area treated by Grassed Underdrain Soil Filter #3 (sf)	4,846	7,580
Area treated by Grassed Underdrain Soil Filter #4 (sf)	2,782	5,617
Area treated by FocalPoint 1 (sf)	6,837	7,793
Total Area Treated (sf)	25,629	36,401
Area Untreated (sf)	1,296	7,271
Total Area of Project (sf)	26,925	43,672
Percent Treated	95%	83%
Percent Required	95%	80%

The proposed development of 300 and 292 Allen Avenue will utilize a Bioretention Pond, Grassed Underdrain Soil Filters, a FocalPoint and Roof Dripline Filtration to mitigate the development as required by the BMP Standards. The development is required to control runoff from no less than 95% of the impervious area and no less than 80% of the developed area. As proposed, the development is controlling approximately 95% of the created impervious area, and approximately 85% of the developed area.

A Water Quality Map is included in attachment A.

12.9.5 Water Quantity Sizing Requirements

The stormwater management study provides an analysis of predevelopment and post development stormwater runoff rates.

The Natural Resource Conservation Service Medium Intensity Soil Survey was used to identify onsite and offsite soils. The project site is comprised of hydrologic soil types B and D. The off-site areas were modeled as hydrologic soil type B and D based on the Medium Intensity Soil Survey. An excerpt from the Medium Intensity Soil Survey follows this page.

The SCS TR-20 methodology, using the HydroCad program, was employed by Gorrill Palmer to analyze predevelopment and post-development conditions. A 24-hour, SCS Type III storm distribution for the two, ten, and twenty-five year storm frequencies was used. The corresponding rainfall amounts for these storms are 3.1", 4.6", and 5.8" respectively.

Custom Soil Resource Report Soil Map



Custom Soil Resource Report

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
BgB	Belgrade very fine sandy loam, 0 to 8 percent slopes	3.9	22.3%
BuB	Lamoine silt loam, 3 to 8 percent slopes	8.9	51.0%
Sn	Scantic silt loam, 0 to 3 percent slopes	4.7	26.7%
Totals for Area of Interest		17.4	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

Land use cover, delineations of watershed hydraulic flow paths, and hydrologic soils data were obtained using the following data:

1. Cumberland 7.5 Minute Quadrangle Maps prepared by the U.S.G.S.
2. On-site topographic survey with 2' contour intervals from an existing conditions plan of the site.
3. Aerial Photography of the project site, obtained from the Maine Office of GIS.
4. Natural Resource Conservation Service Medium Intensity Soil Survey
5. Field Reconnaissance.

Predevelopment Conditions

The drainage study analyzes the watersheds in the predevelopment condition as depicted on the Predevelopment Watershed Map.

The predevelopment was analyzed as two subcatchments. Two points of interest (POI) were analyzed.

Subcatchment 1 consists of the southwestern portion of the site. The subcatchment contains the area on site within the City of Portland easement and off-site area to the west. The off-site area consists of house lots and a gravel access drive. The subcatchment is tributary to a 12" culvert entering the existing stormdrain system crossing the site. The point of the culvert entering the storm drain system is designated as POI 1.

Subcatchment 2 is the site area tributary to the existing stormdrain crossing the site within the City of Portland easement. The subcatchment also contains an off-site area to the southeast of the site. The point of entry on the stormdrain system is designated as POI 2.

A watershed map for the predevelopment conditions is attached to this section as drawing number W1 in Attachment A. Table 8 presents the peak flow rates at the point of interest in the predevelopment condition.

Table 8 – Predevelopment Peak Flow Rates (cfs)			
Point of Interest	Peak Flow (cfs)		
	2 Year	10 Year	25 Year
	Pre	Pre	Pre
POI # 1	2.1	4.0	5.7
POI # 2	0.3	0.7	1.1

Copies of the calculations for the predevelopment conditions are included in Attachment B.

Postdevelopment Conditions

Analysis for the post development condition consists of determining post development peak flows and limiting the post development flows to predevelopment levels. Detention will be

provided within the Grassed Underdrain Soil Filters and subsurface chambers and by restricting the outflow of Soil Filters #1, #3, #4 and the chambers.

The two subcatchments described in the predevelopment section of the report change slightly in size in the post development condition. Both pre development subcatchments are split to differentiate area receiving stormwater treatment and areas left at the predevelopment condition. The overall subcatchment areas tributary to POI 1 and POI 2 remains the same as in the predevelopment condition.

Subcatchment 1 decreases in size due to the differentiation of areas receiving stormwater treatment. Subcatchment 1 is split into three subcatchments for the post development condition.

Subcatchment 1A is the area tributary to Grassed Underdrain Soil Filter #1 and contains impervious roof and parking lot areas as well as lawn area.

Subcatchment 1B is the area tributary to Grassed Underdrain Soil Filter #2 and includes the adjacent parking area and lawn area.

These subcatchments are routed to the existing stormdrain inlet on the west side of the pipe, POI 1.

Subcatchment 2 decreases in size due to the differentiation of areas receiving stormwater treatment. Subcatchment 2 is split into six subcatchments for the post development condition.

Subcatchment 2A is the area tributary to Grassed Underdrain Soil Filter #3 and contains impervious roof and parking area as well as lawn area.

Subcatchment 2B is the area tributary to Grassed Underdrain Soil Filter #4 and contains impervious roof and parking area as well as lawn area.

Subcatchment 2C is the area tributary to the FocalPoint and subsurface chambers and contains impervious roof and parking area as well as lawn area.

Subcatchment 3 is the area tributary to Bio Retention Cell #1 and contains impervious sidewalk area as well as lawn area.

Subcatchment 4 is the area tributary to the Roof Dripline Filtration System and contains impervious roof areas.

These subcatchments are routed to the existing stormdrain inlet on the east side of the pipe, POI 2.

A watershed map for the postdevelopment conditions is attached to this section as drawing number W2 in Attachment A, Attachment B includes the TR-20 calculations.

A comparison of predevelopment and post development peak flow at the POI location without detention is presented in the following table.

Table 9 – Comparison of Peak flows without detention (cfs)						
Point of Interest	Peak Flow (cfs)					
	2 Year		10 Year		25 Year	
	Pre	Post	Pre	Post	Pre	Post
POI # 1	2.1	2.2	4.0	4.1	5.7	5.7
POI # 2	0.3	1.6	0.7	2.6	1.1	3.4

As can be seen from Table 9, detention is required to reduce the peak flow at POI 1 and POI 2 to at or below predevelopment levels.

The impervious area of the site is increased in the post development condition. Subcatchments 1A, 1B, 2A, 2B, 2C, 3, and 4 are routed through ponds. Subcatchments 1 and 2 are undetained.

The stormwater runoff from subcatchment 1A is routed through Grassed Underdrain Soil Filter #1. The outlet of the pond is the underdrain below the soil filter. The outflow was modeled as a constant exfiltration of 0.01 cfs. Runoff from larger storms enters the overflow catch basin which has its rim set at the water quality volume stage. The flow from the catch basin enters an outlet control structure where the outflow is regulated by an orifice. A weir within the structure will be set at the 25-year storm stage and will provide an overflow to the stormdrain system. The following table presents the pond performance.

Table 10 – Grassed Underdrain Soil Filter #1			
	Storm Event		
	2 Year	10 Year	25 Year
Peak Inflow (cfs)	0.56	0.88	1.13
Peak Outflow (cfs)	0.26	0.35	0.35
Stage (Max. Elevation)	82.62	82.98	83.25
Storage (cf)	708	1,014	1,280
Depth above base (ft)	1.12	1.48	1.75

The stormwater runoff from subcatchment 1B is routed through Grassed Underdrain Soil Filter #2. The Water Quality outlet of the pond is the underdrain below the soil filter. The outflow was modeled as a constant exfiltration of 0.01 cfs. No formal outlet control is proposed due to the small subcatchment area associated with Soil Filter #2. Runoff from larger storms will flow over an emergency spillway that is set at the 25-YR storm elevation. The following table presents the pond performance.

Table 11 – Grassed Underdrain Soil Filter #2			
	Storm Event		
	2 Year	10 Year	25 Year
Peak Inflow (cfs)	0.21	0.34	0.44
Peak Outflow (cfs)	0.01	0.01	0.01
Stage (Max. Elevation)	82.23	82.91	83.36
Storage (cf)	330	642	915
Depth above base (ft)	1.23	1.91	2.36

The stormwater runoff from subcatchment 2A is routed through Grassed Underdrain Soil Filter #3. The Water Quality outlet of the pond is the underdrain below the soil filter. The outflow was modeled as a constant exfiltration of 0.01 cfs. Runoff from larger storms enters the overflow catch basin which has its rim set at the water quality volume stage. The flow from the catch basin enters an outlet control structure where the outflow is regulated by an orifice. A weir within the structure will be set at the 25-year storm stage and will provide an overflow to the stormdrain system. Due to the small storage capacity of Soil Filter #3, the embankment berm has been reduced to a minimum of 2 ft in width in order to fit on the site. The following table presents the pond performance.

Table 12 – Grassed Underdrain Soil Filter #3			
	Storm Event		
	2 Year	10 Year	25 Year
Peak Inflow (cfs)	0.45	0.72	0.94
Peak Outflow (cfs)	0.18	0.22	0.22
Stage (Max. Elevation)	81.98	82.41	82.73
Storage (cf)	544	882	1,182
Depth above base (ft)	0.98	1.41	1.73

The stormwater runoff from subcatchment 2B is routed through Grassed Underdrain Soil Filter #4. The Water Quality outlet of the pond is the underdrain below the soil filter. The outflow was modeled as a constant exfiltration of 0.01 cfs. Runoff from larger storms enters the overflow catch basin which has its rim set at the water quality volume stage. The flow from the catch basin enters an outlet control structure where the outflow is regulated by an orifice. A weir within the structure will be set at the 25-year storm stage and will provide an overflow to the stormdrain system. Due to the small storage capacity of Soil Filter #4, the embankment berm has been reduced to a minimum of 5 ft in width in order to fit on the site. The following table presents the pond performance.

Table 13 – Grassed Underdrain Soil Filter #4			
	Storm Event		
	2 Year	10 Year	25 Year
Peak Inflow (cfs)	0.3	0.5	0.66
Peak Outflow (cfs)	0.11	0.21	0.21
Stage (Max. Elevation)	81.62	81.87	82.13
Storage (cf)	351	502	681
Depth above base (ft)	0.87	1.12	1.38

The stormwater runoff from subcatchment 2C is routed through subsurface Cultech Chambers. The subsurface storage chamber has been analyzed to determine its performance for the 2-, 10-, and 25-year storms. The stormwater runoff will enter the subsurface storage chamber treatment row through a stormdrain outlet pipe from FocalPoint 1. The smaller storms which generate runoff volume equal to or less than the channel protection volume will be conveyed through the crushed stone pad and underdrain system. Larger storms will be conveyed through the underdrain, through the orifice and through the overflow weir. The weir has been modeled as a broad crested weir. The following table presents the pond performance.

Table 14 - Cultech Chambers			
	Storm Event		
	2-Year	10-Year	25-Year
Peak Inflow (cfs)	0.52	0.79	1.01
Peak Outflow (cfs)	0.03	0.05	0.07
Stage (Max. Elevation)	78.88	79.72	80.72
Storage (cf)	915	1,482	1,961
Depth above pond bottom (ft)	0.98	1.82	2.82

The stormwater runoff from subcatchment 3 is routed through Bioretention Pond #1. The outlet of the pond is the underdrain below the soil filter. The outflow was modeled as a constant exfiltration of 0.01 cfs. The following table presents the pond performance.

Table 15 – Bioretention Pond #1			
	Storm Event		
	2 Year	10 Year	25 Year
Peak Inflow (cfs)	0.07	0.12	0.16
Peak Outflow (cfs)	0.01	0.01	0.01
Stage (Max. Elevation)	83.35	83.75	84.01
Storage (cf)	64	144	220
Depth above base (ft)	0	0.25	0.51

The drip strip was modeled as a composite pond providing a total storage volume of the three drip strip treatment areas. The maximum stage for the 25 year storm is 1.74' below the surface of the drip strip. The outflow from the ponds is routed to POI 2.

The following table presents a comparison of peak flow with detention.

Table 16 – Comparison of Peak flows with detention (cfs)						
Point of Interest	Peak Flow (cfs)					
	2 Year		10 Year		25 Year	
	Pre	Post	Pre	Post	Pre	Post
POI # 1	2.1	2.1	4.0	3.9	5.7	5.4
POI # 2	0.3	0.4	0.7	0.9	1.1	1.2

As can be seen from Table 16 above, the peak post development flow at POI #1 is at or below predevelopment levels. The peak post development flow at POI #2 is slightly higher at the 2-year, 10-year, and 25-year storms. The 0.2 cfs increase in peak flows for the 10-year storm and the 0.1 CFS increase in peak flows for the 2 and 25-year storms is believed to be insignificant.

12.9.6 Conclusion – Overall Water Quantity

The peak flow to the Point of Interests has been reduced to be at or below predevelopment peak levels with the exception of 2-year, 10-year, and 25-year storms for POI #2. The slight increase is believed to be insignificant given the small tributary areas and low flows.

12.9.7 Urban Impaired Stream Standard

The project is within the Fall Brook watershed and is therefore required to meet the Chapter 500 urban impaired stream standard. The City of Portland has a Compensation Fee Utilization Plan. The following table presents the required compensation fee for this project based upon MDEP Chapter 501.

Table 17 – Urban Impaired Stream Compensation Fee			
Type of Surface	Area (acres)	Fee Per Acre	Required Fee
Non-Roof Impervious	0.386	\$12,500	\$4,825
Roof	0.227	\$5,000	\$1,135
Landscaped Area	0.389	\$2,500	\$973
		Total	\$6,933

A compensation fee of \$6,933 will be paid to the City of Portland Compensation Fee Utilization Plan.

12.10 Construction BMPs

Additional water quality treatment will be provided during construction by best management practices (BMP). Standard BMPs to be employed include siltation fencing around the downslope construction perimeter, riprap, stabilized construction entrances, and erosion control fabrics applied to slopes prior to revegetation.

12.11 Maintenance of Facilities

See the Erosion and Sedimentation Control report for this project.

12.12 Conclusion

Gorrill Palmer has been retained by ESTELLE ESTATES, LLC, to prepare plans and permit applications for a proposed mixed use development, located at 300 and 292 Allen Avenue in Portland, Maine. The proposed development will include a 2,340 sf footprint office/professional services building, three 1,224 sf footprint duplex residential structures, two 1,944 sf triplex residential structures, associated parking, and infrastructure. A stormwater management plan pursuant to the regulations of MDEP Chapter 500 Stormwater Management Rules including General, Flooding, and Urban Impaired Stream Standards is required by the City of Portland. Based upon the attached calculations, the proposed development meets or exceeds the requirement of the General, Flooding, and Urban Impaired Stream Standard.

12.13 Attachments

Attached to this section are the following items:

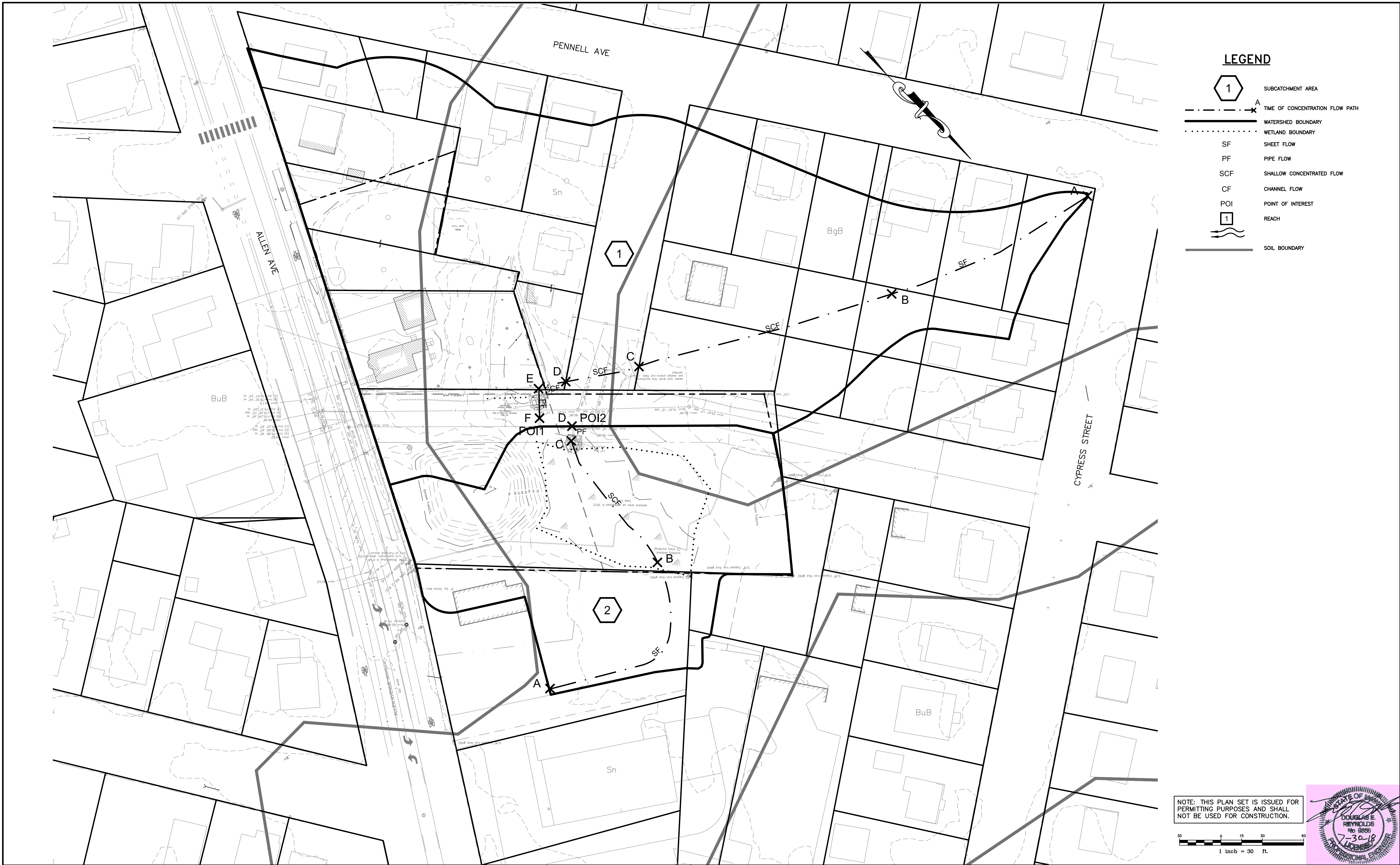
Attachment A – Watershed Maps (Pre, Post, Water Quality)

Attachment B – TR-20 Calculations

Attachment C – FocalPoint HydroCAD Calculations

ATTACHMENT A

U:\801.06 Allen Ave - Bouchard\801-06-WS-PRE-SITE.dwg - Jul 30, 2018 - 2:37pm



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: JWA	Draft: CG	Date: AUG 2016
Checked: AMP	Scale: 1"=30'	Job No.: 801.06
File Name: 801-06-WS-PRE-SITE.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		

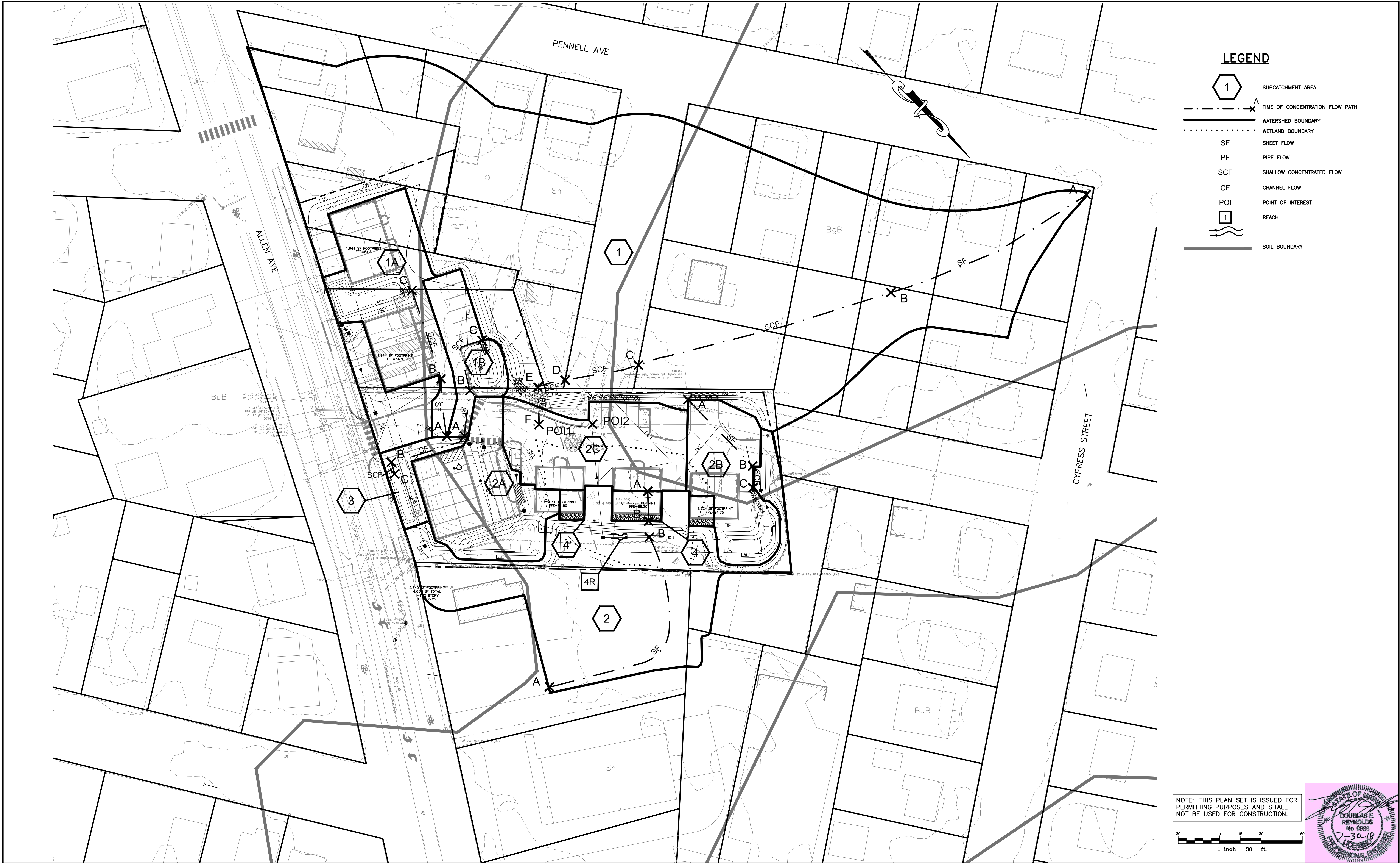


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Drawing Name:	Pre Development Watershed Map
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.
W1

U:\801.06 Allen Ave - Bouchard\Z - CAD\DWG\801-06-WS-POST.dwg - Jul 30, 2018 - 2:39pm



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: JWA	Draft: CG	Date: AUG 2016
Checked: AMP	Scale: 1"=30'	Job No.: 801.06
File Name: 801-06-WS-POST.dwg		
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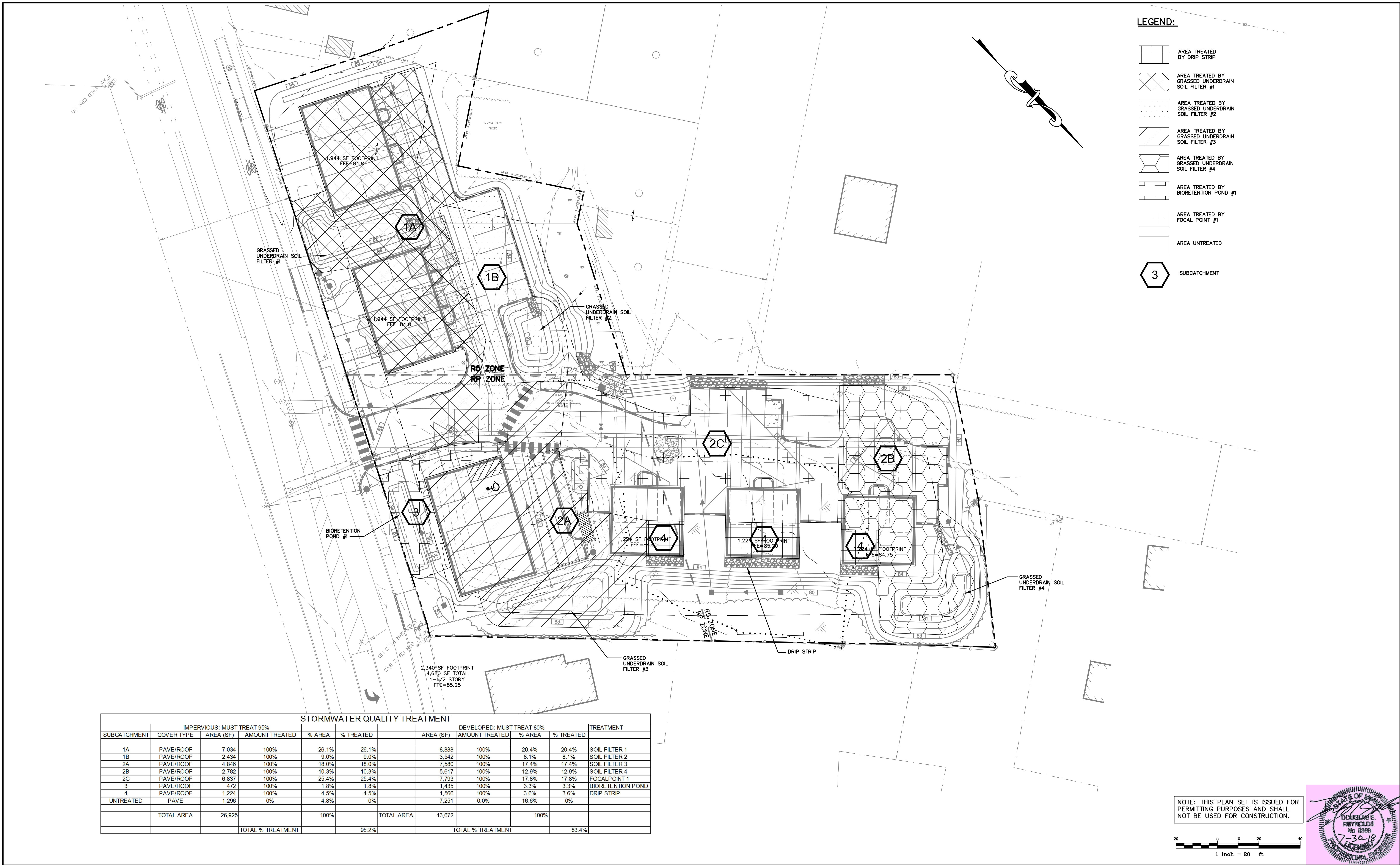


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Drawing Name:	Post Development Watershed Map
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.
W2

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Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS
		Revision

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: JWA	Draft: CG	Date: AUG 2016
Checked: AMP	Scale: AS NOTED	Job No.: 801.06
File Name: 801-06-WQ.dwg		
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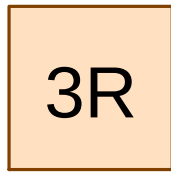
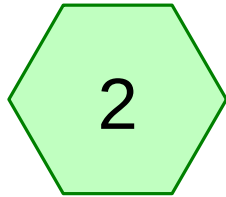
Drawing Name:	Water Quality Map
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

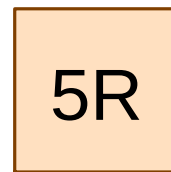
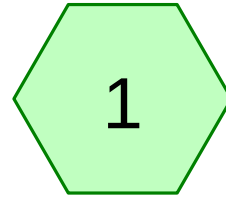
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ATTACHMENT B

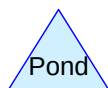
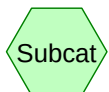
PRE DEVELOPMENT



POI 2



POI1



Pre*Type III 24-hr 2-Year Storm Rainfall=3.10"*

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Page 2

Time span=0.00-40.00 hrs, dt=0.01 hrs, 4001 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

Subcatchment1:Runoff Area=103,170 sf 31.78% Impervious Runoff Depth=1.33"
Flow Length=440' Tc=29.5 min CN=80 Runoff=2.07 cfs 11,396 cf**Subcatchment2:**Runoff Area=37,650 sf 1.75% Impervious Runoff Depth=0.77"
Flow Length=255' Tc=54.0 min CN=70 Runoff=0.29 cfs 2,418 cf**Reach 3R: POI 2**Inflow=0.29 cfs 2,418 cf
Outflow=0.29 cfs 2,418 cf**Reach 5R: POI1**Inflow=2.07 cfs 11,396 cf
Outflow=2.07 cfs 11,396 cf**Total Runoff Area = 140,820 sf Runoff Volume = 13,813 cf Average Runoff Depth = 1.18"**
76.24% Pervious = 107,368 sf 23.76% Impervious = 33,452 sf

Pre*Type III 24-hr 10-Year Storm Rainfall=4.60"*

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Page 3

Time span=0.00-40.00 hrs, dt=0.01 hrs, 4001 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

Subcatchment1:Runoff Area=103,170 sf 31.78% Impervious Runoff Depth=2.55"
Flow Length=440' Tc=29.5 min CN=80 Runoff=4.03 cfs 21,898 cf**Subcatchment2:**Runoff Area=37,650 sf 1.75% Impervious Runoff Depth=1.74"
Flow Length=255' Tc=54.0 min CN=70 Runoff=0.72 cfs 5,475 cf**Reach 3R: POI 2**Inflow=0.72 cfs 5,475 cf
Outflow=0.72 cfs 5,475 cf**Reach 5R: POI1**Inflow=4.03 cfs 21,898 cf
Outflow=4.03 cfs 21,898 cf**Total Runoff Area = 140,820 sf Runoff Volume = 27,372 cf Average Runoff Depth = 2.33"**
76.24% Pervious = 107,368 sf 23.76% Impervious = 33,452 sf

Pre*Type III 24-hr 25-Year Storm Rainfall=5.80"*

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Page 4

Time span=0.00-40.00 hrs, dt=0.01 hrs, 4001 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

Subcatchment1:Runoff Area=103,170 sf 31.78% Impervious Runoff Depth=3.60"
Flow Length=440' Tc=29.5 min CN=80 Runoff=5.69 cfs 30,962 cf**Subcatchment2:**Runoff Area=37,650 sf 1.75% Impervious Runoff Depth=2.65"
Flow Length=255' Tc=54.0 min CN=70 Runoff=1.11 cfs 8,306 cf**Reach 3R: POI 2**Inflow=1.11 cfs 8,306 cf
Outflow=1.11 cfs 8,306 cf**Reach 5R: POI1**Inflow=5.69 cfs 30,962 cf
Outflow=5.69 cfs 30,962 cf**Total Runoff Area = 140,820 sf Runoff Volume = 39,268 cf Average Runoff Depth = 3.35"**
76.24% Pervious = 107,368 sf 23.76% Impervious = 33,452 sf

Pre*Type III 24-hr 25-Year Storm Rainfall=5.80"*

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Page 1

Time span=0.00-40.00 hrs, dt=0.01 hrs, 4001 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

Subcatchment1:Runoff Area=103,170 sf 31.78% Impervious Runoff Depth=3.60"
Flow Length=440' Tc=29.5 min CN=80 Runoff=5.69 cfs 30,962 cf**Subcatchment2:**Runoff Area=37,650 sf 1.75% Impervious Runoff Depth=2.65"
Flow Length=255' Tc=54.0 min CN=70 Runoff=1.11 cfs 8,306 cf**Reach 3R: POI 2**Inflow=1.11 cfs 8,306 cf
Outflow=1.11 cfs 8,306 cf**Reach 5R: POI1**Inflow=5.69 cfs 30,962 cf
Outflow=5.69 cfs 30,962 cf**Total Runoff Area = 140,820 sf Runoff Volume = 39,268 cf Average Runoff Depth = 3.35"**
76.24% Pervious = 107,368 sf 23.76% Impervious = 33,452 sf

Pre

Type III 24-hr 25-Year Storm Rainfall=5.80"

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Page 2

Summary for Subcatchment 1:

Runoff = 5.69 cfs @ 12.42 hrs, Volume= 30,962 cf, Depth= 3.60"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
2,750	91	Gravel roads, HSG D
37,329	75	1/4 acre lots, 38% imp, HSG B
48,967	87	1/4 acre lots, 38% imp, HSG D
684	85	Gravel roads, HSG B
4,500	48	Brush, Good, HSG B
8,940	73	Brush, Good, HSG D
103,170	80	Weighted Average
70,378		68.22% Pervious Area
32,792		31.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
21.3	150	0.0067	0.12		Sheet Flow, A-B Grass: Short n= 0.150 P2= 3.10"
7.7	200	0.0075	0.43		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
0.3	50	0.0300	2.60		Shallow Concentrated Flow, C-D Grassed Waterway Kv= 15.0 fps
0.2	20	0.0900	1.50		Shallow Concentrated Flow, D-E Woodland Kv= 5.0 fps
0.0	20	0.1566	17.95	14.10	Pipe Channel, E-F 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013 Corrugated PE, smooth interior
29.5	440	Total			

Pre

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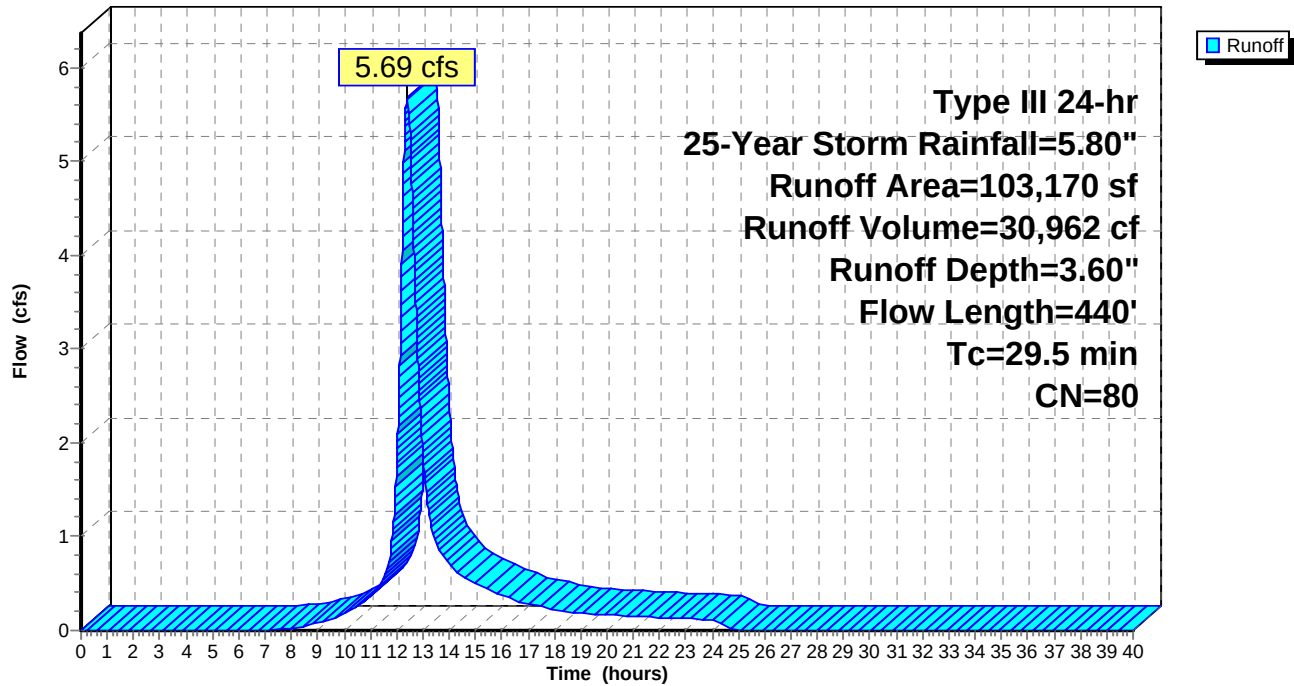
Type III 24-hr 25-Year Storm Rainfall=5.80"

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Subcatchment 1:

Hydrograph



Pre

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Type III 24-hr 25-Year Storm Rainfall=5.80"

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Summary for Subcatchment 2:

Runoff = 1.11 cfs @ 12.78 hrs, Volume= 8,306 cf, Depth= 2.65"

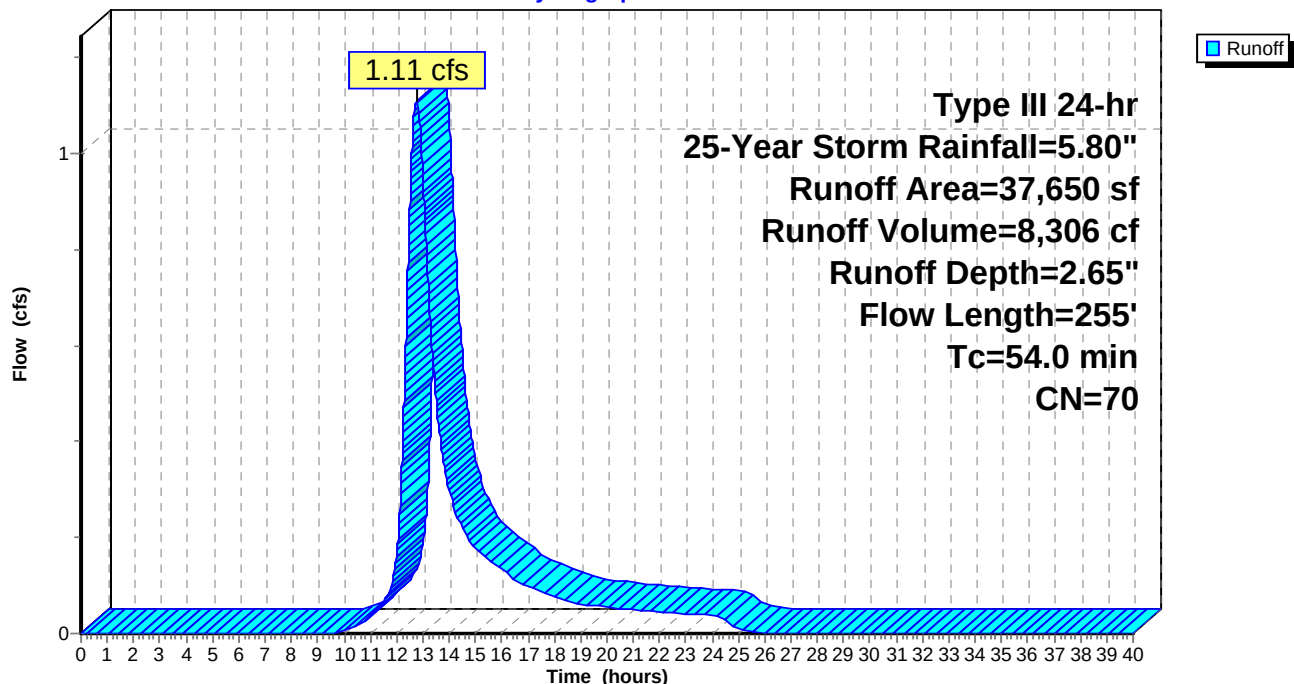
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
5,121	48	Brush, Good, HSG B
30,690	73	Brush, Good, HSG D
660	98	Paved parking & roofs
1,179	80	>75% Grass cover, Good, HSG D
37,650	70	Weighted Average
36,990		98.25% Pervious Area
660		1.75% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
52.5	150	0.0050	0.05		Sheet Flow, A-B Woods: Light underbrush n= 0.400 P2= 3.10"
1.5	95	0.0050	1.06		Shallow Concentrated Flow, B-C Grassed Waterway Kv= 15.0 fps
0.0	10	0.1260	16.10	12.65	Pipe Channel, C-D 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
54.0	255	Total			

Subcatchment 2:

Hydrograph



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Type III 24-hr 25-Year Storm Rainfall=5.80"

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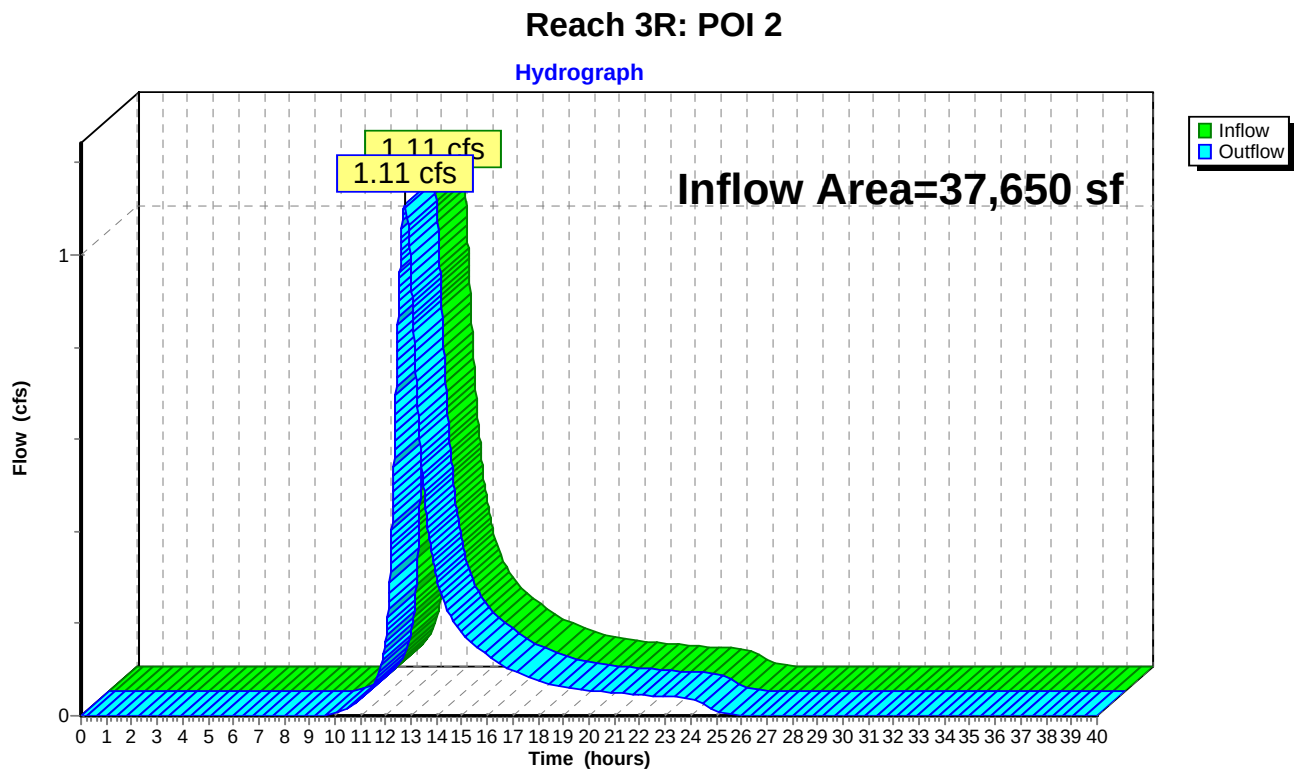
Page 5

Summary for Reach 3R: POI 2

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

Inflow Area = 37,650 sf, 1.75% Impervious, Inflow Depth = 2.65" for 25-Year Storm event
Inflow = 1.11 cfs @ 12.78 hrs, Volume= 8,306 cf
Outflow = 1.11 cfs @ 12.78 hrs, Volume= 8,306 cf, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-40.00 hrs, dt= 0.01 hrs



Pre

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Type III 24-hr 25-Year Storm Rainfall=5.80"

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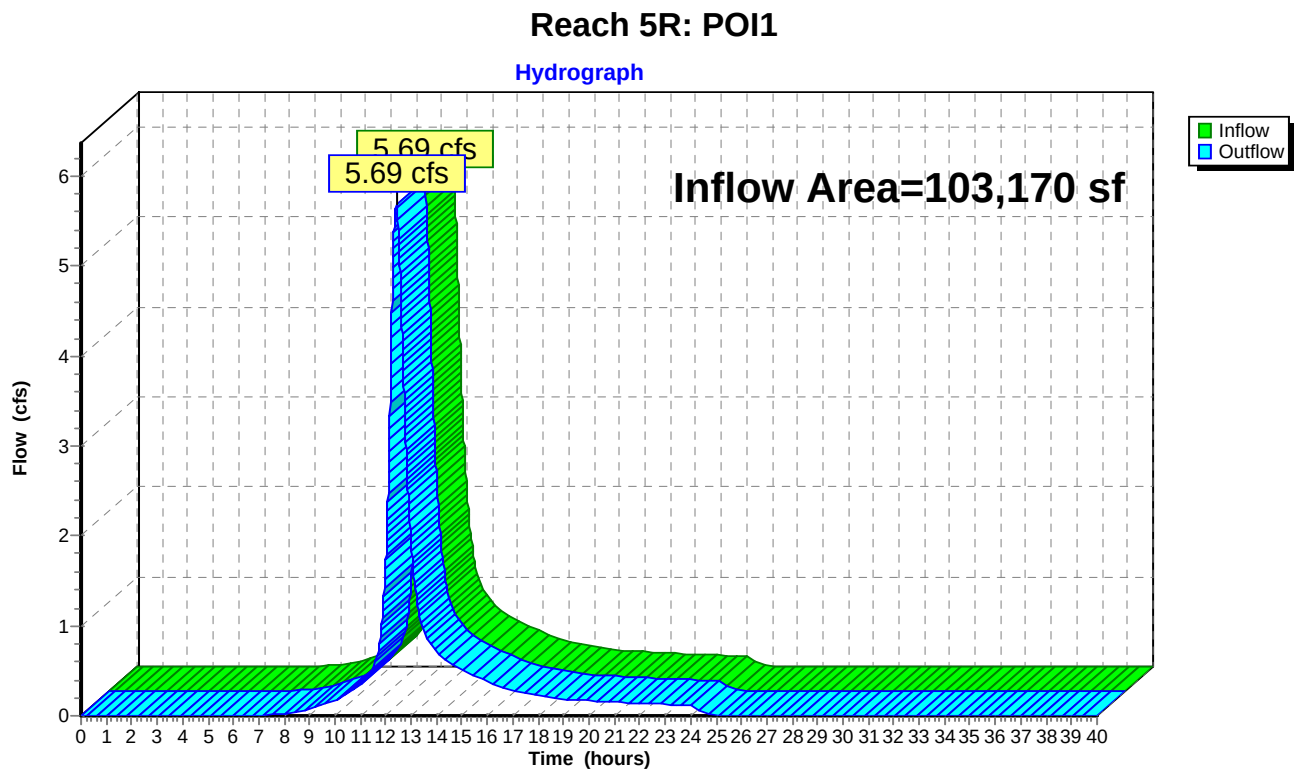
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Summary for Reach 5R: POI1

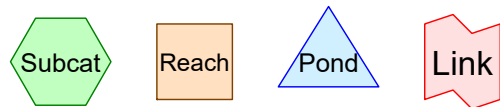
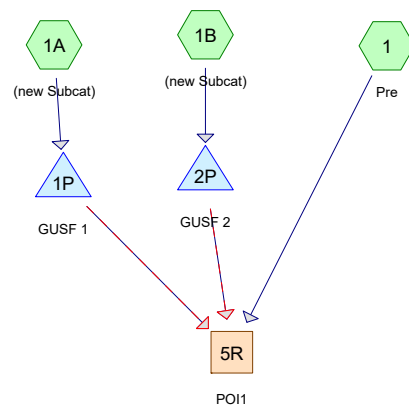
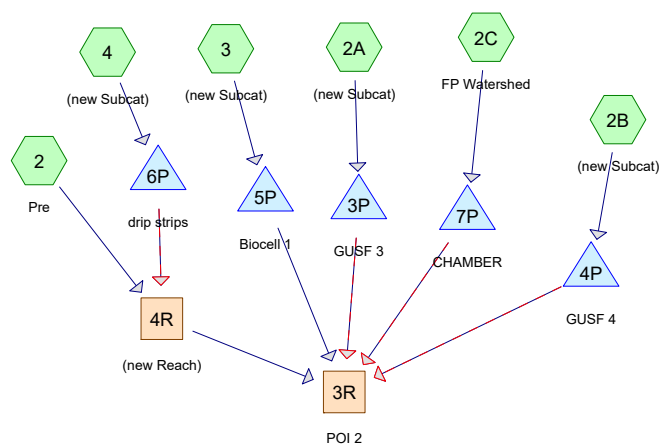
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 103,170 sf, 31.78% Impervious, Inflow Depth = 3.60" for 25-Year Storm event
Inflow = 5.69 cfs @ 12.42 hrs, Volume= 30,962 cf
Outflow = 5.69 cfs @ 12.42 hrs, Volume= 30,962 cf, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-40.00 hrs, dt= 0.01 hrs



POST DEVELOPMENT



Post 7-23-18

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Type III 24-hr 2-YR Rainfall=3.10"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: Pre	Runoff Area=85,852 sf 36.69% Impervious Runoff Depth>1.34" Flow Length=440' Tc=29.5 min CN=82 Runoff=1.90 cfs 0.220 af
Subcatchment1A: (new Subcat)	Runoff Area=8,868 sf 79.32% Impervious Runoff Depth>2.31" Tc=5.0 min CN=94 Runoff=0.56 cfs 0.039 af
Subcatchment1B: (new Subcat)	Runoff Area=3,542 sf 68.72% Impervious Runoff Depth>2.13" Tc=5.0 min CN=92 Runoff=0.21 cfs 0.014 af
Subcatchment2: Pre	Runoff Area=18,567 sf 3.53% Impervious Runoff Depth>0.97" Flow Length=150' Slope=0.0050 '/' Tc=52.5 min CN=76 Runoff=0.22 cfs 0.034 af
Subcatchment2A: (new Subcat)	Runoff Area=7,580 sf 63.93% Impervious Runoff Depth>2.13" Tc=5.0 min CN=92 Runoff=0.45 cfs 0.031 af
Subcatchment2B: (new Subcat)	Runoff Area=5,617 sf 49.53% Impervious Runoff Depth>1.87" Tc=5.0 min CN=89 Runoff=0.30 cfs 0.020 af
Subcatchment2C: FP Watershed	Runoff Area=7,793 sf 87.73% Impervious Runoff Depth>2.50" Tc=5.0 min CN=96 Runoff=0.52 cfs 0.037 af
Subcatchment3: (new Subcat)	Runoff Area=1,435 sf 32.89% Impervious Runoff Depth>1.63" Tc=5.0 min CN=86 Runoff=0.07 cfs 0.004 af
Subcatchment4: (new Subcat)	Runoff Area=1,566 sf 78.16% Impervious Runoff Depth>2.31" Tc=5.0 min CN=94 Runoff=0.10 cfs 0.007 af
Reach 3R: POI 2	Inflow=0.44 cfs 0.102 af Outflow=0.44 cfs 0.102 af
Reach 4R: (new Reach)	Avg. Flow Depth=0.18' Max Vel=2.04 fps Inflow=0.23 cfs 0.041 af 15.0" Round Pipe n=0.013 L=138.0' S=0.0057 '/' Capacity=4.89 cfs Outflow=0.23 cfs 0.041 af
Reach 5R: POI1	Inflow=2.10 cfs 0.253 af Outflow=2.10 cfs 0.253 af
Pond 1P: GUSF 1	Peak Elev=82.62' Storage=708 cf Inflow=0.56 cfs 0.039 af Primary=0.01 cfs 0.010 af Secondary=0.25 cfs 0.014 af Outflow=0.26 cfs 0.025 af
Pond 2P: GUSF 2	Peak Elev=82.23' Storage=330 cf Inflow=0.21 cfs 0.014 af Primary=0.01 cfs 0.009 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.009 af
Pond 3P: GUSF 3	Peak Elev=81.98' Storage=544 cf Inflow=0.45 cfs 0.031 af Primary=0.01 cfs 0.010 af Secondary=0.17 cfs 0.010 af Outflow=0.18 cfs 0.020 af
Pond 4P: GUSF 4	Peak Elev=81.62' Storage=351 cf Inflow=0.30 cfs 0.020 af Primary=0.01 cfs 0.009 af Secondary=0.10 cfs 0.005 af Outflow=0.11 cfs 0.014 af

Post 7-23-18*Type III 24-hr 2-YR Rainfall=3.10"*

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Pond 5P: Biocell 1Peak Elev=83.35' Storage=64 cf Inflow=0.07 cfs 0.004 af
Outflow=0.01 cfs 0.004 af**Pond 6P: drip strips**Peak Elev=81.85' Storage=116 cf Inflow=0.10 cfs 0.007 af
Primary=0.01 cfs 0.007 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.007 af**Pond 7P: CHAMBER**Peak Elev=78.88' Storage=0.021 af Inflow=0.52 cfs 0.037 af
Primary=0.01 cfs 0.011 af Secondary=0.02 cfs 0.012 af Outflow=0.03 cfs 0.023 af**Total Runoff Area = 3.233 ac Runoff Volume = 0.408 af Average Runoff Depth = 1.51"**
58.96% Pervious = 1.906 ac 41.04% Impervious = 1.327 ac

Post 7-23-18

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Type III 24-hr 10-YR Rainfall=4.60"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: Pre	Runoff Area=85,852 sf 36.69% Impervious Runoff Depth>2.53" Flow Length=440' Tc=29.5 min CN=82 Runoff=3.58 cfs 0.415 af
Subcatchment1A: (new Subcat)	Runoff Area=8,868 sf 79.32% Impervious Runoff Depth>3.70" Tc=5.0 min CN=94 Runoff=0.88 cfs 0.063 af
Subcatchment1B: (new Subcat)	Runoff Area=3,542 sf 68.72% Impervious Runoff Depth>3.50" Tc=5.0 min CN=92 Runoff=0.34 cfs 0.024 af
Subcatchment2: Pre	Runoff Area=18,567 sf 3.53% Impervious Runoff Depth>2.01" Flow Length=150' Slope=0.0050 '/' Tc=52.5 min CN=76 Runoff=0.47 cfs 0.071 af
Subcatchment2A: (new Subcat)	Runoff Area=7,580 sf 63.93% Impervious Runoff Depth>3.50" Tc=5.0 min CN=92 Runoff=0.72 cfs 0.051 af
Subcatchment2B: (new Subcat)	Runoff Area=5,617 sf 49.53% Impervious Runoff Depth>3.20" Tc=5.0 min CN=89 Runoff=0.50 cfs 0.034 af
Subcatchment2C: FP Watershed	Runoff Area=7,793 sf 87.73% Impervious Runoff Depth>3.89" Tc=5.0 min CN=96 Runoff=0.79 cfs 0.058 af
Subcatchment3: (new Subcat)	Runoff Area=1,435 sf 32.89% Impervious Runoff Depth>2.91" Tc=5.0 min CN=86 Runoff=0.12 cfs 0.008 af
Subcatchment4: (new Subcat)	Runoff Area=1,566 sf 78.16% Impervious Runoff Depth>3.70" Tc=5.0 min CN=94 Runoff=0.16 cfs 0.011 af
Reach 3R: POI 2	Inflow=0.95 cfs 0.191 af Outflow=0.95 cfs 0.191 af
Reach 4R: (new Reach)	Avg. Flow Depth=0.26' Max Vel=2.53 fps Inflow=0.48 cfs 0.081 af 15.0" Round Pipe n=0.013 L=138.0' S=0.0057 '/' Capacity=4.89 cfs Outflow=0.47 cfs 0.080 af
Reach 5R: POI1	Inflow=3.94 cfs 0.473 af Outflow=3.94 cfs 0.473 af
Pond 1P: GUSF 1	Peak Elev=82.98' Storage=1,014 cf Inflow=0.88 cfs 0.063 af Primary=0.01 cfs 0.012 af Secondary=0.34 cfs 0.036 af Outflow=0.35 cfs 0.048 af
Pond 2P: GUSF 2	Peak Elev=82.91' Storage=642 cf Inflow=0.34 cfs 0.024 af Primary=0.01 cfs 0.010 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.010 af
Pond 3P: GUSF 3	Peak Elev=82.41' Storage=882 cf Inflow=0.72 cfs 0.051 af Primary=0.01 cfs 0.011 af Secondary=0.21 cfs 0.028 af Outflow=0.22 cfs 0.039 af
Pond 4P: GUSF 4	Peak Elev=81.87' Storage=502 cf Inflow=0.50 cfs 0.034 af Primary=0.01 cfs 0.010 af Secondary=0.20 cfs 0.017 af Outflow=0.21 cfs 0.027 af

Post 7-23-18*Type III 24-hr 10-YR Rainfall=4.60"*

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Pond 5P: Biocell 1Peak Elev=83.75' Storage=144 cf Inflow=0.12 cfs 0.008 af
Outflow=0.01 cfs 0.008 af**Pond 6P: drip strips**Peak Elev=82.58' Storage=216 cf Inflow=0.16 cfs 0.011 af
Primary=0.01 cfs 0.009 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.009 af**Pond 7P: CHAMBER**Peak Elev=79.72' Storage=0.034 af Inflow=0.79 cfs 0.058 af
Primary=0.01 cfs 0.012 af Secondary=0.04 cfs 0.024 af Outflow=0.05 cfs 0.036 af**Total Runoff Area = 3.233 ac Runoff Volume = 0.735 af Average Runoff Depth = 2.73"**
58.96% Pervious = 1.906 ac 41.04% Impervious = 1.327 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

Subcatchment1: Pre Runoff Area=85,852 sf 36.69% Impervious Runoff Depth>3.55"
Flow Length=440' Tc=29.5 min CN=82 Runoff=4.98 cfs 0.582 af

Subcatchment1A: (new Subcat) Runoff Area=8,868 sf 79.32% Impervious Runoff Depth>4.80"
Tc=5.0 min CN=94 Runoff=1.13 cfs 0.081 af

Subcatchment1B: (new Subcat) Runoff Area=3,542 sf 68.72% Impervious Runoff Depth>4.60"
Tc=5.0 min CN=92 Runoff=0.44 cfs 0.031 af

Subcatchment2: Pre Runoff Area=18,567 sf 3.53% Impervious Runoff Depth>2.94"
Flow Length=150' Slope=0.0050 '/' Tc=52.5 min CN=76 Runoff=0.68 cfs 0.105 af

Subcatchment2A: (new Subcat) Runoff Area=7,580 sf 63.93% Impervious Runoff Depth>4.60"
Tc=5.0 min CN=92 Runoff=0.94 cfs 0.067 af

Subcatchment2B: (new Subcat) Runoff Area=5,617 sf 49.53% Impervious Runoff Depth>4.29"
Tc=5.0 min CN=89 Runoff=0.66 cfs 0.046 af

Subcatchment2C: FP Watershed Runoff Area=7,793 sf 87.73% Impervious Runoff Depth>4.99"
Tc=5.0 min CN=96 Runoff=1.01 cfs 0.074 af

Subcatchment3: (new Subcat) Runoff Area=1,435 sf 32.89% Impervious Runoff Depth>3.98"
Tc=5.0 min CN=86 Runoff=0.16 cfs 0.011 af

Subcatchment4: (new Subcat) Runoff Area=1,566 sf 78.16% Impervious Runoff Depth>4.80"
Tc=5.0 min CN=94 Runoff=0.20 cfs 0.014 af

Reach 3R: POI 2 Inflow=1.20 cfs 0.261 af
Outflow=1.20 cfs 0.261 af

Reach 4R: (new Reach) Avg. Flow Depth=0.32' Max Vel=2.81 fps Inflow=0.69 cfs 0.114 af
15.0" Round Pipe n=0.013 L=138.0' S=0.0057 '/' Capacity=4.89 cfs Outflow=0.69 cfs 0.114 af

Reach 5R: POI1 Inflow=5.35 cfs 0.660 af
Outflow=5.35 cfs 0.660 af

Pond 1P: GUSF 1 Peak Elev=83.25' Storage=1,280 cf Inflow=1.13 cfs 0.081 af
Primary=0.01 cfs 0.012 af Secondary=0.35 cfs 0.055 af Outflow=0.36 cfs 0.067 af

Pond 2P: GUSF 2 Peak Elev=83.36' Storage=915 cf Inflow=0.44 cfs 0.031 af
Primary=0.01 cfs 0.011 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.011 af

Pond 3P: GUSF 3 Peak Elev=82.73' Storage=1,182 cf Inflow=0.94 cfs 0.067 af
Primary=0.01 cfs 0.012 af Secondary=0.21 cfs 0.044 af Outflow=0.22 cfs 0.055 af

Pond 4P: GUSF 4 Peak Elev=82.13' Storage=681 cf Inflow=0.66 cfs 0.046 af
Primary=0.01 cfs 0.011 af Secondary=0.20 cfs 0.028 af Outflow=0.21 cfs 0.039 af

Post 7-23-18*Type III 24-hr 25-YR Rainfall=5.80"*

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Pond 5P: Biocell 1Peak Elev=84.01' Storage=220 cf Inflow=0.16 cfs 0.011 af
Outflow=0.01 cfs 0.009 af**Pond 6P: drip strips**Peak Elev=83.26' Storage=310 cf Inflow=0.20 cfs 0.014 af
Primary=0.01 cfs 0.010 af Secondary=0.00 cfs 0.000 af Outflow=0.01 cfs 0.010 af**Pond 7P: CHAMBER**Peak Elev=80.72' Storage=0.045 af Inflow=1.01 cfs 0.074 af
Primary=0.01 cfs 0.012 af Secondary=0.06 cfs 0.033 af Outflow=0.07 cfs 0.045 af**Total Runoff Area = 3.233 ac Runoff Volume = 1.012 af Average Runoff Depth = 3.76"**
58.96% Pervious = 1.906 ac 41.04% Impervious = 1.327 ac

Post 7-23-18

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Subcatchment 1: Pre

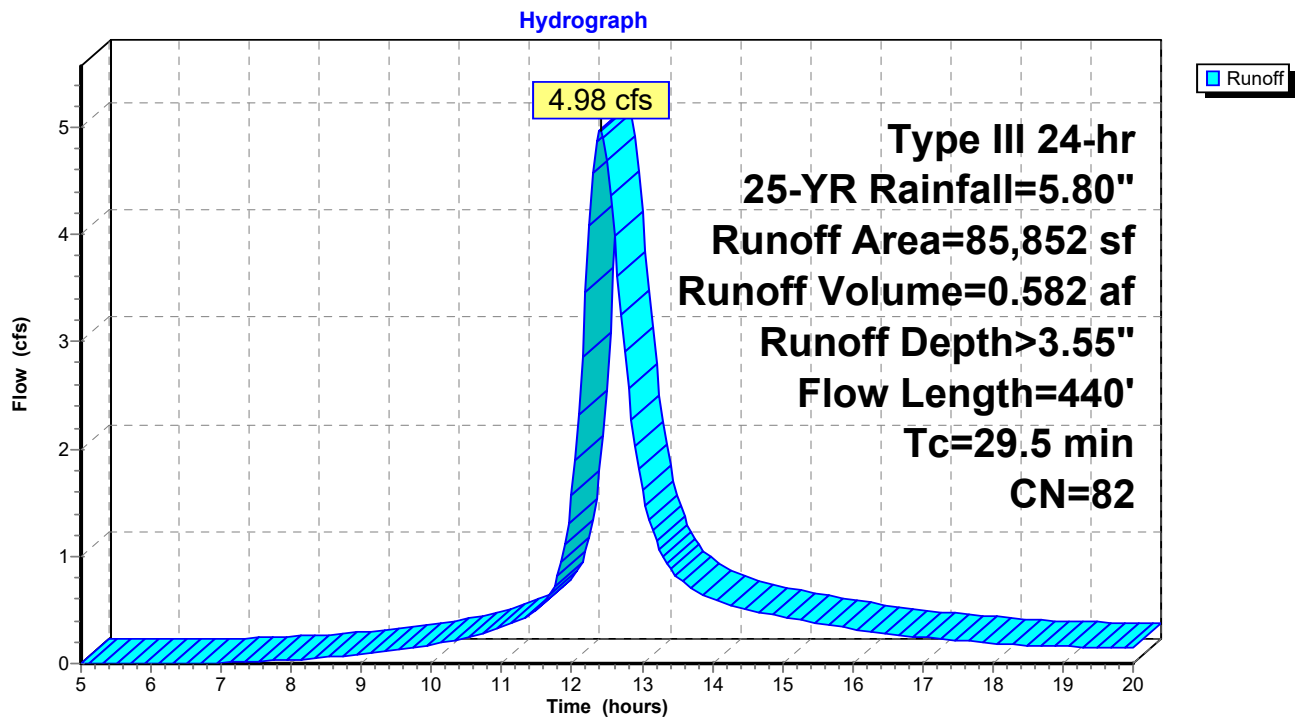
Runoff = 4.98 cfs @ 12.40 hrs, Volume= 0.582 af, Depth> 3.55"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,750	91	Gravel roads, HSG D
37,329	75	1/4 acre lots, 38% imp, HSG B
42,413	87	1/4 acre lots, 38% imp, HSG D
1,200	98	Paved parking, HSG D
684	85	Gravel roads, HSG B
1,476	80	>75% Grass cover, Good, HSG D
85,852	82	Weighted Average
54,350		63.31% Pervious Area
31,502		36.69% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
21.3	150	0.0067	0.12		Sheet Flow, A-B Grass: Short n= 0.150 P2= 3.10"
7.7	200	0.0075	0.43		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
0.3	50	0.0300	2.60		Shallow Concentrated Flow, C-D Grassed Waterway Kv= 15.0 fps
0.2	20	0.0900	1.50		Shallow Concentrated Flow, D-E Woodland Kv= 5.0 fps
0.0	20	0.1566	17.95	14.10	Pipe Channel, E-F 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013 Corrugated PE, smooth interior
29.5	440	Total			

Subcatchment 1: Pre



Summary for Subcatchment 1A: (new Subcat)

[49] Hint: $T_c < 2dt$ may require smaller dt

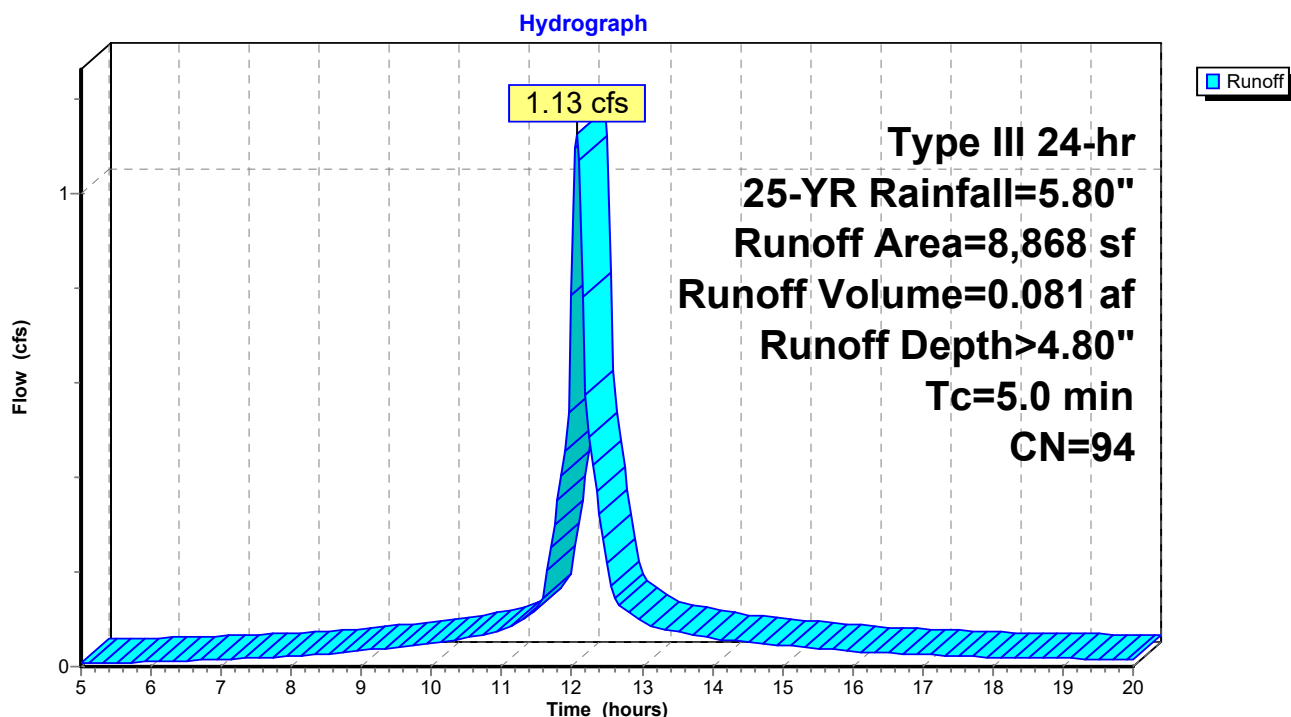
Runoff = 1.13 cfs @ 12.07 hrs, Volume= 0.081 af, Depth> 4.80"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
7,034	98	Paved parking, HSG D
1,834	80	>75% Grass cover, Good, HSG D
8,868	94	Weighted Average
1,834		20.68% Pervious Area
7,034		79.32% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 1A: (new Subcat)



Summary for Subcatchment 1B: (new Subcat)

[49] Hint: $T_c < 2dt$ may require smaller dt

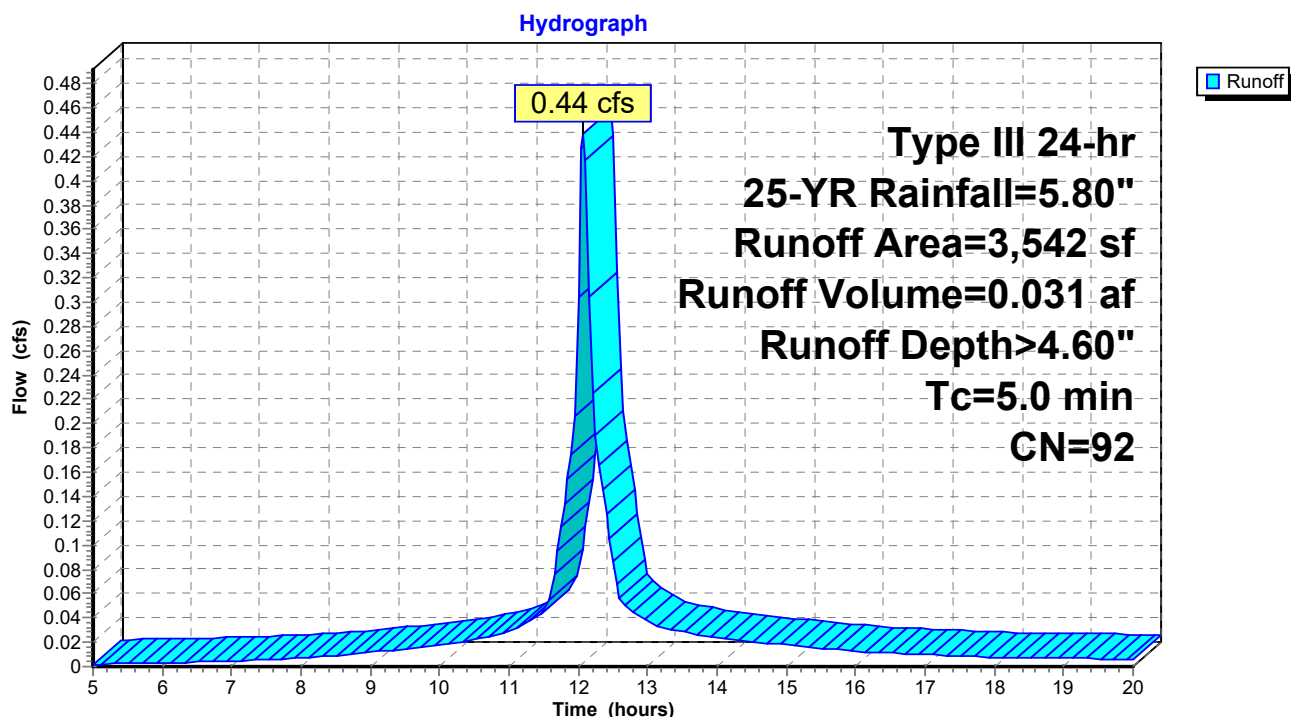
Runoff = 0.44 cfs @ 12.07 hrs, Volume= 0.031 af, Depth> 4.60"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,434	98	Paved parking, HSG D
1,108	80	>75% Grass cover, Good, HSG D
3,542	92	Weighted Average
1,108		31.28% Pervious Area
2,434		68.72% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 1B: (new Subcat)



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Subcatchment 2: Pre

Runoff = 0.68 cfs @ 12.72 hrs, Volume= 0.105 af, Depth> 2.94"

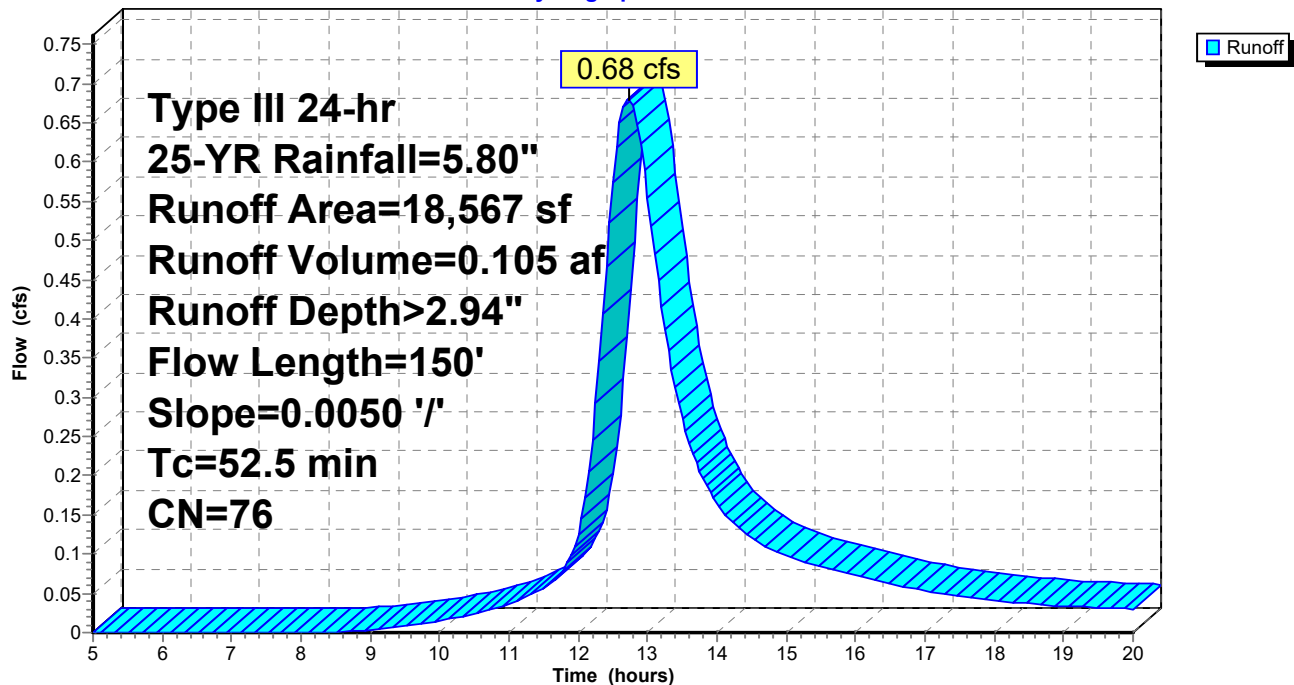
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
12,320	73	Brush, Good, HSG D
5,592	80	>75% Grass cover, Good, HSG D
655	98	Paved parking, HSG D
18,567	76	Weighted Average
17,912		96.47% Pervious Area
655		3.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
52.5	150	0.0050	0.05		Sheet Flow, A-B
Woods: Light underbrush n= 0.400 P2= 3.10"					

Subcatchment 2: Pre

Hydrograph



Summary for Subcatchment 2A: (new Subcat)

[49] Hint: $T_c < 2dt$ may require smaller dt

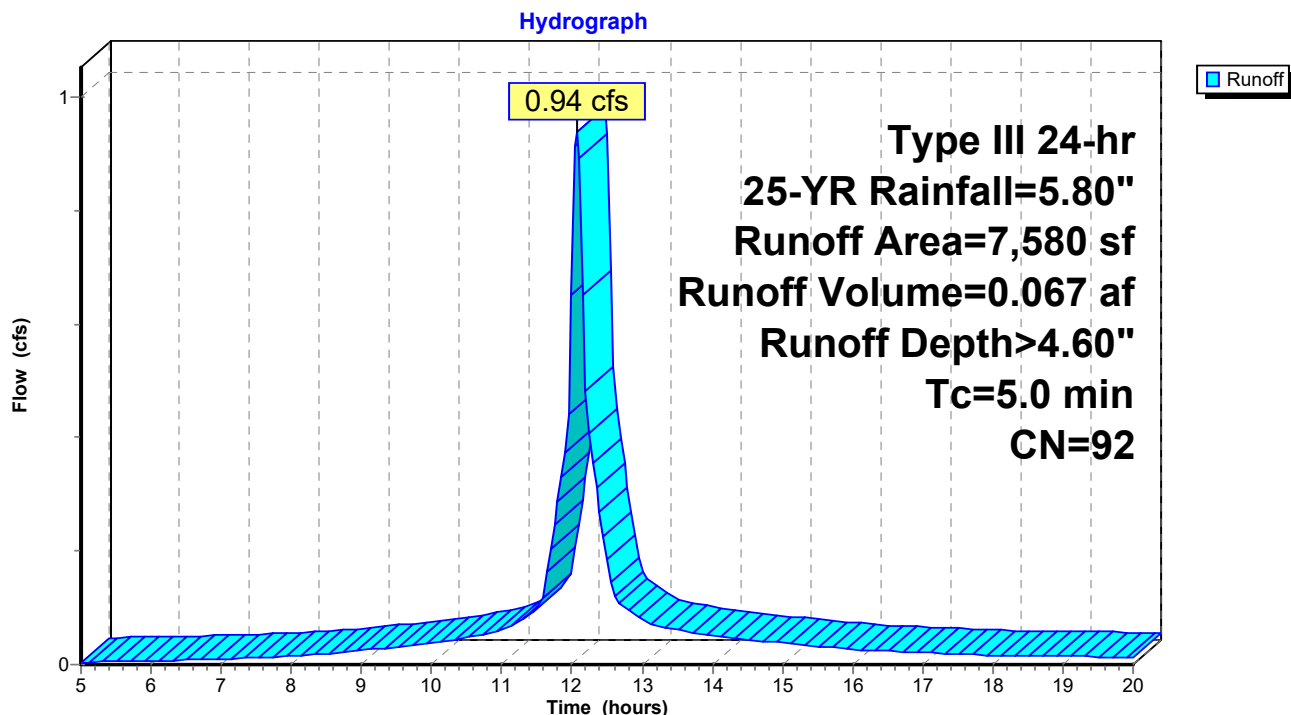
Runoff = 0.94 cfs @ 12.07 hrs, Volume= 0.067 af, Depth> 4.60"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
4,846	98	Paved parking, HSG D
2,734	80	>75% Grass cover, Good, HSG D
7,580	92	Weighted Average
2,734		36.07% Pervious Area
4,846		63.93% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 2A: (new Subcat)



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Type III 24-hr 25-YR Rainfall=5.80"

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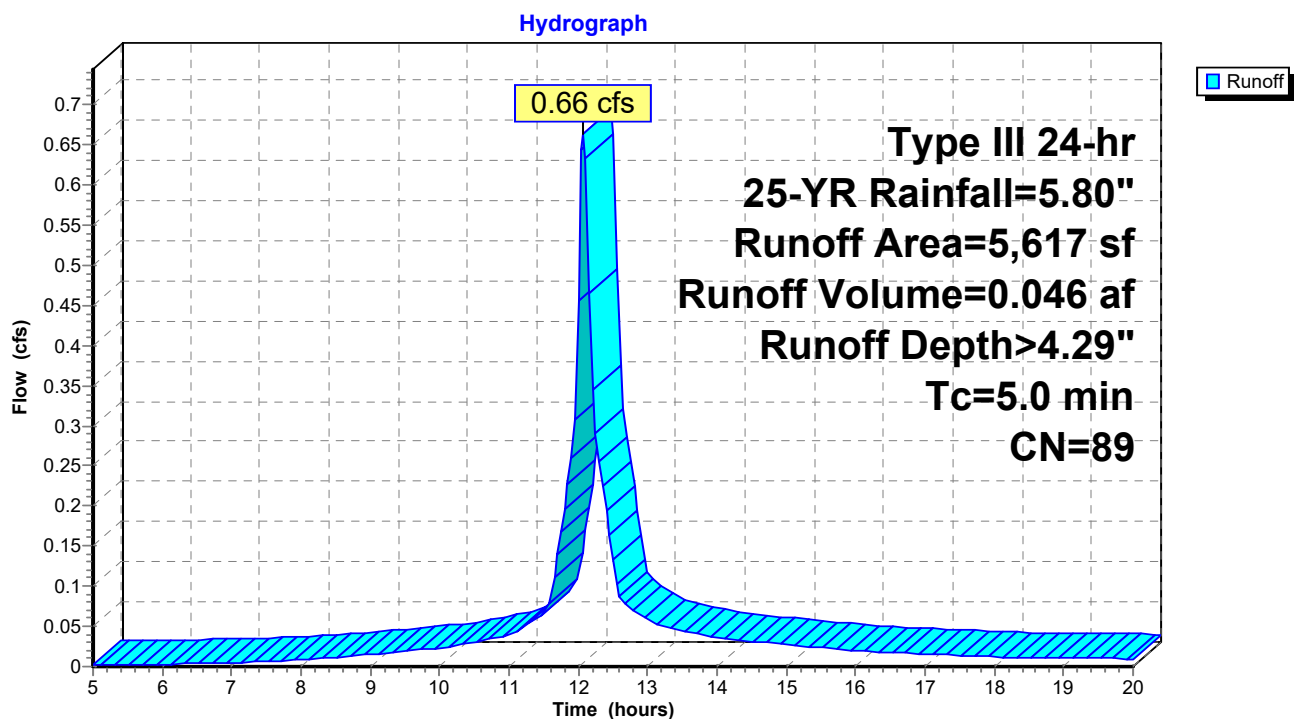
Summary for Subcatchment 2B: (new Subcat)[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.66 cfs @ 12.07 hrs, Volume= 0.046 af, Depth> 4.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, $dt=0.05$ hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,782	98	Paved parking, HSG D
2,835	80	>75% Grass cover, Good, HSG D
5,617	89	Weighted Average
2,835		50.47% Pervious Area
2,782		49.53% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 2B: (new Subcat)

Summary for Subcatchment 2C: FP Watershed

[49] Hint: $T_c < 2dt$ may require smaller dt

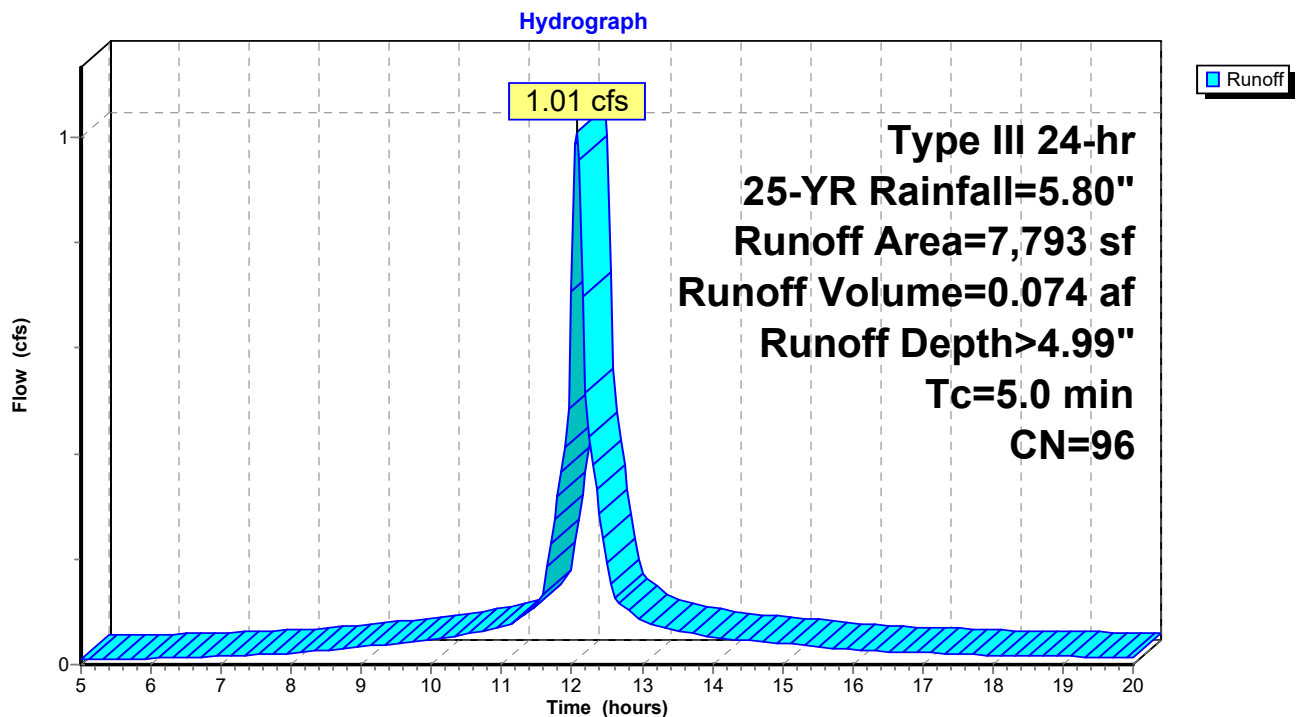
Runoff = 1.01 cfs @ 12.07 hrs, Volume= 0.074 af, Depth> 4.99"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
6,837	98	Paved parking, HSG D
956	80	>75% Grass cover, Good, HSG D
7,793	96	Weighted Average
956		12.27% Pervious Area
6,837		87.73% Impervious Area

T_c (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment 2C: FP Watershed



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Type III 24-hr 25-YR Rainfall=5.80"

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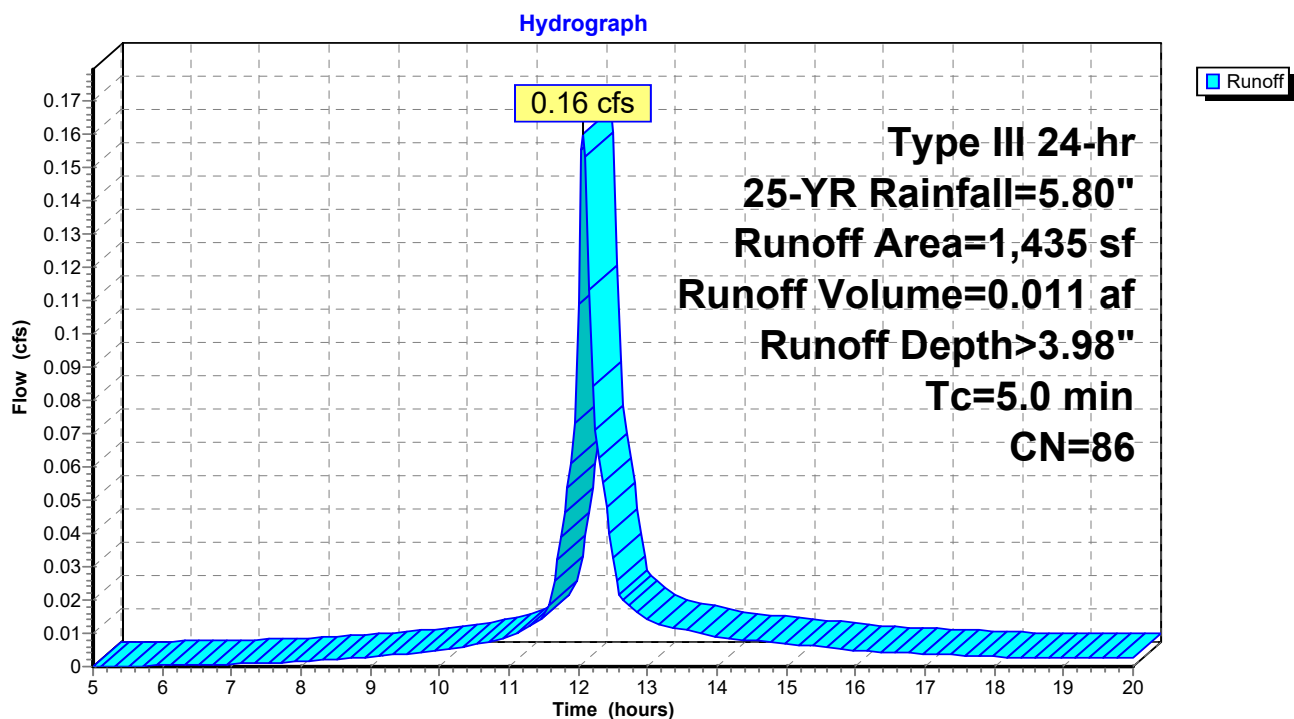
Summary for Subcatchment 3: (new Subcat)[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.16 cfs @ 12.07 hrs, Volume= 0.011 af, Depth> 3.98"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
472	98	Paved parking, HSG D
963	80	>75% Grass cover, Good, HSG D
1,435	86	Weighted Average
963		67.11% Pervious Area
472		32.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 3: (new Subcat)

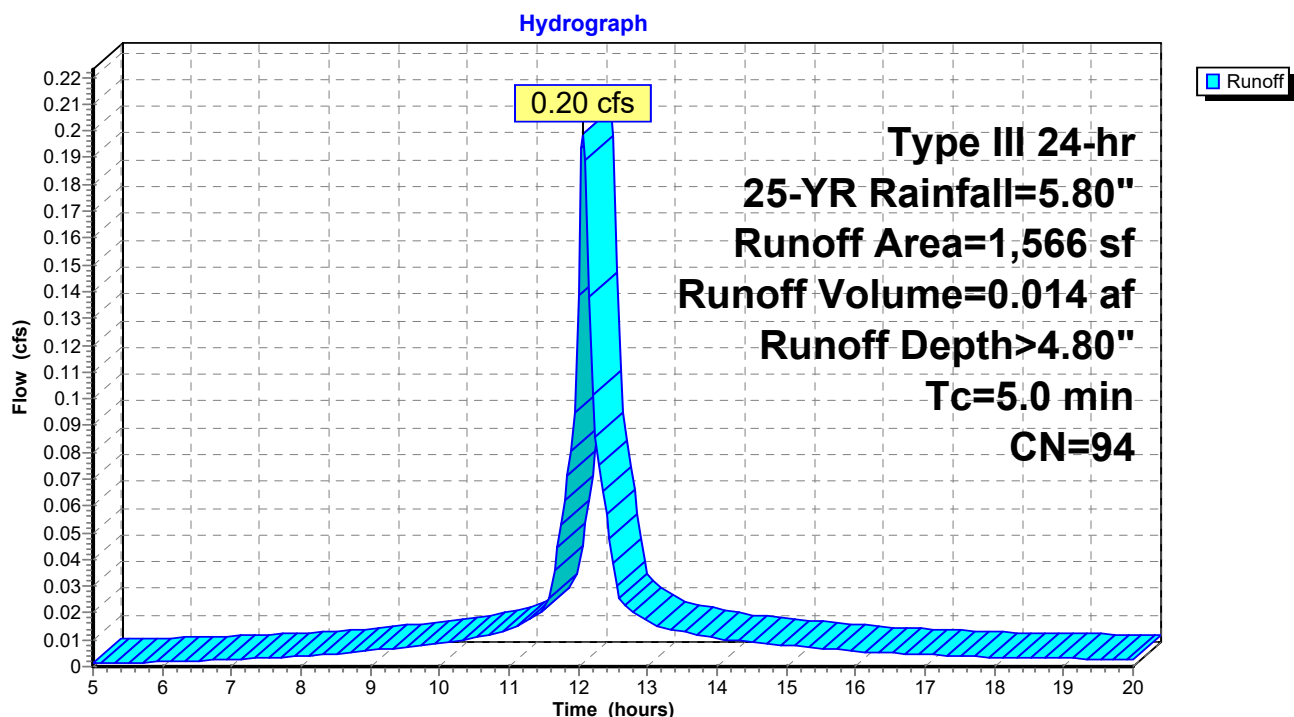
Summary for Subcatchment 4: (new Subcat)[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.20 cfs @ 12.07 hrs, Volume= 0.014 af, Depth> 4.80"

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 25-YR Rainfall=5.80"

Area (sf)	CN	Description
1,224	98	Paved parking, HSG D
342	80	>75% Grass cover, Good, HSG D
1,566	94	Weighted Average
342		21.84% Pervious Area
1,224		78.16% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, A-B

Subcatchment 4: (new Subcat)

Summary for Reach 3R: POI 2

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

Inflow Area = 0.977 ac, 39.51% Impervious, Inflow Depth > 3.21" for 25-YR event

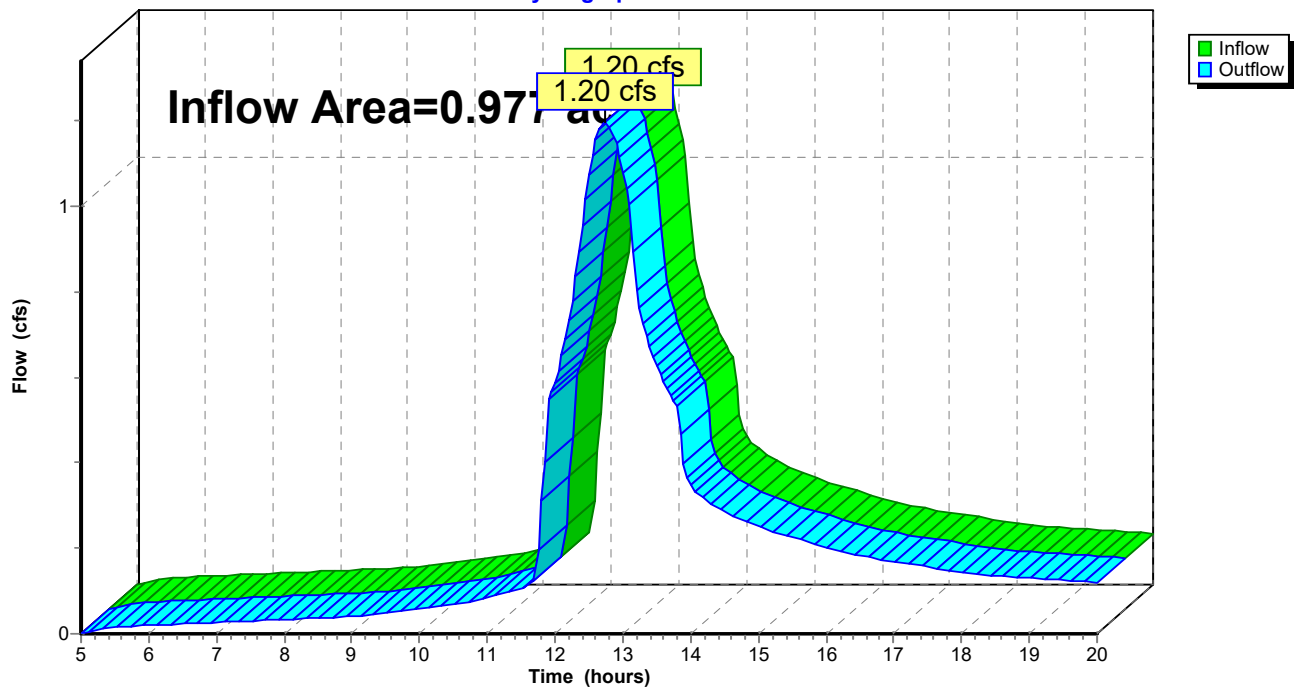
Inflow = 1.20 cfs @ 12.74 hrs, Volume= 0.261 af

Outflow = 1.20 cfs @ 12.74 hrs, Volume= 0.261 af, Atten= 0%, Lag= 0.0 min

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

Reach 3R: POI 2

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Reach 4R: (new Reach)

[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.462 ac, 9.33% Impervious, Inflow Depth > 2.97" for 25-YR event
Inflow = 0.69 cfs @ 12.72 hrs, Volume= 0.114 af
Outflow = 0.69 cfs @ 12.74 hrs, Volume= 0.114 af, Atten= 0%, Lag= 1.3 min

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

Max. Velocity= 2.81 fps, Min. Travel Time= 0.8 min

Avg. Velocity= 1.26 fps, Avg. Travel Time= 1.8 min

Peak Storage= 34 cf @ 12.73 hrs

Average Depth at Peak Storage= 0.32'

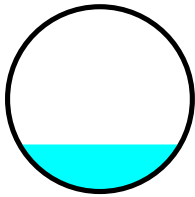
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 4.89 cfs

15.0" Round Pipe

n= 0.013 Corrugated PE, smooth interior

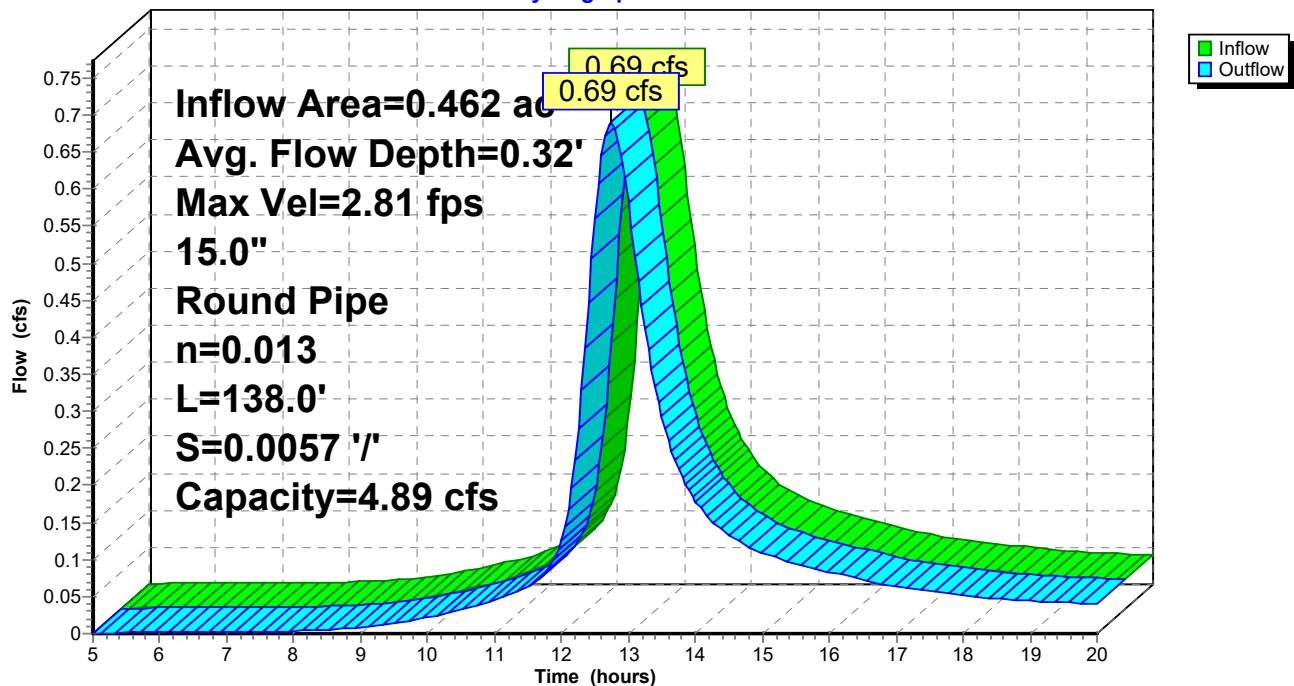
Length= 138.0' Slope= 0.0057 '/

Inlet Invert= 77.23', Outlet Invert= 76.44'



Reach 4R: (new Reach)

Hydrograph

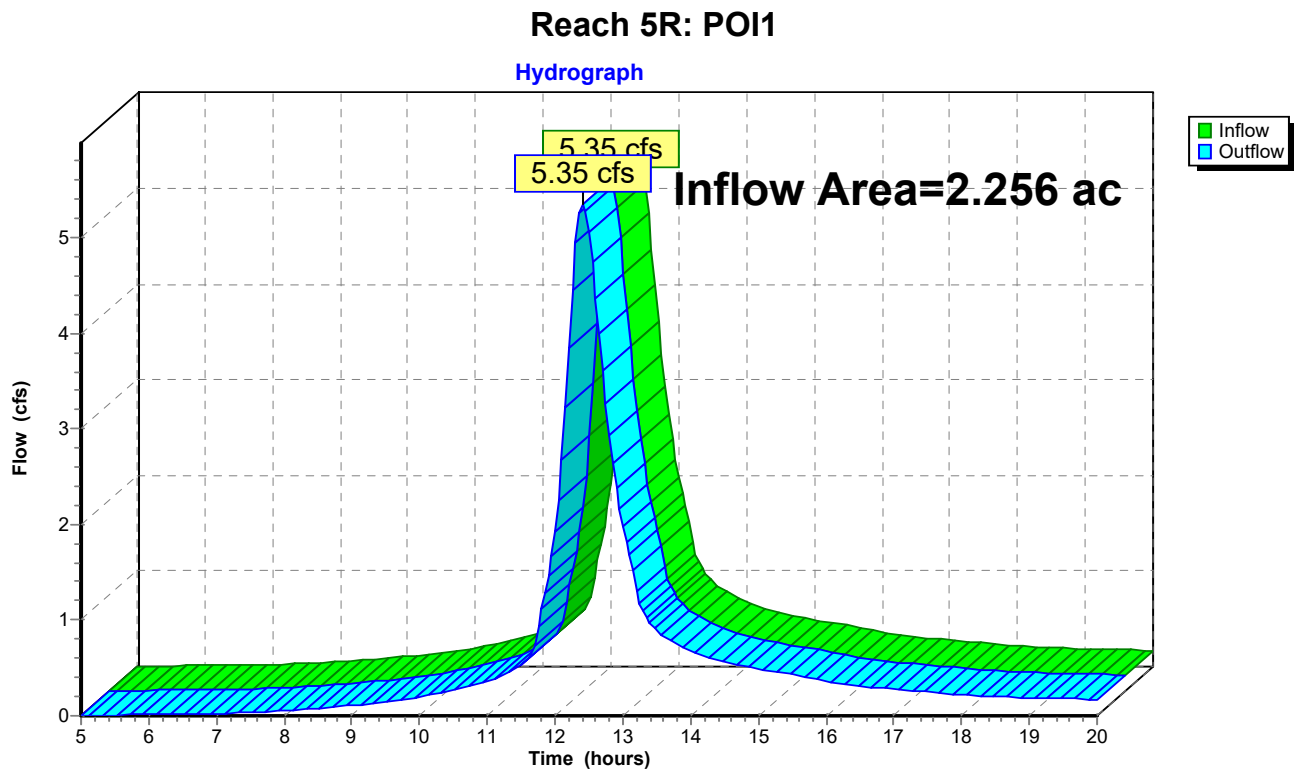


Summary for Reach 5R: POI1

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

Inflow Area = 2.256 ac, 41.69% Impervious, Inflow Depth > 3.51" for 25-YR event
 Inflow = 5.35 cfs @ 12.40 hrs, Volume= 0.660 af
 Outflow = 5.35 cfs @ 12.40 hrs, Volume= 0.660 af, Atten= 0%, Lag= 0.0 min

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



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 1P: GUSF 1

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.204 ac, 79.32% Impervious, Inflow Depth > 4.80" for 25-YR event
 Inflow = 1.13 cfs @ 12.07 hrs, Volume= 0.081 af
 Outflow = 0.36 cfs @ 12.36 hrs, Volume= 0.067 af, Atten= 68%, Lag= 17.3 min
 Primary = 0.01 cfs @ 6.45 hrs, Volume= 0.012 af
 Secondary = 0.35 cfs @ 12.36 hrs, Volume= 0.055 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 83.25' @ 12.36 hrs Surf.Area= 1,037 sf Storage= 1,280 cf

Plug-Flow detention time= 92.5 min calculated for 0.067 af (82% of inflow)
 Center-of-Mass det. time= 41.1 min (786.0 - 744.9)

Volume	Invert	Avail.Storage	Storage Description		
#1	81.50'	2,914 cf	Custom Stage Data (Irregular) Listed below (Recalc)		
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
81.50	469	87.0	0	0	469
82.00	607	96.0	268	268	608
83.00	943	120.0	769	1,037	1,034
84.50	1,587	161.0	1,877	2,914	1,975

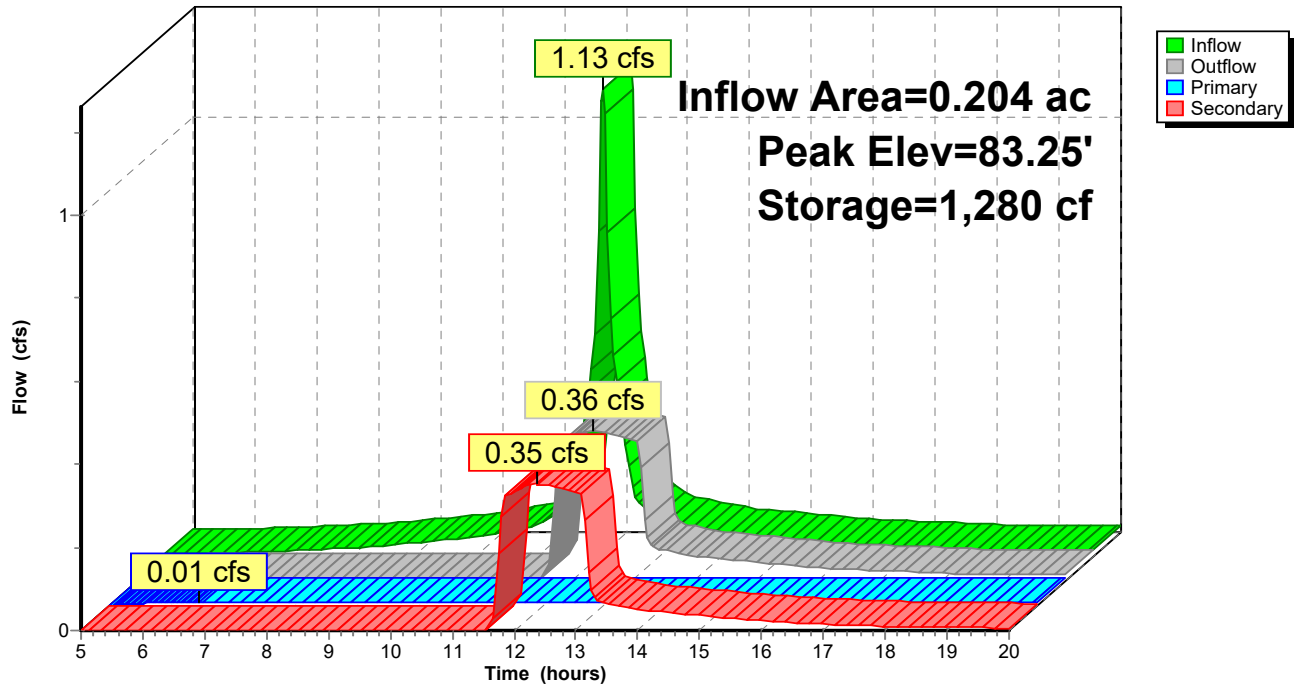
Device	Routing	Invert	Outlet Devices
#1	Primary	81.50'	0.01 cfs Exfiltration at all elevations
#2	Device 3	82.55'	15.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads
#3	Secondary	79.19'	2.6" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.01 cfs @ 6.45 hrs HW=81.53' (Free Discharge)
 ↑1=Exfiltration (Exfiltration Controls 0.01 cfs)

Secondary OutFlow Max=0.35 cfs @ 12.36 hrs HW=83.25' (Free Discharge)
 ↑3=Orifice/Grate (Orifice Controls 0.35 cfs @ 9.57 fps)
 ↑2=Orifice/Grate (Passes 0.35 cfs of 4.93 cfs potential flow)

Pond 1P: GUSF 1

Hydrograph



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 2P: GUSF 2

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.081 ac, 68.72% Impervious, Inflow Depth > 4.60" for 25-YR event
 Inflow = 0.44 cfs @ 12.07 hrs, Volume= 0.031 af
 Outflow = 0.01 cfs @ 16.29 hrs, Volume= 0.011 af, Atten= 97%, Lag= 252.9 min
 Primary = 0.01 cfs @ 8.80 hrs, Volume= 0.011 af
 Secondary = 0.00 cfs @ 16.29 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 83.36' @ 16.29 hrs Surf.Area= 672 sf Storage= 915 cf

Plug-Flow detention time= 173.7 min calculated for 0.011 af (35% of inflow)
 Center-of-Mass det. time= 58.1 min (808.7 - 750.6)

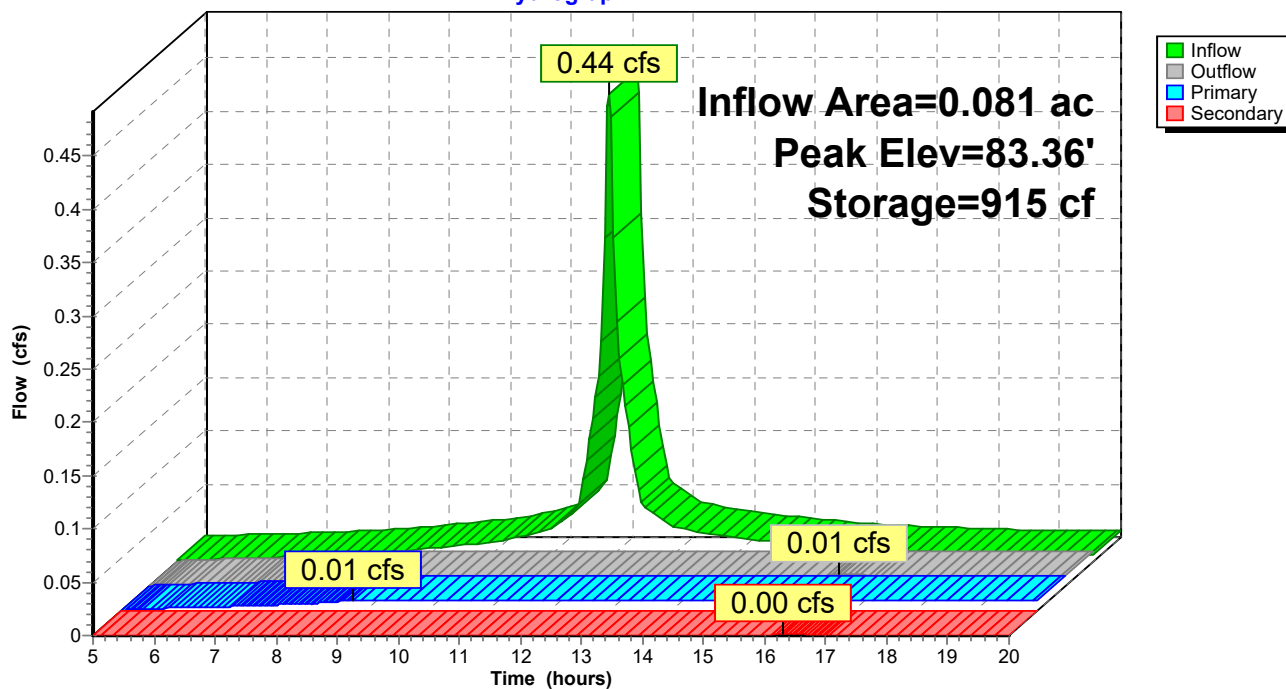
Volume	Invert	Avail.Storage	Storage Description			
#1	81.00'	1,012 cf	Custom Stage Data (Irregular) Listed below (Recalc)			
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)	
81.00	184	54.0	0	0	184	
82.00	325	74.0	251	251	398	
83.00	568	92.0	441	692	649	
83.50	715	103.0	320	1,012	827	

Device	Routing	Invert	Outlet Devices													
#1	Primary	81.00'	0.01 cfs Exfiltration at all elevations													
#2	Secondary	83.36'	10.0' long x 6.0' breadth Broad-Crested Rectangular Weir													
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00													
			2.50 3.00 3.50 4.00 4.50 5.00 5.50													
			Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65													
			2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83													

Primary OutFlow Max=0.01 cfs @ 8.80 hrs HW=81.03' (Free Discharge)↑**1=Exfiltration** (Exfiltration Controls 0.01 cfs)**Secondary OutFlow** Max=0.00 cfs @ 16.29 hrs HW=83.36' (Free Discharge)↑**2=Broad-Crested Rectangular Weir** (Weir Controls 0.00 cfs @ 0.06 fps)

Pond 2P: GUSF 2

Hydrograph



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 3P: GUSF 3

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.174 ac, 63.93% Impervious, Inflow Depth > 4.60" for 25-YR event
 Inflow = 0.94 cfs @ 12.07 hrs, Volume= 0.067 af
 Outflow = 0.22 cfs @ 12.45 hrs, Volume= 0.055 af, Atten= 76%, Lag= 22.9 min
 Primary = 0.01 cfs @ 7.30 hrs, Volume= 0.012 af
 Secondary = 0.21 cfs @ 12.45 hrs, Volume= 0.044 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 82.73' @ 12.45 hrs Surf.Area= 987 sf Storage= 1,182 cf

Plug-Flow detention time= 93.9 min calculated for 0.055 af (83% of inflow)
 Center-of-Mass det. time= 45.8 min (796.4 - 750.6)

Volume	Invert	Avail.Storage	Storage Description		
#1	81.00'	2,775 cf	Custom Stage Data (Irregular) Listed below (Recalc)		
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
81.00	417	103.0	0	0	417
82.00	717	122.0	560	560	775
83.00	1,096	146.0	900	1,460	1,304
84.00	1,547	169.0	1,315	2,775	1,902

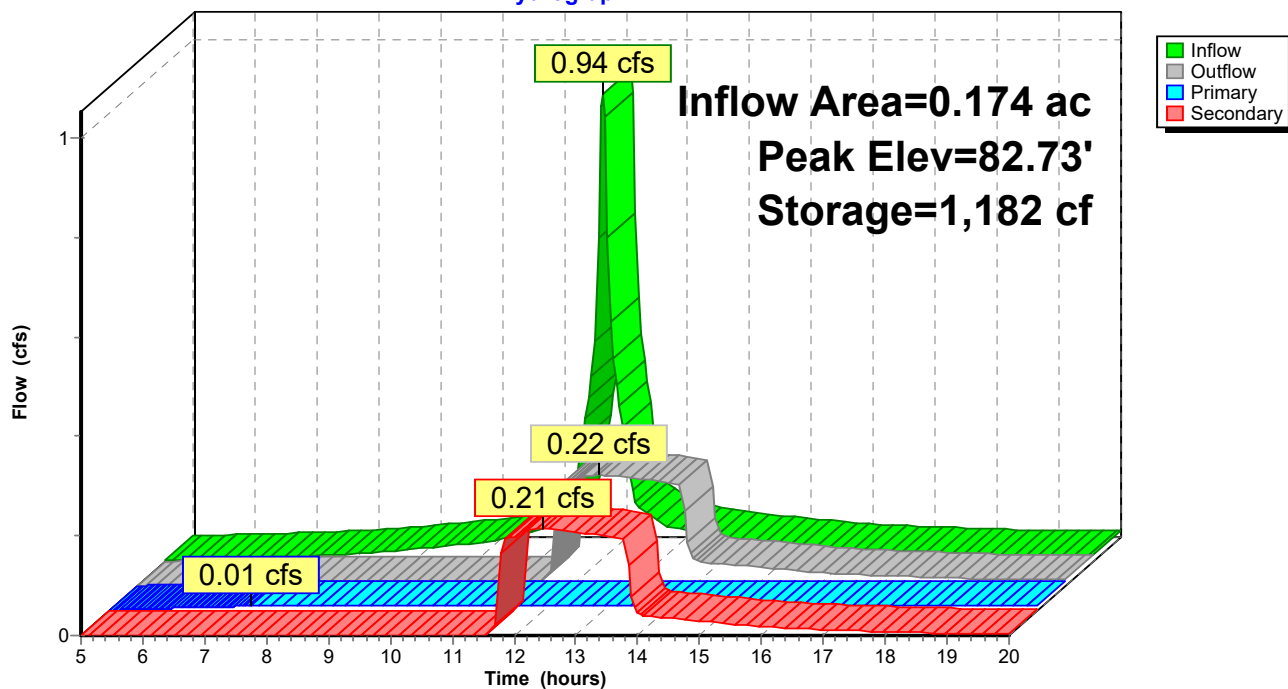
Device	Routing	Invert	Outlet Devices
#1	Primary	81.00'	0.01 cfs Exfiltration at all elevations
#2	Device 3	81.91'	15.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads
#3	Secondary	78.51'	2.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.01 cfs @ 7.30 hrs HW=81.03' (Free Discharge)
 ↑1=Exfiltration (Exfiltration Controls 0.01 cfs)

Secondary OutFlow Max=0.21 cfs @ 12.45 hrs HW=82.73' (Free Discharge)
 ↑3=Orifice/Grate (Orifice Controls 0.21 cfs @ 9.80 fps)
 ↑2=Orifice/Grate (Passes 0.21 cfs of 5.36 cfs potential flow)

Pond 3P: GUSF 3

Hydrograph



Summary for Pond 4P: GUSF 4

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.129 ac, 49.53% Impervious, Inflow Depth > 4.29" for 25-YR event
 Inflow = 0.66 cfs @ 12.07 hrs, Volume= 0.046 af
 Outflow = 0.21 cfs @ 12.37 hrs, Volume= 0.039 af, Atten= 68%, Lag= 17.7 min
 Primary = 0.01 cfs @ 8.55 hrs, Volume= 0.011 af
 Secondary = 0.20 cfs @ 12.37 hrs, Volume= 0.028 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 82.13' @ 12.37 hrs Surf.Area= 749 sf Storage= 681 cf

Plug-Flow detention time= 76.8 min calculated for 0.038 af (83% of inflow)
 Center-of-Mass det. time= 30.3 min (789.2 - 758.9)

Volume	Invert	Avail.Storage	Storage Description		
#1	80.75'	2,121 cf	Custom Stage Data (Irregular) Listed below (Recalc)		
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
80.75	278	86.0	0	0	278
82.00	690	125.0	586	586	946
83.00	1,195	160.0	931	1,517	1,752
83.45	1,497	184.0	604	2,121	2,414

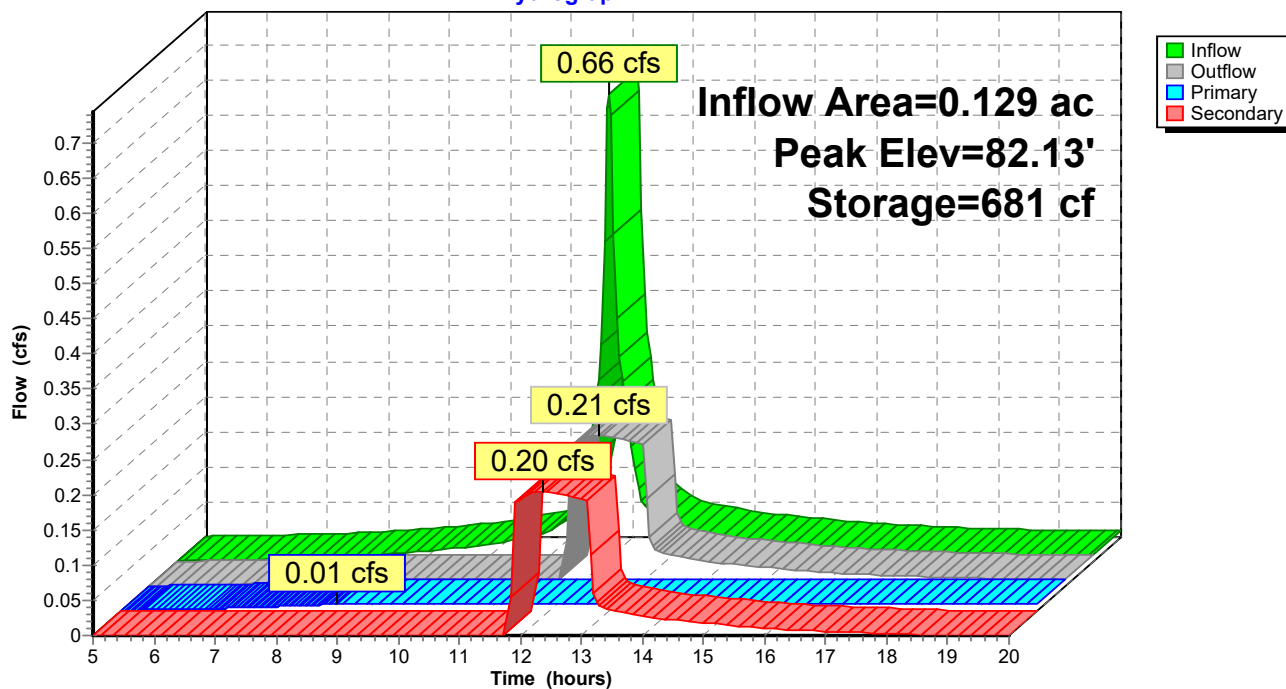
Device	Routing	Invert	Outlet Devices
#1	Primary	80.75'	0.01 cfs Exfiltration at all elevations
#2	Device 3	81.58'	15.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads
#3	Secondary	78.28'	2.0" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.01 cfs @ 8.55 hrs HW=80.78' (Free Discharge)
 ↑1=Exfiltration (Exfiltration Controls 0.01 cfs)

Secondary OutFlow Max=0.20 cfs @ 12.37 hrs HW=82.13' (Free Discharge)
 ↑3=Orifice/Grate (Orifice Controls 0.20 cfs @ 9.35 fps)
 ↑2=Orifice/Grate (Passes 0.20 cfs of 4.39 cfs potential flow)

Pond 4P: GUSF 4

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 5P: Biocell 1

Inflow Area = 0.033 ac, 32.89% Impervious, Inflow Depth > 3.98" for 25-YR event
 Inflow = 0.16 cfs @ 12.07 hrs, Volume= 0.011 af
 Outflow = 0.01 cfs @ 11.20 hrs, Volume= 0.009 af, Atten= 94%, Lag= 0.0 min
 Primary = 0.01 cfs @ 11.20 hrs, Volume= 0.009 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 84.01' @ 13.78 hrs Surf.Area= 330 sf Storage= 220 cf

Plug-Flow detention time= 169.0 min calculated for 0.009 af (79% of inflow)
 Center-of-Mass det. time= 114.9 min (881.9 - 766.9)

Volume	Invert	Avail.Storage	Storage Description
#1	83.00'	419 cf	Custom Stage Data (Irregular) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
83.00	184	90.0	0.0	0	0	184
83.01	184	90.0	33.4	1	1	185
83.50	184	90.0	100.0	90	91	229
84.00	327	102.0	100.0	126	217	419
84.50	488	114.0	100.0	202	419	632

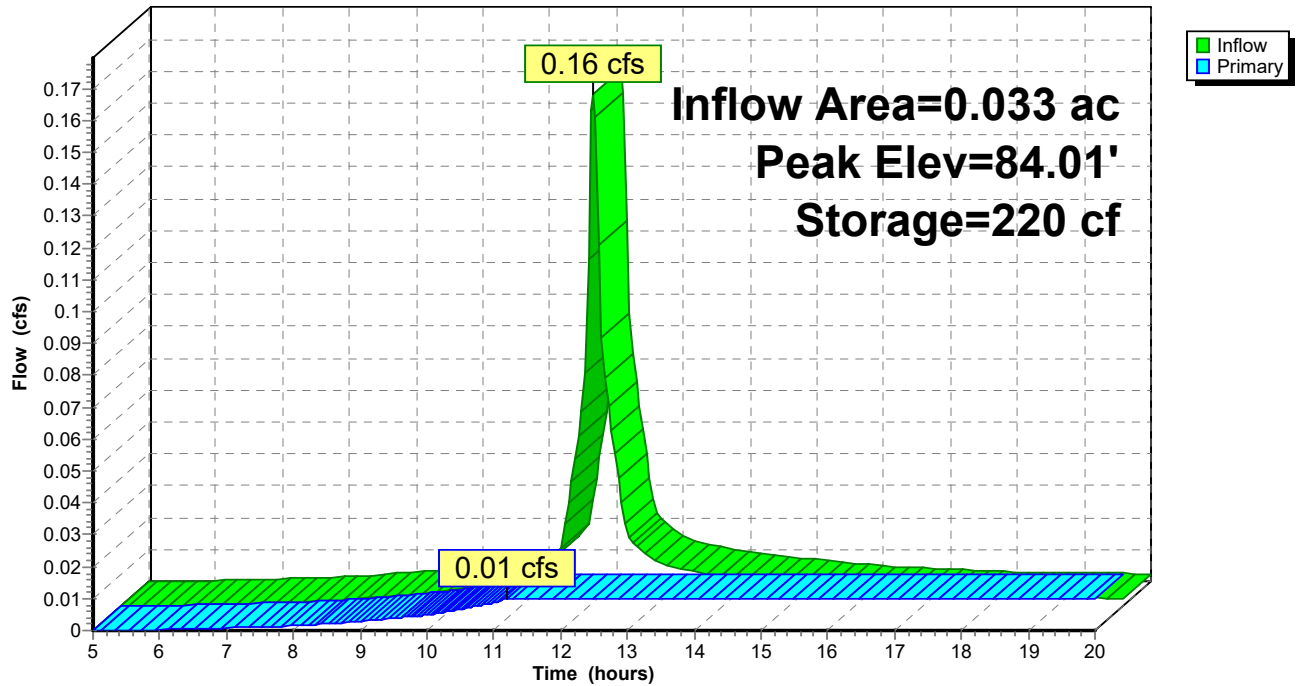
Device	Routing	Invert	Outlet Devices
#1	Primary	83.00'	0.01 cfs Exfiltration at all elevations

Primary OutFlow Max=0.01 cfs @ 11.20 hrs HW=83.01' (Free Discharge)

↑**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

Pond 5P: Biocell 1

Hydrograph



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 6P: drip strips

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.036 ac, 78.16% Impervious, Inflow Depth > 4.80" for 25-YR event
 Inflow = 0.20 cfs @ 12.07 hrs, Volume= 0.014 af
 Outflow = 0.01 cfs @ 10.50 hrs, Volume= 0.010 af, Atten= 95%, Lag= 0.0 min
 Primary = 0.01 cfs @ 10.50 hrs, Volume= 0.010 af
 Secondary = 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= 83.26' @ 14.14 hrs Surf.Area= 342 sf Storage= 310 cf

Plug-Flow detention time= 167.0 min calculated for 0.010 af (67% of inflow)
 Center-of-Mass det. time= 96.7 min (841.5 - 744.9)

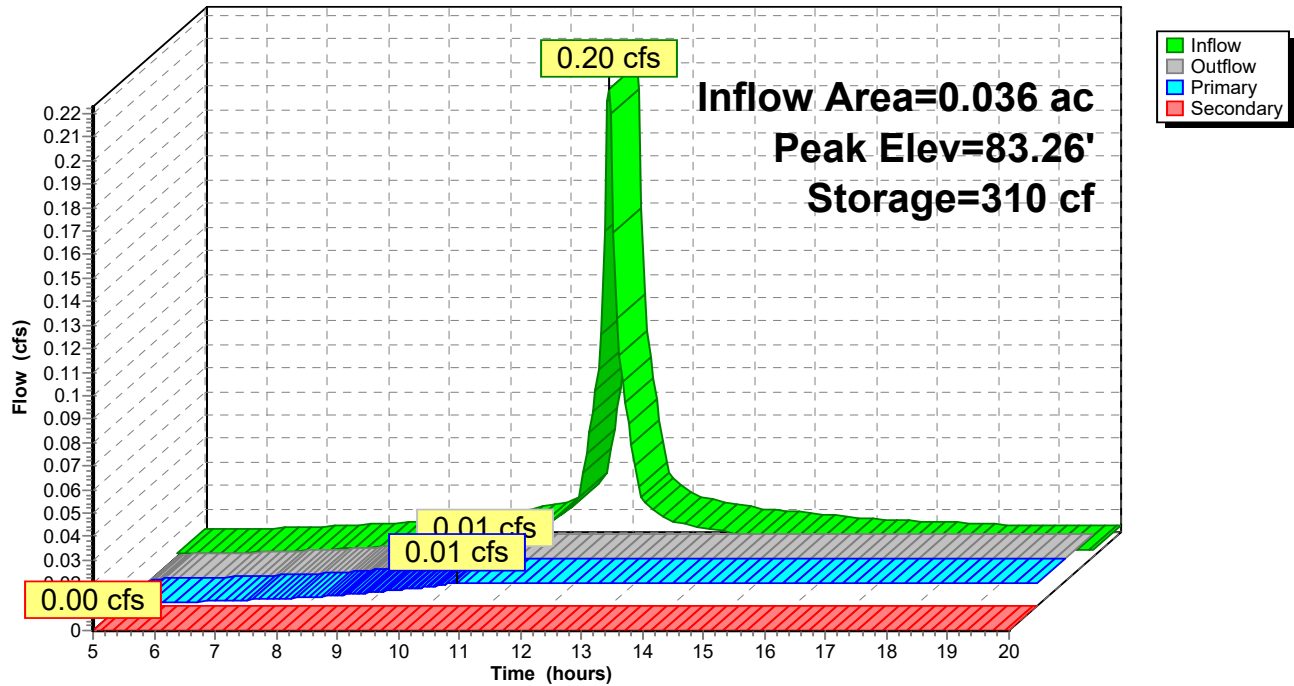
Volume	Invert	Avail.Storage	Storage Description
#1	81.00'	547 cf	4.75'W x 72.00'L x 4.00'H Prismaoid 1,368 cf Overall x 40.0% Voids

Device	Routing	Invert	Outlet Devices
#1	Primary	81.00'	0.01 cfs Exfiltration at all elevations
#2	Secondary	85.00'	72.0' long x 5.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=0.01 cfs @ 10.50 hrs HW=81.04' (Free Discharge)↑**1=Exfiltration** (Exfiltration Controls 0.01 cfs)**Secondary OutFlow** Max=0.00 cfs @ 5.00 hrs HW=81.00' (Free Discharge)↑**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 6P: drip strips

Hydrograph



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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 7P: CHAMBER

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.179 ac, 87.73% Impervious, Inflow Depth > 4.99" for 25-YR event
 Inflow = 1.01 cfs @ 12.07 hrs, Volume= 0.074 af
 Outflow = 0.07 cfs @ 13.43 hrs, Volume= 0.045 af, Atten= 93%, Lag= 81.8 min
 Primary = 0.01 cfs @ 6.00 hrs, Volume= 0.012 af
 Secondary = 0.06 cfs @ 13.43 hrs, Volume= 0.033 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 80.72' @ 13.43 hrs Surf.Area= 0.021 ac Storage= 0.045 af

Plug-Flow detention time= 232.8 min calculated for 0.045 af (60% of inflow)
 Center-of-Mass det. time= 153.9 min (893.0 - 739.1)

Volume	Invert	Avail.Storage	Storage Description
#1	77.40'	0.018 af	5.33'W x 7.21'L x 3.54'H Prismaoid x 24 0.075 af Overall - 0.029 af Embedded = 0.046 af x 40.0% Voids
#2	77.90'	0.029 af	Cultec R-330XLHD x 24 Inside #1 Effective Size= 47.8"W x 30.0"H => 7.45 sf x 7.00'L = 52.2 cf Overall Size= 52.0"W x 30.5"H x 8.50'L with 1.50' Overlap
		0.047 af	Total Available Storage

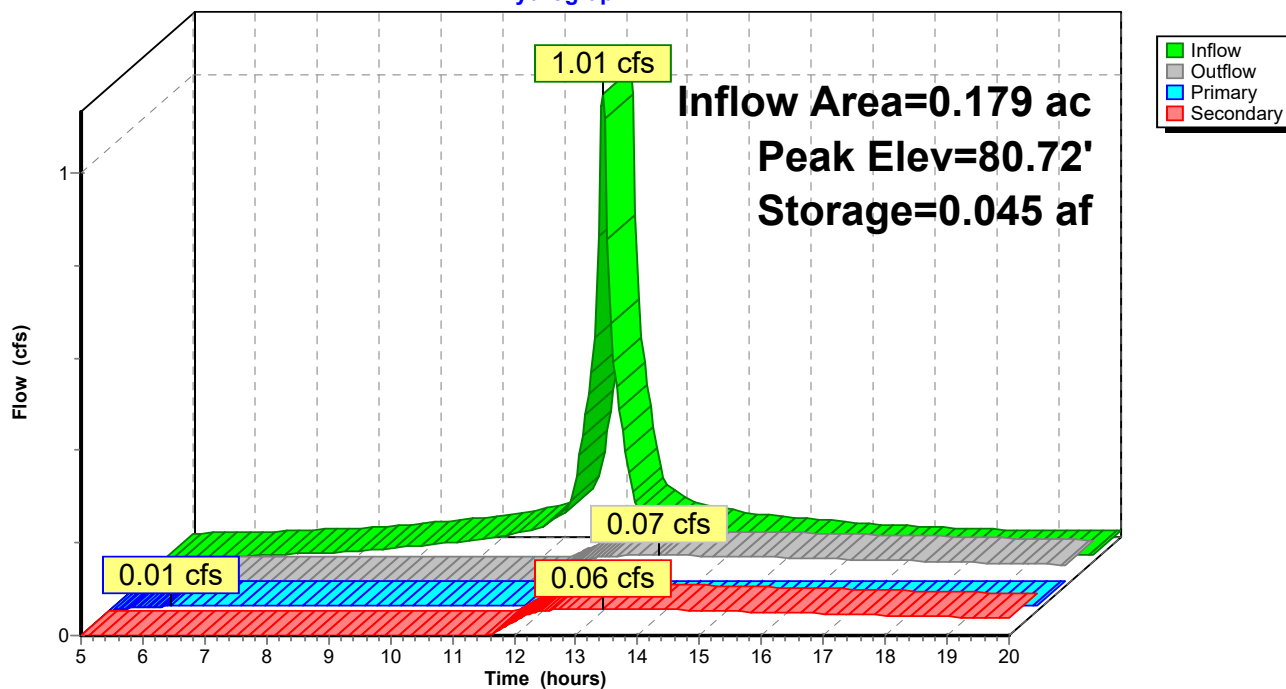
Device	Routing	Invert	Outlet Devices
#1	Primary	77.40'	0.01 cfs Exfiltration at all elevations
#2	Secondary	78.41'	1.2" Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=0.01 cfs @ 6.00 hrs HW=77.44' (Free Discharge)
 ↑**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

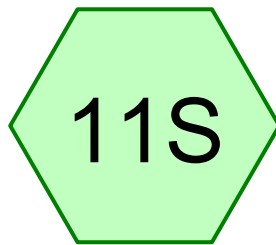
Secondary OutFlow Max=0.06 cfs @ 13.43 hrs HW=80.72' (Free Discharge)
 ↑**2=Orifice/Grate** (Orifice Controls 0.06 cfs @ 7.25 fps)

Pond 7P: CHAMBER

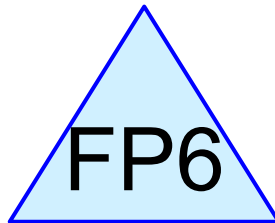
Hydrograph



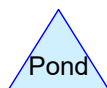
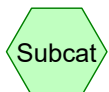
ATTACHMENT C



FP Watershed



FocalPoint 55sf



Routing Diagram for Post 7-23-18

Prepared by Gorrill Palmer, Printed 7/30/2018

HydroCAD® 10.00-16 s/n 01265 © 2015 HydroCAD Software Solutions LLC

Post 7-23-18*Type III 24-hr .95-YR Rainfall=0.95"*

Prepared by Gorrill Palmer

Printed 7/30/2018

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Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11S: FP Watershed

Runoff Area=7,793 sf 87.73% Impervious Runoff Depth>0.55"
Tc=5.0 min CN=96 Runoff=0.12 cfs 0.008 af

Pond FP6: FocalPoint 55sf

Peak Elev=80.91' Storage=0 cf Inflow=0.12 cfs 0.008 af
Primary=0.12 cfs 0.008 af Secondary=0.00 cfs 0.000 af Outflow=0.12 cfs 0.008 af

Total Runoff Area = 0.179 ac Runoff Volume = 0.008 af Average Runoff Depth = 0.55"
12.27% Pervious = 0.022 ac 87.73% Impervious = 0.157 ac

Post 7-23-18

Prepared by Gorrill Palmer

HydroCAD® 10.00-16 s/n 01265 © 2015 HydroCAD Software Solutions LLC

Type III 24-hr .95-YR Rainfall=0.95"

Printed 7/30/2018

Page 3

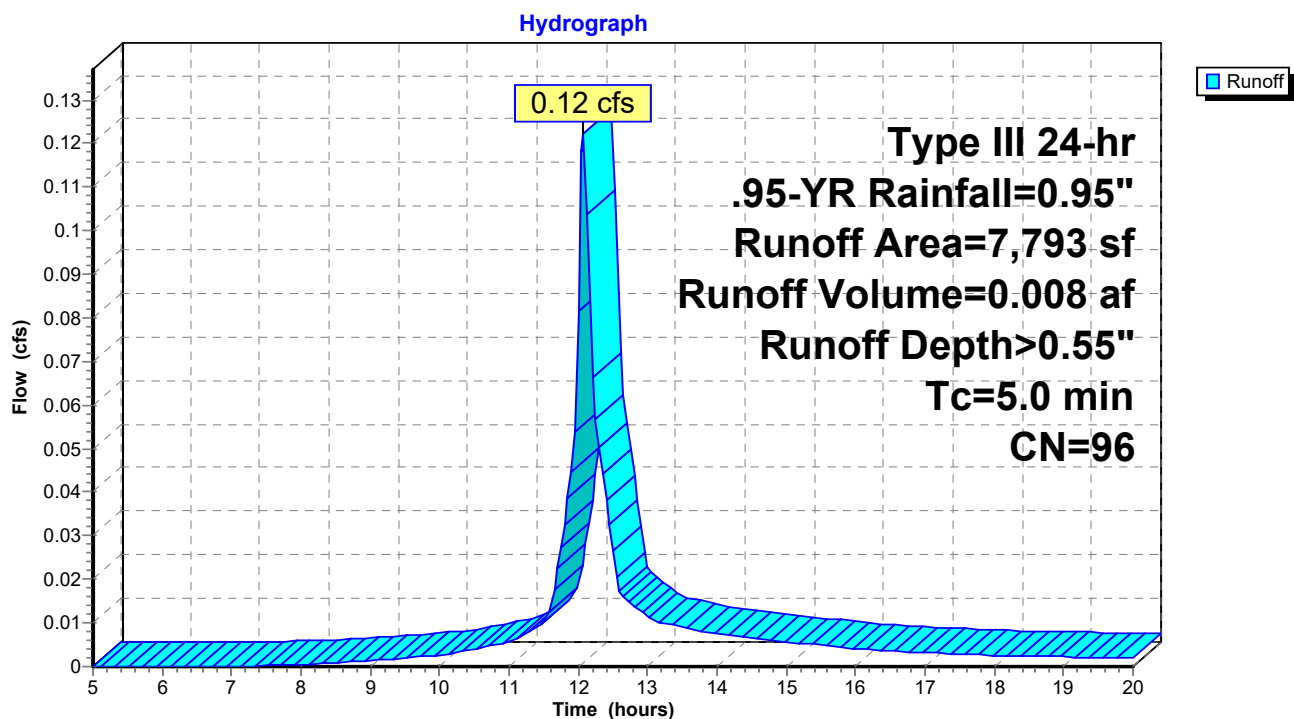
Summary for Subcatchment 11S: FP Watershed[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 0.12 cfs @ 12.08 hrs, Volume= 0.008 af, Depth> 0.55"

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 .95-YR Rainfall=0.95"

Area (sf)	CN	Description
6,837	98	Paved parking, HSG D
956	80	>75% Grass cover, Good, HSG D
7,793	96	Weighted Average
956		12.27% Pervious Area
6,837		87.73% Impervious Area

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

Subcatchment 11S: FP Watershed

Summary for Pond FP6: FocalPoint 55sf

Inflow Area = 0.179 ac, 87.73% Impervious, Inflow Depth > 0.55" for .95-YR event
 Inflow = 0.12 cfs @ 12.08 hrs, Volume= 0.008 af
 Outflow = 0.12 cfs @ 12.08 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.12 cfs @ 12.08 hrs, Volume= 0.008 af
 Secondary = 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= 80.91' @ 12.08 hrs Surf.Area= 55 sf Storage= 0 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)

Center-of-Mass det. time= (not calculated: outflow precedes inflow)

Volume	Invert	Avail.Storage	Storage Description
#1	80.81'	0 cf	5.00'W x 11.00'L x 2.25'H FocalPoint 124 cf Overall x 0.0% Voids
#2	83.06'	57 cf	Custom Stage Data (Prismatic) Listed below (Recalc) -Impervious
		57 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
83.06	55	0	0
83.22	60	9	9
83.90	80	48	57

Device	Routing	Invert	Outlet Devices
#1	Primary	80.81'	100.000 in/hr Exfiltration over Surface area Phase-In= 0.10'
#2	Secondary	83.56'	18.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads

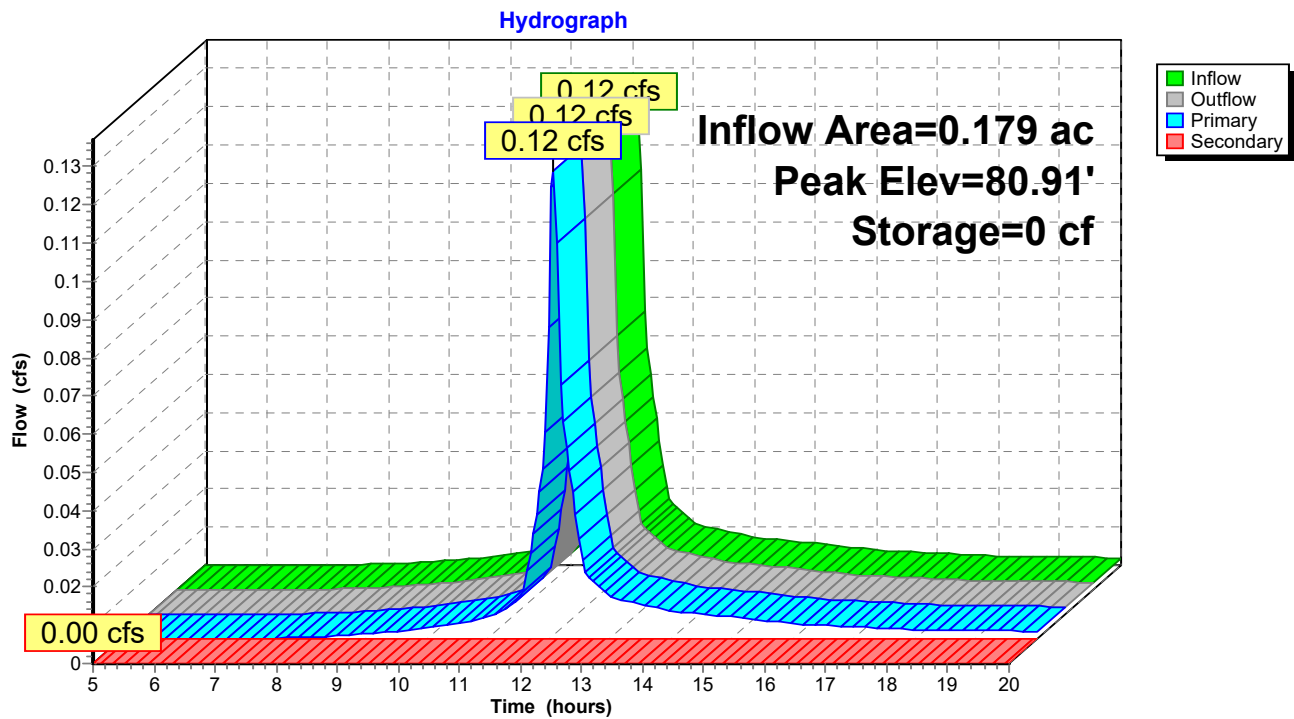
Primary OutFlow Max=0.12 cfs @ 12.08 hrs HW=80.90' (Free Discharge)

↑**1=Exfiltration** (Exfiltration Controls 0.12 cfs)

Secondary OutFlow Max=0.00 cfs @ 5.00 hrs HW=80.81' (Free Discharge)

↑**2=Orifice/Grate** (Controls 0.00 cfs)

Pond FP6: FocalPoint 55sf





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

March 7, 2018

Mr. Kirk Mohny
State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street, State House Station 65
Augusta, ME 04333-0065

Subject: Presence of Historical Areas
Mixed-Use Development
300 Allen Avenue, Portland, Maine

Dear Mr. Mohny,

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare design plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site is approximately 1.27 acres in size and is shown on Assessor's Map 344 E003, E004, and E006.

The project site is shown on the attached Location Map.

As required by the reviewing authorities, Gorrill Palmer requests information from your department relative to the presence of any nearby structure or area with historical, architectural or archeological significance as defined by the National Historic Preservation Act.

Thank you for your consideration. If you have any questions regarding the proposed project, please contact our office.

Sincerely,

Gorrill Palmer

David Vitali
Design Engineer

Enclosure

DER/djv/U:\801.06 Allen Ave - Bouchard\IP Applications\Local\Resource Letters\Mohny_3-1-18.doc



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

March 7, 2018

Mr. John Perry
Environmental Review Coordinator
Maine Dept. of Inland Fisheries & Wildlife
284 State Street
41 State House Station
Augusta, ME 04333-0041

Subject: Presence of Essential Habitat
Mixed-Use Development
300 Allen Avenue, Portland, Maine

Dear Mr. Perry,

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare design plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site is approximately 1.27 acres in size and is shown on Assessor's Map 344 E003, E004, and E006.

The project site is shown on the attached Location Map.

As required by the reviewing authorities, Gorrill Palmer requests information from your department regarding any threatened, endangered, and special status wildlife or fisheries species and/or habitats, within the project area which might be impacted by this project.

Thank you for your consideration. If you have any questions regarding the proposed project, please contact our office.

Sincerely,

Gorrill Palmer

David Vitali
Design Engineer

Enclosure

DER/djv/U:\801.06 Allen Ave - Bouchard\IP Applications\Local\Resource Letters\Perry_3-1-18.doc



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

March 7, 2018

Ms. Lisa St. Hilaire
Maine Natural Areas Program
93 State House Station
Augusta, ME 04333-0093

Subject: Endangered or Threatened Species
Mixed-Use Development
300 Allen Avenue, Portland, Maine

Dear Ms. St. Hilaire,

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare design plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site is approximately 1.27 acres in size and is shown on Assessor's Map 344 E003, E004, and E006.

The project site is shown on the attached Location Map.

As required by the reviewing authorities, Gorrill Palmer requests information from your department regarding the presence of any federally listed endangered or threatened species which might be impacted by this project.

Thank you for your consideration. If you have any questions regarding the proposed project, please contact our office.

Sincerely,

Gorrill Palmer

David Vitali
Design Engineer

Enclosure

DER/djv/U:\98089.08 - Design and Permitting 'Long' Road\IP Applications\Local\Resource Letters\St Hilaire_5-23-2017.doc

March 5, 2018

Jamie Cough
Central Maine Power
162 Canco Road
Portland, ME 04103

Re: Proposed Mixed Use Development
300 Allen Avenue, Portland
Letter of Ability to Serve

Dear Jamie:

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site includes three existing lots and is shown on Assessor's Map 344 E003, E004, and E006. The total area of the site is 55,342 sf (1.27 acres). Lots E003 and E004 are entirely in the Residential R-5 zone and Lot E006 is located within both the R-5 Zone and the Residence – Professional Zone. As required by the reviewing authorities, we are writing to request a letter indicating the ability of Central Maine Power to serve this project. A preliminary utility plan is enclosed for your review.

Description of Development Site

The project site is located at 300 Allen Avenue and consists of Tax Map 344 E003, E004, and E006 as shown on the Portland Assessor's Map. The site is approximately 1.27 acres in size and has approximately 275 feet of frontage along Allen Avenue.

The project site at Lot 344 E006 is currently vacant with a landcover of brush. Lot 344 E004 consists of a single-family residential building with a separate garage and Lot 344 E003 is a fully developed, vacant grassed lawn. Topography in the area of proposed construction varies from flat slopes of approximately 0.5% to steep slopes of 33%. The steeper slopes are associated with a vegetated soil stockpile at the front of the site. Abutting land uses include:

- North – Residential
- West – Residential
- South – Residential
- East – Residential

Refer to Figure I – Location Map following this page for the project location.

Project Description

The project is a proposed mixed-use development consisting of a 2,400 sf footprint office/professional services building, three 1,224 sf footprint duplex residential structures, two 1,836 sf triplex residential structures, associated parking, and infrastructure. Existing electric service is located on the opposite side of Allen Ave. An existing utility pole with sidewalk guy wire is located along the site frontage. Due to the location of the existing utility pole at the proposed entrance, the preliminary utility plan depicts a



relocated pole with sidewalk guy wire and overhead service extended to the new pole. The new pole is proposed to have a pole mounted transformer and underground service to the site.

At this time, service requirements are not known. It is anticipated that this development would have single phase electric service requirements similar to other residential/office developments within the Greater Portland area.

Ability to Serve

In support of the applications to the reviewing authorities, we are writing to request a letter indicating the ability of Central Maine Power Company to serve the project. In addition, we are interested in receiving:

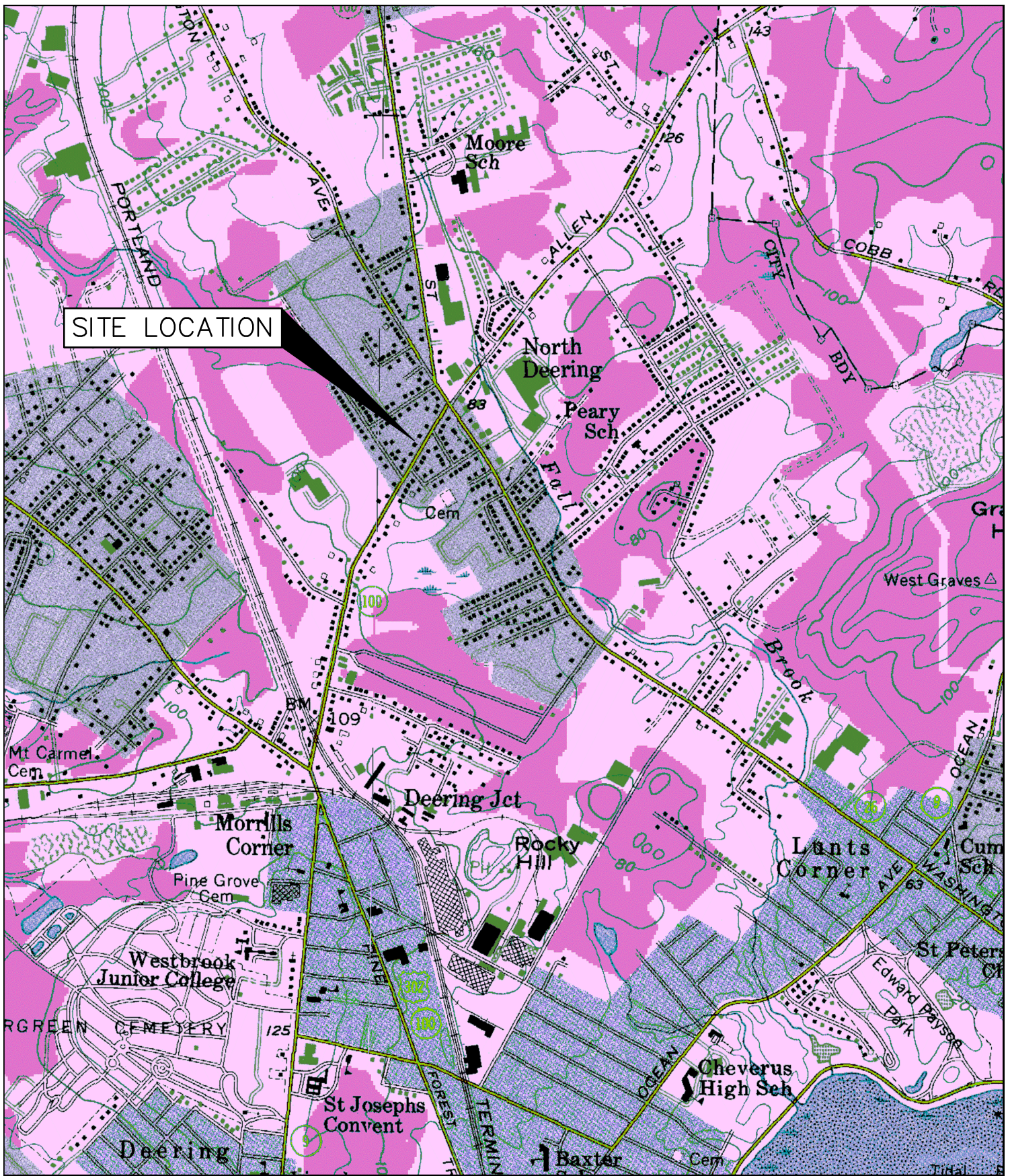
- Indication as to the acceptability of the proposed layout.
- Indication of the Utility Company responsible for the setting of poles in this area.
- Information as to any easements that you may require on-site.
- Any estimate of connection fees
- Any other information that you believe would be useful as this project proceeds.

Sincerely,

Gorrill-Palmer

David Vitali

Copy: Peter Bouchard, ESTELLE ESTATES, LLC



U.S.G.S. Location Map
 300 Allen Ave - Portland, Maine
 U.S.G.S. Portland West, State-7.5 Minute Series (Topographic)

Design: DJV	Date: FEB 2018
Draft: CG	Job No.: 801.06
Checked: DER	Scale: None
File Name: 801-06-LocMap.dwg	



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Figure

1



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

March 20, 2018

Mr. Bill Bennett
Pine Tree Waste
87 Pleasant Hill Road
Scarborough, ME 04074

Subject: 300 Allen Avenue
Portland, Maine
Ability to Serve Letter

Dear Mr. Bennett:

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed Mixed-Use Development on Allen Avenue in Portland. The site is shown on City of Portland Tax Map 344 E003, E004, AND E006, approximately 1.27 acres and is located on the western side of Allen Avenue approximately 0.1 miles south of the intersection of Allen Avenue and Washington Avenue in Portland. Refer to Figure 1 – Location Map following this page for the project location and the attached Site Plan.

As required by the reviewing authorities, we are writing to request a letter indicating the ability of Casella Waste to serve this project. A preliminary plan is enclosed for your review.

Project Description

The development of the site is anticipated to include one office/professional building, three duplex residential units, and two triplex units with associated parking and infrastructure. The existing site contains a combination of a vacant lot and developed single family lot with a grassed lawn.

Ability to Serve

Using typical solid waste generation rates, it is anticipated that the construction of the new facility could result in the following quantities:

- Stumps & Grubbings – Approximately 280 c.y. (assumes 0.7 acres and 400 c.y./acre)
- Construction Waste – Approximately 67 c.y. (assumes 10,000 sf of building area and 10 c.y./1500sf)
- Commercial Solid Waste, Recyclable – Approximately 20 c.y. per month (assumes 10,000 sf of building area and 2 c.y./1000 sf)
- Commercial Solid Waste, Non- Recyclable – Approximately 24 c.y. per month (assumes 10,000 sf of building area and 2.4 c.y./1000 sf)

In support of the applications to the reviewing authorities, we are writing to request a letter indicating the ability Casella Waste to serve this project for the collection and transport of the construction waste to an approved location licensed by the MDEP to accept construction debris. It is our understanding that Casella would be able to provide the necessary containers on-site to collect the construction debris and can also transport the waste to the licensed facility.



According to our calculations above, the facility would be producing an average of 24 c.y. per month of commercial solid waste. We are writing to request the ability of Casella to serve this project for the collection and transport of the solid waste to an approved location. An email response is sufficient.

Please contact me if you have any questions relative to this matter.

Sincerely,

Gorrill Palmer

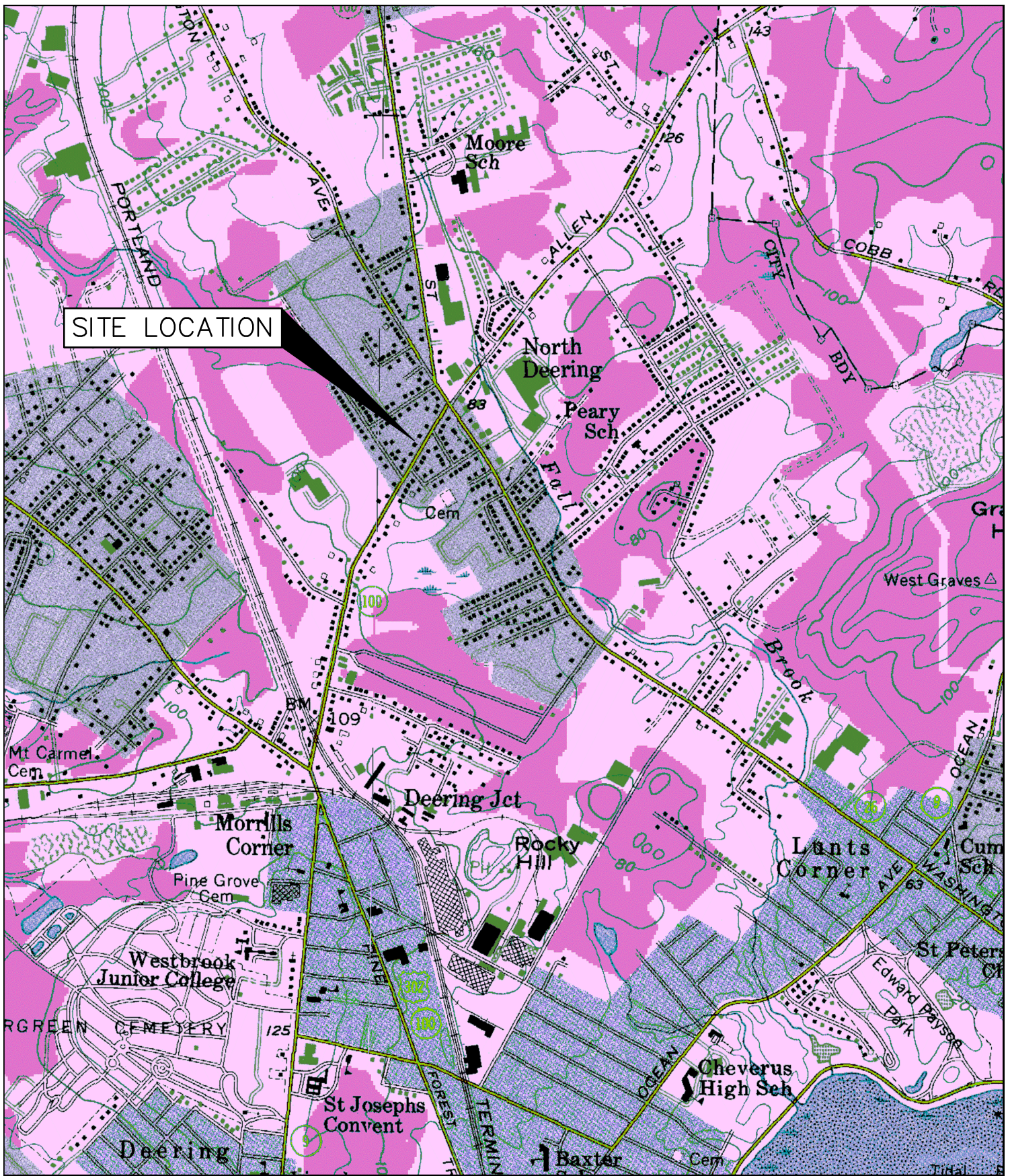
A handwritten signature in black ink that reads 'David Vitali'. The signature is written in a cursive, flowing style.

David Vitali, Design Engineer
dvitali@gorrillpalmer.com

Enclosure

Copy: Peter Bouchard, ESTELLE ESTATES, LLC

DER/djv/U:\801.06 Allen Ave - Bouchard\H Utilities\Solid Waste\Solid Waste 03-01-18.doc



U.S.G.S. Location Map
 300 Allen Ave - Portland, Maine
 U.S.G.S. Portland West, State-7.5 Minute Series (Topographic)

Design: DJV	Date: FEB 2018
Draft: CG	Job No.: 801.06
Checked: DER	Scale: None
File Name: 801-06-LocMap.dwg	



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Figure

1

March 5, 2018

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

Re: Proposed Mixed Use Development
300 Allen Avenue, Portland
Letter of Ability to Serve

Dear Mr. Roland:

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site includes three existing lots and is shown on Assessor's Map 344 E003, E004, and E006. The total area of the site is 55,342 sf (1.27 acres). Lots E003 and E004 are entirely in the Residential R-5 zone and Lot E006 is located within both the R-5 Zone and the Residence – Professional Zone. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the Department of Public Services to serve this project. A preliminary utility plan is enclosed for your review.

Description of Development Site

The project site is located at 300 Allen Avenue and consists of Tax Map 344 E003, E004, and E006 as shown on the Portland Assessor's Map. The site is approximately 1.27 acres in size and has approximately 275 feet of frontage along Allen Avenue.

The project site at Lot 344 E006 is currently vacant with a landcover of brush. Lot 344 E004 consists of a two-story residential building with a separate garage and Lot 344 E003 is a fully developed, vacant grassed lawn. Topography in the area of proposed construction varies from flat slopes of approximately 0.5% to steep slopes of 33%. The steeper slopes are associated with a vegetated soil stockpile at the front of the site. Abutting land uses include:

- North – Residential
- West – Residential
- South – Residential
- East – Residential

Refer to Figure 1 – Location Map following this page for the project location.

Project Description

The development of the site is anticipated to include one office/professional building, three duplex residential units, and two triplex residential units with water service by the Portland Water District and wastewater service by the City of Portland. It is anticipated that the units and office building would be sprinklered for fire protection.



Existing Service

An existing 12" sanitary sewer is located onsite within an easement to the City of Portland. The project proposes to connect the sanitary sewer service from each duplex building as well as the office/professional building to the existing 12" sewer as depicted on the enclosed preliminary utility plan. The triplex units along Allen Avenue will convey the sewer services to a 6" or 8" sewer pipe that is proposed to connect to the existing 12" sanitary sewer.

Anticipated Flows

The anticipated wastewater generation for the development was computed using the Maine Subsurface Waste Water Disposal Rules Section 4.E.1 for multiple family dwelling units and Table 4C. Based on the publication Water Supply and Pollution Control, Third Edition, by Clark, Viessman and Hammer, Chapter 4, Section 5; the peak daily use can be considered to about 180% of the average daily use. The table below is a summary of the wastewater generation that is anticipated for the development.

<i>Anticipated Wastewater Generation</i>		
	Average Daily Wastewater Generation (gpd)	Peak Daily Wastewater Generation (gpd)
Proposed 12-unit Residential duplex/multiplex	1,200	2,160
Proposed Office/Professional Building	67	120
Total	1,267	2,280

The Water/Wastewater Generation Calculation sheet is attached to this letter.



Ability to Serve

Attached to this letter is the City of Portland Wastewater Capacity Application from the Level III Site Plan Application which will be submitted to the City. In support of the applications to the reviewing authorities, we are writing to request a letter indicating the ability of the Department of Public Services to serve the proposed project. In addition, we are interested in receiving:

- Information as to any easements that the District may require on-site.
- Any impact or connection fees associated with the development.
- Issues relating to any combined stormwater/sewer system which may affect the project.
- Any other information that you believe would be useful as this project proceeds.

Please contact me if you have any questions relative to this matter.

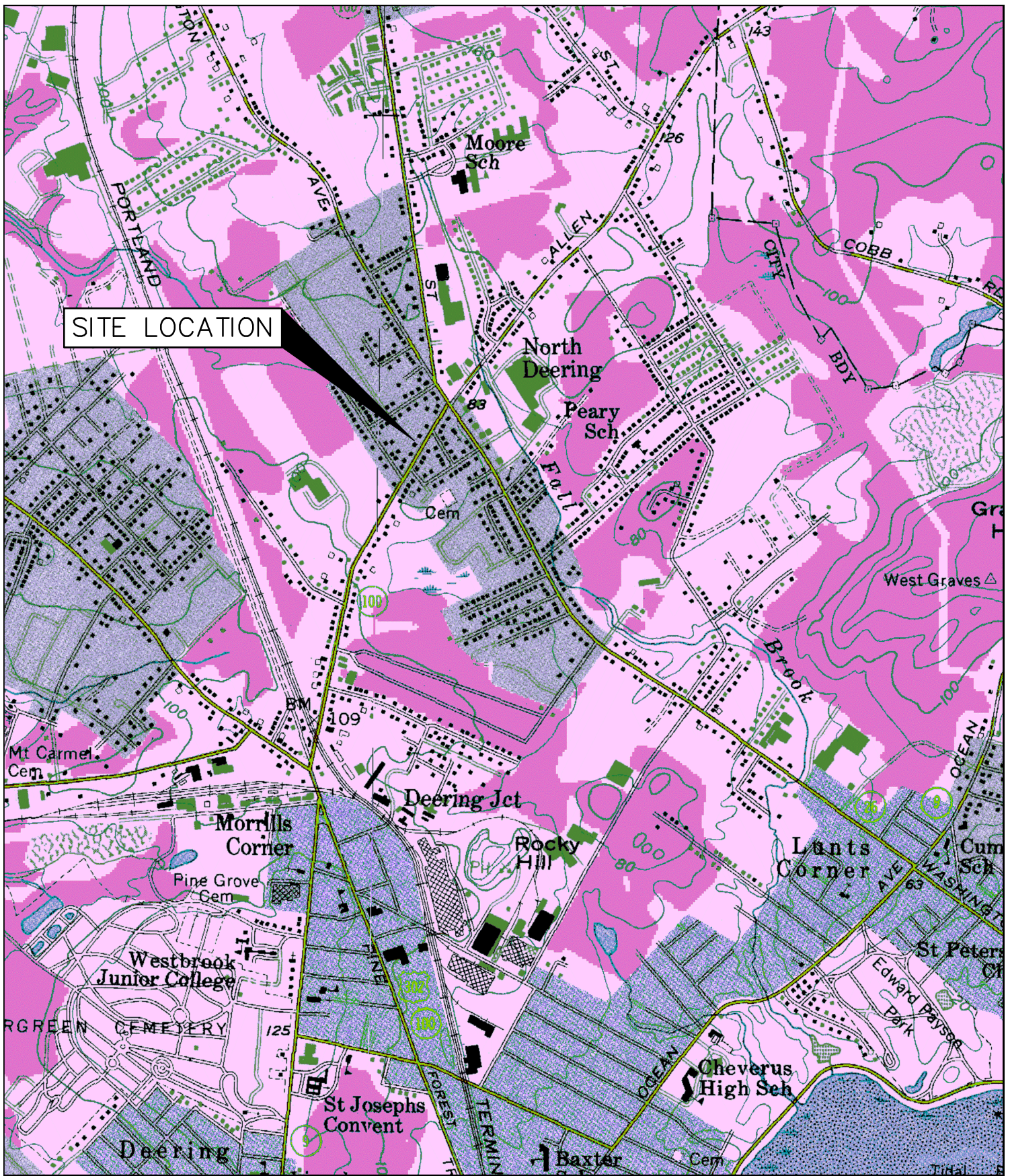
Sincerely,

Gorrill-Palmer

A handwritten signature in black ink that reads "David Vitali". The signature is written in a cursive, flowing style.

David Vitali

Copy: Peter Bouchard, ESTELLE ESTATES, LLC



U.S.G.S. Location Map
 300 Allen Ave - Portland, Maine
 U.S.G.S. Portland West, State-7.5 Minute Series (Topographic)

Design: DJV	Date: FEB 2018
Draft: CG	Job No.: 801.06
Checked: DER	Scale: None
File Name: 801-06-LocMap.dwg	



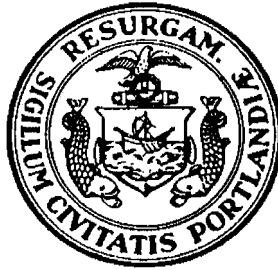
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Figure

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: 02/28/2018

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

Site Address: 300 Allen Avenue

Chart Block Lot Number: 344 E003, E004, E006

Proposed Use: Office/Professional/Residential

Previous Use: E003 - grassed lawn, E004 - single family, E006 - vacant

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.

Existing 12" sewer within existing City Easement that crosses the site

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

X
X

From MSWDR
Table 4A for a
Single Family
Dwelling Unit with
3 Bedrooms

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: ESTELLE ESTATES, LLC

Owner/Developer Address: 39 Darling Avenue, South Portland, ME 04106

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: Gorrill Palmer

Engineering Consultant Address: 707 Sable Oaks Drive, Suite 30, South Portland, ME 04106

Phone: 207-772-2515 Fax: 207-772-2520 E-mail: dreynolds@gorrillpalmer.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: 2,280 peak, 1,267 average GPD

Peaking Factor/ Peak Times: 180%

Specify the source of design guidelines: (i.e. X "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.



JOB	801.06 - 300 Allen Avenue - Portland		
SHEET NO.	1	OF	1
CALCULATED BY	DJV	DATE	2/27/2017
CHECKED BY		DATE	
SCALE	N/A		

Task: Determine daily water demand/wastewater generation for proposed development of Mixed Use Development.

Reference: 1. Maine Subsurface Waste Water Disposal Rules for peak flow rates 2015
2. Water Supply and Pollution Control, Third Edition, By Clark, Viessman & Hammer
Chapter 4, Section 5

Assumptions: Proposed development assumed to consist of the following:
Twelve residential multiplex units with two bedrooms per unit.
3,000 sf Office/Professional building, Assume 10 employees.

Multiple Family Dwelling Units **12** units
with 2 bedroom/Unit = **24** bedrooms

Calculations:

Duplex/Multiplex From Ref. 1, Section 4.E.1, peak flow rate
90 gpd/bedroom

Peak Water/Wastewater Generation: 2160 gpd

Average Water/Wastewater Generation (Ref. 2): 1200 gpd
(peak flow =180% of average flow)

Office/Professional From Ref. 1, Table 4C, place of employment with no showers, peak flow rate
12 gpd/employee

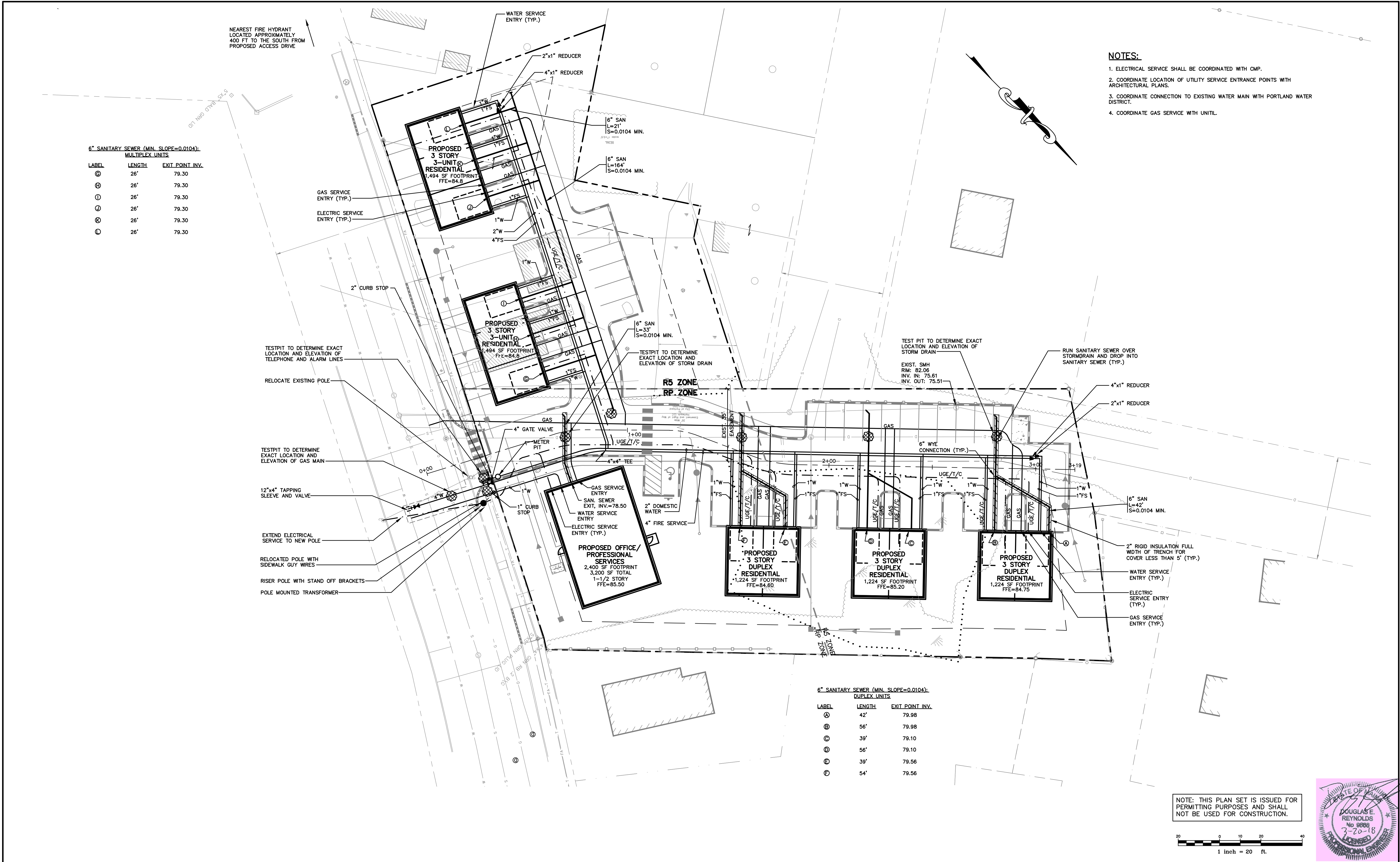
Peak Water/Wastewater Generation: 120 gpd

Average Water/Wastewater Generation (Ref. 2): 67 gpd
(peak flow =180% of average flow)

Average Daily Water/Wastewater Generation for Proposed Development: 1267 gpd

Peak Daily Water/Wastewater Generation for Proposed Development: 2280 gpd

C:\CADD\WORKING\801.06 - 300 Allen Ave\DWG\801-06-UTIL.dwg - Mar 20, 2018 - 11:18am



Rev.	Date	Revision

LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: DJV	Draft: CG	Date: FEB 2018
Checked: DER	Scale: 1"=20'	Job No.: 801.06
File Name: 801-06-UTIL.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		



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207.772.2515

Drawing Name:	Utility Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.
C102

March 5, 2018

Jay Arnold
Portland Water District
225 Douglas Street
Portland, Maine 04104

Re: Proposed Mixed Use Development
300 Allen Avenue, Portland
Letter of Ability to Serve

Dear Mr. Arnold:

ESTELLE ESTATES, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed mixed-use development at 300 Allen Avenue. The site includes three existing lots and is shown on Assessor's Map 344 E003, E004, and E006. The total area of the site is 55,342 sf (1.27 acres). Lots E003 and E004 are entirely in the Residential R-5 zone and Lot E006 is located within both the R-5 Zone and the Residence – Professional Zone. As required by the reviewing authorities, we are writing to request a letter indicating the ability of Portland Water District to serve this project. A preliminary utility plan is enclosed for your review.

Description of Development Site

The project site is located at 300 Allen Avenue and consists of Tax Map 344 E003, E004, and E006 as shown on the Portland Assessor's Map. The site is approximately 1.27 acres in size and has approximately 275 feet of frontage along Allen Avenue.

The project site at Lot 344 E006 is currently vacant with a landcover of brush. Lot 344 E004 consists of a two-story residential building with a separate garage and Lot 344 E003 is a fully developed, vacant grassed lawn. Topography in the area of proposed construction varies from flat slopes of approximately 0.5% to steep slopes of 33%. The steeper slopes are associated with a vegetated soil stockpile at the front of the site. Abutting land uses include:

- North – Residential
- West – Residential
- South – Residential
- East – Residential

Refer to Figure 1 – Location Map following this page for the project location.

Project Description

The development of the site is anticipated to include one office/professional building, three duplex residential units, and two triplex residential units with water service by the Portland Water District and wastewater service by the City of Portland. It is anticipated that the units and office building would be sprinklered for fire protection.



Existing Service

An existing 12" water main is located in the east side of Allen Avenue. As discussed at a meeting with the District on September 14, 2016, a 1" service from the main will serve the office building, and a 4" service off the main will provide fire and domestic service to the 12 residential units. The 4" service diverges into a 2" domestic service and a 4" fire service at the property line to supply each residential unit as depicted on the enclosed preliminary utility plan.

Anticipated Flows

The anticipated wastewater generation for the development was computed using the Maine Subsurface Waste Water Disposal Rules Section 4.E.1 for multiple family dwelling units and Table 4C. Based on the publication Water Supply and Pollution Control, Third Edition, by Clark, Viessman and Hammer, Chapter 4, Section 5; the peak daily use can be considered to about 180% of the average daily use. The table below is a summary of the wastewater generation that is anticipated for the development.

<i>Anticipated Wastewater Generation</i>		
	Average Daily Wastewater Generation (gpd)	Peak Daily Wastewater Generation (gpd)
Proposed 12-unit Residential duplex/multiplex	1,200	2,160
Proposed Office/Professional Building	67	120
Total	1,267	2,280

The Water/Wastewater Generation Calculation sheet is attached to this letter.

Ability to Serve

In support of the applications to the reviewing authorities, we are writing to request a letter indicating the ability of the Portland Water District to serve the proposed project. In addition, we are interested in receiving:

- An estimate for any work the Water District would perform within the right-of-way.
- Information as to any easements that the District may require on-site.
- Any results of hydrant tests near the site.
- Any other information that you believe would be useful as this project proceeds.



Please contact me if you have any questions relative to this matter.

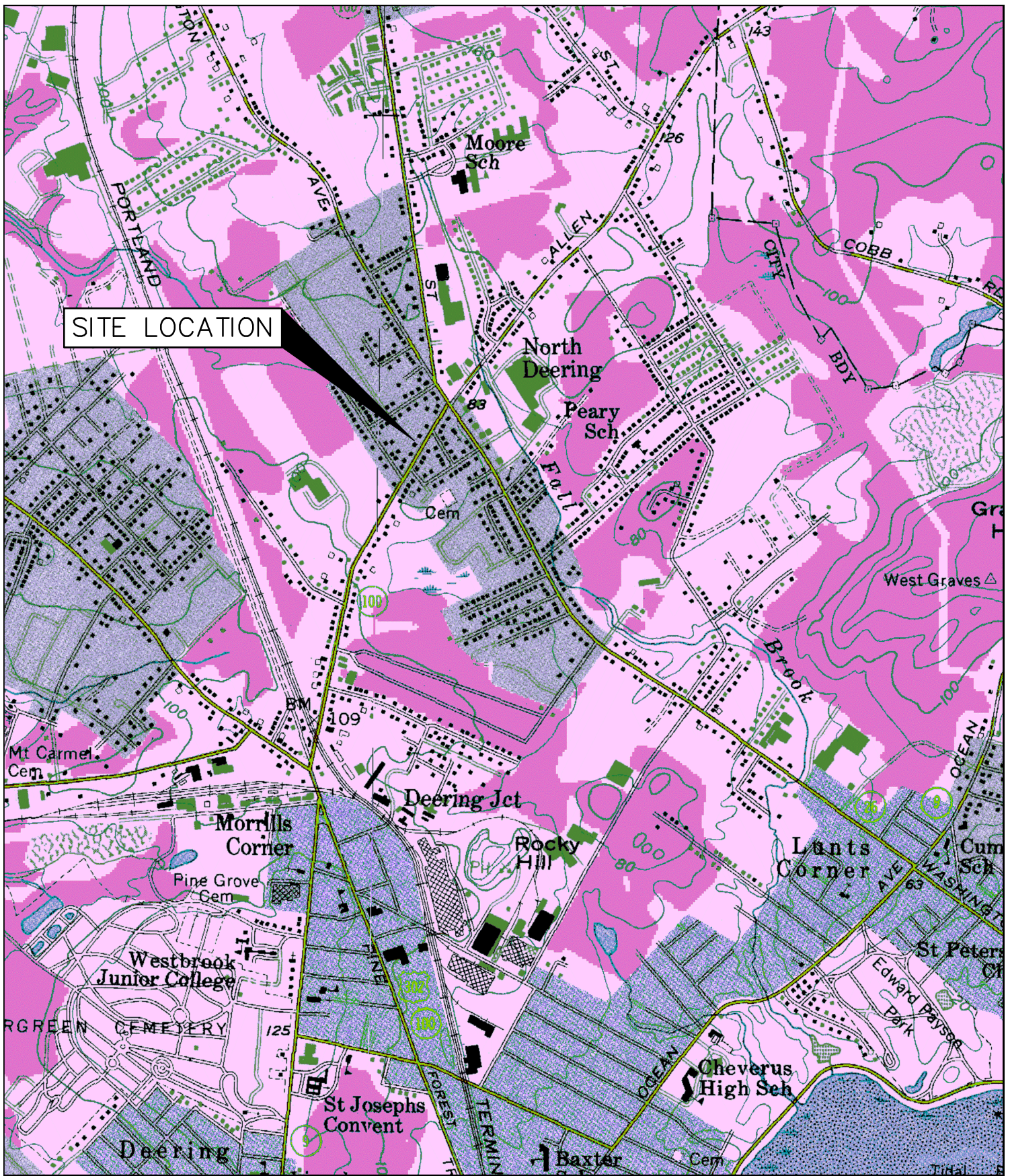
Sincerely,

Gorrill-Palmer

A handwritten signature in black ink that reads "David Vitali".

David Vitali

Copy: Peter Bouchard, ESTELLE ESTATES, LLC



U.S.G.S. Location Map
 300 Allen Ave - Portland, Maine
 U.S.G.S. Portland West, State-7.5 Minute Series (Topographic)

Design: DJV	Date: FEB 2018
Draft: CG	Job No.: 801.06
Checked: DER	Scale: None
File Name: 801-06-LocMap.dwg	



Relationships. Responsiveness. Results.
www.gorrillpalmer.com
 207.772.2515

Figure

1



JOB	801.06 - 300 Allen Avenue - Portland		
SHEET NO.	1	OF	1
CALCULATED BY	DJV	DATE	2/27/2017
CHECKED BY		DATE	
SCALE	N/A		

Task: Determine daily water demand/wastewater generation for proposed development of Mixed Use Development.

Reference: 1. Maine Subsurface Waste Water Disposal Rules for peak flow rates 2015
2. Water Supply and Pollution Control, Third Edition, By Clark, Viessman & Hammer
Chapter 4, Section 5

Assumptions: Proposed development assumed to consist of the following:
Twelve residential multiplex units with two bedrooms per unit.
3,000 sf Office/Professional building, Assume 10 employees.

Multiple Family Dwelling Units **12** units
with 2 bedroom/Unit = **24** bedrooms

Calculations:

Duplex/Multiplex From Ref. 1, Section 4.E.1, peak flow rate
90 gpd/bedroom

Peak Water/Wastewater Generation: 2160 gpd

Average Water/Wastewater Generation (Ref. 2): 1200 gpd
(peak flow =180% of average flow)

Office/Professional From Ref. 1, Table 4C, place of employment with no showers, peak flow rate
12 gpd/employee

Peak Water/Wastewater Generation: 120 gpd

Average Water/Wastewater Generation (Ref. 2): 67 gpd
(peak flow =180% of average flow)

Average Daily Water/Wastewater Generation for Proposed Development: 1267 gpd

Peak Daily Water/Wastewater Generation for Proposed Development: 2280 gpd



LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Submit each Tab as one PDF file and bookmark the items as noted below

Please confirm by electronically checking the boxes to the left

Tab 1 – General Application Documents

Checklist	Items to be Provided
Yes NA Plan ☐ ☐ ☐	PROJECT DESCRIPTION Cover Letter with detailed project description
Yes NA Plan ☐ ☐ ☐	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes NA Plan ☐ ☐ ☐	RIGHT, TITLE AND INTEREST Deeds, leases, or purchase and sales agreements
Yes NA Plan ☐ ☐ ☐	EVIDENCE OF STATE OR FEDERAL APPROVALS , if applicable Permits or letters of non-jurisdiction, if applicable
Yes NA Plan ☐ ☐ ☐	ZONING ASSESSMENT Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes NA Plan ☐ ☐ ☐	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS , if applicable Evidence of existing easements and any proposed easements
Yes NA Plan ☐ ☐ ☐	WAIVER REQUESTS Written request for waiver describing request and reason. Waiver Table
Yes NA Plan ☐ ☐ ☐	FINANCIAL CAPABILITY Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA Plan ☐ ☐ ☐	TECHNICAL CAPABILITY Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.

Submit each Tab as one PDF file and bookmark the items as noted below

Tab 2 - TRANSPORTATION

Check list	Assess/Provide/Document:
Yes NA Plan ☐ ☐ ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes NA Plan ☐ ☐ ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes NA Plan ☐ ☐ ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes NA Plan ☐ ☐ ☐	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes NA Plan ☐ ☐ ☐	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes NA Plan ☐ ☐ ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes NA Plan ☐ ☐ ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes NA Plan ☐ ☐ ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ☐ ☐ ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

Tab 3 - ENVIRONMENTAL AND LANDSCAPE FEATURES			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Preservation of Significant Natural Features (14-526 (b) 1), if applicable - Trees, plants, habitats listed on State or Federal list of endangered or threatened - High and moderate value waterfowl and wading habitat - Aquifers on Casco Bay Islands - Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) - Proposed preservation areas and protection measures - Documentation from environmental consultants, determinations from applicable state agencies
Yes	NA	Plan	Landscaping and Landscape Preservation (14-526 (b) 2 a) - Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) - Protection measures of existing vegetation during construction - Protection measures within Shoreland Zone, if applicable
Yes	NA	Plan	Site Landscaping (14-526 (b) 2 b) - Screening and buffering of service areas and between non-residential and residential uses - Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes	NA	Plan	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable Landscaped islands within parking areas (Technical Manual, Section 4)
Yes	NA	Plan	Street Trees (14-526 (b) 2 b iii) - Existing Heritage or Feature Trees on site and measures to preserve - Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
Tab 4 - ENVIRONMENTAL AND STORMWATER			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a) - Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable - Erosion control plan and measures - Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable - Subsurface sanitary sewage disposal and groundwater protection

Tab 5 - PUBLIC INFRASTRUCTURE AND SAFETY			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes	NA	Plan	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes	NA	Plan	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
Tab 6 - SITE DESIGN			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes	NA	Plan	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes	NA	Plan	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	NA	Plan	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appendix 1)

Yes NA Plan ☐ ☐ ☐	Historic Resources (14-526 (d) 5), if applicable - Identify developments within Historic Districts or affecting Designated Landmarks - Certificate of Appropriateness or other evidence - Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required - Address preservation and documentation of Archaeological Resources
Yes NA Plan ☐ ☐ ☐	Exterior Lighting (14-526 (d) 6) - Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) - Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes NA Plan ☐ ☐ ☐	Noise and Vibration (14-526 (d) 7) Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes NA Plan ☐ ☐ ☐	Signage and Wayfinding (14-526 (d) 8), if applicable - Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff - Proposed commercial and directional signage on site
Yes NA Plan ☐ ☐ ☐	Zone Related Design Standards (14-526 (d) 5) - Address Historic Preservation Design Review, if applicable - Address any applicable design review standards by zone - Address submission requirements from Design Manual, page 1, addressing neighborhood context - Description of exterior materials, color, finish, and samples
Tab 7 - Construction Management Plan	
Check list	
Yes NA Plan ☐ ☐ ☐	Construction Management Plan Construction Management Document and Plan

Level II and Level III Site Plan Checklist Please upload the following drawings with the listed details into e-Plan	
☐	RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)
Must be in compliance with Technical Manual, Section 13	
SITE PLAN(s) (stamped by Maine Licensed Engineer) including:	
☒	Existing Conditions • Approximate location of structures on abutting property • Topography • Locate water courses • Delineate wetlands • Zone lines
☒	Proposed Site Plan • Ground floor area, and grade elevations for all buildings
☒	Access, Circulation, and Parking • Streets and intersections adjacent to site , any proposed geometric modifications • Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines • Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas • Location and dimensions of proposed loading areas • Existing and proposed transit infrastructure with dimensions/ engineering specifications • Location of vehicle and bicycle parking with dimensions and engineering specifications
☒	Site Considerations • Identify snow storage areas • Location of fire hydrants • Location of solid waste management facilities
☒	UTILITY PLAN including:
	• Existing utilities on site and within public streets • Location, sizing, and directional flows of all existing and proposed utilities • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure

☒	GRADING and DRAINAGE PLAN including:
	• Existing grades and drainage • Proposed grades • Proposed stormwater management meeting Technical Manual (Section 5) standards • Location and proposed alteration of a water course • Preservation or alteration of wetlands
☒	EROSION CONTROL
	• Must be in compliance with Technical Manual, Section 5
☒	LANDSCAPE PLAN including:
	• Existing vegetation to be preserved and preservation measures • Proposed landscaping and buffers • Planting schedule
☐	RECORDING PLAT , if applicable
	• IF SUBDIVISION: Must be in compliance with requirements of Section 14-496 (b)
☒	ARCHITECTURAL PLANS & RENDERINGS including:
	• Exterior building elevations, color renderings, illustrations of all sides • Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans



ZONING ANALYSIS Relevant Zone(s) RP/R5

All Projects:

	Required	Proposed
Lot Size	6,000sf/54,000sf	55,342sf
Area Per Dwelling Unit	NA/4,500sf	4,500sf
Minimum Street Frontage	60'/50'	276.5'
Front Yard Minimum	12.5'/20'	> 20'
Front Yard Maximum	NA/NA	NA
Rear Yard	20'	20'
Yard Right	12'/12'	> 12'
Yard Left	14'/14'	> 14'
Side Street Setback	15'/15'	NA
Step Back	NA/NA	NA
Maximum Lot Coverage	0.65/0.40	0.18
Minimum Lot Coverage	NA/NA	NA
Maximum Height	45' (35')	< 35'
Open Space	NA (NA)	NA
Maximum Impervious Area	0.80 (NA)	0.53
Pavement Setback	NA/NA	NA
Floor Area Ratio	0.65/0.40	0.18
Off Street Parking Spaces	8 (24)	12 (30)
Loading Bays	NA	NA
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

ESTELLE ESTATES LLC) NATURAL RESOURCES PROTECTION ACT
Portland, Cumberland County) FRESHWATER WETLAND ALTERATION
ONE COMMERCIAL BUILDING AND)
FIVE RESIDENTIAL BUILDINGS) WATER QUALITY CERTIFICATION
L-21567-TB-C-N (Approval)) FINDINGS OF FACT AND ORDER

Project History: In Department Order #L-21567-TC-A-N, dated December 5, 2003, the Department approved filling 10,393 square feet of freshwater wetland associated with construction of a six-unit residential building and associated parking areas and driveway. The permit expired before the applicant could construct the project. In Department Order #L-21567-TC-B-N, dated September 7, 2006, approved the same project. The project was not constructed and the permit expired.

Project Description: The applicant proposes to alter 9,112 square feet of scrub shrub and wet meadow wetlands to construct a 2,400-square foot professional office/professional services building, two 1,944-square foot triplex residential buildings, three 1,224-square foot duplex residential buildings, along with associated parking, driveways, and stormwater structures. The project is shown on a plan titled "Wetland Impact Plan, Mixed Use Development, 300 Allen Ave., Portland, Maine for Estelle Estates, LLC, 39 Darling Avenue, South Portland, ME 04106," prepared by Gorrill Palmer, and dated November 2017 with a most recent revision date of June 7, 2018. The applicant has avoided wetland impacts by placing the proposed developed areas as far as possible to the southwest portion of the lot to avoid impacting the wetlands located on the northeast portion of the lot. The applicant minimized wetland impacts by steepening the proposed side slopes adjacent to wetlands from 3H:1V to 2H:1V, and by revising the layout of the parking associated with the duplex buildings. According to the Department's Geographic Information System (GIS), there are no mapped essential or significant wildlife habitats associated with the project site. The proposed project is located on a 1.27-acre lot at 292 and 300 Allen Avenue in the City of Portland.

Permit for:	☒ Tier 1
DEP Decision:	☒ Approved ☐ Denied (see attached letter)
CORPS Action:	☒ The Corps has been notified of your application. The following are subject to Federal screening: (1) projects with previously authorized or unauthorized work, in combination with a Tier 1 permit for a single and complete project, which total more than 15,000 square feet of altered area; (2) projects with multiple state permits and/or state exemptions which apply to a single and complete project that total more than 15,000 square feet of altered area; and (3) projects that may impact a vernal pool, as determined by the State of Maine or the Corps. If your activity is listed above, <i>Corps approval is required for your project</i> . For information regarding the status of your application contact the Corps' Maine Project Office at (207) 623-8367.

Standard Conditions:

- 1) If construction or operation of the activity is not begun within four (4) years from the date signed, this permit shall lapse and the applicant shall reapply to the Department for a new permit. This permit is transferable only with prior approval from the Department. If the activity is associated with a larger project, starting any aspect of that project constitutes start of construction.
- 2) The project shall be completed according to the plans in the application. Any change in the project plans must be reviewed and approved by the Department.
- 3) Properly installed erosion control measures shall be installed prior to beginning the project, and all disturbed soil should be stabilized immediately upon project completion.
- 4) A copy of this approval will be sent to the City of Portland. Department approval of your activity does not supersede or substitute the need for any necessary local approvals.

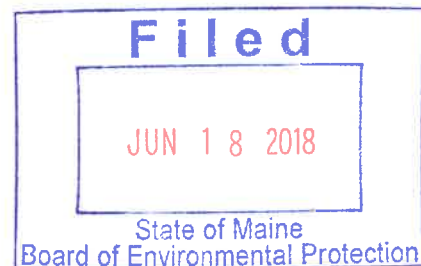
THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 18TH DAY OF JUNE, 2018.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Paul Mercer

For: Paul Mercer, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.

CGW/L21567CN/ATS#83027



Natural Resources Protection Act (NRPA) Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCES PROTECTION ACT, 38 M.R.S. § 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.



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.



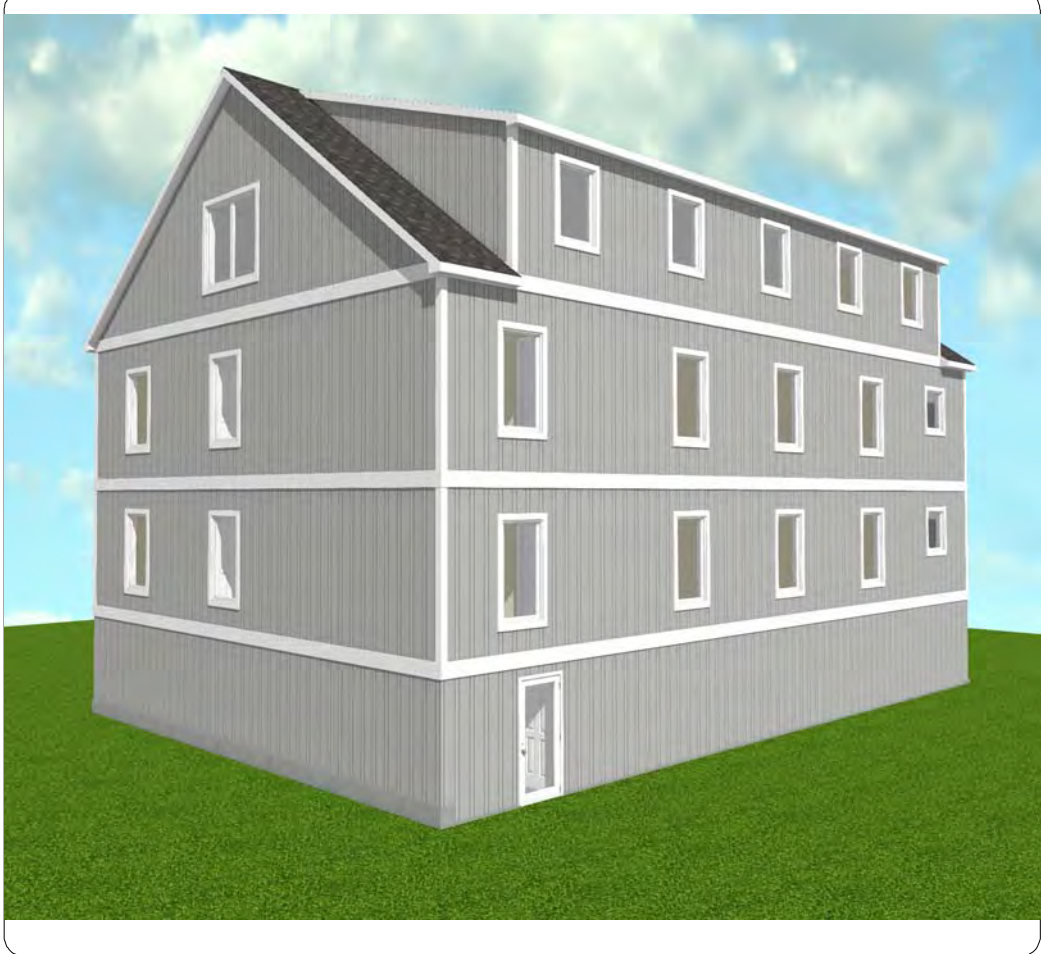
3D's ARE FOR ILLUSTRATION PURPOSES ONLY AND MAY SHOW OPTIONAL OR SITE BUILT ITEMS. THEY ARE AN ARTISTIC INTERPRETATION OF THE GENERAL APPEARANCE AND NOT MEANT TO BE AN EXACT RENDITION. PLEASE REFER TO BUILDER CONTRACTS FOR PRODUCTS INCLUDED.



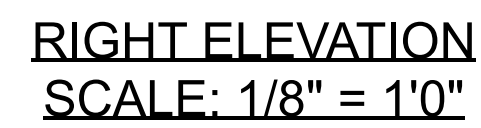
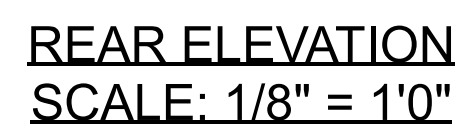
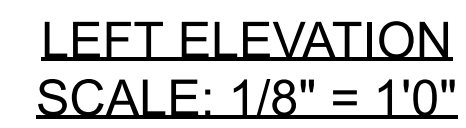
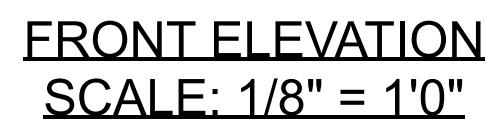
WESTCHESTER MODULAR HOMES, INC.

AN EMPLOYEE OWNED COMPANY

30 REAGANS MILL RD. WINGDALE, NY 12594
Tel (845)832-9400 Fax (845)832-6698
www.westchestermodular.com

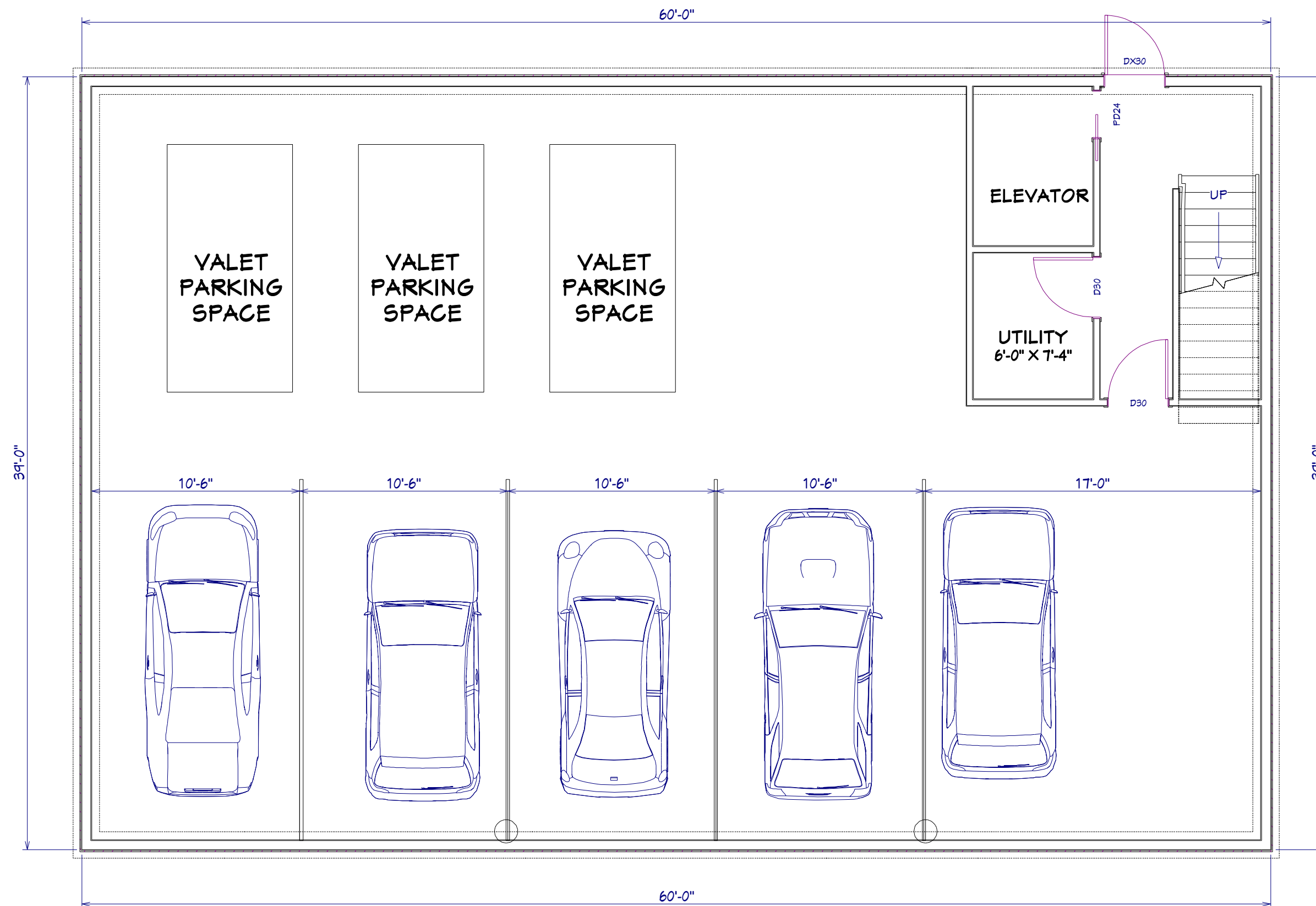


USE GROUP R3		BUILDER	SBHLLC	HOME OWNER SPEC SITE ALLEN AVE PORTLAND, ME	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY	
CONST TYPE WOOD FRAME (VB)		39 X 60 OFFICE BUILDING			PRODUCTION No			
DESIGNER DWW					REVISION			DATE
DATE 7/27/2018					2			7/17/2018
SCALE AS NOTED					4			7/26/2018
PAGE: 1					4a			7/27/2018
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USE GROUP R3	BUILDER	SBHLLC	HOME OWNER	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY
CONST TYPE WOOD FRAME (VB)	SITE		SPEC ALLEN AVE PORTLAND, ME	PRODUCTION No		
DESIGNER DWW	39 X 60 OFFICE BUILDING ELEVATIONS  WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698			REVISION	DATE	
DATE 7/27/2018				2	7/17/2018	
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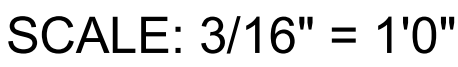


FOUNDATION NOTES:

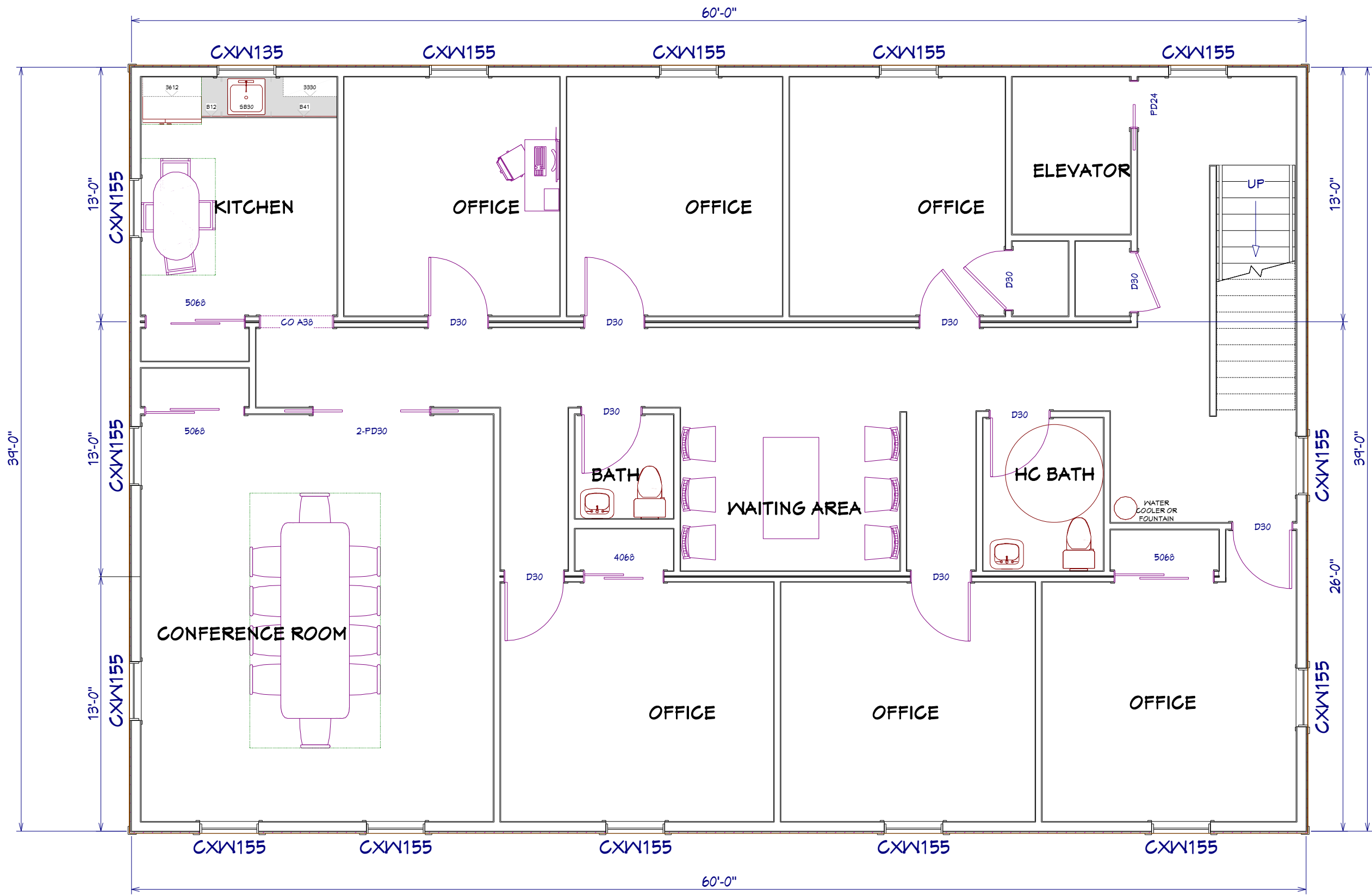
- 1) THE FOUNDATION PLAN IS PROVIDED FOR FOUNDATION DESIGN PARAMETERS ONLY. COMPLETE FOUNDATION ENGINEERING BASED ON SPECIFIC SITE CONDITIONS, APPLICABLE LOCAL AND STATE CODES, TO BE REVIEWED AND APPROVED BY A REGISTERED ARCHITECT OR ENGINEER IN THE STATE OF HOUSE DESIGNATION.
- 2) THE BUILDER/PURCHASER SHALL BE RESPONSIBLE FOR DESIGN, CONSTRUCTION AND CODE COMPLIANCE OF ALL FOUNDATION ELEMENTS INCLUDING (BUT NOT LIMITED TO) STRUCTURAL, PLUMBING, ELECTRICAL, HEATING, ENERGY CONSERVATION AND FIRE SEPARATION.
- 3) MINIMUM COLUMN FOOTING SIZE SHALL BE 2'-6" x 2'-6" x 10" DEEP.
- 4) CONCRETE STRENGTH TO BE A MINIMUM 3000 PSI.
- 5) LALLY COLUMN SHALL BE MINIMUM 3 1/2" 91 STEEL PIPE.
- 6) FOUNDATION SILL SHALL BE PRESERVATIVE TREATED LUMBER (SUPPLIED AND INSTALLED BY B/P PRIOR TO HOUSE DELIVERY AND SET). THERE SHALL BE NO PROTRUSION ABOVE TOP OF SILL PLATE.

SCALE: 3/16" = 1'0"

USE GROUP R3	BUILDER SBHLLC		HOME OWNER SPEC ALLEN AVE PORTLAND, ME	SERIAL No PRODUCTION No	PE/RA	THIRD PARTY INSPECTION AGENCY
	CONST TYPE WOOD FRAME (VB)		SITE			
DESIGNER DWW	39 X 60 OFFICE BUILDING FOUNDATION			REVISION	DATE	
DATE 7/27/2018				2	7/17/2018	
SCALE AS NOTED				4	7/26/2018	
PAGE:				4a	7/27/2018	
3			WESTCHESTER MODULAR HOMES INC.			
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			Tel (845)832-9400 Fax (845)832-6698			



USE GROUP R3	BUILDER	SBHLLC	HOME OWNER SPEC SITE ALLEN AVE PORTLAND, ME	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY
CONST TYPE WOOD FRAME (VB)				PRODUCTION No		
DESIGNER DWW	39 X 60 OFFICE BUILDING FIRST FLOOR			REVISION	DATE	
DATE 7/27/2018				2	7/17/2018	
SCALE				4	7/26/2018	
AS NOTED				4a	7/27/2018	
PAGE:						
4			WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698			



SCALE: 3/16" = 1'0"

USE GROUP		BUILDER	HOME OWNER	SERIAL No		PE/RA	THIRD PARTY INSPECTION AGENCY
R3		SBHLLC	SPEC ALLEN AVE PORTLAND, ME	PRODUCTION No			
CONST TYPE WOOD FRAME (VB)				REVISION	DATE		
DESIGNER DWW				2	7/17/2018		
DATE 7/27/2018				4	7/26/2018		
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39 X 60 OFFICE BUILDING SECOND FLOOR				WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698			



SCALE: 3/16" = 1'0"

USE GROUP R3		BUILDER	SBHLLC	HOME OWNER	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY
CONST TYPE WOOD FRAME (VB)		SPEC ALLEN AVE PORTLAND, ME		SITE	PRODUCTION No		
DESIGNER DWW					REVISION		
DATE 7/27/2018		39 X 60 OFFICE BUILDING THIRD FLOOR/ ROOF WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698					
SCALE AS NOTED							
PAGE: 6							



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WESTCHESTER MODULAR HOMES, INC.

AN EMPLOYEE OWNED COMPANY



USE GROUP R3		BUILDER SILVER BEACH HOMES LLC	HOME OWNER ALLEN AVENUE PORTLAND, ME	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY	
CONST TYPE WOOD FRAME (VB)		DESIGNER TRIPLEX	SITE	PRODUCTION No			
DATE 7/19/2018				REVISION	DATE		
SCALE AS NOTED				2	6/1/2018		
PAGE: 1				2a	7/19/2018		
							
		WESTCHESTER MODULAR HOMES INC.					
		30 REAGANS MILL RD. WINGDALE, NY 12594					
		Tel (845)832-9400 Fax (845)832-6698					

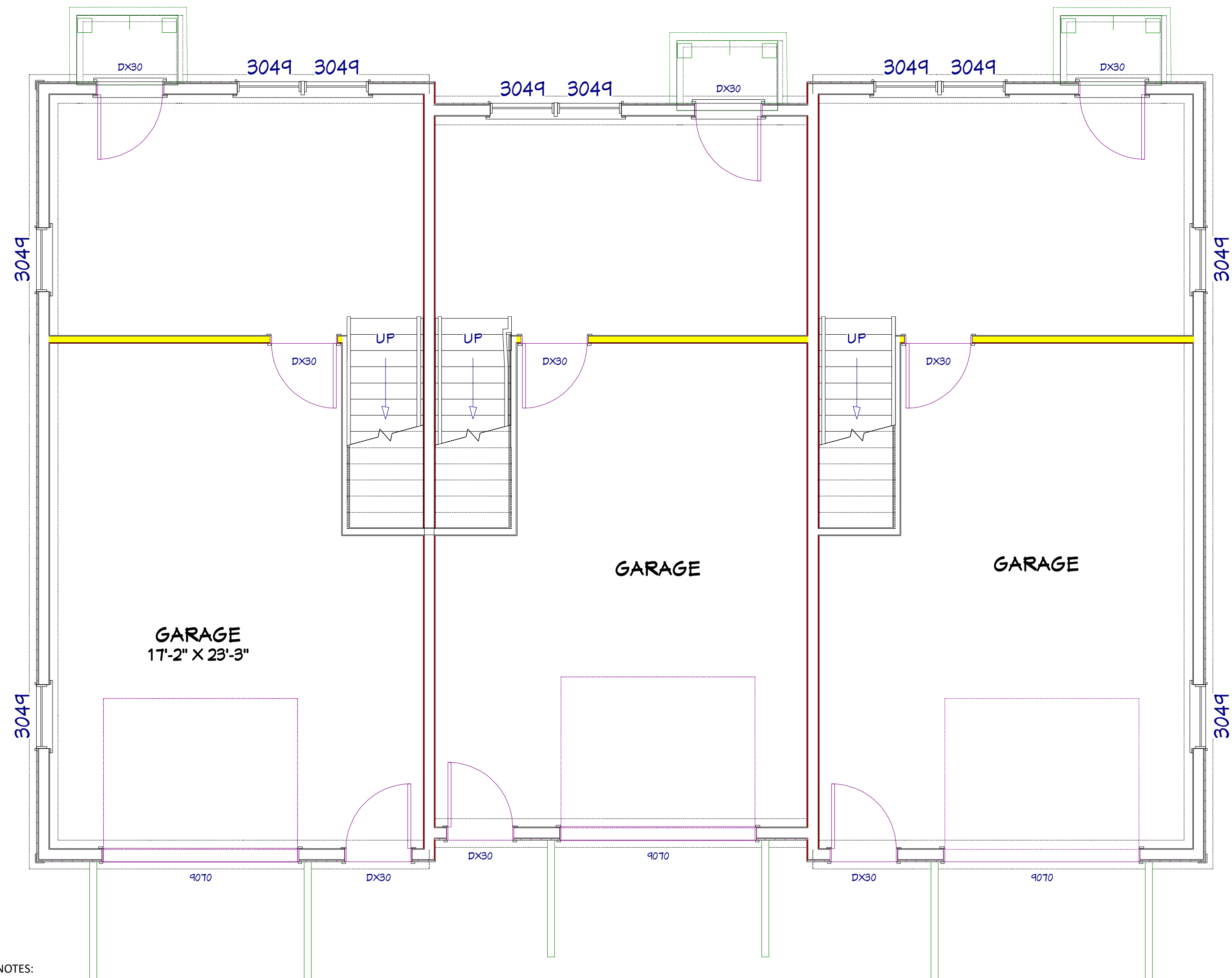
This architectural elevation drawing depicts a three-unit townhouse structure. The building features a dark, gabled roof and light-colored horizontal siding. Each of the three units is characterized by a ground-floor entrance door, a small front porch with a railing, and a second-floor window with shutters. A long balcony with a railing runs across the top of the second floor. The drawing is a black and white line art representation.

LEFT ELEVATION
SCALE: 1/8" = 1'-0"

This side elevation drawing shows a two-story house with a gabled roof. The exterior is finished with horizontal siding. A balcony with a railing is located on the second floor. The house features several windows with dark shutters: a dormer window in the gable, a central second-floor window, three first-floor windows, and a large window on the ground floor to the right. A small porch is visible on the far right.

USE GROUP R3	BUILDER SILVER BEACH HOMES LLC	HOME OWNER SITE ALLEN AVENUE PORTLAND, ME	SERIAL No	PER/A	THIRD PARTY INSPECTION AGENCY
CONST TYPE WOOD FRAME (VB)			PRODUCTION No		
DESIGNER DWM	TRIPLEX ELEVATIONS		REVISION	DATE	
DATE 7/19/2018			2	6/1/2018	
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		WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698			

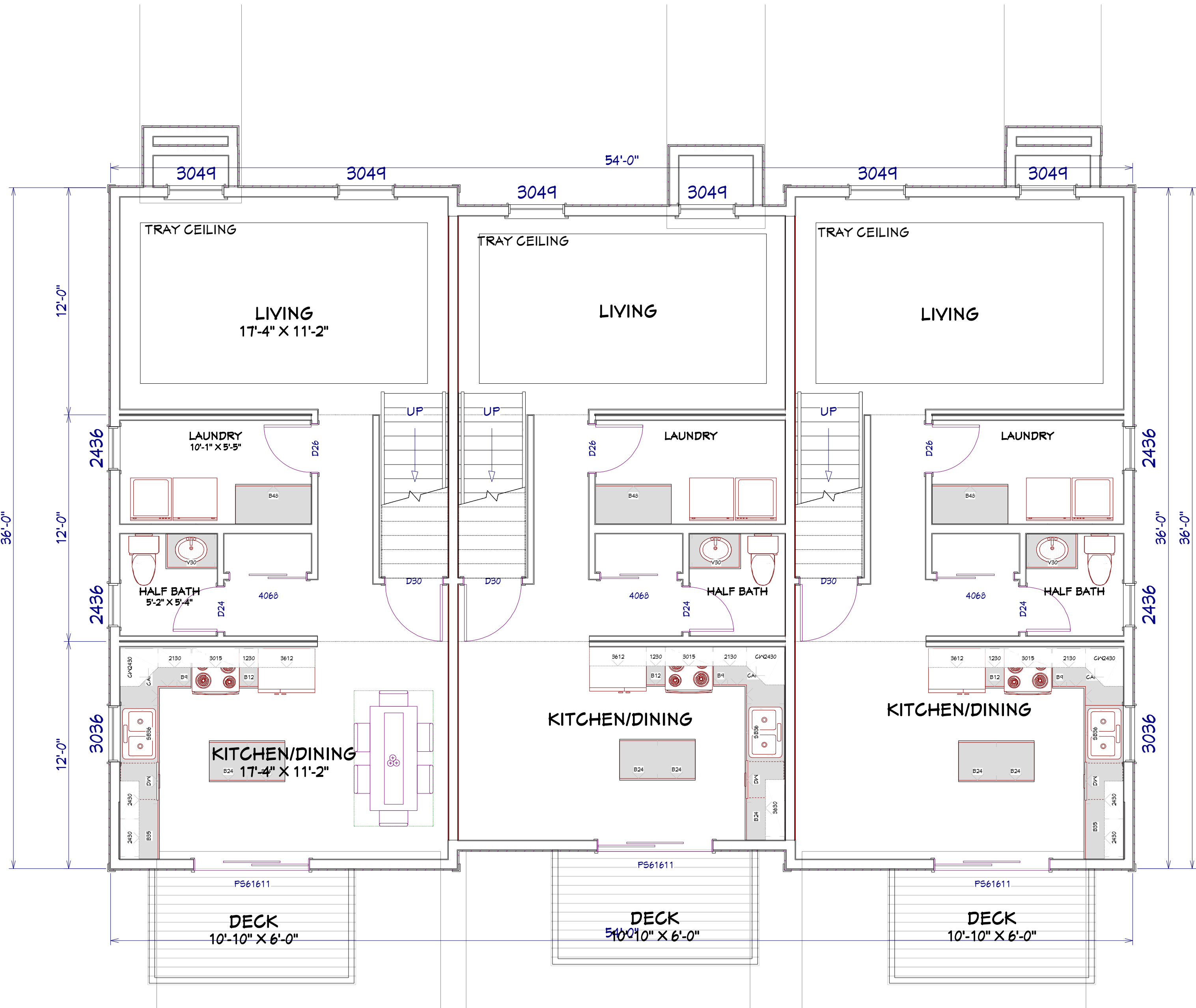
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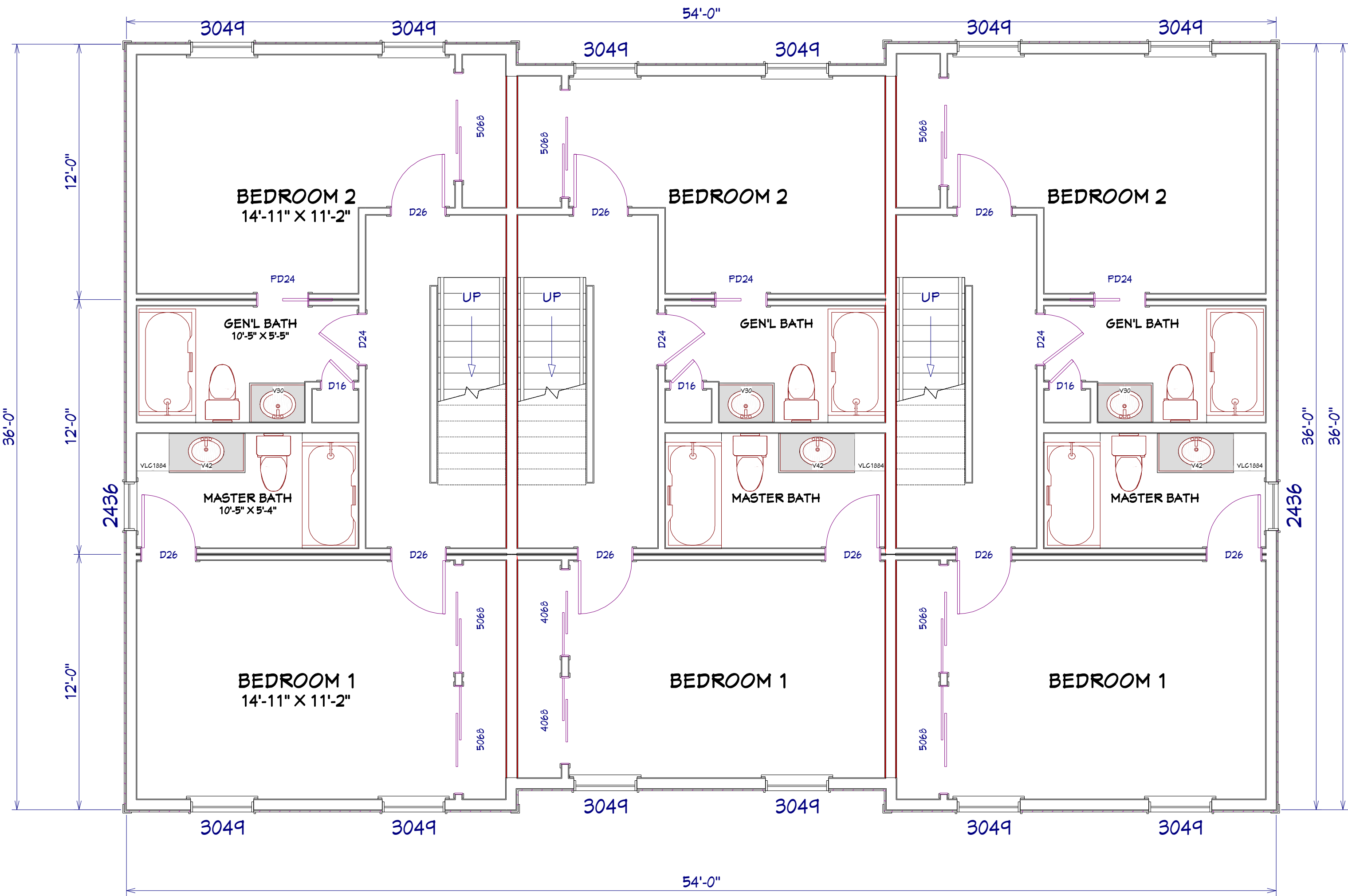
SCALE: 1/4" = 1'0"

USE GROUP		BUILDER	HOME OWNER	SERIAL No	THIRD PARTY INSPECTION AGENCY	
R3		SILVER BEACH HOMES LLC	ALLEN AVENUE PORTLAND, ME			
CONST TYPE			SITE	PRODUCTION No		
WOOD						
FRAME (VB)						
DESIGNER		REVISION			DATE	
DWW		2			6/1/2018	
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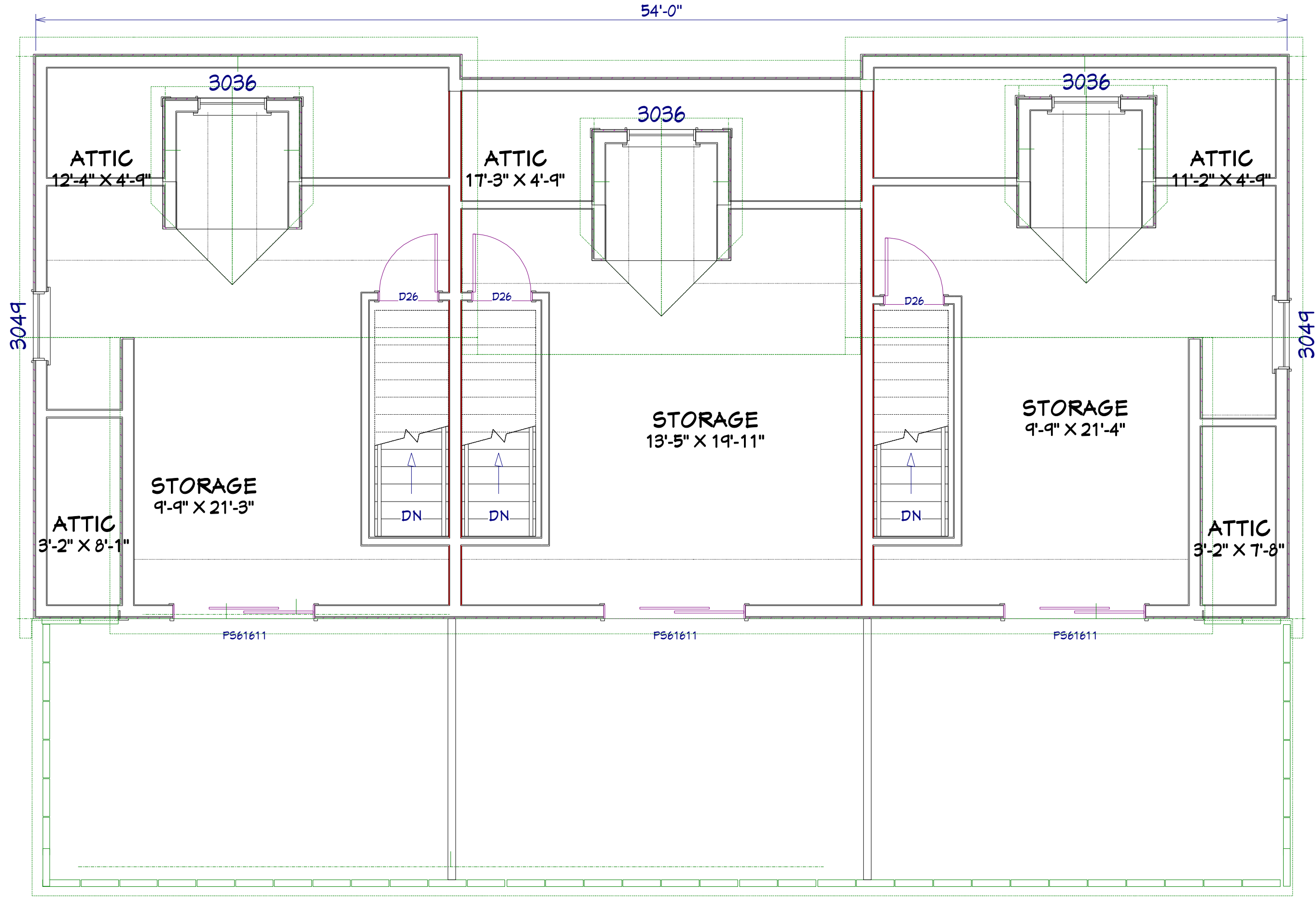
SCALE: 1/4" = 1'0"

USE GROUP	R3	BUILDER	SILVER BEACH HOMES LLC	HOME OWNER	ALLEN AVENUE PORTLAND, ME	SERIAL No	THIRD PARTY INSPECTION AGENCY
CONST TYPE	WOOD FRAME (VB)			SITE		PRODUCTION No	PE/RA
DESIGNER	DWW	TRIPLEX FIRST FLOOR				REVISION	
DATE	7/19/2018					DATE	
SCALE	AS NOTED					2	6/1/2018
PAGE:	4					2a	7/19/2018
				WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698			

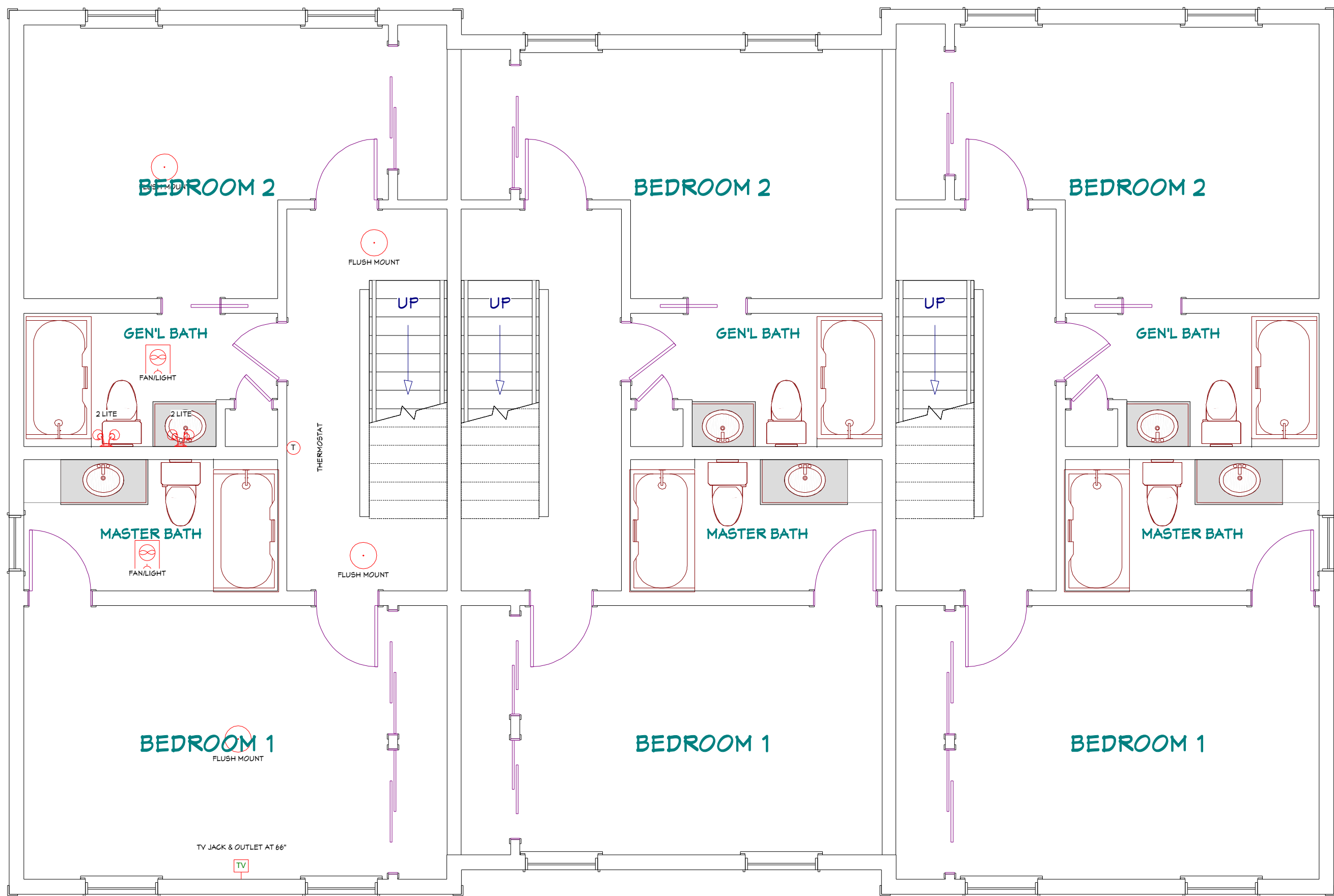


SCALE: 1/4" = 1'0"

USE GROUP R3	BUILDER SILVER BEACH HOMES LLC		HOME OWNER ALLEN AVENUE PORTLAND, ME		SERIAL No		PE/RA		THIRD PARTY INSPECTION AGENCY	
	CONST TYPE WOOD FRAME (VB)		SITE		PRODUCTION No					
DESIGNER DWW	TRIPLEX SECOND FLOOR WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698				REVISION	DATE				
DATE 7/19/2018					2	6/1/2018				
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USE GROUP R3		BUILDER SILVER BEACH HOMES LLC	HOME OWNER ALLEN AVENUE PORTLAND, ME	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY
CONST TYPE WOOD FRAME (VB)		SITE	PRODUCTION No			
DESIGNER DWW	TRIPLEX			REVISION	DATE	
DATE 7/19/2018				2	6/1/2018	
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		WESTCHESTER MODULAR HOMES INC. 30 REAGANS MILL RD. WINGDALE, NY 12594 Tel (845)832-9400 Fax (845)832-6698				



2014 N.E.C.

- * ALL SMOKE DETECTORS TO BE PHOTOELECTRIC *
- * ALL OUTLETS TO BE TAMPER RESISTANT *
- * ALL LIGHT FIXTURE BOXES TO BE HEAVY DUTY [50# MIN.] *
- * ALL EXT. GFI RECEPTACLES TO BE UV RATED *
- * MAX (2) WIRES PER HOLE THRU PLATES [WHEN CAULKED] *
- * NEUTRAL REQUIRED AT ALL LIGHTING CONTROLS *
- * FOAM GASKETS ON ALL EXT. WALLS *

USE GROUP		BUILDER	HOME OWNER	SERIAL No	PE/RA	THIRD PARTY INSPECTION AGENCY
R3		SILVER BEACH HOMES LLC	ALLEN AVENUE PORTLAND, ME			
CONST TYPE			SITE	PRODUCTION No		
WOOD						
FRAME (VB)						
DESIGNER				REVISION	DATE	
DWW				2	6/1/2018	
DATE				2a	7/19/2018	
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		WESTCHESTER MODULAR HOMES INC.				
		30 REAGANS MILL RD. WINGDALE, NY 12594				
		Tel (845)832-9400 Fax (845)832-6698				

Traffic Assessment

Proposed Mixed Use Development – Portland, Maine

(JN 801.06)

Date: June 26, 2018
Subject: Traffic Assessment
Proposed Mixed Use Development – Portland, Maine
To: File
From: Randy Dunton / Jeff Pulver, Gorrill Palmer

Introduction

Gorrill Palmer (GP) has prepared this traffic evaluation for the proposed mixed used development on Route 100 (Allen Avenue) in Portland, Maine. The proposed project includes five three-story residential buildings with a total of 12 units and a 4,800 sf office building. The existing site has one residential building which is proposed to be razed. The site will be accessed via a proposed full movement access on Allen Avenue. The following is a summary of the methodology and results of the traffic assessment.

Trip Generation

To forecast the trip generation for the proposed site, GP used the Institute of Transportation Engineers' (ITE) publication, *Trip Generation*, Tenth Edition. Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 712 – Small Office Building were used to calculate trip generation for the residential units and the office building respectively. The trip generation has been based on 12 residential units and 4,800 sf of office space. The following summarizes the trip generation for the site:

Reduced Trip Generation Summary

	Trip Generation				
	AM Adj St	AM Gen	PM Adj St	PM Gen	Sat Gen
Multifamily Housing (Mid-Rise)	4	4	5	5	5
Small Office Building	9	16	12	18	7
Site Total	13	20	17	23	12

A trip end is defined as a trip into or out of the site, thus a round trip is equal to two trip ends. As shown in the table, the proposed site is forecast to generate 20 trip ends during the AM peak



hour of the generator and 23 trip ends during the PM peak hour of the generator. The trip generation is forecast to be less than 99 trip ends for all peak hours, which is the threshold for requiring a MaineDOT Traffic Movement Permit (TMP). Since the trip generation is less than the 99 trip end threshold, a MaineDOT TMP is not required at this time.

Trip Distribution

Based on ITE *Trip Generation*, Tenth Edition, LUC 221 – Multifamily Housing (Mid-Rise) and LUC 712 – Small Office Building, the following site trip distribution is anticipated:

- AM Peak Hour of the Adjacent Street: 9 in / 4 out
- AM Peak Hour of the Generator: 11 in / 9 out
- PM Peak Hour of the Adjacent Street: 7 in / 10 out
- PM Peak Hour of the Generator: 11 in / 12 out
- Saturday Peak Hour of the Generator: 7 in / 5 out

Crash History

GP obtained the most recent three-year collision history in the vicinity of the project from the MaineDOT (2015-2017). In order to evaluate whether a location has a high rate of crashes, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor (CRF) of 1.00 or more for a three year period. A CRF compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average **and**:
2. A minimum of eight crashes over the same three year period.

Based on the crash data provided by MaineDOT, there are no HCLs in the immediate vicinity of the site.



Sight Line Evaluation

GP completed a site visit to evaluate the sight distances at the proposed site access. The City of Portland requires that MaineDOT criteria be met. Basic sight line standards are as follows:

Standards for Sight Distance

Speed Limit (mph)	MaineDOT / City Requirement (ft)
25	200
30	250
35	305
40	360
45	425

The available sight distances have been evaluated in accordance with MaineDOT standards. The evaluation method is as follows:

Driveway observation point:	10 feet from edge of traveled way
Height of eye at driveway:	3 ½ feet above pavement
Height of approaching vehicle:	4 ¼ feet above pavement

The posted speed limit is 35 mph on the frontage road, which requires a MaineDOT and City of Portland sight distance of 305 feet. The following table summarizes the measured sight distances available at the existing and proposed site accesses:

Sight Distance Summary

Site Access	Available Sight Distance (ft)		
	Required	Looking Left	Looking Right
Allen Avenue Site Entrance	305	460+	460+

As shown in the table, the proposed access exceeds the sight distance requirements in both directions.



Conclusion

The following is a summary of the conclusions and recommendations:

1. The proposed site is forecast to generate 20 trip ends during the AM peak hour of the generator and 23 trip ends during the PM peak hour of the generator. This level of trip generation is less than the 99 trip end threshold to require a MaineDOT TMP, therefore a TMP is not required.
2. Based on the crash data provided by MaineDOT, there are no HCLs in the immediate vicinity of the site.
3. Based on the sight line evaluation, the site access exceeds MaineDOT sight distance requirements.
4. Overall this project is not forecast to have a significant impact on the adjacent roadway network.

JN:
 Project Description:
 Project Location:
 Date:

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

Single-Family Detached Housing Land Use Code (LUC) 210

Dwelling Units: 1

Average Rate

Time Period	ITE Trip Rate	Trip Ends		Directional Split *		Directional Distribution	
				IN	OUT	IN	OUT
Weekday	$T = 9.44 (X)$	159	9	50%	50%	5	4
AM Peak Hour of Adj. Street Traffic	$T = 0.74 (X)$	173	1	25%	75%	0	1
PM Peak Hour of Adj. Street Traffic	$T = 0.99 (X)$	190	1	65%	35%	1	0
AM Peak Hour of Generator	$T = 0.76 (X)$	157	1	25%	75%	0	1
PM Peak Hour of Generator	$T = 1.00(X)$	165	1	65%	35%	1	0
Saturday	$T = 9.54 (X)$	52	10	50%	50%	5	5
Saturday Peak Hour of Gen.	$T = 0.93 (X)$	31	1	55%	45%	1	0

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends		Directional Split *		Directional Distribution		
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.92 \ln(X) + 2.71$	159	15	50%	50%	8	7	0.95
AM Peak Hour of Adj. Street Traffic	$T = 0.71 (X) + 4.80$	173	6	25%	75%	2	4	0.89
PM Peak Hour of Adj. Street Traffic	$\ln(T) = 0.96 \ln(X) + 0.20$	190	1	65%	35%	1	0	0.92
AM Peak Hour of Generator	$\ln(T) = 0.91 \ln(X) + 0.20$	157	1	25%	75%	0	1	0.89
PM Peak Hour of Generator	$\ln(T) = 0.94 \ln(X) + 0.34$	165	1	65%	35%	1	0	0.92
Saturday	$\ln(T) = 0.94 \ln(X) + 2.56$	52	13	50%	50%	7	6	0.91
Saturday Peak Hour of Gen.	$T = 0.84 (X) + 17.99$	31	19	55%	45%	10	9	0.87

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

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

**Multifamily Housing (Low-Rise)
 Land Use Code (LUC) 220**

Dwelling Units: 12

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *	Directional Distribution	R ²
				IN OUT	IN OUT	
Weekday	T = 7.32 (X)	29	88	50% 50%	44 44	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.46 (X)	42	6	25% 75%	2 4	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.56 (X)	50	7	65% 35%	5 2	N/A
AM Peak Hour of Generator	T = 0.56 (X)	36	7	30% 70%	2 5	N/A
PM Peak Hour of Generator	T = 0.67 (X)	35	8	60% 40%	5 3	N/A
Saturday	T = 8.41 (X)	5	101	50% 50%	51 50	N/A
Saturday Peak Hour of Gen.	T = 0.70 (X)	5	8	-- --	-- --	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *	Directional Distribution	R ²
				IN OUT	IN OUT	
Weekday	T = 7.56 (X) - 40.86	29	106	50% 50%	53 53	0.96
Peak Hour of Adjacent Street Traffic 7-9 AM	Ln(T) = 0.95 Ln(X) - 0.51	42	6	25% 75%	2 4	0.9
Peak Hour of Adjacent Street Traffic 4-6 PM	Ln(T) = 0.89 Ln(X) - 0.02	50	9	65% 35%	6 3	0.86
AM Peak Hour of Generator	Ln(T) = 0.94 Ln(X) - 0.29	36	8	30% 70%	2 6	0.91
PM Peak Hour of Generator	T = 0.66 (X) + 1.41	35	9	60% 40%	5 4	0.94
Saturday	T = 14.01 (X) - 521.69	5	-354	50% 50%	-177 -177	0.93
Saturday Peak Hour of Gen.	T = 1.08 (X) - 33.24	5	-20	55% 45%	-11 -9	0.92

* Percentages rounded to nearest 5%

JN:
 Project Description:
 Project Location:
 Date:

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

**Small Office Building
 Land Use Code (LUC) 712**

Gross Floor Area: 3,200

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	T = 16.19 (X)	17	52	50% 50%	26 26	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 1.92 (X)	17	6	85% 15%	5 1	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.45 (X)	17	8	30% 70%	2 6	N/A
AM Peak Hour of Generator	T = 3.26 (X)	18	10	60% 40%	6 4	N/A
PM Peak Hour of Generator	T = 3.73 (X)	18	12	45% 55%	5 7	N/A
Saturday	Not Given	--	--	-- --	-- --	N/A
Saturday Peak Hour of Gen.	T = 0.40 (X)	1	1	50% 50%	1 0	N/A

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R ²
Weekday	Not Given	17	--	50% 50%	-- --	--
Peak Hour of Adjacent Street Traffic 7-9 AM	Not Given	17	--	85% 15%	-- --	--
Peak Hour of Adjacent Street Traffic 4-6 PM	Not Given	17	--	65% 35%	-- --	--
AM Peak Hour of Generator	Not Given	18	--	30% 70%	-- --	--
PM Peak Hour of Generator	Not Given	18	--	60% 40%	-- --	--
Saturday	Not Given	--	--	-- --	-- --	--
Saturday Peak Hour of Gen.	Not Given	1	--	50% 50%	-- --	--

* Percentages rounded to nearest 5%

FEATURES & SPECIFICATIONS

INTENDED USE — These specifications are for USA standards only. Check with factory for Canadian specifications. Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION — Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .1196"), or 50 KSI (7-gauge, .1793"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: A flush non-metallic black top cap is provided for all poles that will receive drilling patterns for side-mount luminaire arm assemblies or when ordered with PT option.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/ Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable standard powder-coat finishes include Dark Bronze, White, Black, Medium Bronze and Natural Aluminum colors. Classic finishes include Sandstone, Charcoal Gray, Tennis Green, Bright Red and Steel Blue colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Hot-dipped Galvanized, Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes. Factory-applied primer paint finish is available for customer field-paint applications.

WARRANTY — 1-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

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

Catalog Number
Notes
Type



Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. Example: SSS 20 5C DM19 DDB

SSS						
Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness¹	Mounting²		Options	Finish¹⁰
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. Ex: 20-6 equals 20ft 6in.) See technical information table for complete ordering information.)	4C 4" 11g (.1196") 4G 4" 7g (.1793") 5C 5" 11g (.1196") 5G 5" 7g (.1793") 6G 6" 7g (.1793") See technical information table for complete ordering information.)	<u>Tenon mounting</u> PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) <u>KAC/KAD/KSE/KSF/KVR/KVF Drill mounting³</u> DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° <u>CSX/DSX/AERIS™/OMERO™/HLA/KAX Drill mounting³</u> DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90°	<u>AERIS™ Suspend drill mounting³,⁴</u> DM19AST_ 1 at 90° DM28AST_ 2 at 180° DM29AST_ 2 at 90° DM39AST_ 3 at 90° DM49AST_ 4 at 90° <u>OMERO™ Suspend drill mounting³,⁴</u> DM19MRT_ 1 at 90° DM28MRT_ 2 at 180° DM29MRT_ 2 at 90° DM39MRT_ 3 at 90° DM49MRT_ 4 at 90°	<u>Shipped installed</u> L/AB Less anchor bolts (Include when anchor bolts are not needed) VD Vibration damper TP Tamper resistant handhole cover fasteners HAXy Horizontal arm bracket (1 fixture)⁵,⁶ FDLxy Festoon outlet less electrical⁵ CPL12/xy 1/2" coupling⁵ CPL34/xy 3/4" coupling⁵ CPL1/xy 1" coupling⁵ NPL12/xy 1/2" threaded nipple⁵ NPL34/xy 3/4" threaded nipple⁵ NPL1/xy 1" threaded nipple⁵ EHHxy Extra handhole⁵,⁷ MAEX Match existing⁸ USPOM United States point of manufacture⁹ IC Interior coating¹⁰ UL UL listed with label (Includes NEC compliant cover) NEC NEC 410.30 compliant gasketed handhole (Not UL Labeled) <u>Shipped separately (replacement kit available)</u> (blank) FBC Full base cover (plastic) (blank) TC Top cap (blank) HHC Handhole cover	<u>Standard colors</u> DDBXD Dark bronze DWHXD White DBLXD Black DMBXD Medium bronze DNAXD Natural aluminum <u>Classic colors</u> DSS Sandstone DGC Charcoal gray DTG Tennis green DBR Bright red DSB Steel blue <u>Architectural Colors and Special Finishes¹¹</u> Galvanized, Paint over Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes available.

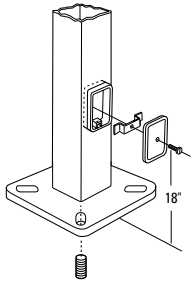
- NOTES:
1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7-Gauge) in nomenclature. "C" - 0.1196" | "G" - 0.1793".
2. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combination includes a required extra handhole.
3. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. Insert "1" or "2" to designate fixture size; e.g. DM19AST2.
5. Specify location and orientation when ordering option.
For "x": Specify the height above the base of pole in feet or feet and inches; separate feet and inches with a "-".
Example: 5ft = 5 and 20ft 3in = 20-3
For "y": Specify orientation from handhole (A,B,C,D)
Refer to the Handhole Orientation diagram below.
Example: 1/2" coupling at 5' 8" orientation C = CPL12/S-8C
6. Horizontal arm is 18" x 2-3/8" O.D. tenon standard, with radius curve providing 12" rise and 2-3/8" O.D. If ordering two horizontal arm at the same height, specify with HAXxy. Example: HA20BD.
7. Combination of tenon-top and drill mount includes extra handhole.
8. Must add original order number of existing pole(s).
9. Use when mill certifications are required.
10. Provides enhanced corrosion resistance.
11. Additional colors available; see www.lithonia.com/archcolors or Architectural Colors brochure (Form No. 794.3). Available by formal quote only, consult factory for details.

TECHNICAL INFORMATION — EPA (ft²) with 1.3 gust

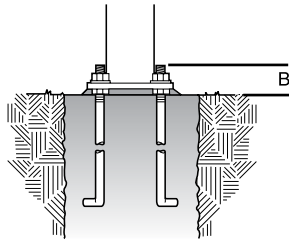
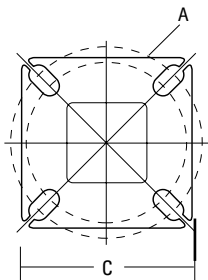
Catalog Number	Nominal Shaft Length (ft.)*	Pole Shaft Size (Base in. x Top in. x ft.)	Wall thick (in)	Gauge	EPA (ft ²) with 1.3 gust						Bolt circle (in)	Bolt size (in. x in. x in.)	Approximate ship weight (lbs.)
					80 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight			
SSS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8-9	3/4 x 18 x 3	75
SSS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8-9	3/4 x 18 x 3	90
SSS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8-9	3/4 x 18 x 3	100
SSS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8-9	3/4 x 18 x 3	115
SSS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8-9	3/4 x 18 x 3	125
SSS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8-9	3/4 x 18 x 3	140
SSS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8-9	3/4 x 30 x 3	198
SSS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10-12	1 x 36 x 4	185
SSS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10-12	1 x 36 x 4	265
SSS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8-9	3/4 x 18 x 3	170
SSS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8-9	3/4 x 30 x 3	245
SSS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10-12	1 x 36 x 4	225
SSS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10-12	1 x 36 x 4	360
SSS 30 4G	30	4.0 x 30.0	0.1793	7	6.7	168	4.4	110	2.6	65	8-9	3/4 x 30 x 3	295
SSS 30 5C	30	5.0 x 30.0	0.1196	11	4.7	150	2	50	--	--	10-12	1 x 36 x 4	265
SSS 30 5G	30	5.0 x 30.0	0.1793	7	10.7	267	6.7	167	3.9	100	10-12	1 x 36 x 4	380
SSS 30 6G	30	6.0 x 30.0	0.1793	7	19	475	13.2	330	9	225	11-13	1 x 36 x 4	520
SSS 35 5G	35	5.0 x 35.0	0.1793	7	5.9	150	2.5	100	--	--	10-12	1 x 36 x 4	440
SSS 35 6G	35	6.0 x 35.0	0.1793	7	12.4	310	7.6	190	4.2	105	11-13	1 x 36 x 4	540
SSS 39 6G	39	6.0 x 39.0	0.1793	7	7.2	180	3	75	--	--	11-13	1 x 36 x 4	605

* EPA values are based ASCE 7-93 wind map. For 1/2 ft increments, add -6 to the pole height. Ex: 20-6 equals 20ft 6in.

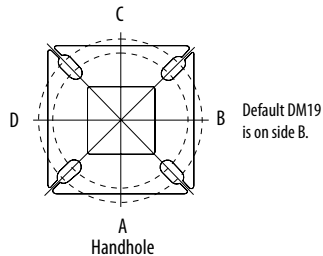
BASE DETAIL



POLE DATA								
Shaft base size	Bolt circle A	Bolt projection B	Base diameter C	Base plate thickness	Template description	Anchor bolt description	Anchor bolt and template number	Anchor bolt description
4"C	8" - 9"	3.25" - 3.75"	8" - 8.25"	0.75"	ABTEMPLATE PJ50004	AB18-0	ABSSS-4C	3/4"x18"x3"
4"G	8" - 9"	3.38" - 3.75"	8" - 8.25"	0.875"	ABTEMPLATE PJ50004	AB30-0	ABSSS-4G	3/4"x30"x3"
5"	10" - 12"	3.5" - 4"	11"	1"	ABTEMPLATE PJ50010	AB36-0	ABSSS-5	1"x36"x4"
6"	11" - 13"	4" - 4.50"	12.5"	1"	ABTEMPLATE PJ50011	AB36-0	N/A	1"x36"x4"



HANDHOLE ORIENTATION



IMPORTANT INSTALLATION NOTES:

- Do not erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.



D-Series Size 0 LED Area Luminaire



Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a **shaded background**. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a **shaded background**¹

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

- See ordering tree for details.
- A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

Specifications

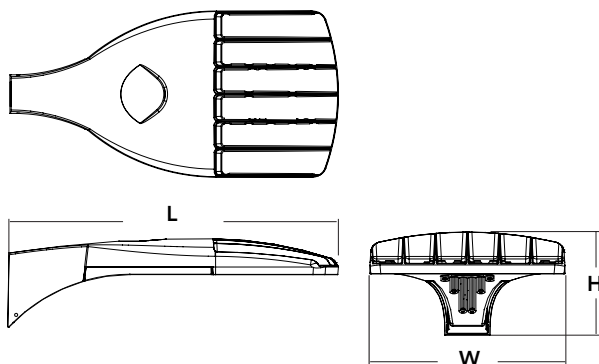
EPA: 0.95 ft²
(.09 m²)

Length: 26"
(66.0 cm)

Width: 13"
(33.0 cm)

Height: 7"
(17.8 cm)

Weight (max): 16 lbs
(7.25 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA DDBXD

DSX0 LED					
Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	Forward optics P1 P4 P7 P2 P5 P3 P6 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium TSVS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control ^{2,3} LCCO Left corner cutoff ^{2,3} RCCO Right corner cutoff ^{2,3}	MVOLT ^{4,5} 120 ⁶ 208 ^{5,6} 240 ^{5,6} 277 ⁶ 347 ^{5,6,7} 480 ^{5,6,7}	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁸ RPUMBA Round pole universal mounting adaptor ⁸ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁹

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled ¹⁰ PER NEMA twist-lock receptacle only (control ordered separate) ¹¹ PER5 Five-wire receptacle only (control ordered separate) ^{11,12} PER7 Seven-wire receptacle only (control ordered separate) ^{11,12} DMG 0-10V dimming extend out back of housing for external control (control ordered separate) PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{5,13,14} PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{5,13,14} PIRHN Network, Bi-Level motion/ambient sensor ¹⁵ PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{5,13,14}	PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{5,13,14} BL30 Bi-level switched dimming, 30% ^{5,16,17} BL50 Bi-level switched dimming, 50% ^{5,16,17} PNMTDD3 Part night, dim till dawn ^{5,18} PNMT5D3 Part night, dim 5 hrs ^{5,18} PNMT6D3 Part night, dim 6 hrs ^{5,18} PNMT7D3 Part night, dim 7 hrs ^{5,18} FAO Field adjustable output ¹⁹	Shipped installed HS House-side shield ²⁰ SF Single fuse (120, 277, 347V) ⁶ DF Double fuse (208, 240, 480V) ⁶ L90 Left rotated optics ¹ R90 Right rotated optics ¹ DDL Diffused drop lens ²⁰ Shipped separately BS Bird spikes ²¹ EGS External glare shield ²¹
		DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



Ordering Information

Accessories

Ordered and shipped separately.

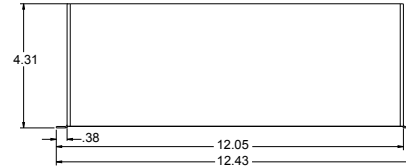
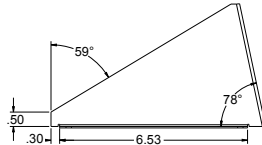
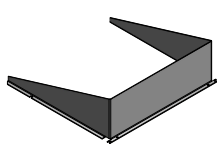
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²²
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²²
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²²
DSHORT SBK U	Shorting cap ²²
DSX0HS 20C U	House-side shield for 20 LED unit ²⁰
DSX0HS 30C U	House-side shield for 30 LED unit ²⁰
DSX0HS 40C U	House-side shield for 40 LED unit ²⁰
DSX0DDL U	Diffused drop lens (polycarbonate) ²⁰
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²³
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ²³

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

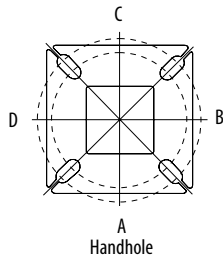
- P10, P11, P12 and P13 and rotated options (L90 or R90) only available together.
- AMBPC is not available with BLC, LCCO, RCCO, P4, P7 or P13.
- Not available with HS or DDL.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in P4, P7 or P13. Not available with BL30, BL50 or PNMT options.
- Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Must be ordered with PIRHN.
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- If ROAM* node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 to see functionality.
- Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- Requires (2) separately switched circuits.
- Not available with 347V, 480V or PNMT. For PER5 or PER7 see PER Table on page 3. Requires isolated neutral.
- Not available with 347V, 480V, BL30 and BL50. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
- Not available with other dimming controls options.
- Not available with BLC, LCCO and RCCO pre-drilling. Also available as a separate accessory; see Accessories information.
- Must be ordered with fixture for factory pre-drilling.
- Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
- For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter**

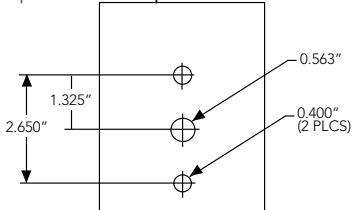
Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Pole drilling nomenclature: # of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D

Note: Review luminaire spec sheet for specific nomenclature

Template #8

Top of Pole



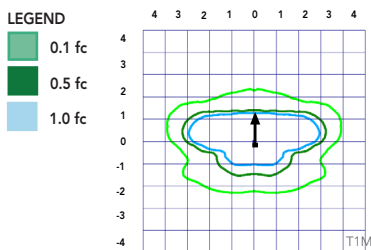
Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

*3 fixtures @ 120 require round pole top/tenon.

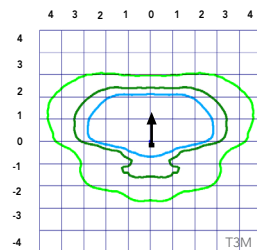
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 0 homepage](#).

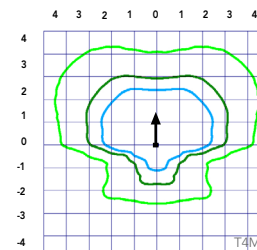
Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



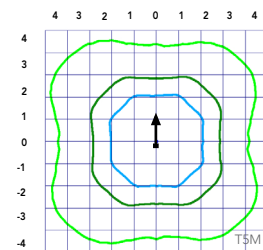
Test No. LTL23451P25 tested in accordance with IESNA LM-79-08.



Test No. LTL23456P25 tested in accordance with IESNA LM-79-08.



Test No. LTL23457P25 tested in accordance with IESNA LM-79-08.



Test No. LTL23422P25 tested in accordance with IESNA LM-79-08.



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	25000	50000	100000
Lumen Maintenance Factor	0.96	0.92	0.85

Electrical Load

	Performance Package	LED Count	Drive Current	Wattage	Current (A)					
					120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	20	530	38	0.32	0.18	0.15	0.15	0.10	0.08
	P2	20	700	49	0.41	0.23	0.20	0.19	0.14	0.11
	P3	20	1050	71	0.60	0.37	0.32	0.27	0.21	0.15
	P4	20	1400	92	0.77	0.45	0.39	0.35	0.28	0.20
	P5	40	700	89	0.74	0.43	0.38	0.34	0.26	0.20
	P6	40	1050	134	1.13	0.65	0.55	0.48	0.39	0.29
	P7	40	1300	166	1.38	0.80	0.69	0.60	0.50	0.37
Rotated Optics (Requires L90 or R90)	P10	30	530	53	0.45	0.26	0.23	0.21	0.16	0.12
	P11	30	700	72	0.60	0.35	0.30	0.27	0.20	0.16
	P12	30	1050	104	0.88	0.50	0.44	0.39	0.31	0.23
	P13	30	1300	128	1.08	0.62	0.54	0.48	0.37	0.27

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture

✓ Recommended
✗ Will not work
⚠ Alternate

*Future-proof means: Ability to change controls in the future.



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																								
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20	530	P1	38W	T1S	4,369	1	0	1	115	4,706	1	0	1	124	4,766	1	0	1	125	2,541	1	0	1	73
				T2S	4,364	1	0	1	115	4,701	1	0	1	124	4,761	1	0	1	125	2,589	1	0	1	74
				T2M	4,387	1	0	1	115	4,726	1	0	1	124	4,785	1	0	1	126	2,539	1	0	1	73
				T3S	4,248	1	0	1	112	4,577	1	0	1	120	4,634	1	0	1	122	2,558	1	0	1	73
				T3M	4,376	1	0	1	115	4,714	1	0	1	124	4,774	1	0	1	126	2,583	1	0	1	74
				T4M	4,281	1	0	1	113	4,612	1	0	2	121	4,670	1	0	2	123	2,570	1	0	1	73
				TFTM	4,373	1	0	1	115	4,711	1	0	2	124	4,771	1	0	2	126	2,540	1	0	1	73
				TSVS	4,548	2	0	0	120	4,900	2	0	0	129	4,962	2	0	0	131	2,650	1	0	0	76
				TSS	4,552	2	0	0	120	4,904	2	0	0	129	4,966	2	0	0	131	2,690	1	0	0	77
				TSM	4,541	3	0	1	120	4,891	3	0	1	129	4,953	3	0	1	130	2,658	2	0	0	76
				TSW	4,576	3	0	2	120	4,929	3	0	2	130	4,992	3	0	2	131	2,663	2	0	1	73
				BLC	3,586	1	0	1	94	3,863	1	0	1	102	3,912	1	0	1	103					
				LCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77					
				RCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77					
				20	700	P2	49W	T1S	5,570	1	0	1	114	6,001	1	0	1	122	6,077	2	0	2	124	3,144
T2S	5,564	1	0					2	114	5,994	1	0	2	122	6,070	2	0	2	124	3,203	1	0	1	71
T2M	5,593	1	0					1	114	6,025	1	0	1	123	6,102	1	0	1	125	3,141	1	0	1	70
T3S	5,417	1	0					2	111	5,835	1	0	2	119	5,909	2	0	2	121	3,165	1	0	1	70
T3M	5,580	1	0					2	114	6,011	1	0	2	123	6,087	1	0	2	124	3,196	1	0	1	71
T4M	5,458	1	0					2	111	5,880	1	0	2	120	5,955	1	0	2	122	3,179	1	0	1	71
TFTM	5,576	1	0					2	114	6,007	1	0	2	123	6,083	1	0	2	124	3,143	1	0	1	70
TSVS	5,799	2	0					0	118	6,247	2	0	0	127	6,327	2	0	0	129	3,278	2	0	0	73
TSS	5,804	2	0					0	118	6,252	2	0	0	128	6,332	2	0	1	129	3,328	2	0	0	74
TSM	5,789	3	0					1	118	6,237	3	0	1	127	6,316	3	0	1	129	3,288	2	0	1	73
TSW	5,834	3	0					2	119	6,285	3	0	2	128	6,364	3	0	2	130	3,295	2	0	1	73
BLC	4,572	1	0					1	93	4,925	1	0	1	101	4,987	1	0	1	102					
LCCO	3,402	1	0					2	69	3,665	1	0	2	75	3,711	1	0	2	76					
RCCO	3,402	1	0					2	69	3,665	1	0	2	75	3,711	1	0	2	76					
20	1050	P3	71W					T1S	7,833	2	0	2	110	8,438	2	0	2	119	8,545	2	0	2	120	
				T2S	7,825	2	0	2	110	8,429	2	0	2	119	8,536	2	0	2	120					
				T2M	7,865	2	0	2	111	8,473	2	0	2	119	8,580	2	0	2	121					
				T3S	7,617	2	0	2	107	8,205	2	0	2	116	8,309	2	0	2	117					
				T3M	7,846	2	0	2	111	8,452	2	0	2	119	8,559	2	0	2	121					
				T4M	7,675	2	0	2	108	8,269	2	0	2	116	8,373	2	0	2	118					
				TFTM	7,841	2	0	2	110	8,447	2	0	2	119	8,554	2	0	2	120					
				TSVS	8,155	3	0	0	115	8,785	3	0	0	124	8,896	3	0	0	125					
				TSS	8,162	3	0	1	115	8,792	3	0	1	124	8,904	3	0	1	125					
				TSM	8,141	3	0	2	115	8,770	3	0	2	124	8,881	3	0	2	125					
				TSW	8,204	3	0	2	116	8,838	4	0	2	124	8,950	4	0	2	126					
				BLC	6,429	1	0	2	91	6,926	1	0	2	98	7,013	1	0	2	99					
				LCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73					
				RCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73					
				20	1400	P4	92W	T1S	9,791	2	0	2	106	10,547	2	0	2	115	10,681	2	0	2	116	
T2S	9,780	2	0					2	106	10,536	2	0	2	115	10,669	2	0	2	116					
T2M	9,831	2	0					2	107	10,590	2	0	2	115	10,724	2	0	2	117					
T3S	9,521	2	0					2	103	10,256	2	0	2	111	10,386	2	0	2	113					
T3M	9,807	2	0					2	107	10,565	2	0	2	115	10,698	2	0	2	116					
T4M	9,594	2	0					2	104	10,335	2	0	3	112	10,466	2	0	3	114					
TFTM	9,801	2	0					2	107	10,558	2	0	2	115	10,692	2	0	2	116					
TSVS	10,193	3	0					1	111	10,981	3	0	1	119	11,120	3	0	1	121					
TSS	10,201	3	0					1	111	10,990	3	0	1	119	11,129	3	0	1	121					
TSM	10,176	4	0					2	111	10,962	4	0	2	119	11,101	4	0	2	121					
TSW	10,254	4	0					3	111	11,047	4	0	3	120	11,186	4	0	3	122					
BLC	8,036	1	0					2	87	8,656	1	0	2	94	8,766	1	0	2	95					
LCCO	5,979	1	0					2	65	6,441	1	0	2	70	6,523	1	0	3	71					
	5,979	1	0					2	65	6,441	1	0	2	70	6,523	1	0	3	71					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																								
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	700	P5	89W	T1S	10,831	2	0	2	122	11,668	2	0	2	131	11,816	2	0	2	133					
				T2S	10,820	2	0	2	122	11,656	2	0	2	131	11,803	2	0	2	133					
				T2M	10,876	2	0	2	122	11,716	2	0	2	132	11,864	2	0	2	133					
				T3S	10,532	2	0	2	118	11,346	2	0	2	127	11,490	2	0	2	129					
				T3M	10,849	2	0	2	122	11,687	2	0	2	131	11,835	2	0	2	133					
				T4M	10,613	2	0	3	119	11,434	2	0	3	128	11,578	2	0	3	130					
				TFTM	10,842	2	0	2	122	11,680	2	0	2	131	11,828	2	0	2	133					
				TSVS	11,276	3	0	1	127	12,148	3	0	1	136	12,302	3	0	1	138					
				TSS	11,286	3	0	1	127	12,158	3	0	1	137	12,312	3	0	1	138					
				TSM	11,257	4	0	2	126	12,127	4	0	2	136	12,280	4	0	2	138					
				TSW	11,344	4	0	3	127	12,221	4	0	3	137	12,375	4	0	3	139					
				BLC	8,890	1	0	2	100	9,576	1	0	2	108	9,698	1	0	2	109					
				LCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81					
				RCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81					
40	1050	P6	134W	T1S	14,805	3	0	3	110	15,949	3	0	3	119	16,151	3	0	3	121	6,206	2	0	2	68
				T2S	14,789	3	0	3	110	15,932	3	0	3	119	16,134	3	0	3	120	6,322	2	0	2	69
				T2M	14,865	3	0	3	111	16,014	3	0	3	120	16,217	3	0	3	121	6,201	2	0	2	68
				T3S	14,396	3	0	3	107	15,509	3	0	3	116	15,705	3	0	3	117	6,247	1	0	2	69
				T3M	14,829	2	0	3	111	15,975	3	0	3	119	16,177	3	0	3	121	6,308	2	0	2	69
				T4M	14,507	2	0	3	108	15,628	3	0	3	117	15,826	3	0	3	118	6,275	1	0	2	69
				TFTM	14,820	2	0	3	111	15,965	3	0	3	119	16,167	3	0	3	121	6,203	1	0	2	68
				TSVS	15,413	4	0	1	115	16,604	4	0	1	124	16,815	4	0	1	125	6,671	2	0	0	73
				TSS	15,426	3	0	1	115	16,618	4	0	1	124	16,828	4	0	1	126	6,569	2	0	0	72
				TSM	15,387	4	0	2	115	16,576	4	0	2	124	16,786	4	0	2	125	6,491	3	0	1	71
				TSW	15,506	4	0	3	116	16,704	4	0	3	125	16,915	4	0	3	126	6,504	3	0	2	71
				BLC	12,151	1	0	2	91	13,090	1	0	2	98	13,255	1	0	2	99					
				LCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74					
				RCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74					
40	1300	P7	166W	T1S	17,023	3	0	3	103	18,338	3	0	3	110	18,570	3	0	3	112					
				T2S	17,005	3	0	3	102	18,319	3	0	3	110	18,551	3	0	3	112					
				T2M	17,092	3	0	3	103	18,413	3	0	3	111	18,646	3	0	3	112					
				T3S	16,553	3	0	3	100	17,832	3	0	3	107	18,058	3	0	3	109					
				T3M	17,051	3	0	3	103	18,369	3	0	3	111	18,601	3	0	3	112					
				T4M	16,681	3	0	3	100	17,969	3	0	3	108	18,197	3	0	3	110					
				TFTM	17,040	3	0	3	103	18,357	3	0	4	111	18,590	3	0	4	112					
				TSVS	17,723	4	0	1	107	19,092	4	0	1	115	19,334	4	0	1	116					
				TSS	17,737	4	0	2	107	19,108	4	0	2	115	19,349	4	0	2	117					
				TSM	17,692	4	0	2	107	19,059	4	0	2	115	19,301	4	0	2	116					
				TSW	17,829	5	0	3	107	19,207	5	0	3	116	19,450	5	0	3	117					
				BLC	13,971	2	0	2	84	15,051	2	0	2	91	15,241	2	0	2	92					
				LCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68					
					10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics																								
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P10	53W	T1S	6,727	2	0	2	127	7,247	3	0	3	137	7,339	3	0	3	138					
				T2S	6,689	3	0	3	126	7,205	3	0	3	136	7,297	3	0	3	138					
				T2M	6,809	3	0	3	128	7,336	3	0	3	138	7,428	3	0	3	140					
				T3S	6,585	3	0	3	124	7,094	3	0	3	134	7,183	3	0	3	136					
				T3M	6,805	3	0	3	128	7,331	3	0	3	138	7,424	3	0	3	140					
				T4M	6,677	3	0	3	126	7,193	3	0	3	136	7,284	3	0	3	137					
				TFTM	6,850	3	0	3	129	7,379	3	0	3	139	7,472	3	0	3	141					
				TSVS	6,898	3	0	0	130	7,431	3	0	0	140	7,525	3	0	0	142					
				TSS	6,840	2	0	1	129	7,368	2	0	1	139	7,461	2	0	1	141					
				TSM	6,838	3	0	1	129	7,366	3	0	2	139	7,460	3	0	2	141					
				TSW	6,777	3	0	2	128	7,300	3	0	2	138	7,393	3	0	2	139					
				BLC	5,626	2	0	2	106	6,060	2	0	2	114	6,137	2	0	2	116					
				LCCO	4,018	1	0	2	76	4,328	1	0	2	82	4,383	1	0	2	83					
				RCCO	4,013	3	0	3	76	4,323	3	0	3	82	4,377	3	0	3	83					
30	700	P11	72W	T1S	8,594	3	0	3	119	9,258	3	0	3	129	9,376	3	0	3	130					
				T2S	8,545	3	0	3	119	9,205	3	0	3	128	9,322	3	0	3	129					
				T2M	8,699	3	0	3	121	9,371	3	0	3	130	9,490	3	0	3	132					
				T3S	8,412	3	0	3	117	9,062	3	0	3	126	9,177	3	0	3	127					
				T3M	8,694	3	0	3	121	9,366	3	0	3	130	9,484	3	0	3	132					
				T4M	8,530	3	0	3	118	9,189	3	0	3	128	9,305	3	0	3	129					
				TFTM	8,750	3	0	3	122	9,427	3	0	3	131	9,546	3	0	3	133					
				TSVS	8,812	3	0	0	122	9,493	3	0	0	132	9,613	3	0	0	134					
				TSS	8,738	3	0	1	121	9,413	3	0	1	131	9,532	3	0	1	132					
				TSM	8,736	3	0	2	121	9,411	3	0	2	131	9,530	3	0	2	132					
				TSW	8,657	4	0	2	120	9,326	4	0	2	130	9,444	4	0	2	131					
				BLC	7,187	3	0	3	100	7,742	3	0	3	108	7,840	3	0	3	109					
				LCCO	5,133	1	0	2	71	5,529	1	0	2	77	5,599	1	0	2	78					
				RCCO	5,126	3	0	3	71	5,522	3	0	3	77	5,592	3	0	3	78					
30	1050	P12	104W	T1S	12,149	3	0	3	117	13,088	3	0	3	126	13,253	3	0	3	127					
				T2S	12,079	4	0	4	116	13,012	4	0	4	125	13,177	4	0	4	127					
				T2M	12,297	3	0	3	118	13,247	3	0	3	127	13,415	3	0	3	129					
				T3S	11,891	4	0	4	114	12,810	4	0	4	123	12,972	4	0	4	125					
				T3M	12,290	3	0	3	118	13,239	4	0	4	127	13,407	4	0	4	129					
				T4M	12,058	4	0	4	116	12,990	4	0	4	125	13,154	4	0	4	126					
				TFTM	12,369	4	0	4	119	13,325	4	0	4	128	13,494	4	0	4	130					
				TSVS	12,456	3	0	1	120	13,419	3	0	1	129	13,589	4	0	1	131					
				TSS	12,351	3	0	1	119	13,306	3	0	1	128	13,474	3	0	1	130					
				TSM	12,349	4	0	2	119	13,303	4	0	2	128	13,471	4	0	2	130					
				TSW	12,238	4	0	3	118	13,183	4	0	3	127	13,350	4	0	3	128					
				BLC	10,159	3	0	3	98	10,944	3	0	3	105	11,083	3	0	3	107					
				LCCO	7,256	1	0	3	70	7,816	1	0	3	75	7,915	1	0	3	76					
				RCCO	7,246	3	0	3	70	7,806	4	0	4	75	7,905	4	0	4	76					
30	1300	P13	128W	T1S	14,438	3	0	3	113	15,554	3	0	3	122	15,751	3	0	3	123					
				T2S	14,355	4	0	4	112	15,465	4	0	4	121	15,660	4	0	4	122					
				T2M	14,614	3	0	3	114	15,744	4	0	4	123	15,943	4	0	4	125					
				T3S	14,132	4	0	4	110	15,224	4	0	4	119	15,417	4	0	4	120					
				T3M	14,606	4	0	4	114	15,735	4	0	4	123	15,934	4	0	4	124					
				T4M	14,330	4	0	4	112	15,438	4	0	4	121	15,633	4	0	4	122					
				TFTM	14,701	4	0	4	115	15,836	4	0	4	124	16,037	4	0	4	125					
				TSVS	14,804	4	0	1	116	15,948	4	0	1	125	16,150	4	0	1	126					
				TSS	14,679	3	0	1	115	15,814	3	0	1	124	16,014	3	0	1	125					
				TSM	14,676	4	0	2	115	15,810	4	0	2	124	16,010	4	0	2	125					
				TSW	14,544	4	0	3	114	15,668	4	0	3	122	15,866	4	0	3	124					
				BLC	7919	3	0	3	62	8531	3	0	3	67	8639	3	0	3	67					
				LCCO	5145	1	0	2	40	5543	1	0	2	43	5613	1	0	2	44					
					5139	3	0	3	40	5536	3	0	3	43	5606	3	0	3	44					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of

100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



C:\CAD WORKING\801.06 - 300 Allen Ave\DWG\801-06-Z-FIRETRUCK.dwg - Jul 02, 2018 - 3:25pm



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: DJG	Draft: CG	Date: NOV 2017
Checked: DER	Scale: 1"=20'	Job No.: 801.06
File Name: 801-06-Z-FIRETRUCK.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		



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207.772.2515

Drawing Name:	Autoturn Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.
1

July 2, 2018

Matthew Grooms
Planning and Urban Development Department
City of Portland
Fourth Floor, City Hall
389 Congress Street
Portland, Maine 04101

Subject: 300 Allen Ave – Portland, ME
Request for Additional Information

Dear Matthew,

Based on correspondence with you, peer reviewers, and a preliminary review memo dated May 10, 2018, additional information has been requested relative to the permitting for the 300 Allen Ave Level III Site Plan Application. The items that you requested are listed below followed by additional information, if appropriate.

Preliminary Staff Review Memo from City Staff

Comment (1): *The proposed condition peak flow rates of the 2- and 10-year storm events exceed the existing conditions peak flow rates at Point of Interest #2. We agree that the proposed total flow and the proposed increase in these storm events is minor. This point of interest is for the connection of new stormdrain to an existing stormdrain system. The Applicant should confirm that there are no existing condition or capacity issues with that system.*

Response: The existing system was constructed in 2015. Based on discussions with the Department of Public Works, there are no known capacity or existing condition issues associated with the system.

Comment (2): *The HydroCAD model uses very small time of concentration values that are less than the 5-6 minute minimum typically utilized for the modeling methods. The TC values may not have a significant impact on the overall modeling results, but please clarify the TC values and either adjust or provide justification for the small values.*

Response: TC values have been revised to be a minimum of 5 minutes. Please refer to the revised Stormwater Management Report that includes revised HydroCAD calculations attached to this letter.

Comment (3): *The total area of the pre-development model (140,820 SF) is not equal to the total area of the post-development model (137,344 SF). The Applicant should evaluate the total watershed areas and provide a model with equal pre- and post-development areas.*

Response: A revised HydroCAD model with equal pre and post watershed areas is provided in the attached Stormwater Management Report.

Comment (4): *Verification of utility ability to serve is required.*



Response: Ability to Serve letters from all utilities within the site will be provided upon receipt.

Comment (5): *The Applicant provides three ponds, identified as P14, P15, and P17 in the model, which receive no inflow or discharge any outflow. These ponds are not identified on the Routing Diagram or in the report. The Applicant should clarify the purpose of these pond nodes.*

Response: The ponds are part of the working design process and are duplicates. A revised HydroCAD model and report is provided in the Stormwater Management Report

Comment (6): *Applicant has submitted a NRPA permit application to the Maine DEP for wetland impacts. Copies of correspondence that results in changes to the project, and copies of the final permit should be provide to the City when available. A copy of the Maine Construction General Permit Notice of Intent should also be provided when available.*

Response: The approved MDEP NRPA permit for wetland impact is provided in Attachment 6. All remaining permits from reviewing authorities will be provided upon receipt.

Comment (7): *The Applicant should note a location for snow storage or provide a plan for snow management. The snow storage location should be sited outside of existing and proposed drainage courses.*

Response: Note 3 on the Site Plan states the Snow Removal Contractor will remove snow from the site due to the limited available space.

Comment (8): *The City of Portland Technical manual only allows for 12.5 mm HMA surface material for work within the ROW. The detail for asphalt pavement currently calls for 9.5 mm HMA.*

Response: The detail has been revised to include 12.5mm HMA surface material for work within the ROW.

Comment (9): *The Stormwater Management Plan should include a stormwater inspection and maintenance plan and a Stormwater Agreement developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.*

Response: A stormwater management maintenance plan and agreement will be provided to the City.

Comment (10): *The project site includes significant natural features. The site plan should be revised to the extent possible to better preserve and protect significant natural features by incorporating them into site design.*

Response: The site plan has been revised to preserve and protect significant natural features to the greatest extent practical. Revisions to the plan include removal of parking spaces and relocation of the duplex buildings to the west of the property, minimizing wetland impacts. A revised plan set is included with this submission.



Comment (11): *Based upon specifications listed under Section 4.6 of the City's Technical Manual, street trees are required at a rate of two street trees per residential unit for PRUDs for a total requirement of 24 trees. In the event that site constraints prevent the planting of all required trees, the applicant shall provide an acceptable alternative as listed in the site plan ordinance.*

Response: Approximately 8 street trees, 11 shade trees and 10 flowering trees are provided, totaling 29 trees on the site. A revised landscape plan can be found in the attached plan set.

Comment (12): *Please note, the proposed development is being reviewed as a Multiplex development. The proposed development appears to meet most of the dimensional standards for the R-5 and R-P zone, with the exception of the front-yard setback. The applicant's analysis shows average setback based upon 278 and 292 Allen Avenue, for an average yard depth of 12.5' feet. Given that the structure at 292 Allen Avenue is being demolished as part of this proposal, that property cannot be referenced under the alternative standard. The standard also requires that the measurement be taken from the property on either side of the lot to be developed, which would be 308 Allen Avenue. Based upon the site plan, the front yard setback appears to be approximately 22.63' feet. This would provide an average front yard setback of 17.8' feet. The site plan shall be revised to reflect this requirement.*

Response: The site plan has been revised to include a 17.8 ft front yard setback. A revised plan set is included with this submission.

Comment (13): *Snow storage areas shall be indicated on the site plan.*

Response: Note 3 on the Site Plan states the Snow Removal Contractor will remove snow from the site due to the limited available space.

Comment (14): *Prior to the issuance of any building permits, a copy of all 'ability to serve' letters shall be provided to the Planning Authority, which demonstrate adequate utility capacity for the project.*

Response: Ability to Serve letters from all utilities within the site will be provided upon receipt.

Comment (15): *Based upon the proposed parking count which exceeds zoning requirements by 10% or more, the applicant shall provide a parking analysis justifying the need for additional parking. Staff further recommends that parking be reduced to the extent practicable to reduce wetland impacts on-site.*

Response: The proposed parking count has been revised due to wetland minimization efforts. A revised site plan showing the parking space count at the zoning requirement can be found in the attached plan set.

Comment (16): *The construction management plan shall include adequate measures to protect vegetation that is to be preserved within the project site.*

Response: The construction management plan will place appropriate erosion and sedimentation control measures to preserve the undisturbed vegetation on site. Specifically, a double row of silt fence shall be placed near the wetland area that will not be disturbed during the project. A limit of disturbance line has been added



to the grading plan. Please see the revised Grading, Drainage and Erosion Control Sheet included in the plan set submitted with this letter.

Comment (17): *The applicant shall indicate the location and type of all site lighting on applicable plan sheets, and shall include lighting details. All proposed lighting shall be full cutoff and shall be in compliance with Section 12 of the City's Technical Manual.*

Response: Lighting cut sheets are provided in Attachment 4 with this letter.

Comment (18): *The applicant's site plan and documentation shows vegetation removal within the required building setbacks. The applicant shall provide evidence that 30% of existing trees sized ten inches DBH or greater within those required setbacks are being preserved.*

Response: Based on the tree line from the available site survey topography, approximately 40% of the existing trees within the required building setbacks are to remain undisturbed from this project.

Comment (19): *The Applicant should provide an opinion on the location of the driveway as it relates to the Allen Avenue cross-section and the transition from a two-lane section to a three-lane section.*

Response: Striping from Contract Drawings from Washington Ave and Allen Ave MPI Paving and Signal Modifications plan set show the center left turn lane shifting towards the Allen Ave and Washington Ave intersection. The driveway is no longer within the three lane section and will operate similar to other driveways along this road.

Comment (20): *Sight distance from the driveway shall be provided.*

Response: Site distances from the driveway are provided on the revised Site Plan. The required site distance is 305 ft, and a minimum of 460 ft are provided in both directions. A revised plan set is included with this submission. A summary of the site distances are provided in the Traffic memo in Attachment 3.

Comment (21): *The Applicant shall provide a parking analysis that documents parking demand. Shared parking should be a consideration.*

Response: The number of parking spaces has been reduced due to wetland minimization efforts. A revised Site plan is included with this submission.

Comment (22): *A pedestrian sidewalk shall be provided between the Duplex buildings and Allen Avenue.*

Response: A sidewalk has been added to connect the duplexes and Allen Avenue. Please refer to the revised Site Plan included with this letter.

Comment (23): *Crash data for Allen Avenue in the vicinity of the project should be provided with a safety analysis of conditions.*

Response: A summary and crash data for Allen Ave in the vicinity of the project can be found in Attachment 3.



Comment (24): *The parking layout generally meets City Technical standards with the exception of the parking aisle width where a 20-foot width is provided. The Applicant should formally request a waiver and provide supporting documentation.*

Response: A formal waiver for the parking isle width to be reduced from 24 ft to 20 ft is requested. The 20 foot isle width shown is adequate distance for a parked passenger vehicle to turn out of a parking space. The reduced width will protect further disturbances to the adjacent wetland on the northern side of the roadway.

Comment (25): *A trip generation estimate shall be provided.*

Response: A summary and calculations of the trip generation estimates are provided in Attachment 3.

Comment (26): *The business building will have a street number independent of the residential complex. The residential units shall have one street address with individual building and unit designations. All structures are required to display the assigned street and/or building designations. Street numbers and building designations shall be clearly visible from the public right of way.*

Response: The building and development number system will be designed to conform to the above comment.

Comment (27): *The dead end of each road shall provide a 30'x30' turnaround.*

Response: It is our understanding that the Fire Department will allow the Triplex driveway to not include a turnaround. The radii at the triplex driveway has been increased to easily allow backing of the firetruck from the Duplex driveway. The duplex driveway is only slightly longer than 150 ft when considering this increased ability to use the Triplex driveway as the turnaround. Providing a turnaround on the duplex driveway would significantly increase the impervious surface on the parcel and would ultimately eliminate a duplex, then eliminate the need for the turnaround.

Comment (28): *All residential units shall be sprinklered. A private fire hydrant shall be installed in the subdivision on the North side of the road split.*

Response: A revised utility plan showing sprinklered residential units and a private fire hydrant at the location requested can be found in the attached plan set.

Preliminary Planning Board Hearing – Staff Comments

The following comments came from Planning Board Staff from the June 12th Planning Board Meeting:

Comment (27): *More open and habitable space should be provided.*

Response: The grading has been revised to allow more usable open space between the duplex units, and around the parking and sidewalk areas. The revised grading provides level spaces for potential gathering areas. Revised Building elevations, found in Attachment 7, show two decks on the 1st and 3rd levels of the buildings to increase usable open space.

Comment (28): *Please move the triplex building out of the sewer and drainage easement.*



Response: The triplex building has been moved off the sewer and drainage easement.

Comment (29): *The project does not go far enough to meet the standard consistency with the established architectural character.*

Response: Revised building elevations to enhance the presence of the buildings and match the surrounding neighborhood are provided in Attachment 7.

Neighborhood Meeting Comments

As required by the City of Portland, a neighborhood meeting was held on June 25th at Lyman Moore Middle School Library, from 6:00 PM to 6:45 PM. Approximately 13 neighbors attended the meeting. The following comments on the project were received:

Comment (30): *Barbara Pileggi: Concerns on traffic increase on Allen Ave, it is already tough to take lefts out of Pennell Ave.*

Response: Trip generations and peer review confirm that the traffic increase due to the development are minimal and will not create additional traffic issues. A traffic memo can be found in Attachment 3.

Comment (31): *Multiple Attendees: What are the landscaping buffers you are proposing for abutting properties? Can you provide more?*

Response: Two sets of fencing is proposed: one along the western boundary near Short St, and one along the north eastern boundary near the abutting apartment building. The fencing has been revised from aluminum fencing to shadowbox fencing for additional privacy. Additional trees along abutting properties have been added to the landscape plan based on abutter requests. A revised landscape plan can be found in the revised plan set submitted with this response.

Comment (32): *Katherine Kimball, rear abutter, Cypress St: The abutting properties are opposed of the construction of a path to connect Cypress St and the development from this project.*

Response: The proposed project is not proposing a pedestrian pathway to Cypress St due to the negative responses received from Public Meetings.

Attachments:

- Attachment 1 – Revised Stormwater Management Report
- Attachment 2 – Revised Plan Set
- Attachment 3 – Traffic Memo, Trip Generations, and Crash Data
- Attachment 4 – Lighting Cut Sheets
- Attachment 5 – Autoturn Plan
- Attachment 6 – MDEP NRPA Permit
- Attachment 7 – Revised Building Elevations



The applicant appreciates the City staff comments to date and looks forward to continue to work with the staff on this project.

If you have any further questions please contact us.

Sincerely,
Gorrill Palmer

Douglas E Reynolds P.E.
Project Manager

Copy: Peter Bouchard, ESTELLE ESTATES, LLC

DER/dig/U:\801.06 Allen Ave - Bouchard\P Applications\Local\Level III Final Site Plan\Response 5-22-18\2018 05 22 comment response letter.doc

Neighborhood Meeting Certification

I, Doug Reynolds, hereby certify that a neighborhood meeting was held on June 25, 2018 at Lyman Moore Middle School at 6:00 PM.

I also certify that on June 15, 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 100 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



7-5-18 (date)

Attached to this certification are:

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



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

June 14, 2018

Dear Neighbor:

On behalf of Peter Bouchard, Gorrill Palmer is preparing plans and permitting for a 12-unit subdivision located at 300 Allen Ave. Please join us for a neighborhood meeting to discuss our plans.

Meeting Location: Moore Middle School - Library

Meeting Date: June 25th, 2018

Meeting Time: 6:00 PM – 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 772-2515.

Sincerely,

Gorrill Palmer

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code Ordinance, 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

NEIGHBORHOOD MEETING NOTES

Project: 300 Allen Avenue: Mixed Use Development
Client: ESTELLE ESTATES, LLC
GP Project No: 801.06
Date/Location of Meeting: June 25, 2018; Lyman Moore Middle School
Time: 6:00 PM – 6:45 PM
GP Personnel: Doug Reynolds, Drew Gagnon
Attendees: see sign in sheet

Distribution: ESTELLE ESTATES, LLC, City of Portland, File

Summary of Discussions

Doug Reynolds gave an overview of the project and where it currently stands in the permitting phase. Major topics of concern during the meeting are summarized below, with responses given at the meeting in bold, and responses based upon further dialogue with the developer in bold and italics.

- Concerned about traffic increase on Allen Avenue resulting from the proposed buildings. **The proposed project does not forecast to have a significant impact on the adjacent roadway network. Trip generations can be found in the latest response to the City comments, which will be included in the next Planning Board Report.**
- Concerned about the amount of privacy for abutting properties. **A landscape plan has been provided to the City. Additional trees and landscaping have been added to the north and west boundaries of the site based on abutter requests.**
- A direct Cypress St abutter is concerned about the discussions of a proposed path connecting Cypress St to the rear of the proposed development through the City's easement. The abutter wanted to voice their opinion on the opposition of the path. **No path connecting Cypress St and the proposed development through the City's easement is not proposed at this time due to the negative responses involving the path.**
- Catch basins are presented around the site currently, and it does drain runoff better than in previous years. Will this project impact that drainage system? **The existing storm drain inlets to the west and east of the existing storm drain system will still be utilized. The east inlet will be extended and a catch basin is proposed to drain offsite runoff from the east, and the western inlet will also be extended due to the raise in grade.**
- Does the plan account for snow removal? **Due to lack of space on the site, snow will be removed and hauled off site by a snow removal contractor.**
- Does the project propose to change the current zoning? **The proposed project does not include any zoning changes.**
- What is the target pricing for rental units/condos/office building? **Preliminary pricing is approximately \$300,000.**
- What is the anticipated construction schedule? **Construction will begin as soon as all approvals are received. Construction is anticipated to be completed by Spring 2019.**
- Concerned about the parking within the building area and the timing during the work on Allen Avenue. **The parking lots proposed for the multi family buildings and office building meet the required parking demand from the City. No on street parking is proposed.**



- Concerned that owners and residents will park on the street because there is not enough room. **No on street parking is proposed and the parking for the development meets the parking demand by the City.**
- Will any fences be proposed at the property boundary? **Two sets of fences are proposed, one at the western boundary near the Short St and one at the eastern boundary near the existing apartment building.**
- Where is the planting plan? **The planting (landscape) plan can be found in the latest plan set uploaded to the City website.**

Doug Reynolds offered individual meetings with any abutters who wanted to meet after the meeting to address additional concerns. ***No additional concerns were presented.***

300 Allen Ave
Portland, ME

Neighborhood Meeting
Sign-In Sheet
Mon. June 25
Lyman-Moore
Middle School
Page 1

Name:	Address:	Tel#:	Email:
L. Chiasson	Delaware Ct		
Greg Perron	Maplewood St		
Karla Brannen	Hennessey Dr		
Sandy Perron	Maplewood St		
Bob Johnson	Maplewood St		
Katherine Kimball	12 Coolidge Ave		
Barbara Pelesgi	113 Delaware Ct		
Cidney Mayes	48 Cypress St	207 – 449 – 2151	
Adam Potrin	48 Cypress St	207 – 956 – 2204	
Timothy Hutchins	42 Cypress St	899 – 0899	
A. Dionne	Delaware Ct		
Paul Kennedy	8 Short St	207 – 632 – 6098	
Susan McKenna	7 Short St	207 – 629 – 7942	

PROJECT PARCEL SITE
PORTLAND ASSESSOR'S
MAP & LOT NUMBERS

MAP	LOT
344	E006001
344	E003
344	E004

Applicant:

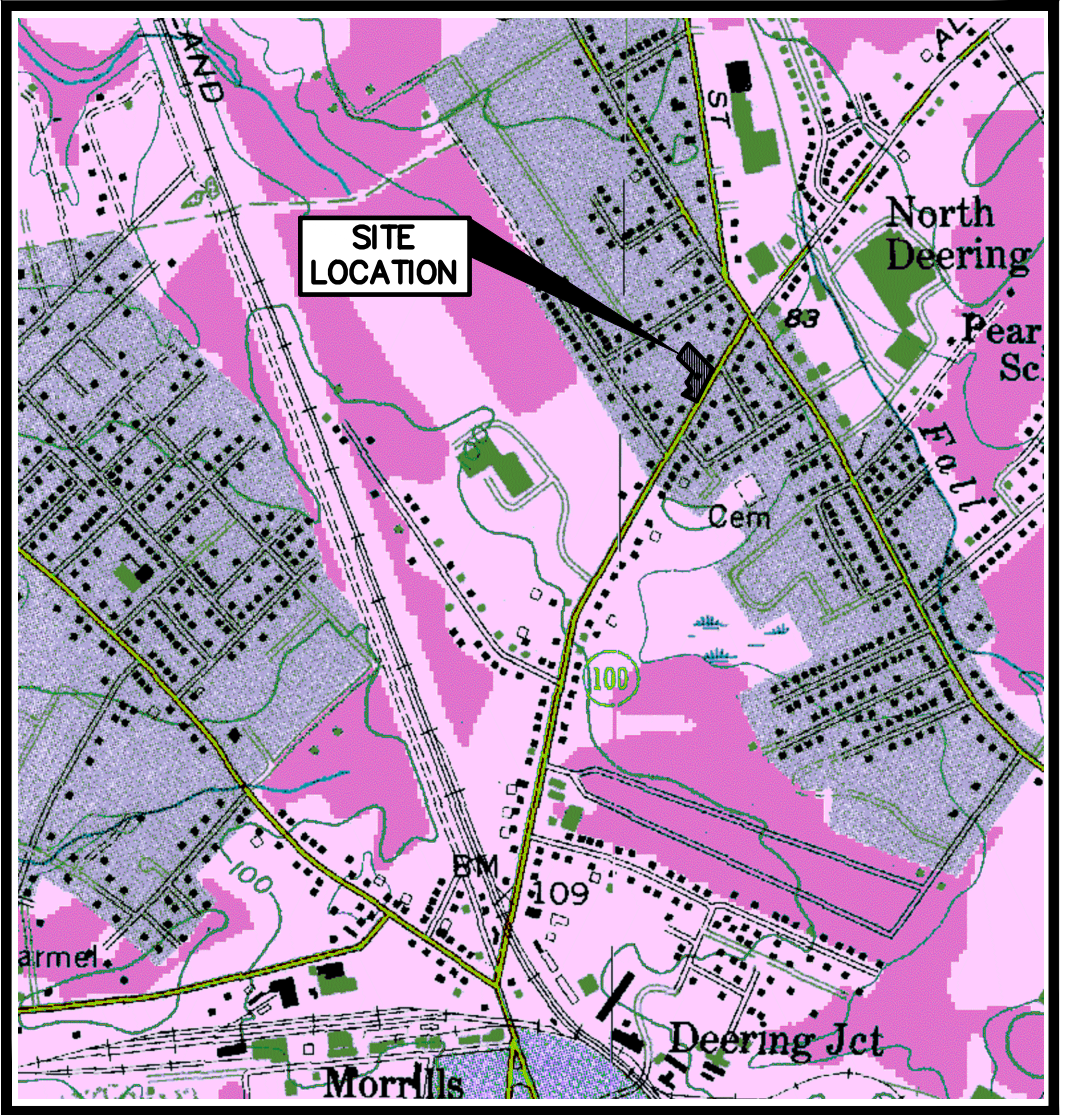
ESTELLE ESTATES, LLC
39 Darling Ave
South Portland, ME 04106
ATTN: Peter Bouchard

MIXED USE DEVELOPMENT 300 ALLEN AVENUE PORTLAND, MAINE

PREPARED BY:



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207.712.2515



LOCATION MAP

N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	BUILDING	
	RIGHT OF WAY	
	PROPERTY LINE	
	BUILDING SETBACK	
	ZONE LINE	
	WETLAND BOUNDARY	
	GUIDE RAIL	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL DRIVE	
	GRADING CONTOUR LINE	
	SPOT ELEVATION	
	TREELINE	
	TREES & HEDGES	
	POLE WITH LIGHT FIXTURE(S)	
	UTILITY POLE	
	FREESTANDING SIGN	
	PAINTED DIRECTIONAL TRAFFIC ARROW	
	OVERHEAD ELECTRIC/TELEPHONE	
	UNDERGROUND ELECTRIC/TELEPHONE	
	WATER LINE	
	STORM DRAIN LINE	
	CULVERT	
	HYDRANT	
	WATER GATE VALVE	
	WATER SHUT OFF VALVE	
	MANHOLE	
	CATCH BASIN	
	TEST PIT	
	IRON ROD (SET)	
	IRON ROD (FOUND)	
	MONUMENT	
	RIPRAP	
	SILT FENCE - PERIMETER	
	STONE SEDIMENT BARRIER	
	FENCE	
	WELL	

GENERAL NOTES

GENERAL NOTES

1. TOPOGRAPHIC DATA BOUNDARY SURVEY AND EXISTING CONDITIONS WERE PREPARED BY TITCOMB ASSOCIATES OF FALMOUTH, MAINE IN JUNE OF 2016.
2. 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.
3. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER 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 ON-SITE INSPECTIONS OF THE OWNER, THE CITY OF PORTLAND OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
4. 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.
5. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND CITY OF PORTLAND SPECIFICATIONS.
6. WETLANDS ON THIS PLAN WERE DELINEATED BY JONES ASSOCIATES OF AUBURN, MAINE.
7. WETLANDS ON THIS PLAN WERE GPS LOCATED BY JONES ASSOCIATES OF AUBURN, MAINE.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF A SITE PLAN APPROVAL AND CONDITIONAL USE APPROVAL FROM THE CITY OF PORTLAND AS WELL AS AN NRPA TIER 1 PERMIT FROM MDEP WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE CITY OF PORTLAND ZONING AND SUBDIVISION ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

LAYOUT NOTES

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB.
2. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
3. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
4. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE LICENSED LAND SURVEYOR.
5. PROPOSED RIGHT OF WAY MONUMENTS AND PROPERTY LINE PINS SHALL BE INSTALLED UNDER THE DIRECTION OF A MAINE LICENSED LAND SURVEYOR.

UTILITY NOTES

1. ALL WATER UTILITY MATERIALS AND INSTALLATION METHODS SHALL CONFORM TO PORTLAND WATER DISTRICT STANDARDS. ALL WATER DISTRIBUTION PIPING SHALL BE CLASS 52 DUCTILE IRON PIPE, DOUBLE CEMENT LINED AND BITUMINOUS COATED CONFORMING TO AWWA/ANSI C104/A21.4. DISINFECTION OF WATER LINES SHALL CONFORM TO AWWA STANDARD C651, LATEST REVISION.
2. THE LOCATION OF THE PROPOSED UNDERGROUND ELECTRICAL SERVICE IS APPROXIMATE AND THE CONTRACTOR SHALL COORDINATE THE EXACT LOCATION WITH CENTRAL MAINE POWER COMPANY.
3. THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL BE PLACED ON THE WATER DISTRIBUTION LINES AT ALL BENDS, TEES, FIRE HYDRANTS, VALVES, CHANGES IN DIRECTION, ETC. THE THRUST BLOCKS OR LOCKING RETAINER GLANDS SHALL MEET THE REQUIREMENTS OF THE PORTLAND WATER DISTRICT STANDARDS.
4. TEST PITS AT ALL UTILITY CROSSINGS SHALL BE COMPLETED TWO WEEKS IN ADVANCE OF THE START OF CONSTRUCTION OR ORDERING OF MATERIALS. TEST PIT INFORMATION SHALL BE PROMPTLY PROVIDED TO ENGINEER FOR REVIEW.

GRADING AND DRAINAGE NOTES

1. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MOOT SPECIFICATIONS SECTION 603-- PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH THE EXCEPTION THAT THE ONLY ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:
REINFORCED CONCRETE PIPE, CLASS III
POLYVINYL-CHLORIDE (PVC) PIPE
SMOOTH BORE POLYETHYLENE - ADS OR HANCOX
2. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY THE OWNER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
3. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

EROSION CONTROL NOTES

1. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE SITE.
2. PRIOR TO BEGINNING ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES AND THE CONSTRUCTION ENTRANCE.
3. ALL GROUND AREAS DISTURBED FOR CONSTRUCTION WILL BE GRADED, LOAMED AND SEEDED AS SOON AS POSSIBLE. PERMANENT SEED MIXTURE SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL REPORT PREPARED FOR THIS PROJECT.
4. PRIOR TO PAVING, THE CONTRACTOR SHALL FLUSH SILT FROM ALL STORM DRAIN LINES.
5. ALL STORM DRAIN INLETS & OUTLETS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
6. ALL CATCH BASINS WITH OUTLET PIPES 15" DIAMETER OR LESS SHALL BE PROVIDED WITH OUTLET HOOD (SNOUT) PER DETAIL.
7. SILT FENCES SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL REPORT.
8. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT WORKS AS PLANNED DURING CONSTRUCTION.
9. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO IT FOR LATER USE IN LANDSCAPING OPERATIONS.
10. A FULL EROSION CONTROL REPORT ACCOMPANIES THIS PLAN SET AND IS CONTAINED ON THE DRAWINGS OF THIS PLAN SET.
11. THE MAINTENANCE SCHEDULE FOR THE CATCH BASIN SEDIMENT PUMPS IS AS FOLLOWS:
THESE DEVICES SHALL BE INSPECTED IN APRIL AND OCTOBER OF EACH YEAR. ACCUMULATED SEDIMENT SHALL BE REMOVED FROM THE CATCH BASIN WHEN THE DEPTH OF THE SEDIMENT IS GREATER THAN ONE FOOT. THE SEDIMENT WILL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
12. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS BASED UPON ANY THIRD PARTY REVIEW (e MDEP) MAY RESULT IN MONETARY PENALTIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
13. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE OWNER.
14. ALL DISTURBED AREAS ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL PRIOR TO PERMANENT SEEDING.

CALL BEFORE YOU DIG
1-888-344-7233

UTILITIES

WATER:

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PORTLAND, MAINE 04102
(207) 761-8300
CONTACT: JAY ARNOLD

SEWER:

CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04101
(207) 874-8871
CONTACT: BRAD ROLAND

ELECTRIC:

CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
(207) 826-2869
CONTACT: JAMIE COUGH

TELEPHONE:

VERIZON
5 DAVIS FARM ROAD
PORTLAND, MAINE 04103
(207) 797-1842
CONTACT: MARTY PEASE

CABLE:

TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE 04102
(207) 775-3431
CONTACT: RICK PELLITIER

PERMITS

TYPE OF PERMIT

MDEP NRPA TIER 1 PERMIT APPLICATION	LEVEL III SITE PLAN APPLICATION	CONDITIONAL USE APPLICATION	INCLUSIONARY USE APPLICATION
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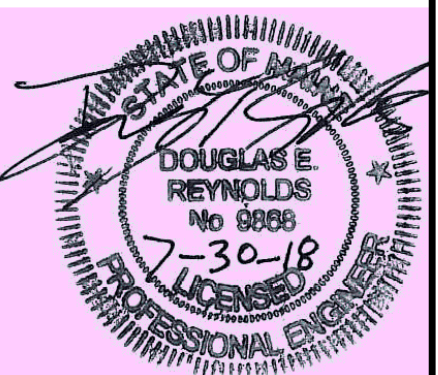
GOVERNING BODY

MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION 312 CANCO ROAD PORTLAND, ME 04103 (207) 822-6300	CITY OF PORTLAND PLANNING AND URBAN DEVELOPMENT 389 CONGRESS STREET PORTLAND, MAINE 04101-3509 (207) 874-8703	CITY OF PORTLAND PLANNING AND URBAN DEVELOPMENT 389 CONGRESS STREET PORTLAND, MAINE 04101-3509 (207) 874-8703	CITY OF PORTLAND PLANNING AND URBAN DEVELOPMENT 389 CONGRESS STREET PORTLAND, MAINE 04101-3509 (207) 874-8703
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STATUS

ANTICIPATED SUBMITTAL: MARCH 2018	ANTICIPATED SUBMITTAL: MARCH 2018	ANTICIPATED SUBMITTAL: MARCH 2018	ANTICIPATED SUBMITTAL: MARCH 2018
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NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For		By

Design: DJG	Draft: CG	Date: MARCH 2018
Checked: DER	Scale: NTS	Job No.: 801.06
File Name: 801-06-COVER.dwg		
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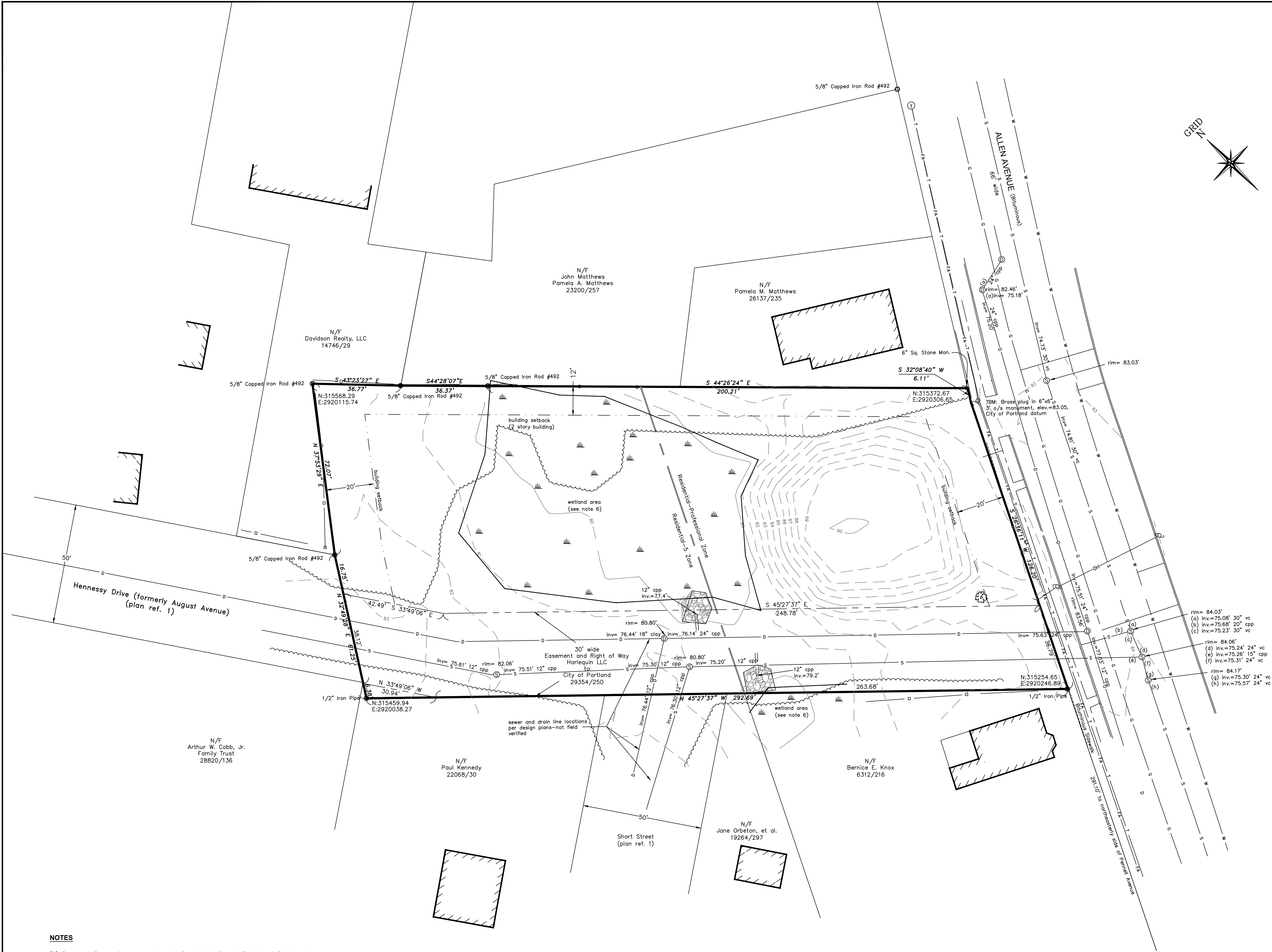


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Drawing Name:	Cover Sheet, General Notes, & Legend
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

C001



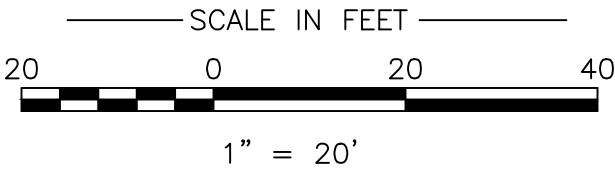
- LEGEND**
- Monument — found
 - Iron marker — found
 - Utility pole
 - Property line
 - Lot line
 - Chain link fence
 - Board fence
 - Curb
 - Edge of pavement
 - Edge of gravel
 - Tree line
 - Contours (1ft)
 - Contours (5ft)
 - Sewer manhole
 - Gas valve
 - Water valve
 - Water line
 - Sewer line
 - Gas line
 - Underground telephone line
 - Overhead electric line
 - Storm drain line
 - Underground fire alarm line
 - Telephone manhole
 - Stormdrain manhole
 - N/F
 - 1234/567
 - Deciduous tree
 - Rip Rap
 - Wetland
 - Existing building

OWNERS OF RECORD

Harlequin LLC
Book 21661, Page 282

AREA

36,443 square feet / 0.84 acres

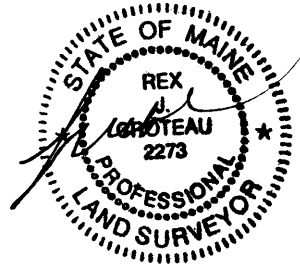


NOTES

- (1) Book and Page references are to the Cumberland County Registry of Deeds, unless otherwise specified.
- (2) Bearings and coordinate values are referenced grid north of the Maine State Plane Coordinate System, West Zone (NAD83) as derived from the Allen Avenue and Short Street CSO survey provided to the City of Portland by Titcomb Associates.
- (3) Elevations are referenced to the City of Portland datum. Project benchmark as provided by the City of Portland is labeled near the easterly corner of the surveyed property.
- (4) The historical deeds for this parcel call for monumentation which was not recovered, and is missing or destroyed. The boundaries delineated hereon are based on abutting surveys and the lines of possession, acquiesced to by the abutters. In order to fully establish the boundaries as delineated hereon it is recommended that deeds be exchanged with the abutters, based on this survey.
- (5) Property lies within Zone C based on FIRM Community #230051 Panel #0007 -B, dated July 17, 1986. It does not lie within a special flood hazard area.
- (6) Wetland boundaries were identified and delineated by Jones Associates Inc in July 2016.

REFERENCES

- (1) Plan of The Holmsteads dated September 1921 and recorded in Plan Book 14 page 70.
- (2) Plan of Sarah J. Cowen Lot by Albert W. Hume dated October 12, 1978.
- (3) Property Plan for James Davison by A.R.C.C. dated April 8, 1999.
- (4) Standard Boundary Survey for John Matthews by A.R.C.C. dated September 5, 2001.
- (5) Partial copy of Portland Sewer System Infiltration-Inflow Analysis for the Portland Water District dated 1988.
- (6) Deed of Mary J. Wilson to Portland Home Building Association for a 24 inch sewer line, dated August 21, 1922 and recorded in Book 1111, Page 300.
- (7) Existing Conditions & Boundary Survey made for Gornill-Plamer Consulting Engineers by Titcomb Associates, dated June 16, 2003, recorded in Plan Book 203, Page 461.

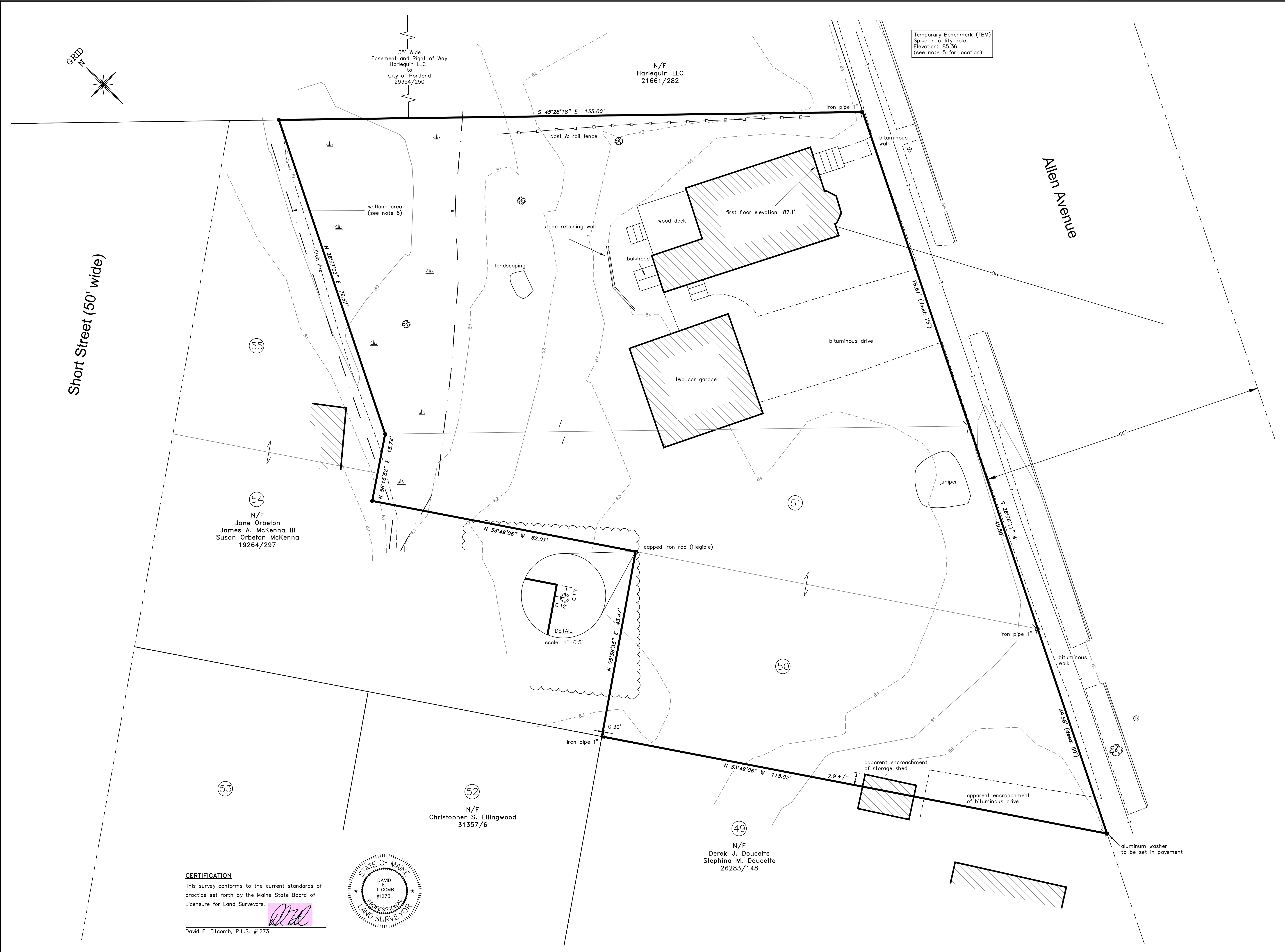


CERTIFICATION

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

Rev. 1	09/08/16	updated wetlands, notes 2 and 6		RJC
PLAN OF Existing Conditions Survey				
300 Allen Avenue		Portland, Maine		
MADE FOR Robert Adam				
159 Lincoln Street		Westbrook, Maine		
JOB# 201079.1		DATE: June 16, 2016		SCALE: 1"=20'
BOOK# 711		 <i>Titcomb Associates</i> 133 Gray Road, Falmouth, Maine 04105 (207)797-9199 www.titcombsurvey.com		
LP\201079_2				
FILE# 8305				



VICINITY MAP

No Scale

ALLEN AVENUE

WASHINGTON AVENUE

LOCUS PARCEL

LEGEND

- Iron marker - found
- Iron marker - set (#5 rebar)
- Property line (locus)
- Property line (abutter)
- Wood fence
- Edge of pavement/walk
- Curb
- Water shutoff
- Drain manhole
- Overhead utility line
- Underground telephone line
- Contours (5ft)
- N/F 1234/567
- Now or formerly of
- Deed reference (Book/Page)
- Tree line
- Wetlands
- Deciduous tree
- Existing building
- Lot number "The Holmsteads"

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) Elevations are based on City of Portland datum.
- 4) Utility information on this plan is approximate, based on location of visible features. Dig Safe and/or the appropriate utilities should be contacted prior to any construction.
- 5) Temporary benchmark is located 43' north of site on west side of Allen Avenue.
- 6) Wetland boundaries were identified and delineated by Boyle Associates in December 2017 and wetland flags located by Titcomb Associates.

PLAN REFERENCES

- 1) Plan of The Holmsteads made for The City and Suburban Land Trust by E.C. Jordan & Co. dated September, 1921. Recorded in Plan Book 14, Page 70.
- 2) Plan of Existing Conditions Survey made for Robert Adam by Titcomb Associates dated June 16, 2016 and revised through September 8, 2016.
- 3) ALTA/ASCM Land Title Survey of Land of Lockard & Davison Realty LLC made for The Richmond Company, Inc. by Titcomb Associates dated November 16, 2016.

AREA

18,901 square feet, 0.43 acres

OWNER OF RECORD

Bernice E. Knox
Book 6312, Page 216
Book 15223, Page 80 (lot 50)

SCALE IN FEET

10 0 10 20

1" = 10'

PLAN OF

Boundary & Existing Conditions Survey

292 Allen Avenue Portland, Maine

MADE FOR

Gorrill Palmer

707 Soble Oaks Road, Suite 30 South Portland, Maine

JOB #217111 DATE: December 8, 2017 SCALE: 1" = 10'

BOOK #908

217111.dwg

Titcomb Associates

133 Gray Road, Falmouth, Maine 04105
(207)797-9199 www.titcombsurvey.com

BASELINE CURVE TABLE							
CURVE NO.	LENGTH	RADIUS	TANGENT	DELTA	CHORD BEARING	START STATION	END STATION
C-1	14.48	48.25	7.29	17°11'37"	N54°05'21"W	0+64.49	0+78.97
C-2	13.32	38.00	6.73	20°05'28"	N35°03'42"W	1+20.37	1+33.70
C-3	21.02	62.00	10.61	19°25'25"	N34°43'41"W	1+63.25	1+84.27

PERMITTED USES-RP ZONE	
USE	ZONING STATUS
RESIDENTIAL	ANY RESIDENTIAL USE IS PERMITTED IN THE RESIDENTIAL ZONE ABUTTING THE LOT. IF THERE IS NO ABUTTING RESIDENTIAL ZONE, THE NEAREST RESIDENTIAL ZONE TO THE LOT. IN THE CASE OF TWO (2) OR MORE ABUTTING RESIDENTIAL ZONES, THE MOST RESTRICTIVE SUCH ZONE.
BUSINESS	PROFESSIONAL OFFICES, INCLUDING THE OFFICES AND FACILITIES OF HEALTH CARE AND RELATED LABORATORY AND PHARMACY SERVICES AND HEALTH CARE ADMINISTRATION, BUT EXCLUDING PERSONAL SERVICES, RETAIL ESTABLISHMENTS AND VETERINARIANS

PERMITTED USES-R5 ZONE	
USE	ZONING STATUS
RESIDENTIAL	SINGLE AND 2 FAMILY DWELLINGS AND MULTIPLEX DEVELOPMENT

SPACE AND BULK STANDARDS			
RP AND R5 ZONE	RP ZONE REQUIRED	R5 ZONE REQUIRED	PROVIDED
MIN. LOT AREA PER DWELLING: MULTIPLEX (x12) 4,500 SF/PER DWELLING UNIT W/ MULTIPLEX DEVELOPMENT HAVING >250 FT. STREET FRONTAGE		54,000 SF	55,342 S.F.
MIN. FRONTAGE	60'	50'	276.5'
MIN. LOT WIDTH	60'	90'	128'
MAX. FLOOR AREA RATIO/LOT COVERAGE	0.65	0.40	0.18
MAX. IMPERVIOUS SURFACE RATIO	0.80	NA	.53
BUILDING SETBACKS			
FRONT	*17.8'	20'/**5'	>20'
**SIDE			
1 STORY	10'	8'	NA
1 1/2 STORY	NA	8'	8'
2 STORIES	12'	12'	>12'
2 1/2 STORIES	NA	14'	NA
3 STORIES OR MORE	14'	14'	>14'
ACCESSORY	7'	***5'	
REAR PRINCIPAL/ACCESSORY	20'/7'	20'	20'
MAX. STRUCTURE HEIGHT	45'	35'	<35'
* THE FRONT YARD NEED NOT EXCEED THE AVERAGE DEPTH OF IMMEDIATELY ABUTTING FRONT YARDS (YARD DEPTH AT 278 ALLEN AVE=13'; YARD DEPTH AT 308 ALLEN AVE=22.6'; AVERAGE YARD DEPTH=17.8')			
** THE WIDTH OF ONE (1) SIDE YARD MAY BE REDUCED ONE (1) FOOT FOR EACH FOOT THAT THE OTHER SIDE YARD IS CORRESPONDINGLY INCREASED, PROVIDED, HOWEVER, NO SIDE YARD SHALL BE REDUCED TO LESS THAN SEVEN (7) FEET IN WIDTH			
*** WITH GROUND COVERAGE OF 144 SF OR LESS			

NOTES:

- EXISTING CURBING IN THE RIGHT-OF-WAY IS THE PROPERTY OF THE CITY OF PORTLAND. ANY REMOVED GRANITE CURBING SHALL BE TRANSPORTED TO THE CITY STOCKYARD ON OUTER CONGRESS STREET.
- PRIOR TO CONSTRUCTION, A CONSTRUCTION MANAGEMENT PLAN PREPARED BY THE GENERAL CONTRACTOR SHALL BE SUBMITTED TO THE CITY OF PORTLAND PLANNING DIVISION FOR REVIEW. THE CONSTRUCTION MANAGEMENT PLAN SHALL ADDRESS THE FOLLOWING:
 - ANTICIPATED PROJECT START DATE
 - ANTICIPATED PROJECT END DATE
 - CONSTRUCTION SEQUENCE
 - PEDESTRIAN CIRCULATION PLAN
- SNOW SHALL BE REMOVED FROM THE SITE BY THE SNOW REMOVAL CONTRACTOR AND DISPOSED OF ACCORDING TO APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
- EACH OFFICE/RESIDENTIAL UNIT IS RESPONSIBLE FOR THEIR SOLID WASTE DISPOSAL.

SITE DATA		
ZONE: RP & RS		
PARKING	REQUIRED	PROVIDED
NEW STRUCTURE		
TOTAL PARKING OFFICES (4,680 SF) (1 SP/400 SF)	12	12
RESIDENTIAL (2 SP/DWELLING UNIT)	24	24
TOTAL	36	36
BARRIER FREE	1	1

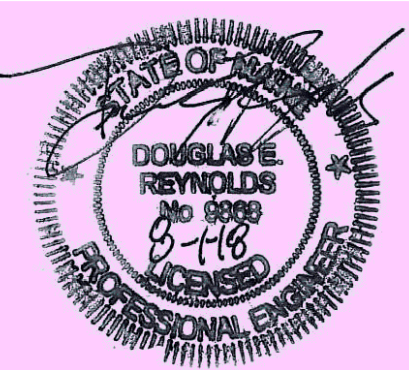
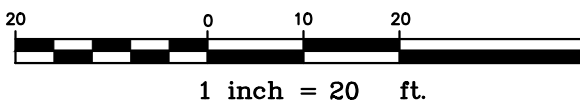
PAVEMENT LEGEND	
ALL PAVEMENT SHALL BE STANDARD DUTY EXCEPT AS FOLLOWS:	
	BITUMINOUS WALKWAY

CURBING LEGEND	
	BITUMINOUS CURB
	VERTICAL GRANITE CURB

STRIPING LEGEND	
SIGNAGE, STRIPING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REGARDING SIZE, INSTALLATION, LOCATION & REFLECTIVITY.	
12"SL	12" WIDTH STOP LINE

SIGN LEGEND	
	R1-1 30"x 30"
	R7-8 12"x 18"
	[1] [2]

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS	Date	By
RESPONSE TO CITY COMMENTS	7/30/18	DER
NRPA TIER 1 APPLICATION	7/2/18	DER
LEVEL III SITE PLAN APPLICATION	3/30/18	DER
PRE-APPLICATION MEETING	3/5/18	DER
Issued For	11/7/17	DER

Design: DJG	Draft: CG	Date: NOV 2017
Checked: DER	Scale: 1"=20'	Job No.: 801.06
File Name: 801-06-SP.dwg		
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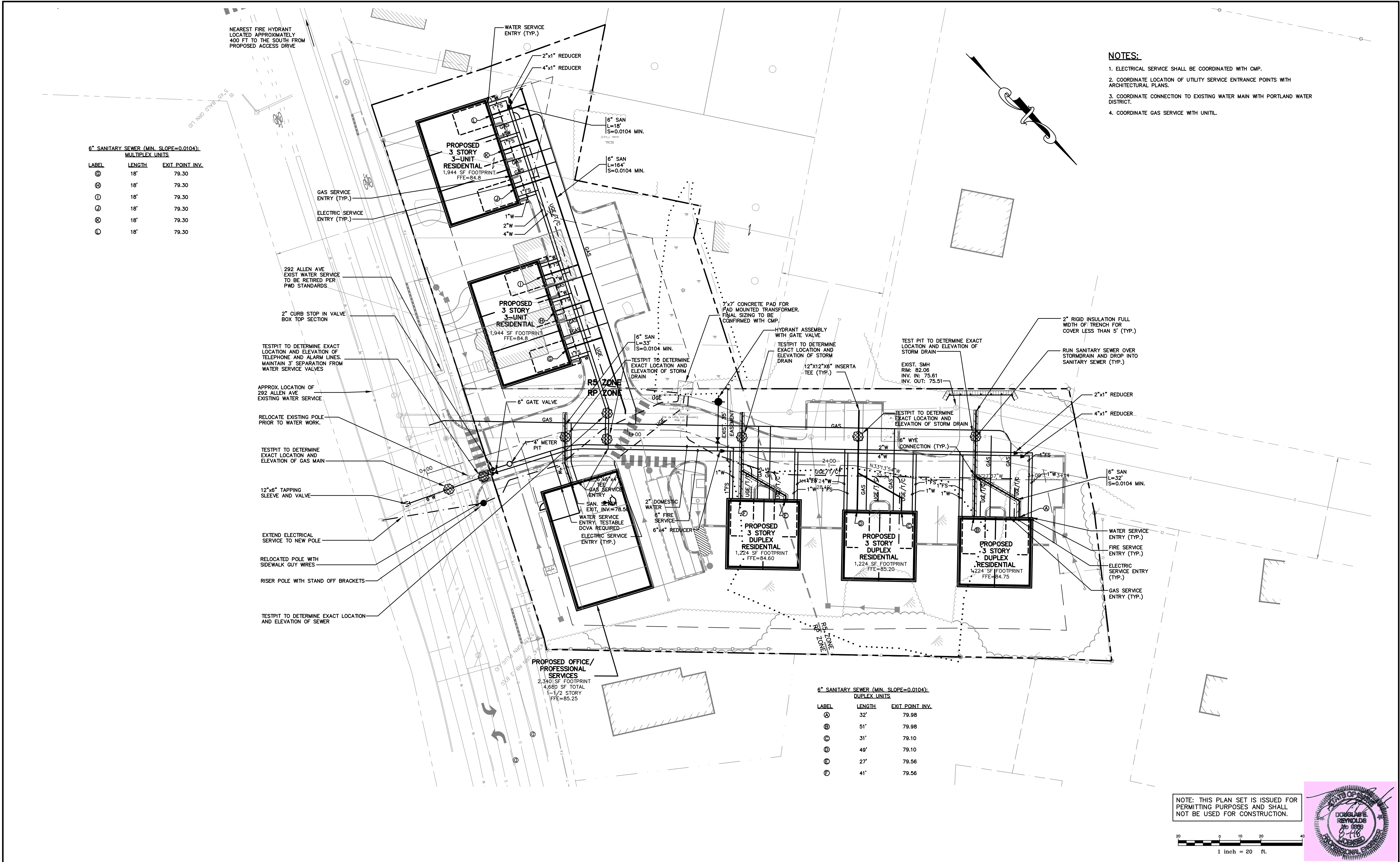
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Drawing Name:	Site Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

C101

U:\801.06 Allen Ave - Bouchard\1 - CAD\DWG\801-06-UTIL.dwg - Aug 01, 2018 - 4:40pm



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS
		Revision

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: DJV	Draft: CG	Date: FEB 2018
Checked: DER	Scale: 1"=20'	Job No.: 801.06
File Name: 801-06-UTIL.dwg		
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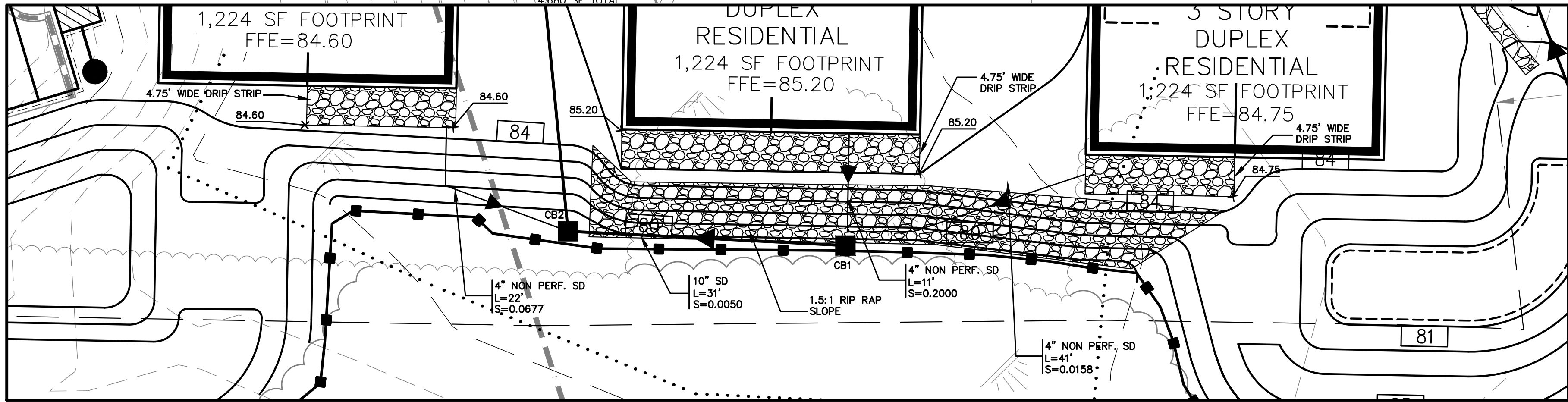
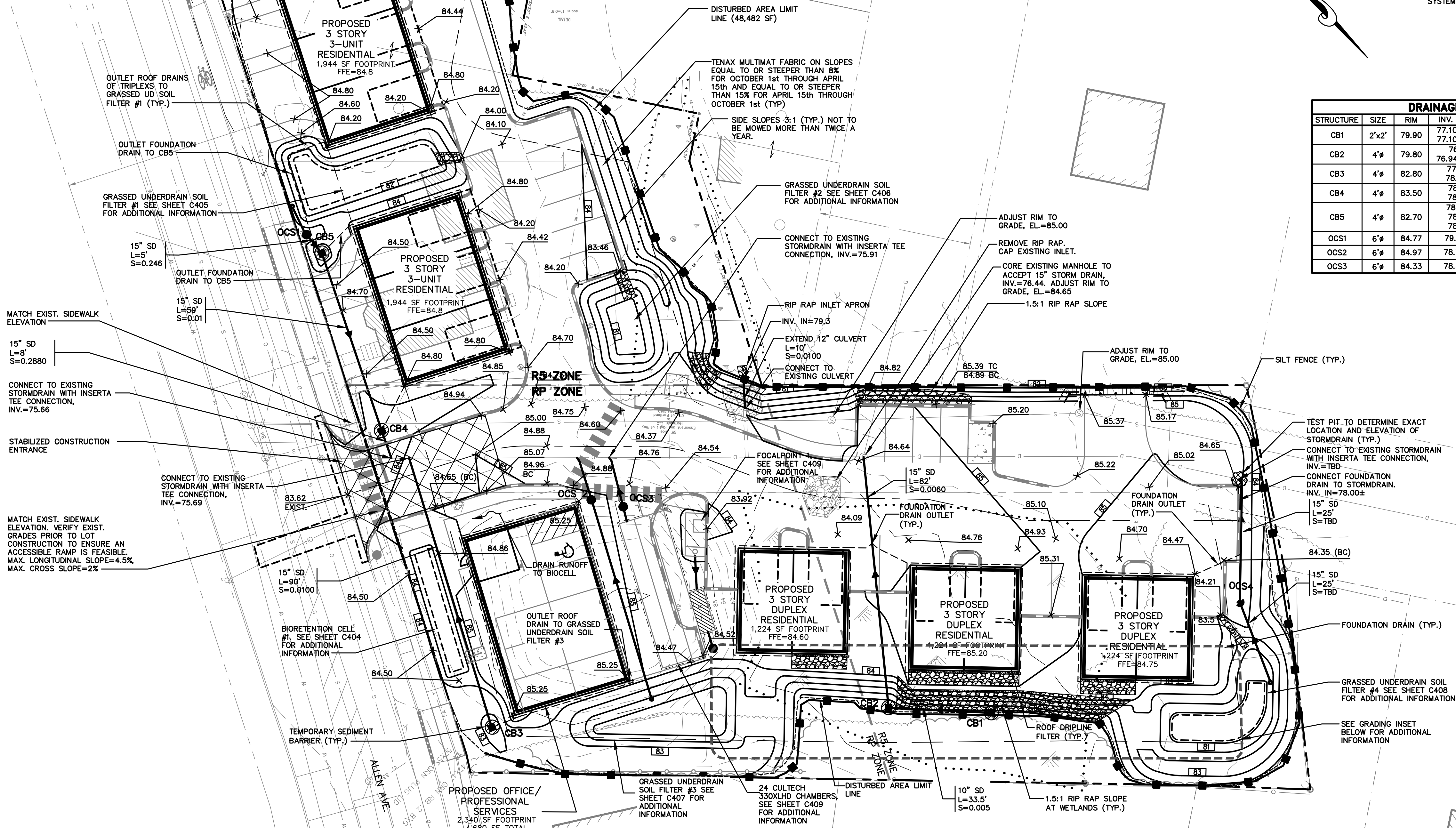
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Drawing Name:	Utility Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

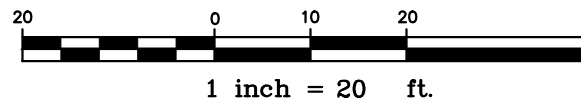
Drawing No.	C102
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- NOTES:
1. DRIP STRIP IS PART OF THE STORMWATER MANAGEMENT PLAN FOR THIS SITE AND CAN NOT BE COVERED BY AN IMPERVIOUS SURFACE OR ALTERED. ROOF GUTTERS SHALL NOT BE INSTALLED ON ROOFLINE TRIBUTARY TO DRIP STRIP.
 2. FOUNDATION DRAINS SHALL BE CONNECTED TO SUMP IN BASEMENT. SUMP PUMPS SHALL DISCHARGE TO STORM DRAIN SYSTEM.

DRAINAGE STRUCTURE SCHEDULE					
STRUCTURE	SIZE	RIM	INV. IN/SIZE (FROM)	INV. OUT/SIZE (TO)	COMMENTS
CB1	2'x2'	79.90	77.10/4"(DRIP STRIP) 77.10/4"(DRIP STRIP)	77.10/10"(CB2)	TYPE "F"
CB2	4"	79.80	76.98/10"(CB1) 76.94/4"(DRIP STRIP)	76.84/15"(EXIST. DMH)	BEEHIVE GRATE
CB3	4"	82.80	77.85/6"(BUILD) 78.0/4"(GUSF3)	77.84/15"(EXIST. SD)	BEEHIVE GRATE
CB4	4"	83.50	78.06/15"(CB5) 78.06/6"(BEND)	77.96/15"(EXIST. SD)	BEEHIVE GRATE
CB5	4"	82.70	78.75/15"(OCS1) 78.75/6"(BLDG)	78.65/15"(CB4)	BEEHIVE GRATE
OCS1	6"	84.77	79.19/15"(GUSF1)	79.19/15"(CB5)	
OCS2	6"	84.97	78.73/15"(GUSF3)	78.93/15"(EXIST)	
OCS3	6"	84.33	78.30/15"(GUSF4)	78.20/15"(EXIST)	



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



GRADING INSET
1"=10'

Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS
		Revision

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

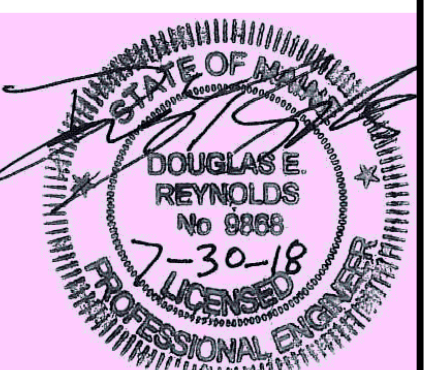
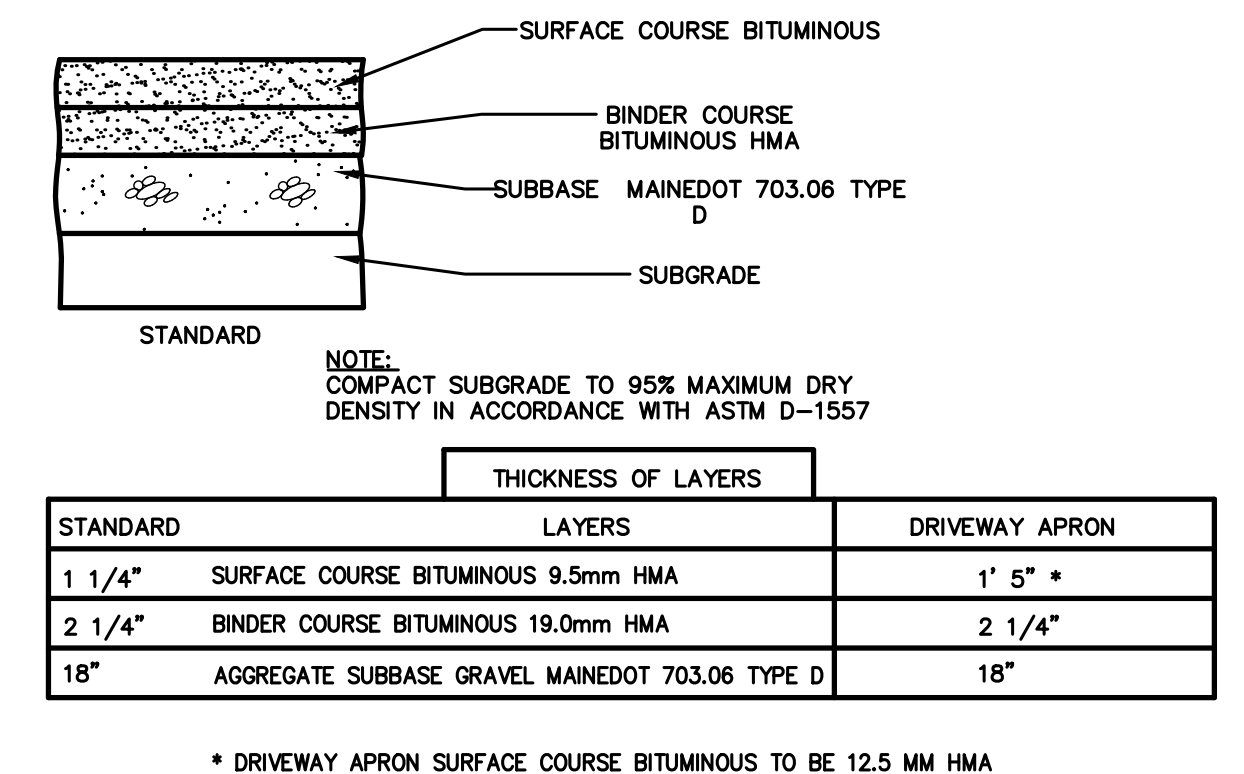
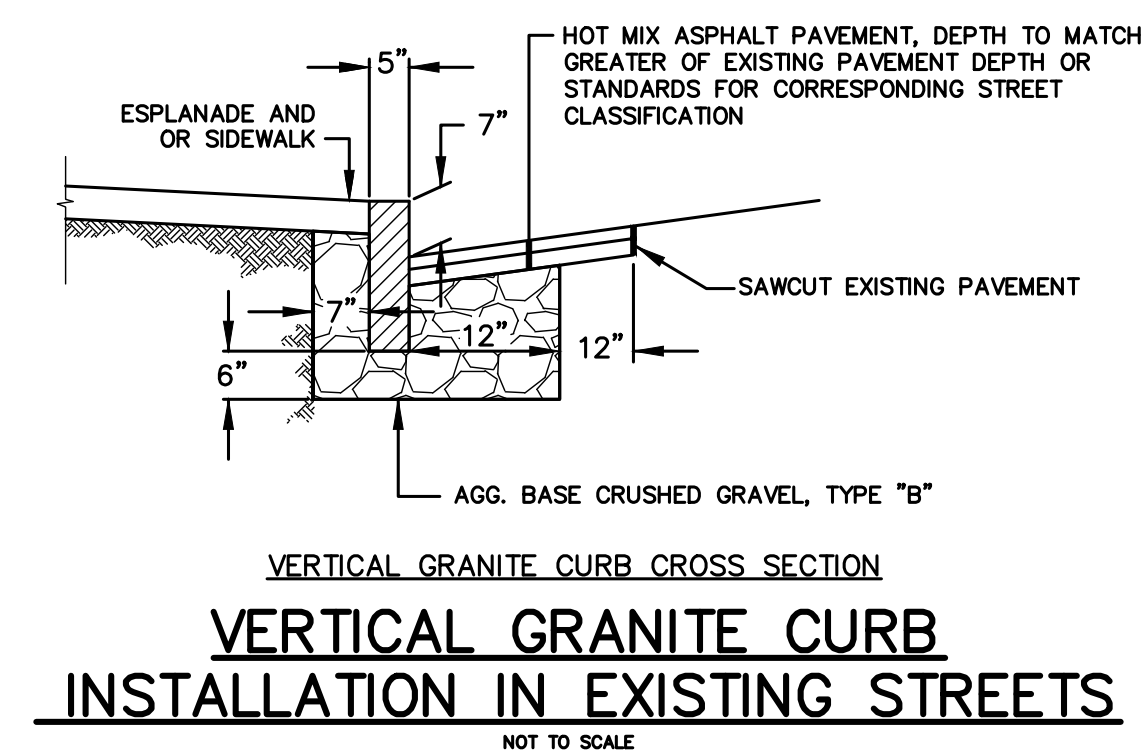
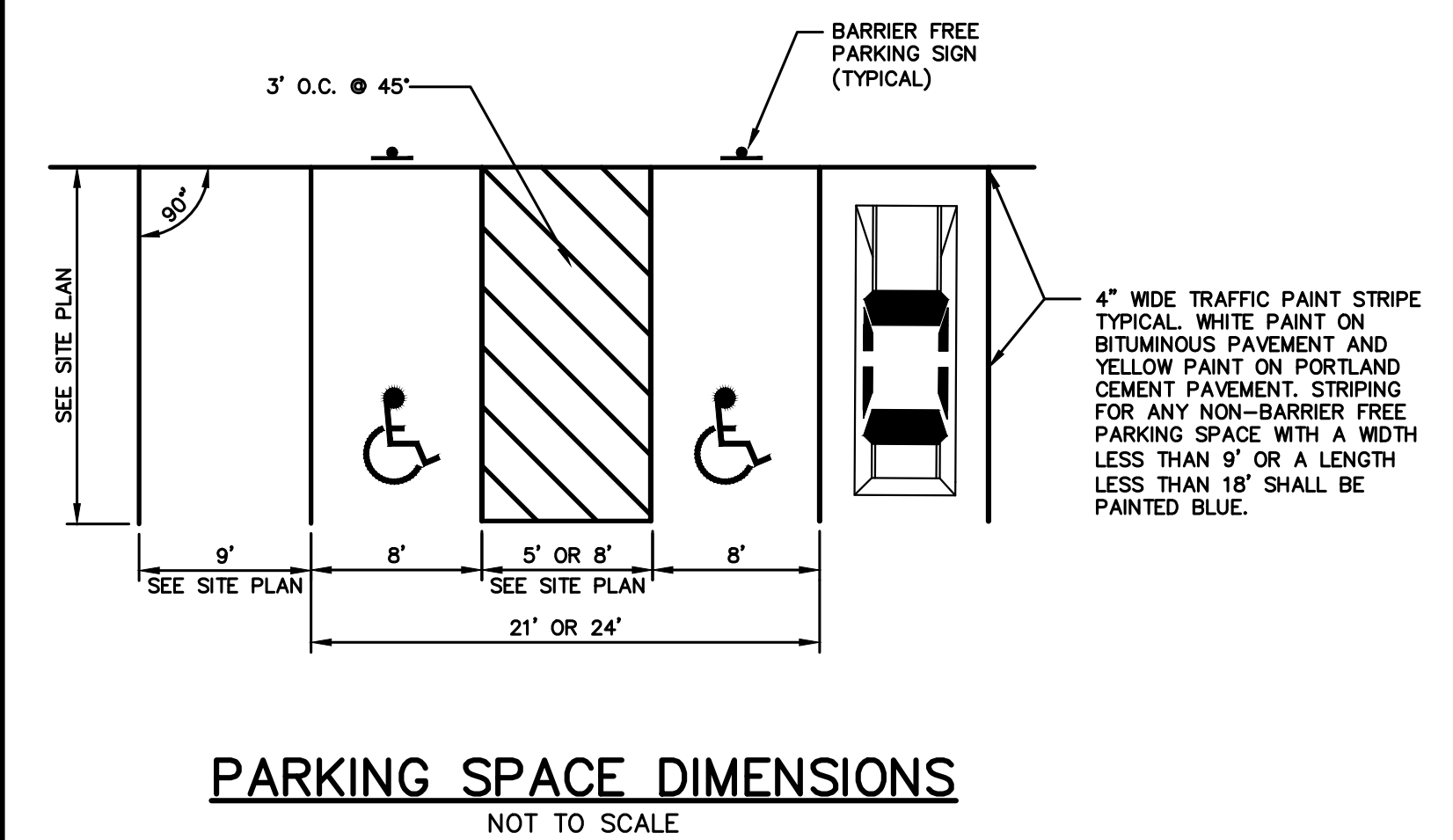
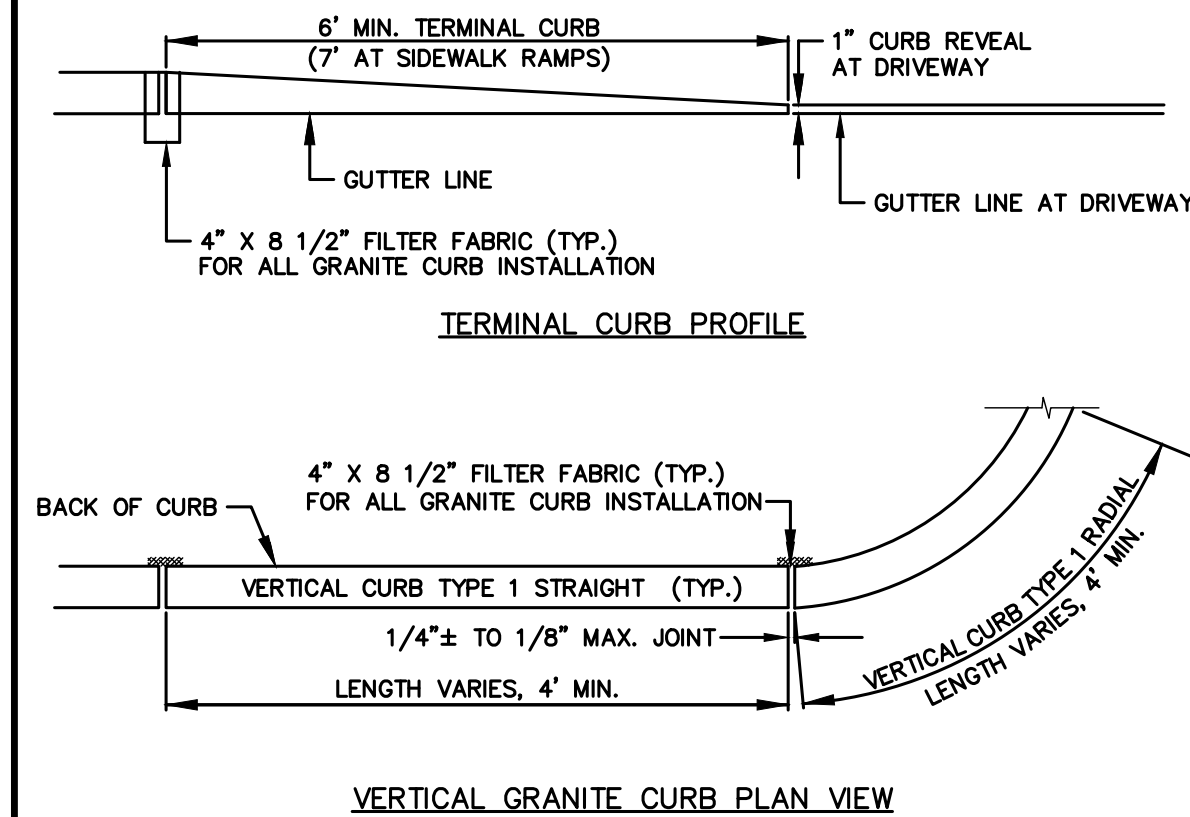
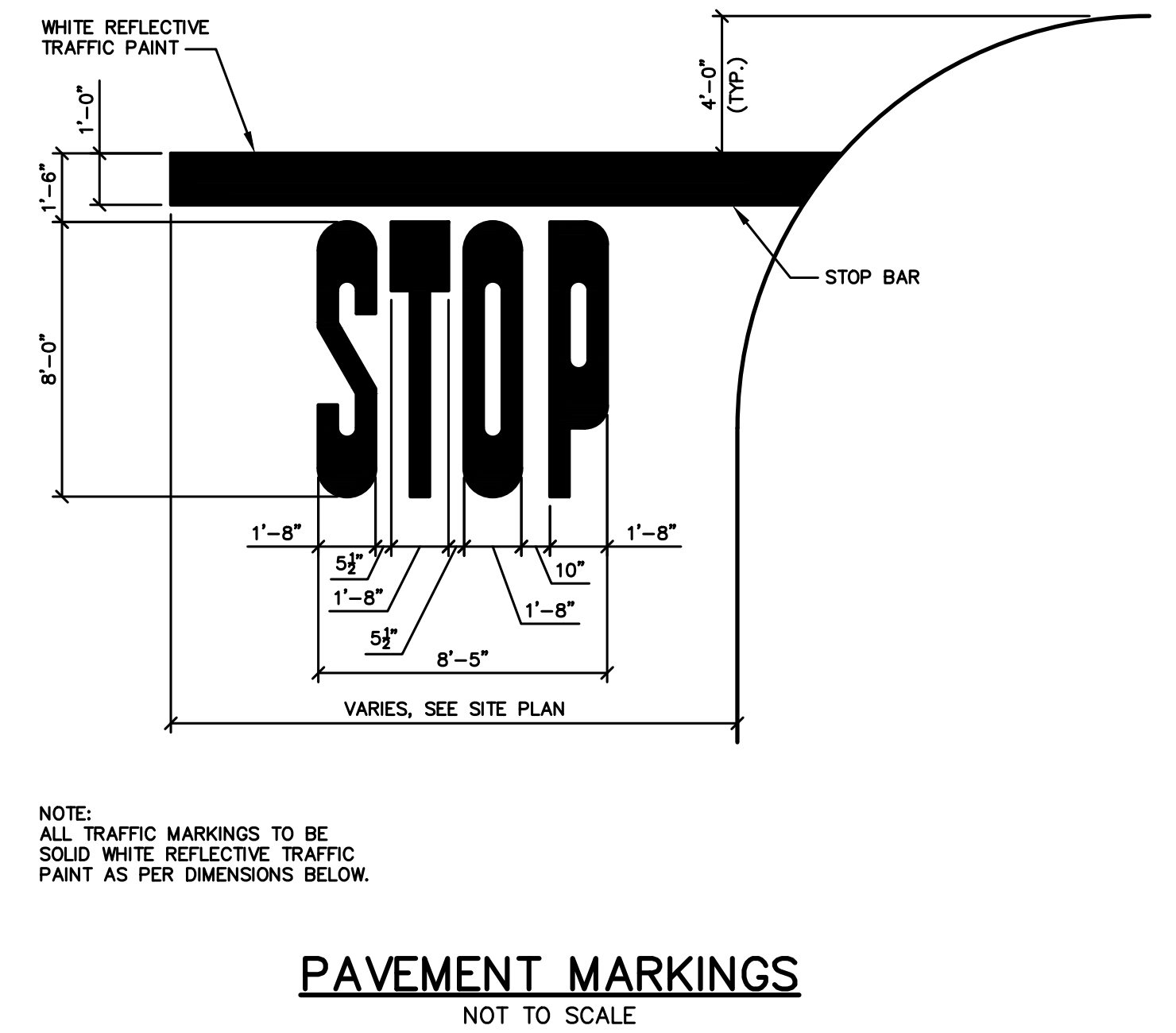
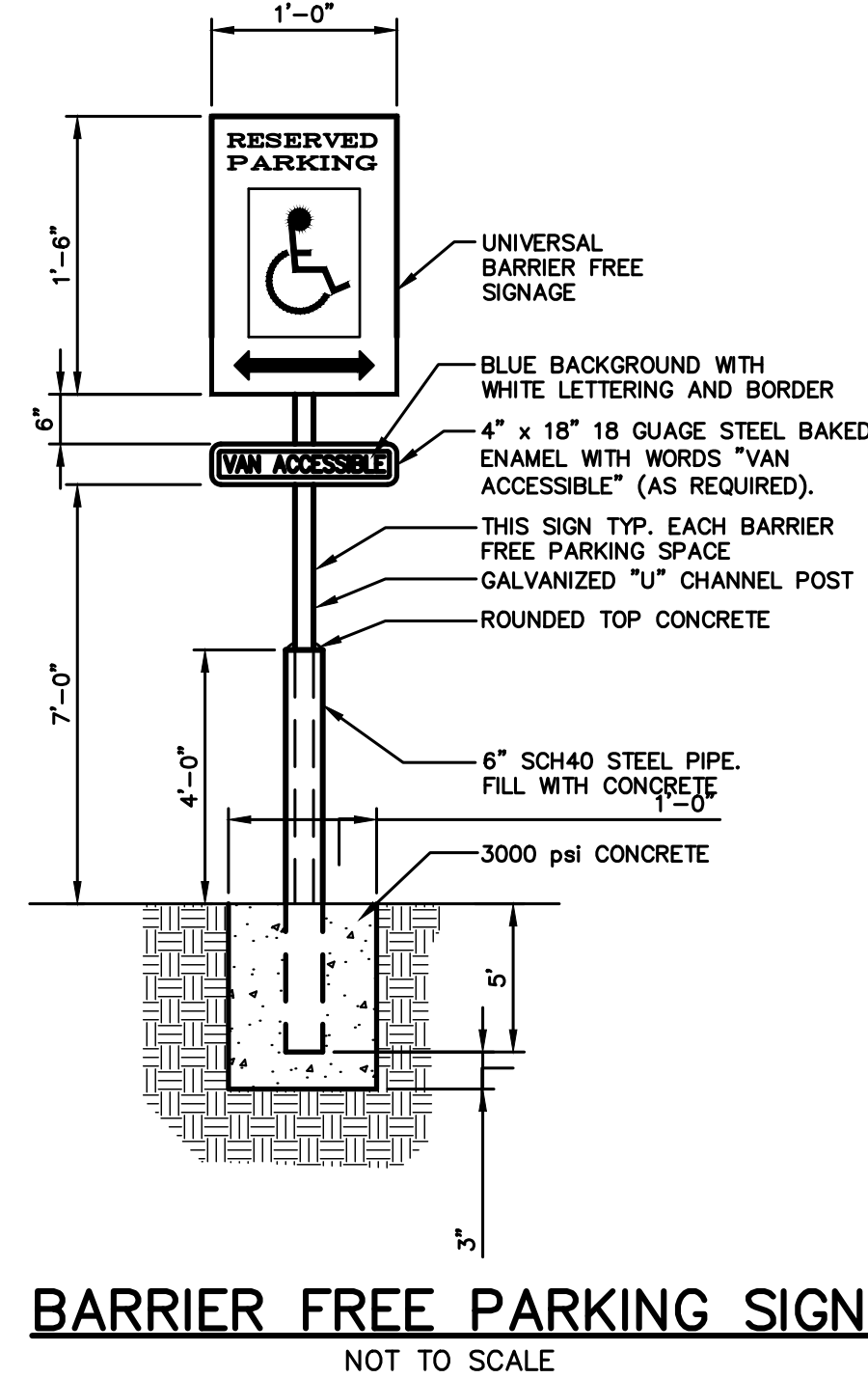
Design: DJG	Draft: CG	Date: OCT 2017
Checked: DER	Scale: AS NOTED	Job No.: 801.06
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Drawing Name:	Grading, Drainage, and Erosion Control Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	C103
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REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: JWA	Draft: CG	Date: AUG 2016
Checked: AMP	Scale: NTS	Job No.: 801.06
File Name: 801-06-DETAIL.dwg		

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Site Details

Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

C401

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1	6/7/18	REVISED FOR WETLAND IMPACTS
Rev.	Date	Revision

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
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PRE-APPLICATION MEETING	11/7/17	DER
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Design: JWA	Draft: CG	Date: AUG 2016
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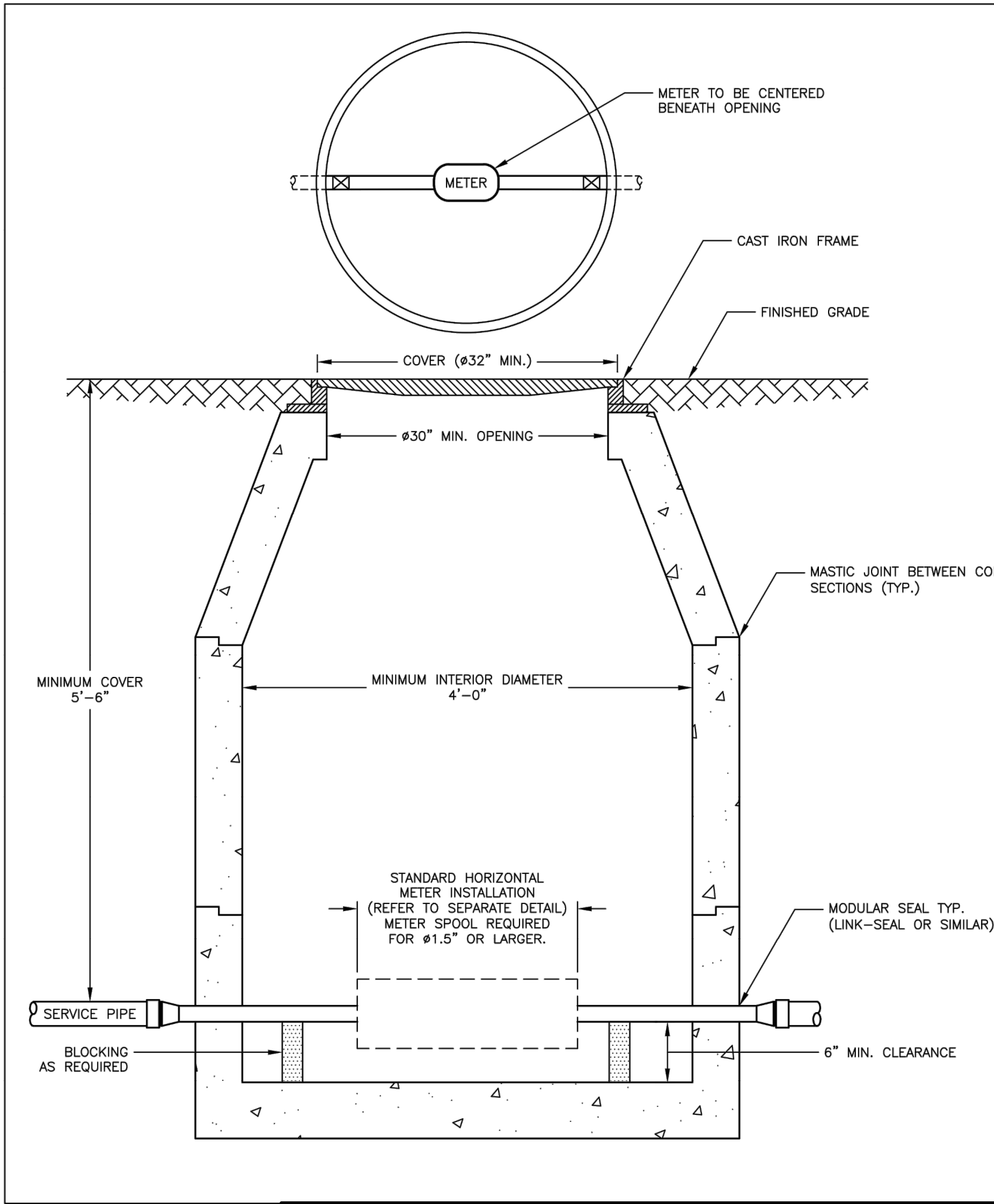


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Drawing Name:	Miscellaneous Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

C402

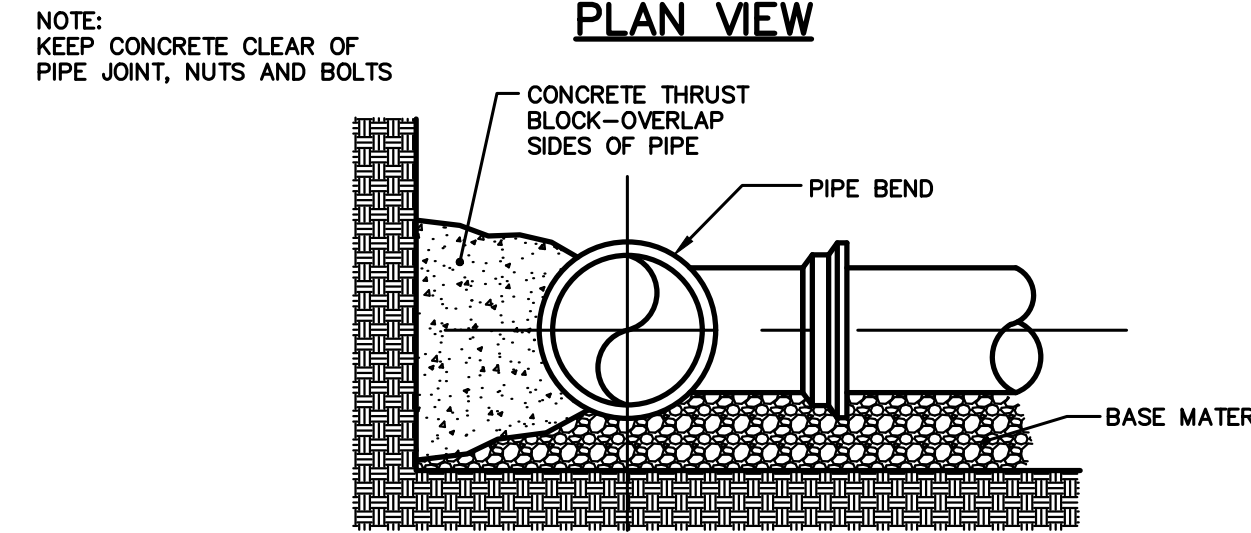
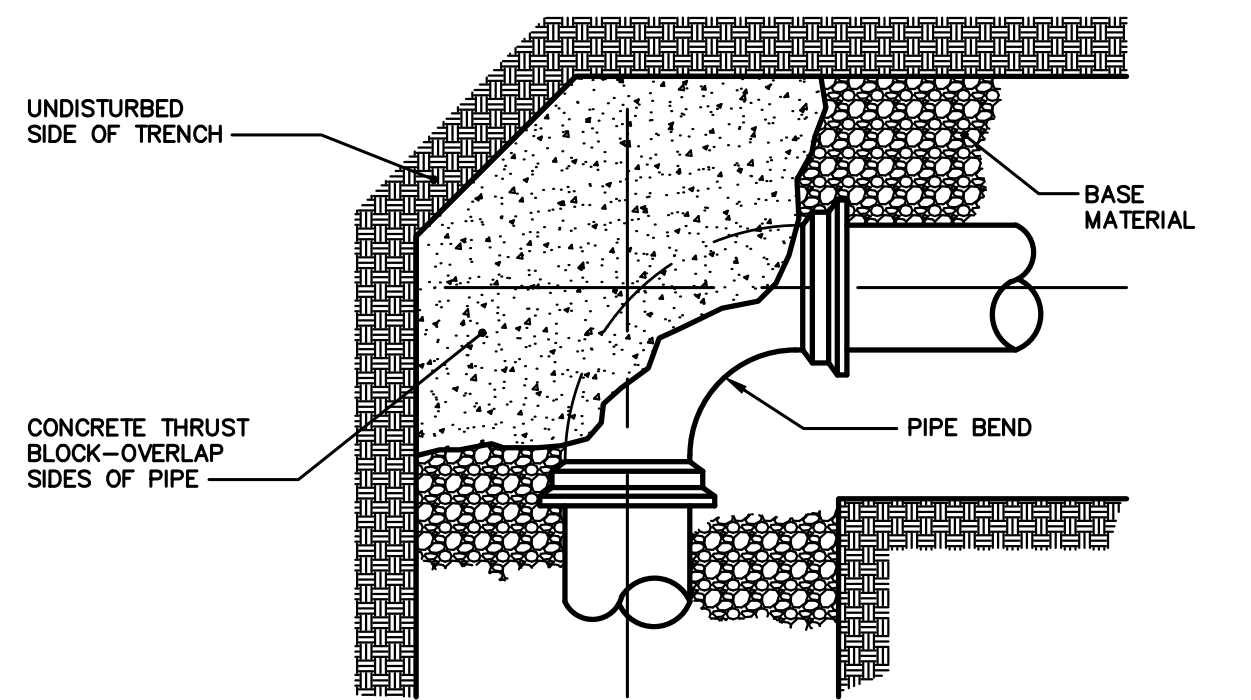
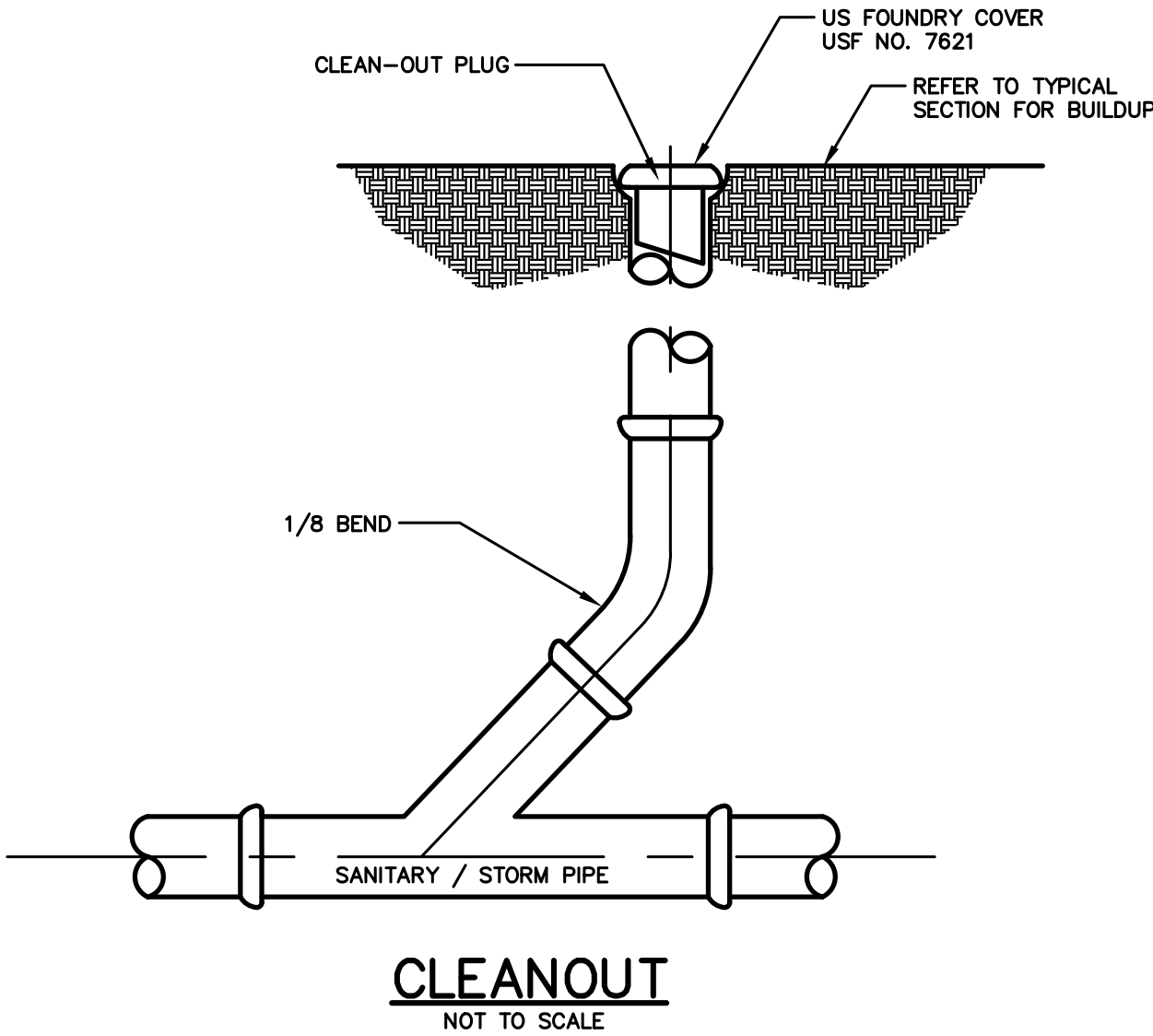


- METER PIT AND COVER**
1. SPECIAL APPROVAL BY PWD IS REQUIRED, PRIOR TO CONSTRUCTION, FOR ALL PROPOSED METER PIT INSTALLATIONS.
 2. BACKFLOW PREVENTION DEVICES MAY NOT BE INSTALLED WITHIN SMALL METER PITS.
 3. A METER PIT MAY HOUSE UP TO TWO 5/8", 3/4" OR 1" METERS WITH PRIOR APPROVAL BY PWD.
 4. METER PIT SHALL BE LOCATED ON PRIVATE PROPERTY BETWEEN 10' AND 20' FROM THE PROPERTY LINE UNLESS OTHERWISE APPROVED BY PWD.
 5. THE METER PIT SHALL BE MADE OF PRECAST CONCRETE OF SUFFICIENT SIZE TO PROVIDE 5.5' MINIMUM GROUND COVER FROM FINISHED GRADE TO THE TOP OF THE SERVICE PIPE.
 6. ALL SEAMS BETWEEN CONCRETE SECTIONS SHALL BE SEALED WITH MASTIC JOINT. ALL OPENINGS IN THE CONCRETE FOR SERVICE PIPING SHALL BE SEALED WITH A MODULAR SEAL (LINK-SEAL OR SIMILAR).
 7. METER PIT INTERIOR MUST BE AT LEAST 48" IN DIAMETER. THE OPENING MUST BE AT LEAST 30" IN DIAMETER, WITH A CAST IRON FRAME. THE COVER SHALL BE CAST IRON OR STEEL, 32" MINIMUM IN DIAMETER, AND BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
 8. WALL-MOUNTED LADDER RUNGS ARE NOT TO BE INSTALLED WITHIN METER PIT.
 9. ALL PIPING INSIDE AND EXTENDING THROUGH THE METER PIT WILL BE MADE OF COPPER, WITH A MINIMUM OF 6" CLEARANCE FROM THE METER PIT FLOOR. USE BLOCKING AS NEEDED TO SUPPORT THE PIPE.
 10. CUSTOMER SHALL ENSURE THE METER PIT AND COVER ARE PROPERLY RATED FOR TRAFFIC FLOW, IF APPLICABLE.

- METER INSTALLATION**
11. ONLY PWD PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. PWD PERSONNEL ARE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
 12. PWD WILL SUPPLY THE WATER METER. ALL OTHER FITTINGS, INCLUDING A METER RESETTER FOR 1" OR SMALLER METERS, SHALL BE SUPPLIED AND INSTALLED BY CUSTOMER.
 13. FOR 1.5" AND 2" METERS, CUSTOMER WILL INSTALL A FLANGED METER SPOOL PIECE, SUPPLIED BY PWD AT NO ADDITIONAL CHARGE, PRIOR TO METER SET. THE METER SPOOL WILL BE MADE AVAILABLE FOR CUSTOMER PICKUP AT PWD CUSTOMER SERVICE, 225 DOUGLASS STREET, PORTLAND DURING NORMAL BUSINESS HOURS.
 14. CUSTOMER WILL INSTALL TWO BALL VALVES AT LEAST 24" APART FOR METER INSTALLATION, ALLOWING FOR THE WATER METER TO BE CENTERED UNDER THE METER PIT OPENING. THE BALL VALVES SHALL BE SOLDERED IN PLACE.

SMALL METER PIT
(5/8" TO 2" METER)

PORTLAND WATER DISTRICT
Asset Management & Planning Dept.
2007 774-5963 x 3199 main@pwd.org



THRUST/RETAINER GLAND SCHEDULE		
1/4 BEND	90'	USE POURED IN-PLACE THRUST BLOCK WITH RETAINERS
1/8 BEND	45'	THRUST BLOCK WITH RETAINERS
1/16 BEND	22 1/2'	THRUST BLOCK
1/32 BEND	11 1/4'	THRUST BLOCK

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

THRUST BLOCK PLACEMENT ON BENDS

NOT TO SCALE

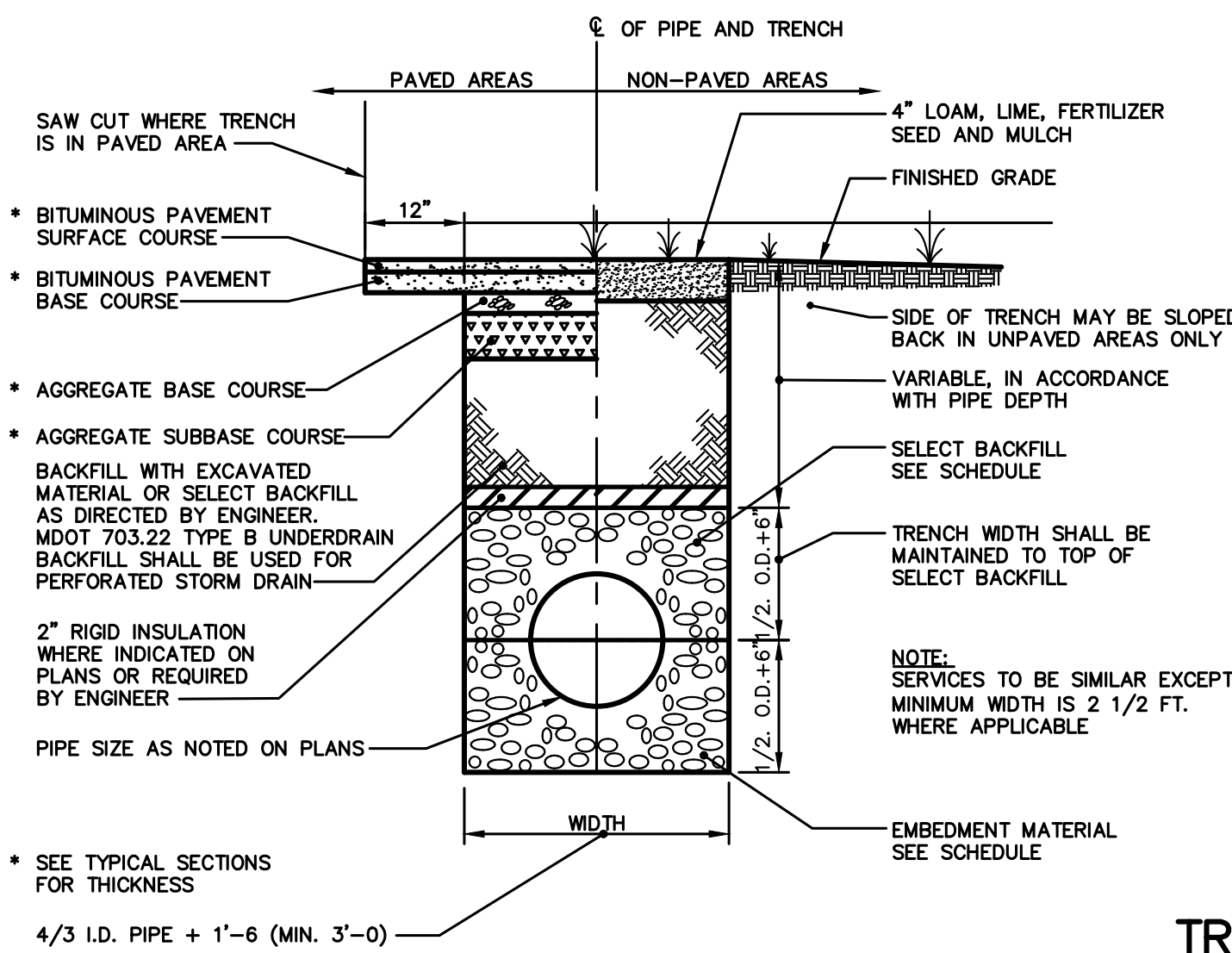
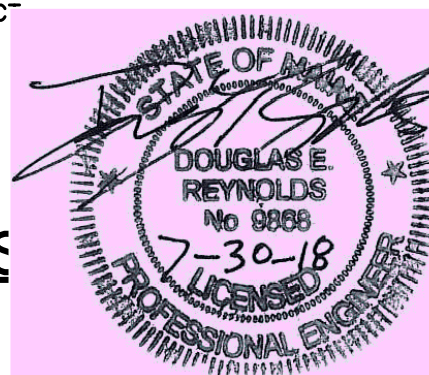
1. THE BEARING SURFACE OF THE THRUST BLOCK SHALL BE THE SURFACE AREA OF THE THRUST BLOCK WHICH IS CAST AGAINST THE TRENCH WALL. THE BEARING SURFACE SHALL NOT EXCEED THE FOLLOWING LOADINGS:

IN-SITU CONDITION	ALLOWABLE
BEDROCK	3,000 psf
SAND OR OUTWASH DEPOSITS	1,500 psf
OTHER SOILS	1,000 psf

THE THRUST SHALL BE COMPUTED ON THE BASIS OF 150 psi x THE CROSS SECTIONAL AREA OF THE PIPE. FOR EXAMPLE, A THRUST BLOCK FOR A 1/4 BEND ON AN 8" WATER MAIN BEARING AGAINST CLAY WOULD REQUIRE A BEARING SURFACE OF 7.5 s.f.
 $150 \text{ psi} \times 50 \text{ sq. in.} = 7.5 \text{ s.f.}$
1,000 psf
2. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.
3. ANY WORK RELATED TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE SCARBOROUGH WATER AND SEWER DISTRICT SPECIFICATIONS.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

THRUST BLOCK NOTES



SCHEDULE OF TRENCH BACKFILL		
TYPE OF PIPE	EMBEDMENT MATERIAL	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC-SDR 35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
PERFORATED PVC-SDR35 HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

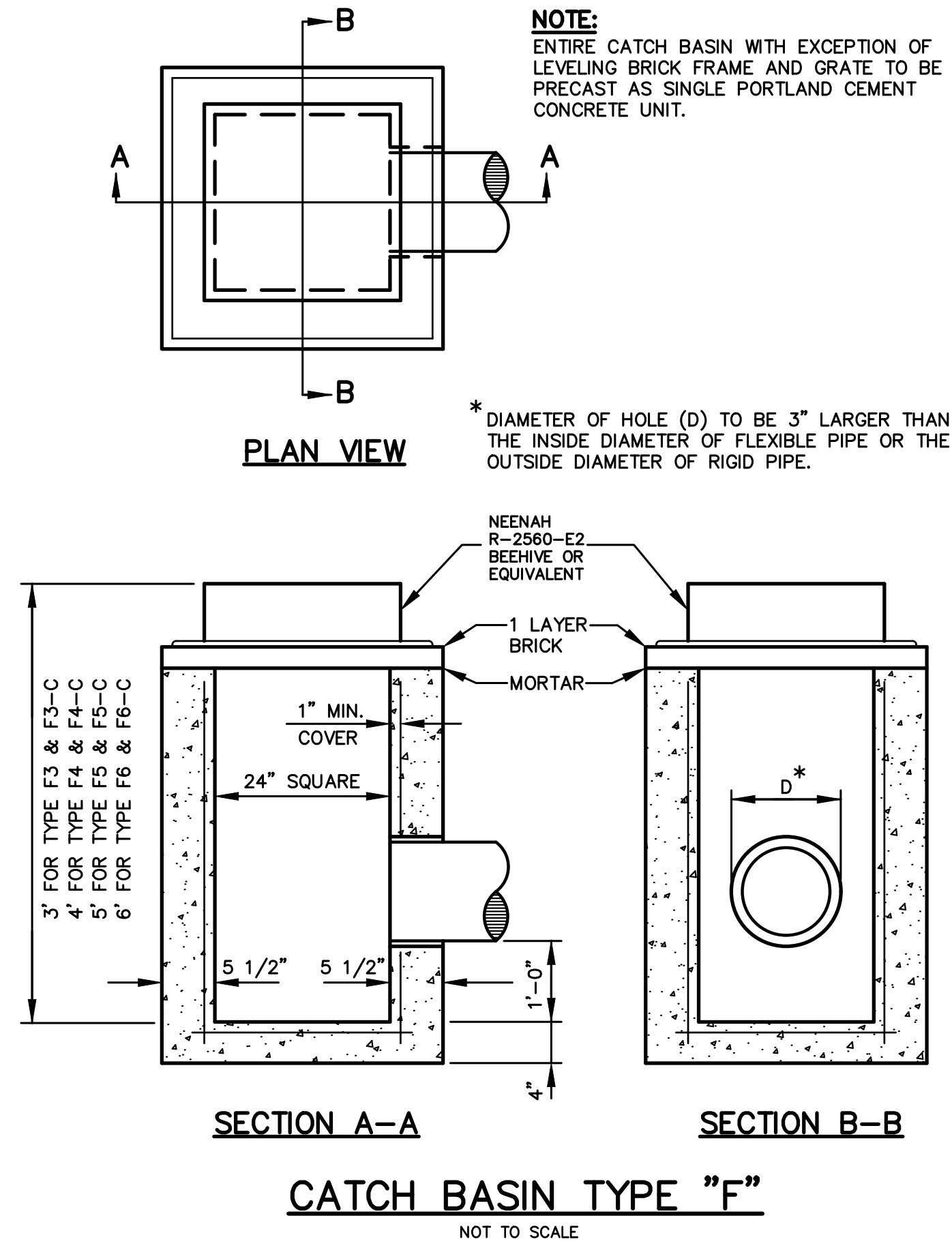
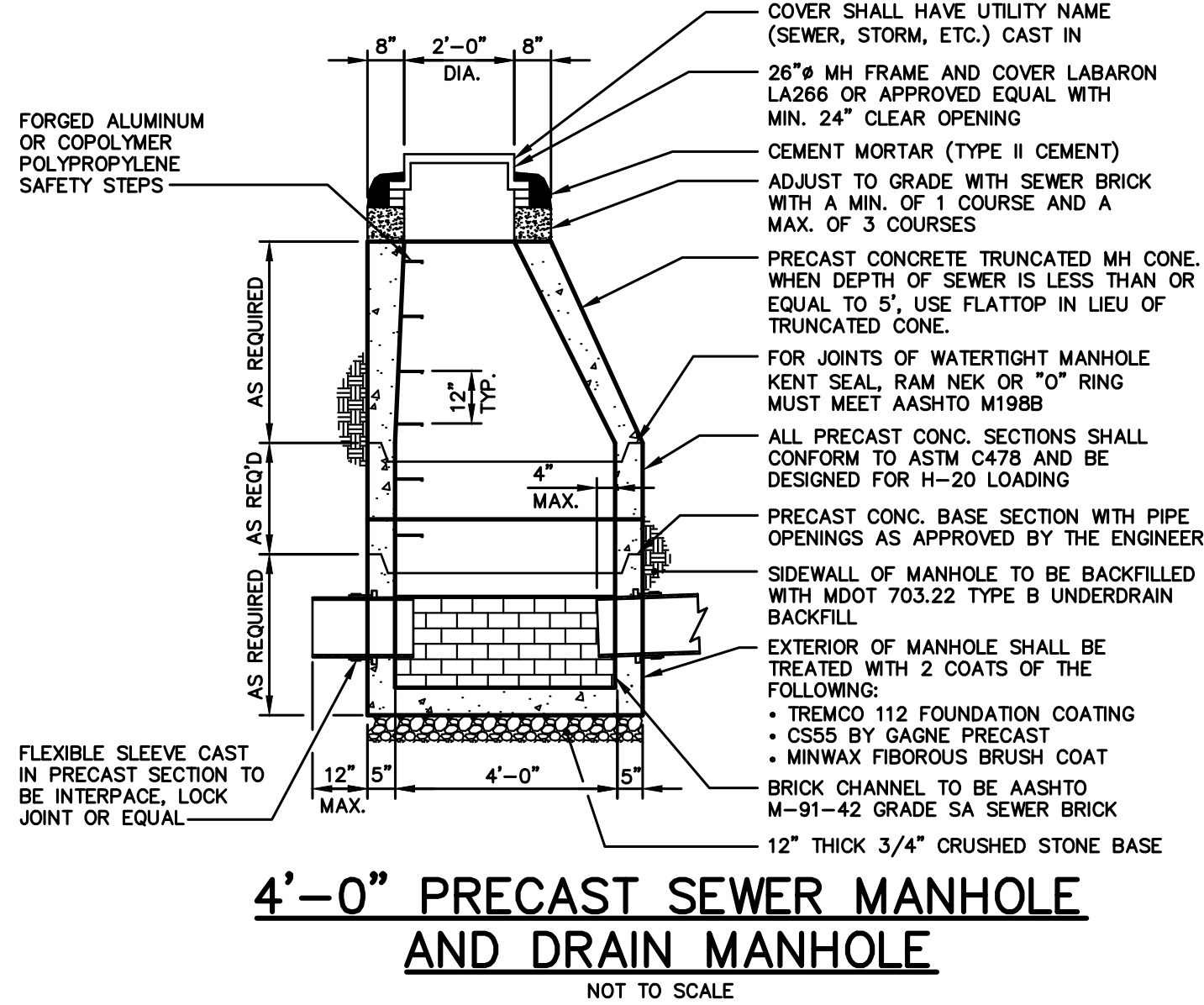
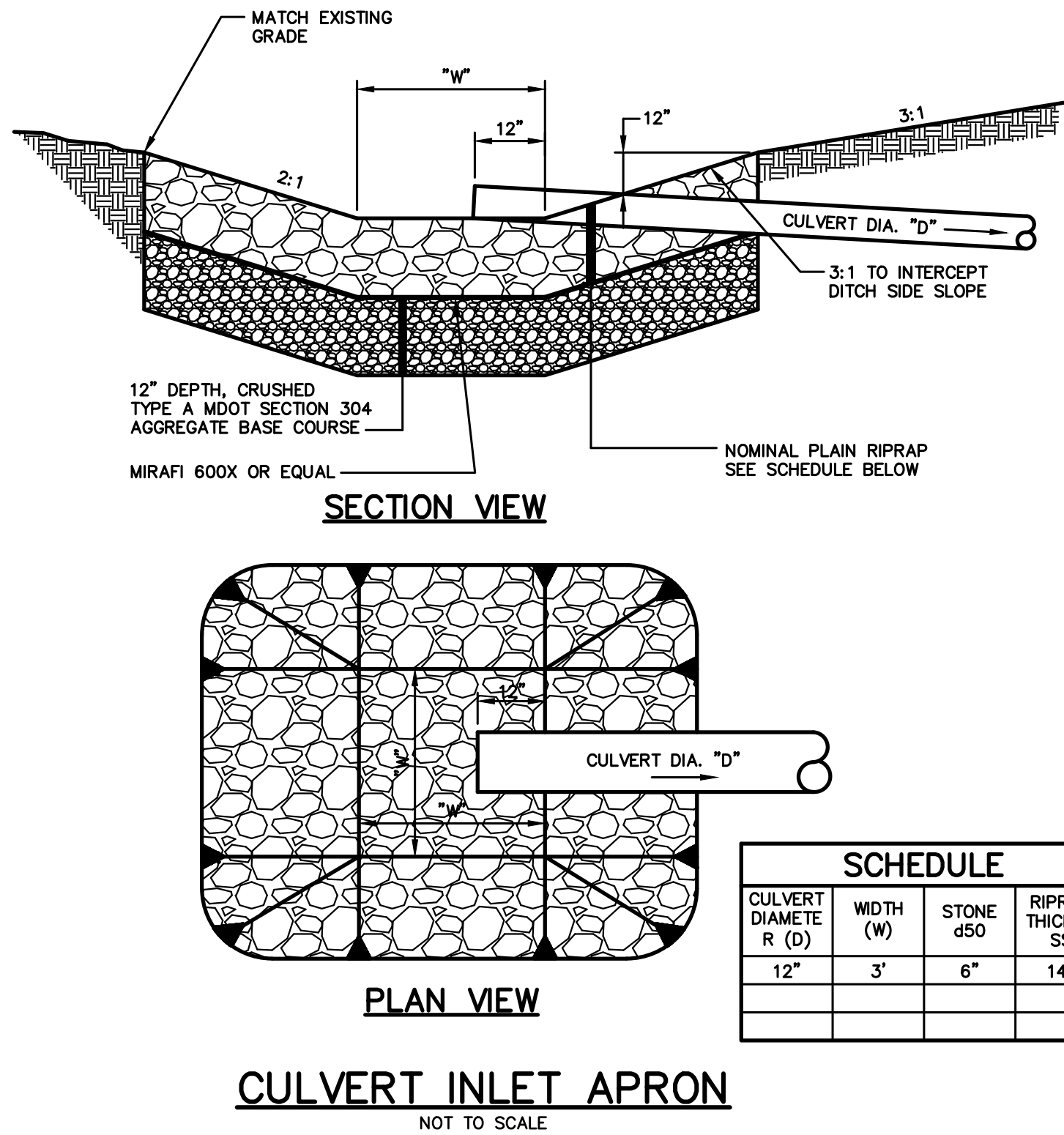
- NOTE:
1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
 2. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES, 12" BELOW FINISH GRADE.

MINIMUM COVER	PIPE	(1) COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" RIGID INSULATION.
2'-0"	DRAIN (1)	
5'-0"	WATER	
5'-0"	SEWER	

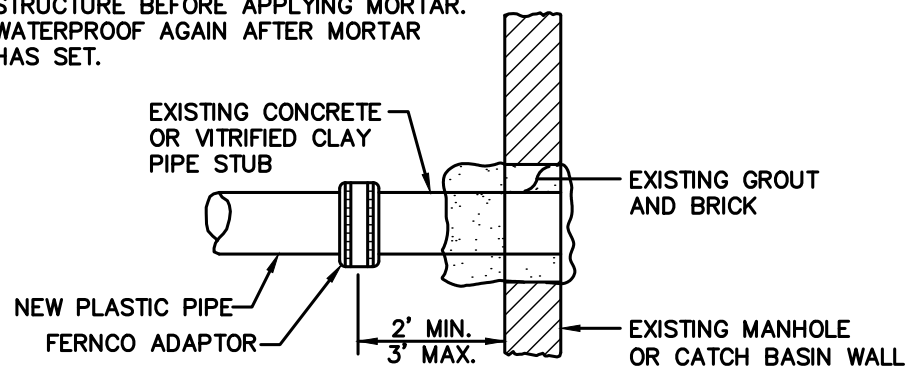
TRENCH SECTION

N.T.S.

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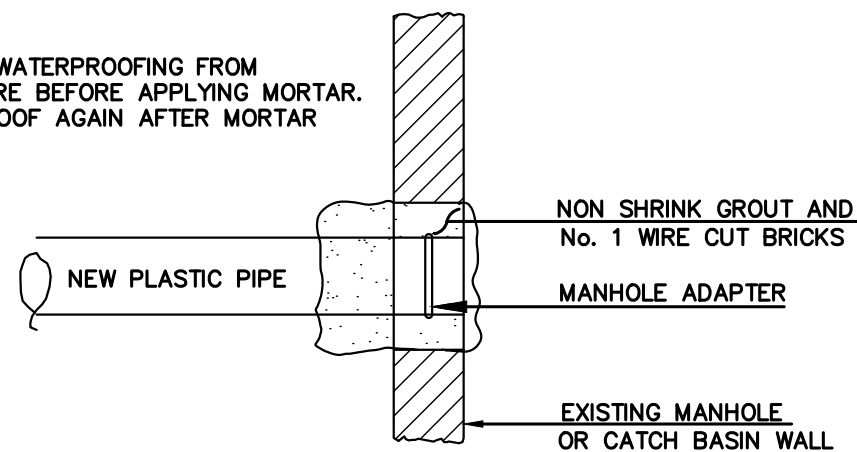
NOTE:
REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.



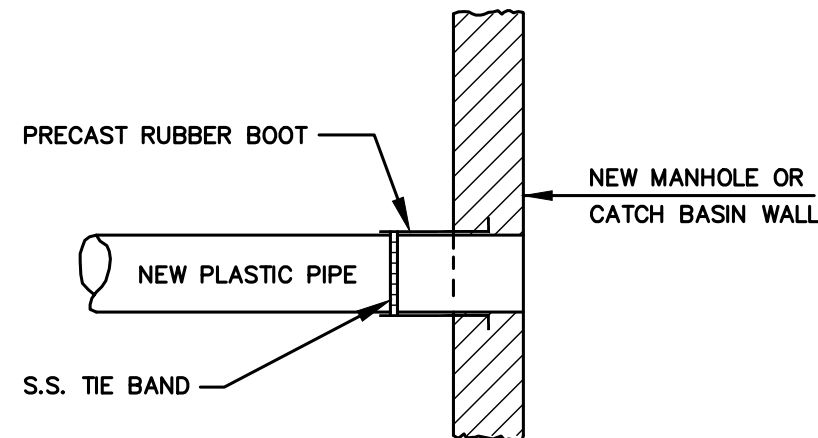
METHOD 4 - NEW PIPE TO EXISTING STRUCTURE STUB

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENINGS. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.

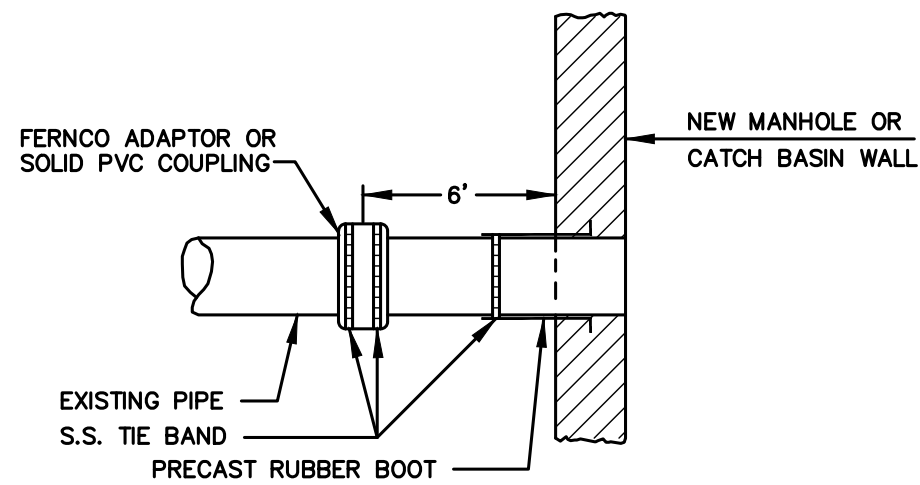
NOTE:
REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.



METHOD 3 - NEW PIPE INTO EXISTING STRUCTURE
PLASTIC PIPE CONNECTIONS
NOT TO SCALE



METHOD 2 - NEW CONSTRUCTION



METHOD 1 - EXISTING PIPE INTO NEW STRUCTURE
PLASTIC PIPE CONNECTIONS
NOT TO SCALE

NOTES:

- "THE SNOOT" OR APPROVED EQUIVALENT SHALL BE PROVIDED ON CATCH BASIN PIPES 18" OR LESS.
- CATCH BASINS INSTALLED ALONG CURB LINES SHALL HAVE CURB INLET STONES AND WHERE NECESSARY TRANSITION STONES ON BOTH SIDES OF CURB INLET STONE.

DESIGN NOTES:

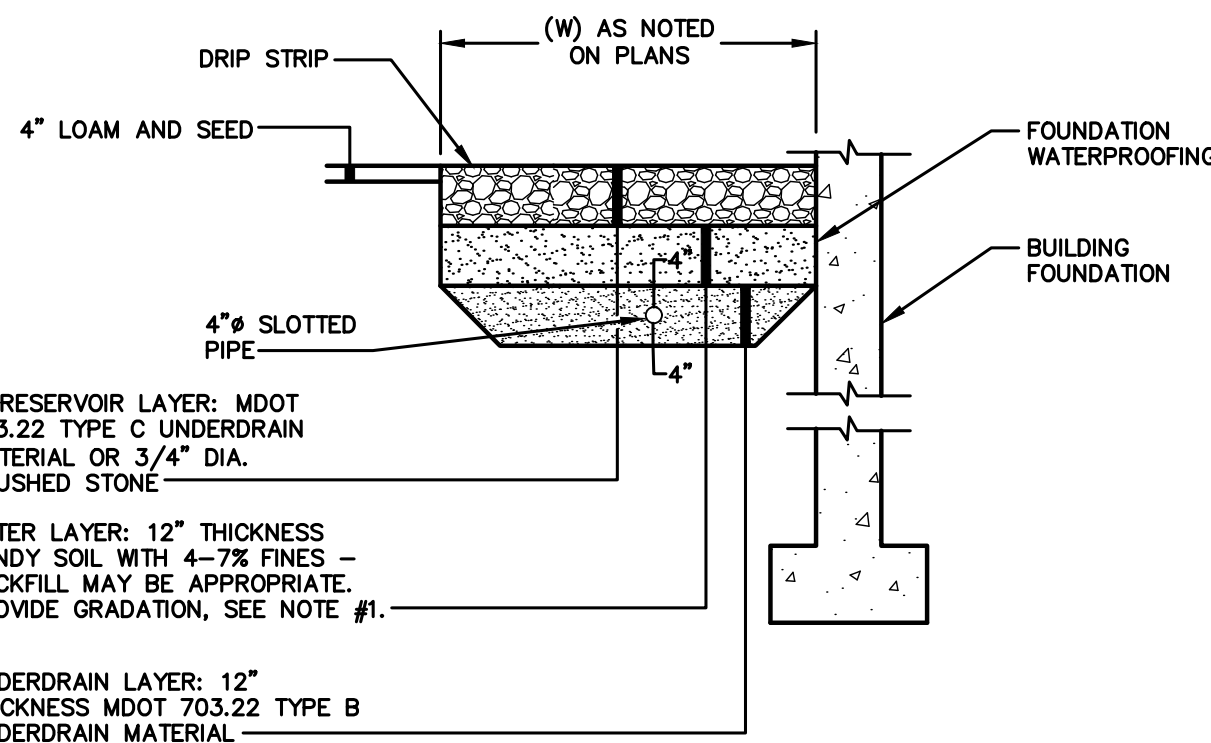
- ALL CONCRETE TO HAVE A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
- DESIGN LOAD FOR H-20 WHEEL LOAD.
- CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
- REINFORCE TO 0.12 IN SQ./LF.

ALL PIPES TO HAVE A WATER TIGHT SEAL
PRECAST CONCRETE CONCENTRIC CB CONE, WHEN DEPTH OF PIPE IS LESS THAN OR EQUAL TO 5', USE FLATTOP IN LIEU OF CONCENTRIC CONE.
SIDEWALL OF CATCH BASIN TO BE BACKFILLED WITH MDOT 703.22 TYPE B UD BACKFILL
12" THICK 3/4" CRUSHED STONE BASE

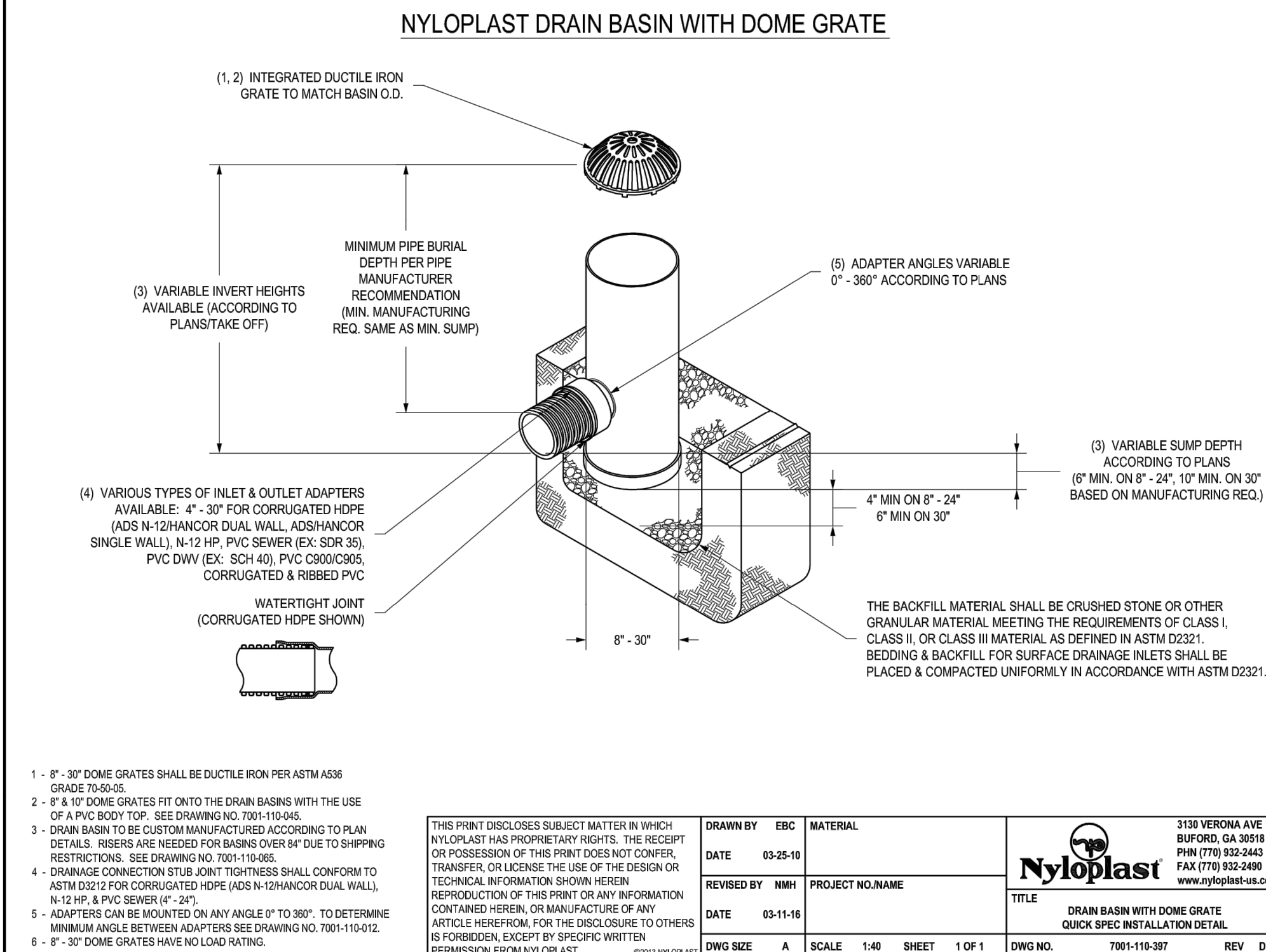
4'-0" PRECAST CATCH BASIN
NOT TO SCALE

DRIP STRIP NOTES:

- FILTER LAYER SHALL CONSIST OF A SANDY SOIL WITH BETWEEN 4% AND 7% FINES (PASSING #200 SIEVE).
- SUBMIT RESULTS OF FIELD AND LABORATORY TESTING TO PROJECT ENGINEER.
- SUBMIT 75 LB. SAMPLE OF EACH TYPE OF MATERIAL IN AIR TIGHT CONTAINERS TO TESTING FACILITY.
- THE FOLLOWING MATERIAL SHALL BE SUBMITTED:
A. RESERVOIR LAYER MATERIAL
B. FILTER LAYER MATERIAL
C. UNDERDRAIN LAYER
- PERFORM A SIEVE ANALYSIS CONFORMING TO ASTM C136-STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES, ON EACH TYPE OF THE SAMPLE MATERIAL AND SUBMIT RESULTS TO PROJECT ENGINEER.



DRIP STRIP SECTION
NOT TO SCALE



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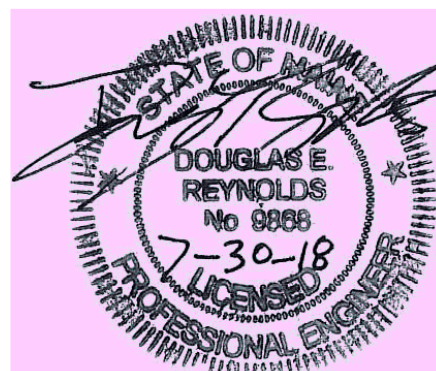
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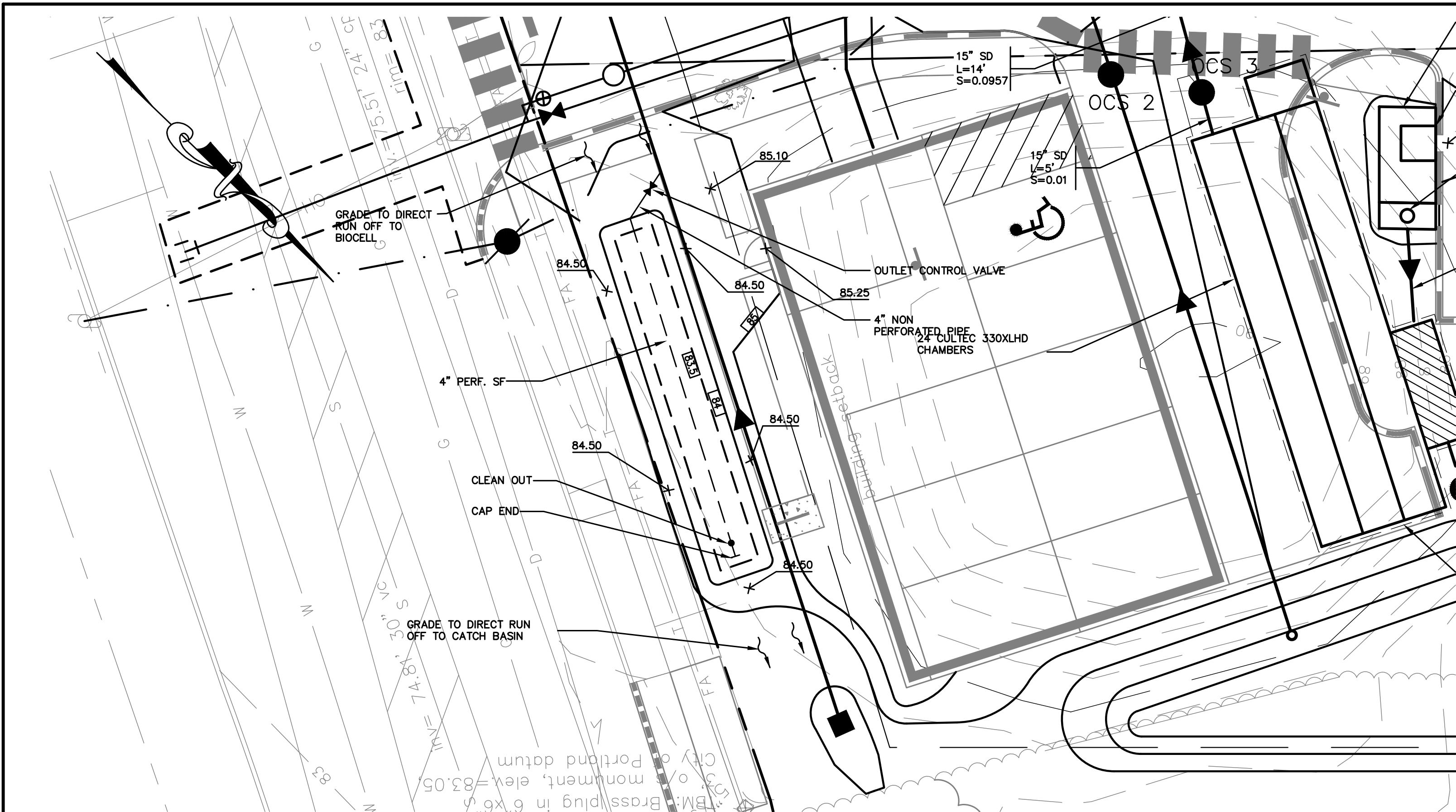


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Drawing Name:	Drainage Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	C403
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BIO RETENTION POND #1
PROJECT DETAILS

Table 1 Loamy Coarse Sand	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85-100
#20	70-100
#60	15-40
#200	8-15
#200 CLAY SIZE	<2.0

Table 2 MEDOT Specifications for Underdrain Type B (MEDOT #703.22)	
SIEVE SIZE	% PASSING BY WEIGHT
1"	90-100
1/2"	75-100
#4	50-100
#20	15-80
#50	0-15
#200	0-5

Table 3 Sandy Loam Topsoil	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75-95
#10	60-90
#40	35-85
#200	20-70
#200 CLAY SIZE	<2.0

SCHEDULE A		
ITEM DESCRIPTION	GRASSED UNDERDRAIN DIMENSION/ELEVATION	
A CHANNEL PROTECTION VOLUME STAGE	83.40	
B TOP SOIL FILTER	83.50	
C TOP UNDERDRAIN BEDDING STONE	82.00	
D PIPE INVERT: 4" PERF. UD	81.33	
E BOTTOM UNDERDRAIN BEDDING	81.00	

CONSTRUCTION OVERSIGHT

- INSPECTION OF THE FILTER BASIN SHALL BE PROVIDED FOR EACH PHASE OF CONSTRUCTION BY THE DESIGN ENGINEER WITH REQUIRED REPORTING TO THE DEP. AT A MINIMUM, INSPECTIONS WILL OCCUR:
- AFTER 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.
 - AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDED.
 - AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS.
 - ALL MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN WILL BE APPROVED BY THE DESIGN ENGINEER AFTER TESTS BY A CERTIFIED LABORATORY SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.

NOTE: CONTRACTOR SHALL NOTIFY PROJECT ENGINEER 48 HOURS PRIOR TO THE MILESTONES LISTED ABOVE TO ALLOW FOR INSPECTION.

NOTES:

- EMBANKMENT FOOTPRINT SHALL BE CLEARED OF TRASH/DEBRIS AND ANY ROCKS GREATER THAN 6", BE FREE OF ANY STANDING WATER, BE GRADED TO BE NO STEEPER THAN 1H:1V, BE SCARIFIED PRIOR TO EMBANKMENT FILL PLACEMENT, AND BE INSPECTED AND APPROVED BY THE PROJECT ENGINEER BEFORE FILL PLACEMENT BEGINS.

4" LOAM & SEED, MULCH & FERTILIZER

COMPACTED EMBANKMENT MATERIAL, MEETING MDOT SECTION 703.19 GRANULAR BORROW MODIFIED TO HAVE 100% PASSING THE 6" SIEVE. (COMPACTED TO 95% OF MODIFIED PROCTOR). SUBMIT EMBANKMENT MATERIAL GRADATION TO PROJECT ENGINEER PRIOR TO CONSTRUCTING EMBANKMENT.

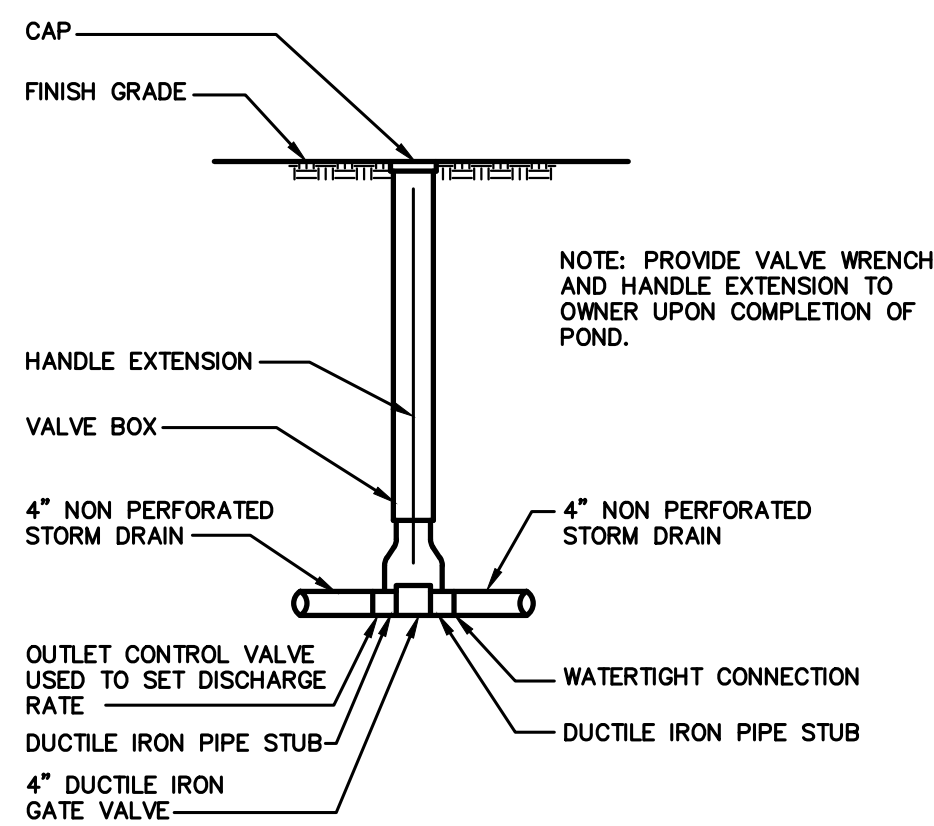
BERM CONSTRUCTION

NOT TO SCALE

SCHEDULE B - EMBANKMENT SCHEDULE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
(A) POND BASE ELEVATION	83.50
(B) PEAK ELEVATION - CHANNEL PROTECTION VOLUME	83.40
(C) TOP OF BERM	84.50

TYPICAL POND CROSS SECTION

NOT TO SCALE



OUTLET VALVE

NOT TO SCALE

BIO RETENTION CELL NOTES:

SOIL SPECIFICATIONS:

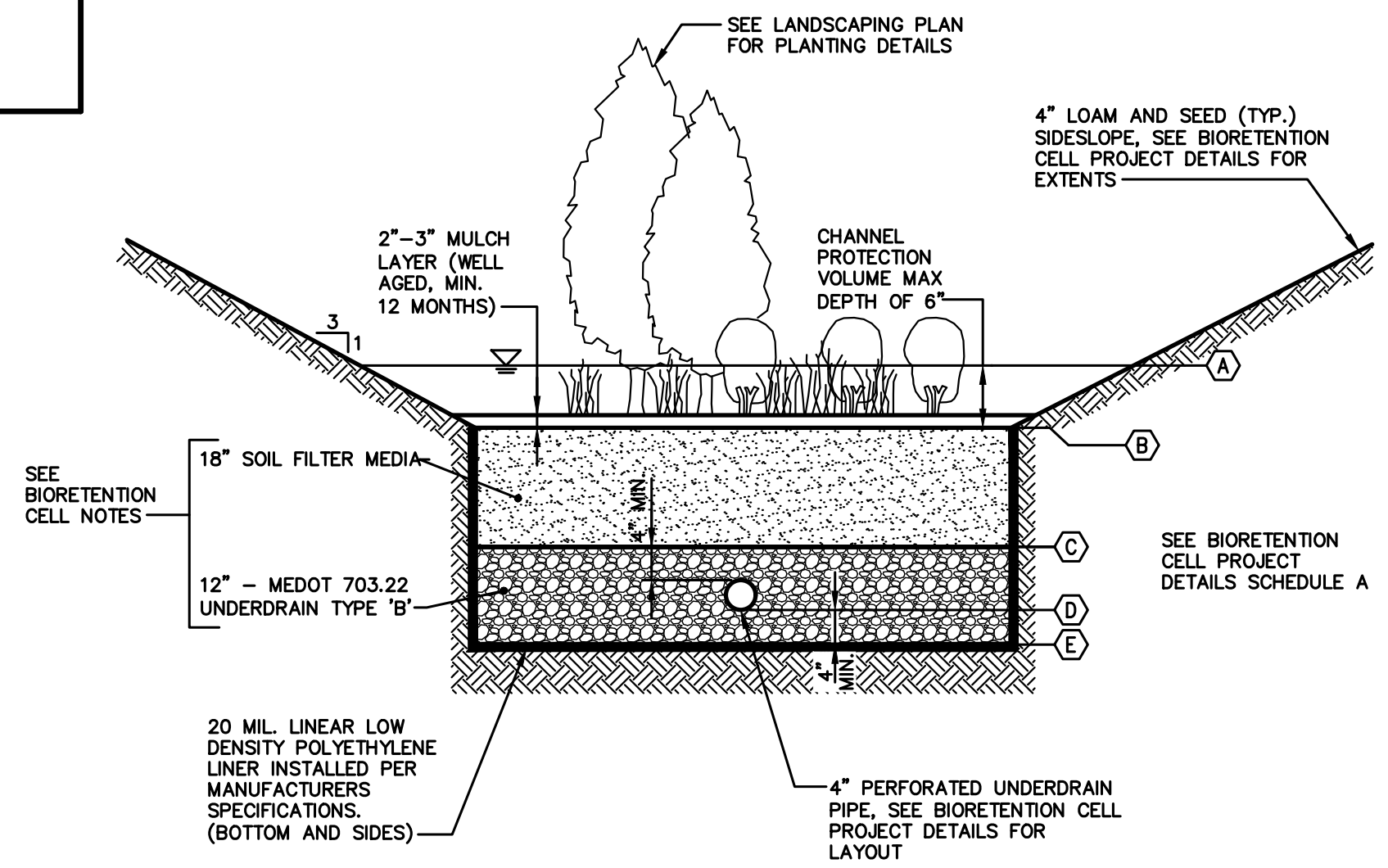
- THE SOIL FILTER MEDIA SHALL BE A LAYERED SYSTEM CONSISTING OF THE FOLLOWING FROM THE BOTTOM:
 - 12" OF LOAMY COARSE SAND, SEE TABLE 1.
 - 2" LAYER OF TOPSOIL (SEE "C" BELOW) ROTOTILLED INTO THE LOAMY COARSE SAND LAYER.
 - 6" OF NON-CLAYEY, LOAMY TOPSOIL SUCH AS USDA SANDY LOAM TOPSOIL WITH 5-8% HUMIFIED ORGANIC MATTER. SUPERHUMUS OR EQUIVALENT MAY BE ADDED TO THE TOPSOIL TO INCREASE ORGANIC CONTENT, SEE TABLE 3.
- SOIL FILTER MEDIA MIXTURE SHALL HAVE A PERMEABILITY OF 2.4 IN./HR. TO 4 IN./HR UPON COMPACTION BETWEEN 90% AND 92% STANDARD PROCTOR (ASTM D698).

SUBMITTALS:

- SUBMIT RESULTS OF FIELD AND LABORATORY TESTING TO PROJECT ENGINEER.
- SUBMIT 75 lb. SAMPLE OF EACH TYPE OF MATERIAL: SUBMIT IN AIR TIGHT CONTAINERS TO PROJECT ENGINEER.
- THE FOLLOWING MATERIAL SHALL BE SUBMITTED:
 - SAND.
 - UNDERDRAIN BEDDING MATERIAL.
- PERFORM A SIEVE ANALYSIS CONFORMING TO ASTM C136 - STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES; 1996a ON EACH TYPE OF THE SAMPLE MATERIAL AND SUBMIT RESULTS TO PROJECT ENGINEER.
- PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90% TO 92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698. SUBMIT RESULTS TO THE PROJECT ENGINEER.
- PERFORM ONE COMPACTION DENSITY TEST ON THE IN PLACE SOIL FILTER FOR EVERY 2,000 SQUARE FEET OF FILTER SURFACE AREA. TEST SHALL CONFORM TO ASTM D 2922 - STANDARD TEST METHODS FOR DENSITY OF SOIL AND SOIL-AGGREGATE IN PLACE BY NUCLEAR METHODS (SHALLOW DEPTH); 1996. SUBMIT RESULTS TO THE PROJECT ENGINEER.

CONSTRUCTION:

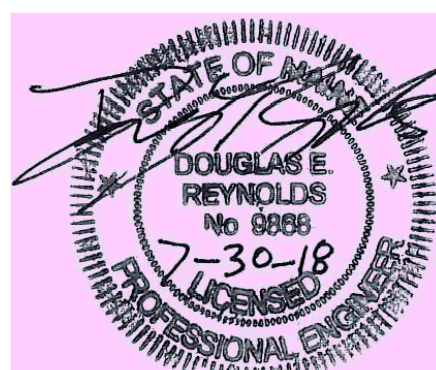
- SOIL FILTER MEDIA AND UNDERDRAIN BEDDING MATERIAL SHALL BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR.
- PERFORATED UNDERDRAIN PIPE SHALL BE 4" SLOTTED PIPE. SPACED 15 FEET ON CENTER MAXIMUM.
- TRIBUTARY AREAS SHALL BE STABILIZED PRIOR TO INSTALLATION OF THE SOIL FILTER MEDIA MIXTURE AND UNDERDRAIN. STABILIZED IS DEFINED AS PAVED IF IN A PARKING AREA OR ROADWAY, AND 90% GRASS CATCH IF IN A VEGETATED AREA.
- OUTFLOW OF THE VEGETATED UNDERDRAIN SHALL BE CONTROLLED BY A 4" DUCTILE IRON GATE VALVE WITH VALVE WRENCH AND EXTENSION (AVAILABLE FROM E.J. PRESCOTT OR EQUIVALENT). A THREE PIECE VALVE BOX (AVAILABLE FROM E.J. PRESCOTT OR EQUIVALENT) SHALL BE INSTALLED OVER THE VALVE.
- ALL EQUIPMENT USED WITHIN THE LIMITS OF THE VEGETATED UNDERDRAIN SHALL BE LOW GROUND PRESSURE VEHICLES (LESS THAN 2.0 PS) WHEN FULLY LOADED.
- UPON COMPLETION OF THE INSTALLATION OF THE SOIL FILTER MEDIA AND THE ESTABLISHMENT OF A 90% CATCH OF GRASS OVER THE FILTER MEDIA, THE CONTRACTOR SHALL FLOOD THE VEGETATED UNDERDRAIN TO THE DESIGN ELEVATION WITH CLEAN WATER AND ADJUST THE VALVE TO OBTAIN A 24 HOUR TO 32 HOUR RELEASE TIME.



BIORETENTION CELL DETAIL

NOT TO SCALE

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



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1	6/7/18	REVISED FOR WETLAND IMPACTS

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Issued For	Date	By

Design: JWA	Draft: CG	Date: AUG 2018
Checked: AMP	Scale: NTS	Job No.: 801.06
File Name: 801-06-DETAIL.dwg		
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Drawing Name:	Bio Retention Pond #1 Plan and Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	C404
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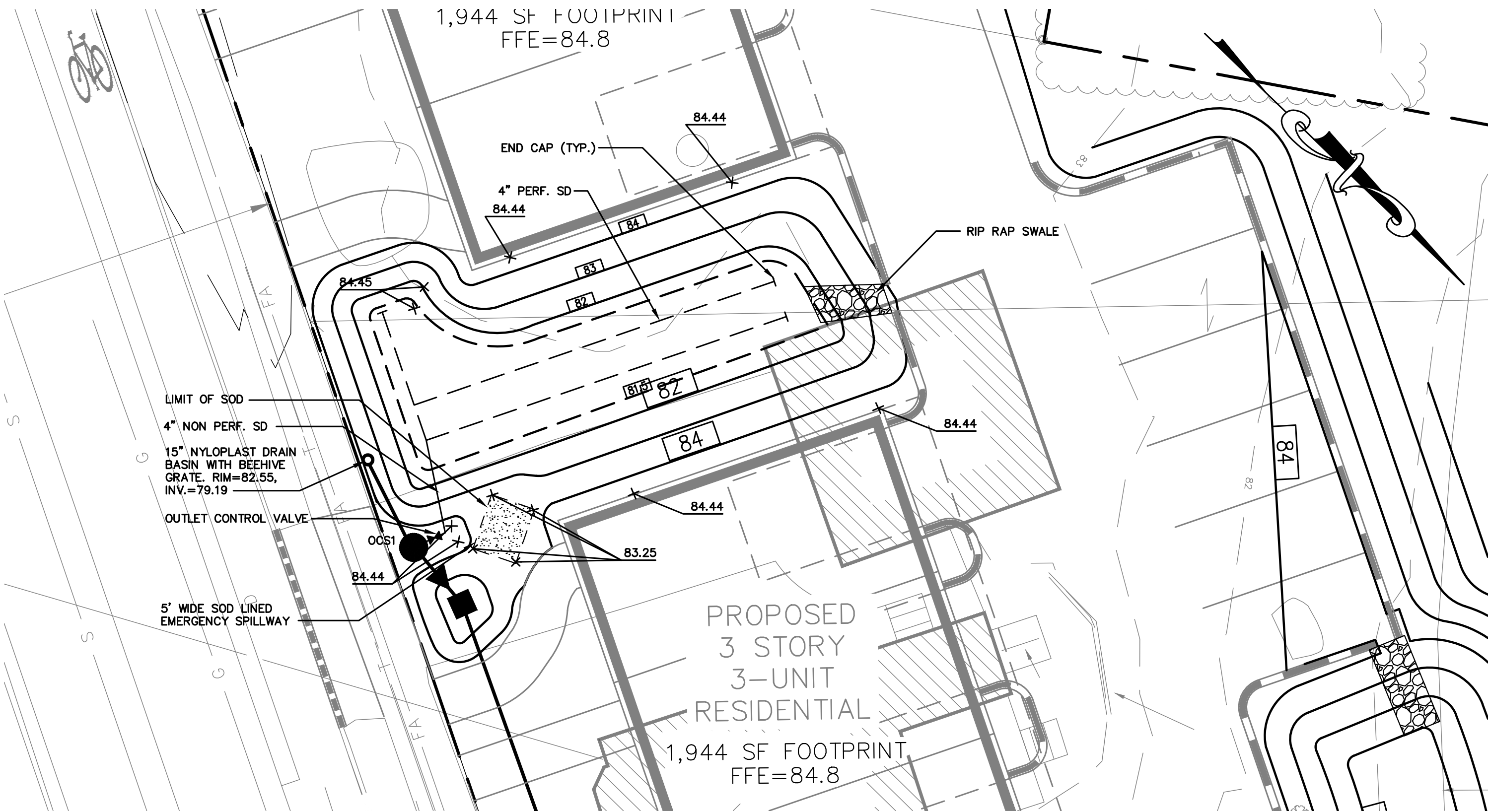


Table 1 Loamy Coarse Sand	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85-100
#20	70-100
#60	15-40
#200	8-15
#200 CLAY SIZE	<2.0

Table 2 MEDOT Specifications for Underdrain Type B (MEDOT #703.22)	
SIEVE SIZE	% PASSING BY WEIGHT
1"	90-100
1/2"	75-100
#4	50-100
#20	15-80
#50	0-15
#200	0-5

Table 3 Sandy Loam Topsoil	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75-95
#10	60-90
#40	35-85
#200	20-70
#200 CLAY SIZE	<2.0

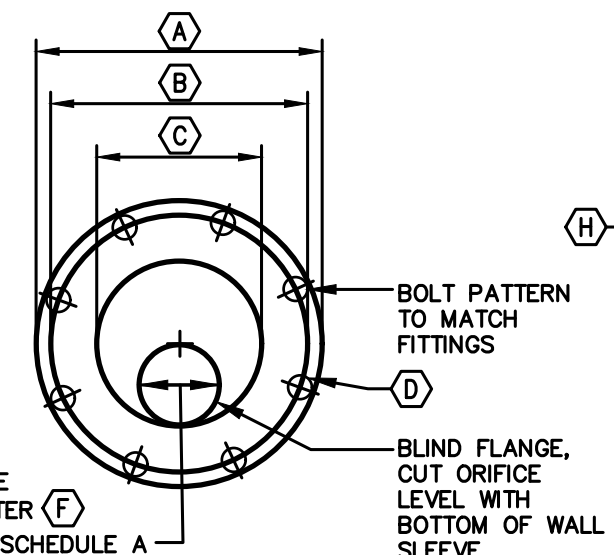
SCHEDULE A	
ITEM DESCRIPTION	GRASSED UNDERDRAIN DIMENSION/ELEVATION
A CHANNEL PROTECTION VOLUME STAGE	82.55
B TOP SOIL FILTER	81.50
C TOP UNDERDRAIN BEDDING STONE	80.00
D PIPE INVERT: 4" PERF. UD	79.33
E BOTTOM UNDERDRAIN BEDDING	79.00
F BOTTOM OF CRUSHED STONE	78.50

GRASSED UNDERDRAIN SOIL FILTER #1 PROJECT DETAILS

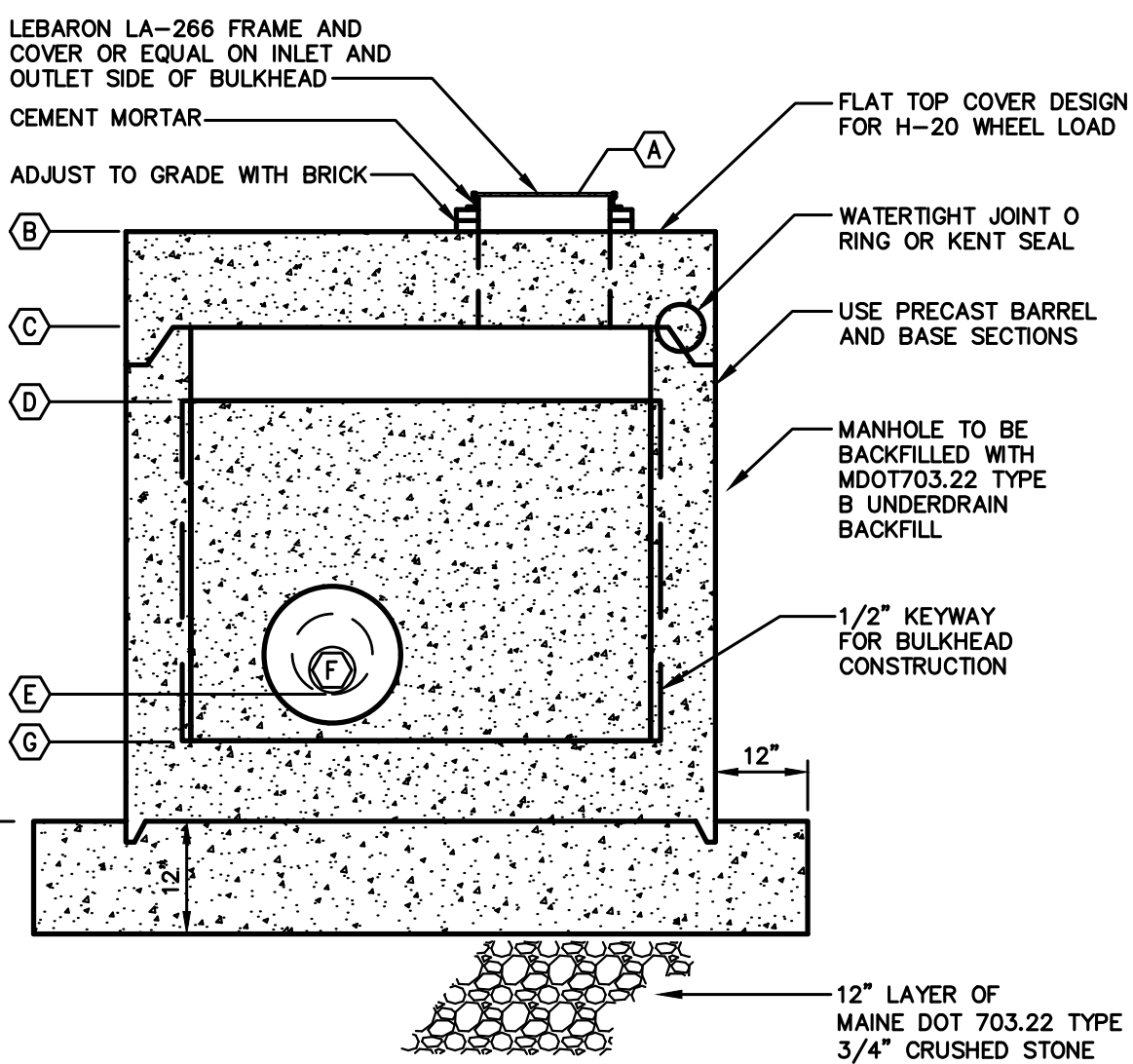
1"=10'

SCHEDULE A	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A TOP OF MH COVER	84.77
B TOP OF STRUCTURE	84.27
C UNDERSIDE TOP SLAB	83.60
D TOP CONCRETE BULKHEAD	83.25
E ORIFICE INVERT	79.19
F ORIFICE DIAMETER	2.6"
G MANHOLE INVERT	78.19
H BOTTOM OF STRUCTURE	77.19
I PIPE DIAMETER	15"
J INVERT OUT	79.19
K PIPE DIAMETER	15"
L INVERT IN	79.19
M PIPE DIAMETER	4"
N INVERT IN	79.19

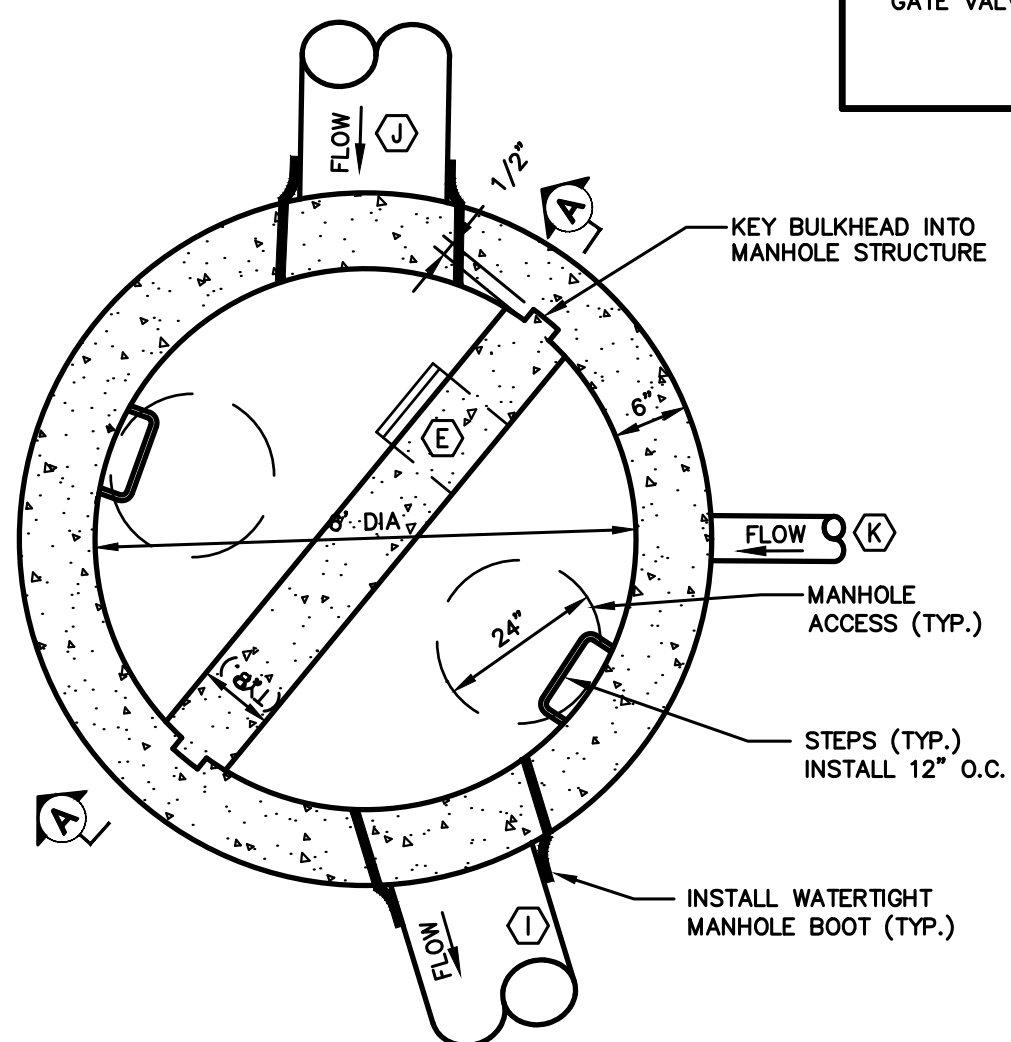
SCHEDULE B ORIFICE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A FLANGE O.D.	16"
B BOLT CIRCLE	14.25"
C NOMINAL PIPE DIAMETER	10"
D BOLT HOLE DIAMETER	1.0"
E ECCENTRIC ORIFICE DIAMETER	2.6"



ORIFICE DETAIL 1
SEE SCHEDULE B
NOT TO SCALE



SECTION A-A
**OUTLET CONTROL
STRUCTURE 1 (OCS1)**
SEE SCHEDULE A



PLAN VIEW
**6' OUTLET CONTROL
STRUCTURE 1 (OCS1)**
SEE SCHEDULE A
NOT TO SCALE

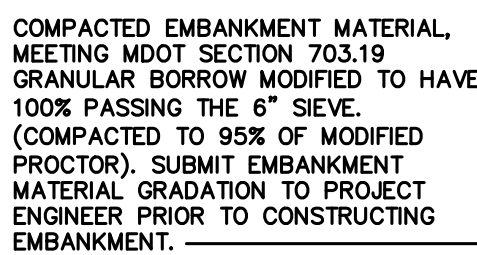
CONSTRUCTION OVERSIGHT

- INSPECTION OF THE FILTER BASIN SHALL BE PROVIDED FOR EACH PHASE OF CONSTRUCTION BY THE DESIGN ENGINEER WITH REQUIRED REPORTING TO THE DEP. AT A MINIMUM, INSPECTIONS WILL OCCUR:
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 - AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS.
 - ALL MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN WILL BE APPROVED BY THE DESIGN ENGINEER AFTER TESTS BY A CERTIFIED LABORATORY SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.

NOTE: CONTRACTOR SHALL NOTIFY PROJECT ENGINEER 48 HOURS PRIOR TO THE MILESTONES LISTED ABOVE TO ALLOW FOR INSPECTION.

NOTES:

1. EMBANKMENT FOOTPRINT SHALL BE CLEARED OF TRASH/DEBRIS AND ANY ROCKS GREATER THAN 6", BE FREE OF ANY STANDING WATER, BE GRADED TO BE NO STEEPER THAN 1H:1V. BE SCARIFIED PRIOR TO EMBANKMENT FILL PLACEMENT, AND BE INSPECTED AND APPROVED BY THE PROJECT ENGINEER BEFORE FILL PLACEMENT BEGINS.



4" LOAM & SEED, MULCH & FERTILIZER

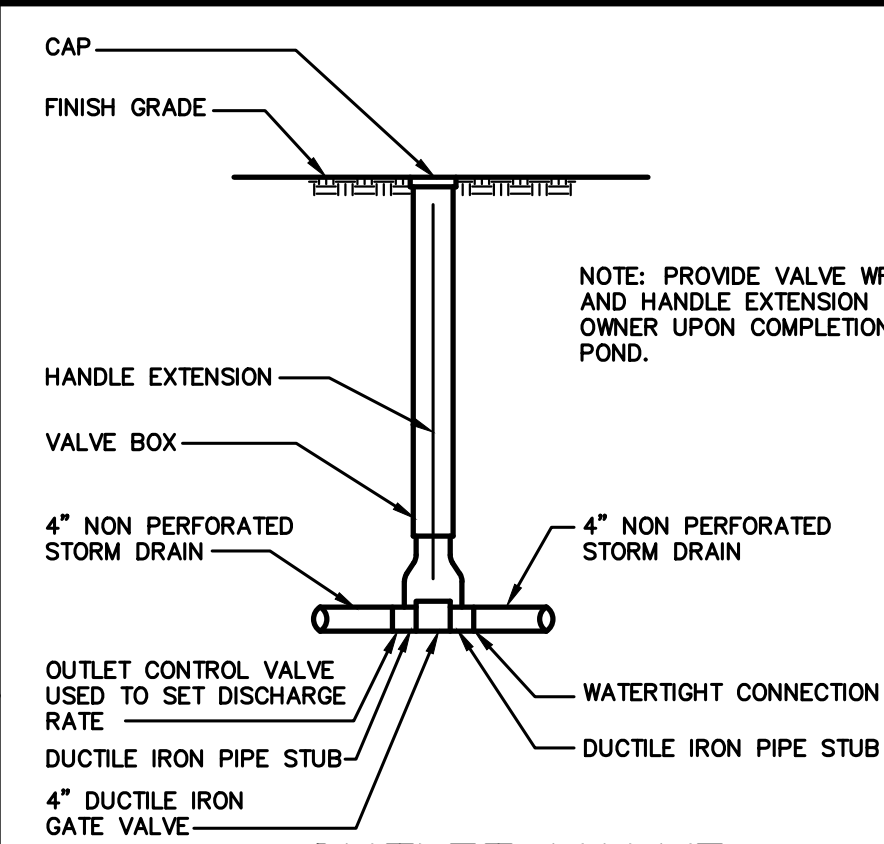
BERM CONSTRUCTION

NOT TO SCALE

SCHEDULE B - EMBANKMENT SCHEDULE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A) POND BASE ELEVATION	81.50
B) PEAK ELEVATION - CHANNEL PROTECTION VOLUME	82.55
C) PEAK ELEVATION - 2 YEAR STORM	82.62
D) PEAK ELEVATION - 10 YEAR STORM	82.98
E) PEAK ELEVATION - 25 YEAR STORM	83.25
F) TOP OF BERM	84.44

TYPICAL POND CROSS SECTION

NOT TO SCALE

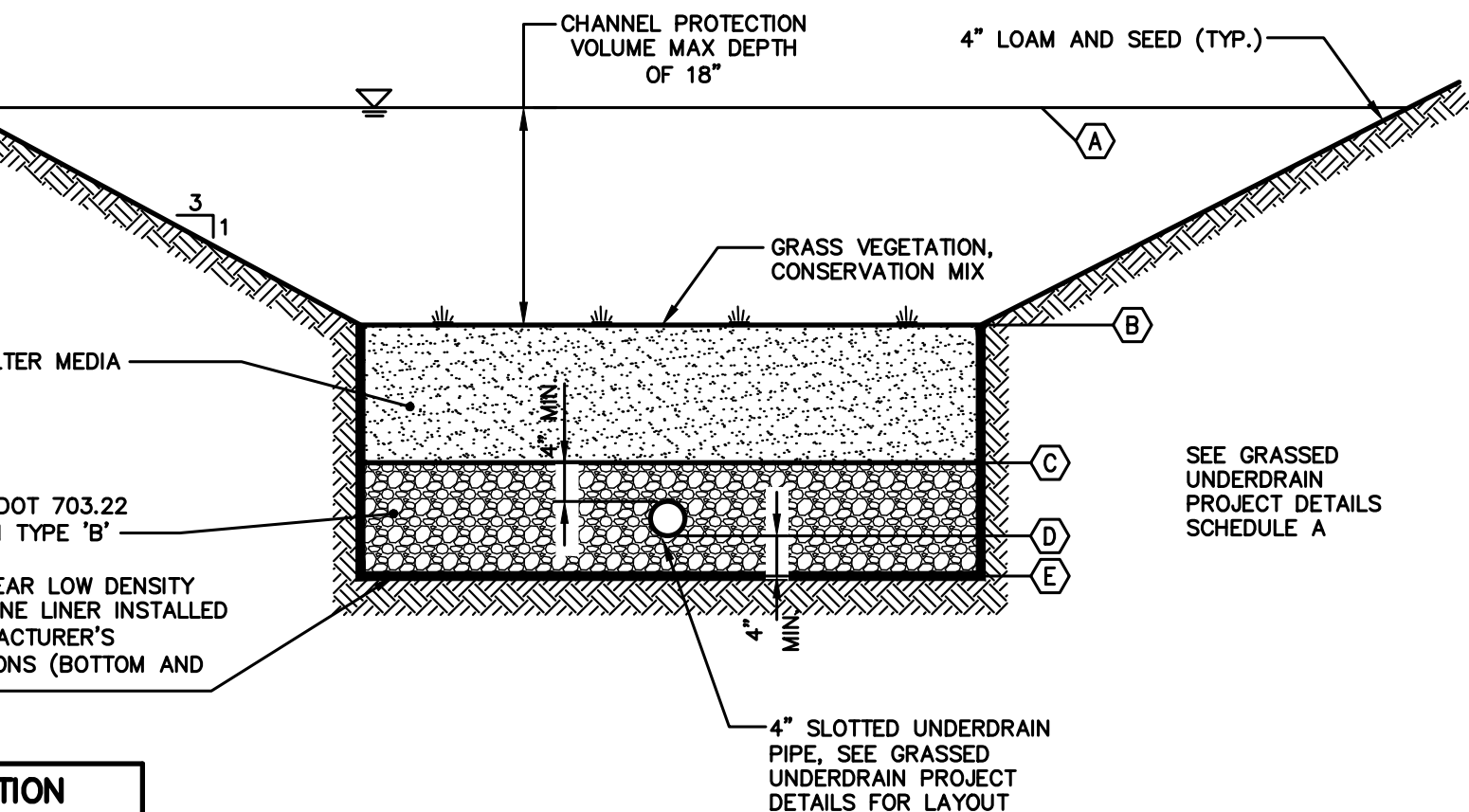


OUTLET VALVE

NOT TO SCALE

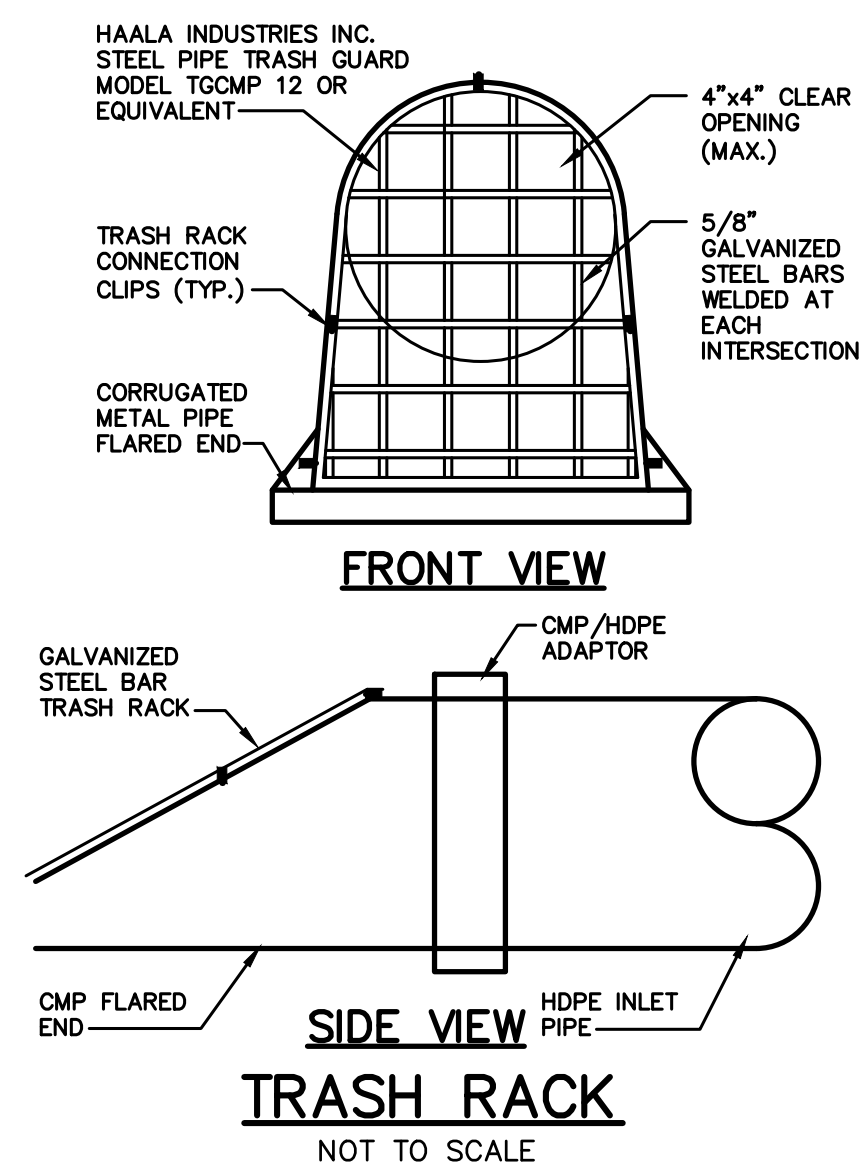
SEE GRASSED UNDERDRAIN NOTES

GRASS VEGETATION	
CREeping RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRDFOOT TREFOIL	8 LBS/ACRE

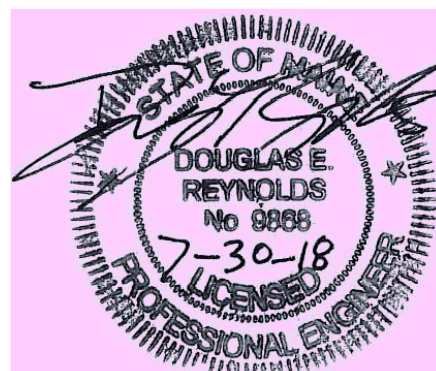


GRASSED UNDERDRAIN DETAIL

NOT TO SCALE



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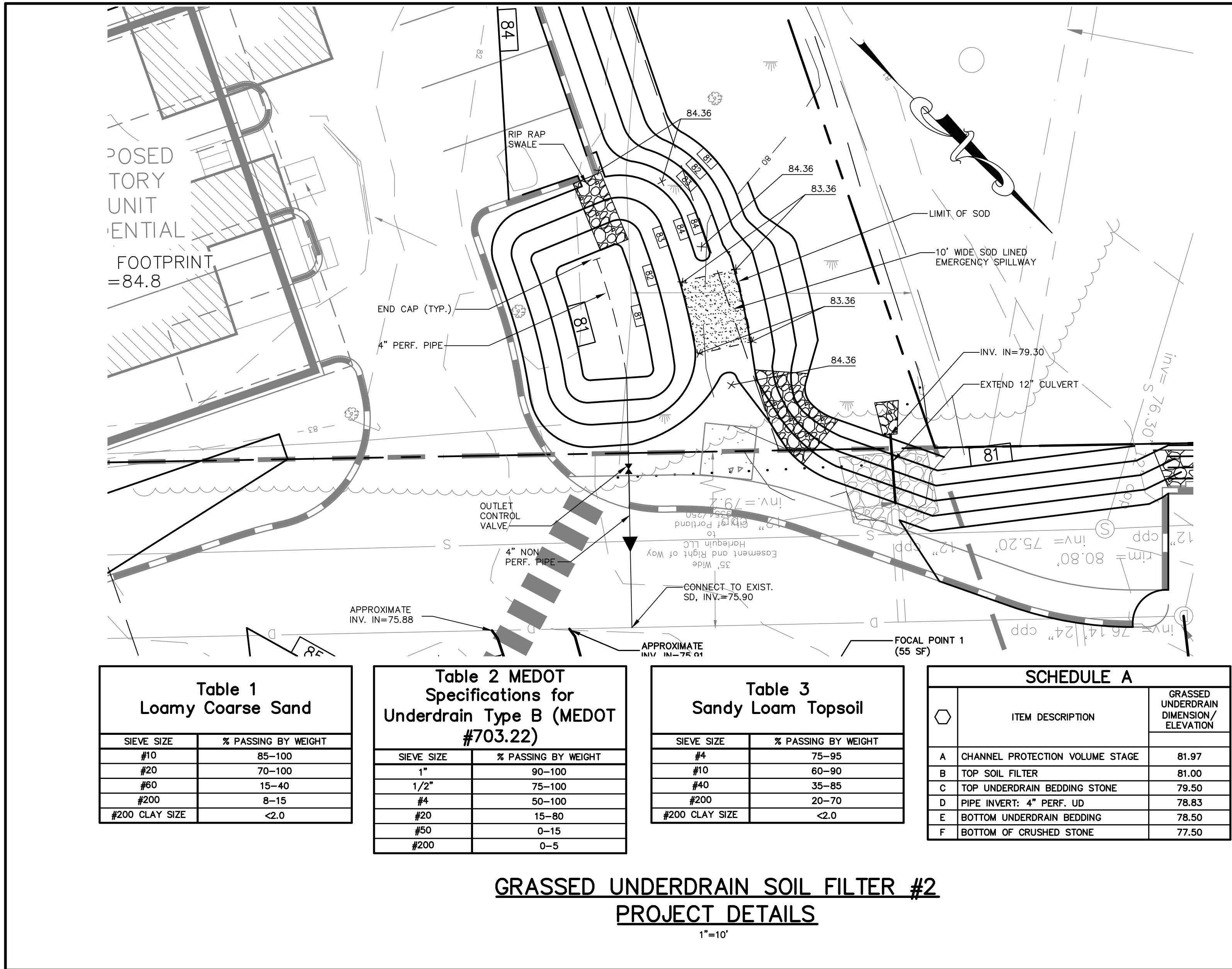
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Drawing Name:	Grassed Underdrain Soil Filters #1 Plan & Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.

C405

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CONSTRUCTION OVERSIGHT

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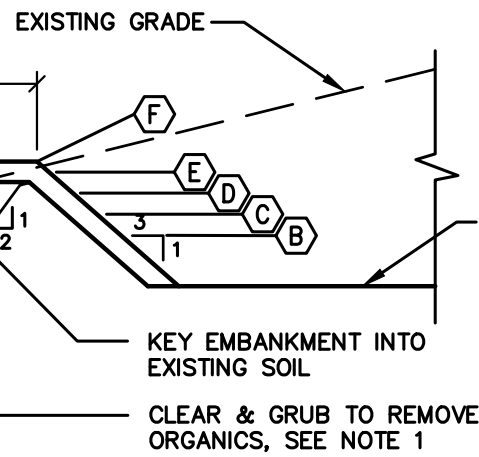
NOTE: CONTRACTOR SHALL NOTIFY PROJECT ENGINEER 48 HOURS PRIOR TO THE MILESTONES LISTED ABOVE TO ALLOW FOR INSPECTION.

NOTES:

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4" LOAM & SEED, MULCH & FERTILIZER

COMPACTED EMBANKMENT MATERIAL, MEETING MDOT SECTION 703.19 GRANULAR BORROW MODIFIED TO HAVE 100% PASSING THE 6" SIEVE. (COMPACTED TO 95% OF MODIFIED PROCTOR). SUBMIT EMBANKMENT MATERIAL GRADATION TO PROJECT ENGINEER PRIOR TO CONSTRUCTING EMBANKMENT.



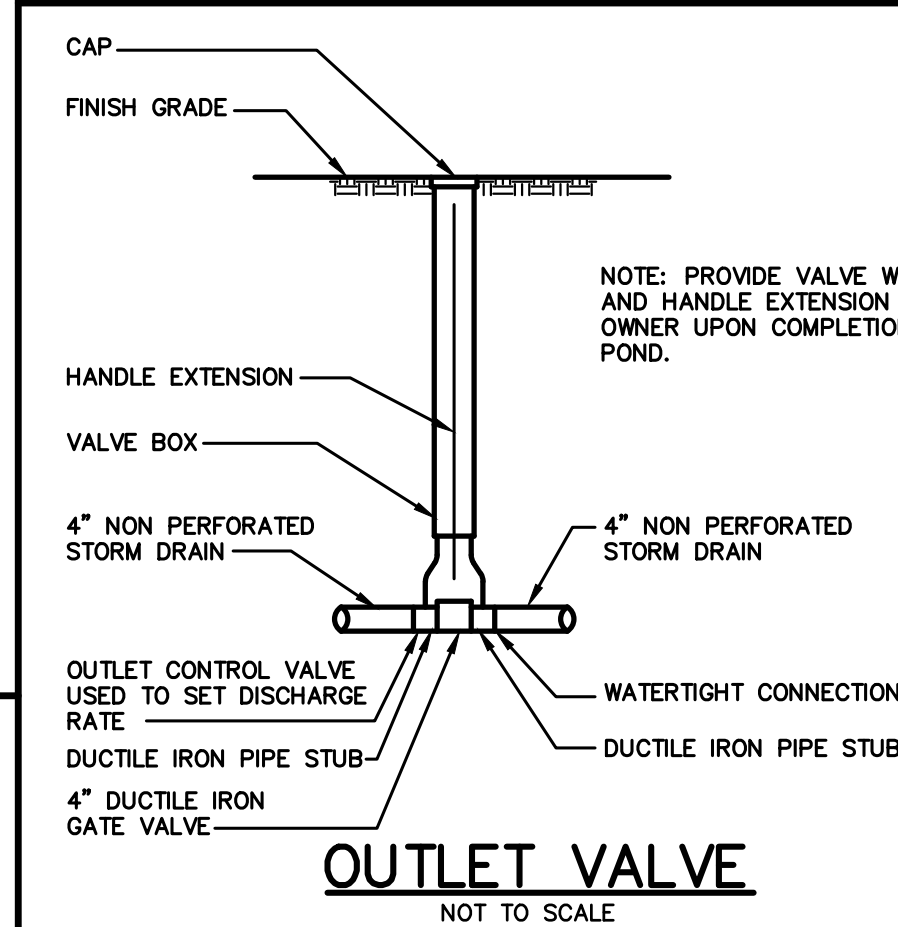
BERM CONSTRUCTION

NOT TO SCALE

SCHEDULE B - EMBANKMENT SCHEDULE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
(A) POND BASE ELEVATION	81.00
(B) PEAK ELEVATION - CHANNEL PROTECTION VOLUME	81.97
(C) PEAK ELEVATION - 2 YEAR STORM	82.23
(D) PEAK ELEVATION - 10 YEAR STORM	82.91
(E) PEAK ELEVATION - 25 YEAR STORM	83.36
(F) TOP OF BERM	84.36

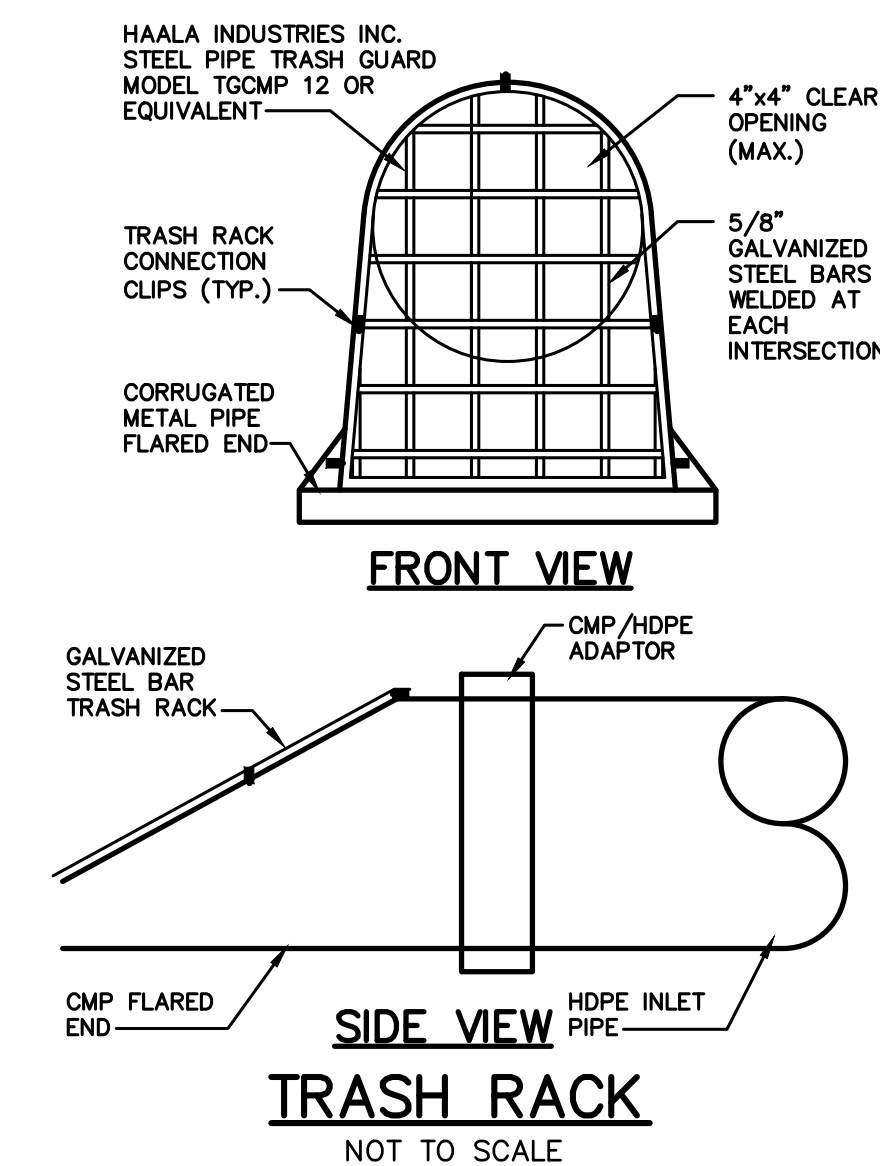
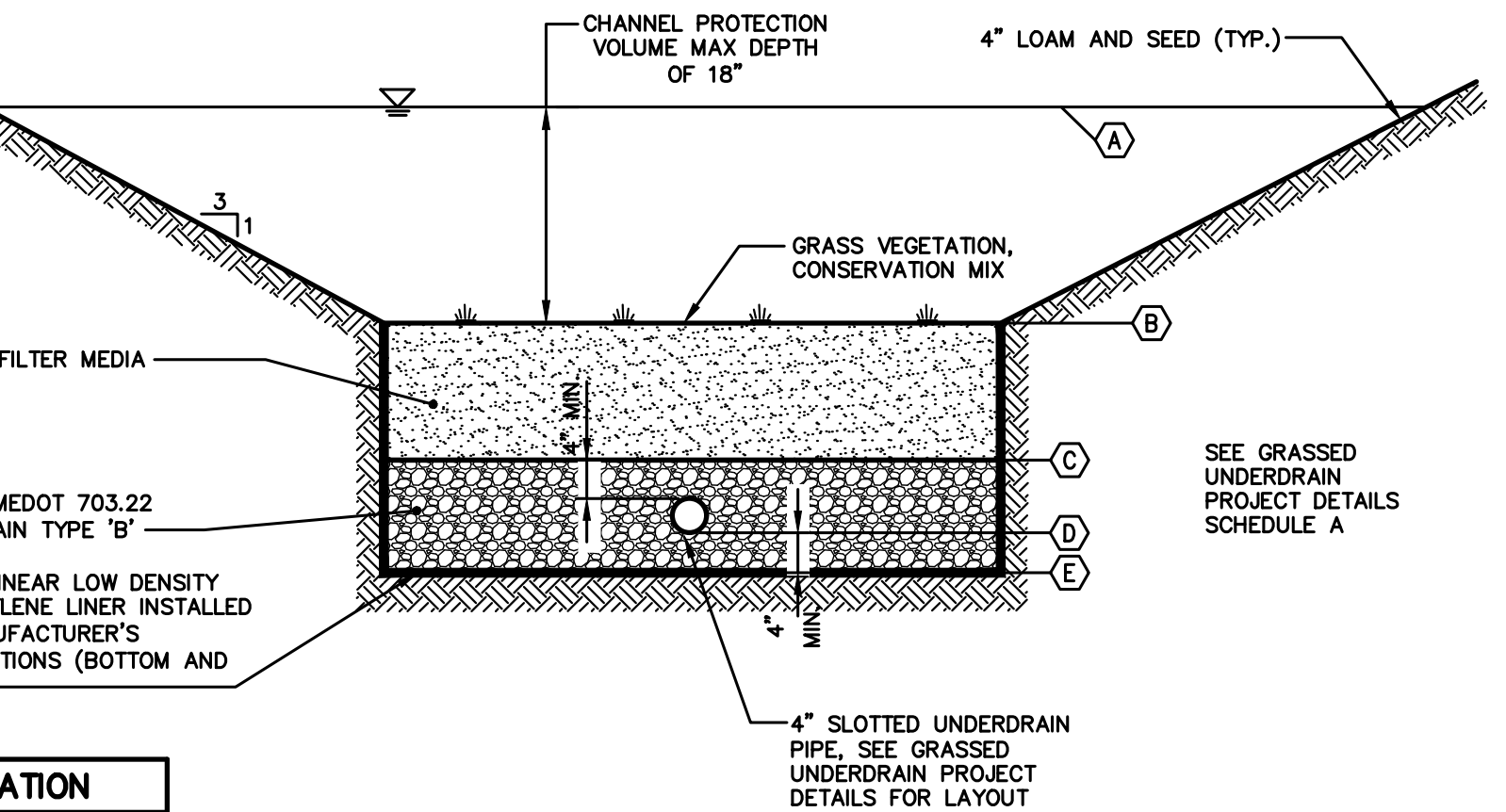
TYPICAL POND CROSS SECTION

NOT TO SCALE

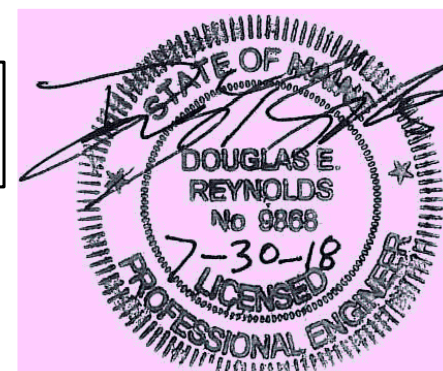


SEE GRASSED UNDERDRAIN NOTES

GRASS VEGETATION	
CREeping RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRD'SFOOT TREFOIL	8 LBS/ACRE



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Issued For	11/7/17	DER

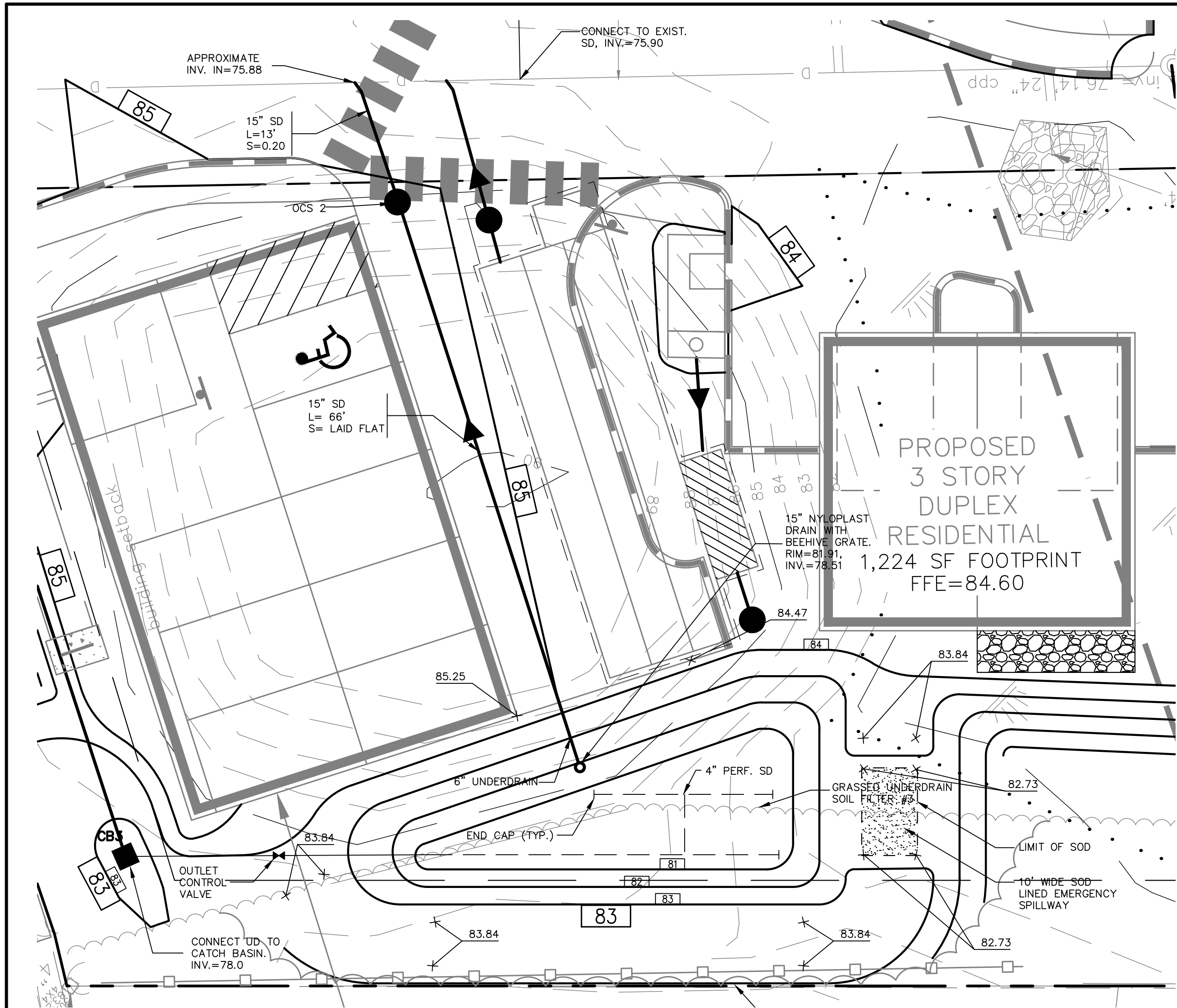
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File Name: 801-06-DETAIL.dwg		
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Drawing Name:	Grassed Underdrain Soil Filters #2 Plan & Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	C406
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GRASSED UNDERDRAIN SOIL FILTER #3
PROJECT DETAILS
1"=10'

Table 1 Loamy Coarse Sand	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85-100
#20	70-100
#60	15-40
#200	8-15
#200 CLAY SIZE	<2.0

Table 2 MEDOT Specifications for Underdrain Type B (MEDOT #703.22)	
SIEVE SIZE	% PASSING BY WEIGHT
1"	90-100
1/2"	75-100
#4	50-100
#20	15-80
#50	0-15
#200	0-5

Table 3 Sandy Loam Topsoil	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75-95
#10	60-90
#40	35-85
#200	20-70
#200 CLAY SIZE	<2.0

SCHEDULE A	
ITEM DESCRIPTION	GRASSED UNDERDRAIN DIMENSION/ELEVATION
A CHANNEL PROTECTION VOLUME STAGE	81.91
B TOP SOIL FILTER	81.00
C TOP UNDERDRAIN BEDDING STONE	79.50
D PIPE INVERT: 4" PERF. UD	78.83
E BOTTOM UNDERDRAIN BEDDING	78.50
F BOTTOM OF CRUSHED STONE	78.00

CONSTRUCTION OVERSIGHT

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 - AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS.
5. ALL MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN WILL BE APPROVED BY THE DESIGN ENGINEER AFTER TESTS BY A CERTIFIED LABORATORY SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.

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NOTES:

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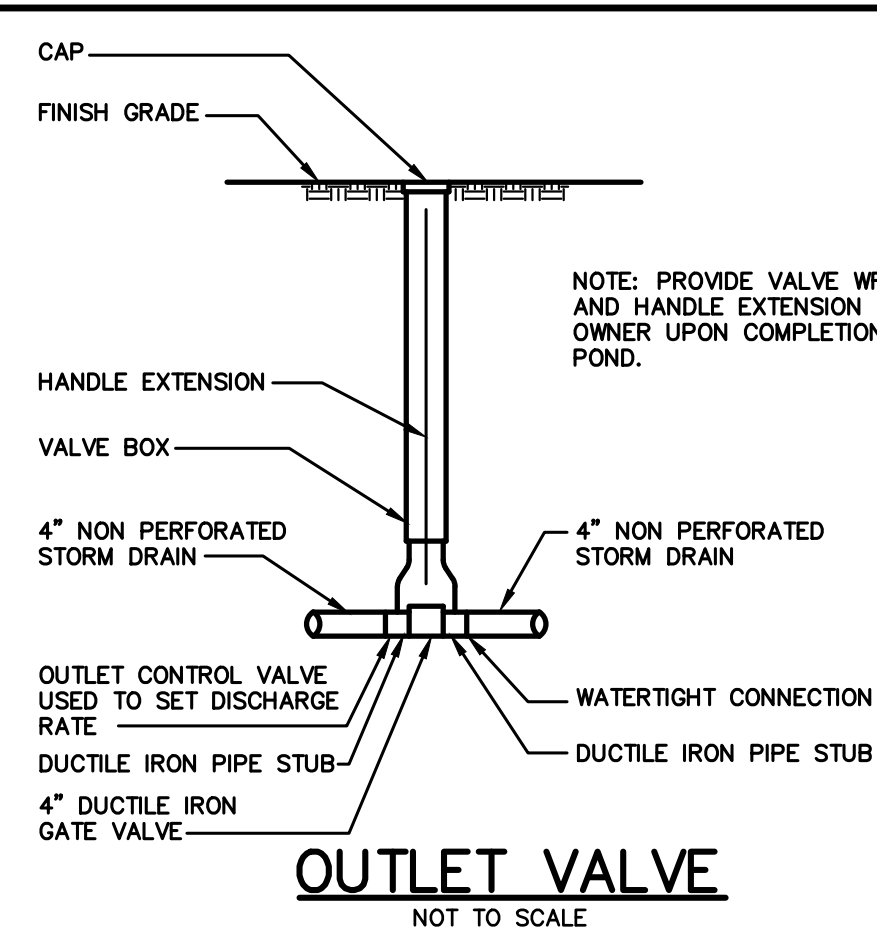
4" LOAM & SEED, MULCH & FERTILIZER

COMPACTED EMBANKMENT MATERIAL, MEETING MDOT SECTION 703.19 GRANULAR BORROW MODIFIED TO HAVE 100% PASSING THE 6" SIEVE, (COMPACTED TO 95% OF MODIFIED PROCTOR). SUBMIT EMBANKMENT MATERIAL GRADATION TO PROJECT ENGINEER PRIOR TO CONSTRUCTING EMBANKMENT.

BERM CONSTRUCTION
NOT TO SCALE

SCHEDULE B - EMBANKMENT SCHEDULE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
(A) POND BASE ELEVATION	81.00
(B) PEAK ELEVATION - CHANNEL PROTECTION VOLUME	81.91
(C) PEAK ELEVATION - 2 YEAR STORM	81.98
(D) PEAK ELEVATION - 10 YEAR STORM	82.41
(E) PEAK ELEVATION - 25 YEAR STORM	82.73
(F) TOP OF BERM	83.84

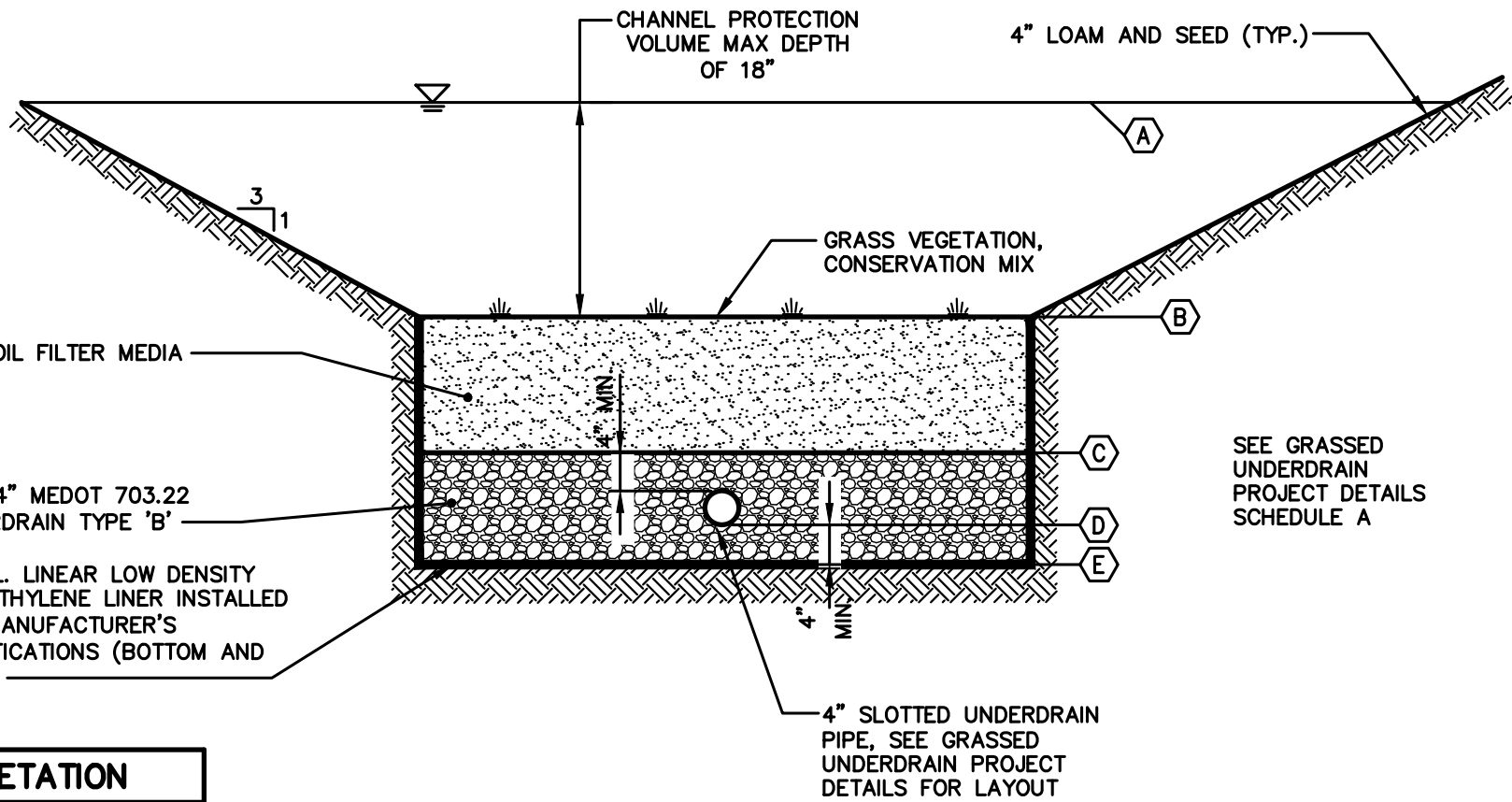
TYPICAL POND CROSS SECTION
NOT TO SCALE



SEE GRASSED UNDERDRAIN NOTES

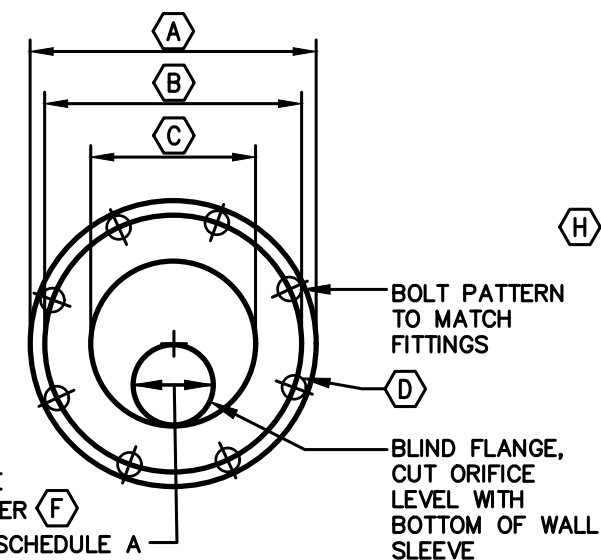
GRASS VEGETATION	
CREeping RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRD'SFOOT TREFOIL	8 LBS/ACRE

GRASSED UNDERDRAIN DETAIL
NOT TO SCALE

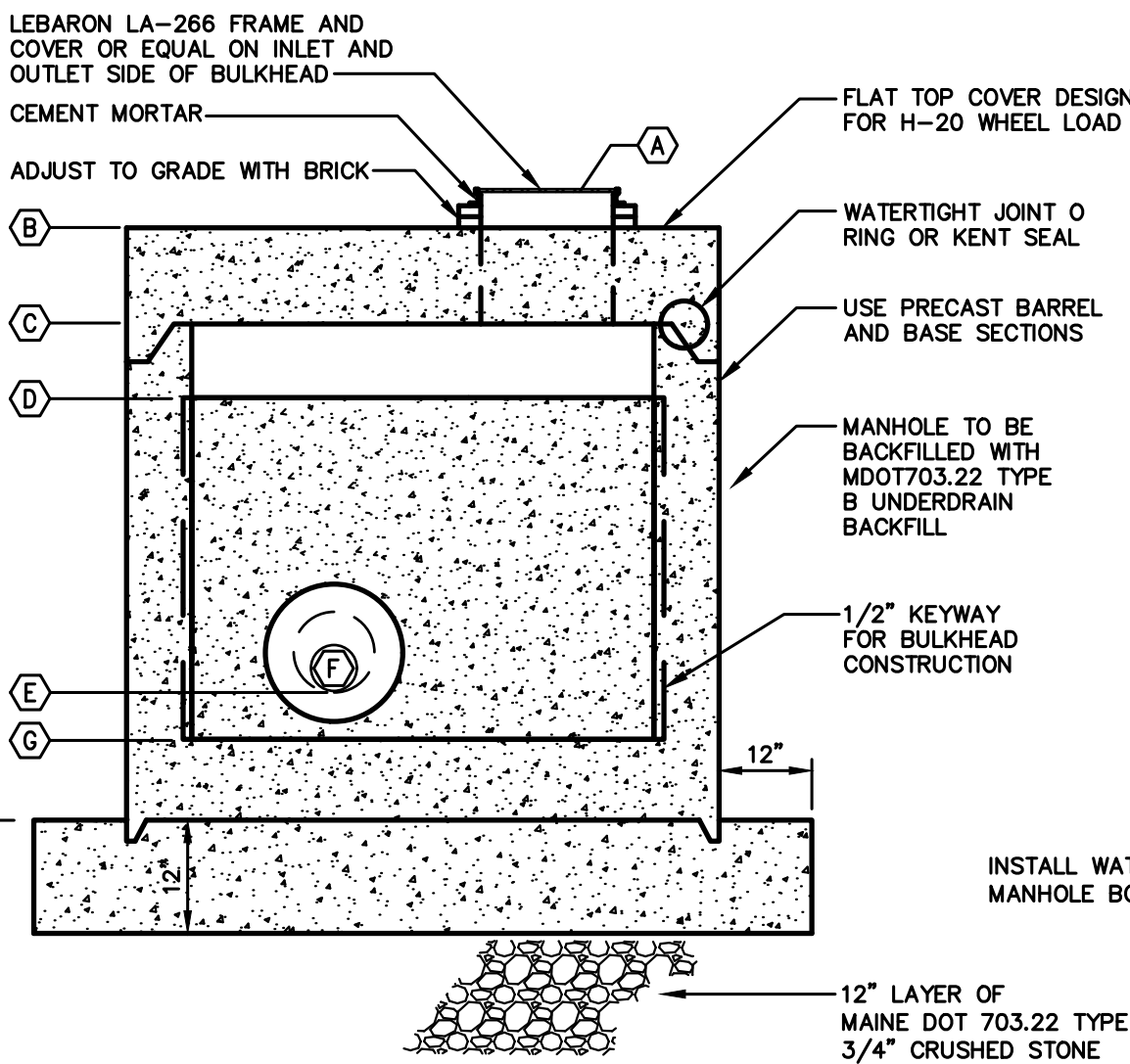


SCHEDULE A	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A TOP OF MH COVER	84.97
B TOP OF STRUCTURE	84.47
C UNDERSIDE TOP SLAB	83.80
D TOP CONCRETE BULKHEAD	82.73
E ORIFICE INVERT	78.51
F ORIFICE DIAMETER	2.0"
G MANHOLE INVERT	77.73
H BOTTOM OF STRUCTURE	76.73
I PIPE DIAMETER	15"
J INVERT OUT	78.51
K PIPE DIAMETER	15"
L INVERT IN	78.73

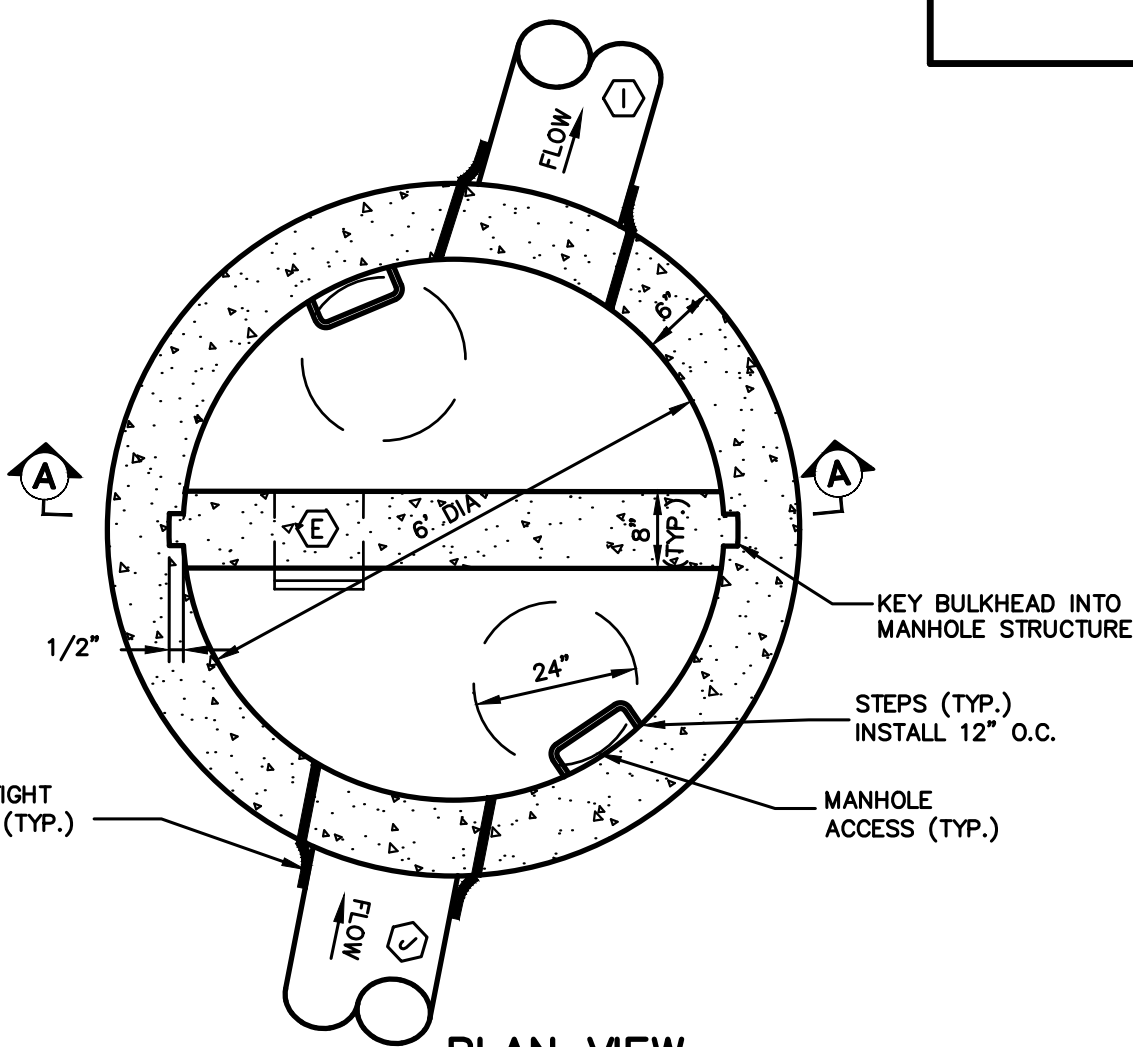
SCHEDULE B ORIFICE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A FLANGE O.D.	16"
B BOLT CIRCLE	14.25"
C NOMINAL PIPE DIAMETER	10"
D BOLT HOLE DIAMETER	1.0"
F ECCENTRIC ORIFICE DIAMETER	2.0"



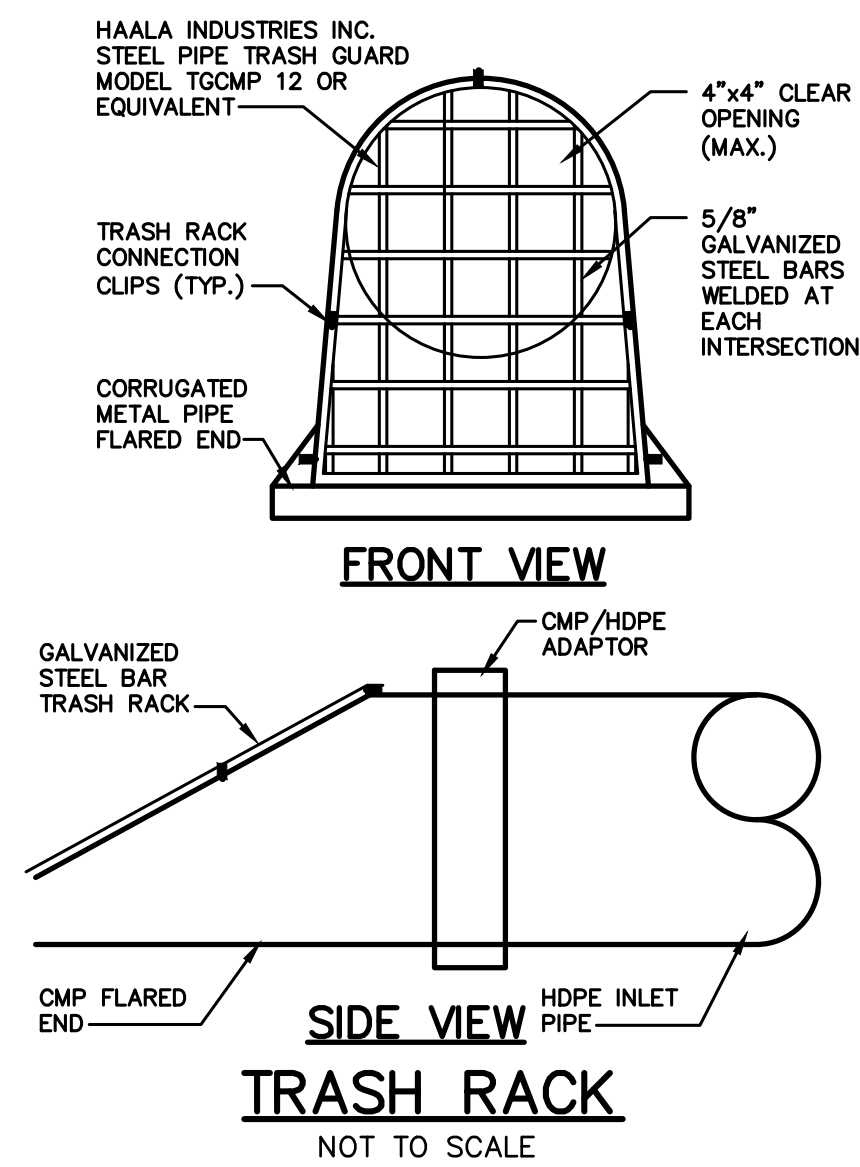
ORIFICE DETAIL 1
SEE SCHEDULE B
NOT TO SCALE



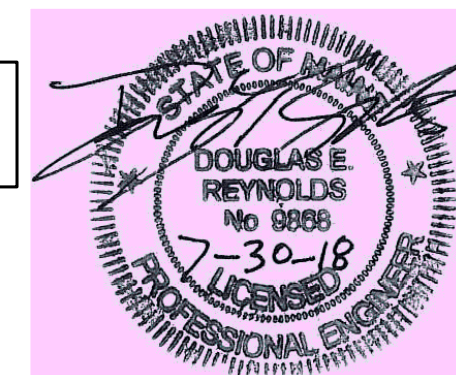
SECTION A-A
OUTLET CONTROL STRUCTURE 1 (OCS2)
SEE SCHEDULE A



PLAN VIEW
6' OUTLET CONTROL STRUCTURE 1 (OCS2)
SEE SCHEDULE A
NOT TO SCALE



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LEVEL III SITE PLAN APPLICATION	3/30/18 DER
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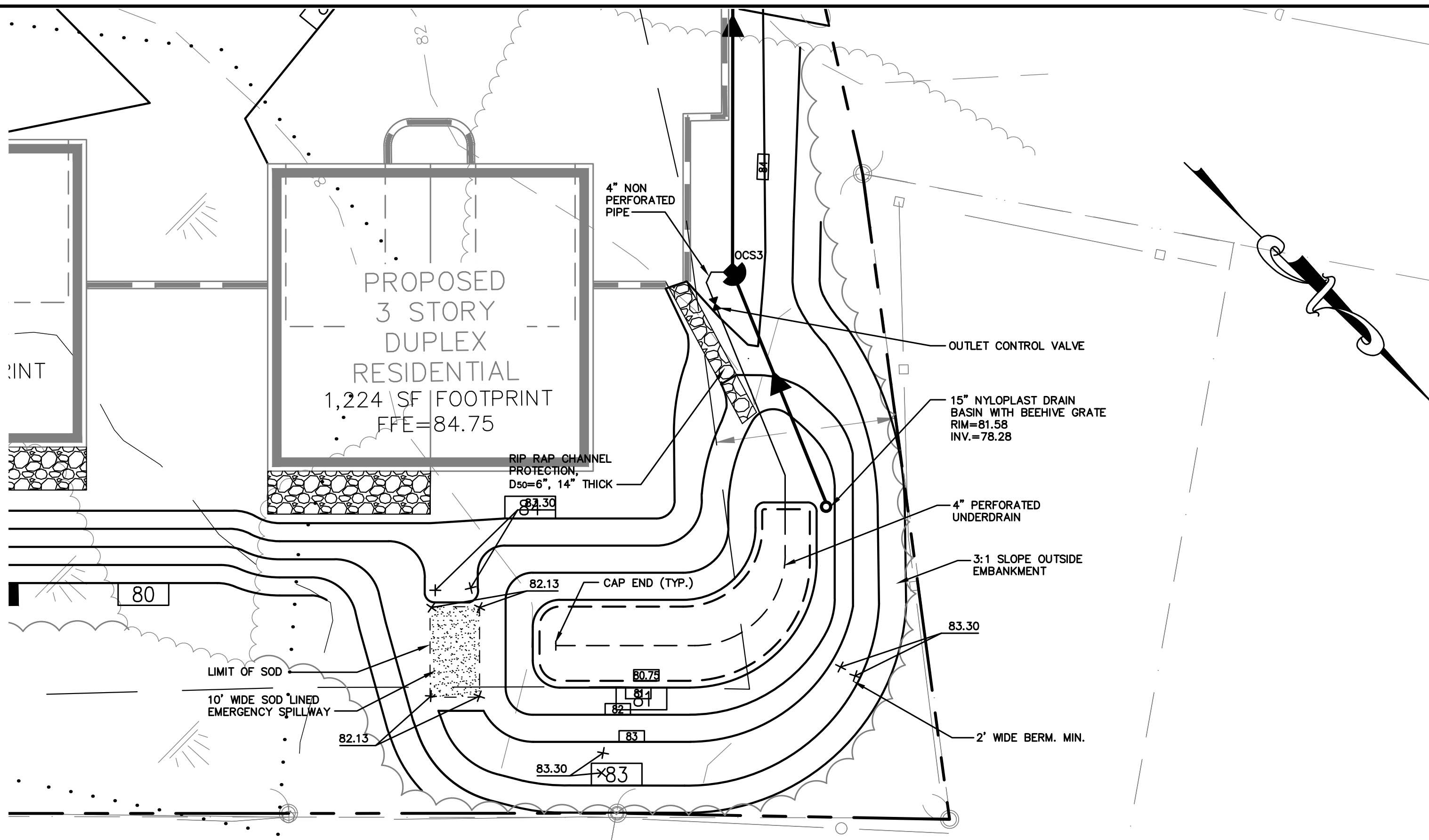


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Drawing Name:	Grassed Underdrain Soil Filter #3 Plan & Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	C407
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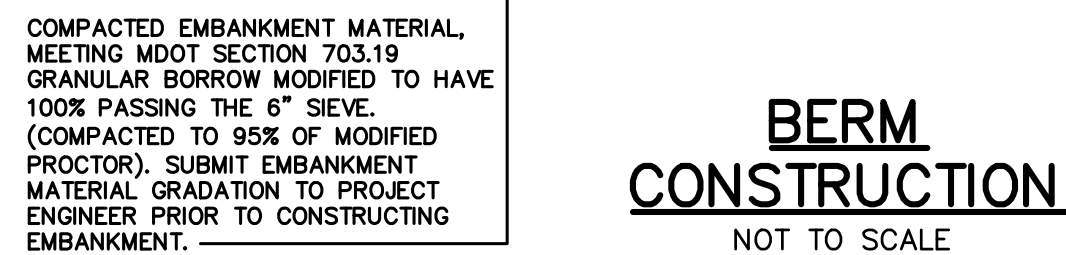
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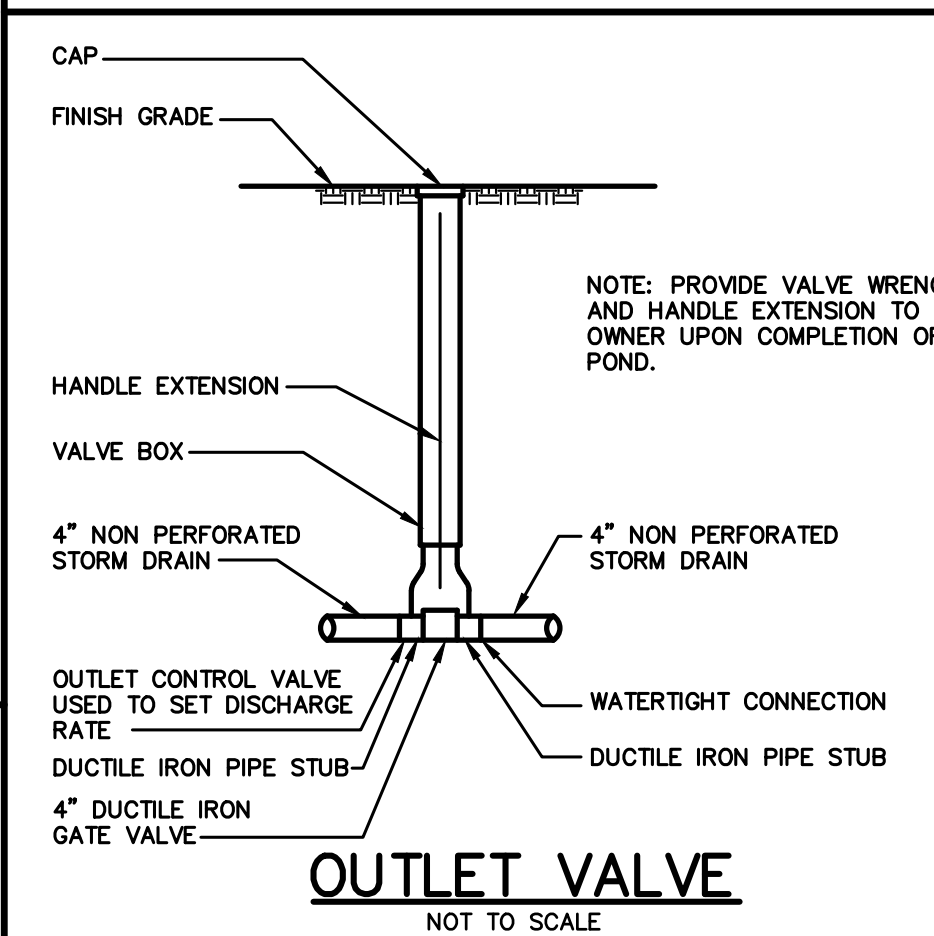
NOTES:

- EMBANKMENT FOOTPRINT SHALL BE CLEARED OF TRASH/DEBRIS AND ANY ROCKS GREATER THAN 6", BE FREE OF ANY STANDING WATER, BE GRADED TO BE NO STEEPER THAN 1H:1V. BE SCARIFIED PRIOR TO EMBANKMENT FILL PLACEMENT, AND BE INSPECTED AND APPROVED BY THE PROJECT ENGINEER BEFORE FILL PLACEMENT BEGINS.



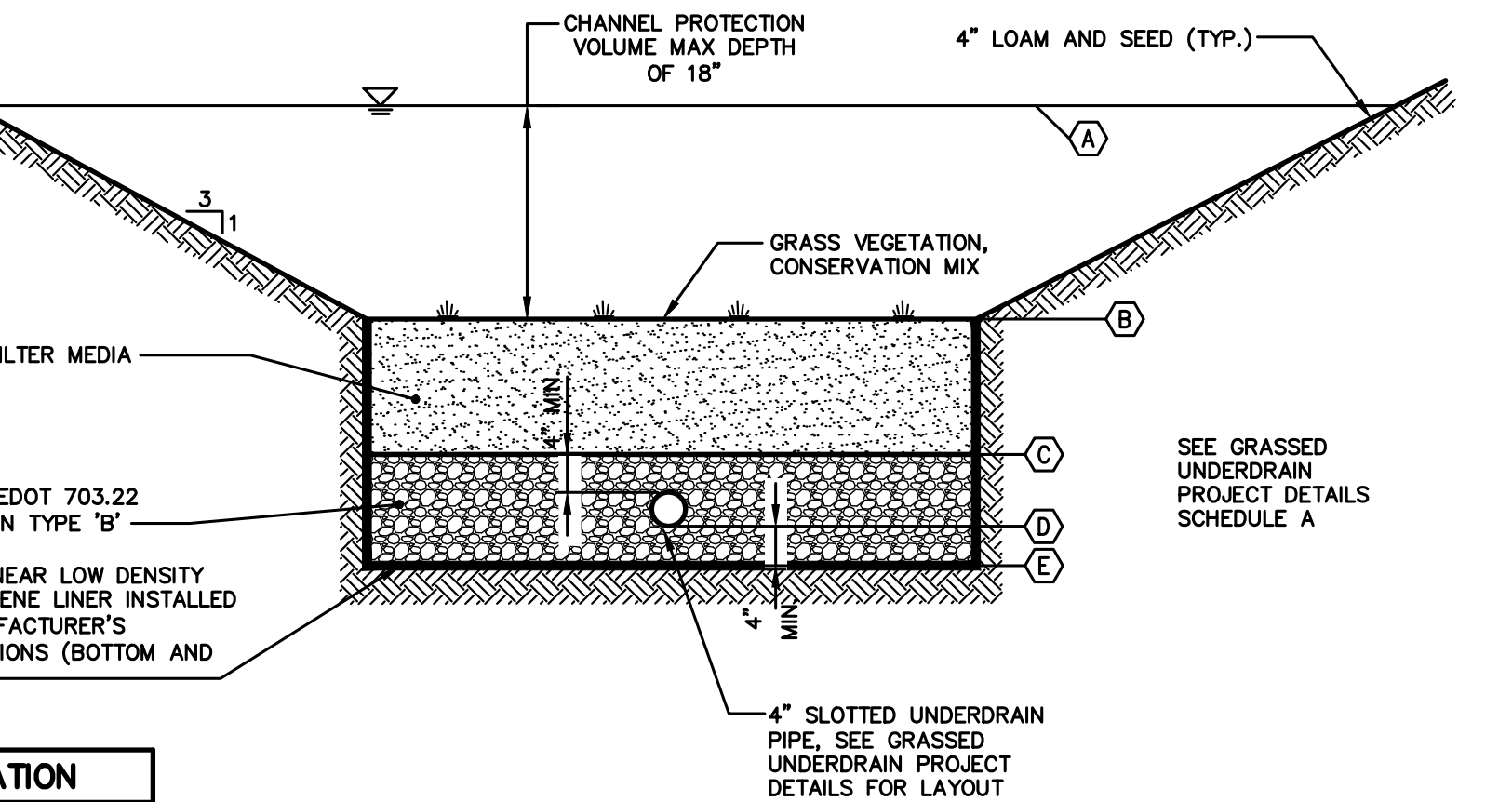
SCHEDULE B - EMBANKMENT SCHEDULE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
(A) POND BASE ELEVATION	80.75
(B) PEAK ELEVATION - CHANNEL PROTECTION VOLUME	81.58
(C) PEAK ELEVATION - 2 YEAR STORM	81.62
(D) PEAK ELEVATION - 10 YEAR STORM	81.87
(E) PEAK ELEVATION - 25 YEAR STORM	82.13
(F) TOP OF BERM	83.30

TYPICAL POND CROSS SECTION
NOT TO SCALE



SEE GRASSED UNDERDRAIN NOTES

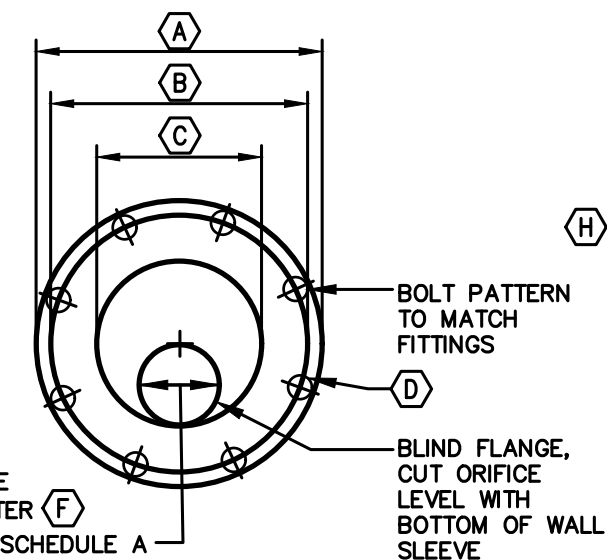
GRASS VEGETATION	
CREeping RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRD'SFOOT TREFOIL	8 LBS/ACRE



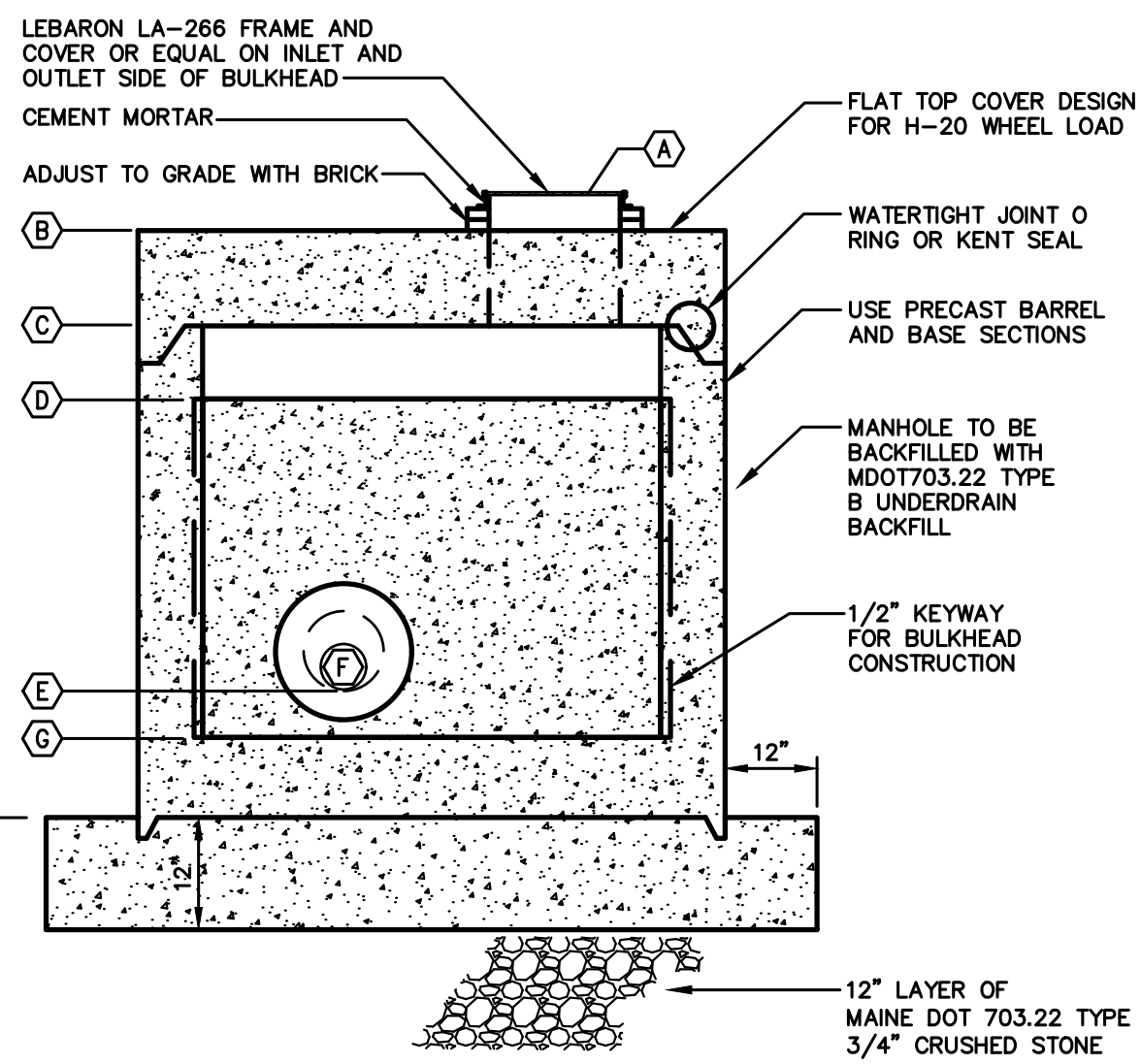
GRASSED UNDERDRAIN DETAIL
NOT TO SCALE

SCHEDULE A	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A TOP OF MH COVER	OCS 3
B TOP OF STRUCTURE	83.83
C UNDERSIDE TOP SLAB	83.16
D TOP CONCRETE BULKHEAD	82.13
E ORIFICE INVERT	78.28
F ORIFICE DIAMETER	2.0"
G MANHOLE INVERT	77.20
H BOTTOM OF STRUCTURE	76.20
I PIPE DIAMETER	15"
J INVERT OUT	78.20
K PIPE DIAMETER	15"
L INVERT IN	78.30
M PIPE DIAMETER	4"
N INVERT IN	78.20

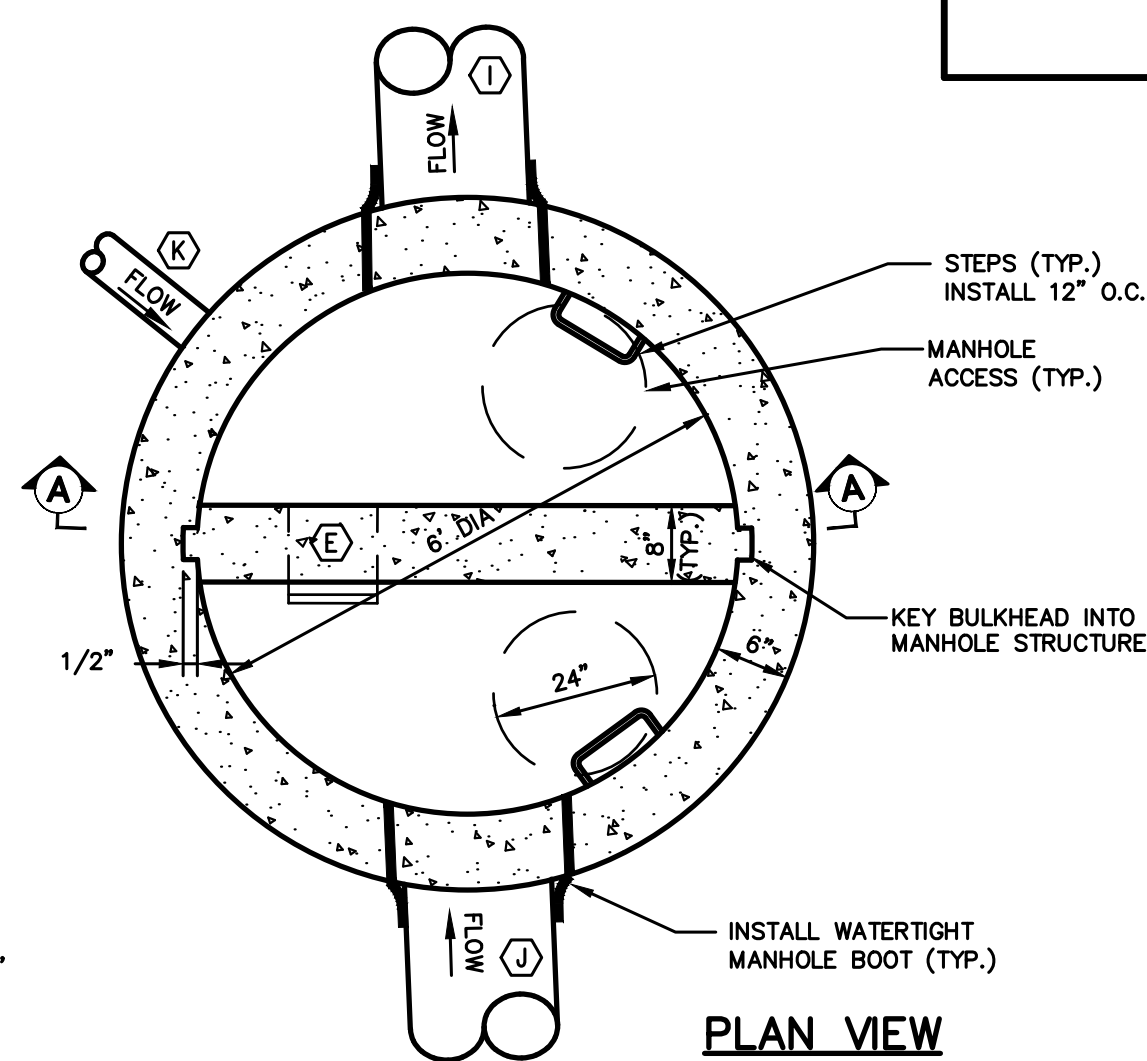
SCHEDULE B ORIFICE	
ITEM DESCRIPTION	DIMENSION/ELEVATION
A FLANGE O.D.	OCS 3
B BOLT CIRCLE	16"
C NOMINAL PIPE DIAMETER	14.25"
D BOLT HOLE DIAMETER	10"
E ECCENTRIC ORIFICE DIAMETER	1.0"
F ECCENTRIC ORIFICE DIAMETER	2.0"



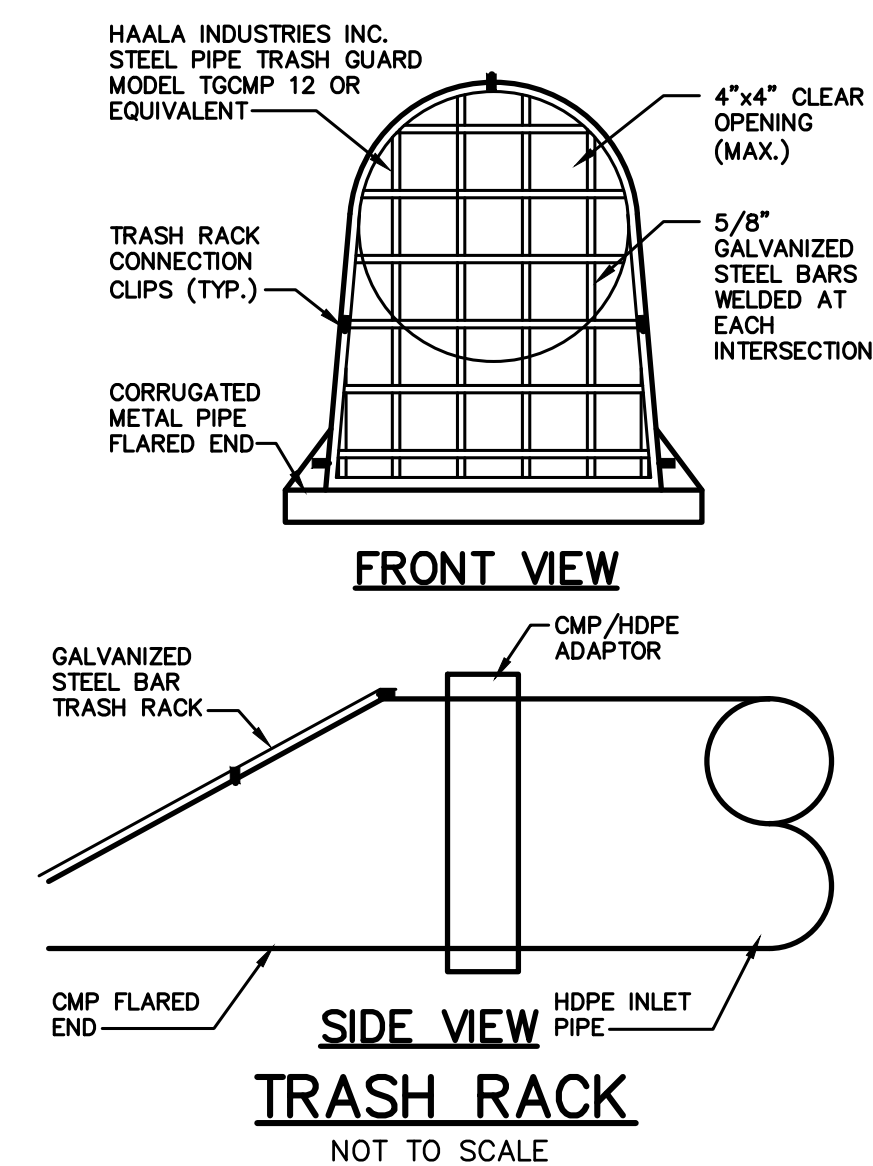
ORIFICE DETAIL 1
SEE SCHEDULE B
NOT TO SCALE



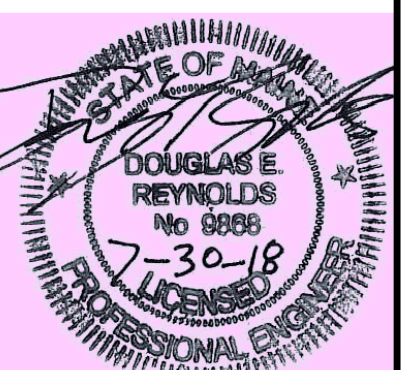
OUTLET CONTROL STRUCTURE 1 (OCS3)
SEE SCHEDULE A



6' OUTLET CONTROL STRUCTURE 1 (OCS3)
SEE SCHEDULE A
NOT TO SCALE



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS		Date	By
RESPONSE TO CITY COMMENTS		7/30/18	DER
NRPA TIER 1 APPLICATION		7/2/18	DER
LEVEL III SITE PLAN APPLICATION		3/30/18	DER
PRE-APPLICATION MEETING		3/5/18	DER
Issued For		11/7/17	DER

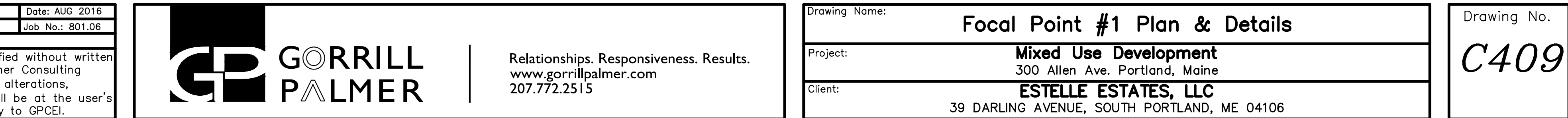
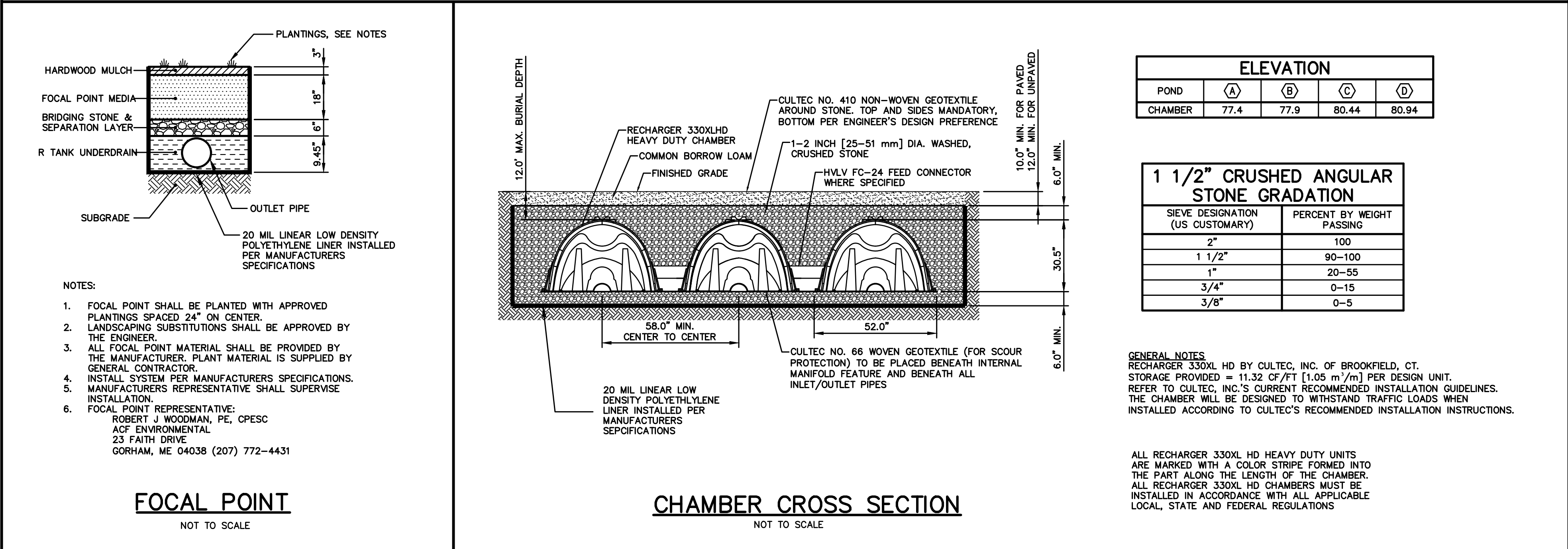
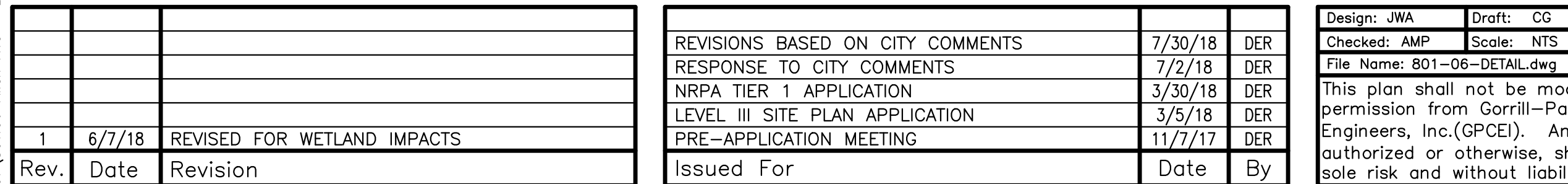
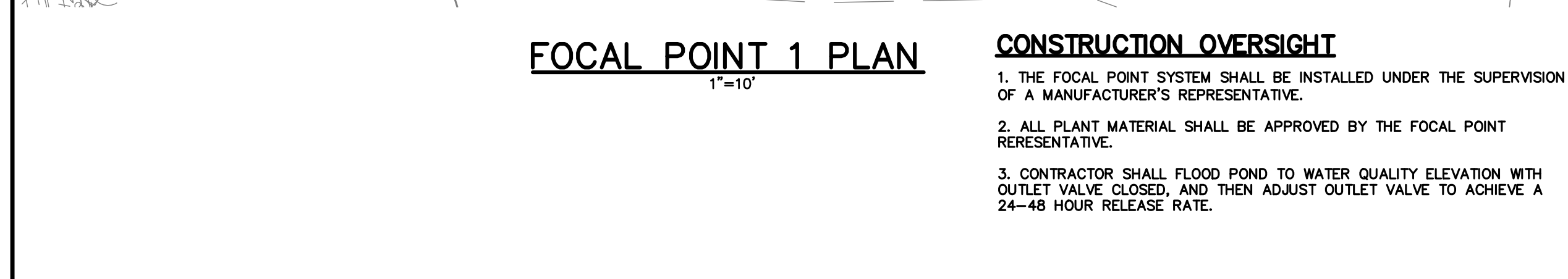
Design: JWA	Draft: CG	Date: AUG 2018
Checked: AMP	Scale: NTS	Job No.: 801.06
File Name: 801-06-DETAIL.dwg		
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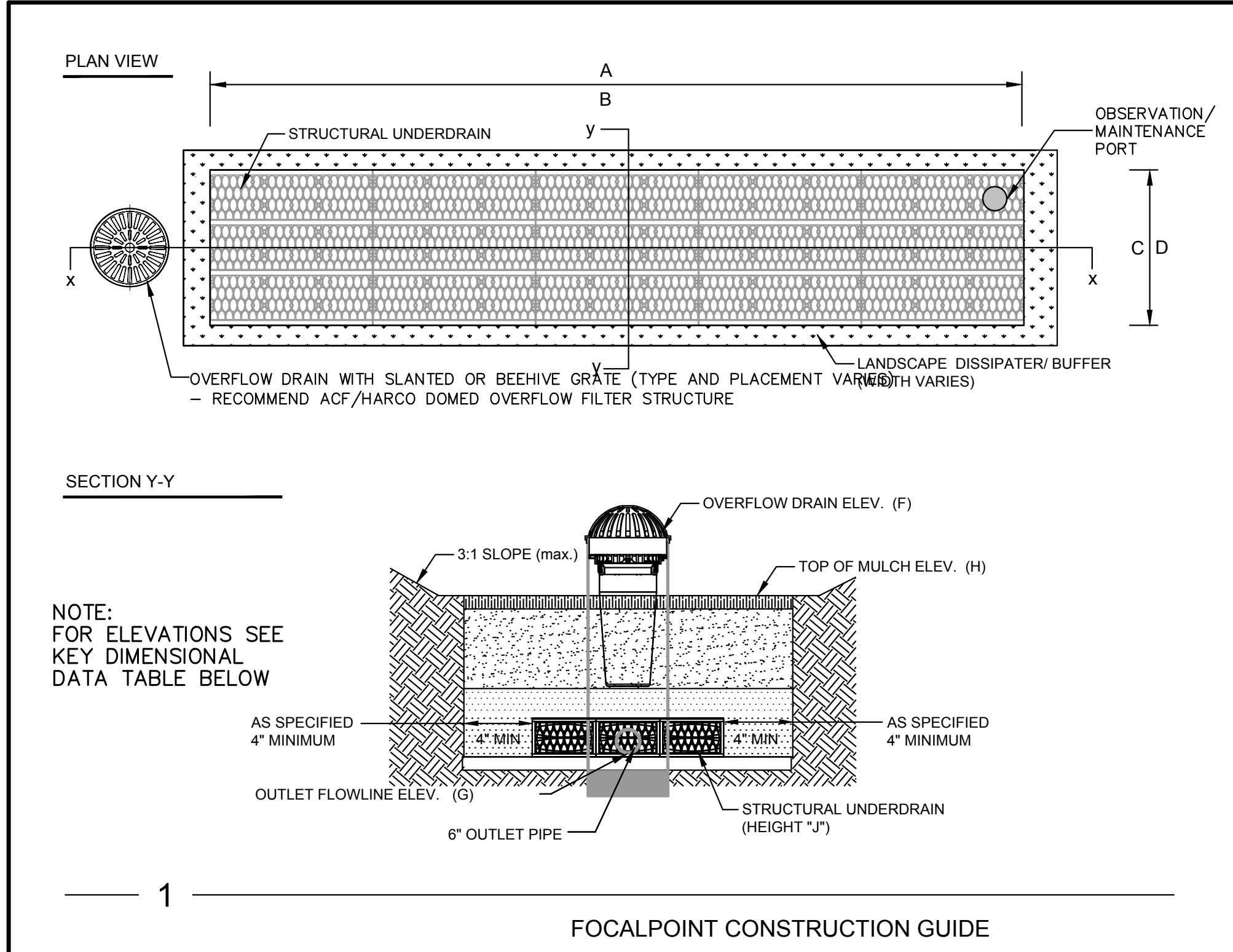
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Drawing Name:	Grassed Underdrain Soil Filter #4 Plan & Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

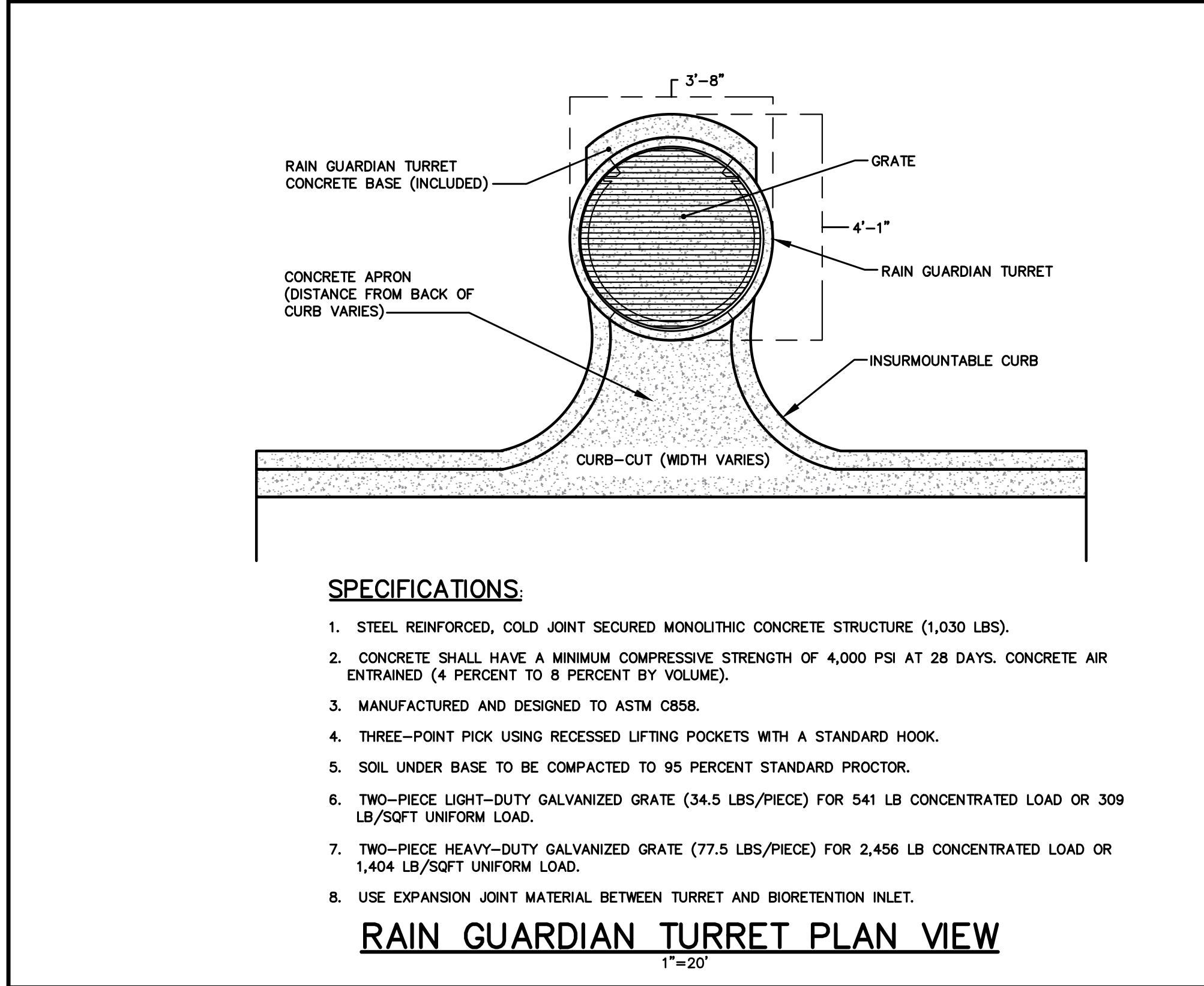
Drawing No.	C408
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FOCAL POINT KEY DIMENSIONAL DATA		
FOCAL POINT I.D.		FP-1
A	FOCAL POINT LENGTH	11'
B	# UNDERDRAIN LONG	—
C	FOCALPOINT WIDTH	5'
D	# UNDERDRAIN WIDE	—
E	WATER QUALITY VOLUME	606 CF
F	OVERFLOW ELEVATION	ELEV. 83.56
G	OUTLET FLOWLINE	ELEV. 80.06
H	TOP OF MULCH	ELEV. 83.06
J	UNDERDRAIN HEIGHT	9.45"



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NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

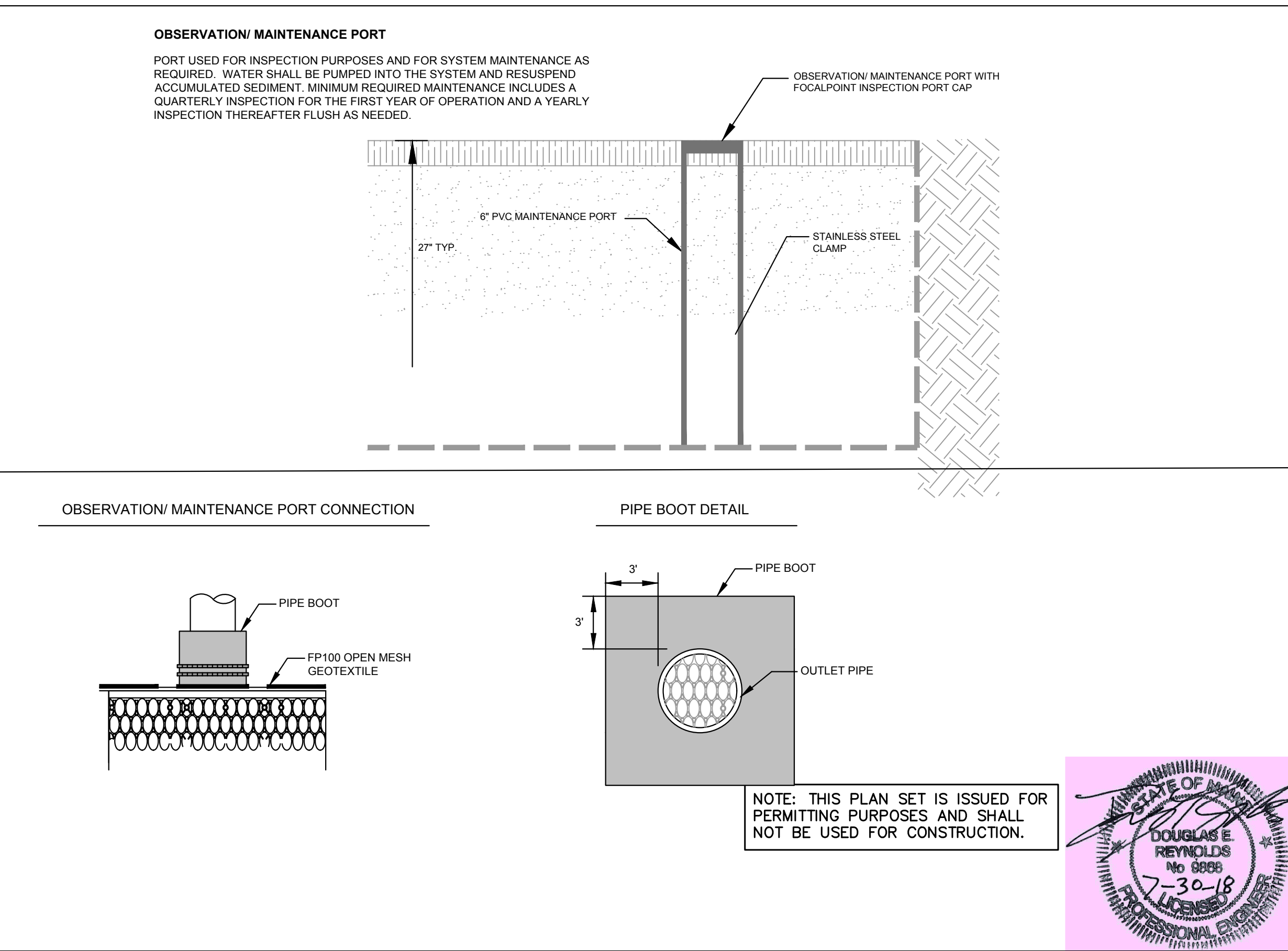
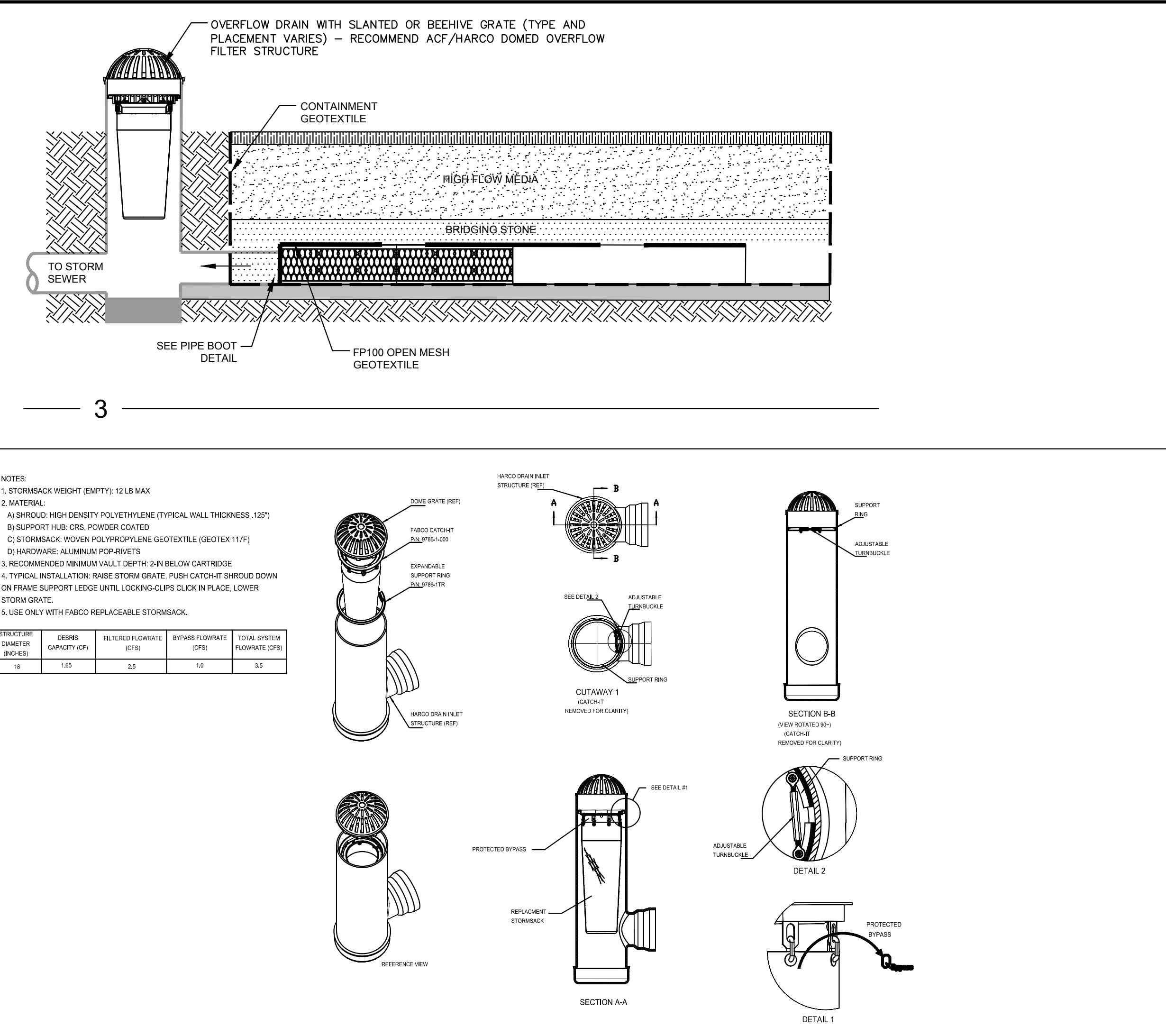
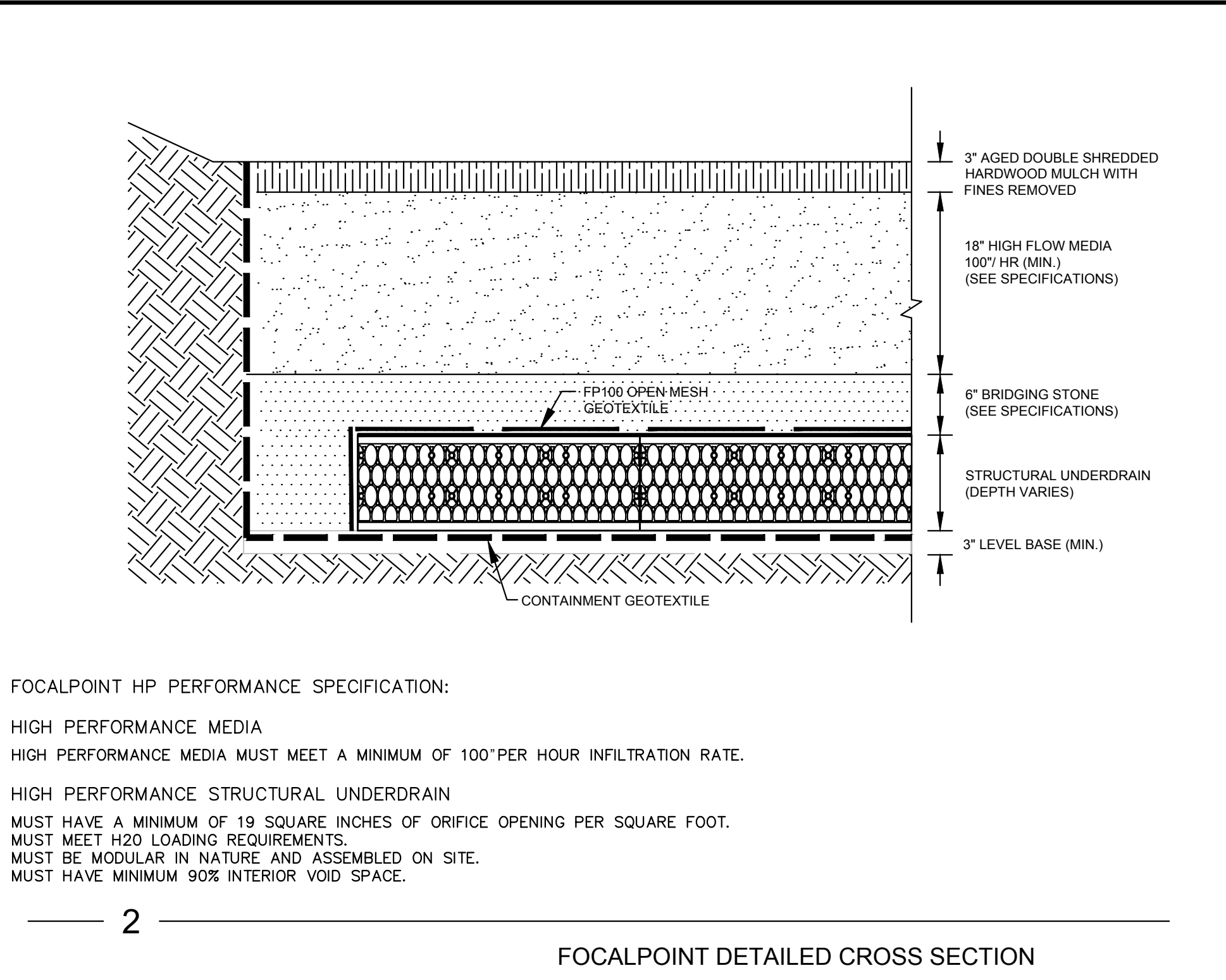
Design: JWA	Draft: CG	Date: AUG 2016
Checked: AMP	Scale: NTS	Job No.: 801.06
File Name: 801-06-DETAIL.dwg		
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Drawing Name:	Focal Point Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.
C410



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1	6/7/18	REVISED FOR WETLAND IMPACTS
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Design: JWA	Draft: CG	Date: AUG 2018
Checked: AMP	Scale: NTS	Job No.: 801.06
File Name: 801-06-DETAIL.dwg		
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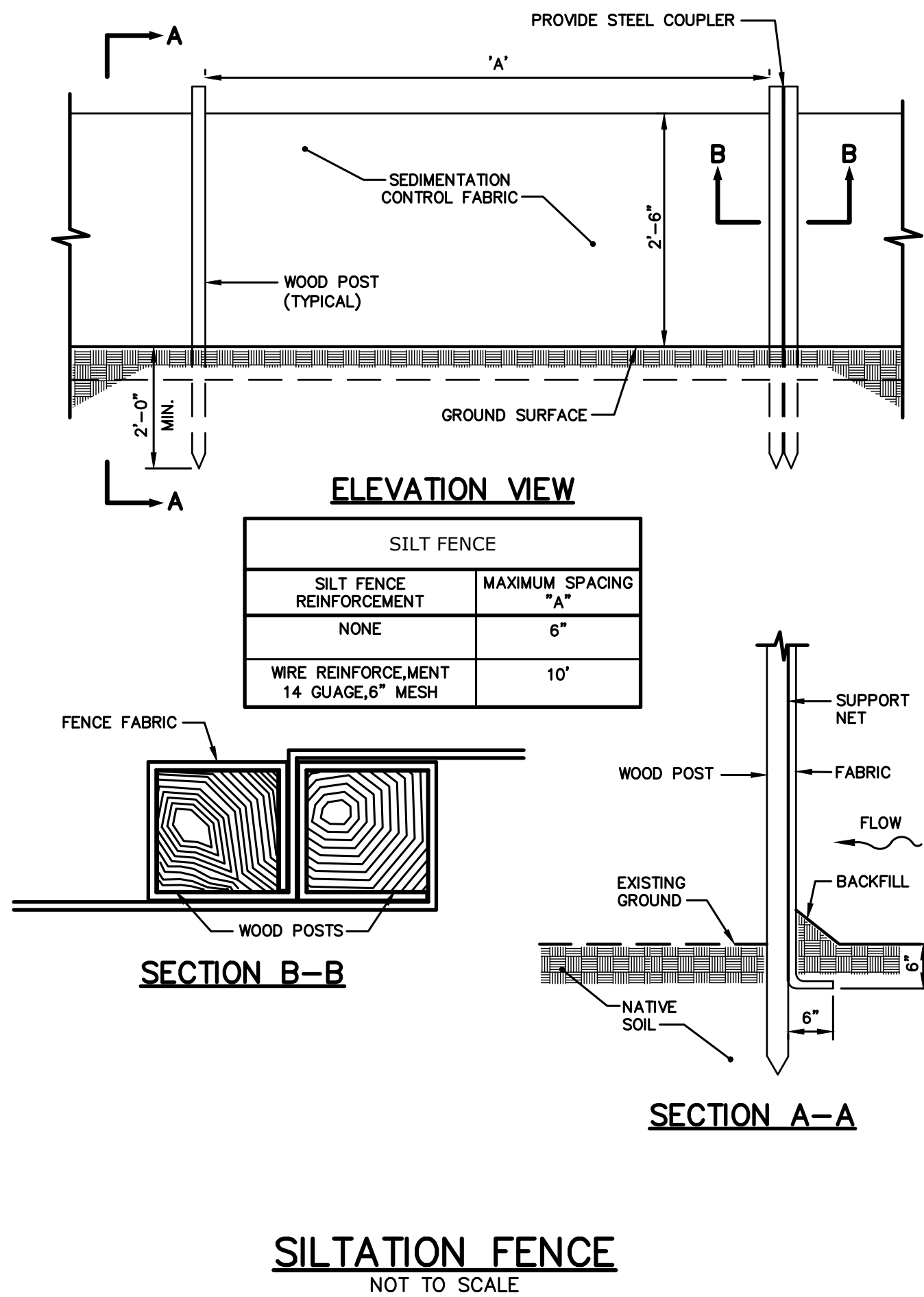
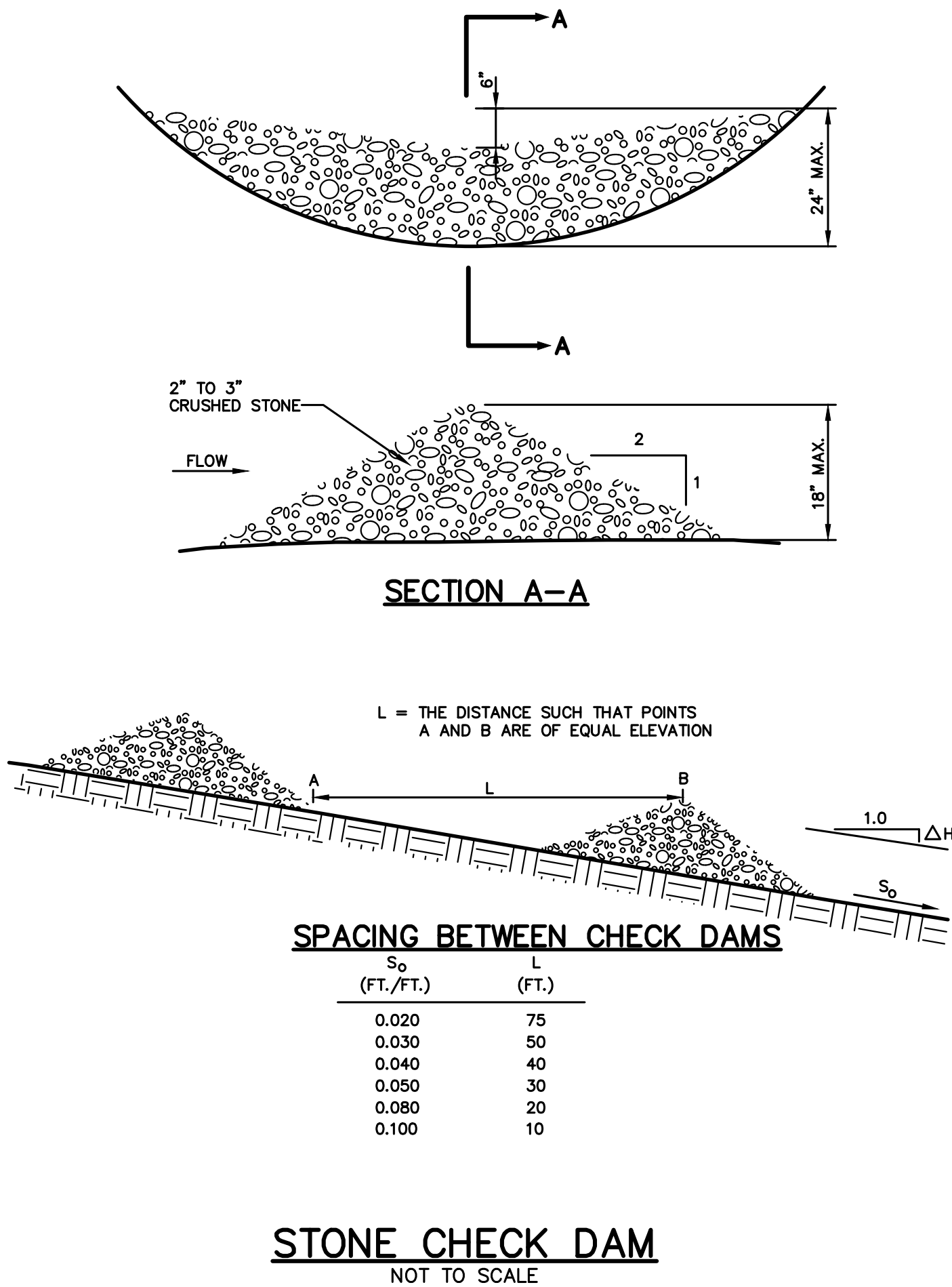
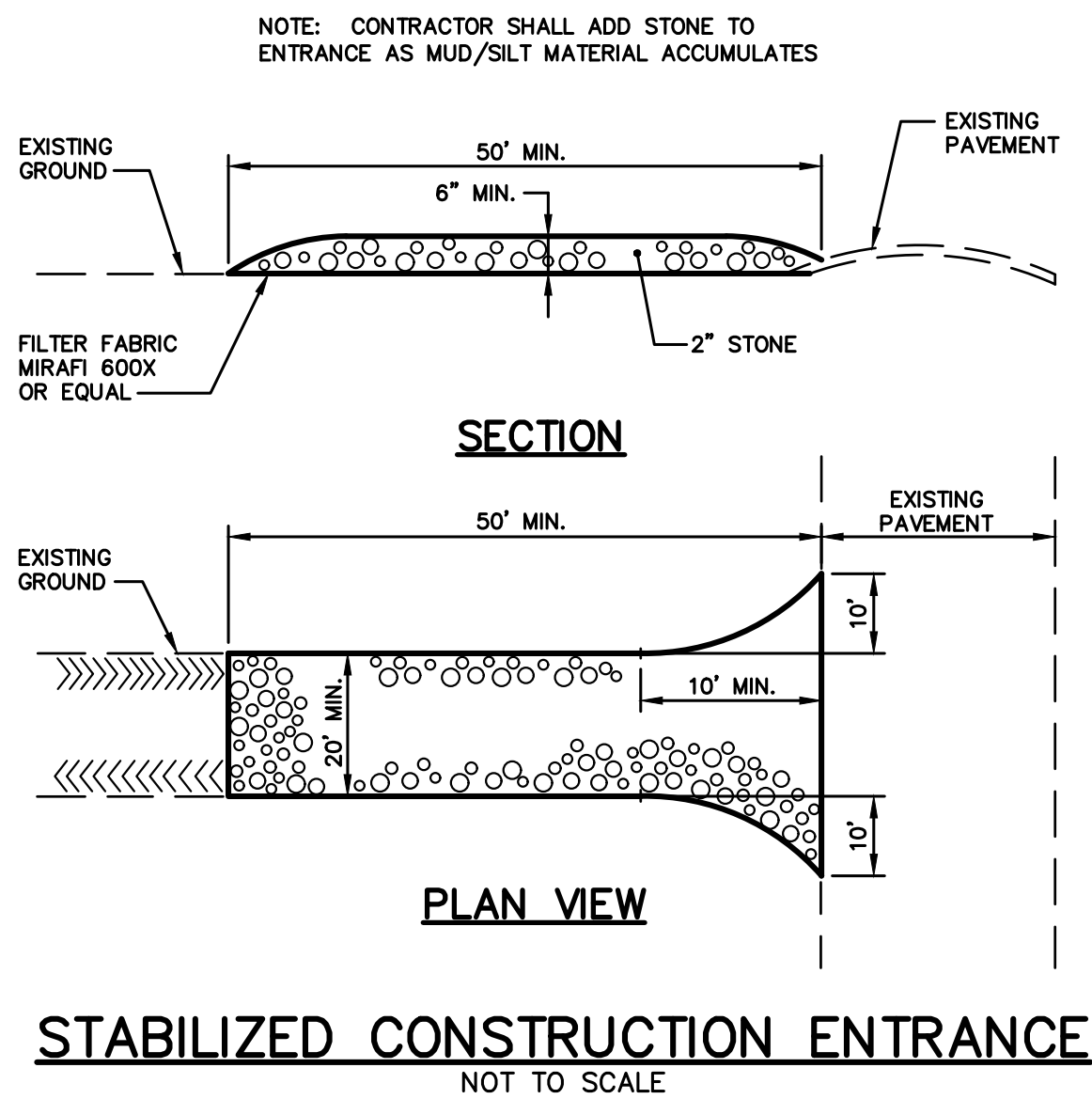
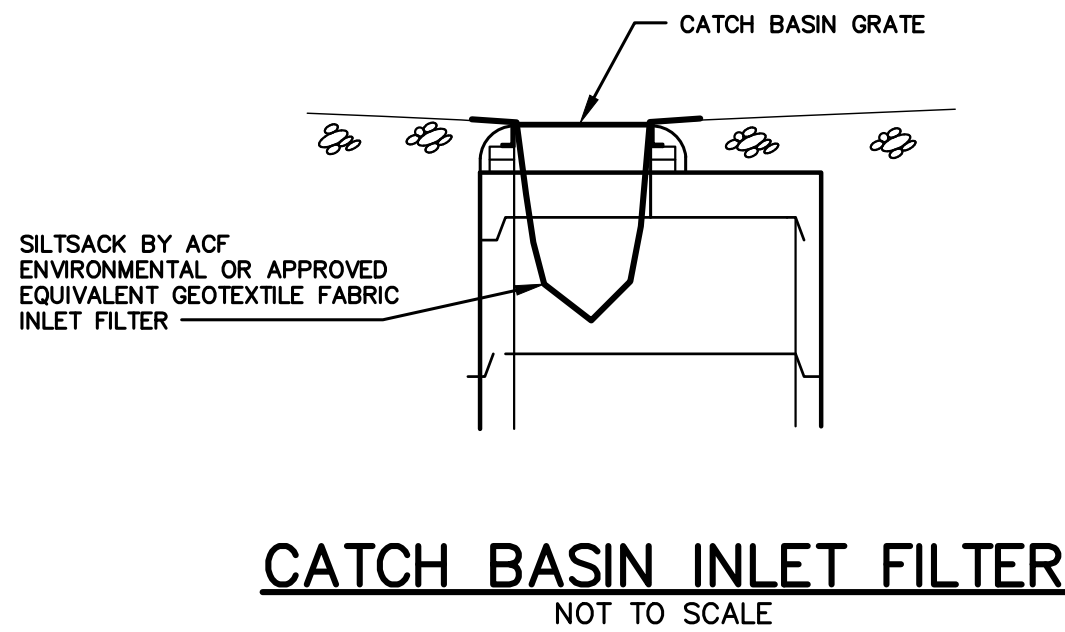
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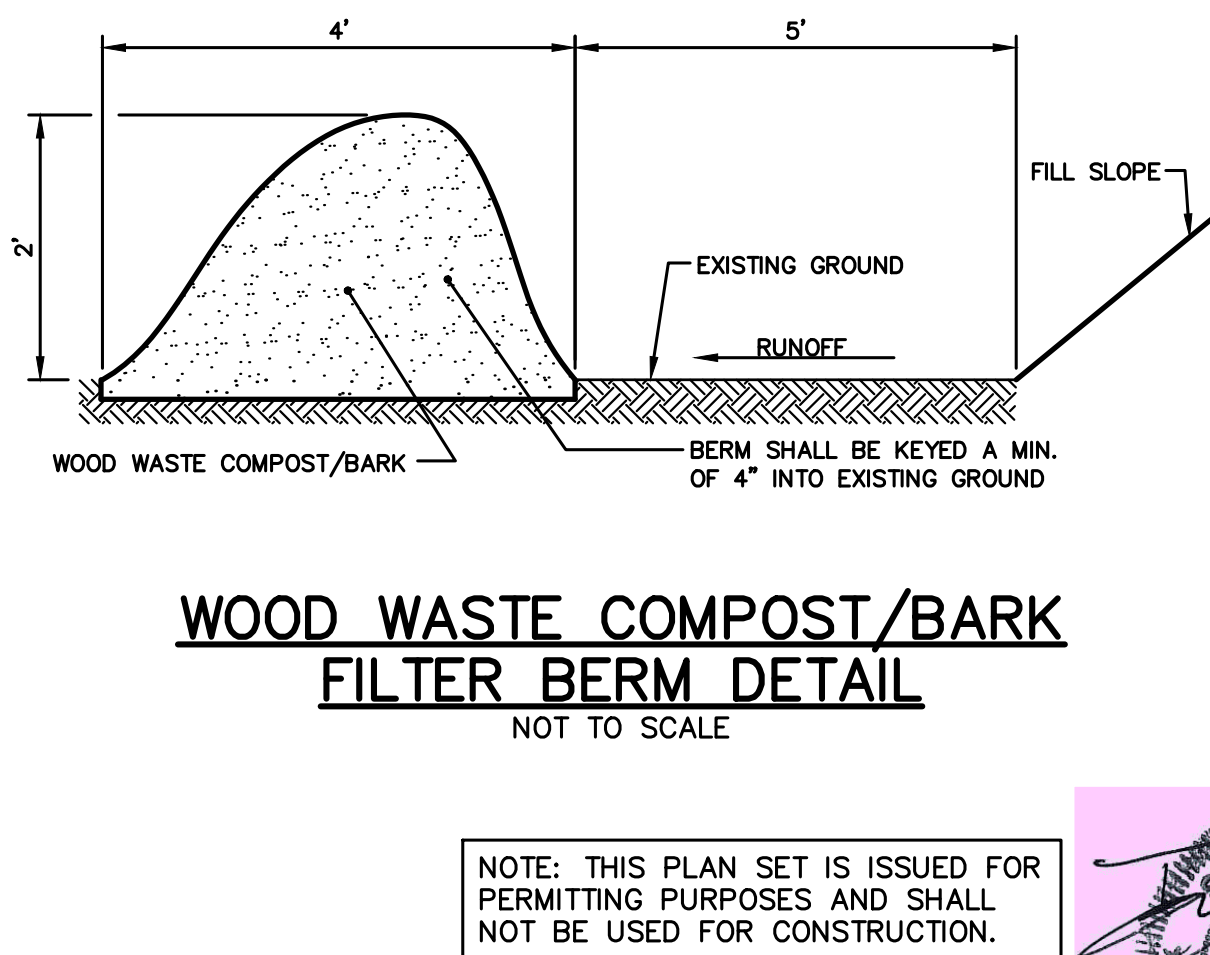
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Drawing Name:	Erosion & Sedimentation Control Details
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

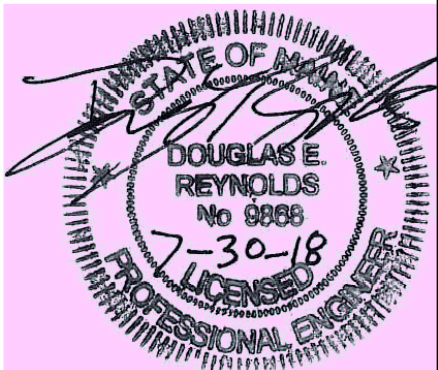
Drawing No.
C411



- 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.
E. NO STONES LARGER THAN 2" IN DIAMETER.
F. SILTS, CLAYS OR SUGAR SANDS ARE NOT ACCEPTABLE IN THE MIX.
 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 NATIVE EARTH CAN BE SEEN BELOW.
 5. WOODWASTE COMPOST BARK FILTER SHALL NOT BE USED IN WETLAND AREAS.



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



1.3.5 EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION/SEDIMENTATION CONTROL PLAN, WHICH WILL BE IMPLEMENTED FOR THIS PROJECT, IS AS FOLLOWS:

- MAINTENANCE OF A CAREFUL CONSTRUCTION SEQUENCE.
- RAPID REVEGETATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (HAY BALES/ STONE CHECK DAMS/SILT FENCE, ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS.

A. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, LOGS, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 50 FEET OF A PROTECTED NATURAL RESOURCE.

B. 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 DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

C. TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCE SHALL BE PLACED AT THE ENTRANCE FROM ALLEN AVENUE.
2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF-- BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE AND/OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THIS PACKAGE AND INSPECTED AT LEAST ONCE A WEEK AND BEFORE AND IMMEDIATELY AFTER A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR INFLOWING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM, WOOD WASTE COMPOST BERMS ARE NOT TO BE USED ADJACENT TO WETLAND AREAS THAT ARE NOT TO BE DISTURBED.
3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH ON SLOPES OF LESS THEN 15 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FABRIC NETTING AND STAPLES SHALL BE USED ON DISTURBED AREAS WITHIN 50' OF LAKES, STREAMS, AND WETLANDS REGARDLESS OF THE UPSTREAM SLOPE. MULCH PLACED BETWEEN OCTOBER 15TH AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT SHALL BE COVERED WITH A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SLOPES STEEPER THAN 8:1 AND EQUAL TO OR FLATTER THAN 2:1, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN EXCELOR OR EQUAL. SLOPES STEEPER THAN 2:1 SHALL RECEIVE RIPRAP AS NOTED ON THE PLANS. THE MULCH APPLICATION RATE FOR BOTH TEMPORARY AND PERMANENT SEEDING IS 75 LBS PER 1000 SF AS IDENTIFIED IN ATTACHMENT A OF THIS SECTION. MULCH SHALL NOT BE PLACED OVER SNOW.
4. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:
 - a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 100 FEET OF ANY WETLANDS WHICH WILL NOT BE DISTURBED AND SHALL BE LOCATED AWAY FROM DRAINAGE SWALES.
 - b) STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS HAY, STRAW, OR EROSION CONTROL MIX.
 - c) STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION.
5. ALL DENUDED AREAS THAT ARE WITHIN 50 FEET OF AN UNDISTURBED WETLAND, WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN A BUILDING PAD, PARKING AREA, OR ACCESS DRIVE SUBBASE SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.
6. FOR WORK, WHICH IS CONDUCTED BETWEEN OCTOBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DENUDED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX, APPLIED AT THE TIME THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 2 DAYS FOR ALL AREAS.
7. ALLEN AVENUE SHALL BE SWEEP TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
8. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.
9. SILT FENCING WITH A MINIMUM STAKE SPACING OF 6 FEET SHALL BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE ANCHORED.
10. WOOD WASTE COMPOST/BARK BERMS MAY BE USED IN LIEU OF SILTATION FENCING. BERMS SHALL BE REMOVED AND SPREAD IN A LAYER NOT TO EXCEED 3" THICK ONCE UPSTREAM AREAS ARE COMPLETED AND A 90% CATCH OF VEGETATION IS ATTAINED.
11. STORM DRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF STONE SEDIMENT BARRIERS OR APPROVED SEDIMENT BAGS (SUCH AS SILT SACKS). INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE BARRIERS SHALL BE INSPECTED AFTER EACH RAINFALL AND REPAIRS MADE AS NECESSARY. SEDIMENT SHALL BE REMOVED AND THE BARRIER RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ½ THE DESIGN DEPTH OF THE BARRIER. THE BARRIER SHALL BE REMOVED WHEN THE TRIBUTARY DRAINAGE AREA HAS BEEN STABILIZED.
12. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS -- SECTION 637 -- DUST CONTROL.
13. LOAM AND SEED IS INTENDED TO SERVE, AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP. APPLICATION RATES ARE PROVIDED IN ATTACHMENT A OF THIS SECTION. SEEDING SHALL NOT OCCUR OVER SNOW.

D. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.) WILL BE LOADED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH ON EROSION CONTROL MEASURES PARAGRAPH 3 OF THIS REPORT. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.
2. ALL STORM DRAIN PIPE OUTLETS SHALL HAVE RIPRAP APRONS AT THEIR OUTLET TO PROTECT THE OUTLET AND RECEIVING CHANNEL FROM SCOUR AND DETERIORATION. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE APRONS SHALL BE INSTALLED AND STABILIZED TO THE EXTENT PRACTICABLE PRIOR TO DIRECTING RUNOFF TO THE TRIBUTARY PIPE OR CULVERT.
3. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS AND INLET HOODS (THE SNOOT) FOR ALL OUTLET PIPES THAT ARE 18" IN DIAMETER OR LESS.

1.4 IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO INSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

IT IS ANTICIPATED THAT CONSTRUCTION OF THE MIXED USE DEVELOPMENT AND RELATED INFRASTRUCTURE WILL COMMENCE IN SUMMER 2018 AND BE COMPLETED BY WINTER OF 2018.

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE, THIS SHALL BE ACCOMPLISHED BY LIMITING THE DISTURBED AREA.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AT THE INTERSECTION OF THE ACCESS DRIVE AND ALLEN AVENUE.
2. INSTALL PERIMETER SILT FENCE AND/OR WOOD WASTE BERMS PRIOR TO GRUBBING RESPECTIVE AREAS.
3. CLEAR AND GRUB SITE. INSTALL STONE CHECK DAMS AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS.
4. FOUNDATION PREPARATION AREA SHALL BE EXCAVATED FOR INSTALLATION OF THE BUILDING FOOTINGS. BUILDING WORK WILL BE ON GOING THROUGH THE REMAINDER OF THE PROJECT.
5. COMMENCE INSTALLATION OF DRAINAGE APPURTENANCES.
6. COMMENCE CONSTRUCTION OF THE BIORETENTION POND AND GRASSED UNDERDRAIN SOIL FILTERS. THE FILTER MEDIA SHALL NOT BE INSTALLED UNTIL THE TRIBUTARY AREA HAS BEEN STABILIZED.
7. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
8. COMMENCE INSTALLATION OF WATER AND SEWER LINES.
9. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
10. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF THE BUILDINGS.
11. INSTALL LIGHT POLE FOUNDATIONS AND LIGHT POLES.
12. COMPLETE REMAINING EARTHWORK OPERATIONS.
13. COMPLETE INSTALLATION OF CATCH BASINS AND APPURTENANCES.
14. INSTALL SUB-BASE AND BASE GRAVEL WITHIN PARKING FIELDS, WALKWAYS, AND ALL DRIVEWAYS.
15. INSTALL CURBING IN PARKING FIELDS, DRIVEWAYS, AND ALONG THE STREETS AS NEEDED.
16. INSTALL BASE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREA AS WELL AS CONCRETE SURFACES.
17. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
18. INSTALL SURFACE COURSE PAVING FOR ACCESS DRIVE AND PARKING AREAS. STRIPE PER PLAN.
19. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
20. TOUCH UP LOAM AND SEED.

NOTE: ALL DENUDED AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP, OR GRAVEL SHALL BE REVEGETATED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE ABOVE CONSTRUCTION SEQUENCE SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.
2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:
 - a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 30 DAYS.
 - b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT; OR TEMPORARILY STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF THE SOIL FOR AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS. AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW.
 - c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.

1.5 EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL PLAN IS INCLUDED IN THE PLAN SET.

1.6 DETAILS AND SPECIFICATIONS

THE EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

1.7 WINTER STABILIZATION PLAN

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 RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LATE EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. 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 AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY/PARKING AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOADED, 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 SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. **SOIL STOCKPILES**
STOCKPILES OF SOIL OR SUBSOIL SHALL 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 PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.
2. **NATURAL RESOURCE PROTECTION**
ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.
3. **SEDIMENT BARRIERS**
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.
4. **MULCHING**
AN AREA SHALL BE CONSIDERED DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOADED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, MULCH OR STRAW OR EROSION CONTROL MIX SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FOOT (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

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

5. **MULCHING ON SLOPES AND DITCHES**
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS./1,000 S.F. ON ALL SLOPES GREATER THAN 8%.
- MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.
6. **SEEDING**
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND THE AREA HAS NOT BEEN FINE GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

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

- STABILIZE THE **SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS** --- BY SEPTEMBER 1 THE APPLICANT SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT SHALL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.
- STABILIZE THE **SLOPE WITH SOD** --- THE APPLICANT SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
- STABILIZE THE **SLOPE WITH WOODWASTE COMPOST** --- THE APPLICANT SHALL PLACE A SIX-INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOODWASTE COMPOST, THE APPLICANT SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT SHALL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 30% (3H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE **SLOPE WITH STONE RIPRAP** --- THE APPLICANT SHALL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.
3. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS --- BY SEPTEMBER 15 THE APPLICANT SHALL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

- STABILIZE THE **SOIL WITH TEMPORARY VEGETATION** --- BY SEPTEMBER 1 THE APPLICANT SHALL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE APPLICANT SHALL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED BELOW.
- STABILIZE THE **SOIL WITH SOD** --- THE APPLICANT SHALL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE **SOIL WITH MULCH** --- BY NOVEMBER 15 THE APPLICANT SHALL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

THE RESPONSIBLE PARTY MAY CONTRACT WITH SUCH PROFESSIONALS, AS MAY BE NECESSARY IN ORDER TO COMPLY WITH THIS PROVISION AND MAY RELY ON THE ADVICE OF SUCH PROFESSIONALS IN CARRYING OUT ITS DUTY HEREUNDER. PROVIDED, THAT THE FOLLOWING OPERATION AND MAINTENANCE PROCEDURES ARE HEREBY ESTABLISHED AS A MINIMUM FOR COMPLIANCE WITH THIS SECTION. A MAINTENANCE LOG OF THE INSPECTIONS SHALL BE KEPT BY THE RESPONSIBLE PARTY.

THE STORMWATER FACILITIES WILL BE MAINTAINED BY THE APPLICANT, ESTELLE ESTATES, LLC OR THEIR ASSIGNED HEIRS. THE CONTRACT DOCUMENTS WILL REQUIRE THE CONTRACTOR TO DESIGNATE A PERSON RESPONSIBLE FOR MAINTENANCE OF THE SEDIMENTATION CONTROL FEATURES DURING CONSTRUCTION AS REQUIRED BY THE EROSION CONTROL REPORT. LONG-TERM OPERATION/MAINTENANCE RECOMMENDED FOR THE STORMWATER FACILITIES IS PRESENTED BELOW.

INSPECTION AND MAINTENANCE FREQUENCY AND CORRECTIVE MEASURES:
THE FOLLOWING AREAS, FACILITIES, AND MEASURES WILL BE INSPECTED AND THE IDENTIFIED DEFICIENCIES WILL BE CORRECTED. CLEAN-OUT MUST INCLUDE THE REMOVAL AND LEGAL DISPOSAL OF ANY ACCUMULATED SEDIMENTS AND DEBRIS.

INSPECTION AND MAINTENANCE FREQUENCY AND CORRECTIVE MEASURES:
THE FOLLOWING AREAS, FACILITIES, AND MEASURES WILL BE INSPECTED AND THE IDENTIFIED DEFICIENCIES WILL BE CORRECTED. CLEAN-OUT MUST INCLUDE THE REMOVAL AND LEGAL DISPOSAL OF ANY ACCUMULATED SEDIMENTS AND DEBRIS.

CATCH BASINS:
INSPECT CATCH BASINS 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE CATCH BASINS ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF DEBRIS. CLEAN STRUCTURES WHEN SEDIMENT DEPTHS REACH 12" FROM INVERT OF OUTLET. IF THE BASIN OUTLET IS DESIGNED WITH A HOOD TO TRAP FLOATABLE MATERIALS (I.E. SNOOT), CHECK TO ENSURE WATERTIGHT SEAL IS WORKING. AT A MINIMUM, REMOVE FLOATING DEBRIS AND HYDROCARBONS AT THE TIME OF THE INSPECTION.

CULVERTS:
INSPECT CULVERTS 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE CULVERTS ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF DEBRIS. REMOVE ANY OBSTRUCTIONS TO FLOW; REMOVE ACCUMULATED SEDIMENTS AND DEBRIS AT THE INLET, AT THE OUTLET, AND WITHIN THE CONDUIT AND REPAIR ANY EROSION DAMAGE AT THE CULVERT'S INLET AND OUTLET.

INLET/OUTLET CONTROL STRUCTURES:
INSPECT STRUCTURES AND PIPING 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE STRUCTURES ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF DEBRIS. REMOVE ANY OBSTRUCTIONS TO FLOW; REMOVE ACCUMULATED SEDIMENTS AND DEBRIS WITHIN THE STRUCTURE.

SOIL FILTER -- BIO-FILTRATION:
INSPECT ALL UPSTREAM PRE-TREATMENT MEASURES 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) FOR SEDIMENT AND FLOATABLES ACCUMULATION. REMOVE AND DISPOSE OF ANY SEDIMENTS OR DEBRIS.

SOIL FILTER -- VEGETATED UNDERDRAINED SOIL FILTER:
INSPECT ALL UPSTREAM PRE-TREATMENT MEASURES 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) FOR SEDIMENT AND FLOATABLES ACCUMULATION. REMOVE AND DISPOSE OF ANY SEDIMENTS OR DEBRIS.

SURFACE (UNDERDRAIN POND, SWALE OR BIO-FILTER):
THE SOIL FILTER WILL BE INSPECTED WITHIN THE FIRST THREE MONTHS AFTER CONSTRUCTION; THEREAFTER THE FILTER WILL BE INSPECTED 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE FILTER IS DRAINING WITHIN 24 TO 48 HOURS OF A RAIN EVENT EQUIVALENT TO 1" OR MORE. ADJUSTMENTS WILL BE MADE TO THE OUTLET VALVE TO ENSURE THAT THE BIORETENTION CELL DRAINS WITHIN 24 TO 48 HOURS. FAILURE TO DRAIN IN 72 HOURS WILL REQUIRE PART OR ALL OF THE SOIL FILTER MEDIA TO BE REMOVED AND REPLACED WITH NEW MATERIAL MEETING THE SOIL FILTER GRADATION. THE FACILITIES WILL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED. HARVESTING AND WEEDING OF EXCESSIVE GROWTH SHALL BE PERFORMED AS NEEDED. INSPECT FOR UNWANTED OR INVASIVE PLANTS AND REMOVE AS NECESSARY.

ROOFLINE DRIP STRIP:
THE DRIP STRIP WILL BE INSPECTED WITHIN THE FIRST THREE MONTHS AFTER CONSTRUCTION; THEREAFTER THE FILTER WILL BE INSPECTED 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THAT THE FILTER IS DRAINING WITHIN 24 TO 48 HOURS OF A RAIN EVENT EQUIVALENT TO 1" OR MORE. FAILURE TO DRAIN IN 72 HOURS WILL REQUIRE PART OR ALL OF THE SOIL FILTER MEDIA TO BE REMOVED AND REPLACED WITH NEW MATERIAL MEETING THE SOIL FILTER GRADATION. THE FACILITIES WILL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED. INSPECT FOR UNWANTED OR INVASIVE PLANTS AND REMOVE AS NECESSARY. REMOVE DEBRIS FROM THE SURFACE. SINCE THE ROOFLINE DRIP STRIP IS A PART OF THE CORRECTED STORMWATER MANAGEMENT PLAN, IT CANNOT BE PAVED OVER OR ALTERED IN ANY WAY. GUTTERS SHALL NOT BE INSTALLED ALONG THE ROOFLINE.

VEGETATED AREAS:
INSPECT SLOPES AND EMBANKMENTS EARLY IN THE GROWING SEASON TO IDENTIFY ACTIVE OR POTENTIAL EROSION PROBLEMS. REPLANT BARE AREAS OR AREAS WITH SPARSE GROWTH, WHERE RILL EROSION IS EVIDENT, ARMOR THE AREA WITH AN APPROPRIATE LINING OR INVERT THE EROSION FLOWS TO ON-SITE AREAS ABLE TO WITHSTAND THE CONCENTRATED FLOWS. THE FACILITIES WILL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES WILL BE CORRECTED.

DITCHES, SWALES AND OTHER OPEN STORMWATER CHANNELS:
INSPECT 2 TIMES PER YEAR (PREFERABLY IN SPRING AND FALL) TO ENSURE THEY ARE WORKING IN THEIR INTENDED FASHION AND THAT THEY ARE FREE OF SEDIMENT AND DEBRIS. REMOVE ANY OBSTRUCTIONS TO FLOW, INCLUDING ACCUMULATED SEDIMENTS AND DEBRIS AND VEGETATED GROWTH. REPAIR ANY EROSION OF THE DITCH LINING. VEGETATED DITCHES WILL BE MOWED AT LEAST ANNUALLY OR OTHERWISE MAINTAINED TO CONTROL THE GROWTH OF WOODY VEGETATION AND MAINTAIN FLOW CAPACITY. ANY WOODY VEGETATION GROWING THROUGH RIPRAP LININGS MUST ALSO BE REMOVED. REPAIR ANY SLUMPING SIDE SLOPES AS SOON AS PRACTICABLE. IF THE DITCH HAS A RIPRAP LINING, REPLACE RIPRAP ON AREAS WHERE ANY UNDERLYING FILTER FABRIC OR UNDERDRAIN GRAVEL IS SHOWING THROUGH THE STONE OR WHERE STONES HAVE DISLODGED. CORRECT ANY EROSION OF THE CHANNEL'S BOTTOM OR SIDESLOPES. THE FACILITIES SHALL BE INSPECTED AFTER MAJOR STORMS AND ANY IDENTIFIED DEFICIENCIES SHALL BE CORRECTED.

ROADWAYS AND PARKING SURFACES: CLEAR ACCUMULATIONS OF WINTER SAND IN PARKING LOTS AND ALONG ROADWAYS AT LEAST ONCE A YEAR, PREFERABLY IN THE SPRING. ACCUMULATIONS ON PAVEMENT MAY BE REMOVED BY PAVEMENT SWEEPING. ACCUMULATIONS OF SAND ALONG ROAD SHOULDERS MAY BE REMOVED BY GRADING EXCESS SAND TO THE PAVEMENT EDGE AND REMOVING IT MANUALLY OR BY A FRONT-END LOADER. REPAIR POTHOLES AND OTHER ROADWAY OBSTRUCTIONS AND HAZARDS. FLOWING AND SANDING OF PAVED AREAS SHALL BE PERFORMED AS NECESSARY TO MAINTAIN VEHICULAR TRAFFIC SAFETY.

HOUSEKEEPING
THE FOLLOWING PROCEDURES ARE HEREBY ESTABLISHED AS A MINIMUM FOR COMPLIANCE WITH THIS SECTION. FOR FURTHER INFORMATION ON THE PROCEDURES LISTED BELOW, REFER TO MDOT CHAPTER 500 RULES -- APPENDIX C.

SPILL PREVENTION:
APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING/IMPLEMENTATION SHALL BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE.

GROUNDWATER PROTECTION:
DURING CONSTRUCTION, HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER SHALL NOT BE STORED OR HANDLED IN AREAS OF THE SITE WHICH DRAIN TO AN INFILTRATION AREA.

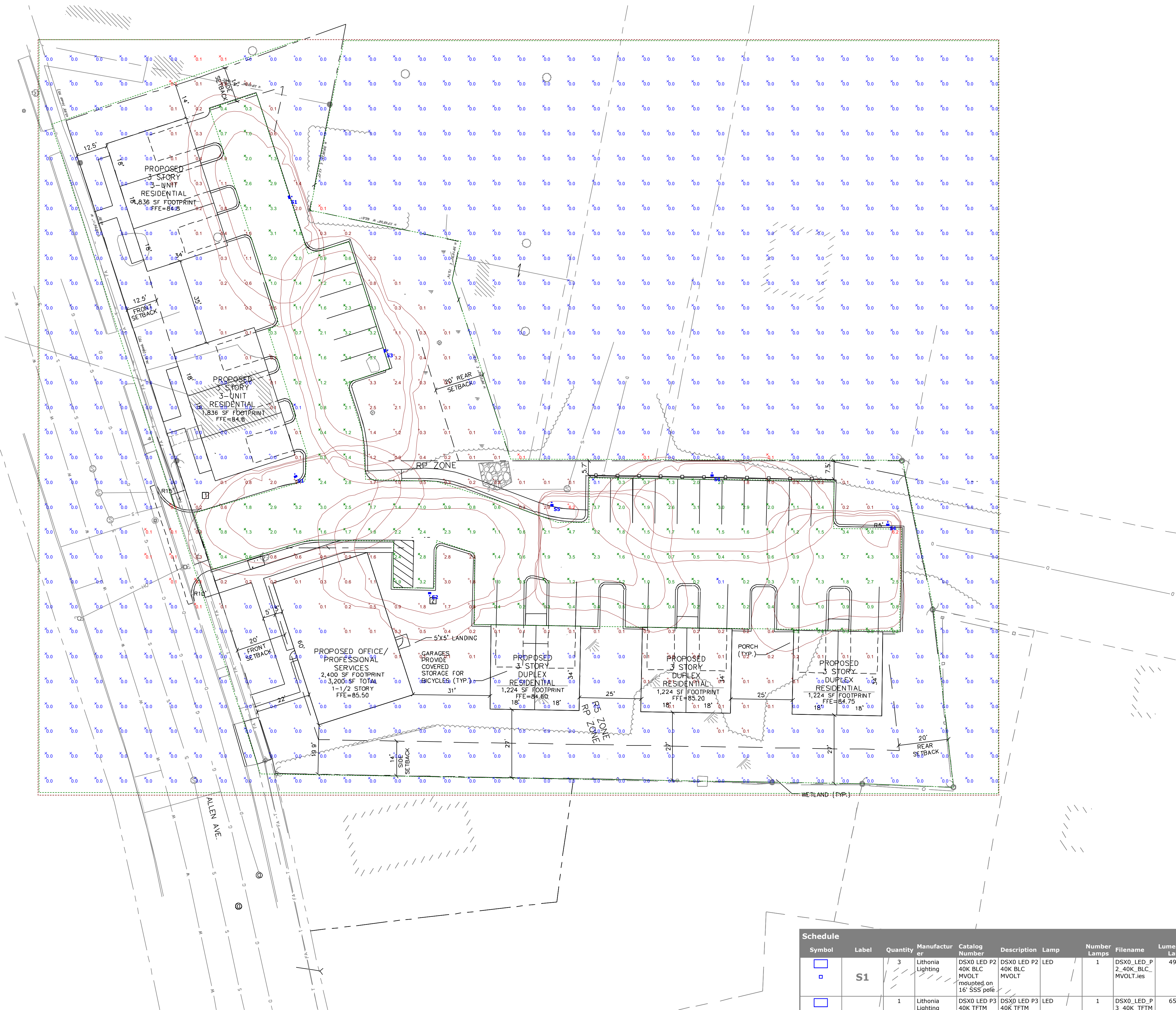
FUGITIVE SEDIMENT AND DUST:
APPROPRIATE MEASURES SHALL BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF THE SOILS AND WATER AND/OR CALCIUM CHLORIDE SHALL BE USED TO ENSURE THAT ACTIVITIES DO NOT RESULT IN FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION.

DEBRIS AND OTHER MATERIALS:
LITTER, CONSTRUCTION DEBRIS, AND CHEMICALS EXPOSED TO STORMWATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

TRENCH OR FOUNDATION DE-WATERING:
WATER COLLECTED THROUGH THE PROCESS OF TRENCHING AND/OR DE-WATERING MUST BE REMOVED FROM THE PONDED AREA, AND MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR OTHER AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE.

NON-STORMWATER DISCHARGES:
IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES.

SEEDING PLAN:				SEEDING PLAN:																																	
PROJECT:	MIXED USE DEVELOPMENT			PROJECT:	MIXED USE DEVELOPMENT																																
SITE LOCATION:	300 ALLEN AVENUE, PORTLAND, ME			SITE LOCATION:	300 ALLEN AVENUE, PORTLAND, ME																																
	PERMANENT SEEDING	X TEMPORARY SEEDING			X PERMANENT SEEDING	TEMPORARY SEEDING																															
1. INSTRUCTION ON PREPARATION OF SOIL: PREPARE A GOOD SEED BED FOR PLANTING METHOD USED.				1. INSTRUCTION ON PREPARATION OF SOIL: PREPARE A GOOD SEED BED FOR PLANTING METHOD USED.																																	
2. APPLY LIME AS FOLLOWS: $\frac{1}{2}$ / ACRES, OR 138 $\frac{1}{2}$ / M. SQ. FT.				2. APPLY LIME AS FOLLOWS: $\frac{1}{2}$ / ACRES, OR 138 $\frac{1}{2}$ / M. SQ. FT.																																	
3. FERTILIZE WITH _____ POUNDS OF _____ N-P-K/AC, OR 13.8 POUNDS OF 10-10-10 N-P-K/M. SQ. FT.				3. FERTILIZE WITH _____ POUNDS OF _____ N-P-K/AC, OR 18.4 POUNDS OF 10-20-20 N-P-K/M. SQ. FT.																																	
4. METHOD OF APPLYING LIME AND FERTILIZER: SPREAD AND WORK INTO THE SOIL BEFORE SEEDING.				4. METHOD OF APPLYING LIME AND FERTILIZER: SPREAD AND WORK INTO THE SOIL BEFORE SEEDING.																																	
5. SEED WITH THE FOLLOWING MIXTURE:				5. SEED WITH THE FOLLOWING MIXTURE:																																	
50% WINTER RYE				40% CREEPING RED FESCUE																																	
50% ANNUAL RYE				30% CHARGER II PERENNIAL RYEGRASS																																	
				20% KENBLUE KENTUCKY BLUEGRASS																																	
				10% TIFFANY CHEMUNGS FESCUE																																	
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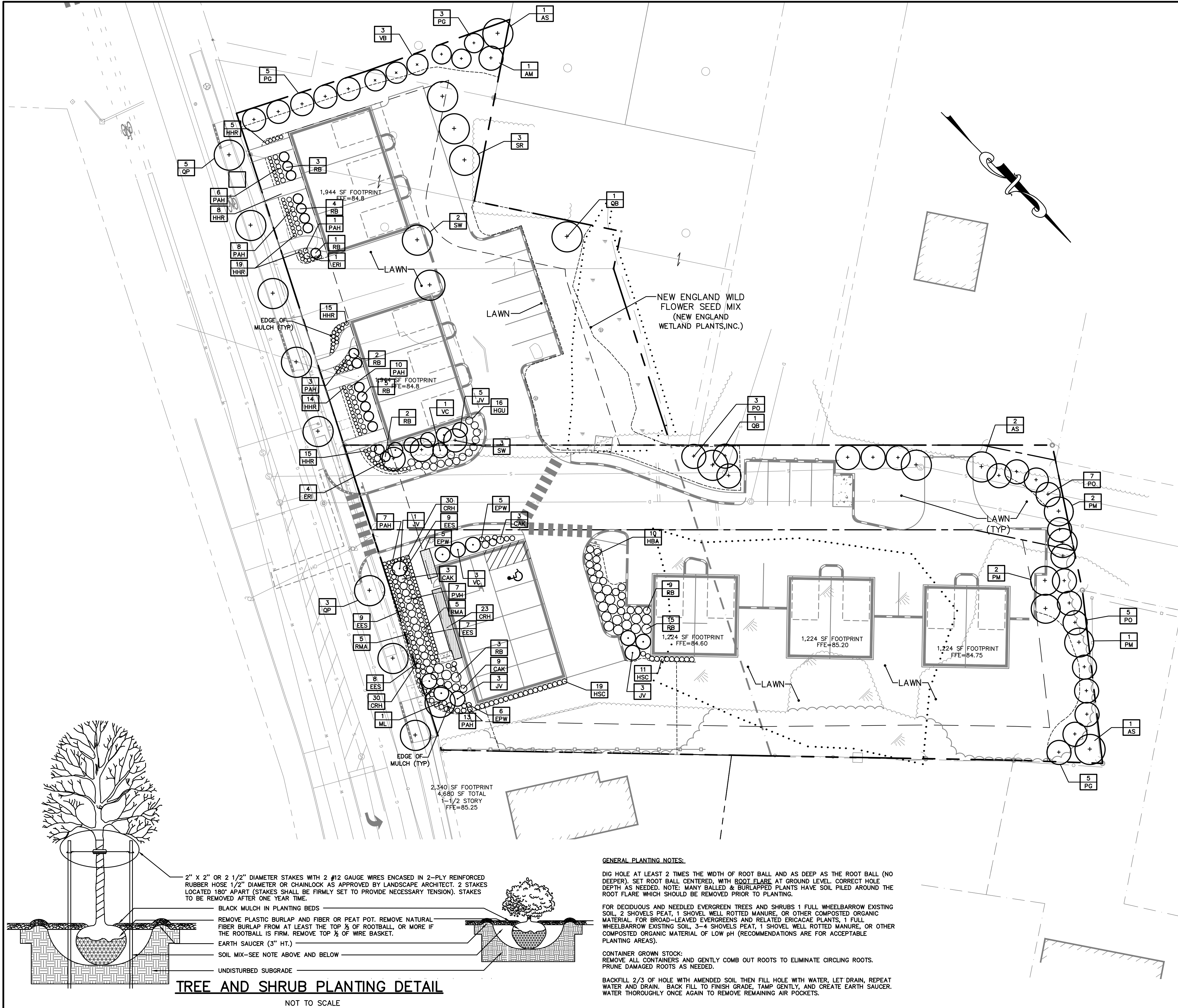


Plan View
Scale - 1" = 20ft

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall site calcs	+	0.3 fc	6.2 fc	0.0 fc	N/A	N/A
Parking area	X	1.5 fc	6.2 fc	0.1 fc	62.0:1	15.0:1
Site Perimeter	X	0.0 fc	0.1 fc	0.0 fc	N/A	N/A

Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
 	S1	3	Lithonia Lighting	DSX0 LED P2 40K BLC MVOLT mounted on 16' SSS pole	DSX0 LED P2 40K BLC MVOLT	LED	1	DSX0_LED_P2_40K_BLC_MVOLT.ies	4925	0.9	49
 	S2	1	Lithonia Lighting	DSX0 LED P3 40K TFTM MVOLT HS mounted on 16' SSS pole	DSX0 LED P3 40K TFTM MVOLT with houseside shield	LED	1	DSX0_LED_P3_40K_TFTM_MVOLT_HS.ies	6595	0.9	71
 	S3	1	Lithonia Lighting	DSX0 LED P3 40K T35 MVOLT HS mounted on 16' SSS pole	DSX0 LED P3 40K T35 MVOLT with houseside shield	LED	1	DSX0_LED_P3_40K_T35_MVOLT_HS.ies	7014	0.9	71
 	S4	1	Lithonia Lighting	DSX0 LED P3 40K LCCO MVOLT mounted on 16' SSS pole	DSX0 LED P3 40K LCCO MVOLT	LED	1	DSX0_LED_P3_40K_LCCO_MVOLT.ies	5153	0.9	71
 	S5	1	Lithonia Lighting	DSX0 LED P3 40K RCCO MVOLT mounted on 16' SSS pole	DSX0 LED P3 40K RCCO MVOLT	LED	1	DSX0_LED_P3_40K_RCCO_MVOLT.ies	5153	0.9	71

U:\801.06 Allen Ave - Boudhard\Z - CAD\DWG\801-06-LANDSCAPE.dwg - Jul 30, 2018 - 4:24pm



GENERAL PLANTING NOTES

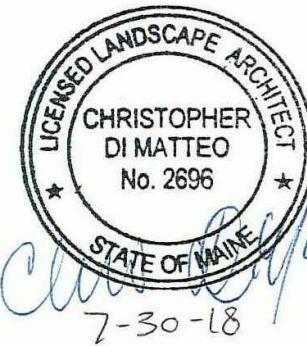
- CALL DIG-SAFE (1-888-344-7233) PRIOR TO BEGINNING WORK. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO OWNER.
- CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS PRIOR TO CONSTRUCTION BIDDING.
- DO NOT SCALE FROM DRAWINGS. ANY OMISSIONS IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT. ANY DISCREPANCIES BETWEEN DRAWINGS, PLANT QUANTITIES, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
- PROVIDE SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING CONDITIONS.
- CONTRACTOR SHALL FURNISH AND PLACE 12 INCHES OF LOAM IN ALL SHRUB BEDS, 30 INCHES IN ALL TREE PITS, AND 6 INCHES UNDER ALL TURF AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
- ALL PLANT MATERIAL INSTALLED SHALL MEET THE SPECIFICATIONS OF THE LATEST PUBLICATION OF "AMERICAN STANDARDS FOR NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN".
- ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING STAKING OR GUYING WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE FROM THE OWNER.
- ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
- EXISTING TREES TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY, OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
- WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR GROUND COVER AND PERENNIAL BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
- DAMAGE TO EXISTING SITE IMPROVEMENTS DURING INSTALLATION OF LANDSCAPE MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
- CONTRACTOR SHALL COORDINATE INSPECTION OF PLANT MATERIAL AND LOCATIONS WITH PROJECT LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ALL PLANT MATERIAL SHALL BE ON-SITE AND PLACED BEFORE INSPECTION CAN BE COMPLETED. A MINIMUM OF 48 HOUR NOTIFICATION SHALL BE REQUIRED.
- MAINTENANCE REQUIREMENTS: PRUNE DEAD OR DAMAGED BRANCHES, MAINTAIN GUY POSTS AND WATER AS REQUIRED UNTIL PROJECT COMPLETION AND ACCEPTANCE BY OWNER.
- WATERING: ALL PLANTINGS SHALL BE THOROUGHLY WATERED UPON INSTALLATION, AND THEN WEEKLY WHENEVER ANY DRY SPELLS OCCUR, UNTIL ACCEPTANCE BY OWNER.
- LANDSCAPE CONTRACTOR OR PLANT SUPPLIER SHALL GUARANTEE PLANTS AND PROVIDE REPLACEMENTS FOR TWO YEARS FROM INSTALLATION.
- CONTRACTOR SHALL PLACE 4" SHREDDED DARK BARK MULCH AROUND SHRUB BEDS AND TREE PITS.

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	SIZE
AS	ACER SACCHARUM 'GREEN MOUNTAIN'	SUGAR MAPLE	2-1/2" CAL.
AM	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SHADBLOW	6'-7" HGT. CLUMP
AS	ACER SACCHARUM 'GREEN MOUNTAIN'	GREEN MOUNTAIN SUGAR MAPLE	2-1/2" CAL.
CAK	CALAMAGROSTIS X ACUTIFOLIA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	NO. 1 CONT.
CRH	COREOPSIS 'RED HOT VANILLA'	RED HOT VANILLA TICKSEED	NO. 1 CONT.
EES	ECHINACEA PURPUREA 'Evan Saul'	SUNDOWN CONE FLOWER	NO. 1 CONT.
EPW	ECHINACEA 'POW WOW WILDBERRY'	MAGNUS PURPLE CONE FLOWER	NO. 1 CONT.
ERI	ECHINOPS RITRO	POW WOW WILDBERRY CONE FLOWER	NO. 1 CONT.
HHR	HEMEROCALLIS 'HAPPY RETURNS'	GLOBE THISTLE	NO. 1 CONT.
HSC	HEMEROCALLIS 'STEEPLE JACKIE'	HAPPY RETURNS DAYLILY	NO. 1 CONT.
HBA	HOSTA 'BLUE ANGEL'	STEEPLE JACKIE DAYLILY	NO. 1 CONT.
HGU	HOSTA 'GUACAMOLE'	BLUE ANGEL HOSTA	NO. 1 CONT.
JV	JUNIPERUS VIRGINIANA 'GREY OWL'	GUACAMOLE HOSTA	NO. 1 CONT.
ML	MAGNOLIA X LOEBERNII 'LEONARD MESSEL'	GREY OWL JUMPER	18"-24" HGT.
PAH	PENNISSETUM ALOPECUROIDES 'HAEMELI'	LEONARD MESSEL MAGNOLIA	8"-10" HGT.
PM	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	HAEMELI FOUNTAIN GRASS	NO. 1 CONT.
PVH	PANICUM VERGATUM 'HEAVY METAL'	EXCLAMATION LONDON PLANETREE	2-1/2" CAL.
PG	PICEA GLAUCA	HEAVY METAL SWITCH GRASS	NO. 1 CONT.
PO	PICEA OMORICA	WHITE SPRUCE	6'-7" HGT.
QB	QUERCUS BICOLOR	SERBIAN SPRUCE	6'-7" HGT.
QP	QUERCUS PALUSTRIS	SWAMP WHITE OAK	2-1/2" CAL.
RB	ROSA 'BONICA'	PIN OAK	2-1/2" CAL.
RMA	RUDEBECKIA MAXIMA	BONICA SHRUBROSE	18"-24" HGT.
SR	SYRINGA RETICULTA	MAXIMA CONEFLOWER	NO. 1 CONT.
SW	SYRINGA RETICULTA 'WILLAMETTE'	JAPANESE TREE LILAC	6'-8" HGT.
VB	VIBURNUM X BURKWOODII	IVORY PILLAR JAPANESE TREE LILAC	6'-8" HGT.
VC	VIBURNUM X CARLCEPHALUM 'CAYUGA'	BURKWOOD VIBURNUM	24"-30" HGT.
		CAYUGA VIBURNUM	24"-30" HGT.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.

1 inch = 20 ft.



Rev.	Date	Revision
2	7/3/18	REVISED PER NEW LAYOUT
1	6/7/18	REVISED FOR WETLAND IMPACTS

REVISIONS BASED ON CITY COMMENTS	7/30/18	DER
RESPONSE TO CITY COMMENTS	7/2/18	DER
NRPA TIER 1 APPLICATION	3/30/18	DER
LEVEL III SITE PLAN APPLICATION	3/5/18	DER
PRE-APPLICATION MEETING	11/7/17	DER
Issued For	Date	By

Design: CDM	Draft: CG/CDM	Date: NOV 2017
Checked: DER	Scale: 1"=20'	Job No.: 801.06
File Name: 801-06-LANDSCAPE.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		



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207.772.2515

Drawing Name:	Landscape Plan
Project:	Mixed Use Development 300 Allen Ave. Portland, Maine
Client:	ESTELLE ESTATES, LLC 39 DARLING AVENUE, SOUTH PORTLAND, ME 04106

Drawing No.	L101
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Fwd: Comments and requests on 300 Allen Avenue, Estelle Estates Development

Matthew Grooms <mgrooms@portlandmaine.gov>
To: Jennifer Munson <jmy@portlandmaine.gov>

Tue, Jun 12, 2018 at 8:12 AM

Hi Jen,

I am forwarding a public comment for 300 Allen Avenue.

Thanks,

Matt

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

From: **Jane Orbeton** <mckorb1@gmail.com>

Date: Mon, Jun 11, 2018 at 11:25 PM

Subject: Comments and requests on 300 Allen Avenue, Estelle Estates Development

To: mgrooms@portlandmaine.gov

Cc: Jane Orbeton <mckorb1@gmail.com>, Susan McKenna <susie.mckenna@gmail.com>, Jim McKenna <jimmckenna3@gmail.com>

Hello, Portland Planning Board and Planning Staff,

We are Susan McKenna, James McKenna and Jane Orbeton, owners of a single family home at 7 Short Street that immediately abuts the back side of the Estelle Estates Property at 300 Allen Avenue. We are unable to attend the workshop on June 12 and hope that you will seriously consider our comments and requests. The Estelle Estates development merits careful consideration because (1) it abuts and by its density, paving and scale it will have an impact on, neighboring residences and (2) the properties in the neighborhood and the property at 300 Allen Avenue are often wet enough that ducks swim in our yards on ponds newly formed by rain or snow melt, right over our grass. We cannot accept any more water from Estelle Estates and the development should be designed to avoid such a result. This is a very serious problem that the whole neighborhood needs the Planning Board to address.

To make the Estelle Estates development compatible with our property and the other residences nearby, we ask for the City to require the following:

1. **A metal perimeter fence** at least 4 feet high supported by metal posts set in concrete along the property line everywhere that the development abuts residential property and shrubbery plantings along all property lines;
2. **A lighting plan** that is considerate of and compatible with neighboring residences, that is "dark sky" lighting and that does not direct lighting at abutting properties;
3. **A drainage plan** that ensures that the development absorbs and disposes of its own water runoff, specifically requiring no runoff onto adjacent properties and no increase in the amount of surface water that those properties experience;
4. **Limitation of the amount of on site parking and paving** to the amount required by the zoning ordinance; and
5. **Required use of a permeable paving system** for all or part of the parking and paved areas that will address the neighborhood water issue, that is permeable paving, such as pervious concrete, porous asphalt, paving stones or grass pavers.

Please confirm receipt of this email in time for consideration at the workshop on June 12.

Thank you for your assistance. We would be happy to speak with your staff at any time.

Susan McKenna, 629-7943

James McKenna, 318-3035

Jane Orbeton, 420-6265

--

Matthew Grooms

Planner

Planning Division

City Hall, 389 Congress Street, 4th Floor

Portland, Maine 04101

(207) 874-8725 (T)

(207) 756-8258 (F)

mgrooms@portlandmaine.gov

Additional Comments for 300 Allen Avenue

Christopher Ellingwood <cellingwood@berrydunn.com>

Jun 12, 2018 1:56 PM

Posted in group: **Planning Board**

Good afternoon Matt and members of the Planning Board,

Due to a business trip, I am out of town and will not be able to attend tonight's workshop.

In addition to our original comments, which we thank you for addressing some of those concerns in the agenda for this evening, I would like to share two other items.

1) We are still very concerned about adding another driveway with additional traffic to the location. Please see attached for a photo from Friday, June 8 of Allen Avenue at 7:50 AM. As you can see, when school is in session at Casco Bay High School, the traffic backs up like this most mornings. It is nearly impossible for the residents of Pennell to turn from our street. Additional traffic will contribute to further congestion.

2) We are also concerned over the condition of the lots at both 300 and 280 Allen Ave. For years, the commercial lot has been neglected and was not mowed or maintained. By Midsummer the sidewalk is impassable because the weeds have taken over. Since Estelle Estates purchased the single family home and vacant lot, it has gone unmaintained and the grass is currently pushing waist height. We understand the zoning and approval process may take some time and would like to request the Estelle Estates maintain the property and mow the lawn on a regular basis.

We thank you for your consideration and look forward to hearing the responses of Estelle Estates and reviewing final plans. We look forward to the neighborhood meeting when that is scheduled.

Please don't hesitate to contact me with any questions or further information needed –

Chris Ellingwood

Abutting neighbor and homeowner – 19 Pennell Avenue

802-310-0361



300 Allen Avenue Proposal

Christopher Ellingwood <cellingwood@berrydunn.com>

Aug 9, 2018 1:39 PM

Posted in group: **Planning Board**

Good Day,

I am following up to email I sent to Matt Grooms on August 6 – We received a notice for an additional workshop related to the 300 Allen Avenue proposed development for August 14, 2018. I will be unable to attend due to commitments with a business trip in Maryland.

The link provided on the notice of the meeting does not include any updated documents or site plans that address previous comments from the planning board. I am wondering why there is an additional workshop on the 14th, and if updated documents are going to be made available for the property abutters to review and, like last time, provide comments on. The minutes and notes from the neighborhood workshop have also not been upload and provided on the portal.

As a direct abutter to the development, this would be much appreciated and is important to us. I'd also like to express concern over the condition of lot as it lies now, no one has mowed the lawns or maintained the property. The sidewalks are nearly blocked by overgrowth and the grass in up to my waist right now. It's our opinion that Estelle Estates is not "making any friends" of the neighborhood by managing their property this way and the lots are becoming an eye sore.

I appreciate any information you can provide to us and look forward to seeing revised site plans.

- Chris

Christopher S. Ellingwood, CISA | Senior Manager

Information Technology Assurance Services

d/f: 207.541.2290 | **c:** 802.310.0361

berrydunn.com

RE: 300 Allen Avenue Proposal

Christopher Ellingwood <cellingwood@berrydunn.com>

Mon, Aug 13, 2018 at 3:20 PM

To: Matthew Grooms <mgrooms@portlandmaine.gov>, "Peter Vachon (peter.vachon@martinspoint.org)" <peter.vachon@martinspoint.org>

Cc: "kcook@portlandmaine.gov" <kcook@portlandmaine.gov>, "jduson@portlandmaine.gov" <jduson@portlandmaine.gov>, Planning Board <planningboard@portlandmaine.gov>

Good afternoon,

Once again, thank you for providing the documents as requested. I would like to submit the following comments for consideration and addressment.

- 1) We appreciate the landscape considered as presented in the plan. I still feel as though a fence should be considered along the property line because the parking lot and garages are in our backyards. Headlights and noise will still be viable from our homes, especially in the winter months as vegetation thins.
- 2) I like the new designs of the triplexes as shown on page 7 of the renderings (elevation heights), however am questioning the third-story deck. The buildings would already stand much higher than our current homes in the neighborhood and would look down on our yards and homes, imposing on our privacy. Come summer and warmer weather, if residents of those units were entertaining, the noise would carry.
- 3) If approved, how will Estelle Estates help ensure minimal noise and traffic (on Allen) impact to our homes and neighborhood? How will run off also be considered while site work is done?
- 4) What will the type of residency be? (will these units be rentals or owner occupied condos?) If owner occupied will there be a formed association, or will the property be maintained by Estelle Estates?
- 5) During the permitting and zoning process, we'd also like to encourage Estelle Estates to maintain the empty lots as they are severely overgrown. Many people in our neighborhood often walk to nearby stores and the sidewalk along Allen Avenue where the lots lie in overgrown and can be difficult to get through.

We very much appreciate the thoughtful consideration Estelle Estates has shown in their design and appreciate the opportunity to share additional comments. I would be happy to discuss any of my concerns with the representatives of Estelle Estates if requested.

Chris Ellingwood

19 Pennell Avenue

802-310-0361

~ Chris

From: Matthew Grooms <mgrooms@portlandmaine.gov>
Sent: Monday, August 13, 2018 8:19 AM
To: Christopher Ellingwood <cellingwood@berrydunn.com>
Subject: Re: 300 Allen Avenue Proposal

Hi Chris,

Please find attached some of the more relevant plans for [300 Allen Avenue](#). These are also included on the website as an attachment to the Planning Board packet for August 14th.

Thanks,

Matt

On Sat, Aug 11, 2018 at 9:48 AM, Christopher Ellingwood <cellingwood@berrydunn.com> wrote:

Thank you,

As of this morning updated documents were still not uploaded to the portal. Once again, with the meeting Tuesday, I am not sure this is fair for the residents to provide additional thoughts on the updated plans when those have not been made available to us a couple of days before the workshop,

thank you,

Chris

From: jmy <jmy@portlandmaine.gov>
Sent: Friday, August 10, 2018 11:45:02 AM
To: Planning Board
Cc: mgrooms@portlandmaine.gov; kcook@portlandmaine.gov; jduson@portlandmaine.gov; meaghan.lefebvre@gmail.com; Christopher Ellingwood
Subject: Re: 300 Allen Avenue Proposal

Hello,

Thanks for your email. We appreciate the time you have taken to offer your thoughts, and will include your comments in the materials for the Planning Board and as part of the public record.

If you have any questions, please contact our office.

City of Portland, Department of Planning and Urban Development
[389 Congress St., 4th Floor, Portland, ME 04101](#) <<https://maps.google.com/?q=389+Congress+St.,+4th+Floor,+Portland,+ME+04101&entry=gmail&source=g>>

Jennifer Munson, Office Manager
jmy@portlandmaine.gov <<mailto:jmy@portlandmaine.gov>> | (207) 874-8719 | Fax (207) 756-8258

James Dealaman, Administrative Officer
jdealaman@portlandmaine.gov <<mailto:jdealaman@portlandmaine.gov>> | (207) 874-8721 | Fax (207) 756-8258

On Thursday, August 9, 2018 at 1:39:24 PM UTC-4, Christopher Ellingwood wrote:

Good Day,

I am following up to email I sent to Matt Grooms on August 6 - We received a notice for an additional workshop related to the [300 Allen Avenue](#) proposed development for August 14, 2018. I will be unable to attend due to commitments with a business trip in Maryland.

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I appreciate any information you can provide to us and look forward to seeing revised site plans.

- Chris

Christopher S. Ellingwood, CISA | Senior Manager
Information Technology Assurance Services
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--

Matthew Grooms

Planner

Planning Division

City Hall, [389 Congress Street, 4th Floor](#)
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Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

To whom it may concern,

My name is Cidney Mayes and I am writing to submit public comment on the development project for 300 Allen Avenue. My husband and I have three major concerns with the proposed plan.

We bought our first home together at 48 Cypress Street in March of this year. Our home is directly behind the proposed building space, and would share a fence with the new developments. We had no idea when we purchased the property that this development had been proposed, and are significantly concerned that this development will affect the value of our home. We would like the following three concerns addressed by the planning board and the developers.

The first is the proposed walking path to be built on the paper street adjacent to our property. This path does not serve any clear purpose other than to encourage people to park on the side streets of our neighborhood and walk to the proposed condos or business. There are no major walking trails in this neighborhood, and this increase in foot traffic is unnecessary and makes raises concerns for our privacy and safety.

The second concern is the lack of trees in the developments plan, especially around borders and fences. The current plan has proposed to build a fence between our property and the duplexes, but without trees or some additional barrier, we are concerned that neighbors will be able to look down into our backyard and home. We would like additional steps taken towards protecting our privacy, and a barrier of trees provided.

Our third concern is that this plan seems like a grab for money without much thought to building community. We attended a neighborhood meeting in June, and raised these concerns there, too. The facilitator was confused on how we knew to attend, due to the fact that we were not on the mailing list as we have just purchased our home in March. It was the kindness of our neighbors that alerted us to the neighborhood meeting. There is a small community that looks out for one another, and these proposed buildings do not keep with the spirit of adding to this existing community. It had been suggested that families and people seeking their first apartment may choose to live in these new duplexes and triplexes. For the proposed \$300,000 asking price, this is laughable. And what elderly citizen would choose to move into a three story building? Portland is already

lacking in single story homes for senior citizens. These condos do not seem to meet the needs of our neighborhood community.

If this plan is to be approved, it is necessary to remove the walking path and provide more trees for privacy along the fence line. If the plan does continue, we hope that the developers will look more closely at the needs of our small neighborhood community and not focus on pure financial gain.

Thank you for your time.

Sincerely,
Cidney Mayes
48 Cypress Street
Portland, ME 04103

Memorandum

Department of Planning and Urban Development

Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
 From: Matthew Grooms, Planner
 Date: August 10, 2018
 Re: o Hope Avenue, Estelle Estates, LLC
 Project: ZN-000208-2018 CBL: 390-A-001, 448-A-001, 449-A-002
 Meeting Date: August 14, 2018

I. INTRODUCTION

Estelle Estates, LLC has submitted a request to rezone a previously unzoned 14-acre tract of land, located at o Hope Avenue in the North Deering neighborhood to R-3 Residential. This property entered into the City of Portland in 2001 as part of a land conveyance from the Town of Falmouth. Negotiations at that time between then property owners (Lloyd Wolf and Robert Adam) and the City of Portland and Portland Trails, resulted in the creation of the Presumpscot River Preserve and the formalization of multiple land development agreements. The proposal before the Planning Board is derived from one such agreement, wherein the City agreed to assist the developer in establishing a new contract zone to permit fifty-five (55) clustered and age-restricted residential units. While the written agreement specified a contract zone, the City in recent years has discouraged the creation of new contract zones, and in discussions with the applicant, instead recommended that they pursue a zoning map amendment to R-3 Residential. This zone permits Planned Residential Unit Developments (PRUDs) as well as a unit-density in line with the development outlined in the written agreement.



Figure 1: Proposed Development Site

Notices were sent to sixty (60) residents and the interested citizen list. The notice also appeared in the Portland Press Herald on August 3rd and August 6th 2018.

Applicant and Property Owner: Peter Bouchard, Estelle Estates, LLC

Agents: Chris DiMatteo, Gorrill Palmer; Doug Reynolds, P.E., Gorrill Palmer

II. PROJECT DATA

Existing Zoning	Not Zoned
Proposed Zoning	Residential R-3
Existing Use	Undeveloped, primarily woodlands
Proposed Use	PRUD w/ 54 age-restricted residential units arrayed in 27 duplex buildings
Parcel Size	14 acres , 12.2 acres (net land area)

III. BACKGROUND

In 2002, the City of Portland purchased a 48-acre parcel along the Presumpscot River from Lloyd Wolf and Bob Adam. Commonly known as the Presumpscot River Preserve, it was purchased for open space and land conservation purposes. As part of the property agreement, the City Council agreed to rezone (at a later date) an abutting 23-acre parcel as a conditional zone for residential development. It is the conditional zoning agreement for the 14 acre Adam parcel that is the subject of the proposed map amendment. This parcel was previously located in the town of Falmouth, but was annexed by Portland through state legislature action in 2002.

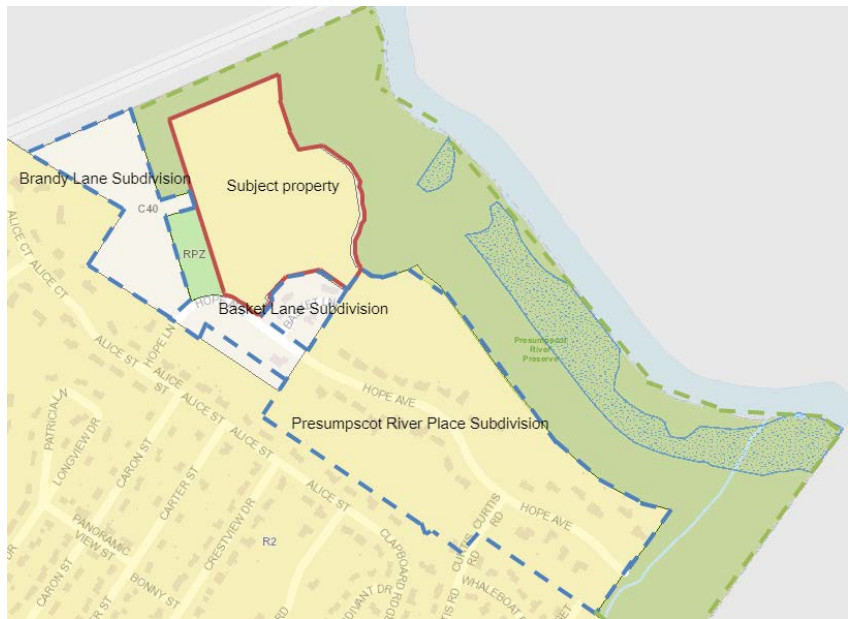


Figure 2: Zoning map. Property outlined in blue represents land conveyed to and developed by Lloyd Wolf and Robert Adam. Presumpscot River Preserve is outlined in green, subject property in red.

The annexation of the land from Falmouth, the protection of sensitive land along the Presumpscot River and the conditional zone are interrelated. The Wolf-Adam property was landlocked from Falmouth (Presumpscot River and I-295) with no practical roadway access except through Portland. Annexation of the property to Portland was the only feasible manner to develop the property and provide municipal services. Conservation of upland shore frontage along the Presumpscot River was an important resource to protect and public ownership was viewed as critical. A conditional zone for the development parcel would allow the property to be developed within reasonable limits and address the developers' goals of developing age-restricted housing for those fifty-five (55) years of age or older.

Lloyd Wolf's property was zoned through the C-40 contract agreement in 2005, and then later amended in 2012 to remove the age-restriction clause. This contract zone only applied to property owned by Mr. Wolf and not the property owned by Mr. Adam. The remaining section controlled by Adam (multi-family) was to be processed as a separate conditional zone but Mr. Adam never submitted a rezoning application for his section. Mr. Wolf and Mr. Adam also developed the 30-lot Presumpscot River Place subdivision, which constitutes lots located along Hope Avenue east of Basket Lane. These lots were developed under the R-2 zone.

For development purposes, the Wolf property was split into three phases. Phase one consisted of one lot (#17) on Hope Avenue while phase two consisted of 6 lots (lot 18 to lot 23) which included the creation of a new public street, Basket Lane. The final phase, consisting of 16 lots, was approved by the Planning Board in February of 2018, and resulted in the creation of another new street, Brandy Lane (See Figure 2).

Robert Bouchard, of Estelle Estates, LLC, has entered into a purchase and sale agreement with AJS Family Limited Partnership (Robert Adam Estate), to purchase a 14-acre parcel located just west of the Basket Lane subdivision. In discussions with City staff, the applicant indicated that they would pursue development of fifty-four (54) age-restricted residential units, housed in twenty-seven (27) duplex buildings as outlined under the 2001 agreement. In recent years, the City has pushed to reduce the number of new contract zones and staff suggested instead that the applicant pursue a zoning map amendment to rezone the parcel to R-3 Residential. This zone permits PRUD style developments, necessary for the completion of this project, and permits a lot area per dwelling unit of 6,500 square feet of the net land area, necessary to achieve the density required. In the event that the standards of the R-3 Residential zone prove prohibitive to the development outlined in the 2001 agreement, the applicant reserves the right to pursue a contract zoning agreement.

IV. EXISTING CONDITIONS

The subject property consists of three separate parcels totaling fourteen (14) acres of undeveloped woodlands that is bounded by the Presumpscot River Preserve to the north, east and west, the Basket Lane Subdivision to the southeast, and Hope Avenue to the south. The property has a high degree of relief in topography due to a transecting stream running approximately east-west along the southerly property boundary, and a consistent slope towards the Presumpscot River. Other property constraints include extensive wetlands, located throughout the site. Of the fourteen (14) total acres, just over twelve (12.2) acres are suitable for development.

In looking at the surrounding context, this area of the North Deering neighborhood is predominantly low-density single-family housing, with the majority of properties being zoned R-2 Residential. Under the 2001 agreement between the City of Portland and both Lloyd Wolf and Robert Adam, certain properties conveyed to Mr. Wolf and Mr. Adam became subject to the C-40 Contract Zone. This zone, encompassing the Brandy and Basket Lane subdivisions, permits smaller lot sizes and increased density when compared with the R-2 Residential zone, as well as additional requirements intended to facilitate access to the Presumpscot River Preserve, such as requirements for trail parking. Immediately to the west of the proposed development site is a property zoned RPZ Resource Protection zone, which contains a 135' wide easement held by Central Maine Power.



Figure 3: Existing condition of the property



Figure 4: View of the property in its existing condition. Note the house visible is located in the Basket Lane Subdivision, and the utility line is located within the 135' foot CMP easement described.

V. PROPOSED DEVELOPMENT

The applicant is proposing to develop a compact residential development consisting of twenty-seven (27) duplexes accessed by a private loop road with extensive open space designated at the center and along the riparian area to the southeast. This site will be well-screened from the public view, with proposed buildings being no closer than 350' feet from Hope Avenue, and approximately 200' feet from the nearest residential lots (located within the Brandy Lane Subdivision). The private loop road, measuring just 20' feet in width, would be privately maintained, and is not proposed to be built to city standards. The preliminary site plan shows a 5' foot sidewalk and 5' foot esplanade along both sides

of the private street and eleven additional on-street parking spaces. The duplex units themselves will each contain two parking spaces, with a one car garage, and driveway space for one car.

VI. REVIEW OF PRELIMINARY PROPOSAL

Although the request submitted by the applicant does not include a site plan or subdivision review, city staff reviewed the preliminary proposal against existing utility and traffic information in an effort to flag clearly visible concerns. Based upon this level of review, the staff offer the following comments.

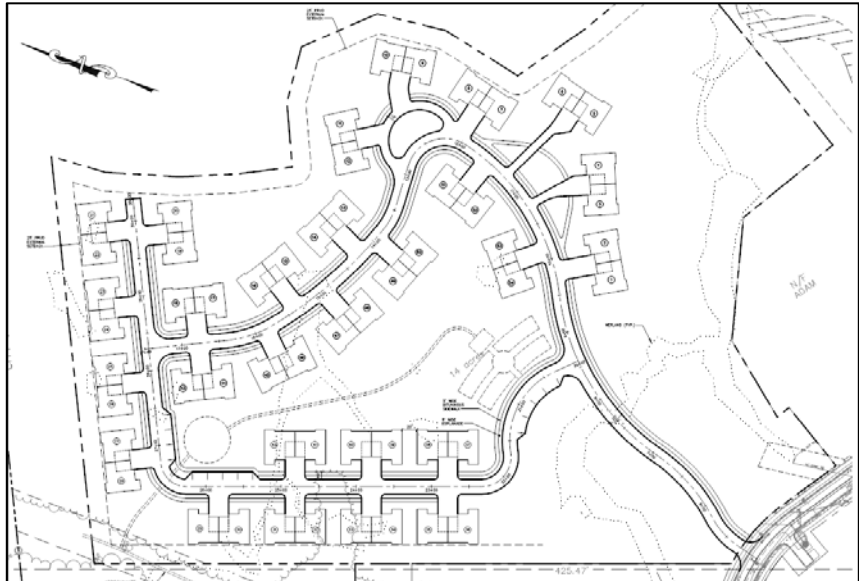


Figure 5: Proposed site layout

Traffic

- I have reviewed the application materials as it relates to the Zoning Map Amendment and do not expect the change will have a significant impact on traffic mobility and safety in the project area. I would note that a full review of site plan standards will be required and the concept plan provided will need a comprehensive review (this zoning review should not be considered an approval for the concept site plan).

Life Safety

- The site plan does not include a hammerhead turn around within the dead end. The technical manual requires that every dead-end roadway more than one hundred fifty (150') feet in length provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5 of the Technical Manual).
- No inside turning radius shall be less than twenty-five (25') feet, and no outside turning radius shall be less than one hundred (100') feet.
- Two fire hydrants will need to be installed within the complex.

Utility Capacity

- There is an existing sewer and stormdrain, however the Alice Street pump station is not sized adequately to accommodate the new development, which provides less than half of the required capacity. The City would seek an investment by the developer to bring this facility up to sufficient capacity.

VII. PUBLIC COMMENT & NEIGHBORHOOD MEETING

As of the writing of this report, no written public comments have been submitted to the Planning Division. The applicant held their required neighborhood meeting on August 7th at Lyman Moore Middle School, which was attended by two members of the public and the District 5 City Councilor. At the meeting, those in attendance asked general questions regarding the difference between the R-2 and R-3 Residential districts, and a specific question about use of an easement for access between this site and nearby Alice Street.

VIII. POLICY CONSIDERATIONS

A. Proposed Development Under Residential R-2 and R-3 Zone:

The following chart illustrates the comparison between the current R-2 zone and R-3 zones, showing the purpose statements, permitted uses, and dimensional requirements of each zone. The minimum lot size varies in the R-2 and R-3 zones with R-2 having the largest minimum lot size of 10,000 square feet. Generally, the R-3 has more flexible

dimensional requirements than the R-2, and permits increased residential unit density. The intent of the rezone is to provide the proposed project a medium density residential development, which can be accomplished with the R-3 zone.

	R-2 Zone	R-3 Zone
Purpose Statements	To provide for low-density residential development characterized by single-family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity.	To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.
Permitted Uses	Residential: Single family; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Agriculture; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single family; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems
Conditional Uses	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; places of assembly; College, university, trade school Other: Utility substations; Cemeteries; Raising of domestic animals for noncommercial; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: Off-street parking; utility substations; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.
Dimensional Requirements		
Minimum Lot Size	10,000 SF	6,500 SF, 3 acres (PRUD)
Street Frontage	50 feet	50 feet
Front Yard (Min)	25 feet	25 feet
Rear Yard	25 feet	25 feet
Side Yard	14 feet for 2-story building	14 feet for 2-story building
Structure Height	35 feet	35 feet
Lot Coverage (max)	20%	35%
Parking	Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.
Maximum # of Units in Building (PRUD)	N/A	5 acres or more = 6 units Less than 5 acres = 5 units
Max Building Length (PRUD)	N/A	Buildings w/o garages = 100 feet Building w/ garages = 140 feet
Min Building Setback from External Subdivision Line (PRUD)	N/A	3 or fewer units in building = 25 feet 4 or more units in building = 35 feet
Minimum distance	N/A	16 feet

between detached PRUD dwelling unit		
Min Recreation Open Space Per Unit (PRUD)	N/A	300 square feet, with minimum contiguous area of 6,000 square feet, and minimum width of 50 feet, not to be located closer than 25 feet from dwelling unit.
Habitable Space (PRUD)	N/A	No habitable space to be located below grade, except basements in units with above ground space

As indicated in the narrative provided with this application, the proposed development could not meet the dimensional requirements of the R-2 district, given that the minimum lot area per dwelling unit is 10,000 square feet, as compared with the 9,846 square feet associated with the proposed plan, and that the R-2 does not permit PRUD style developments nor duplexes. Given that PRUDs are not permitted within the R-2 district, it is difficult to compare the proposed development against the R-2 standards, as they are explicitly intended for single-family homes on individual lots. Based upon these parameters and when only considering non-contract zoning districts within the city, the R-3 is best-suited for this proposed development.

An alternative to either the R-2 or R-3 zone would be a contract zone based upon the 2001 land conveyance agreement. As indicated previously, the City is not in favor of this approach, and has discouraged property owners from pursuing contract zones to the extent practicable. The rationale for this is that it is more difficult to administer, with 62 contract zones now in existence. They limit the consistency with which the city can review like uses, and are being particularly discouraged in situations where an existing zoning district can feasibly accommodate a use and development proposal. The City is also undertaking a project to rewrite the land-use code for the City of Portland, and one of the primary goals for this effort is to increase transparency, predictability and clarity for future development. A new contract zone undermines this effort.

Assuming the map amendment being sought is approved, the applicant would not be beholden to the 2001 agreement, and could develop their site to the maximum extent permitted under the R-3 zone, which includes single-family uses. Based upon the net land area of 12.2 acres, which subtracts watercourses, streets and areas of extreme topography, the total number of units possible at this location would be eighty-one (81), as compared with fifty-four (54) being proposed. Were a single-family development to be proposed instead, it would not be required to base density upon the total net land area of 12.2 acres, but on the total area, which is 14 acres. That said, when taking into account street infrastructure, minimum lot size, individual lot dimensional requirements and existing topography and watercourses, the likelihood of any development exceeding eighty-one (81) units is very low.

IX. Comprehensive Plan Analysis

The City's ordinance states that any rezoning must be consistent with the City's Comprehensive Plan. In forming its recommendation to the City Council, the Board will need to make a finding on whether the proposal is consistent with the Comprehensive Plan. The applicant has included an analysis of how the proposed rezone to R-3 zone is consistent with Portland's Comprehensive Plan. In addition to the applicant's assessment, staff have identified below a number of the specific Comprehensive Plan goals and policies which are suggested as being relevant to the proposed conditional rezoning.

The central vision of Portland's Plan 2030 is represented by the venn diagram demonstrating the integral interrelation of the community's core belief that Portland is equitable, sustainable, connected, dynamic, authentic and secure. The vision conveys the message of the City's need to balance many competing needs to assure the advance of the vision as a unified concept. In this instance, that the City's goals for job growth and transforming Portland through orderly growth and development be balanced with needs for connectivity of the street grid, sustainability of infrastructure and the ability to maintain that infrastructure, and security in the sense of public safety.



The applicant has submitted their analysis of the projects conformance with the Comprehensive Plan (refer to Attachment A). The staff has identified the additional goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan. As stated the purpose of the R-3 Residential Zone is:

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

Portland's Plan 2030: Below are a list of state and local goals, as well as future strategies that are being met under this proposal.

A. Environment: A Healthy City

State Goals:

- To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas
- To protect the State's other critical natural resources, including without limitation: wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.

Local Goals:

- Identify and protect Portland's critical natural resources
- Restore impaired waterbodies through local efforts in collaboration with regional partners.
- Support agricultural, forest, and scenic resources appropriate to our urban context

Goals from Future Strategies:

1. Improve Water Quality
 - Collaborate with local non-profits, research organizations, private property owners, and surrounding communities to achieve cleaner waters
2. Support Agricultural and Forest Resources
 - Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption and aesthetics

Staff Discussion: In looking at this proposal, it is important to discuss the 2001 land conveyance agreement, that brought this property into the City of Portland, and formalized protection of 48 acres of undeveloped woodlands and riparian ways along the Presumpscot River. This agreement has provided essential buffer along the river which helps to maintain water quality of the Presumpscot River, and protects one of Portland's most significant tracts of

remaining undeveloped land. This is an important resource for both local wildlife and Portland's residents. In exchange for this land, the City granted the applicant increased development rights for their property.

B. Housing: A Livable City

State Goals: To encourage and promote affordable decent, housing opportunities for all Maine citizens

Local Goals:

- 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.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Encourage quality, sustainable design in new housing development.

Goals from Future Strategies:

1. Remove Housing Barriers
 - Evaluate whether current zoning allows for new development consistent with historic patterns of form, density and/or use, as well as whether it allows for priority growth areas.
 - Allow for a range of housing models in City codes, whether small units, co-housing, or others that may suit changing needs and demographics.
2. Adopt Affordable Housing
 - Pursue new opportunities for increased energy efficiency, increased densities, mixed incomes, and greater connectivity to surrounding neighborhoods.
3. Support Age Friendly Housing Options
 - Create, promote, and facilitate safe, affordable and practical housing solutions that will meet the evolving needs of Portland residents as they age.

Staff Discussion: This project is unique in its ability to provide increased housing density, and alternative housing forms in a location proximate to relatively low-density single-family housing, while still being contextually sensitive. The site is sufficiently sized to provide extensive vegetated buffers around the exterior, which better integrates the proposed development into the neighborhood. This development also provides increased housing opportunities for Portland's residents as they age.

C. Recreation & Open Space: An Active City

State Goals: To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

Local Goals: Portland commits to sustain and build our system of parks, trails, and open spaces to enhance our quality of life, protect our environment, and promote the economic well-being of our remarkable city by the sea. We will:

- Provide high quality, well-designed, well-maintained, safe and integrated parks, trails, public open spaces, and recreational opportunities to all residents.
- Strengthen connections between open spaces
- Preserve the intrinsic values of the park and open space system, including historic resources, vistas, healthy ecosystem functions and biological diversity

Goals from Future Strategies

1. Maintain Existing Facilities
 - Maintain trails, sports fields, courts and playgrounds and other amenities such as seating and landscaping, in good condition.

2. Ensure Equity
 - Pursue opportunities, in collaboration with partners, to create new open spaces in areas that are currently underserved
 - Pursue opportunities for new and enhanced walking and biking trails as a means of filling existing gaps, and investigate paper streets, vacant land, medians, and other often overlooked areas for the potential for park linkages, trails and other improvements to the urban landscape.
3. Connect to the Waterfront
 - Encourage physical and visual access to Portland's waterfront – Casco Bay, Back Cove, and the Stroudwater, Presumpscot, and Fore Rivers – as a “blueway” network and an extension of public space for local and regional recreation and transportation needs.

Staff Discussion: As previously stated, the proposed map amendment is integrally connected to the 2001 land conveyance agreement that formalized the creation of the Presumpscot River Preserve, a 48-acre public preserve with extensive opportunities for outdoor recreation, including hiking trails with vistas of the Presumpscot River and portage for canoes and kayaks. This system provides connections to other publicly accessible open spaces in the vicinity, including Oat Nuts Park and Presumpscot Falls Park.

D. Future Land Use

The future land use map, identifies this area of Portland as continuing to be residential in nature, though does not go into greater detail regarding the specific future of this site or neighborhood. Generally speaking, the comprehensive plan recommends increased residential density to accommodate Portland's changing demographics, household characteristics and growing population. The proposed development speaks to all of these points by providing increased housing density in a contextually sensitive manner that targets a growing sector of Portland's population, those who would seek age restricted housing.

X. NEXT STEPS

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

XI. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Review (Tom Errico)
2. Utility Capacity Review
3. Life Safety Review

APPLICANT'S SUBMITTALS

- A. Zoning Map Amendment Narrative
- B. Neighborhood Meeting Certification

PLANS

- Plan 1 Zoning Map Amendment Plan
- Plan 2 Preliminary Site Layout Plan



Matthew Grooms <mgrooms@portlandmaine.gov>

0 Hope Avenue - Traffic Review Comments

Tom Errico <thomas.errico@tylin.com>

Tue, Aug 7, 2018 at 10:13 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 application materials as it relates to the Zoning Map Amendment and do not expect the change will have a significant impact on traffic mobility and safety in the project area. I would note that a full review of site plan standards will be required and the concept plan provided will need a comprehensive review (this zoning review should not be considered an approval for the concept site plan).

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLIN INTERNATIONAL

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"One Vision, One Company"

**Matthew Grooms** <mgrooms@portlandmaine.gov>

FW: Hope Ave/Ln utility question

Lauren Swett <lswett@woodardcurran.com>
To: Matthew Grooms <mgrooms@portlandmaine.gov>

Thu, Aug 9, 2018 at 10:09 AM

Hi Matt,

See below for some information on the existing sewer utilities for 0 Hope Avenue. There is existing sewer and stormdrain, however the pump station that pumps back to Alice St (see the purple forcemain on the GIS figure attached) is not sized adequately to accommodate the new development as Brad notes below. The Applicant would be required to contribute to the replacement of the existing pump station to accommodate the load they are adding to the system.

If there are any questions, let me know.

Thanks,

Lauren

[Quoted text hidden]



Hope Ave 2018-07-25.pdf
802K



Matthew Grooms <mgrooms@portlandmaine.gov>

0 Hope Ave

Robert Thompson <rmt@portlandmaine.gov>
To: Matthew Grooms <mgrooms@portlandmaine.gov>

Wed, Jul 18, 2018 at 10:09 AM

Hi Matt,

There plan isn't showing the hammerhead turn around at the dead end. The technical manual requires every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5 of the Technical Manual).

Also in the Technical Manual, no inside turning radius shall be less than twenty-five (25') feet, and not outside turning radius shall be less than one hundred (100') feet.

The will also have to install two fire hydrants in the complex. I'll have to review my comments in UI, and probably update them to reflect the number and location hydrants. I'll email you if there is a change in hydrant numbers or locations.

Thanks,
Mike

[Quoted text hidden]

--

Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov

June 21, 2018

PORTLAND ZONING MAP AMENDMENT
FOR LAND OFF HOPE AVE. SOUTH OF THE PRESUMPSCOT RIVER

INTRODUCTION

The subject parcel is approximately 14 acres located off Hope Avenue abutting the Presumpscot River Preserve at the north end of the City. Peter Bouchard, Estelle Estates, LLC currently is under contract to purchase the land to create a residential development that was identified as part of a 2001 Agreement between the City of Portland and former owners Robert Adam and AJS Family Limited Partnership (ATT-1). The Agreement anticipates such development to be allowed *under contract zoning* (Sect. 4(c)). After consultation with Planning Staff, the current City Planning Director Tuck O'Brien recommended a zoning map amendment rather than a conditional/contract zone amendment to facilitate the planned development previously agreed upon in 2001. The proposed zoning map amendment seeks to expand the R-3 zone to include the subject property. Subsequent to the zoning amendment, the development plans will be submitted to the City for subdivision and site plan review and approval.

BACKGROUND AND EXISTING CONDITIONS

In 2001 the subject property (CBL 448-A00-1001; 449-A-2; and 390-A-1) was part of a larger parcel that remained from a land conveyance (approximately 48 acres) to the City of Portland that included property located in the Town of Falmouth. As a condition of the City of Portland accepting this land, an agreement was made between the City and the landowners, that a portion of the land adjacent to the River would become part of the Portland Trails system and be preserved. In exchange for this preservation land, the City agreed to work with the landowners on creating a contract zone amenable to both parties. The Agreement allows for the development of up to 80 age restricted residential dwellings, 55 of which to be constructed as "clustered" or multifamily/duplex units. The 25 single family units were constructed as part of a conditional zone agreement (C-40) approved in July 2005. The remaining 55 units (only 54 currently proposed) are planned for the subject property after the proposed re-zoning.

The applicant submits this application while expressly reserving all of its rights under the 2001 Agreement, including, without limitation, the right to pursue contract zoning in the event the R-3 zone proves to be inadequate to implement the objectives of the 2001 Agreement.

The subject property is undeveloped and is bounded by the Presumpscot River Preserve to the west, north and east. It fronts Hope Avenue to the south and abuts residential properties located on Basket Lane and further down on Hope Avenue. The property has a high degree of relief in topography due to a transecting stream to south and land falling away to the northeast towards the Presumpscot River resulting in a development envelope of less than ten acres in size of the 14 total acres. In locations



where the property is not abutting public open space, it is adjacent to a well-established residential neighborhood.

The property is depicted on the City's Zoning Map as zoned Residential - R-2, however, it is the applicant's understanding that zoning for the property was never adopted by the City Council and remains not zoned. Preliminarily, City Staff have stated that this appears to be the case, though they have not completed their review.

PROPOSED AMENDMENT

The map amendment proposed is simple and straight forward. The objective is to expand the R-3 zone to include the subject property as depicted on the attached plan exhibit (ATT-2). The R-3 zone allows for Planned Residential Unit Developments (PRUDs) which is the regulatory use and review required for the type of development planned for the property and agreed to in the 2001 Agreement. There are no text amendments proposed to the City's Land Use ordinance, Chapter 14, only an amendment to the Zoning Map.

PROPOSED DEVELOPMENT

The attached Sketch Plan (ATT-3) depicts a compact residential development consisting of 27 duplexes accessed by a private loop road with open space designated at the center and along the riparian area to the southeast. The property's net residential area (gross parcel area less watercourses, wetlands, steep slopes, etc....) is approximately 12.2 acres. The density, when considering the proposed 54 dwelling units planned is 1 dwelling per 9,846± square feet. The R-2 Zone allows for a maximum density of 1 dwelling per 10,000 s.f. while the R-3 is 1 dwelling per 6,500 s.f.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

Allowing the Residential R-3 zone in this portion of the City is consistent with the Comprehensive Plan for these reasons:

The Comprehensive Plan identifies this northern portion of the City as having a population density of up to 10 people per acre. Considering this, the 14-acre subject property might have as many as 140 people. The Plan also indicates the average people per household for this area of the City is between 2.51 and 3 people. Considering this statistic and that the proposed housing is age-restricted (55 years of age and over), household size is likely to be on the lower end of the scale. At 2.51 people per 54 proposed dwelling units, there would be approximately 136 residents living at the 14-acre subject property, less than the current population density for this part of the City.

The current Plan looks to encourage an increase in housing throughout the City to help meet its objective to *accommodate 75% of the current daytime population, or approximately 72,000 people*, providing housing opportunities for Portland's current non-resident workforce. A total of 2,557 new housing units over the next 10 years is the estimated need to meet this objective. The zone change



would allow a development that would have a meaningful contribution (>20%) to City's annual goal of more than 255 new dwelling units per year.

The Plan's Future Land Use chapter does not identify anything that can be construed as inconsistent with the proposed zone change in this area of the City. The Plan maintains residential use for this general locale of the City. The proposed zoning amendment is consistent with this, where the R-3 residential zone has very few differences with the adjacent R-2 zone, and those differences would result in modest changes in development.

CONCLUSION

The proposed Zoning Map amendment is appropriate for this part of the City, especially when considering the proposed amendment maintains a residential use and that the difference between the R-2 and R-3 is primarily a modest increase in density and a change in method of development, single-family versus duplexes and multi-family, where the latter is not applicable since the development proposal is for 27 duplexes.

The density limit for the R-2 is 1 dwelling unit per 10,000 square feet, while the R-3 allows for 1 dwelling unit per 6,500 square feet. While on face value these numbers appear to be a significant departure, the actual proposal for development and limit of the total number of dwelling units that can be realized on the subject property amounts to a density just shy of the R-2 density limit. This combined with the likely population for the subject property being within the range of what is the current population density for this part of the City, underscores the modest change that would be anticipated from the zoning map amendment.

With consideration of the above discussion, the Portland Planning Board and City Council should find the proposed map amendment to change the land located north of Hope Avenue that includes the subject property to be appropriate in character and consistent with the Comprehensive Plan.

AGREEMENT BETWEEN

CITY OF PORTLAND

AND

ROBERT L. ADAM AND

AJS FAMILY LIMITED PARTNERSHIP

AGREEMENT made this 21st day of September, 2001 by and between the CITY OF PORTLAND, a body politic and corporate, located in Cumberland County and State of Maine (hereinafter "CITY") and ROBERT L. ADAM and AJS FAMILY LIMITED PARTNERSHIP, a Maine Limited Partnership (hereinafter "DEVELOPER")

WITNESSETH:

WHEREAS, DEVELOPER is proposing a housing development of up to thirty (30) single family homes along Eagle Avenue, in Portland, as limited herein, known as Presumpscot River Place Phase 3A (hereinafter "PROJECT"); and

WHEREAS, application for PRP3 approval is presently pending before the Planning Board, and

WHEREAS, application for PROJECT will be submitted; and

WHEREAS, the CITY by and through its City Council has determined that it is in the public interest to obtain a portion of property owned by DEVELOPER for purposes of passive recreation and access to the Presumpscot River with no vehicular access or use; and

WHEREAS, the CITY has determined that because of the unusual nature of the proposed development it is necessary or appropriate to impose by agreement the following conditions or restrictions in order to insure that the public interest is protected and as conditions to purchase of the PROPERTY; and

WHEREAS, the CITY authorized the execution of this Agreement on September 19, 2001;

NOW, THEREFORE, in consideration of the mutual promises made by each party to the other, the parties covenant and agree as follows:

- 1(a) DEVELOPER agrees to sell the property, shown on Exhibit A, attached hereto and incorporated herein by reference, to CITY and CITY agrees to purchase said property in accordance with the provisions hereof. DEVELOPER agrees that the total amount of property conveyed to CITY shall be approximately 48 acres. CITY agrees said area shall remain undeveloped and/or used for passive recreational purposes.
- (b) CITY will pay DEVELOPER the sum of [REDACTED] as consideration for the PROPERTY. CITY expects that payment shall be from the following sources:
[REDACTED] from the State Land for Maine's Future Program;
[REDACTED] from private fund-raising or other non-profit sources.

In the event that CITY does not receive the [REDACTED] from the Land for Maine's Future Program by November 6, 2001, CITY may, at its election, terminate this agreement upon written notice to DEVELOPER no later than 5:00 p.m. on November 6, 2001.

- (c) Title to PROPERTY shall be conveyed to CITY by warranty deed free and clear of liens and encumbrances with the exception of a utility transmission line easement and Portland Water District easement, acceptable to CITY and with marketable title, with title being insurable by a standard title insurance policy.
- (d) Full possession of the PROPERTY shall be given at the transfer of title

Real estate taxes for the fiscal year shall be prorated at closing.

- (e) Closing shall be scheduled upon agreement of the parties.

Payment to **DEVELOPER** and closing on the sale of the transfer of **PROPERTY** shall be structured as follows:

- (1.) Providing that **CITY** receives funding from the Land for Maine's Future Program by November 6, 2001, closing shall occur within ninety (90) days from the submission by **DEVELOPER** to the Planning Board of the amendment to PRP3 or sixty (60) days from receipt of Planning Board approval for PRP3A, whichever come later.
 - (2.) At the time of closing, **CITY** shall have the option to tender either the full purchase price to **DEVELOPER**, or a combination of cash and a promissory note with a term of one (1) year, at the prevailing interest rate paid on municipal bonds; the promissory note shall be secured by a mortgage on the property.
2. **DEVELOPER** shall be authorized to develop **PROJECT** substantially in accordance with the site plan shown on Exhibit A.
 - 3(a) **DEVELOPER** shall be authorized to construct up to thirty (30) single family homes along the proposed Eagle Avenue contingent on Planning Board approval. Lots will extend from the western boundary of Presumpscot River Place 3A (PRP3A) to the buffer adjacent to the ravine. House lots will not cross the ravine and will be no closer than five hundred (500) feet from the Presumpscot River, as shown on Exhibit A.
 - (b) **CITY** will consider the application for additional house lots to bring the total number of lots to thirty (30) in the PRP3A as an amendment to the site plan PRP3 presently pending before the Planning Board, and **CITY** shall not require a new application for said amendment. The no cut restriction on PRP3A shall be same as those on PRP3.
 - (c) **DEVELOPER** shall not be required to build the Overset Road connection in PRP4 or the Pratt Road Connection in PRP3.
 - 4(a) **CITY** will use reasonable efforts to secure emergency approval of the Maine Legislature for the realignment of the **PROPERTY** line between Falmouth and **CITY** in such a manner as to allow the lot shown on Exhibit B to be brought into the City of Portland (hereinafter "Falmouth Land").
 - (b) **CITY** will use reasonable good faith efforts to assist **DEVELOPER** in obtaining Planning Board approval for PRP3A and continue to make a good faith effort to facilitate **DEVELOPER**'s approval necessary for the development of PRP3A and Falmouth.
 - (c) Provided the Falmouth land is brought into Portland and within its legal boundaries, **CITY** agrees that under contract zoning, it will allow up to eighty (80) age-restricted housing units to be developed as compactly as possible but in any event on no more than

PRP3.AGR.DMK.CON.3
9.21.01

twenty (20) acres of developable land. These eighty (80) units will consist of a minimum of fifty five (55) clustered units and a maximum of twenty five (25) single family units (clustered shall be defined as two or more units with common walls).

- (d) **CITY** agrees to assist **DEVELOPER** in the building of Hope Road including water and sewer lines, from the Falmouth/Portland property line at PRP3A to the existing Hope Road in Portland at such time as required by Planning Board conditions such that the timing of the completion of the road will not delay the obtaining of building permits and certificates of occupancy by the buyers. Parties shall cooperate in good faith to accomplish road development in such a way as to facilitate future development. The **CITY** shall pay **DEVELOPER** and/or **DEVELOPER**'s contractor the sum of [REDACTED] for said road and utility construction. Payment shall be made within thirty (30) days of receipt of invoice by **CITY**. **DEVELOPER** agrees to be responsible for the costs required to complete construction of said road and utilities, if any. Construction shall be completed by a contractor of **DEVELOPER**'s choice.

DEVELOPER agrees to deed to **CITY** land required to build said road if said conveyance is required for use of **CITY** funding.

5. **CITY** and **DEVELOPER** shall equally split the cost of the pump stations required for lot development in PRP3A up to a maximum contribution of [REDACTED] by **CITY**. Costs of constructing the pump station(s) in excess of the total cost of [REDACTED] shall be born by **DEVELOPER**. Payment shall be made by **CITY** within thirty (30) days from receipt of invoice from **DEVELOPER**, which invoice shall be generated after installation of the Pump Station.
6. **CITY** shall have the option to purchase lots 15 and 16 as shown on Exhibit A. The option to purchase shall be open for thirty (30) days from the pricing of said lots by **DEVELOPER**, but in any event no sooner than the date of the Planning Board approval. In the event that **CITY** exercises this option, lots 15 and 16 may only be used for buffering unless resold. Lots shall not be used for parking of any type of vehicle. **CITY** may resell the lots solely for housing, with conditions in the deeds that houses built on said lots must comply with all standards conditions of construction imposed on lot owners in PRP3A, including approval of building plans by **DEVELOPER**; **CITY** shall have a deed restriction that provides no public access across the Lots.
7. **DEVELOPER** shall provide an easement along the easterly sideline on lot #21 as shown on Exhibit A, a minimum of ten (10) feet in width for purposes of pedestrian access through said lot as shown in Exhibit A.
8. Any amendments required to this Agreement shall be negotiated in good faith by the parties and shall be in writing.
9. In the event a dispute arises under the terms of this Agreement, the parties agree to submit the dispute to binding arbitration. The arbitrator shall be chosen by agreement of

the parties, with each party bearing half of the cost of the arbitration. Arbitration shall be conducted according to the rules of the American Arbitration Association.

10. **CITY** acknowledges that **DEVELOPER** wishes to exchange the **PROPERTY**, as part of a tax-free exchange transaction, for other property of like kind and qualifying use as provided in Section 1031 of the Internal Revenue Code of 1986, as amended, and the Regulations promulgated thereunder. **CITY** agrees to cooperate with **DEVELOPER** in structuring the sale as such an exchange; provided however (i) in no event will **CITY** or its principals be required to incur any obligation or liability with respect to such transaction, (ii) in no event will the closing be delayed as a result of such transaction, and (iii) in no event will such exchange structure result in **CITY** being required to take title to any property other than **PROPERTY**. **DEVELOPER** agrees to indemnify and hold **CITY** harmless from and against any and all loss, damage and claims to or against **CITY** arising from **CITY**'s involvement in such exchange.
11. **CITY** will obtain approval through a contract zone for **DEVELOPER** to stockpile fill on a temporary basis on lots to be identified in PRP3, which lots to be identified in PRP3, which lots shall be as near as practicable to Falmouth lots. The stockpiled fill shall be used to build roads in **PROJECT**. Fill shall be brought in according to a reasonable schedule to be agreed to by the parties.

The above stated restrictions, provisions and conditions are an essential part of the site plan approval of PRP3A and shall run with the subject premises, shall bind **DEVELOPER** and **CITY**, their successors and assigns, as permitted by this Agreement, of said property or any part thereof or interest therein, and any party in possession or occupancy of said property or any part thereof, and shall inure to the benefit of and be enforceable by the **CITY**, by and through its duly authorized representatives.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such determination shall not affect the validity of the remaining portions hereof.

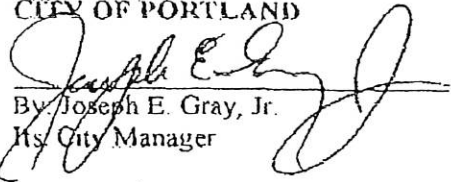
Except as expressly modified herein, the use and occupancy of the subject premises shall be governed by and comply with the provisions of the Land Use Code of the City of Portland and any applicable amendments thereto or replacement thereof.

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WITNESS



CITY OF PORTLAND

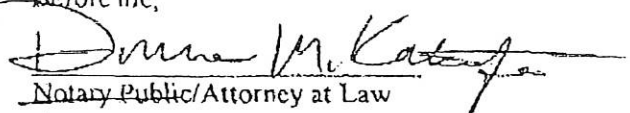

By Joseph E. Gray, Jr.
His City Manager

STATE OF MAINE
CUMBERLAND, ss.

September 21, 2001

Personally appeared the above-named Joseph E. Gray, in his capacity as City Manager, 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,



Notary Public/Attorney at Law

AJS FAMILY
LIMITED PARTNERSHIP
By: **LLOYD WOLF**

WITNESS:

[Signature]

WITNESS:

[Signature]
Its: Authorized Partner
ROBERT L. ADAM

to both

Robert L. Adam

STATE OF MAINE
CUMBERLAND, ss.

9-21, 2001

Personally appeared the above-named Lloyd Wolf and acknowledged the foregoing instrument to be his free act and deed.

Before me,

[Signature]
Notary Public/Attorney at Law
Terry N. Snow

STATE OF MAINE
CUMBERLAND, ss.

9-21, 2001

Personally appeared the above-named Robert L. Adam and acknowledged the foregoing instrument to be his free act and deed.

Before me,

[Signature]
Notary Public/Attorney at Law
Terry W. Sabo

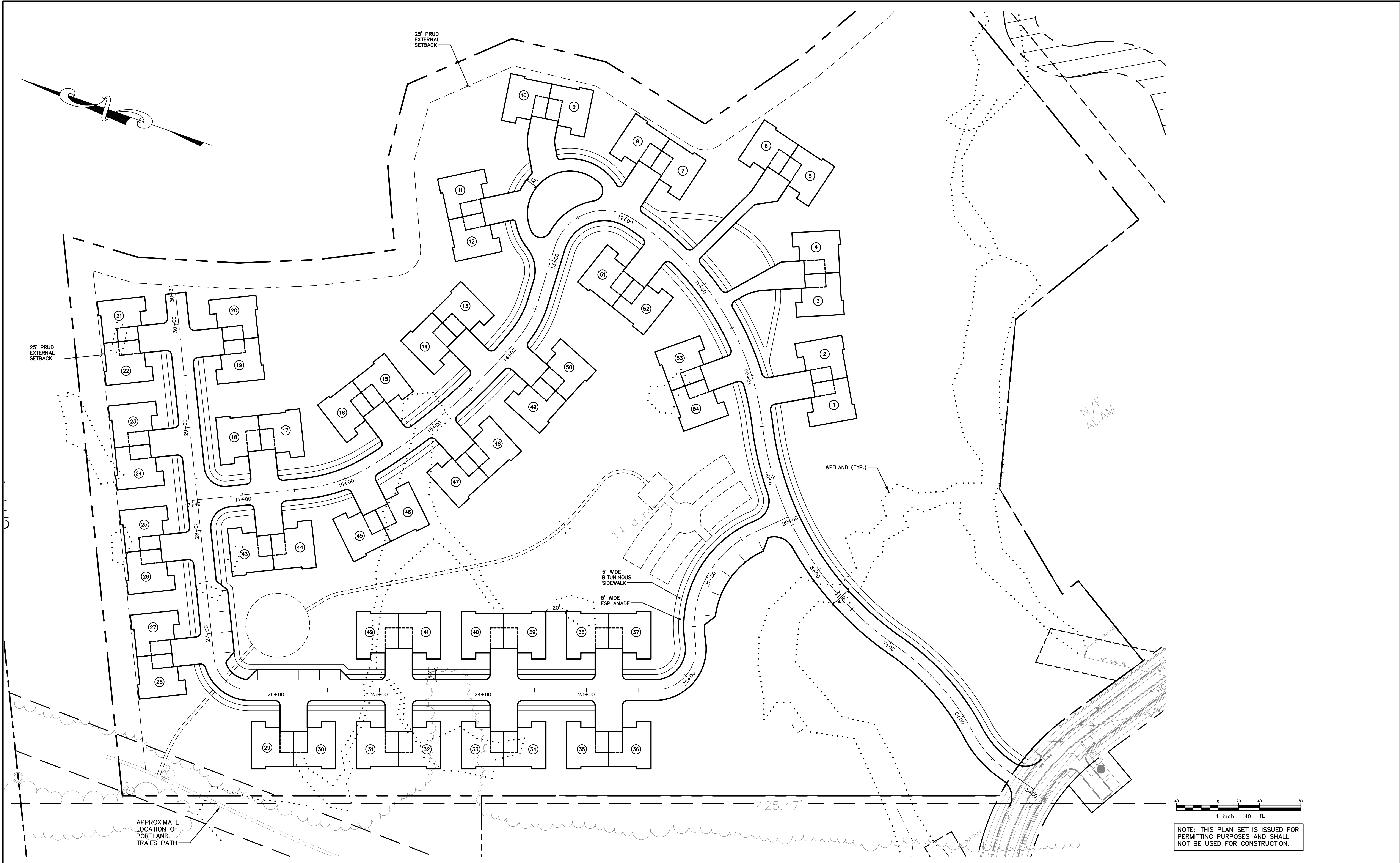


PROPOSED ZONING MAP AMENDMENT

City of Portland, Hope Avenue Locale



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Rev.	Date	Revision

Issued For	Date	By

Design: DJG Draft: CG Date: MARCH 2018
Checked: DER Scale: 1"=40' Job No.: 3356
File Name: 3356-SP_R-3ALT.dwg
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.



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207.772.2515

Drawing Name:	Sketch Plan
Project:	Residential Subdivision Hope Avenue, Portland, ME
Client:	Estelle Estates, LLC 39 Darling Ave, South Portland, ME 04106

Drawing No.
C101

Neighborhood Meeting Certification

I, Chris DiMatteo of Gorrill Palmer, hereby certify that a neighborhood meeting was held on August 7, 2018 at the Lyman Moore Middle School Library at 5:00pm.

I also certify that on Thursday, July 26, 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.

Signed,



Chris DiMatteo, Agent of Applicant

Attached to this certification are:

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

July 27, 2018

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our application for a Zoning Map Amendment for property located along the northerly side of Hope Avenue.

Meeting Location: Lyman Moore Middle School Library; 171 Auburn Street, Portland

Meeting Date: Tuesday, August 7, 2018

Meeting Time: 5:00 pm-6:00 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 (207) 772-2515.

Sincerely,



Christopher Di Matteo, Agent for Applicant

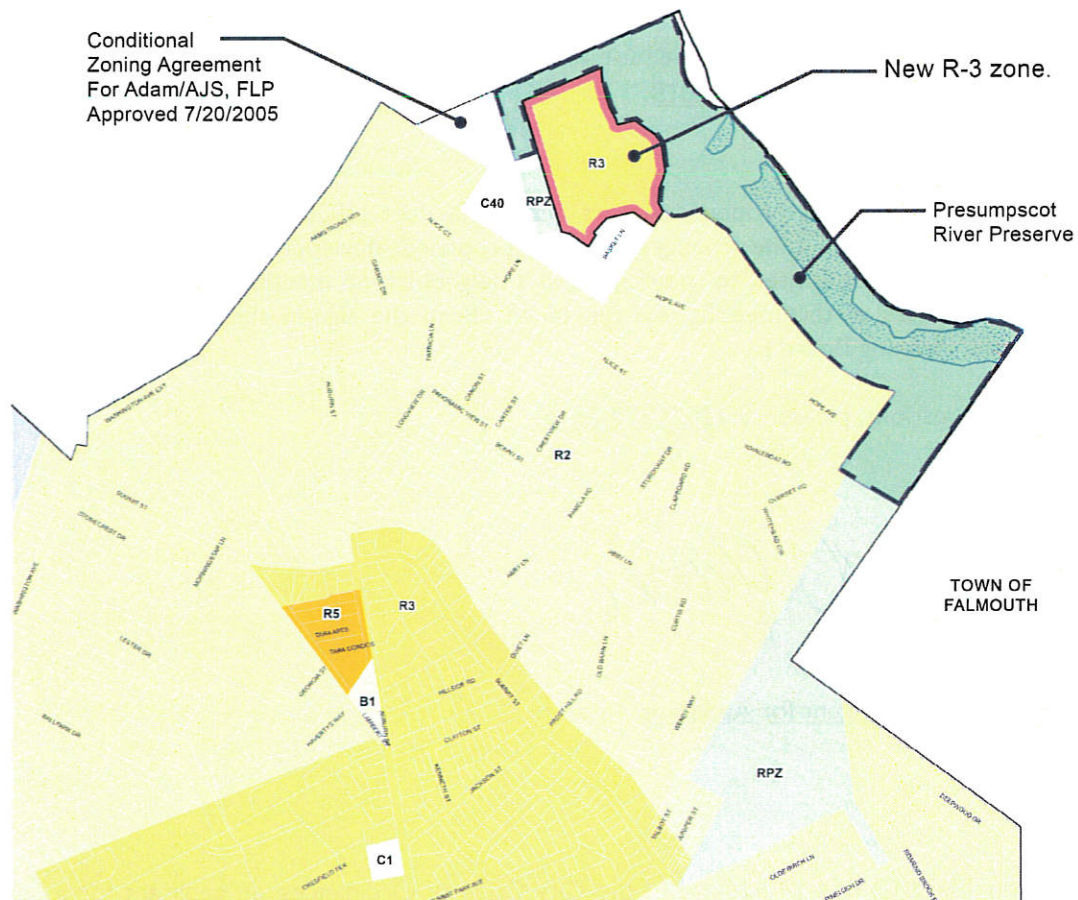
Note:

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 were 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



PROPOSED ZONING MAP AMENDMENT

City of Portland, Hope Avenue Locale



Name:	Address:	Tel #:	Email:
Wendy Masar	17 Basket Ln	536 1694	whmason @ sbeglobal.net
Will Czaja	26 Basket Lane	217 8678	william.p.czaja@gmail.com
Peter Bouchard	NORMAN, HANSON + DETROY	—————	—————
Kim Cook	City Council Dist 5		KCook@portlandmaine.gov
CHRIS DiMatteo	GERRILL PALMER		

Neighborhood Meeting Notes

Meeting held at the Lyman Moore Middle School Library and started at 5:03 pm.

Chris DiMatteo, with Gorrill Palmer provided a brief overview of the zoning map amendment application. Peter Bouchard, with Norman, Hason and DeTroy, developer, provided history of the property's contract with the City.

The attendees had general questions regarding the R-2 and R-3 zones and about the proposed residential development. It was stated that while the R-3 zone allows for a higher density, the proposed development is only slightly higher in density than what is allowed in the R-2 Zone.

There was a specific question on the use of an existing easement for access between the property and neighboring Alice Street. It was stated that it can be looked into when the proposed development is reviewed for Site and Subdivision plan regulations, after the zoning map amendment process is completed.

Time line and next steps were discussed and it was conveyed that there will be a first meeting with the planning board on 8/14. After the Planning Board reviews the proposed zoning map amendment and makes a recommendation for adoption, there will be additional meetings with the City Council. All meetings will have an opportunity for public input.

There was general discussion on the type of development that will be constructed with the zone change.

Meeting adjourned at approximately 6:00 pm.

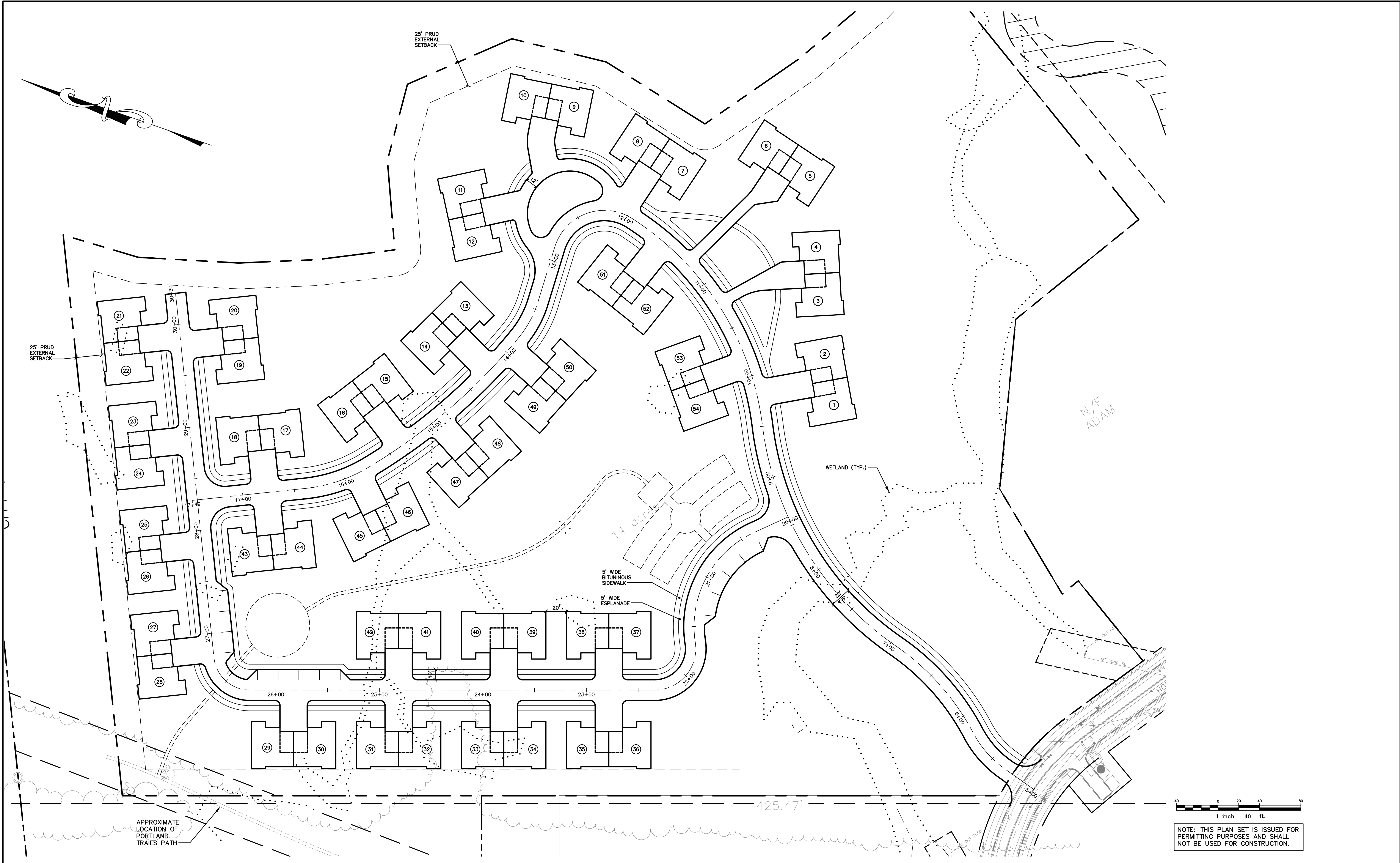


PROPOSED ZONING MAP AMENDMENT

City of Portland, Hope Avenue Locale



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Drawing Name:	Sketch Plan
Project:	Residential Subdivision Hope Avenue, Portland, ME
Client:	Estelle Estates, LLC 39 Darling Ave, South Portland, ME 04106

Drawing No.
C101

Memorandum
Planning and Urban Development Department
Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board

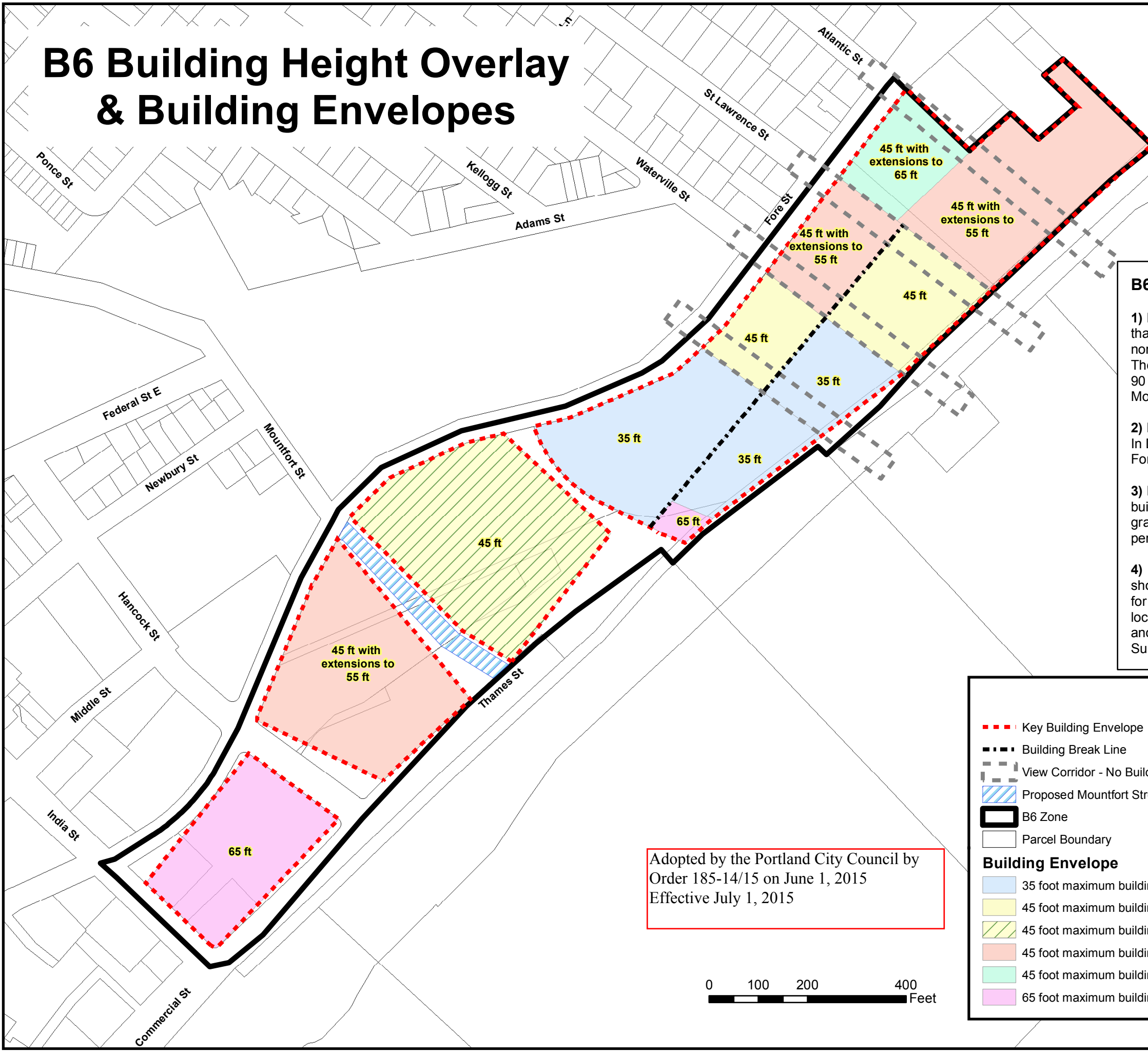
From: Caitlin Cameron, Urban Designer

Date: August 10, 2018

Re: Recommendation to Table – 56 Hampshire Street (2017-294)

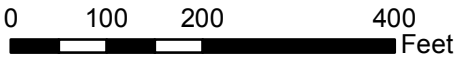
The Planning Staff recommends and the applicant has agreed that this item be tabled in order to finalize plans for the Board's review.

B6 Building Height Overlay & Building Envelopes



- B6 Building Height Overlay Notes:**
- 1) For Buildings located East of Hancock Street, no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70 foot wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront, and if abutting Mountfort Street (extension) must be set back 25 feet from any street.
 - 2) No Buildings shall be located outside of the Key Building Envelope. In Defined View Corridors, no Building allowed above the corresponding Fore Street elevation.
 - 3) For buildings located East of Mountfort Street (extension), no building shall exceed 35 feet in height above the adjacent Fore Street grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
 - 4) Location of Building Break Line is approximate as shown, and intended to promote a break in building mass to allow for the development of blocks and site permeability. The exact location of blocks and site permeability shall be identified, defined, and reviewed under a Master Development Plan or Subdivision/Site Plan review.

Adopted by the Portland City Council by Order 185-14/15 on June 1, 2015
Effective July 1, 2015



Legend

- Key Building Envelope
- - - Building Break Line
- - - View Corridor - No Build Above Relative Fore Street Elevation
- ▨ Proposed Mountfort Street Extension
- ▭ B6 Zone
- ▭ Parcel Boundary

Building Envelope

- 35 foot maximum building height
- 45 foot maximum building height
- 45 foot maximum building height, building height measured from feet above flood plain, not average grade
- 45 foot maximum building height with building extension to 55 feet
- 45 foot maximum building height with building extension to 65 feet
- 65 foot maximum building height

Feb 20, 2015

B6 Building Height Overlay & Building Envelopes

Proposed Changes for 100 Fore Street
July 2018 Draft

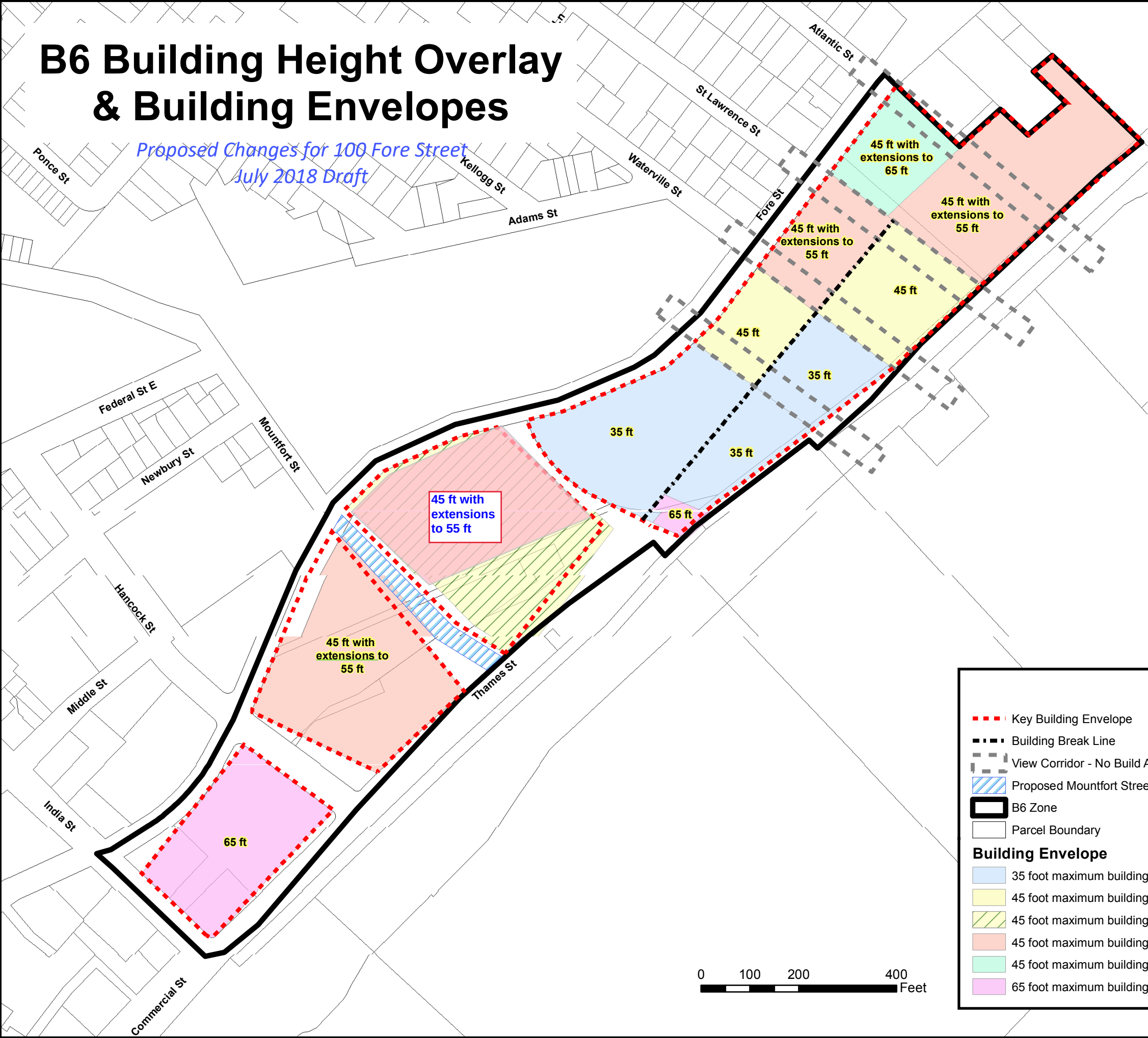
- B6 Building Height Overlay Notes:**
1. For Buildings located East of Hancock Street, except as provided in note 2 below, no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70 foot wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront, and if abutting Mountfort Street (extension) must be set back 25 feet from any street.
 2. For buildings east of Mountfort Street but west of the easternmost Building Envelope, no building mass higher than 45 feet shall be wider than 125 feet Fore Street within 70' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way. 125 feet shall be a cumulative maximum for the Building envelope within 70' of Fore Street.
 3. For buildings east of Mountfort Street but west of the easternmost Building Envelope, no buildings shall exceed 35 feet in height above the adjacent Fore Street grade within 40' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
 4. No Buildings shall be located outside of the Key Building Envelope. In Defined View Corridors, no Building allowed above the corresponding Fore Street elevation.
 5. For buildings located in the easternmost Building Envelope, no building shall exceed 35 feet in height above the adjacent Fore Street grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
 6. Location of Building Break Line is approximate as shown and intended to promote a break in building mass to allow for the development of blocks and site permeability. The exact location of blocks and site permeability shall be identified, defined, and reviewed under a Master Development Plan or Subdivision/Site Plan review.

Legend

- Key Building Envelope
- Building Break Line
- View Corridor - No Build Above Relative Fore Street Elevation
- Proposed Mountfort Street Extension
- B6 Zone
- Parcel Boundary

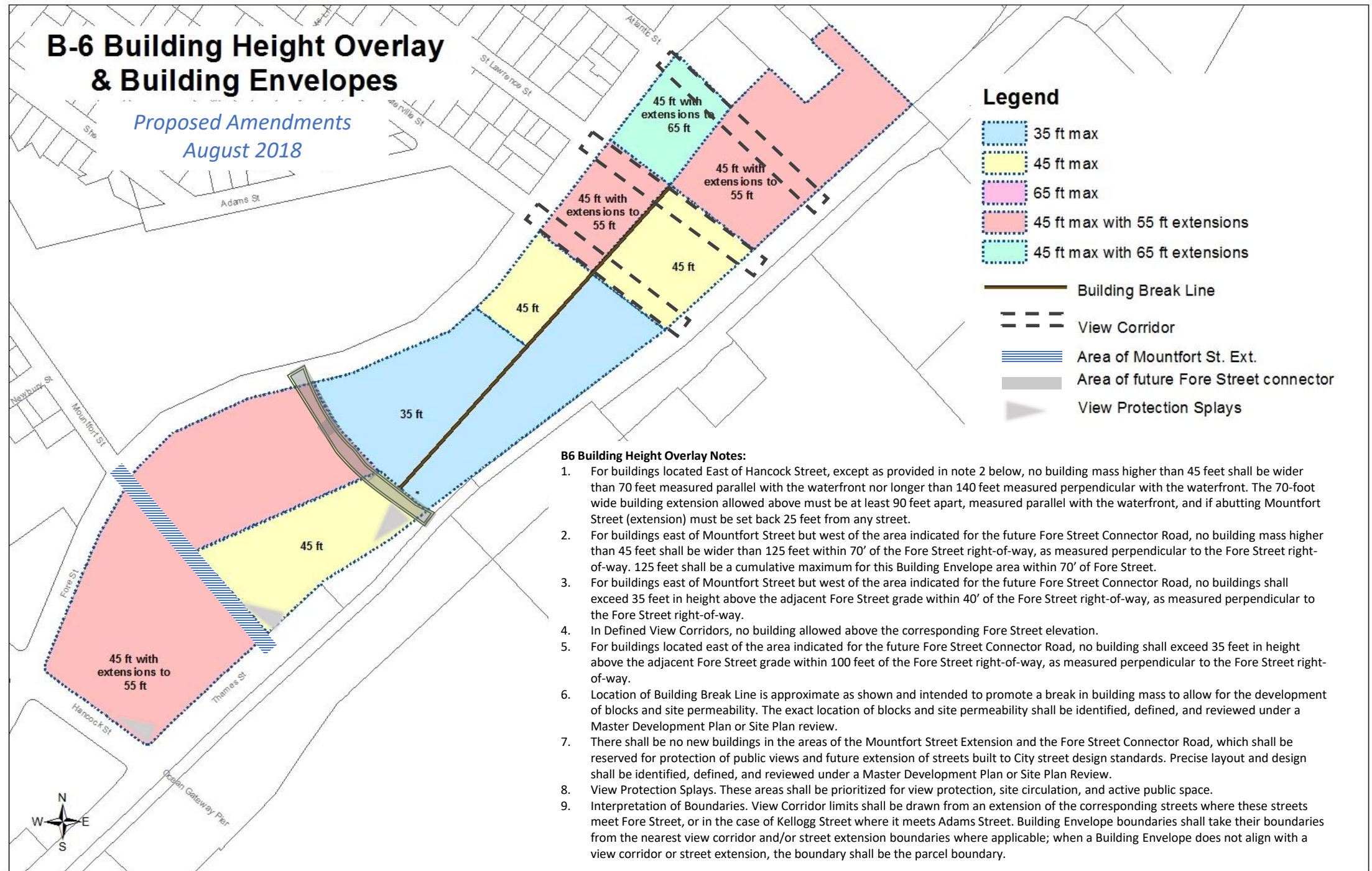
Building Envelope

- 35 foot maximum building height
- 45 foot maximum building height
- 45 foot maximum building height, building height measured from feet above flood plain, not average grade
- 45 foot maximum building height with building extension to 55 feet
- 45 foot maximum building height with building extension to 65 feet
- 65 foot maximum building height



B-6 Building Height Overlay & Building Envelopes

*Proposed Amendments
August 2018*



5-22-2018

100 Fore Street

Application for zoning map and text amendment

Project Summary

After thorough analysis of the Eastern Waterfront Master Plan, we have come to the conclusion the B6 Building Height Overlay & Building Envelopes does not match the intent of the plan as related to our site located at 100 Fore Street to the east of Mountfort Extension. The overlay does not appropriately account for existing site conditions so the desired relationship to Fore Street and the surrounding neighborhoods differs from the intentions set up both in section and plan by the master plan.

The current zoning allows for 45' from flood plain on the area we are looking to have re-zoned. This is the only parcel on the B6 overlay that measures from flood plain and when flood plain is examined at this location, it is actually below existing grade. Our proposal asks for the height measurement to be taken from average grade, just as all of the other sites on the B6 height overlay are. When the sections along Fore Street are studied in the EWMP, a relationship between Fore Street and it's existing buildings across the street from our parcel are set up that require a sensitivity in height and show massing approximately 3 stories high along the street. Because of the grade change that occurs at our site, the existing zoning would only allow us to be about 1.5 stories at Fore Street whereas our proposal will allow for 2.5 with the top level setback from the road.

We are proposing revised zoning on the B6 map for our site that we believe allows development to respond better to the major principles of the EWMP including character and impact of development, mixed-use and economically responsible development. A revised map with text amendments is included with this submission and it shows that we are asking for the site to be 45' from average grade with extensions to 55' based on the development's relationship to Fore Street. There is also a height restriction put in place as to how high the building can be within 40' of the Fore Street right-of-way. This edits the existing zoning which has a setback to 100' from Fore Street.

100 Fore Street Zoning Map and Text Amendment Narrative

Page | 1

The parcel located at 100 Fore Street is a piece of the urban landscape that has the opportunity to provide Portland with multiple uses encouraged by Portland's Comprehensive Plan and the Eastern Waterfront Master Plan. The proposed development has the potential to help relieve the need for parking through a design that would stack and conceal the parking rather than adding to the unwelcome standard surface level parking in the area. It would also add mixed-uses that would be activated throughout the year. Following an analysis of zoning and the existing conditions of the site and surrounding properties, we discovered that a modification to the existing height overlay map is necessary for all aspects of the proposed development to succeed. The requested map amendment would provide consistency in the overlay map by bringing this parcel in line with all other parcels in terms of height measurement and would allow a development that is more compatible with the surrounding uses, all while keeping with the goals of the Eastern Waterfront Master Plan and the Comprehensive Plan.

Zoning and Master Planning Pertaining to the Site

The Goals of the B-6 Zone

- Eastern Waterfront mixed zone
- Distinctly urban form
 - Quality pedestrian experience
 - Promotion of public transit
 - Exemplary urban design
 - Multiple uses to achieve activity throughout the day and week
 - Shared parking infrastructure

The Key Principles of the Eastern Waterfront Master Plan

-Character and impact of development

-Mixed-Use

-Maritime Resources

-Economically Responsible Development

(The three highlighted principles relate directly to the site)

Major Related Goals of Portland's Comprehensive Plan

- Growth for Portland's economy
 - Buy local
 - Strengthen neighborhoods
- Improve upon and expand street system
 - Connectivity for people, cars and bikes
 - Through both public and private investment
 - Expand access to the waterfront

- Include well-lit crosswalks, sidewalk and bike lanes
- Improve sidewalks and streetscapes
- Reduce Impervious surfaces
- Plan and **zone** for parking needs
- Create inviting environment for current and future employers both large and small
 - attract and create a workforce with the skills needed in today's economy
 - in response to low household income, low population growth, rising housing costs
- Support job creation and business growth through public initiatives and private partnerships
 - Modify ordinances to do so**
- Density by design
 - If well designed, density can add to the quality of life
 - Density can be environmentally friendly
 - It promotes transit use
 - provides customers for local businesses – during non-tourist season as well

Existing Site Uses

The structures currently on site are single story warehouse buildings that are being used for mixed-use purposes including office space, retail and other services. Despite the uses, the building siting is not pedestrian friendly nor does it provide the density that would make the site truly beneficial to the developing eastern waterfront. The site also has a surface parking lot and a moderate grade change of approximately fourteen feet from Fore Street to the buildings



The Problem

As shown on the B6 Building Height Overlay map, the block between a future extension of Mountfort Street and a future Connector Road is labeled as allowing maximum heights of 45 feet measured from flood plain. The block contains the 100 Fore Street parcel and the city-owned dirt

parking lot parcel. This is the only block on which heights are measured from flood plain; all other parcels in the B6 are measured from average grade. The 100 Fore Street parcel extends across the future Mountfort Street extension onto the block to the west that does not contain the flood plain restriction. There is no current rationale for measuring building height from flood plain on this parcel, particularly in light of the development that has occurred in the area since the initial adoption of the overlay in 2004. .

When the Portland Company property was added to the Building Height Overlay in 2015, there was a lot of discussion and research as to the origin of the flood plain measurement. It is important to note that the flood plain measurement for that block was adopted as part of the zoning and not adopted into the Eastern Waterfront Master Plan. The attached Illustration 33 is from the Eastern Waterfront Master Plan and does not mention the measurement from flood plain. Thus, amending the overlay to allow measurement from average grade for all property in the B6 is consistent with the Eastern Waterfront Master Plan.

The following limitations on building height currently apply to 100 Fore Street:

- 45 foot maximum building height measured from feet above flood plain, not average grade
- For buildings located east of Mountfort Street (extension), no building shall exceed 35 feet in height above the adjacent Fore Street grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
- For buildings located east of Hancock Street, no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70 foot wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront, and if abutting Mountfort Street (extension) must be set back 25 feet from any street.

When all of the above restrictions from the overlay map are used to layout massing on our site with the existing topography, it limits the massing to that which is smaller in scale in relation to Fore Street and the neighboring development. Using a flood plain measurement results in a building that is four stories total and only two stories above Fore Street. If the height were to be amended to match the neighboring parcel and allow buildings of 45' in height measured from average grade, with 55' extensions, we could have a building that is 5 stories total and is 30' above Fore Street for a depth of 40' from Fore Street, where the 5th story will begin and rise to a total of 42' above the grade of Fore Street. Allowing the 5th story and the few extra feet above Fore Street will allow for three levels of parking and two levels of office space. It will also allow for the parking garage to be wrapped in retail. Measurement from flood plain would require elimination of one level of parking or office space and could result in office, rather than retail on

the ground level perimeter. Amending the height overlay would create consistency in height measurement for the entire zone and would result in a more desirable development pattern, as the parcel relates to the surrounding development. It will further allow for more parking in an area in great need of off street parking.

How Does the Project Respond to the Principles of the Eastern Waterfront Master Plan

How the Proposed Development is Economically Responsible

- The intention is to balance the need for good architectural planning with financial viability
- The architecture should present a mixed-use project, particularly when dealing with a garage – we are aiming for a 600+/- car garage
 - This fulfills our obligations to other projects around us, taking care of new uses and providing a substantial increase in public parking
- Our experience in commercial development tells us that the preferred target for office size is about 70,000 SF satisfying the need of larger uses as well as generating enough revenue to help the garage's viability
- The balance will produce a project that helps alleviate parking problems in the neighborhood, produces much needed tax revenue and jobs and blends in to the city at the pedestrian scale

How the Development is Compatible with its Surroundings in Character and Impact of Development

The Evolution of the Eastern Waterfront Master Plan as Related to our Site

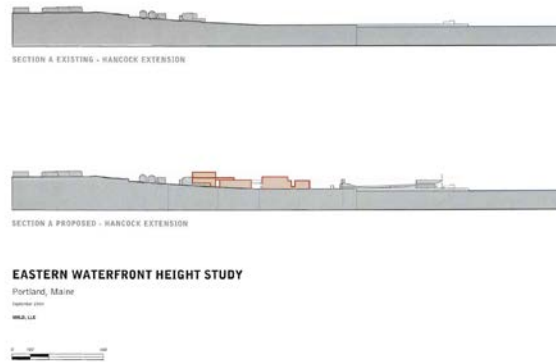
- Looking back to the early plans proposed for the EWMP in 2002, you will see that the area in question was originally designated to be from 3-5 stories with the taller structure wrapping around structured parking that is topped with a plaza
- At a neighborhood meeting, the height of buildings proposed for the initial Master Plan were discussed and there was concern with how the new development approached Fore Street and it was recommended that they not be higher than those across the street
- A new height and building envelope map was released in 2004 that called out for 4 stories with towers to 5 on our lot
 - There were specific width restrictions put in place on the tower elements and the restrictions were set up in relation to Hancock Street and the waterfront
 - Because of our specific location, it is more important to address how it relates to Fore Street than to Hancock and the waterfront.

A R C H I T E C T U R E

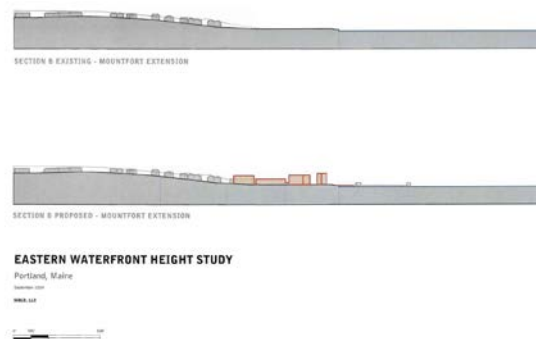
-There was sectional analysis included in the Master Plan analysis that gives better guidance on massing goals for our site and surrounding sites in terms of their relationship to Fore Street

-Hancock Street section – The buildings look to be 3-5 stories at Fore Street

Page | 5



-Mountfort Street section – The buildings look to be at least 3 stories at Fore Street, and are taller than the existing buildings across the street



- As noted above, when the B6 Height overlay map was adopted in 2004, it allowed for 45' building height as measured from flood plain on the 100 Fore Street parcel – it is the only block on the map that is measured from flood plain

-In 2015 the map was amended to add a 100' setback from Fore Street for any structure that is more than 35' above the Fore Street grade

How Does our Site Actually Relate to Fore Street?

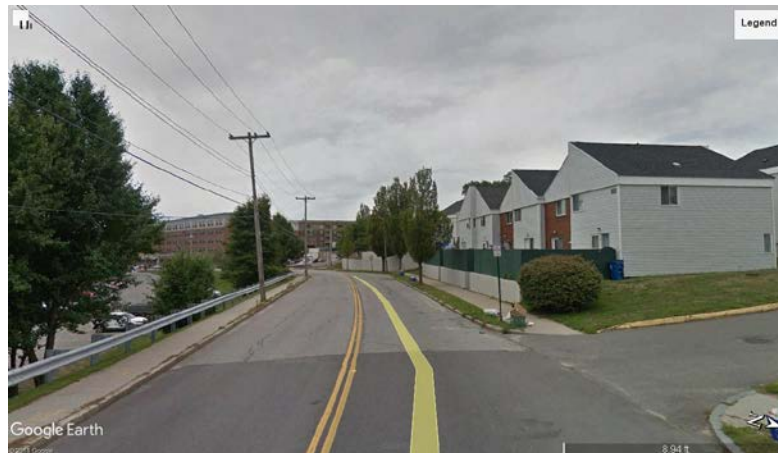
A R C H I T E C T U R E

-There is a steep grade change at the Fore Street border of our site – a steeply banked slope ranging from 12'-15' in height from the Mountfort Extension to the corner of what would be the extension road.

Page | 6

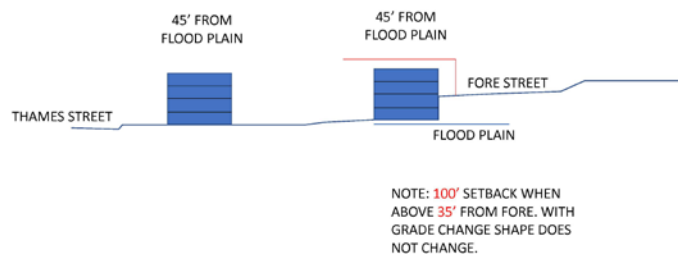


-The grade on the other side of Fore Street immediately goes up with a retaining wall and continues up the East End from there.



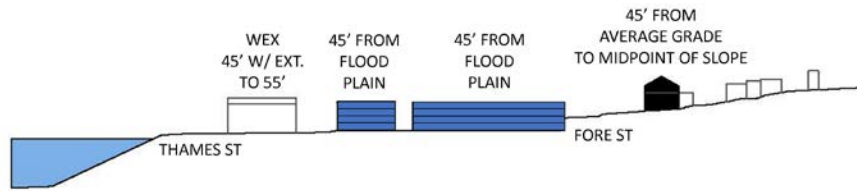
-The flood plain actually sits several feet below our existing grade, dropping our height in relation to Fore Street even more.

What Does this Mean for the Structure Based on the Zoning that is Currently Allowed?

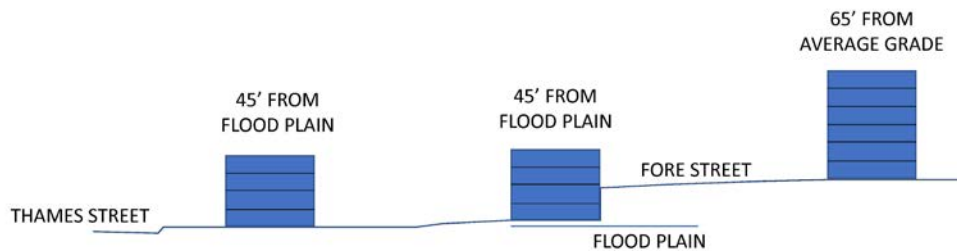


-With the allowable zoning our building would site almost 2 stories below grade at Fore Street allowing for only 2 stories at the street level.

-The building allowed across the street by zoning can potentially be 20' higher.



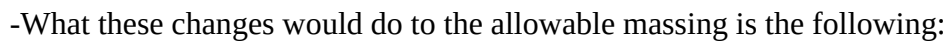
-The zoning for property located diagonally across Fore, on the other side of Mountfort, allows building heights 45' higher than what is allowed on our site.

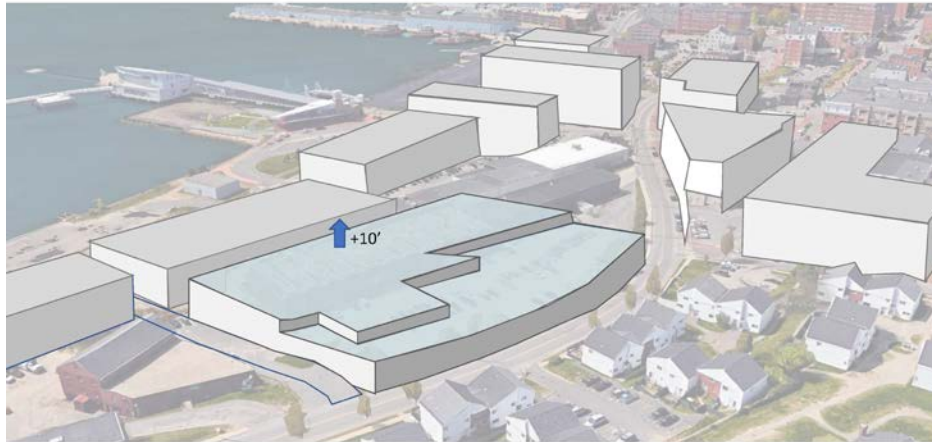


What are the Zoning Text and Map Amendments we are asking for?

-The proposed amendments to the height overlay map are as follows:

- 45' with extensions to 55' from average grade as measured from average grade.
- No building mass higher than 45 feet shall be wider than 125 feet measured parallel with Fore Street within 85' of the Fore Street right-of-way
- No building mass higher than 45 feet shall be wider than 125 feet measured parallel with Mountfort Extension within 150' of the Mountfort Extension right-of-way.
- No buildings shall exceed 35 feet in height above the adjacent Fore Street grade within 40' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.

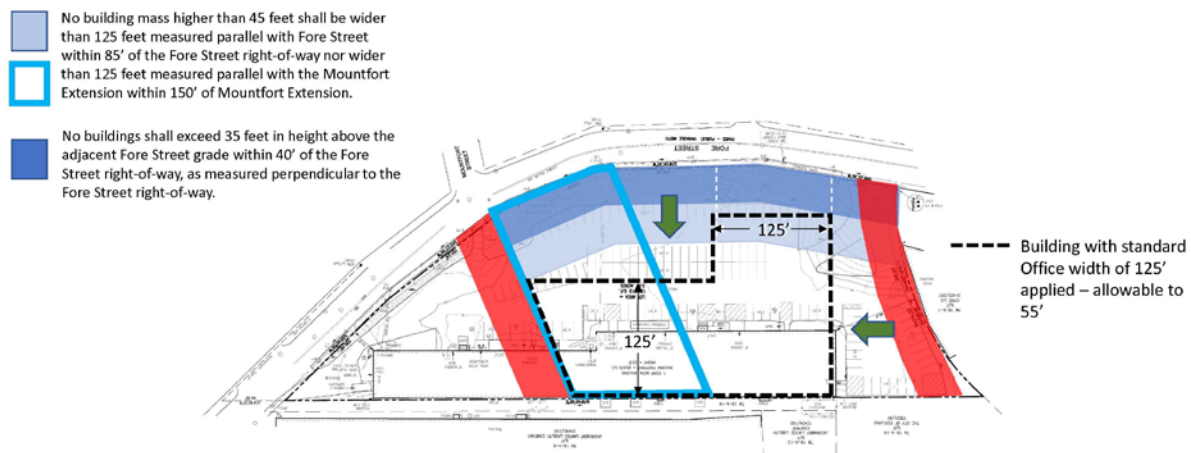


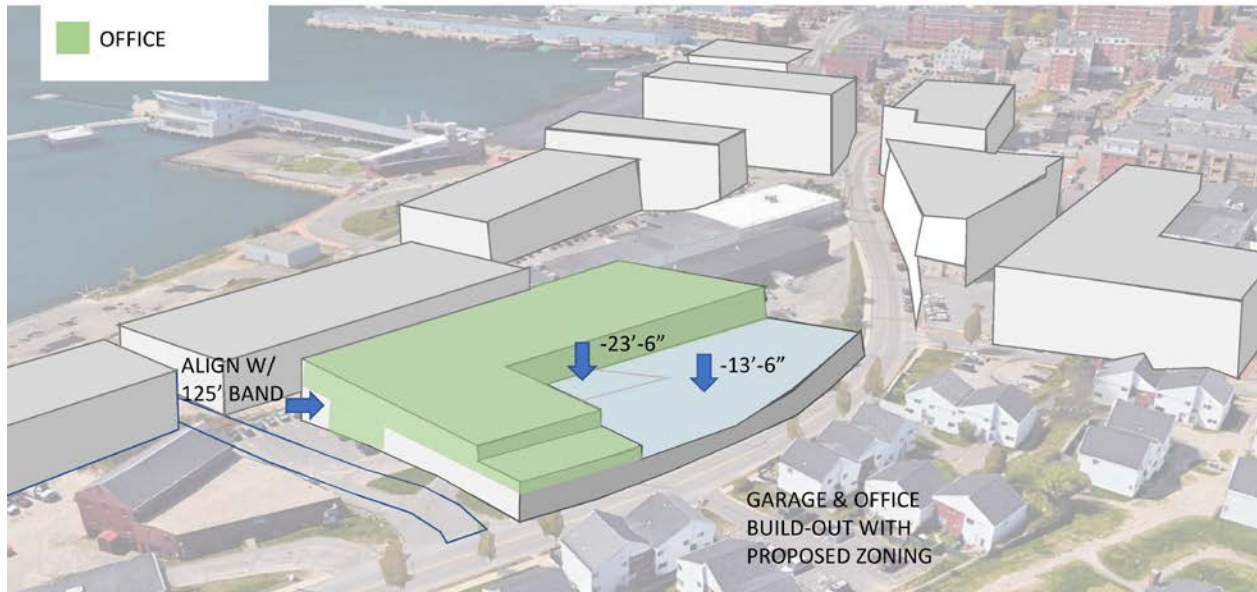


PROPOSED ZONING

- At Fore Street, the building would approach the street as slightly above two stories.
- Once 40' back from Fore Street, an additional story could be added to the overall massing in comparison to what is currently allowed making the building slightly higher than 3 stories above Fore Street with the 3rd story stepped back from the street.
- when the proposed height is analyzed in section in relation to development up the hill, it is in keeping with sight lines allowed by the surrounding zoning?

What happens when office levels are applied to the two upper stories of this massing?
Standard office space would be maximum 125' wide creating a building shape such as is shown in this diagram.

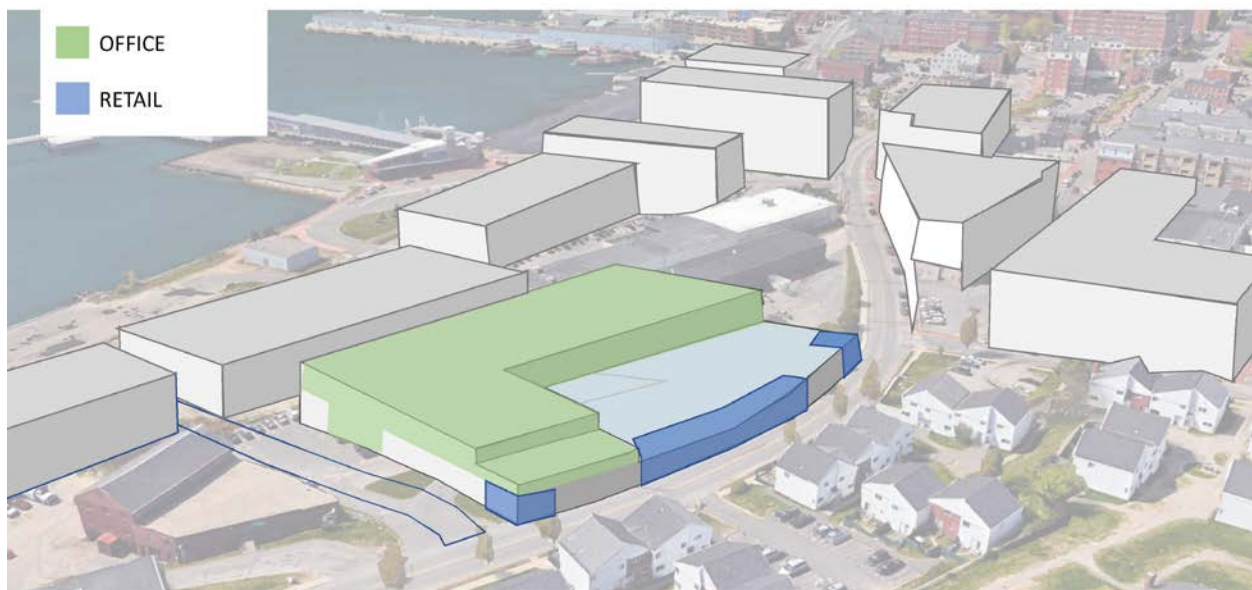




How Does the Development Lend itself to Mixed-Use?

What the Master Plan is looking for with mixed-use development?

- The development should encourage life and use throughout the day and year
- Development should work to eliminate surface level parking while addressing short and long-term parking needs in the city
- It should include a mix of compatible uses
- It should encourage a walkable city with an enjoyable pedestrian environment
- Blank walls should be avoided and there should be frequent street level entries



How does the amendment to the height overlay map allow us to better meet these goals?

Page | 11

- Rather than having 4 stories – 2 parking and 2 office as is possible with the current zoning, there can now be an additional level of parking.
- This minimizes the need for surface level parking in the area.
- This allows the level that meets Fore Street to be one of the parking levels which means we can wrap the garage level in retail opportunities (an office use will want to use as much of the perimeter of its levels as possible for its own users).
- This increases public use of the project.
- This masks the parking with a more interesting/interactive use.
- It increases the opportunity for entrances on Fore Street.

How Does the Project Meet the Goals of Portland's Comprehensive Plan
How the Proposed Development is Economically Responsible?

- Please refer to economic section in response to EWMP.
- Within Comp Plan
 - Snapshot: Waterfront – Invest in Infrastructure p 35
 - Public Private Partnerships – Approach Funding Strategically p 58

How Does the Project Alleviate Issues with Impervious Surfaces and the need for Parking in the Area?

- Within Comp Plan
 - Policy Guide: Environment p. 20
 - Policy Guide: Transportation, Manage Parking Strategically p. 75
- We are hoping to have 3 levels of parking beneath 2 levels of office. This would provide 600+/- parking spaces with a building footprint of approximately 66,500 SF.
- By stacking parking, and being able to have three levels, we address both the need to decrease impervious surface and the need for more parking in the area as that gives us enough to feed both our building and additional needs in the area.
- The Comprehensive Plan suggests that the city zones for the ability to create the necessary parking.

How Does the Project Invite Current and Future Employers, Attract a New Workforce and Create New Jobs?

- Within Comp Plan
 - Policy Guide: Economy - A Vibrant City p. 39 & 40

- Policy Guide: Economy – Support Local Business Retention & Recruitment p. 44
- Target Areas for Job Growth, Modify Ordinances to do so p. 44
- We are proposing two levels of office space coming out to almost 80,000 SF that would provide many jobs.
- The site is in a very opportunistic location to attract businesses.
 - It is located in close proximity to a residential neighborhood and to the Old Port.
 - Wex has already set a precedent for offices moving to this area of the waterfront.
 - The location provides water views and views into the Old Port for the office space.
 - The site is easily accessible by foot and bike paths that extend to many residential areas and it is near bus stops.
- The project would provide parking for the offices which is a current issue for companies trying to move downtown.

How Does the Project Successfully Create Density by Design?

- Within Comp Plan
 - Density by Design p. 49
- This sight aims to use height, while appropriately scaled to its surroundings, to add a mixed-use concept that benefits users in multiple ways.
- It provides much needed parking with a smaller footprint.
- It creates office space for many new jobs.
- It creates retail opportunities that create jobs, opportunities for local businesses and enhance the pedestrian opportunity and interaction with the public.
- The parking can be utilized by both the tenants, nearby businesses and the public
- Stacking development is more environmentally friendly.

By analyzing the intent of the Eastern Waterfront Master Plan and its height analysis and design guidelines and Portland's Comprehensive Plan, not only are the proposed amendments consistent with the Comprehensive Plan, but the proposed development can best meet the goals laid out by the city if the current overlay map is amended. Because of the existing site conditions and because of the limits of height being measured from flood plain, which is particular to only this site, the development would not currently be able to approach Fore Street in a way that allows for the desired uses and appropriately scaled massing in relation to its surroundings. The amended zoning would allow for a building that would meet the needs of the city and remain contextually appropriate for the newly developing waterfront growing northeast of the old port.

SHORT FORM QUITCLAIM DEED WITH COVENANT

HOPE 1, LLC, a Maine limited liability company with a place of business in Portland, Maine ("Grantor") FOR CONSIDERATION PAID, grants to **100 FORE STREET, LLC**, a Maine limited liability company with a mailing address of P.O. Box 910, Westbrook, Maine 04098-0910 ("Grantee") with QUITCLAIM COVENANT, certain real property, with any improvements thereon and all rights and easements appurtenant thereto, located at or near 100 Fore Street, Portland, Cumberland County, Maine, and more particularly described on **Exhibit A** attached hereto and made a part hereof.

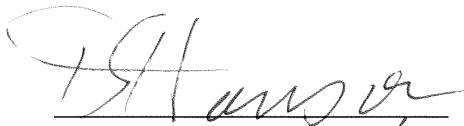
The conveyance herein is made subject to all easements, covenants, restrictions and agreements of record, to the extent in effect and applicable, to leases and licenses disclosed to Grantee, and to real estate taxes not yet due and payable.

Being the same premises conveyed to the Grantor by Quitclaim Deed with Covenant from Avidity Partners, LLC, Trustee of the FOL Liquidation Trust, dated January 19, 2005, and recorded in the Cumberland County Registry of Deeds in Book 22261, Page 50.

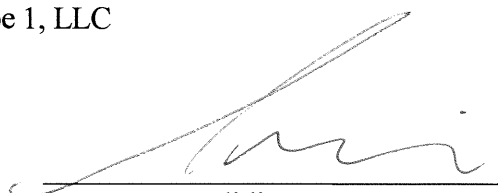
IN WITNESS WHEREOF, Grantor has caused this instrument to be executed and delivered by its duly-authorized Chief Operating Officer below this 6th day of January, 2017.

WITNESS:

Hope 1, LLC


Tom S. Hanson

By:

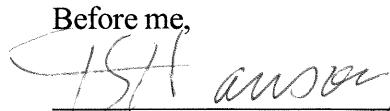

George Cacoulidis
Duly authorized Chief Operating Officer

State of Maine
County of Cumberland

January 6, 2017

PERSONALLY APPEARED before me the above-named George Cacoulidis, Chief Operating Officer of Hope 1, LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

Before me,



Name: Tom S. Hanson

Notary Public/Attorney at Law

Commission Expires N/A

EXHIBIT A

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

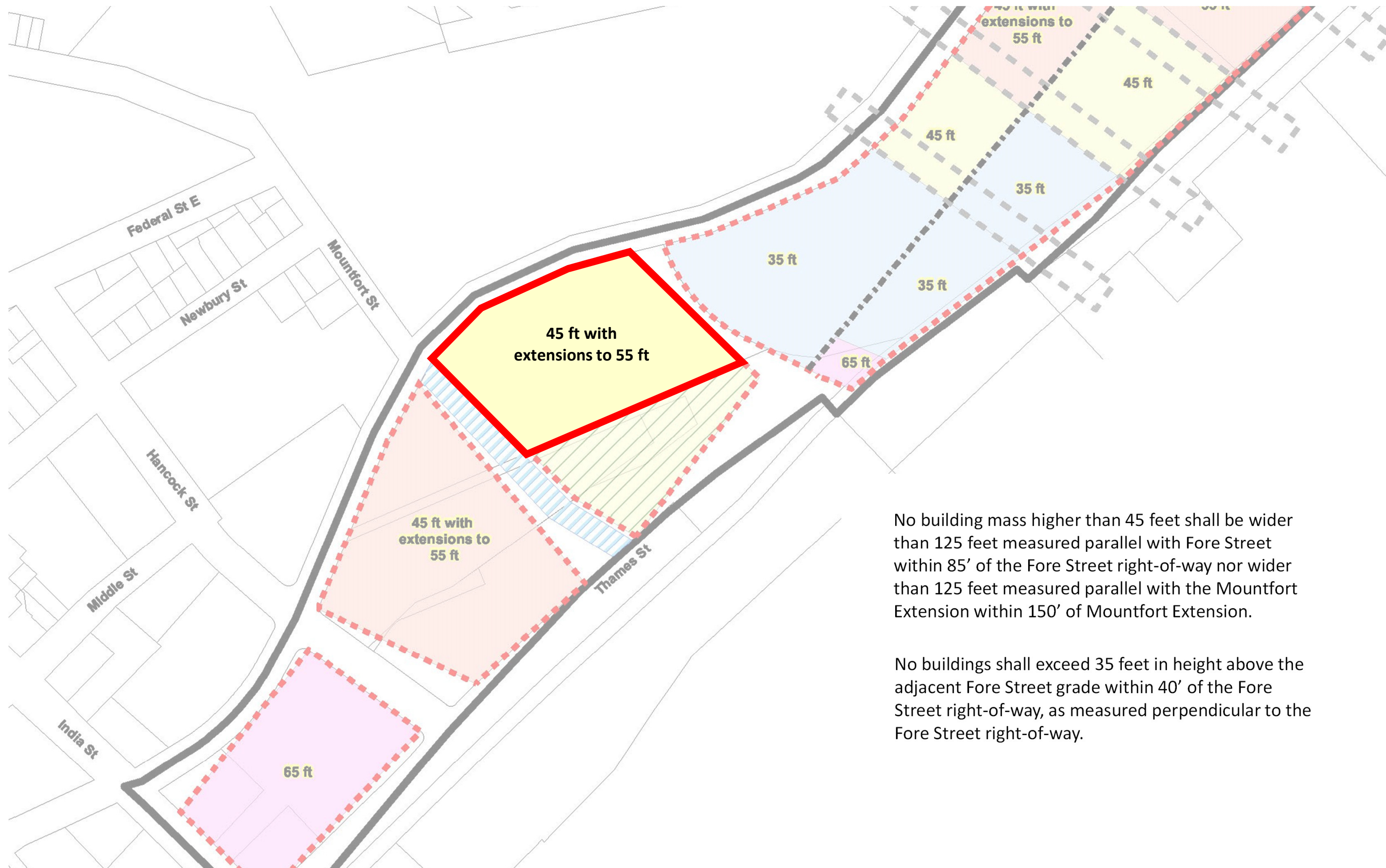
Beginning on the Southerly side line of Fore Street at the Northwest corner of the premises conveyed to Frank J. Gaziano et al. by Canadian National Railway Company by deed dated November 1, 1973 and recorded in the Cumberland County Registry of Deeds in Book 3502, Page 247;

Thence N 79°-46' E along said premises conveyed to Frank J. Gaziano, et al. and along land now or formerly of Canadian National Railway 742.42 feet to an iron pipe on the Westerly boundary of land now or formerly of The Portland Company;

Thence Northwesterly along land of The Portland Company, on a curve to the right whose radius is 274.33 feet, 248.66 feet to an iron pipe on the Southerly side line of Fore Street, said iron pipe being distant 240.23 feet to a bearing of N 32°-18' W from the iron pipe at the terminus of the last described line;

Thence by the following courses and distances along the Southerly side line of Fore Street;

S 89°-32'-30" W	143.31 feet to an iron pipe;
S 78°-29'-30" W	172.03 feet to an iron pipe;
S 58°-36'-30" W	109.63 feet to an iron pipe;
S 42°-27' W	157.24 feet to an iron pipe;
S 35°-40' W	155.46 feet to the point of beginning.



No building mass higher than 45 feet shall be wider than 125 feet measured parallel with Fore Street within 85' of the Fore Street right-of-way nor wider than 125 feet measured parallel with the Mountfort Extension within 150' of Mountfort Extension.

No buildings shall exceed 35 feet in height above the adjacent Fore Street grade within 40' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.



Stantec Consulting Services Inc.

482 Payne Road Scarborough Court, Scarborough ME 04074-8929

July 23, 2018

Dear Neighbor:

Please join us for a Neighborhood Meeting to discuss our request for Zoning Text and Map Amendments related to Building Heights within the B-6 Zoning District at 100 Fore Street (Tax Map 019, Lot A010) in Portland, Maine. The text amendments will be considered during a Public Hearing by the Portland Planning Board, which exact date is undetermined, but may be in August or September 2018 at which time the Board will make a recommendation to the City Council. The City Council is expected to take action in September, 2018.

Meeting Location: **Project Site***
 100 Fore Street
 Portland, Maine
 (park in the large onsite lot)

Meeting Date: **Thursday, August 2, 2018**

Meeting Time: **5:00 PM**

**** In the event of inclement weather, the meeting will be held at the same time across the street at the Gateway Garage***

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board. The meeting will last no more than 30-45 minutes.

If you have any questions, please feel free to contact Steve Bushey, P.E. at 207-883-3355.

Sincerely,

STANTEC CONSULTING SERVICES, INC.

A handwritten signature in blue ink, appearing to read "Stephen R. Bushey", written over a horizontal line.

Stephen R. Bushey, P.E.
Associate

V:\2108\active\210801622\civil\admin\permitting\local\neighborhood meeting\notice_neighborhood-meeting.docx

Note: Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101 or by email to: bab@portlandmaine.gov



Stantec Consulting Services Inc.

482 Payne Road Scarborough Court, Scarborough ME 04074-8929

Neighborhood Meeting Certification

I, Stephen R. Bushey, P.E. of Stantec, hereby certify that a Neighborhood Meeting was held on Thursday, August 2, 2018 at 5:00 P.M. at the development site at 100 Fore Street, Portland, Maine for the proposed project located at 100 Fore Street, Portland, Maine.

I also certify that on Monday, July 23, 2018 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.

Signed,

A handwritten signature in blue ink, appearing to read "Stephen Bushey", written over a horizontal line.

Stephen Bushey, P.E.

August 3, 2018

Date

Attached to this certification are:

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



Stantec Consulting Services Inc.

482 Payne Road Scarborough Court, Scarborough ME 04074-8929

July 23, 2018

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Sincerely,

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Stephen R. Bushey, P.E.
Associate

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Stantec Consulting Services Inc.

482 Payne Road Scarborough Court, Scarborough ME 04074-8929

MEETING MINUTES

Project: 100 Fore Street, Portland, Maine

Job #: 210801622

Date: August 2, 2018 at 5:00 PM

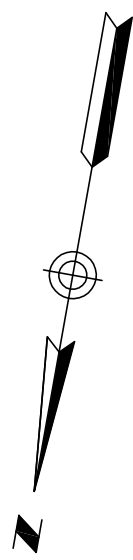
Location: Project Development Site, 100 Fore Street, Maine

Subject: Neighborhood Meeting

Attendees: See attached sign-in sheet

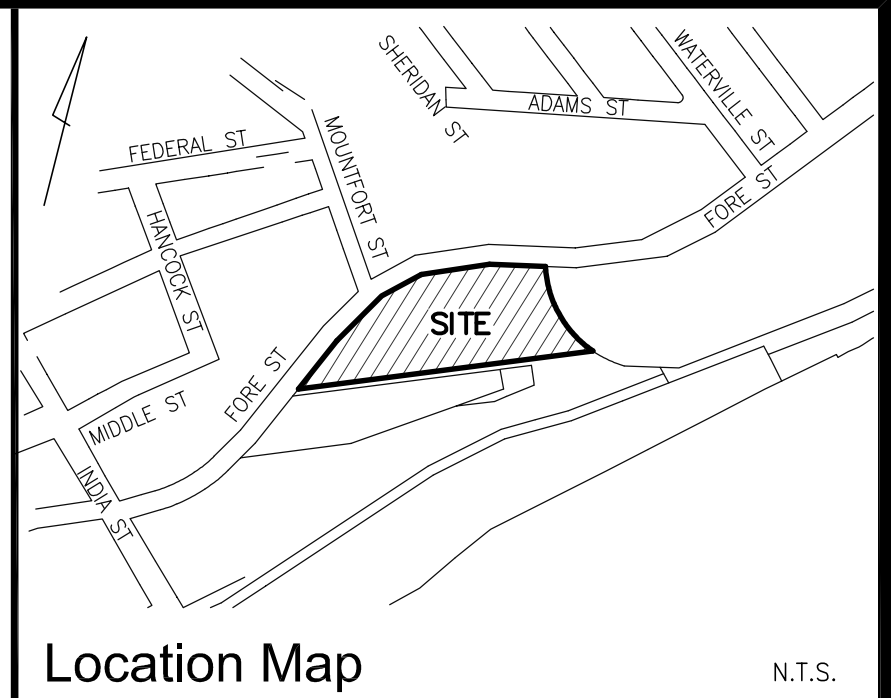
In accordance with the City of Portland Planning Board Requirements, a Neighborhood Meeting was scheduled to discuss the request for Zoning Text and Map Amendments related to the Building Heights within the B-6 Zoning District at 100 Fore Street, Portland, Maine.

The meeting was held on Thursday, August 2, 2018 at 5:00 P.M. and Steve Bushey, representative from Stantec, was present on site from 4:45 PM–5:30 PM. Zero (0) members of the public attended the meeting.



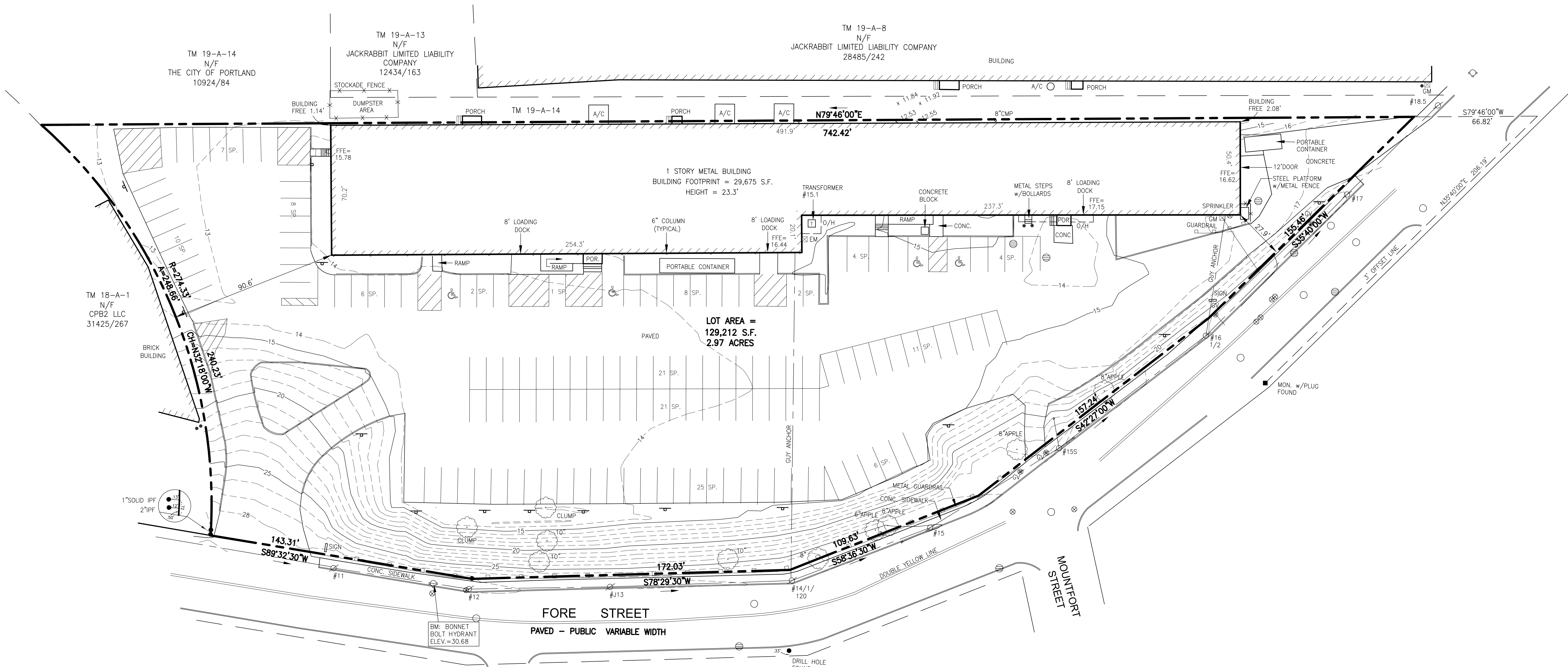
Legend

- MONUMENT FOUND
- IRON PIPE OR ROD FOUND
- GV
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- MANHOLE
- CATCH BASIN
- LIGHT POLE
- SIGN
- ELECTRIC OR GAS METER
- BOLLARD
- CURB
- GUARDRAIL
- OVERHEAD WIRES
- FENCE
- N/F
- 000/000
- CONC.
- O/H
- A/C
- POR.
- NOW OR FORMERLY
- DEED BOOK/PAGE
- CONCRETE
- OVERHANG
- AIR CONDITIONING UNIT
- PORCH
- DECIDUOUS TREE



Location Map

N.T.S.



Plan References:

- "ALTA/ACSM LAND TITLE SURVEY, 58 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR CPB2 LLC" MAY 22, 2013 BY OWEN HASKELL, INC.
- "PLAN OF LAND IN PORTLAND, MAINE FOR CROSBY GROUP" AUGUST 6, 1976 BY OWEN HASKELL, INC.
- "ALTA/ACSM LAND TITLE SURVEY, 100 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR NAI THE DUNHAM GROUP" SEPTEMBER 2, 2015 BY OWEN HASKELL, INC.
- "ALTA/NSPS LAND TITLE SURVEY, 100 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR JONATHAN COHEN" OCTOBER 20, 2016 BY OWEN HASKELL, INC.

Notes:

- OWNER OF RECORD: 100 FORE STREET LLC, P.O. BOX 910, WESTBROOK, MAINE, CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33748, PAGE 1.
- PROPERTY IS SHOWN AS LOT 10 BLOCK A ON CITY OF PORTLAND'S ASSESSORS MAP 19.
- BEARINGS ARE BASED ON LOCUS DEED 22261/50 AND PLAN REFERENCE #2, MAGNETIC 1955.
- UTILITY SHOWN ARE OBSERVED EVIDENCE ONLY.
- THERE ARE 136 REGULAR PARKING SPACES AND 4 HANDICAP SPACES.
- BEARINGS LABELED ARE BASED ON LOCUS DEED, COORDINATES BASED ON CITY POINTS 3000 N:301536.12 E:2931222.72 & 3023 N:301390.32 E:2931443.86 OCEAN GATEWAY PROJECT. BENCHMARK: 3'O/S MONUMENT CORNER OF HANCOCK STREET AND THAMES STREET ELEVATION 13.98' CITY DATUM.

Utility Note:

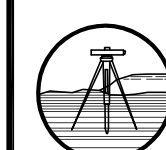
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND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

SCALE: 1" = 30'



Topographic Survey

100 Fore Street
100 Fore Street, Portland, Maine
made for
Jonathan Cohen
P.O. Box 910, 865 Spring Street
Westbrook, Maine 04092



OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY:	RS / JLW	DATE:	DEC. 4, 2017	JOB NO.	2016-325 P
CHECKED BY:	EBC / RRL	SCALE:	1" = 30'	DRWG. NO.	1



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Consultants

Notes

OWNER OF RECORD:

100 FORE STREET LLC
P.O. BOX 910
WESTBROOK, ME 04098
CCRD BOOK 33748, PAGE 001

1	SUBMITTED CONCEPT PLAN	CUU	SRB	2018.05.22
Revision		By	Appd.	YY.MM.DD

File Name: 100_fore_base	CDD	SRB	SRB	18.05.22
	DWN.	CHKD.	DSGN.	DATE

Permit-Seal

Client/Project

ARCHETYPE ARCHITECTS
48 UNION WHARF, PORTLAND, ME
100 FORE STREET

PORTLAND, MAINE

Title
CONCEPT PLAN - IN SUPPORT OF
ZONING APPLICATION

Project No.	Scale
-	1" = 30'
Sheet	

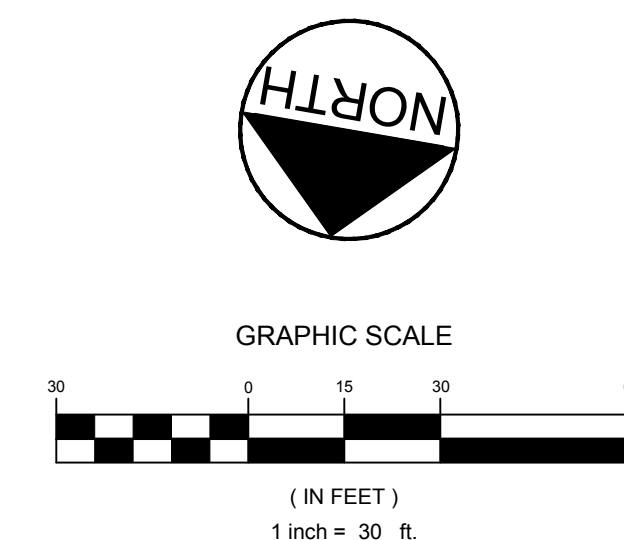
DIMENSIONAL REQUIREMENTS FOR THE B-6 EASTERN WATERFRONT BUSINESS ZONE		
ITEM DESCRIPTION	LAND USE ORDINANCE REQUIREMENT	PROPOSED
MIN. LOT SIZE	NONE	2.97 ACRES
MIN. FRONTAGE	NONE	737.67 FEET
MIN. FRONT SETBACK	NONE (BUILD TO KEY BLDG. ENVELOPES SHOWN ON B6 BLDG. HEIGHT OVERLAY & BLDG. ENVELOPES MAP)	6 INCHES ±
MIN. SIDE SETBACK	NONE	71 FEET
MIN. REAR SETBACK	NONE	10.67 FEET
MAX. BUILDING SETBACK FROM STREET LINE	10 FEET (BUILD TO KEY BLDG. ENVELOPES SHOWN ON B6 BLDG. HEIGHT OVERLAY & BLDG. ENVELOPES MAP)	6 INCHES ±
MIN. LENGTH OF BLDG. WALL REQUIRED TO BE LOCATED ALONG STREET FRONTAGE OF LOT	70% OF LOT STREET FRONTAGE OR 25% OF BUILDING PERIMETER	30% OF BUILDING PERIMETER
MAX. LOT COVERAGE	100%	80% ±
MAX. BLDG. HEIGHT	45 FEET	
MIN. BLDG. HEIGHT	3 FLOORS OF HABITABLE SPACE ABOVE THE AVERAGE ADJACENT GRADE WITHIN 25' OF ANY PUBLIC STREET	

PLAN REFERENCES:

1. "Topographic Survey, 100 Fore Street, Portland, Maine, made for Jonathan Cohen, P.O. Box 910, 865 Spring Street, Westbrook, Maine 04092", by Owen Haskell, Inc., Date: Dec. 4, 2017.
2. Conceptual building plans by Archetype, P.A., Dated December 4, Sheets A0.00 through A1.04.
3. "Site Development Plans for a commercial office building on Thames Street Property (One Hancock Street), Portland, Maine, November 2017, Construction Set", (Wex project), prepared by Stantec.

LEVELS - APPROXIMATE GRADES:

PARKING GARAGE
GROUND - 13.0'
LEVEL 1 - 22.5'
LEVEL 2 - 32.0'
OFFICE SPACE
LEVELS 3-4 - T.B.D.



PRELIMINARY - NOT FOR CONSTRUCTION

C-1

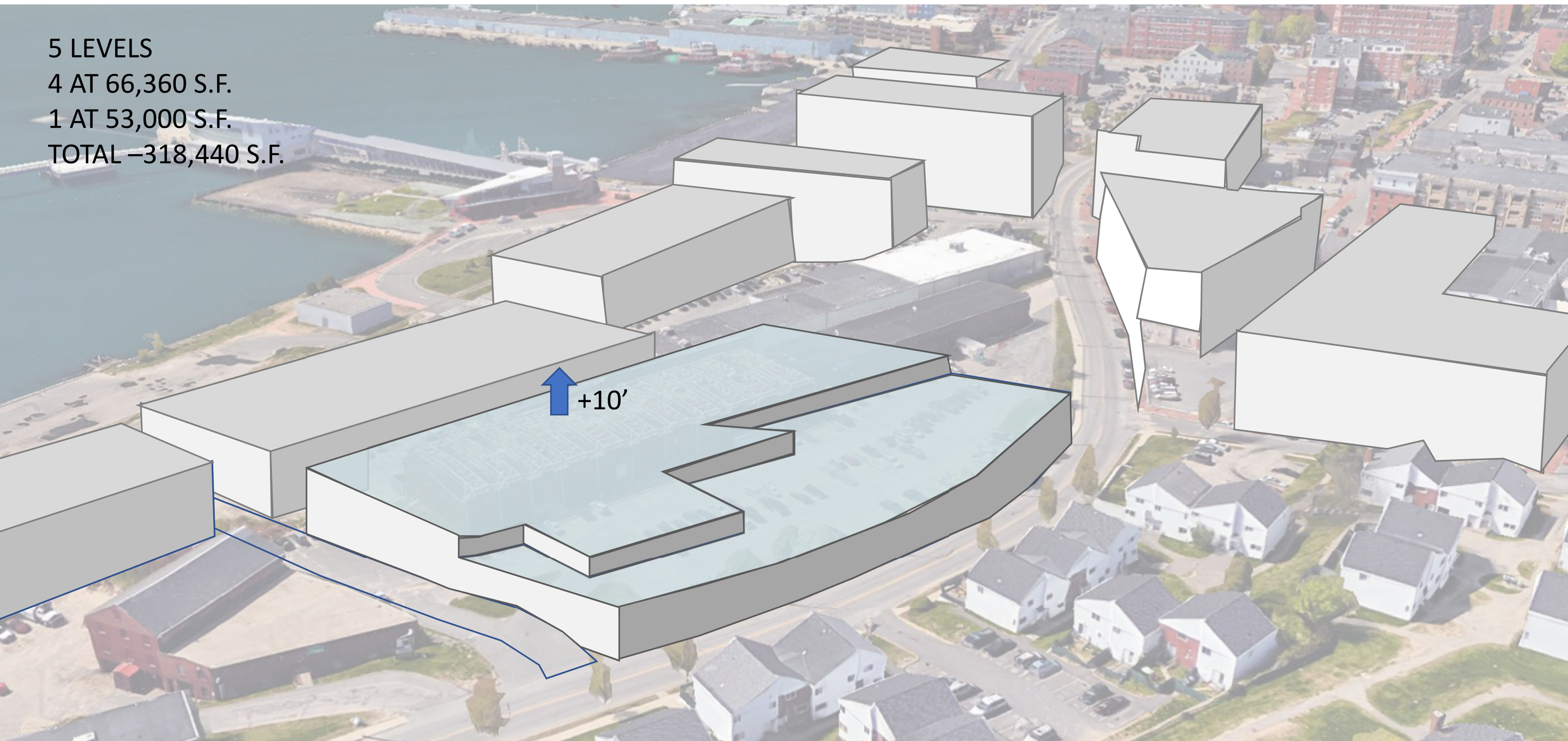


4 LEVELS
EACH AT 66,360 S.F.
TOTAL – 265,440 S.F.

45' ABOVE
FLOOD PLAIN

MASSING ALLOWED WITH EXISTING ZONING

5 LEVELS
4 AT 66,360 S.F.
1 AT 53,000 S.F.
TOTAL –318,440 S.F.



PROPOSED ZONING



OFFICE

5 LEVELS
3 AT 66,360 S.F.
1 AT 48,000 S.F.
1 AT 43,000 S.F.
TOTAL – 290,080 S.F.

ALIGN W/
125' BAND

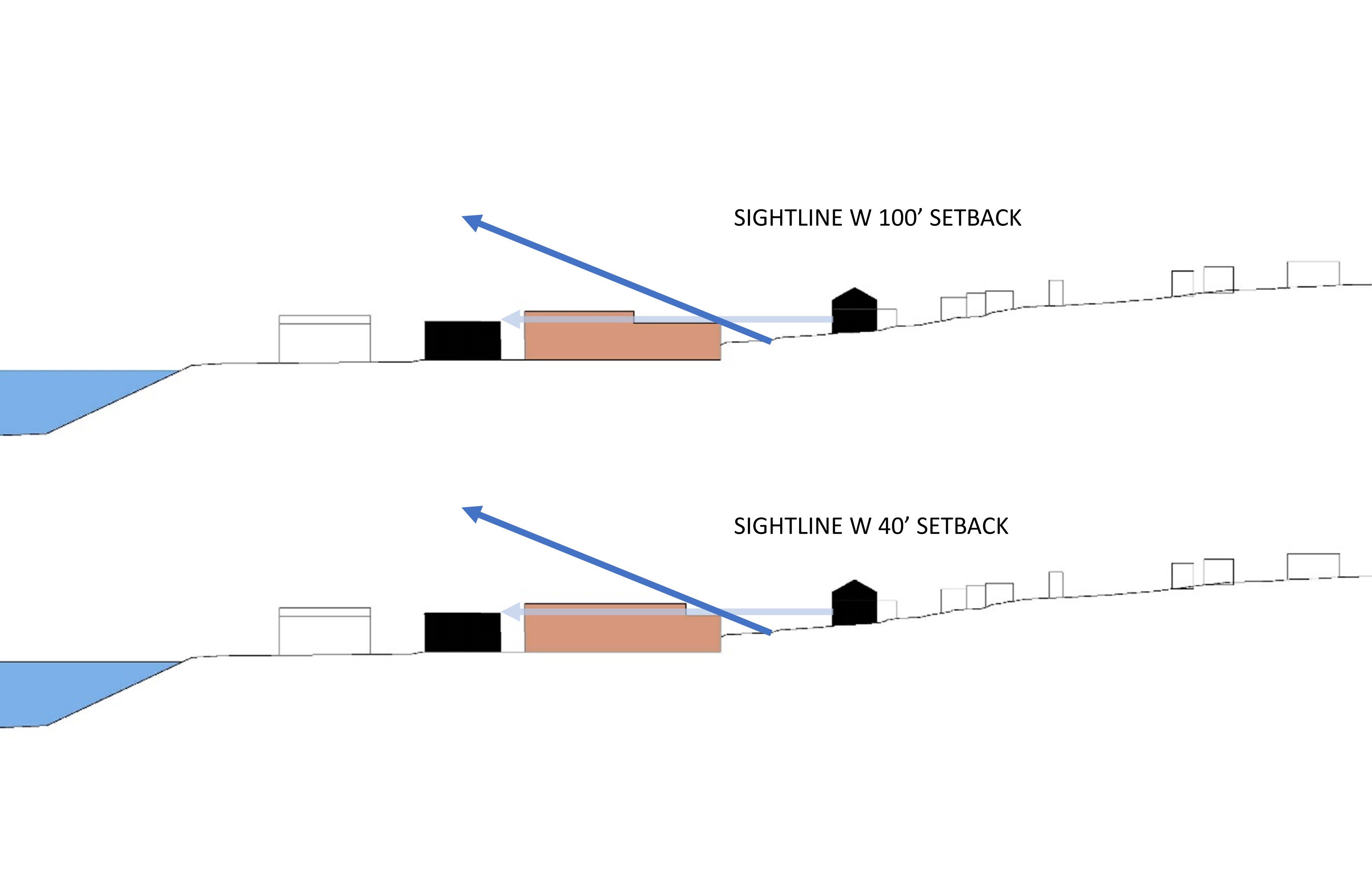


-23'-6"



-13'-6"

GARAGE & OFFICE
BUILD-OUT WITH
PROPOSED ZONING



SIGHTLINE W 100' SETBACK

SIGHTLINE W 40' SETBACK



OFFICE



100 Fore St, 86 Newbury St,

Debby Murray <debbym@zwi.net>

Jun 25, 2018 5:12 PM

Posted in group: **Planning and Urban Development**

I am lumping these two issues I'd like to protest together because they make me want to scream. WHERE ARE WE PUTTING ALL THE CARS? What's the traffic plan? HELP! No one lives or works in these glass monstrosities down by the Wex etc project and the driving is already horrendous. WHAT HAPPENS WHEN THEY ALL LEAVE FOR WORK?

And height. Think about places you love to visit or live, like Brooklyn or Charleston....the sky is not cluttered with high rise buildings. It's like a game of dominoes right now- one developer blocks residents- a new developer blocks that one and soon the richest developer wins. His buyers get the view AND NO ONE ELSE DOES.

These are Two huge things to consider when you vote on these projects. Cars, parking, pollution, noise, safety all come under one umbrella - beauty, accessibility, and sensitivity come under the other.

Debby Murray

Debby Murray 
104 North St.
Portland. ME 04101

86 Newbury and 100 Fore Street

Maggy W <mswnola@gmail.com>

Jul 3, 2018 4:03 PM

Posted in group: **Planning Board**

TO members of the Planning Board:

I was recently so pre-occupied with the zoning on Munjoy Hill that I failed to keep abreast of the 100 Fore Street and 86 Newbury Street proposed site plan applications. I understand that both of these projects are requesting zoning variances to allow increased height. Also I have read that 100 Fore Street seeks to use the average grade of Fore Street to calculate the height even though there is a sharp slope and no buildable square footage on Fore Street.

Please do not allow any variance to the current zoning for either site. We need to rely on zoning laws being enforced and we do NOT want a high wall shutting all of the India Street and East End residents off from the Old Port and the waterfront, especially if that high wall is to be used for parking spaces. The streets servicing these areas cannot handle the number of cars planned for these developments - the traffic is already congested and with 600-900 more cars per day on Franklin, India, Mountfort, Fore St, Commercial Street and the Eastern Prom, we are looking at a major problem, and this number does not even include the projected parking spaces included in the site plan for 58 Fore Street, for which I still have not seen the "pending" traffic study which was not available at the time the master site plan was approved. This huge increase in car traffic will further erode the quality of life to the East of Franklin Street.

As a citizen who is deeply concerned about climate change, I am asking the city to implement policies and infrastructure which encourage public transportation. We need to implement more satellite parking and work with WEX and other employers who wanted to bring more employees downtown to create a state of the art shuttle system from satellite locations. We should be keeping cars and their pollution away from the waterfront, not building walls of parking garages.

Furthermore, the Newbury Street site currently includes a beautiful historic brick building on Mountfort Street and another multi-family house on Newbury which should be preserved if Portland is to retain any residences of character in the India Street neighborhood. The poor Abyssinian Meeting House will be facing a huge modern structure which will further undermine its context.

Thank you for considering my point of view.

Maggy Wolf
28 Saint Lawrence

100 Fore St Planning Board Workshop - 7/10/2018

Karen Snyder <karsny@yahoo.com>

Jul 6, 2018 8:39 AM

Posted in group: **Planning Board**

Friday, 7/6/2018

Portland Planning Board:
Sean Dundon, Chairperson
Brandon Mazer, Vice Chairperson
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited

Re: 100 Fore St

Dear Chairperson Dundon and Portland Planning Board Members,

I am requesting that the Planning Board to NOT give 100 Fore Street a zoning height waiver change just to support more parking spaces.

I am very concerned about the 100 Fore St. at the base of Munjoy Hill. As you are well aware, we all ready have parking issues of downtown Portland workers, tourists, city employees parking on Munjoy Hill and it will only get worse. Also, there is great traffic congestion during rush hours on Franklin Arterial and Washington Avenue which will only get worse as well.

It was also reported in the Portland Press Herald that I-295 traffic is bad now. How can it not only exacerbate the current traffic and parking issues?

<https://www.pressherald.com/2018/06/26/state-study-calls-for-traffic-flow-and-safety-improvements-along-congested-i-295/>

Just simply adding 600 parking spaces to this site is a very short sighted and "car-centric" mind set. This will create further traffic congestion and pollution on Franklin Arterial and Washington Avenue during the rush hours which are all ready cause for avoidance for Munjoy Hill residence, India St residence, and the fisherman on the working waterfront on Commercial street. Please note the commuter park and ride parking lot at I-295 and Marginal Way is currently under-utilized.

If Portland government and developers are chanting Portland as wanting to be a "world" class city, just creating a massive amount of more parking spaces to create even more gridlock and pollution in the city is NOT a world class solution for this day and age. Mass transit should be pursued to push as much parking and traffic congestion off the peninsula rather than the City encouraging it.

Potential Solutions to Portland's Parking and Traffic Congestion Issues:

Short-Term Solutions:

- 1) Use satellite parking to shuttle in the top employers employees in town from the satellite parking lots.
- 2) Set staggered hours for the largest employers for employees to ease traffic congestion on I-295.

Long-Term Solutions:

- 1) **Obtain funding to build up on the commuter park and ride right off of I-295 on Marginal Way.** This parking lot is extremely under-utilized.
 - Have city investigate getting funding to build this by either Federal grants, DOT, Dept of Energy, developers, etc.
 - Make it 4 to 5 stories to move the parking off to the highway (800-1,000 parking spaces).
 - Have City enforce that companies > 50 employees start using this park and ridge garage off of I-295 that work in town.

- Why can't WEX help fund this? Their employees will have the biggest impact on the city of over 600 employees.

2) Obtain funding to create a solar/electric street cars/tram/light rail going from this garage, up Franklin Arterial with a turn about at Middle street.

-Have city investigate getting funding to build this by either Federal grants, DOT, Dept of Energy.

3) I am sure there are great other ideas out there....

I urge the Planning Board to find more progressive and environmental sustainable solutions for the Portland residents and fishermen affected by this development rather than thinking that creating more parking spaces will solve current traffic/parking problems because it won't. It will only further exasperate the traffic congestion/parking problems besides increased pollution that we currently have in Portland.

Regards,

Karen Snyder

Munjoy Hill Resident and Property owner

100 Fore Street - Hamilton Marina/Xpress Copy Building NO zoning height change please

Anna Medina <fruity.gemini@gmail.com>

Fri, Jul 6, 2018 at 11:39 AM

To: planningboard@portlandmaine.gov, jlevine@portlandmaine.gov, planning@portlandmaine.gov, cdg@portlandmaine.gov, bsr@portlandmaine.gov, jpj@portlandmaine.gov

Good afternoon,

I write with a plea concerning 100 Fore St - Hamilton Marina/Xpress Copy building. I would like to encourage you to **not** give a zoning height change. Please help remove congestion off of the peninsula. Consider mass transit capability to remove the traffic congestion.

This development will add additional traffic, pollution, and more potential parking issues going up Munjoy Hill. Please help preserve this precious place in our great city.

Thank you for your time.

Anna Medina

App 6-19-18 ZN-000114-2018

Pamela Day <pday2304@gmail.com>

Fri, Jul 6, 2018 at 11:42 AM

To: planningboard@portlandmaine.gov, Jeff Levine <jlevine@portlandmaine.gov>, planning@portlandmaine.gov, cdg@portlandmaine.gov, Belinda Ray <bsr@portlandmaine.gov>, jpj@portlandmaine.gov

Planning Board Members:

We oppose this proposed development because it further degrades the waterfront near our home on Waterville Street. The India Street corridor has already become a dark, faceless area that is increasingly congested and unfriendly to pedestrians and others who seek to enjoy east end access to the water.

We find it ironic that the city would even contemplate locating a 600 car garage in such a potentially lovely space. Developers should be challenged to create a building with green space that complements the pedestrian friendly Old Port waterfront, Eastern Prom and Ft. Williams Park areas.

Please do NOT grant this project a zoning height change or approval to add the 600 car parking structure.

Respectfully,

Pamela Day & Michael Petit

Pamela Day
207-461-1461

100 Fore St, 86 Newberry Street, Hancock - WEX

Patricia Ryan <pryan2@maine.rr.com>

Jul 9, 2018 4:05 PM

Posted in group: **Planning and Urban Development**

These development projects present serious issues for Munjoy Hill's viability as a unique neighborhood and historic district. Because of traffic congestion, pollution, greater parking issues on the Hill, and the slimmer and slimmer chances of affordable housing on the Hill, I am requesting that you do not grant the zoning height waivers to 100 Fore Street and 86 Newberry St., and that WEX provide a shuttle service for it employees, thereby lessening congestion on Franklin Arterial by elimination of 600cars commuting on Franklin Arterial. Please help preserve Munjoy Hill's unique historic significance.

Patricia Ryan LCSW
60 Montreal St.
Portland, Me 04101
207-749-8385

100 Fore St/ Wex building

Kristin Lawson <klaws18@gmail.com>

Jul 9, 2018 10:40 PM

Posted in group: **Planning and Urban Development**

To Whom It May Concern:

I am a Munjoy Hill resident and home owner. I am taking the time to write and sincerely voice my concerns about the proposed plans for 100 Fore St.-Hamilton Marina/Xpress Copy Building. The roads and layout of Portland given that it is a peninsula and there are very limited ways on and off the peninsula is reason alone to seriously think about before allowing another 600 cars commuting to and from that area on Fore St. every day. I am a working professional who witnesses first hand how congested the Franklin St. area is everyday during work commuting hours. It would be a disaster and commercial street is even more congested than Franklin St. that time of day. Mass transit options should be utilized instead of adding to congestion and traffic downtown. Additional cars also add to unnecessary air pollution and green house gases since most of those cars will be sitting in traffic.

I am also strongly against allowing a zoning height waiver on this project.

Sincerely,

Kristin M. Lawson

100 Fore Street 86 Newbury WEX

Stephen Gaal <steve@gaal.com>

Jul 10, 2018 9:47 AM

Posted in group: **Planning and Urban Development**

Dear Planning Board members, City Council members and staff,

The requested zoning changes to waive or revise height limits and add nearly 1,000 parking spaces in the India Street area defy description. Why do we have zoning rules that protect us all and make it possible to live in close proximity and in relative harmony when they can be easily circumvented? These property owners knew what the rules were when they purchased and planned their developments. Hold them accountable to the rules. Please, DO NOT grant the waivers.

The idea of adding 950 parking spaces is astonishing. Just 3-4 years ago, when the planning board was considering the contract zone for the new 400 seat theater at the St. Lawrence, neighbors objected saying the additional 200 cars per performance would be an issue without additional parking and the project was approved anyway saying the city's strategy is to NOT make parking more available and to encourage public transportation. What is good for the goose is good for the gander. Please do not approve these waivers. Let them take public transportation. Perhaps they can "subsidize" the Metro like the St. Lawrence promised to do.

Respectfully,

Stephen Gaal
Portland ME
steve@gaal.com
(603) 651-9183 mobile

The Russian dissident and chess grandmaster Garry Kasparov drew upon long familiarity with that process when he tweeted: "The point of modern propaganda isn't only to misinform or push an agenda. It is to exhaust your critical thinking, to annihilate truth."

100 Fore Street - Hamilton Marina/Xpress Copy Building

Mark Holden <mark.k.holden@gmail.com>

Jul 10, 2018 8:33 AM

Posted in group: **Planning Board**

Dear Members of the Planning Board and staff of the Portland Government:

Please do not permit a variance in the ordinance to allow a 600 unit garage next to the Wex development.

Emphasis should be placed on limiting traffic congestion and getting the new companies to develop more thoughtful plans for helping their employees and visitors to arrive via commuter vans, and other forms of mass transit.

This will then provide a less polluted, less congested Portland waterfront and city in general with less air pollution and stress.

There is a lot going on and a lot of pressure on all of you to give in to the interests of these large developments. But sensible decisions now will make for a better city for everyone in future years.

Yes of course there should be provisions for parking but it doesn't have to be over the top. It is OK for you to set some limits and let the developing company figure out options for reducing congestion and pollution.

Please also consider limiting the height of these developments for the sake of everyone's view space including you very proximal neighbor's on the edge of Munjoy Hill.

Sincerely

Mark Holden
37 Saint Lawrence Street
Portland Maine 04101
207-522-0944

100 Fore Street - Hamilton Marina/Xpress Copy Building

R Cousins <rcousins@hotmail.com>

Jul 10, 2018 11:49 AM

Posted in group: **Planning and Urban Development**

My vote is that the Zoning height waiver be NOT given.

We have zoning rules and regulations for reasons. One is to maintain some sort of cohesiveness to the surrounding area. Also to maintain similar height and mass restrictions.

I think it's time to reassess the need or desire to clog some of our most desirable land areas with parking garages. I would suggest this parking garage and future parking garages be located nearer to the 'gateways' to our city and then public transportation used to move about the city. This could do a lot to alleviate congestion in the city overall and in this case the immediate neighborhood and Munjoy Hill. When BIW was operating there were certain times of day when getting through nearby intersections, Congress-Mountford in particular, was next to impossible. Many vehicles ignored the lights and continued through the intersections as a train might. When the rush was over then back to normal. I fear that if we continue to add to the number of vehicles rushing through our neighborhood it will only get worse. It really is time to give the 'locals' safety concerns a priority over providing 'dead zones' when there could be more suitable alternatives if you applied some logical thought processes about what kind of city we really want. Haven't we done many studies about transportation viabilities in Portland. Why do we spend money on these studies if we don't learn anything or enact some of the recommendations?

Sincerely,
Rae Cousins
Munjoy Hill resident

July 10, 2018 Workshop - 100 Fore Street

Sandra Guay <slg@woodedlaw.com>

Jul 10, 2018 2:12 PM

Posted in group: **Planning Board**

Dear Planning Board Members:

Please review and circulate to all Planning Board Members the attached letter concerning the zoning amendment proposal for 100 Fore Street.

Thank you for your assistance and for your attention to this very important issue.

Sandra Guay

SANDRA L. GUAY, ESQUIRE

Partner

WOODMAN EDMANDS DANYLIK

AUSTIN SMITH & JACQUES, P.A.

234 MAIN ST., P. O. BOX 468

BIDDEFORD, ME 04005

T: (207) 284-4581 F: (207)284-2078

slg@woodedlaw.com

www.woodedlaw.com

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WOODMAN EDMANDS DANYLIK AUSTIN
SMITH & JACQUES, P.A.

ATTORNEYS-AT-LAW

ROBERT B. WOODMAN
PETER L. EDMANDS
THOMAS DANYLIK
RALPH W. AUSTIN
JAMES B. SMITH
KEITH R. JACQUES
MICHAEL J. O'TOOLE
HARRY B. CENTER II
SANDRA L. GUAY

234 MAIN STREET
P.O. BOX 468
BIDDEFORD, ME 04005-0468
TELEPHONE: 207-284-4581
FAX: 207-284-2078
E-MAIL: SLG@woodedlaw.com
www.woodedlaw.com

July 10, 2018

Via Email

Portland Planning Board
Sean Dundan, Chair
City of Portland
Planning Division
389 Congress Street
Portland, ME 04101

Re: 100 Fore Street LLC
Zoning Map Amendment

Dear Mr. Dundan and Planning Board Members:

This law firm represents a large group of Portland fishermen and merchants who call themselves the Portland Working Water Front Group ("PWWG"). This letter addresses the apparent purpose of the zoning amendment proposed by 100 Fore Street LLC, to enable 100 Fore Street LLC to increase occupancy and parking at the 100 Fore Street location. The PWWG opposes this zoning amendment request for several reasons.

First and foremost, there should be no consideration of any zoning amendments in the Commercial Street area without the applicant first submitting a peer reviewed traffic study addressing the additional impact on Commercial Street from the increased development made possible by the amendment. As the City's recent *West Commercial Street Multi-Model Corridor Study* (the "Study") and other recent studies report, the present traffic on Commercial Street is already having a significant and negative impact on the fishermen, fisheries and marine related businesses that are dependent on the Commercial Street docks and wharves. While parking garages, condominiums, hotels and retail outlets can locate anywhere on the peninsula, "[t]he fisheries and other marine

WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.

Portland Planning Board
Sean Dundan, Chair
July 10, 2018
Page 2 of 3

businesses that dominate the waterside of Commercial Street have no alternative locations within which to operate.” *Study* at 6.

As an example of the existing and ongoing issues caused by the ever increasing traffic on Commercial Street, just this past month, fishermen and others on a wharf were trapped *for over an hour* while a semitrailer truck unloaded produce to a restaurant causing significant public safety issues, in addition to blocking access to the wharf. Trucks loaded with fresh fish, lobster and bait are consistently held up for prolonged periods of time in traffic while attempting to access 295. The *Study* predicts that the already proposed Commercial Street area development/redevelopment “would be expected to generate 3,300 weekday PM peak hour trips” within the next 10 years. *See* Memo from Christine Grimando to Portland Planning Board (July 6, 2018).

As adopted in Portland’s recent Comprehensive Plan, the State goal is to “protect the State’s marine industry, ports and harbors from incompatible development.” The City’s goal is to “celebrate, promote, and protect Portland’s lobster and fishing industry as a foundation of the region’s economy and a feature of civic pride.” The City of Portland is blessed with the country’s oldest fishing community. Today, these fishermen and lobstermen bring in a catch worth over \$750 million annually to contribute to the local economy. In addition to the fishermen and lobstermen, the many businesses that support this fishery must be located on the wharves and piers along Commercial Street – they cannot relocate to any other location and still function in their industry service capacities. The City cannot have it both ways – unrestricted continued development, which daily increases inaccessibility to the wharves, and deteriorating transportation facilities and access for the fishing community, will destroy the fishing industry in Portland unless the City takes action to slow (rather than allow for zoning amendments to increase) development.

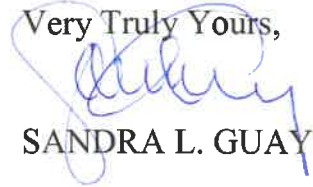
In addition to the above traffic and access related concerns, the PWWG views the continued and piecemeal zoning amendment and relaxation requests for development in the Commercial Street area as a slippery slope that can only result in creating an ever-increasing logjam of congestion on Commercial Street, and decreased accessibility to the wharves. Bending to a developer’s vision of how to maximize his or her property in this fashion is the antithesis of good planning and the PWWG respectfully asks this Board to put the brakes on and as provided for in the Comprehensive Plan, to consider further study of the effects and impact of traffic on the marine industry from the plethora of proposed, nonstop Commercial Street development.

WOODMAN EDMANDS DANYLIK AUSTIN SMITH & JACQUES, P.A.

Portland Planning Board
Sean Dundan, Chair
July 10, 2018
Page 3 of 3

Commercial Street has reached a tipping point. It simply cannot accommodate continued increased traffic – and provide safe and reliable access to support the marine industry. The Planning Board, as the guardians of public safety, health and welfare, must begin to more closely scrutinize development in the Commercial Street area, and especially on development proposals that seek relaxation or amendment of the present zoning requirements.

Thank you for your consideration of these very important issues.

Very Truly Yours,

SANDRA L. GUAY

SLG/lb

Copy to:
Members of the Portland Working Water Front Group

100 Fore Street - Hamilton Marina/Xpress Copy Building

Stan Berkow <stan.berkow@gmail.com>

Jul 11, 2018 2:59 PM

Posted in group: **Planning Board**

To whom it may concern:

As residents of Munjoy Hill, we ask that this project NOT receive a zoning height change, include affordable housing, and encourage mass transit options vs. extensive parking which will bring significant traffic to the area.

Thank you,
Stan and Christina Berkow

Fwd: Comments regarding 100 Fore Street Proposed Rezoning and Map Amendments

Jeff Levine <jlevine@portlandmaine.gov>

Wed, Jul 25, 2018 at 6:41 PM

To: Jennifer Munson <jmy@portlandmaine.gov>, Planning Board <planningboard@portlandmaine.gov>, Stuart O'Brien <sgo@portlandmaine.gov>

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

From: **Hilary Bassett** <hbassett@portlandlandmarks.org>

Date: Tue, Jul 24, 2018 at 12:29 PM

Subject: Comments regarding 100 Fore Street Proposed Rezoning and Map Amendments

To: Christine Grimando <cdg@portlandmaine.gov>, Jeff Levine <jlevine@portlandmaine.gov>, Deb Andrews <DGA@portlandmaine.gov>

Hi Christine, Jeff and Deb – Attached please find Landmarks' comments regarding the proposed rezoning and map amendments for 100 Fore Street. I have not sent directly to Sean Dundon and Julia Sheridan, assuming that they will receive this as part of their information packets. Thanks very much for considering our views.

Hilary

Hilary Bassett

Executive Director

Greater Portland Landmarks

207 774-5561 ext 101

hbassett@portlandlandmarks.org

www.portlandlandmarks.org

--

Jeff Levine, AICP

Director

Planning & Urban Development Department

389 Congress Street 4th Floor

Portland, Maine 04101

Phone (207)874-8720

Fax (207)756-8258

<http://www.portlandmaine.gov/planning>

@portlandplan



Greater Portland Landmarks_100 Fore Street_Public Comment_pre-Public Hearing_07242018 - FINAL.pdf

437K



24 July 2018

Sean Dundon, Chair, Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

RE: 100 Fore Street Proposed Zoning and Map Amendments

Dear Chair Dundon and members of the Planning Board:

Greater Portland Landmarks has two concerns about the impact of the proposed zoning and map changes.

One concern is the potentially adverse impact of the proposed development at 100 Fore Street on Building 12 on the 58 Fore Street parcel, which is a contributing building in the Portland Company Historic District. During the 58 Fore Street master development planning process, the impact of the future Thames Street extension on the building was a serious concern that led the Historic Preservation Board to agree to its future relocation. In its current location, much of the new street extension would be above the ground floor level of the historic building, which could potentially damage it. We believe it is essential that the planning board and the applicant address how this historic building will be protected from adverse impacts if the temporary driveway is built before Building 12 is relocated.

Our other concern is that the application is not consistent with goals in the City's new Comprehensive Plan. The Plan envisions Portland as an authentic city and states "we will maintain our character thorough preservation, innovation, and excellence in design for the built environment." The Transportation Policy Guide further states that the city will "enhance the pedestrian realm through investment," in among other elements, "strong urban design."

The proposed zoning and map changes are for a project, incorporating a specific use and building form on one parcel, that is not yet under site plan review. Landmarks is very concerned that evaluating the proposed text and map amendments without simultaneous consideration of the site application will not result in strong urban design or design excellence as envisioned in the Comprehensive Plan.

The applicant has requested additional height to accommodate a third parking deck accessible from Fore Street and to maximize development on the upper floors of the water/service alley side of the building while providing very limited enhancements to the public realm. There is a very small retail frontage at Fore Street shown on the massing plan along with three garage entrances and five proposed curb cuts on Fore Street. The three levels of parking will generate very little pedestrian activity on the future Thames Street and Mountfort Street streetscapes. There is no commodious public pedestrian entrance to the building on Fore Street or to the garage. As depicted in the massing plan the proposed building does not even meet the sidewalk on

Thames Street Extension or Fore Street, which is uncharacteristic of the strong urban character that has been encouraged in other new construction in this neighborhood.

Although the plan details are not yet under consideration, we believe that the zoning requests will in effect dictate a very specific building form, which will have negative impacts on the pedestrian realm that are inconsistent with the goals of the Comprehensive Plan.

Overall, we encourage the Board to demand excellence in design before accommodating a request for additional height from any applicant. We believe that discussing design during the zoning process is essential, as zoning parameters determine a building's form. The Comprehensive Plan recognizes that "our unique quality of place is key to our current and future economic success," and we should demand that new construction projects enhance quality of place and improve the public realm for all users.

Thank you for considering our views,

A handwritten signature in cursive script, reading "Julie Ann Larry".

Julie Ann Larry
Director of Advocacy

cc: Christine Grimando
Jeff Levine
Deborah Andrews
Julia Sheridan, Chair of the Historic Preservation Board

100 Fore Street zoning height change

Amy Marie <amymari333@gmail.com>

Jul 30, 2018 3:34 PM

Posted in group: **Planning Board**

Good afternoon,

As a resident of Munjoy Hill, specifically Waterville Street, I am writing to strongly urge you **NOT** give a zoning height change to 100 Fore Street. Instead, I urge you to include affordable housing. I am lucky that my landlord, who lives on site at our Waterville Street location, cares about living wages and livable rents. My rent is affordable for my Portland salary. Across the street, an apartment smaller than mine is on the market for a rent of nearly \$3,000. I don't even make \$3,000 a month after taxes and I have a well paying hourly job. I don't know how anyone starting out in Portland, with dreams of making this their home, would be able to pay a \$3,000 rent, with **nothing** included.

I also urge you to **encourage** the use of mass transit and work to increase the capability of the Metro to remove traffic congestion off the peninsula instead. Again, as a Waterville Street resident, these days I'm often parking a block or two away from my apartment, as the proverbial cat is out of the bag regarding the free parking available on my street and the streets surrounding. It's sad to plan my days on the weekends around whether I feel I'll be able to find a parking spot to get back home. I tend to plan my evenings after work rushing home to get a spot as well, and agree to plans that allow me to walk or someone to pick me up. It's gotten that bad on our street. Aside from urging public transportation and lots for parking off the peninsula with direct runs of public transportation in, please consider resident only parking stickers, similar to that of the West End. I lived in the West End for 8 years, had my parking sticker, and never had such an issue with parking for my home. I realize we want the money in Portland - I want my city to prosper and be the tourist destination that it is. However, there's a way to do so and not have it displace residents, who live here year round and spend all of their paycheck in this zip code.

Thank you.

Best,
Amy

Munjoy Hill Planning

Miss M <missmasina@gmail.com>

Aug 2, 2018 1:11 PM

Posted in group: **Planning Board**

As a Munjoy Hill and Saint Lawrence Street resident, I have seen our street changing drastically. Some buildings have been upgraded by the owners, and kept the lovely charm that is our seaside town. Others have been torn down and replaced by the blocky-modern buildings that are all the rage on the hill. Please consider that part of the charm and desirability of our neighborhood IS the old seaport nature it holds, and dont allow every single investor to come in and tear down the buildings to make a profit with the highest possible-building that can contain the smallest possible condos for a single person to inhabit.

This neighborhood needs to become a historic district to preserve what is left.

Sincerely,
Masina Wright

100 Fore Street

Sharon Sudbay <ssudbay@maine.rr.com>

Aug 14, 2018 1:47 PM

Posted in group: **Planning Board**

Dear Planning Board members,

We write in opposition to the 100 Fore Street developer's proposal to amend the current zoning for the B-6 Eastern Waterfront Mixed zone and ask you to vote against changes to the current height limits that were adopted following a rigorous process.

The City of Portland's news release announcing WEX's move to Portland stated, "between 450-550 new surface and structured parking spaces, located within 750 feet of the Thames Street site, will be constructed to accommodate WEX needs and increased public parking needs in Portland's East End." The 100 Fore Street developer wants to change the height requirements to accommodate 600 vehicles. That is 50 to 150 more structured spaces than the City of Portland said is needed, adding even more traffic to an already congested area that will continue to worsen as other approved and planned projects are built. And, while we know the City is requiring additional parking be built, we can't help but ask if that's the best use of property along the waterfront when other areas are available.

We also echo the concerns of Greater Portland Landmarks that "the application is not consistent with goals in the City's new Comprehensive Plan. The Plan envisions Portland as an authentic city and states 'we will maintain our character thorough preservation, innovation, and excellence in design for the built environment.' The Transportation Policy Guide further states that the city will 'enhance the pedestrian realm through investment,' in among other elements, 'strong urban design.'"

As lifelong residents, we know Portland is an authentic place to live, work and visit, but it is already losing parts of its authenticity with some of the development that is taking place. The City's decisions are permanently changing the unique character of the Eastern Waterfront and the neighborhoods around it. We hope the comment we most often hear from residents and visitors – "in ten years, people will look back and say 'what was the City thinking'" – does not prove true.

Thank you for your time and attention.

Sharon Sudbay
Karen Sudbay
108 Monument Street

PLANNING BOARD REPORT PORTLAND, MAINE



100 Fore Street
Application for a map amendment at 100 Fore Street
100 Fore Street LLC

Submitted to: Portland Planning Board
Date: August 10, 2018
Public Hearing Date: August 14, 2018

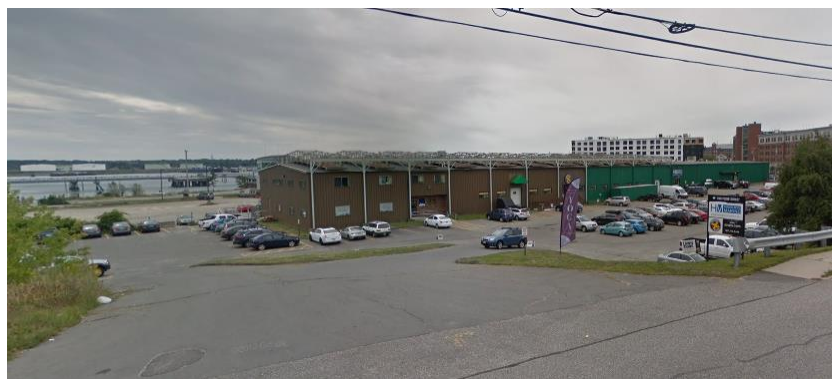
Prepared by: Christine Grimando, Senior Planner
CBLs: 019 A010001
Project #: ZN-000114-2018

I. INTRODUCTION

100 Fore Street LLC has applied for an amendment of the B6 Building Height Overlay & Building Overlays Map (Height Overlay) where it applies to 100 Fore Street. The property, in the Eastern Waterfront, fronts exclusively on Fore Street and is abutted by an extensive mix of uses, including residential, office, hotels, a brewery, and retail uses. The parcel is in the B-6 zone and abuts the IS-FBC and R-6 zones. The applicant is requesting to amend the Height Overlay for the 100 Fore Street parcel, which currently allows a maximum of 45ft, except that maximum height is 35 feet within 100 feet horizontal distance from Fore Street, as measured from floodplain. The application requests heights of 45 and 55 feet, with an area limited to 35 feet within 40 feet horizontal distance of Fore Street, measured from average grade, which is the standard method for measuring height throughout the City (with the exception of islands, which measure height from finished grade).

The height amendment is requested in order to support a mixed-use site containing structured parking wrapped by office and retail uses. If the amendment to the height overlay is approved, the subsequent application would be reviewed as a Level III site plan.

The application materials include a narrative of how these changes help fulfill multiple City policy goals that the current height maximums do not allow for, as well as accompanying visuals, including an existing conditions plan and conceptual site plan layout.



Figures 1 & 2. Top Image, 100 Fore Street from Fore looking east. Bottom image, 100 Fore St. from Fore looking south.

In addition to the proposed amendment specific to the 100 Fore Street parcel, Planning staff has suggested additional changes to the Height Overlay, including: removal of the westernmost building envelope, which is now superseded by the India Street Form Based Code; replacement of no-build areas with view protection splays and street extension areas; reduction of a 65 ft. maximum height building envelope to 35 ft. maximum height; change to the remaining section of the map that requires height to be measured from floodplain to be measured from average grade, consistent with the method for measuring height city-wide.

Applicant: 100 Fore Street LLC, represented by Jonathan Cohen

Property Owner: 100 Fore Street LLC

Consultants: Archetype Architects (Bill Hopkins, Katherine Detmer)

Public Notice: Public notice of the workshop appeared in the Portland Press Herald on August 3th and August 6th 2018, was posted on the web site and was sent by mail or e-mail to 170 property owners and interested citizens.

Neighborhood Meeting: Notices of a neighborhood meeting were mailed to property owners on July 23rd, and the meeting was held on August 2nd.

II. PROPOSED MAP AMENDMENT

Current Zoning: B-6 (Eastern Waterfront Mixed Zone)

Proposed Zoning: B-6 (Eastern Waterfront Mixed Zone), with changes to the B6 Height Overlay from 45 feet to a combination of 45' and 55', a change in the distance from Fore Street heights cannot exceed 35', and a change to the height measurement method.

Current Uses: Surface parking, single-story warehouse building occupied by a mix of uses, including marine supply, copy shop and other office and service uses.

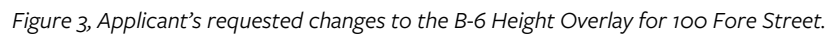
Proposed Uses: Parking garage with approximately 600 spaces, retail, and office space.

Parcel Area: 129,000 SF (approximate)

Area to be Rezoned: Changes to the Height Overlay sought for portion of parcel on the Building Envelope east of Mountfort Street

Additional Height Overlay amendments (see VII, Discussion), including:

- Removal of the westernmost building envelope (now in IS-FBC).
- No-build areas replaced with view protection splays and street extension areas, final layout to be determined in the course of Site Plan or Master Development Plan Review. Street extension areas are preserved.
- Removal of a 65 ft. Building Envelope, since it is anticipated that the extension of Thames Street will cross through enough of this area to make it impractical. Replaced with a maximum of 35ft.
- Change to the remainder of the parcel with the floodplain measurement requirement to the height measurement taken from average grade.
- New notes 7, 8, and 9, including notes on measurements and interpretation.



Current Uses

Surrounding Uses

3

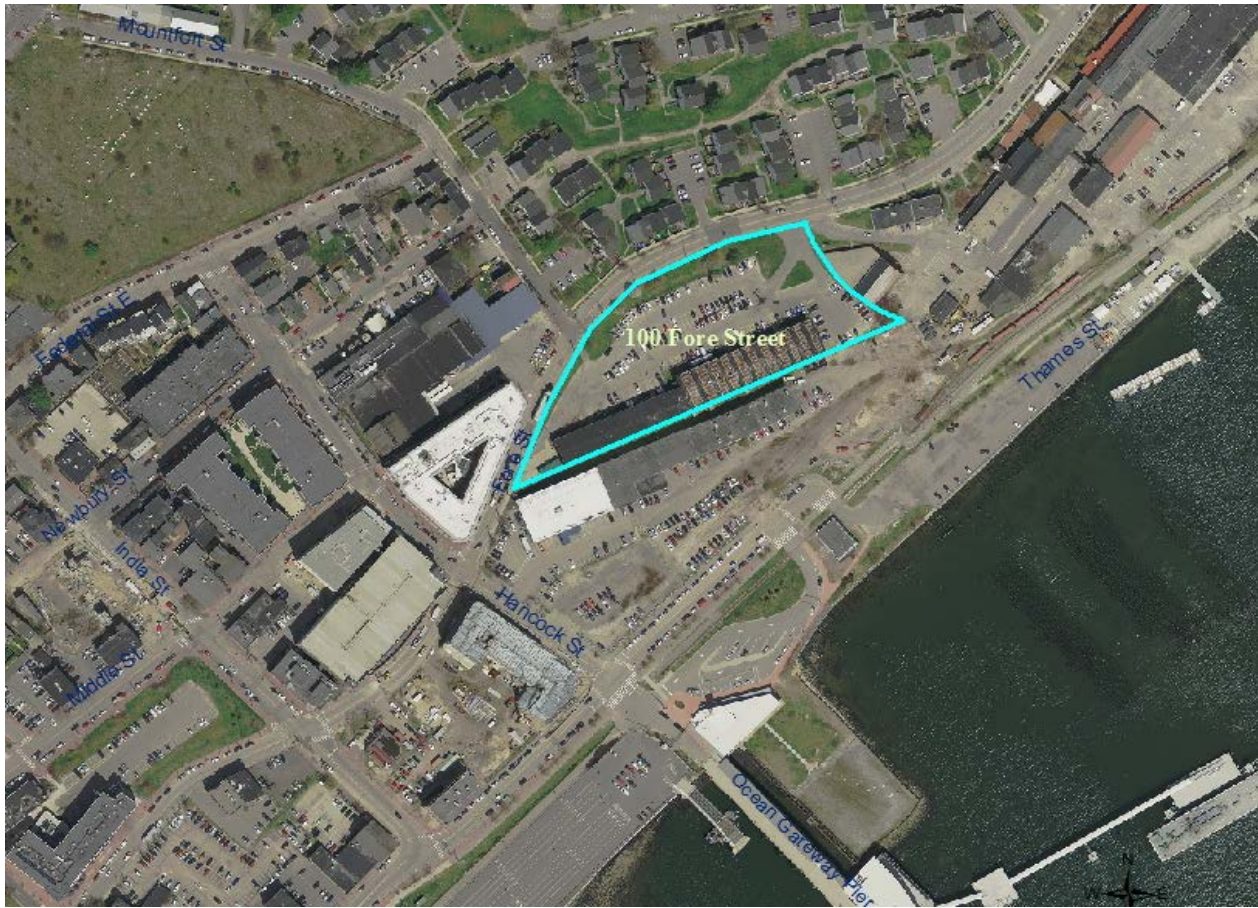


Figure 4. Aerial view, 100 Fore Street and surroundings

Zoning Context

The parcel is in the B-6 zone. Part of the Eastern Waterfront, the area is comprised of two zoning districts, the EWPZ and the B-6. The EWPZ is intended to foster marine passenger services and supporting infrastructure, such as piers and circulation areas and supporting services; recreational boating such as marinas; and a host of marine commercial uses such as storage, seafood processing, and ship repair. The B-6, encompassing 100 Fore Street, occupies the upland, mixed-use portion of the Eastern Waterfront, and has no marine-dedicated requirements, though it allows for supportive services, such as fuel storage and marine supply stores. The Eastern Waterfront includes the Ocean Gateway Marine Passenger Terminal; 58 Fore Street/Portland Company site, recently approved for a master development plan and the site of a new historic district; a marina; and a sail school. The area is the locus of significant planning initiatives, public investment, and private development. Examples of public initiatives to support the Eastern Waterfront and surrounding area include: a road and utility extension of Thames Street, new public open space and waterfront access in the location of the Amethyst Lot, and a study to improve transportation and circulation for the Commercial Street corridor. 100 Fore Street is also abutted by the R-6 and IS-FBC zones and is separated by one B-6 parcel from the Eastern Waterfront Port Zone (EWPZ). Several of the abutting properties are also in the Shoreland Zone and within Flood zones, though 100 Fore Street is not in either of these overlay zones.

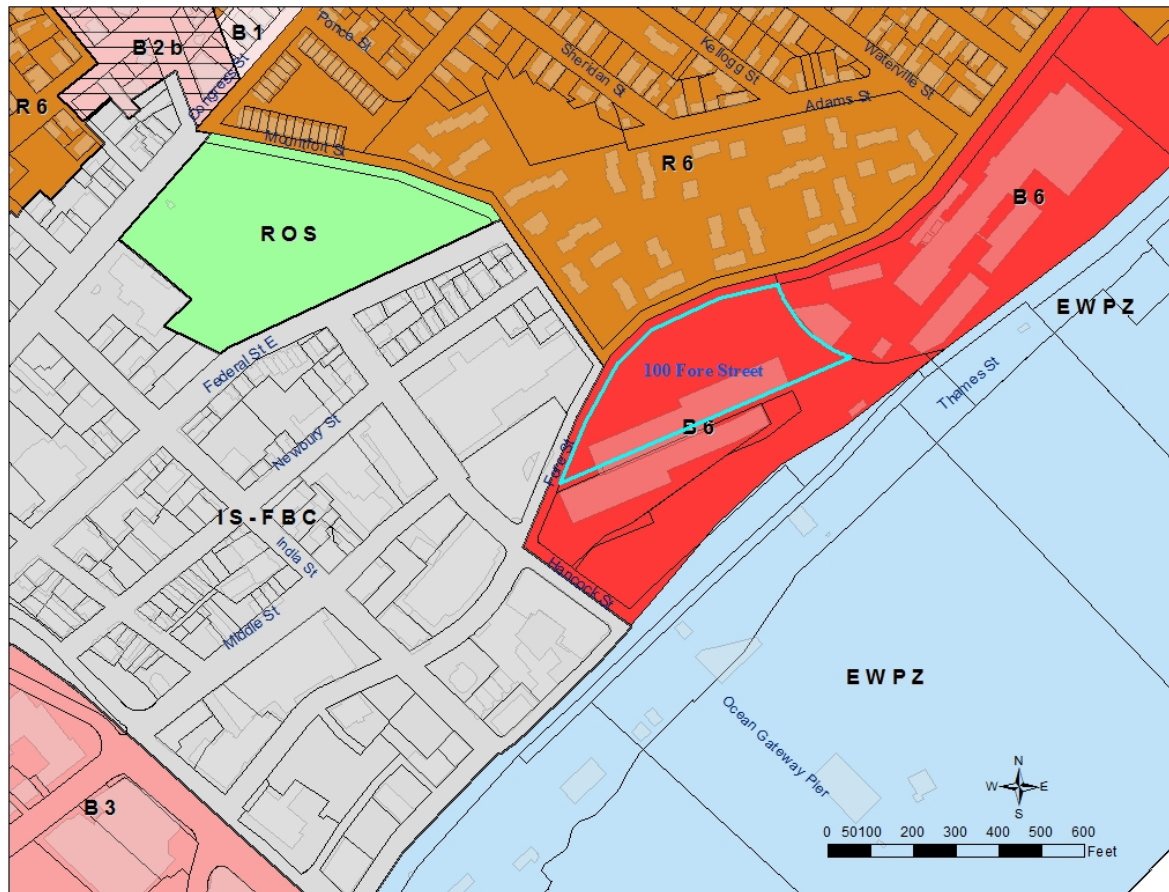


Figure 5, Zoning Context

All of the B-6 zone is subject to the Height Overlay (Figure 6, Attachment 1).

IV. ZONING ANALYSIS

Purpose Statement

The B-6 was created to be a mixed-use upland zone that abuts and is compatible with a waterfront zone, though unlike the three primary waterfront zones (EWPZ, WCZ, WPDZ) is not required or expected to support marine-dependent or marine-related uses. The purpose of the B-6 Eastern Waterfront Mixed Zone (sec. 14-268) is to: *establish a zoning district for the upland portion of the eastern waterfront area. The B-6 zone encourages this district to acquire a distinctly urban form through development that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. The zone promotes a range of uses to achieve twenty-four urban vitality and shared use of parking infrastructure as recommended in the eastern waterfront master plan for redevelopment.* The purpose further states that the regulatory framework of the zone promotes a mixed-use development pattern envisioned for urban land on Portland's peninsula and that specific development criteria, including building height overlays and design standards, may be established for this district to supplement the provisions of this section.

B-6 Use Table

Reflecting its location as a zone that spans waterfront zones to one side and residential and mixed-use zones on the other, the B-6 zone allows a truly diverse range of uses such as galleries, brew pubs, hotels, biotechnology, multi-family residential buildings, fuel storage and carpentry shops. Parking as a principal use is permitted as a

conditional use only, with conditions directed at not having the urban form of this area visually dominated by either surface parking or single use parking structures. New surface parking is permitted so long as it is accompanied by time constraints, and won't prohibit future construction, and new structured parking is permitted so long as it includes retail or other uses along street frontages. The following table contains a summary of permitted and conditional uses for the B-6 zone (see Sec. 14- 269 & 14-270 for full text). The zone also includes a short list of specified prohibited uses (14-271), including ground-mounted telecommunication towers; waste, scrap, and/or byproduct storage and processing; auto service stations; drive-up facilities, except as permitted as a conditional use.

B-6 Permitted and Conditional Uses		
Permitted Uses	Commercial	Professional, business and general offices
		Restaurants and other eating and drinking establishments (restrictions on hours and location east of Waterville Street)
		Hotels and inns limited to no more than 150 rooms
		Craft and specialty shops, including the on-premises production of handcrafted goods
		Retail and retail service establishments, excluding those with gas pumps
		Theatres
		Banking services, excluding vehicular drive-up services
		Cabinet and carpentry shops
		Personal services
		Business services
		Offices of business trades people
		Miscellaneous repair services
		Telecommunication and broadcast and receiving facilities (height limits for roof-mounted)
		Brew pubs and microbreweries without associated bottling facilities; and brewpubs and microbreweries with associated bottling facilities up to 5,000 bottles per year
		Electronic data storage
		Marine products wholesaling and retailing
		Harbor and marine supplies and services, chandlery and ship supply
		Bakeries, coffee roasters, and commercial kitchens with building footprints limited to fifteen thousand (15,000) square feet of contiguous building space.
		Underground marine fuel storage provided that fuel storage structures shall be used solely for the purpose of fueling vessels
		Printing establishments
Permitted Uses	Residential	Attached dwellings including row houses, two-family and multifamily dwellings
		Handicapped family units
		Combined living/working spaces, including but not limited to artist residences with studio space
		Mixed use residential and commercial structures
	Public	Utility substations, including sewage collection and pumping stations, water pumping stations, transformer stations, telephone electronic equipment enclosures and other similar structures
		Landscaped pedestrian parks, plazas and other similar outdoor pedestrian spaces
		Pedestrian and multi-use trails
	Other	Studios for artists, photographers and craftspeople including but not limited to, painters, sculptors, dancers, graphic artists and musicians
		Accessory uses customarily incidental and subordinate to the location, function and operation of permitted uses*
		Health clubs, martial arts and mediation facilities
		Intermodal transportation facilities
		Nursery schools, kindergartens, and daycare facilities or home babysitting services
		Wind energy systems, as defined and allowed in Article X, Alternative Energy
		Private Clubs or non-profit social and recreational facilities
		Educational Facilities
		Temporary events (with size and frequency limits)
		Museums and art galleries
		Wind energy systems
Conditional Uses	Commercial	Meeting and exhibition facilities up to 20,000 sf of interior floor area
		Wholesaling up to 15,000 sf, associated with a retail establishment
		Drive-up Banking, subject to conditions
		Research and development and related production facilities, including but not limited to biotechnology, with conditions.
	Parking	Surface parking, provided it includes lease limits and provisions to not inhibit future building, including structured parking
		Structured parking, provided it incorporates first floor retail or other mixed use along all street frontages.
	Energy	Temporary Wind Anemometer Towers

B-6 Dimensional Standards

The B-6 dimensional standards direct new development toward continuous strong building lines along street frontages, including maximum setbacks. Many of these standards are superseded by the Height Overlay. Below is a summary table of the dimensional requirements for the B-6 zone (see Sec. 14- 272 for full text):

B-6 Dimensional Requirements	
Min. Lot Size	None
Min. Street Frontage	None
Min. Front Yard Setback	None, except
Min. Rear Yard Setback	None
Min. Side Yard Setback	None
Max Setback from Street Line (not applicable to the easternmost envelope (not applicable to 58 Fore Street/Portland Co.)	10 feet, except: setback may be increased for lots fronting on more than one street if: the increase occurs at the intersection of two streets; the increased setback area is the primary pedestrian entrance to the building; 75% of the building wall facing the streets is setback a maximum of 10 ft, cumulative for all building wall segments; for new construction abutting three or more streets, the max. setback applies to the two most major streets; buildings in have no max. setback.
View Corridors & Street Walls within the B-6 Height Overlay (not applicable to 58 Fore Street/Portland Co.)	New Structures to build to key building envelopes, except: parking structures and public transportation facilities have no max. setback.
Min. Length of Building Wall Along Frontage (not applicable to 58 Fore Street/Portland Co.)	70% of street frontage or 25% of building perimeter, except that for buildings fronting two or more streets, min. building wall may be decreased so long as it is proportionately increased on other frontage for not less than 25 feet of building wall.
Max. Lot Coverage	100%
Max Building Height	65 ft or as indicated in the B-6 Height Overlay
Min. Building Height (not applicable to 58 Fore Street/Portland Co.)	3 floors of habitable space above average adjacent grade within 25 ft of a public street for new construction, except for: kiosks and ticketing booths; parking attendant booths; parking garages; public transportation facilities; additions on buildings in existence as of 2004, up to 25% of total footprint; buildings or additions <2,000 sf; buildings on lots or available building sites <2,000 sf; utility substations; additions on historic structures.

B-6 Height Overlay

The Height Overlay emerged from recommendations of the Eastern Waterfront Height Study. Originally adopted in 2004 to include land in the B-6 zone east of India Street to the western edge of the Portland Company site, it was extended to include the Portland Company in 2015. The Height Overlay regulates heights in multiple ways: it includes Building Envelopes with base heights and height extensions that range from 35-65 feet; since 2015 an additional measure has been in place limiting buildings to 35 feet within the first 100 horizontal feet of Fore Street from Mountfort Street eastward; within identified view corridors the height may not exceed the grade of Fore Street; there are several areas within the height overlay, outside of the Building Envelopes, where no building is permitted; and, on one of the Building Envelopes height must be measured from flood plain rather than from the standard measurement method of measuring height from average grade. In addition to including these various height regulations, the Building Envelopes have associated setback and building placement language in the Land Use Code.

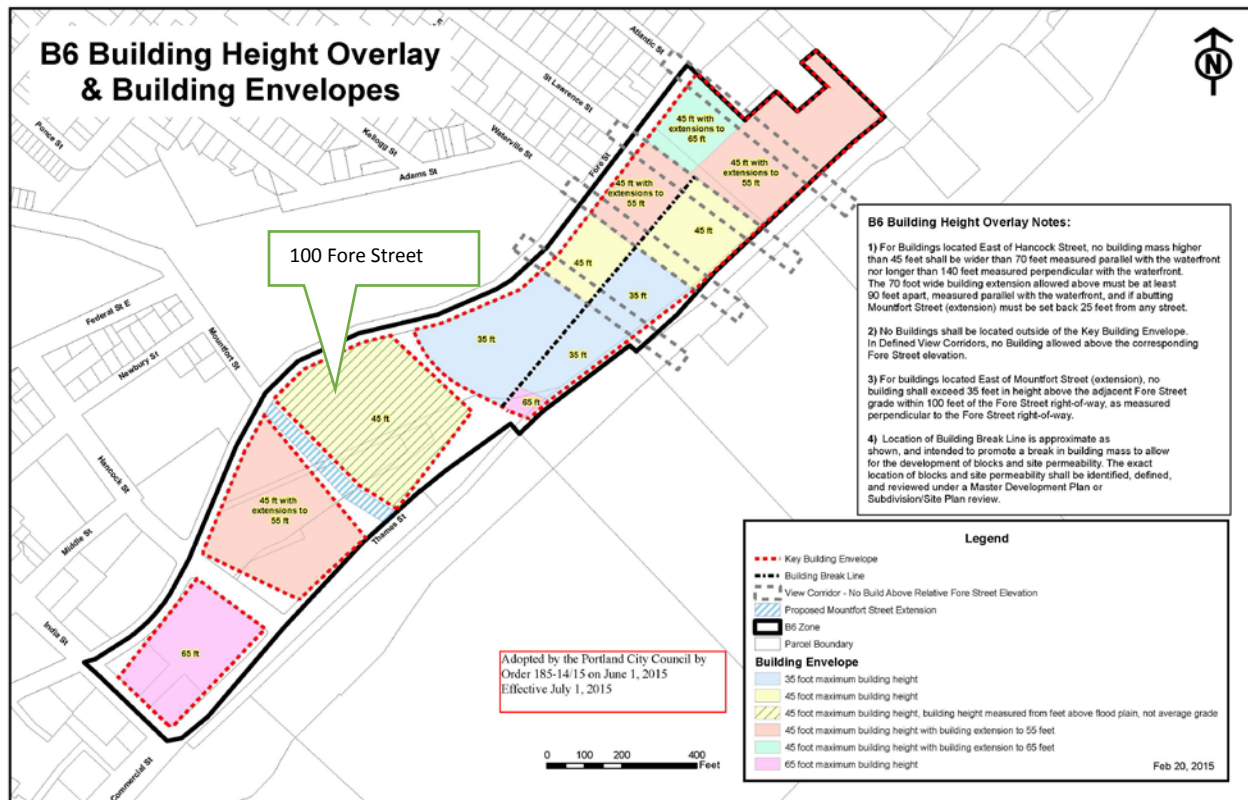


Figure 6, Current B-6 Height Overlay, with 100 Fore Street

V. POLICY ANALYSIS

The applicant has provided a detailed analysis (Attachment B) of the impact of the current Height Overlay on prospective build-out of the site. This document addresses the application's request in light of City policies, including the Comprehensive Plan and plans specific to the Eastern Waterfront. The applicant maintains that the development potential under current zoning in regard to allowed heights at 100 Fore Street does not promote a built form or mix of uses consistent with City policy for the Eastern Waterfront. The analysis includes cross sections of potential heights and masses on the site in relation to the surrounding streetscape, development patterns and grade changes, including illustrations of the site in relation to the residences at Munjoy South and more recent developments such as the new Wex building. The application addresses consistency with City policies through analysis of a Height Study for this area and of additional goals for the Eastern Waterfront, such as those for mixed use development, economic development, and parking that is not surface parking or single use structures.



Figure 7, Eastern, Central, Western Waterfronts

Policy background and elements of both Eastern Waterfront Masterplan documents and the Comprehensive Plan with relevance to this application follows.

The B-6 zone, though not a zone that directly abuts the waterfront, emerged out of the planning process for Portland's Eastern Waterfront. Thirty years of planning and policy have reinforced distinct policy directions for several subdistricts of the waterfront based on historic patterns, environmental conditions (such as water depths) and existing infrastructure. A 1992 *Waterfront Alliance Report* initially identified four areas which were later simplified into three subdistricts – the Eastern, Central, and Western Waterfronts – and which now have respective zoning districts and policy directions. Each of these areas has been revisited over the years to craft policy that helps them meet their intended purposes, and each may need to be revisited in the future to respond to changing conditions, but the overall intentions for them has not changed. Likewise, the overall use hierarchy of marine-dependent, marine-related, and marine-compatible uses in the City's waterfront zones remains in the requirements of each of the waterfront zones. [Portland's Plan 2030](#) also supports continuing to approach these three recognized waterfront areas through this policy framework in its Waterfront Goals (p. 34, *Recognize and reinforce the respective roles of the Eastern, Central, and Western Waterfronts*), and in Future Land Use (p. 86), where it identifies this area as one of multiple priority areas, categorized as *Enhance*, so that the area can continue to build on past planning initiatives.

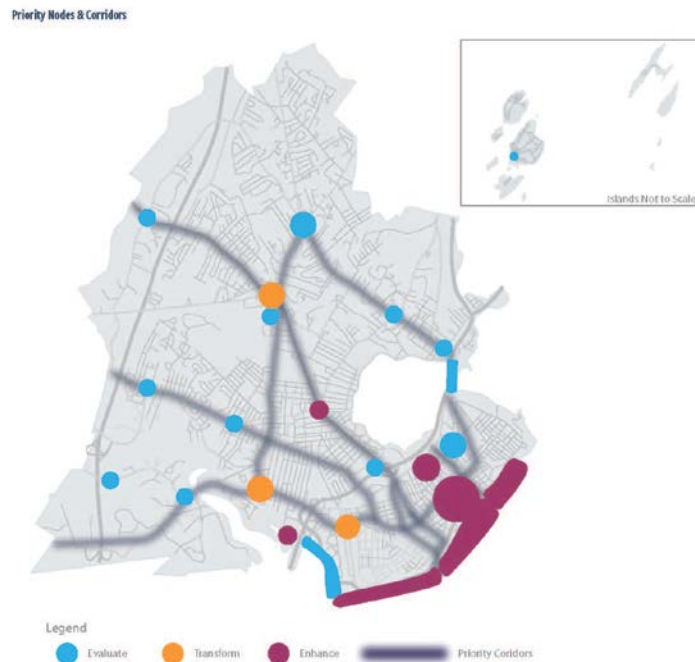


Figure 8, Future Land Use

In the early 2000s a multi-year planning process resulted in *A Masterplan for Redevelopment of the Eastern Waterfront* (Eastern Waterfront Masterplan) comprised of three parts: the original masterplan document establishing goals and recommendations for the areas, *Design Guidelines for the Eastern Waterfront*, and the *Eastern Waterfront Building Height Study* (the full text of these combined documents is on the City's website here: <http://www.portlandmaine.gov/DocumentCenter/View/3391/Eastern-Waterfront--Master-Plan>). The Eastern Waterfront Masterplan is a central policy document for new development in this area. The study anticipates and encourages new development in the Eastern Waterfront, and emphasizes the importance of site permeability, quality design, traffic management, the retention of view corridors and sensitivity to surrounding neighborhoods as new and re-development unfolds. To date, many of the recommendations of the Eastern Waterfront Masterplan have been implemented in some form. A sample of significant initiatives in the vicinity of 100 Fore Street since adoption of the plan:

- Adoption of zoning, including the creation of the B-6 zone

- Adoption of a B-6 Height Overlay map (2004), patterned on recommendations from the height study portion of the Eastern Waterfront Masterplan
- Rezoning of 58 Fore Street in 2015 to a combination of the EWPZ and the B-6, including an expansion of the B-6 Height Overlay
- Portions of the study area blended with the India Street neighborhood, eventually being included in the IS-FBC zone
- Hancock Street was extended
- Thames Street and associated utilities to be extended to the Portland Company site
- The construction of Ocean Gateway Marine Passenger Terminal
- The Amethyst Lot, a waterfront parking lot between the Portland Company site and Ocean Gateway, is slated to be redesigned into a new public open space
- Significant new developments in the immediate vicinity including the new Wex site, the AC Hotel, and anticipated new development at 58 Fore Street

100 Fore Street falls into what the Eastern Waterfront Masterplan identifies as the Central Redevelopment Area (pg. 6) and identifies the following development considerations (pg. 7):

- *Currently home to poorly organized public and private surface parking lots.*
- *New streets to be extended from existing street grid.*
- *Provides significant opportunity for large-scale development of both City controlled and private properties.*
- *Promote consolidation of surface parking into shared parking structures.*
- *Integrate new streets serving the marine passenger terminal with redevelopment of lands north of an extended Commercial Street.*

It also identifies a series of principles for redevelopment of the Eastern Waterfront (pgs. 15, 18), under the headings of Character and Impact of Development, Mixed Use, Maritime Resources, and Economically Responsible Development. Several of the statements associated with these principles have direct implications for this application and subsequent development of the property:

- *Development within the eastern waterfront will be compatible with the surrounding areas, neighborhoods, natural environment and maritime uses (Character and Impact of Development).*
- *Development within the eastern waterfront will create a vital and active mixed-use urban area that generates life and use every day of the year and all hours of the day (Mixed Use).*
- *Development in the eastern waterfront will provide a significant benefit to the City and regional economy. (Economically Responsible Development. Broad in scope, this principle includes priorities such as water-related tourism, positive economic return, multi-modal transportation opportunities).*

The Design Guidelines section of the Eastern Waterfront Masterplan focuses on building design for new proposals, but also public spaces, view corridors, building orientation, height, and parking. It calls for buildings to be placed at the sidewalk edge with primary entrances to the street, and for building heights to be compatible with surrounding development and neighborhoods. It states that *above-grade parking structures should include usable retail, commercial, and/or residential uses along street frontages to create a high quality urban environment* (pg. 6) and that *the areas devoted to surface parking and vehicle queuing should be minimized as much as possible and visual impact of such areas should be mitigated through buffering and landscaping. Land devote to surface parking lots should be reduced over time through redevelopment and construction of structured parking facilities* (pg. 12).

The creation of Design Guidelines was followed by a Height Study in 2004 which recommended heights of 3-6 stories in this area (and some inclusion of 7 stories outside of the current B-6 zone), and avoidance of monolithic building heights and designs. It concluded that heights could not be divorced from the alignment of roads and open spaces in the Eastern Waterfront, and included recommendations for each of these things. A graphic of height recommendations, Illustration 33, included the India Street neighborhood, the Portland Company site and several other parcels, including 100 Fore Street. Illustration 33 informed many of the elements in the current Height Overlay, though implementation has required variations from the study through neighborhood concerns, property owner needs, and public deliberation.

Current differences between the Height Study vision and initial implementation of zoning include:

- The inclusion of flood plain measurement for one of the key building envelopes
- Reduction of heights on the 100 Street Building Envelope from 4 and 5 stories to 45 ft
- Reductions to 35 ft for new construction within 100 ft. of Fore Street
- Reduction of heights on the Building Envelope occupied by Wex from 4 and 6 storeis ft to 45/55 ft
- No inclusion of the India Street neighborhood (with the exception of the western-most Building Envelope, now superseded by the IS-FBC).
- Changing of the no-build corridor running west to east through the Portland Co. site to a building break line, exact locations to be determined in the course of Planning Board review.
- Conversion of building stories to feet

Each of these variations from Illustration 33 resulted in zoning consistent with the overarching conclusions of the Height Study, including preservation of view corridors, promoting street extensions, and varying heights throughout the study area.

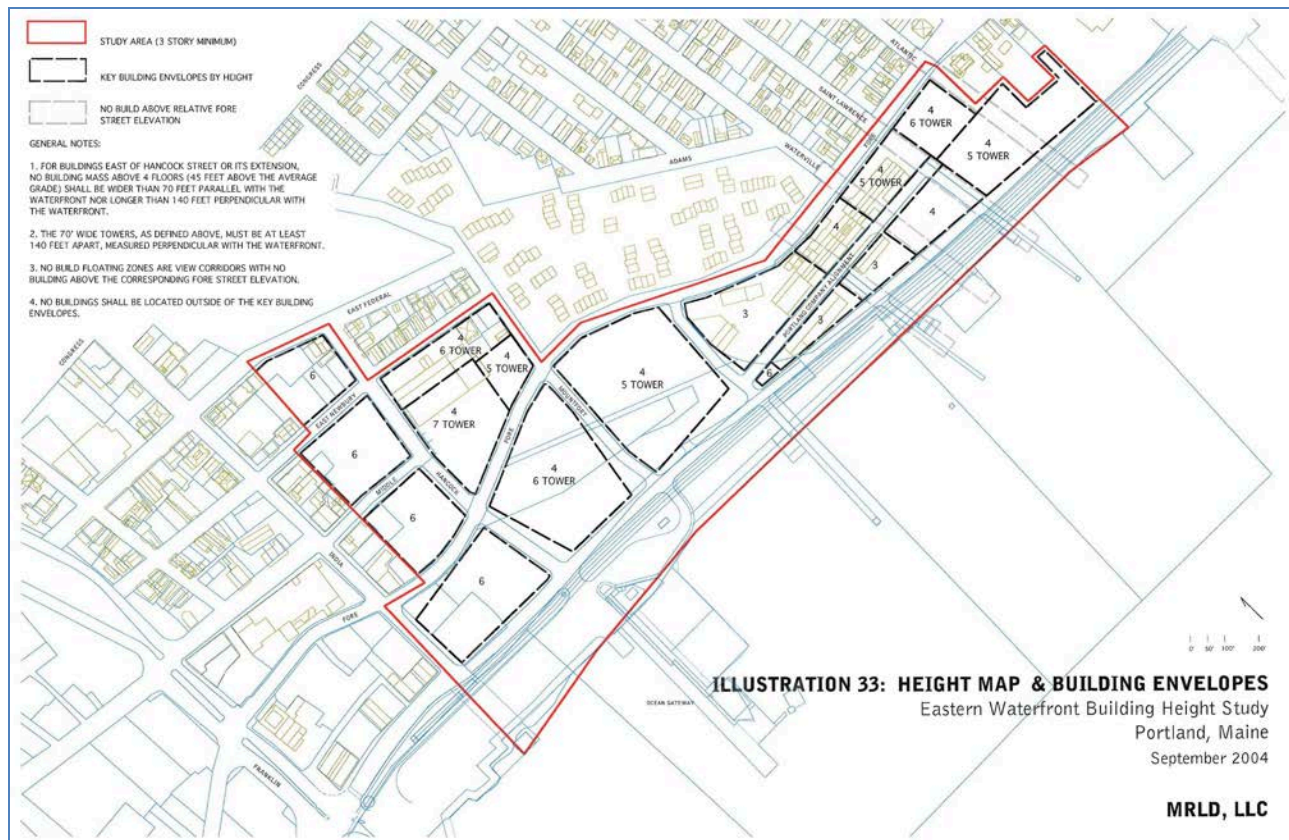


Figure 9, Illustration 33, Eastern Waterfront Height Study

The Eastern Waterfront Masterplan (the original masterplan, the design guidelines, and the height study), is a multi-faceted document. For the purposes of this application for a change to allowable heights, its pertinent elements have to do with the priorities of the height study as well as the additional recommendations of the Eastern Waterfront Masterplan such as fostering mixed-uses, multistory redevelopment, elimination of surface parking, provision of parking within a mixed-use structure, and maintaining view corridors and the potential for future street extensions.

The proposed heights for 100 Fore Street do not exceed the maximums envisioned in the Eastern Waterfront Masterplan, and the uses proposed to accompany those heights explicitly meet the stated goals of elimination of surface parking, structured and mixed-use parking when parking is proposed, and creation of a defined building edge at the street.

VI. PUBLIC COMMENT

Fifteen items have been submitted to date, in addition to the testimony given at the July workshop. Some of the concerns and topics addressed include:

- Traffic congestion and its potential for increased air pollution, climate change
- Traffic congestion as it will impact Portland's streets, including impact on Franklin Street, 295, Commercial Street, and the streets of Munjoy Hill
- Traffic congestion's negative impacts on the fishing industry in the Central Waterfront
- Parking impacts on the surrounding streets and on Munjoy Hill in particular
- Increased heights – concern with and/or objection to increased heights and the resulting change in views and visual character of the Eastern Waterfront

- Rising housing costs
- The need for open space
- Suggestions for alternative, sustainable approaches to off-set traffic and parking demand, such as: encouraging public transportation, required developer contributions to Metro Bus, shuttle service to the Eastern Waterfront and downtown areas, completion of a transportation Commercial Street study before any decision on the application
- Site Plan review – a request the map amendment be reviewed concurrently with the Site Plan review, out of a concern that the map amendment could result in a poor presence at street level, little pedestrian activity, negative historic district impacts (see below), and a lack of commodiousness for pedestrians at the entrances
- Historic preservation impacts, particularly in regard to Building 12, 58 Fore Street, which abuts 100 Fore Street

The neighborhood meeting was not attended by any abutters (Attachments E and F).

VII. DISCUSSION

New Materials

The applicant has submitted five new or updated visuals to supplement the initial submission package. Three massing plans (Attachments Plan 4, Plan 5, Plan 6) have been updated with maximum square footage calculations for the parcel. The following are the calculations for the cumulative totals under current zoning, proposed zoning, and anticipated maximum build-out for the proposed uses on the site:

Plan 4. Existing Zoning: 265,440 s.f.

Plan 5. Proposed Zoning: 318,440 s.f.

Plan 6. Estimated buildout for parking garage and office: 290,080 s.f.

The third calculation is based on the practical requirements, contemporary layouts and dimensions of the proposed uses. It does not represent the regulatory maximum if the amendment is implemented, but rather comment, to accompany the visual of Plan 6, on how the ultimate massing would differ depending on the uses occupying the site.

Two additional visuals have been included, including a plan showing site lines as impacted by the proposed height change at Fore Street (Plan 7) and a massing plan oriented up Fore Street (Plan 8).

Additional Height Overlay changes

The applicant's modified map showing the portion of the Building Envelope for which the height increase is proposed isolates half the envelope area and includes two new notes for the Height Overlay in addition to the four existing plan notes (Figure 3, Attachment D). If this height change request is approved as proposed, it necessitates changes to other plan notes for consistency. Below are the proposed changes integrated into the B-6 Height Overlay (included as Attachment 2):

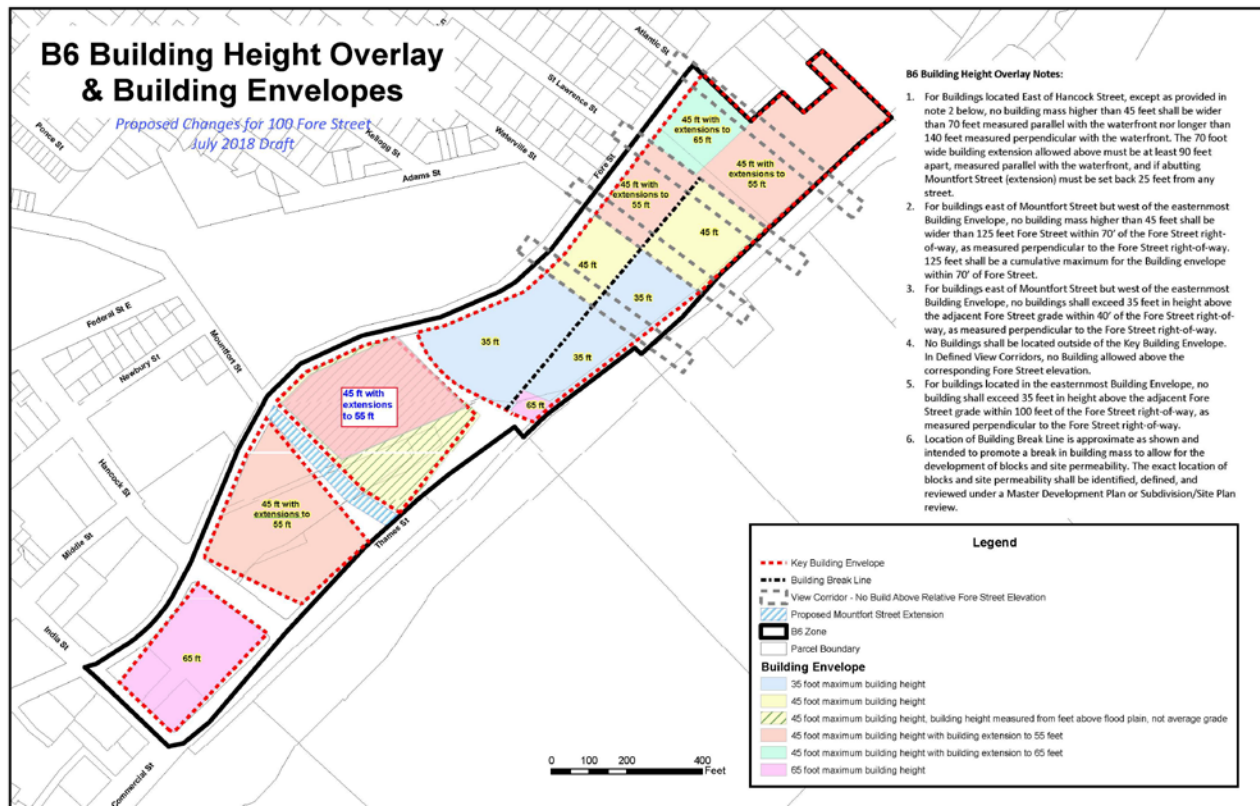


Figure 10, 100 Fore Street Map amendment, full changes to plan notes.

Below are the changes to the Height Overlay notes in Figure 10 (applicant's language is underlined; staff changes include new text in blue and struck-through text):

- 1) For Buildings located East of Hancock Street, except as provided in note 2 below, no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70 foot wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront, and if abutting Mountfort Street (extension) must be set back 25 feet from any street.
- 2) For buildings east of Mountfort Street but west of the easternmost Building Envelope, no building mass higher than 45 feet shall be wider than 125 feet ~~measured parallel with Fore Street~~ within 70' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way. 125 feet shall be a cumulative maximum for the Building envelope within 70' of Fore Street.
- 3) For buildings east of Mountfort Street but west of the easternmost Building Envelope, no buildings shall exceed 35 feet in height above the adjacent Fore Street grade within 40' of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
- 4) No Buildings shall be located outside of the Key Building Envelope. In Defined View Corridors, no Building allowed above the corresponding Fore Street elevation.
- 5) For buildings located in the easternmost Building Envelope ~~East of Mountfort Street (extension)~~, no building shall exceed 35 feet in height above the adjacent Fore Street grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.

4) 6) Location of Building Break Line is approximate as shown, and intended to promote a break in building mass to allow for the development of blocks and site permeability. The exact location of blocks and site permeability shall be identified, defined, and reviewed under a Master Development Plan or Subdivision/Site Plan review.

Mountfort Street Extension

The no-build area on included in the area of Mountfort Street shows a retaining wall and plantings to support the conceptual site plan (Plan 2). Though no new buildings are proposed here, and there would be fewer obstructions in this corridor than under existing conditions, any future site plan for this application will need to include insure that no new development precludes a future street extension.

Connector Road

The conceptual site plan (Plan 2) included with his application shows a cul-de-sac off Fore Street in the vicinity of one of the current site entrances. This depiction of a cul-de-sac on this conceptual site plan should be eliminated and the entrance extended to integrate with the design for the Thames Street extension in any future submission, as well as address the interface of this parcel with circulation for the Portland Company site.

Depiction of the connector road on the conceptual site plan is not an indication of support for this configuration in any future design.

Additional Overlay Amendments

This application provides an opportunity to address aspects of the Height Overlay that could be made more consistent and serviceable. The Height Overlay was originally patterned on visuals that were helpful in the context of the Eastern Waterfront Height Study but that are unwieldy to administer in the form of a zoning map. Many of the boundary lines in the map –view corridors, no-build zones, Building Envelopes, and breaks between height blocks - do not follow parcel or ROW lines and are therefore difficult to interpret. The creation of the IS-FBC means that the westernmost building envelope has now been superseded, but still exists in both the IS-FBC and the Height Overlay and should be removed from the latter. Changes that have occurred since the Height Study, such as the alignment of the Thames Street Extension and the future connection between Thames and Fore Street, have implications for the Building Envelopes and the white no-build areas - the final design of both the connection between Fore Street and the Thames Street Extension, as well as any future design of Mountfort Street Extension, will be determined by engineering requirements, access requirements and the challenges of the Eastern Waterfront's grade changes as well as the policy direction established by the Height Study. Lastly, the application for 100 Fore Street splits an existing Building Envelope, the remainder of which is City-owned land. Below is an altered Height Overlay, for workshop discussion, showing some potential amendments. A rough draft to inform discussion, any cartographic changes can be made more visually attractive before being finalized. In addition to the proposed 100 Fore Street amendment, changes included in Figure 11/Attachment 3 include:

- Removal of the westernmost building envelope (now in IS-FBC).
- No-build areas replaced with view protection splays and street extension areas, final layout to be determined in the course of Site Plan or Master Development Plan Review. Street extension areas are preserved.
- Removal of a 65 ft. Building Envelope, since it is anticipated that the extension of Thames Street will cross through enough of this area to make it impractical. Replaced with a maximum of 35ft.
- Change to the remainder of the parcel with the floodplain measurement requirement to measurement taken from average grade.
- New notes 7, 8, and 9, including notes on measurements and interpretation:

- 7) There shall be no new buildings in the areas of the Mountfort Street Extension and the Fore Street Connector Road, which shall be reserved for protection of public views and future extension of streets built to City street design standards. Precise layout and design shall be identified, defined, and reviewed under a Master Development Plan or Site Plan Review.
- 8) View Protection Splays. These areas shall be prioritized for view protection, site circulation, and active public space.
- 9) Interpretation of Boundaries. View Corridor limits shall be drawn from an extension of the corresponding streets where these streets meet Fore Street, or in the case of Kellogg Street where it meets Adams Street. Building Envelope boundaries shall take their boundaries from the nearest view corridor and/or street extension boundaries where applicable; when a Building Envelope does not align with a view corridor or street extension, the boundary shall be the parcel boundary.

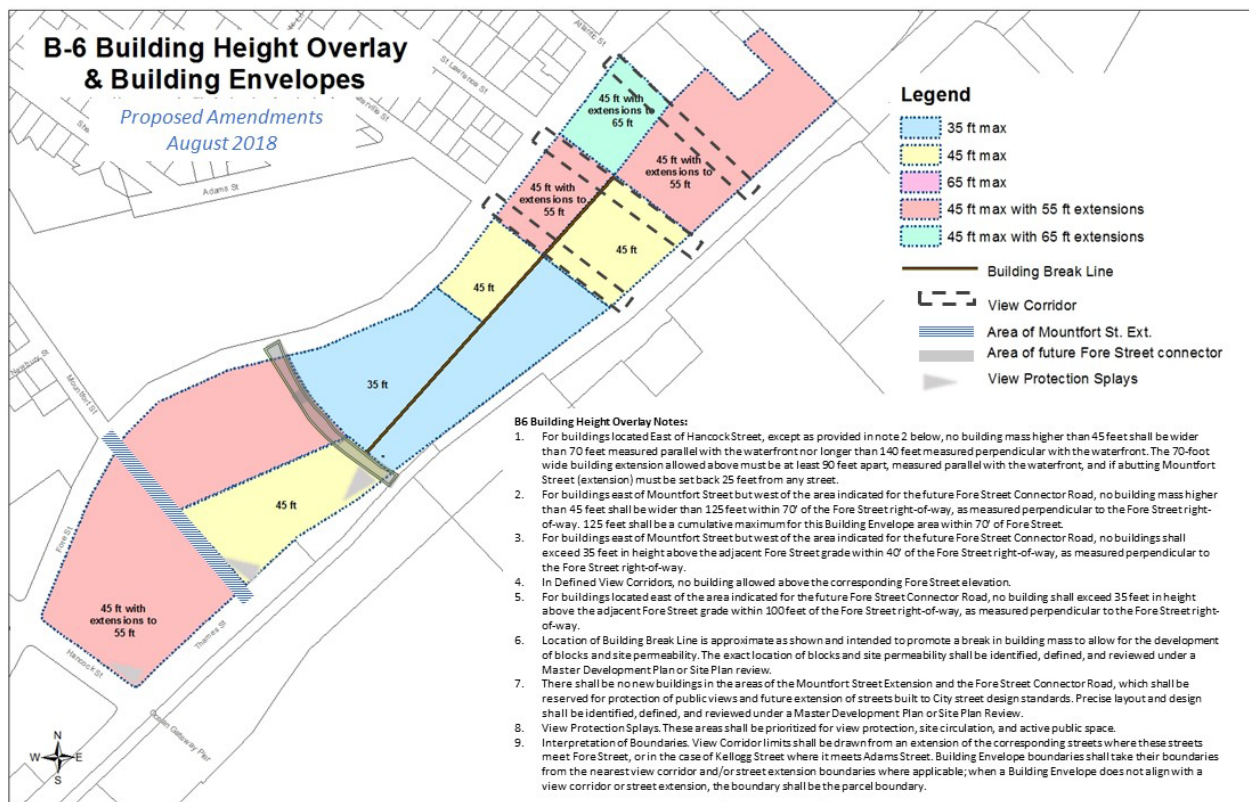


Figure 11, B-6 Height Overlay with proposed additional changes

VIII. STAFF RECOMMENDATION

As is customary for zoning amendment applications, Staff assessed whether broader changes beyond the application for 100 Fore Street amendment would make for a more holistic set of changes. Consideration of the amendment requested for 100 Fore Street presents an opportunity to make additional changes to the B-6 Height Overlay that are consistent with the Eastern Waterfront Masterplan and the Comprehensive Plan, but more internally consistent and practical to administer. Staff recommends that the Planning Board find the proposed B6 Building Height Overlay & Building Overlay zoning map amendments (full changes as shown on Attachment 3) to be consistent with the Comprehensive Plan and recommend to the City Council adoption of the proposed map amendments.

IX. PROPOSED MOTION

On the basis of the material provided in this report for of Project # ZN-000114-2018, public testimony, a review of applicable policies, and other information, the Planning Board finds that the proposed amendments to the B6 Building Height Overlay & Building Overlay **[are or are not]**, consistent with the Comprehensive Plan and **[recommends or does not recommend]** adoption of the proposed amendment to the City Council.

X. ATTACHMENTS

1. Adopted B-6 Building Height Overlay
2. B-6 Building Height Overlay w/ 100 Fore Street Proposed Changes
3. B-6 Building Height Overlay w/full changes

Applicant's Submittal

- A. Zoning Request Summary
- B. 100 Fore Street Policy Narrative
- C. Quitclaim Deed
- D. Proposed B-6 Height Overlay Amendments
- E. Neighborhood Meeting Notice
- F. Neighborhood Meeting Certification
- Plan 1. Existing Conditions Plan
- Plan 2. 100 Fore Street Concept Plan
- Plan 3. Contextual Massing
- Plan 4. Massing under current zoning w/maximum sf
- Plan 5. Massing under proposed zoning w/ maximum sf
- Plan 6. Massing with office overlay w/anticipated maximum sf
- Plan 7. Site lines w/setbacks
- Plan 8. Massing looking up For Street

Public Comment

- PC1. Murray 6-25-2018
- PC2. Wolf 7-3-2018
- PC3. Snyder 7-6-2018
- PC4. Medina 7-6-2018
- PC5. Day Petit 7-6-2018
- PC6. Ryan 7-9-2018
- PC7. Lawson 7-9-2018
- PC8. Gaal 7-10-2018
- PC9. Holden 7-10-2018
- PC10. Cousins 7-10-2018
- PC11. Guay 7-10-2018
- PC12. Berkow 7-11-2018
- PC13. Greater Portland Landmarks 7-25-2018
- PC14. Marle 7-30-2018
- PC15. Wright 8-2-18



PLANNING BOARD REPORT PORTLAND, MAINE

New 8-unit: 7 residential units and 1 commercial unit condominium

28 Vannah Avenue

Subdivision, Level III Subdivision and Site Plan

Project # PL000030-2018

CBL:

Vannah White, LLC, Applicant

Submitted to Portland Planning Board
Public Hearing Date: August 14th, 2018

Prepared by: Jean Fraser
Date: August 10th, 2018

I. INTRODUCTION

Vannah White LLC (Thomas Greer) is requesting a final Planning Board review of their Level III Subdivision and Site Plan application for a new 3-story eight-unit building at 28 Vannah Avenue, near the Woodford's Corner intersection of Forest Avenue and Ocean Avenue. The project was considered at a Planning Board Workshop on June 12, 2018.

The proposed ground floor comprises one commercial unit in the front part and an ADA accessible 2-BR residential unit in the rear. Six residential units (one, two and three bedroom) are proposed for the two upper stories. The new building is 3 stories (approximately 33ft in height) with a footprint of 3150 sq ft and total floor area of 9100 sq ft.

The site is currently occupied by a residential style commercial building with a large parking area, and most of the site is within the B1 zone that provides a buffer between the B2 zone to the west and the surrounding R3 (see plan on page 4).



Applicant: Vannah White, LLC (Thomas Greer)
Consultants: Engineer: Thomas S Greer, PE
Architects: Whipple Callender Architects

Required Reviews and Waivers:

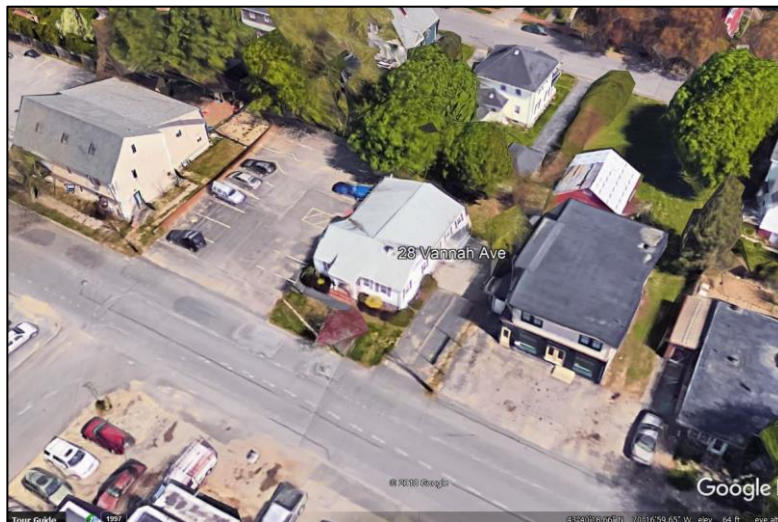
Review	Applicable Standards
Subdivision: Construction of new building with 7 residential dwelling units and 1 commercial unit	<i>Section 14-497 for the creation of 8 units.</i>
Site Plan: Multifamily development	<i>Section 14-526 for the proposed multifamily residential development comprising 7 units.</i>
Waiver Requests to Planning Board	Applicable Standards
Compact Parking Spaces: The applicant proposes 11 compact vehicle parking spaces as part of the 17 total spaces (64.4%) (see applicants waiver request in Att S)	Technical Standard 1.14 Parking Lot and Parking Space Design requires that any parking lot with more than 10 spaces may be comprised of up to 20% compact parking spaces. The City's Traffic Engineer Reviewer supports this waiver in view of the anticipated low turnover (Att 4).

II. PROJECT DATA

SUBJECT	DATA
Existing Zoning	Primarily B1; strip along back boundary is R3
Existing Use	Offices and parking
Proposed Use	Commercial/residential
Total Area of the Site	10,500 sq ft
Proposed Disturbed Area of the Site	10,500 sq ft
Impervious Surface Area - Existing	7,867 sq ft
Impervious Surface Area - Proposed	8,380 sq ft
Building Footprint - Existing	1,552 sq ft
Building Footprint - Proposed	3,150 sq ft
Building Floor Area - Existing	1,552 sq ft
Building Floor Area - Proposed	9,100 sq ft
Number of lots proposed	8 (1 commercial; 7 residential)
Residential Units- Existing	0
Residential Units- Proposed	7
Residential Bedroom Mix:	two 1-BR; three 2-BR; two 3-BR
Parking Spaces - Existing	17
Parking Spaces - Proposed	17 (incl 1 handicapped parking space)
Bicycle Parking Spaces - Existing	0
Bicycle Parking Spaces - Proposed	4 (2 bike racks shown on site plan, with 2 bikes each)
Estimated Cost of Project	\$1,200,000

III. EXISTING CONDITIONS

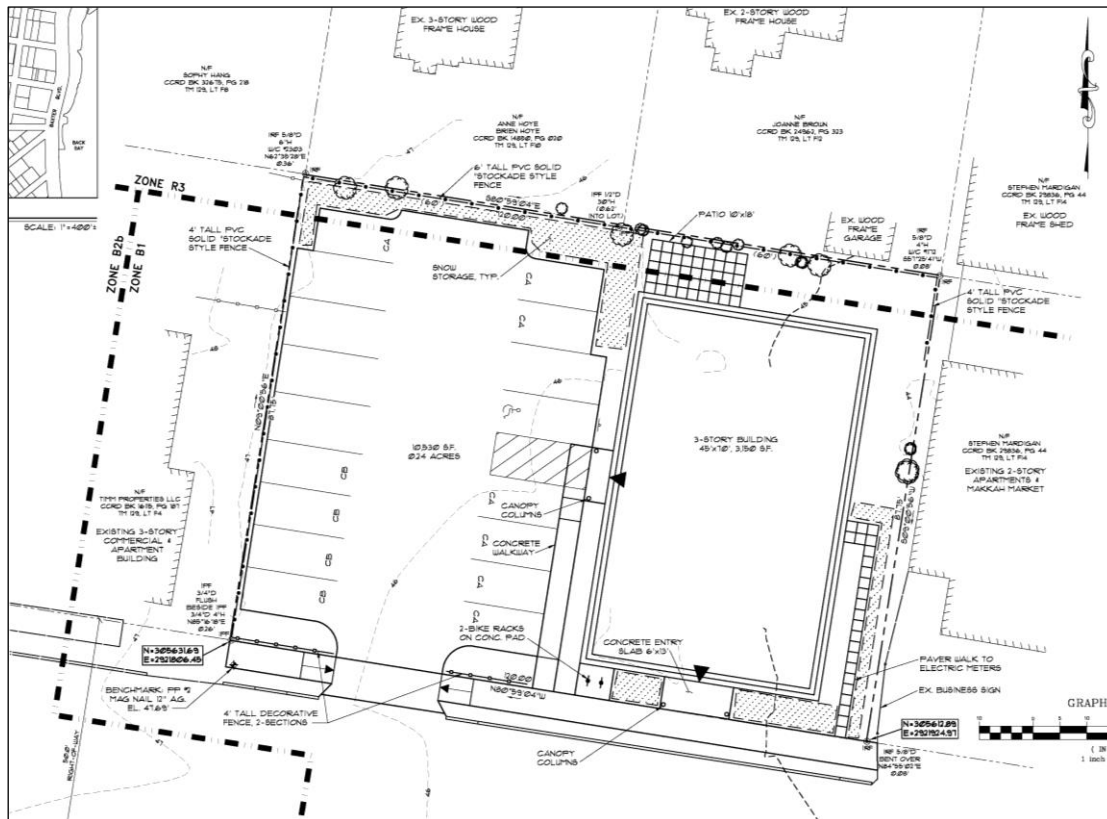
The applicant has submitted photographs of the existing site in [Attachment T](#) and a boundary survey in [Plan P1](#). The relatively flat site is bounded to the north by the R3 zone and residential properties. To the west is an existing building used for offices, day care and personal services. To the east is a mixed use building with retail on the ground floor and two residential units above (also in B1 zone).



IV. PROPOSED DEVELOPMENT

The final proposals are shown in the Plan Set which includes perspective renderings (P15 and P16), Floor Plans (P11 and P16) and elevations (P12) along with the civil plan set. The design of the building and parking/landscape details were revised in response to the PB Workshop comments, and the proposals now include the following (also see extract from the Subdivision plat below):

- New 3 story flat roofed building (with basement) on the site of the existing building, with roof deck and HVAC compressors;
- Proposed building to include one commercial unit on the ground floor; one residential ADA accessible unit on the ground floor, and six residential units on the upper floors;
- Associated parking lot, approximately as existing, with reduced curb cut;
- Landscape and planting that preserves the existing trees around the perimeter of the site and incorporates street trees, foundation planting and buffer planing;
- New sidewalk;
- Fencing around three sides of the project: the west and north sides (and small part of the east side at rear) are white PVC stockade style fencing; at the front along the back of the sidewalk (in front of the trees) is a black vertical metal decorative fence at 4 feet in height;
- Communal patio at the rear.



V. PLANNING BOARD WORKSHOP DISCUSSION

The main focus of the Planning Board comments was the design of the building, particularly the proposed gable roof form and entrance. Board members encouraged the applicant to reconsider the design in light of the Urban Designer Preliminary comments, and noted that this preliminary design resembled an “suburban office park” rather than urban residential.

Other recommendations from the Board were to increase the buffer planting along the rear boundary to reduce the prominence of the fencing, and to clarify the drainage and grading, as the parking lot drainage appeared to be directed towards the building.

In addition, staff identified that the following aspects needed further consideration:

- Compressor location;
- Parking lot/frontage area to address parking space size/utility guy wire/ landscape /fencing comments;
- Parking aisle width; construction management plan; grading and drainage; truck deliveries.

The final submissions have addressed all of these issues.

VI. PUBLIC COMMENT

A total of 237 notices were sent to property owners within 500 feet of the site and interested parties, and a legal ad was published in the *Portland Press Herald* on August 3rd and 6th, 2018. The required Neighborhood Meeting was held on May 23, 2018 and attended by 8 neighbors, excluding representatives of the applicant. The Meeting Certificate and notes are included in Attachment U. Two written public comments were received (Attachments PC1 and 2 from the same neighbor) and echo the Planning Board comments on the gable design. There were no public comments presented at the PB Workshop.

VII. RIGHT, TITLE & INTEREST AND FINANCIAL AND TECHNICAL CAPACITY

The applicant has submitted a copy of the applicant's ownership deed and a letter dated 2.6.18 from People's United Bank confirming financial capacity. The submissions were prepared by professional consultants.

VIII. STAFF REVIEW

A. ZONING ASSESSMENT

The site is primarily within the B1 zone, with an 8 foot wide strip along the back boundary within the R-3 zone as illustrated below and shown on the Site Plan in Plan P4:

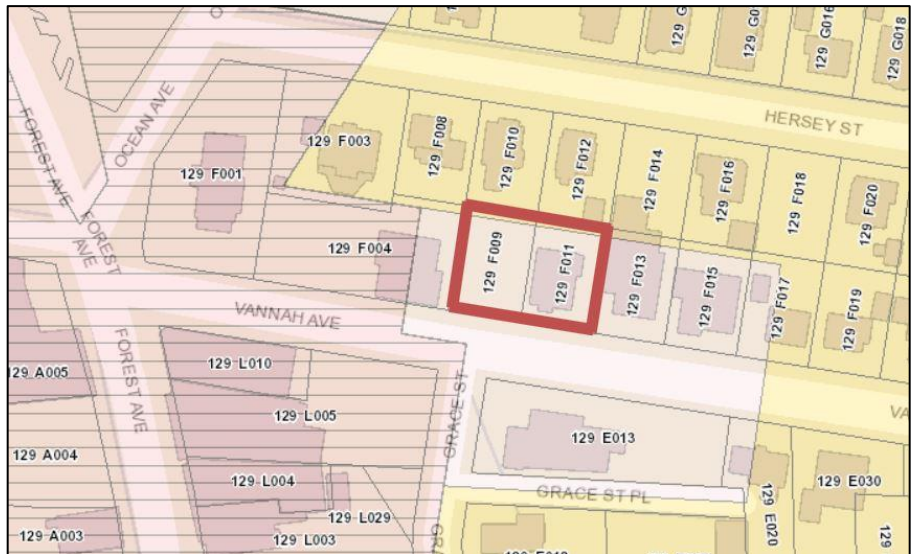
Uses: The proposed uses are permitted within the B1 zone, which allows multifamily dwellings above the first floor where a commercial use is on the first floor. Multifamily dwellings are also allowed on the first floor where a minimum depth of 25 feet along the principal street frontage is maintained for commercial uses; the proposed commercial space meets this requirement.

Under the Fair Housing Act the first floor unit must be accessible and the site plan (Plan P.4) and ground floor plan (Plan P11) address the

accessibility requirements but have not confirmed that the access from the parking lot to the unit meets ADA. A suggested condition of approval requires confirmation with supporting details. Under ADA the access to the commercial unit should also be level and ADA accessible.

The B1 zone requires that if the commercial space is used as a retail or restaurant, it may not operate between 11pm and 6am. The B1 ordinance also specifies that a retail use may not accept deliveries or services between 10pm and 7am. These limitations are included in a suggested condition of approval.

Dimensional Requirements: The submissions document (Attachment G) that the proposal meets all of the dimensional requirements of the B1 zone. The staff concur with the applicant's assessment, except that the new roof design results in a height of 32.8 feet based on the zoning definition, with the highest absolute height at 33.5 feet.



Parking Requirements: The applicant has proposed 17 parking spaces. There are 7 residential units and a commercial space of about 1500 sq ft in the proposed building.

The ordinance specifies the following parking requirements (summarized):

- Residential: 2 spaces per unit (14 required)
- Retail: 1 parking space /200 sq ft of first floor area in excess of 2000 sq ft (0 required)
- Restaurant: 1 space for each 150 sq ft not used for bulk storage or food preparation (up to 8 or 9 required)
- Offices; professional: 1 space for each 400 sq ft exclusive of cellar, not used for bulk storage (up to 3 or 4 required)

The applicant intends the ground floor commercial unit to be retail or offices, and in that case the parking provision would meet the zoning requirement. If at some stage the ground floor space was used or converted to a restaurant use, then the on-site parking provision appears to be inadequate. In order for this issue to be clear for any future owner or lessee/occupant, a suggested condition of approval notes that if the commercial space is to be used for a restaurant, further parking provision would need to be documented.

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

14-496. Subdivision Plat Requirements

The applicant has submitted a draft Subdivision Plat (Plan P2) which is generally acceptable but requires revisions to the notes (to clarify notes regarding the electrical service being underground and to include the location and floorspace and legal status of all of the units) along with the standard updates following any subdivision approval. The draft plats do not clarify whether all of the units will be condominium units, and refers to “owner” responsibilities regarding snow storage; draft condominium documents have not been submitted. Both the Plat and any condominium documents would need to clarify the rights of use and maintenance for the rear patio, roof decks, trash room and other areas outside the units. A suggested condition of subdivision approval addresses the possibility of some or all of the units being condominiums and the associated requirements.

14-497. General Requirements (a) Review Criteria

The proposals have generally addressed the subdivision standards, with the following items of relevance to this project:

Water, Air Pollution and Soil Erosion

The applicant has submitted the capacity letter from the Portland Water District (Attachment P.).

Traffic

The Traffic Engineering reviewer has confirmed that the project is not expected to generate a significant amount of new traffic and thus is not expected to impact safety and mobility in the study area (Attachment 4).

Sanitary Sewer/Soils/Stormwater

The proposal increases the impervious surface by 513 sq ft. The applicant revised the grading plan to address previous comments concerning the direction of stormwater flows. The Peer Engineering reviewer considers the proposals to be acceptable (Attachment 1), subject to a condition of approval requiring submission of the wastewater capacity letter.

Scenic Beauty

The applicant has retained all of the existing trees on the site and proposed new street trees. The proposed building replaces a smaller existing building, and its design was revised to address the Board Workshop and Urban Designer comments.

Comprehensive Plan

Staff find the proposed project compatible with the Comprehensive Plan, which includes the following applicable goals:

- “create economic prosperity by growing Portland’s tax and employment base”
- “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”.

C. **SITE PLAN REVIEW (14-526 Site Plan Standards)**

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**

Impact on Surrounding Street systems: Please note comments above under *Subdivision Review*.

Access and Circulation

The proposed commercial space on the ground floor is proposed as retail (though business shown on floor plan) and could become a restaurant or other business. The Traffic Engineer Tom Errico requested details of how truck deliveries would be accommodated. The applicant explained delivery vehicle access in Attachment W, and Mr Errico has determined that the arrangements are reasonable (Attachment 4).

Sidewalks and Pedestrian Connections

The applicant proposes to install a new concrete sidewalk with a concrete apron for the curb cut leading to the parking lot. The new sidewalk will connect to the short existing sidewalk abutting the site to the east, and to the west the "gap" in the existing sidewalk (and section of uneven sidewalk) will be completed as part of the City's sidewalk contract for next year. The proposal include a direct concrete walkway between the ROW sidewalk and both entrances, so that access from the sidewalk to the residential units is separate from the parking area.

Public Transit Access - this standard does not apply to this proposal.

Parking

- **Vehicular:** The proposed parking provision of 17 spaces has been achieved by the inclusion of 11 compact spaces. The Traffic Engineer Reviewer was less concerned about the number of compact spaces than the location, and the revised plans address previous staff comments. The final layout of the parking lot, and associated compact spaces, is supported by the consultant Traffic Engineer Tom Errico (Attachment 4.)
- **Bicycle:** The ordinance requirement is 2 spaces per 5 dwelling units and 2 bicycle parking spaces for every 10 required vehicle parking spaces for non-residential. The applicant has shown two bike racks (4 bicycle spaces) on the revised site plan and staff consider that this provision meets the ordinance requirements.

Snow Storage: Snow Clearance Notes were added to the draft Subdivision Plat. The language may need to be reinforced by condominium documents for the relevant units, as noted in the suggested conditions of subdivision approval.

Transportation Demand Management: this standard does not apply to this project

Construction Management Plan

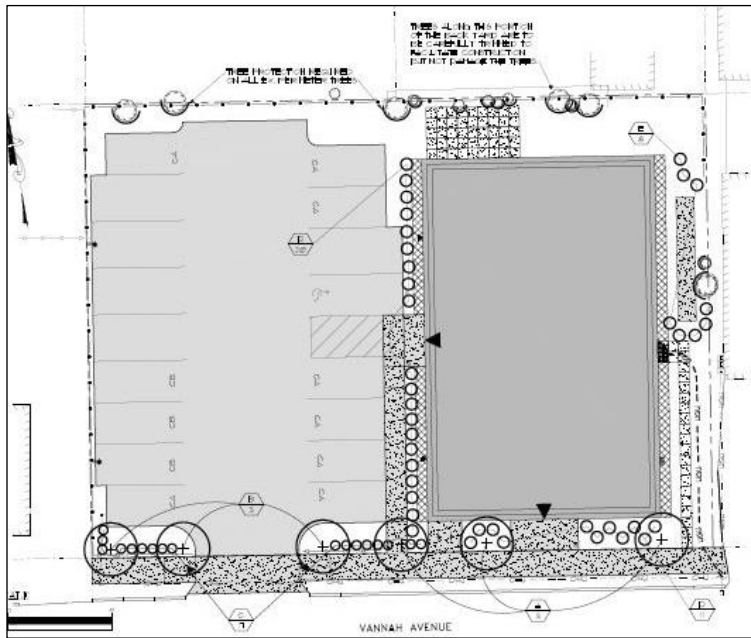
The applicant has submitted a final Construction Management Plan narrative and plan (Att L and Plan P8), which have been revised to address staff comments and are considered acceptable (Attachment 1).

2. **ENVIRONMENTAL QUALITY STANDARDS**

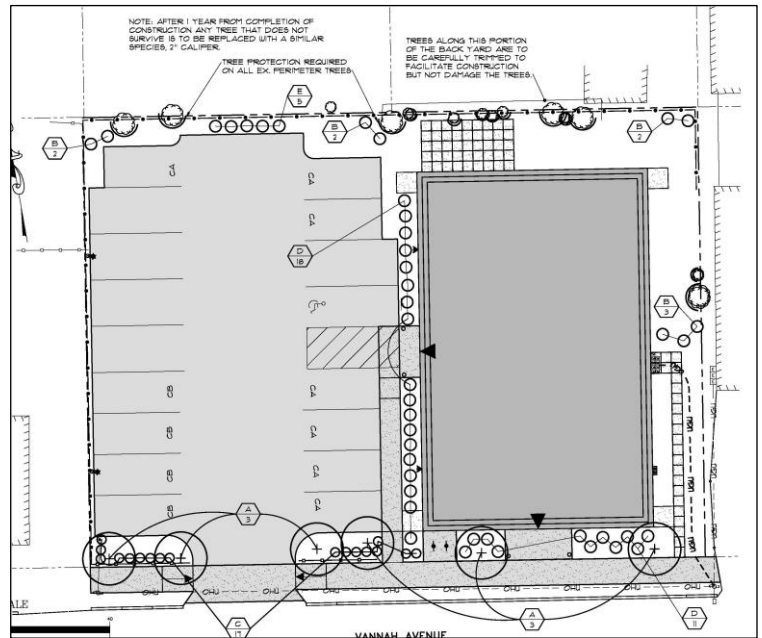
Landscaping and Landscape Preservation, Site and Parking Lot Landscaping

The proposal retains all of the existing trees on the site, adds 6 new trees along the frontage at the back of the ROW, adds other planting around the building, and has added additional buffer planting along the rear fence to address the Planning Board and staff comments (see Landscape plan in Plan P5, and below right). The City Arborist provided further detailed comments after the PB Workshop that included recommendations for enhancing the new planting and/or using species that would do well in this location (Attachment 5.) Below is a comparison of the previous and final proposals:

As presented to PB Workshop:



Final for PB Hearing:



The proposal includes “buffer” fencing around three sides of the project: the west and north sides (and small part of the east side at rear) are white PVC stockade style fencing; at the front along the back of the sidewalk (in front of the trees) is a black vertical metal decorative fence at 4 feet in height. The location of the fence was discussed at the PB Workshop in the context of public comment ([PC1](#)) and the applicant explained that the location was intentional to signal the area as private parking.

Jeff Tarling, the City’s Arborist, is generally supportive of the proposed tree preservation and landscaping; he has recommended that a condition be included to require tree replacement if any of the preserved existing trees do not survive the construction impacts ([Attachment 5](#)).

Street Trees

The applicant requested to contribute to the Street Tree fund for the one additional street tree required to meet the site plan ordinance ([Attachment S](#)), and this is reflected in a suggested condition for the Board to consider.

Water quality, Stormwater Management and Erosion Control - see discussion under *Subdivision Review* above.

3. PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY STANDARDS

Consistency with Related Master Plans

The proposal includes a new concrete sidewalk that accords with the City’s material policy and includes curbing. The applicant has agreed to extend the sidewalk a short distance beyond the applicant’s frontage (to the east) to connect with the existing sidewalk.

To the west there is a missing section of sidewalk and a section in poor condition, and the City will be upgrading these sections within about a year which will provide an improved sidewalk connection between the new development and Forest Avenue.

Public Safety and Fire Prevention

The Fire Department does not have any comments on the proposals in terms of public safety and fire prevention, and noted that access is adequate in relation to abutting buildings ([Attachment 3](#)).

Availability and Adequate Capacity of Public Utilities- see comments under Subdivision Review above.

4. Site Design Standards

Massing, Ventilation and wind Impact; Shadows; Snow and Ice Loading; View corridors; Historic Resources - these standard do not apply to this project.

Exterior Lighting and Street Lighting

The proposed site lighting, including the specifications in Attachment R, is generally acceptable, subject to a revised photometric plan that confirms that there the light trespass along the property lines is below the maximum of 0.1 footcandle as required in the Technical Standards. A suggested condition of approval requests that the lighting be revised and documented. The existing street lighting has been assessed by staff and is adequate.

Noise and Vibration

The applicant originally proposed that the HVAC compressors be located along the rear boundary and staff suggested that they be located away from the residential zone. The plans presented at the PB Workshop placed the compressor along the side but these were close to the property boundary. The final design shows the compressors relocated to the roof in conjunction with the redesign that incorporates a flat roof. Staff support the proposed location as shown in the recently submitted revised roof plan in Plan P16. The supporting revised elevations indicate that these would not be visible from any public street or adjacent sites as required under the site plan ordinance.

Signage and Wayfinding - the submissions include indicative signage, and it should be noted that all signage would be subject to separate sign permits from the Permitting and Inspections Department and are not included in this review.

Zoning-Related Design Standards (B1 zone)

1. **B1 Design Standards** The project is located mainly in the B1 zone. The Purpose Statement for B1, B1-b, B2, B2-b Zones states:

Development in the B1, B1-b, B2 and B2-b business zones shall provide an established street wall with entrances and public portions of the building oriented to and directly accessible from the public sidewalk and shall be designed and scaled to be compatible with surrounding residential and commercial development as demonstrated by compliance with all applicable design standards listed in the Design Manual.

The photograph at right below provides an impression of the context for the project:



The applicant was requested by both the staff and Planning Board to reconsider the original gable design shown below left. The final design now incorporates a flat roof, with a stair overrun, decks and HVAC on the roof that are not visible in the comparable view (right).

As presented to PB Workshop:



Final for PB Hearing:



The City's Urban Designer Caitlin Cameron has reviewed the revised design and provided a Design Review Memo (see [Attachment 2](#) and [extracts below](#)). The overall design is considered acceptable, subject to revisions to the elevations as noted below. A suggested condition of approval is included although it is understood that the revised elevations will be available for the Hearing.

The perspective renderings in [Plan P15](#) and [P16](#) show the building from different viewpoints and confirm that the roof elements are recessive. Staff had raised concerns that the location of the roof HVAC compressors would be visible from long views; the architect revised the location of the compressors to address this concern (as explained in [Att. Y](#) and illustrated in [Plan P16](#).)

Extracts from the Urban Design Final Memo ([Att. 2](#)):

Standard (1) f. Building Design – Building design conveys its commercial/mixed use nature. Use of office-front is consistent with commercial buildings on this street.

Building form was revised to have a flat roof appropriate for a three-story, mixed-use building type, as well as appropriate given the width and proportion of the building overall and does not preclude the use of articulation and detail to add visual interest. The office use is differentiated on the façade through the use of the office-front windows, the change of material, and the trim delineating the ground from the upper floors. These elements are adequate in conveying the different uses. **Trim/panel details vary from front to side of building at the ground floor – revise elevation to show panel below all commercial office windows. Office entry was revised to simplify, remove pediment roof.** The rooftop does now include some appurtenances such as a stair overrun, decks, and mechanical systems. The circulation and decks are set back from the street and do not negatively impact the perceived scale or form of the building. **The rooftop mechanicals are placed to the center of the roof to reduce the visibility from the ROW but are not screened – the renderings show these should not be visible and negatively impact the design or ROW.**

*Standard (1) g. Building Materials – The elevations refer to “synthetic” clapboard – the applicant confirmed the clapboard and trim are proposed to be Boral siding. Staff support that material choice and find it to meet the standards for compatibility and durability but **suggest the material be clarified on the elevations or in the approval letter.*** The project appears to use clapboard of two different reveals with panel as an accent – these would be appropriate material choices. The surrounding context uses clapboard and brick primarily.



2. Multi-family and Other Housing Types Design Standards

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

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

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

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

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

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

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

Staff comment: A 10 foot by 18 foot common patio has been provided at the rear of the building, accessible from the handicap unit on the ground floor.

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

Staff comment: This standard appears to be met.

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

Staff comment: The parking area is screened along the ROW frontage with a decorative fence and tree planting, and by PVC stockade fences and small scale planting elsewhere except along the eastern boundary.

IX. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed mixed use development at 28 Vannah Avenue.

X. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on August 14, 2018 for application PL000030-2018 (28 Vannah Avenue) relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board [**finds/does not find**], based upon the consulting traffic engineer's review (Attachment 4), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual Section **1.14 Parking Lot and Parking Space Design**. The Planning Board [**waives/does not waive**] the *Technical Manual* standard (Technical Manual Section 1.14) to allow 11 compact spaces located in accordance with the approved site plan, as supported by the Traffic Engineering reviewer.

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 August 14, 2018 for application PL000030-2018 (28 Vannah Avenue) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing:

The Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code and **approves/does not approve** the application, subject to the following conditions of approval, which must be met prior to the signing of the plat:

- i. The applicant shall submit a final subdivision plat for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority, that includes but is not limited to: clarification of the legal status, size and location of all units; and rights and responsibilities for use of the communal areas including the rear patio, roof decks, trash room and other areas outside the units.
- ii. Revisions to the subdivision plat should also include:
 - a. Correction to the notes to consistently refer to all site electrical service being underground; and
 - b. Addition to the Zone information chart to include the B1 limits on the hours of potential uses in the commercial space (restaurant and retail can open only between 6am and 11pm); zoning limits on servicing (retail limits servicing to between 7am and 10pm); and
 - c. Addition of a note stating that if the commercial space is used for a restaurant, the B1 zoning ordinance would require additional parking provision and documentation of its provision.
- iii. If some or all of the units are to be condominiums, the Condominium Association documents shall be submitted for review and approval by Associate Corporation Counsel and Planning Authority and clarify rights and responsibilities for access, use and maintenance including snow storage and snow clearance from the sidewalks.

C. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board report for the public hearing on August 14, 2018 for application PL000030-2018 (28 Vannah Avenue) relevant to the Site Plan Ordinance and other regulations and the testimony presented at the Planning Board hearing:

The Planning Board finds that the plan **is / is not** in conformance with the site plan standards of the land use code, subject to the following conditions:

Prior to the submission of the Building Permit application

- i. That the applicant submit revised elevations to address the Urban Design Memorandum of 8.3.18 in respect of the ground floor panels and clarification of materials, for review and approval by the Urban Designer.
- ii. The applicant shall submit detail plans, for review and approval by the Planning Authority, that show that the access from the ROW to both the commercial and handicap units meets ADA and Fair Housing Act requirements as applicable.

Prior to the issuance of a Building Permit

- iii. That the lighting proposals and photometric plan shall be revised, for review and approval by the Planning Authority, to meet the light trespass standards set out in the City's Technical Manual for Site Lighting.
- iv. That the Wastewater Capacity letter shall be submitted.

Prior to the issuance of a Certificate of Occupancy

- v. There are 12 existing trees around the perimeter of the site that are shown to be preserved on the final Landscape Plan. If any of these trees do not survive the impacts of the construction (as determined by the City Arborist one year after the issuance of a CO) then they shall be replaced by the applicant with a similar tree species of 2 inch caliper.
- vi. That the applicant has demonstrated that site constraints prevent the planting of all of the 7 required street trees (one per unit for multi-family development) in or near the right-of-way, and therefore the applicant shall contribute \$400 for one street tree to Portland's Tree Fund.
- vii. That the design of the apron and associated sidewalk shall meet Technical Standards and conform to the design detail provided in the final submissions (2% maximum cross-slope).

ATTACHMENTS:

Attachments to the Report

1. Final Peer Engineer comments
2. Final Design Review Memorandum
3. Fire Department comment
4. Final Traffic Engineering comments
5. Final City Arborist comments

Public comments

- PC 1 Tamara Jones 6.4.18
PC 2 Tamara Jones 6.13.18

Applicant's Submittal

- A. Cover letter
- B. Table of Contents and List of Plans
- C. Application and checklist
- D. Right, Title and Interest and Easements
- E. Financial and Technical Capacity
- F. Description including location plan
- G. Zoning
- H. Easements
- I. Federal and State Requirements
- J. City Master Plans
- K. Fire Safety
- L. Construction Management Plan narrative
- M. Geotechnical Report
- N. Consistency with Master Plans (same as J)
- O. Solid Waste
- P. Utility capacity
- Q. Design Standards
- R. Lighting and HVAC
- S. Request for Waivers (updated)
- T. Architectural Street Views
- U. Neighborhood Meeting Certificate and Notes
- V. Response to staff prelim review comments 5.29.18
- W. Response to comments 7.9.18
- X. Response to comments 8.1.18
- Y. Arch response re materials & HVAC 8.10.18

Plans

- P1. Survey
- P2. Subdivision Plan (2 sheets)
- P3. Existing conditions
- P4. Site Plan
- P5. Landscape Plan
- P6. Grading and Utilities Plan
- P7. Erosion control Plan
- P8. Construction Management Plan
- P9. Details (2 sheets)
- P10. Architectural Cover Sheet & Notes (2 sheets)
- P11. Floor Plans (3 sheets)
- P12. Elevations (2 sheets)
- P13. Building Section
- P14. Photometric Plans (2 sheets)
- P15. Perspective Renderings (5 sheets)
- P16. Revised HVAC Roof Plan & revised renderings 8.10.18



Jean Fraser <jf@portlandmaine.gov>

RE: 28 Vannah

1 message

Lauren Swett <lswett@woodardcurran.com>
To: Jean Fraser <jf@portlandmaine.gov>

Wed, Jul 25, 2018 at 9:59 AM

Hi Jean,

I took a look at the latest submissions, and I am satisfied with what they have provided for adequate grading, construction management plan, and water ability to serve. The one last thing that I believe they are still waiting for is the sewer ability to serve from Brad. I don't see that in my inbox.

The project is "locked" in Energov, so I don't seem to be able to check off my comments as corrected.

If you have any questions, let me know.

Thanks,

Lauren

From: Lauren Swett
Sent: Friday, July 13, 2018 9:55 AM
To: 'Jean Fraser' <jf@portlandmaine.gov>
Subject: 28 Vannah

Hi Jean,

I've taken a look at the recent submission for 28 Vannah. I had 3 comments, and I don't see where Tom has addressed them in either of his response memos.

He has changed some of the grades in the parking lot, but the lot is still so flat that he should provide some flow arrows to make sure the drainage intent is clear during construction.

I had a comment on the CM Plan (contractor parking), and they still need to provide final utility ability to serve determination.

I won't go into Energov and mark any of my 3 comments as resolved yet.

Planning and Urban Development Department

Planning Division



Subject: B-1 Design Review – 28 Vannah Avenue
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, August 3 2018

The project at 28 Vannah Avenue was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Nell Donaldson, Senior Planner, against the *B1 Commercial Business Zones Standards* (Section (d) of the Design Manual).

Design Review Comments: *(questions and unmet standards in red)*

(d) B-1 Commercial Business Zones

Standard (1) a. Urban Street Wall – Building placement is near the property line and maintains the desired street wall with a landscape buffer and fence that also maintains the street wall + provides screening.

Standard (1) b. Mixed Uses – Building includes office and residential uses.

Standard (1) c. Building Entrances – The office entrance is directly accessible from the street while the residential entrance is to the side and faces the parking lot. The Site Plan provides a direct pedestrian access to the residential entrance from the sidewalk as required by the standard.

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 – Office entrance and use faces the street and the office storefront is adjacent to the street.

Standard (1) f. Building Design – Building design conveys its commercial/mixed use nature. Use of office-front is consistent with commercial buildings on this street. **Building form was revised to have a flat roof** appropriate for a three-story, mixed-use building type, as well as appropriate given the width and proportion of the building overall and does not preclude the use of articulation and detail to add visual interest. The office use is differentiated on the façade through the use of the office-front windows, the change of material, and the trim delineating the ground from the upper floors. These elements are adequate in conveying the different uses. **Trim/panel details vary from front to side of building at the ground floor – revise elevation to show panel below all commercial office windows. Office entry was revised to simplify, remove pediment roof.** The rooftop does now include some appurtenances such as a stair overrun, decks, and mechanical systems. The circulation and decks are set back from the street and do not negatively impact the perceived scale or form of the building. **The rooftop mechanicals are placed to the center of the roof to reduce the visibility from the ROW but are not screened – the renderings show these should not be visible and negatively impact the design or ROW.**

Standard (1) g. Building Materials – The elevations refer to “synthetic” clapboard – the applicant confirmed the clapboard and trim are proposed to be Boral siding. Staff support that material choice and find it to meet the standards for compatibility and durability but **suggest the material be clarified on the elevations or in the approval letter.** The project appears to use clapboard of two different reveals with panel as an accent – these would be appropriate material choices. The surrounding context uses clapboard and brick primarily.

Standard (1) h. Building Scale – Building is three stories with a flat roofline. There is a two-story mixed-use building between this site and the residential buildings on the street. The existing scale of commercial and mixed-use buildings on Vannah Ave is typically one story or two to three stories for mixed-use with the majority of buildings being too short compared with the street width. Therefore, staff support new development that is appropriately scaled (meaning taller) 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 side of the property and is screened from view from the street by a fence and understory planting. The abutting properties are screened using a fence – consider bringing the side yard fence closer to the street to screen the utility panels on the side of the building (or move those utilities further away from the street).

28 Vannah Avenue

1 message

Robert Thompson <rmt@portlandmaine.gov>

Wed, Jun 6, 2018 at 10:53 AM

To: Jean Fraser <jf@portlandmaine.gov>

Hi Jean,

I've reviewed the proposed site plan for this project, as well as the proximity and construction features of the building to the right of this proposed project. Based on my findings, I've determined the construction of this building, and associated utilities, will not impede the means of escape from the neighboring building.

Please feel free to contact me if you have any further questions or concerns.

Thank you,
Mike

--

Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov



Jean Fraser <jf@portlandmaine.gov>

28 Vannah Street - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Wed, Aug 8, 2018 at 2:25 PM

To: "JF@portlandmaine.gov" <JF@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 Jean – I have reviewed the revised plans and offer the following final traffic comments as a status update of previous comments.

- The proposed project is not expected to generate a significant amount of new traffic and thus is not expected to impact safety and mobility in the study area.

Status: I have no further comment.

- Given site conditions, that the project nearly meets City requirements, and some compact parking spaces exceed City dimensional requirements, I support a waiver from the City's Technical Standards for the number of compact spaces on the site.

Status: As noted I support a waiver for the number of compact parking spaces based on site limitations and that parking turnover should be limited.

- It is recommended that the compact space near the driveway entrance be lengthened by 2 feet and the CMP pole guy wire be adjusted accordingly.

Status: The plan has been revised and I find conditions to be acceptable.

- The applicant should provide details for how truck deliveries will be accommodated.

Status: The applicant has noted that most deliveries will be small box trucks and will use the parking lot. I find their response to be reasonable and have no further comment.

- It appears the parking aisle width does not meet City standards to the rear of the parking lot. The applicant should provide a formal waiver request with supporting documentation.

Status: I support a waiver from City standards given site limitations and that parking turnover should be limited.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

TYLIN INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

+1.207.781.4721 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"



Jean Fraser <jf@portlandmaine.gov>

Fwd: Vannah Avenue Project

1 message

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

Thu, Aug 9, 2018 at 10:26 AM

From: **Jeff Tarling** <jst@portlandmaine.gov>
Date: Tue, Aug 7, 2018 at 4:16 PM
Subject: Re: Vannah Avenue Project
To: Jean Fraser <jf@portlandmaine.gov>

Jean -

The revised landscape looks good.

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

On Tue, Aug 7, 2018 at 9:28 AM, Jean Fraser <jf@portlandmaine.gov> wrote:
Jeff

Please look at the new landscaping added to respond to your earlier comments (included below).

Thanks
Jean

On Wed, Jul 18, 2018 at 4:01 PM, Jeff Tarling <jst@portlandmaine.gov> wrote:
Jean -

In review of the proposed landscape for the [28 Vannah Avenue](#) project wanted to offer the following recommendations:

The landscape planting at the back of the property boarding the residential properties should be enhanced with additional plant material or switch out with more robust plant material. For example, the Highbush Blueberry would need to be much larger in size. 3-4' height B&B vs the 2 gallon sized spec which is quite small for a slow growing plant. Other plant options could be viburnum or lilac with a minimum size of 36" to provide some buffering. The Switchgrass should also be upsized at the time of planting to 3 gallon.

The density of landscape planting should be increased...

A note should show if any of the tree saves do not make it, new replacement trees will be replanted at 2" caliper size.

Street trees - I would recommend to go with all 'Armstrong' Red Maple along the Vannah Street frontage at 2" caliper. We see many problems with Lindens due to

aphids and other problems.

The Boxwood planting along Vannah Avenue is also smaller than ideal for this setting.
With the suggested upgrades the tree and landscape plan would be acceptable and much improved !

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

File: 17166

VANNAH WHITE, LLC
61 Anthoine Rd
Windham, Me 04062

March 26, 2018

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

RE: SUBMITTAL FOR THE 28 – 28 VANNAH AVENUE

Dear Barbara,

Attached is the application for an 8 unit building to be constructed at 28 Vannah Avenue. The building will have 7 residential units and 1 commercial unit.

The project includes the removal of the existing building on site and replacing it with the new structure. The parking will be reconstructed in its current location, providing parking for the entire building. No off- site parking is required.

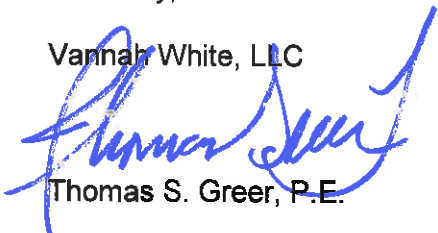
The new project will increase the impervious surface by less than 1,000 square feet. No storm water management is required.

We have requested an "Ability to Serve" letter from the Water District. It will be provided as soon as we have it.

Please review the application and let me know if you have any questions..

Sincerely,

Vannah White, LLC



Thomas S. Greer, P.E.

Enclosures

cc: File TSG/vjg

Table of Contents

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7. State and - or Federal Permits
8. Zoning Requirements
- 8a. Zoning Assessment Table
9. Existing and Proposed Easements
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13. Construction Management Plan Narrative
14. Significant Natural Features
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18. Fire Safety Plan and Code Summary
19. City Design Manual Standards
20. HVAC Equipment
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23. Architectural Street Views
24. Drawing List

Drawing List

SHEET#	SHEET TITLE
C-1.1	SUBDIVISION RECORDING PLAT SHEET 1 OF 2
C-1.2	SUBDIVISION RECORDING PLAT SHEET 2 OF 2
C-2.1	SITE PLAN
C-2.2	EXISTING CONDITIONS AND DEMOLITION PLAN
C-2.3	GRADING AND UTILITIES PLAN
C-2.4	EROSION CONTROL PLAN, NOTES & DETAILS
C-2.5	LANDSCAPE PLAN, NOTES & DETAILS
C-3.1	SITE DETAILS
C-3.2	SITE DETAILS
	PHOTOMETRICS PLAN 1 of 2
	PHOTOMETRICS PLAN 2 of 2
CM-1	CONSTRUCTION MANAGEMENT PLAN
I	EXISTING CONDITIONS PLAN OF LAND
A 0	ARCHITECTURAL TITLE SHEET
A1.1	GROUND FLOOR PLAN
A2.1	ELEVATIONS – NORTH & EAST
A2.2	ELEVATIONS – SOUTH & WEST
A 3.1	SECTIONS



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:	The 28
Proposed Development Address:	28 Vannah Avenue
Project Description:	Seven residential and One commercial unit
Chart/Block/Lot:	Map 129 / Block F / Lots 009 & 011
Preliminary Plan	
Final Plan	

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

APPLICANT

Name:	Vannah White, LLC / Thomas S. Greer
Business Name:	Vannah White, LLC
Address:	28 Vannah Avenue
City/State:	Portland, Maine
Zip Code:	04103
Work #:	207-553-9898
Home #:	
Cell #:	207-749-9396
Fax #:	
E-mail:	tgreer@walsh-eng.com

OWNER

Name:	Same as above.
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Same as above.
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

BILLING (to whom invoices will be forwarded to)

Name:	Vannah White, LLC / Thomas S. Greer
Address:	61 Anthoine Rd
City/State:	Windham, Maine
Zip Code:	04062
Work #:	
Home #:	
Cell #:	207-749-9396
Fax #:	
E-mail:	tgreer@walsh-eng.com

ENGINEER

Name:	Thomas S. Greer, PE.
Address:	28 Vannah Avenue
City/State:	Portland, Maine
Zip Code:	04103
Work #:	207-553-9898
Home #:	
Cell #:	207-749-9396
Fax #:	
E-mail:	tgreer@walsh-eng.com

SURVEYOR

Name:	Maine Survey Consultants, Inc.
Address:	P.O. Box 485
City/State:	Harrison, Maine
Zip Code:	04040
Work #:	207-583-6159
Home #:	
Cell #:	
Fax #:	207-583-2334
E-mail:	

ARCHITECT

Name:	Whipple Callender Architects
Address:	P.O. Box 1276
City/State:	Portland, Maine
Zip Code:	04104-1276
Work #:	207-775-2696
Home #:	
Cell #:	
Fax #:	
E-mail:	

ATTORNEY

Name:	Barns Greenfield & Thornton / Jim Barns
Address:	8 Fundy Rd
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-781-7677
Home #:	
Cell #:	
Fax #:	
E-mail:	jbarns@BGT-law.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Jody Cady
E-mail:	jody@walsh-eng.com
Name:	Thomas Greer
E-mail:	tgreer@walsh-eng.com
Name:	Rita Sawyer
E-mail:	rita@walsh-eng.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	\$ 200.00
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 1950.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

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

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

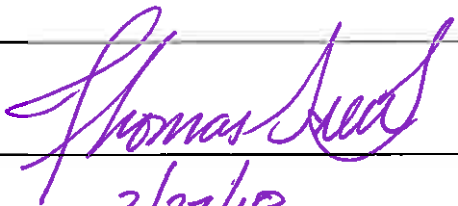
TOTAL AREA OF SITE	0.24 acres	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	0.24 acres	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	7867	sq. ft.
Impervious Area (Total Proposed)	8380	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	1552	sq. ft.
Building Footprint (Total Proposed)	3150	sq. ft.
Building Floor Area (Total Existing)	1552	sq. ft.
Building Floor Area (Total Proposed)	9100	sq. ft.
ZONING		
Existing	B-1	
Proposed, if applicable		
LAND USE		
Existing	Office	
Proposed	Commercial/Residential	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	7	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	0	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)		
# of One-Bedroom Units (Total Proposed)	2	
# of Two-Bedroom Units (Total Proposed)	5	
# of Three-Bedroom Units (Total Proposed)		
PARKING SPACES		
# of Parking Spaces (Total Existing)	17	
# of Parking Spaces (Total Proposed)	17	
# of Handicapped Spaces (Total Proposed)	1	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	2	
ESTIMATED COST OF THE PROJECT		
	\$1,200,000	

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:	
Date:	3/27/18

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

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

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

- Continued on next page -

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



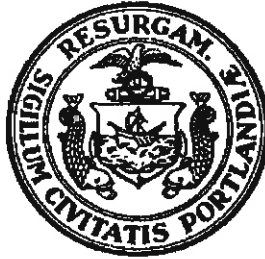
A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
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: 3/26/18

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

Site Address: 28 Vannah Avenue

Chart Block Lot Number: Map 129/Block F/Lots 009&011

Proposed Use: 7 Residential Units

Previous Use: 1 Commercial Unit

Existing Sanitary Flows: 100 GPD

Existing Process Flows: 0 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)

X

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: Vannah White LLC c/o Thomas Greer

Owner/Developer Address: _____

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: Thomas Greer PE

Engineering Consultant Address: 61 Anthoine Rd Windham Me 04062

Phone: 207-749-9396 Fax: _____ E-mail: tgreer@walsh-eng.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: 1,180 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) 90 gpd/bedroom = 1,080 plus 100 for Commercial Unit

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:

N/A

Size of External Grease Interceptor:

Retention Time:

Peaking Factor/ Peak Times:

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:

N/A

GPD

Do you currently hold Federal or State discharge permits?

Yes

No

Is the process wastewater termed categorical under CFR 40?

Yes

No

OSHA Standard Industrial Code (SIC):

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

Peaking Factor/Peak Process Times:

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

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



A Guide to Holding Neighborhood Meetings Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
 - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
 - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
 - The meeting should be held within 30 calendar days of filing the application.
 - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
 - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.
A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

**Applicant/Consultant
Letterhead**

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____

Meeting Date: _____

Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ (date)

Attached to this certification are:

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



LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Submit each Tab as one PDF file and bookmark the items as noted below

Please confirm by electronically checking the boxes to the left

Tab 1 – General Application Documents

Checklist	Items to be Provided
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	PROJECT DESCRIPTION Cover Letter with detailed project description
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	RIGHT, TITLE AND INTEREST Deeds, leases, or purchase and sales agreements
Yes ☐ NA ☒ Plan ☐ ☐ ☒ ☐	EVIDENCE OF STATE OR FEDERAL APPROVALS , if applicable Permits or letters of non-jurisdiction, if applicable
Yes ☒ NA ☐ Plan ☒ ☒ ☐ ☒	ZONING ASSESSMENT Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☐ NA ☒ Plan ☐ ☐ ☒ ☐	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS , if applicable Evidence of existing easements and any proposed easements
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	WAIVER REQUESTS Written request for waiver describing request and reason. Waiver Table
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	FINANCIAL CAPABILITY Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	TECHNICAL CAPABILITY Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.

Submit each Tab as one PDF file and bookmark the items as noted below

Tab 2 - TRANSPORTATION

Check list	Assess/Provide/Document:
Yes NA Plan ☐ ☒ ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes NA Plan ☐ ☒ ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes NA Plan ☐ ☒ ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes NA Plan ☐ ☒ ☒	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes NA Plan ☐ ☒ ☐	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes NA Plan ☒ ☐ ☒	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes NA Plan ☐ ☐ ☒	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes NA Plan ☐ ☐ ☒	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ☐ ☒ ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

Tab 3 - ENVIRONMENTAL AND LANDSCAPE FEATURES			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • Trees, plants, habitats listed on State or Federal list of endangered or threatened • High and moderate value waterfowl and wading habitat • Aquifers on Casco Bay Islands • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental consultants, determinations from applicable state agencies
Yes	NA	Plan	Landscaping and Landscape Preservation (14-526 (b) 2 a) • Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) • Protection measures of existing vegetation during construction • Protection measures within Shoreland Zone, if applicable
Yes	NA	Plan	Site Landscaping (14-526 (b) 2 b) • Screening and buffering of service areas and between non-residential and residential uses • Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes	NA	Plan	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes	NA	Plan	Street Trees (14-526 (b) 2 b iii) • Existing Heritage or Feature Trees on site and measures to preserve • Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
Tab 4 - ENVIRONMENTAL AND STORMWATER			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a) • Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable • Erosion control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable • Subsurface sanitary sewage disposal and groundwater protection

Tab 5 - PUBLIC INFRASTRUCTURE AND SAFETY			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
☒	☐	☐	
Yes	NA	Plan	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
☒	☐	☐	
Yes	NA	Plan	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
☒	☐	☒	
Tab 6 - SITE DESIGN			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
☐	☐	☒	
Yes	NA	Plan	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
☐	☒	☐	
Yes	NA	Plan	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
☐	☐	☒	
Yes	NA	Plan	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appendix 1)
☐	☒	☐	

Yes NA Plan ☐ ☒ ☐	Historic Resources (14-526 (d) 5), if applicable - Identify developments within Historic Districts or affecting Designated Landmarks - Certificate of Appropriateness or other evidence - Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required - Address preservation and documentation of Archaeological Resources
Yes NA Plan ☒ ☐ ☒	Exterior Lighting (14-526 (d) 6) - Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) - Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes NA Plan ☐ ☒ ☐	Noise and Vibration (14-526 (d) 7) Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes NA Plan ☐ ☒ ☐	Signage and Wayfinding (14-526 (d) 8), if applicable - Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff - Proposed commercial and directional signage on site
Yes NA Plan ☐ ☒ ☐	Zone Related Design Standards (14-526 (d) 5) - Address Historic Preservation Design Review, if applicable - Address any applicable design review standards by zone - Address submission requirements from Design Manual, page 1, addressing neighborhood context - Description of exterior materials, color, finish, and samples
Tab 7 - Construction Management Plan	
Check list	
Yes NA Plan ☒ ☐ ☐	Construction Management Plan Construction Management Document and Plan

Level II and Level III Site Plan Checklist Please upload the following drawings with the listed details into e-Plan	
☒	RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)
Must be in compliance with Technical Manual, Section 13	
SITE PLAN(s) (stamped by Maine Licensed Engineer) including:	
☒	Existing Conditions • Approximate location of structures on abutting property • Topography • Locate water courses • Delineate wetlands • Zone lines
☒	Proposed Site Plan • Ground floor area, and grade elevations for all buildings
☒	Access, Circulation, and Parking • Streets and intersections adjacent to site , any proposed geometric modifications • Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines • Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas • Location and dimensions of proposed loading areas • Existing and proposed transit infrastructure with dimensions/ engineering specifications • Location of vehicle and bicycle parking with dimensions and engineering specifications
☒	Site Considerations • Identify snow storage areas • Location of fire hydrants • Location of solid waste management facilities
☒	UTILITY PLAN including:
• Existing utilities on site and within public streets • Location, sizing, and directional flows of all existing and proposed utilities • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure	

☒ GRADING and DRAINAGE PLAN including:
• Existing grades and drainage • Proposed grades • Proposed stormwater management meeting Technical Manual (Section 5) standards • Location and proposed alteration of a water course • Preservation or alteration of wetlands
☒ EROSION CONTROL
• Must be in compliance with Technical Manual, Section 5
☒ LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping and buffers • Planting schedule
☒ RECORDING PLAT , if applicable
• IF SUBDIVISION: Must be in compliance with requirements of Section 14-496 (b)
☒ ARCHITECTURAL PLANS & RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans

6. Right, Title or Interest

Doc#: 65636 Bk:29226 Pg: 180

WARRANTY DEED
(Maine Statutory Short Form)

MAINE REAL ESTATE TAX PAID

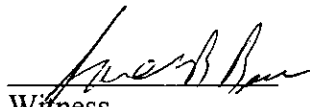
KNOW ALL PERSONS BY THESE PRESENTS, that WATSON INVESTMENT PROPERTIES, LLC, of Portland, Maine, for consideration paid, grants to VANNAH WHITE, LLC, whose mailing address is 13 Spoondrift Road, Falmouth, County of Cumberland and State of Maine, with warranty covenants, a certain lot or parcel of land, with any buildings thereon, situated at 28 Vannah Avenue, City of Portland, County of Cumberland and State of Maine, as more fully described in Exhibit A attached hereto.

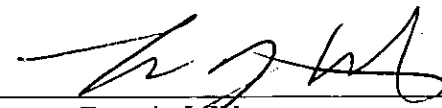
See Exhibit A

Meaning and intending to convey the same premises conveyed to Grantor by deed dated April 13, 2007, from Francis J. Watson recorded in the Cumberland County Registry of Deeds Book 25010, Page 173.

Witness my hand and seal this 22nd day of December, 2011.

WATSON INVESTMENT PROPERTIES, LLC


Witness

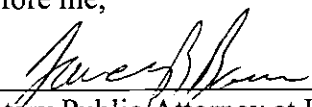

By: Francis J. Watson
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

December 22, 2011

Then personally appeared the above-named FRANCIS J. WATSON, sole member of said WATSON INVESTMENT PROPERTIES, LLC, and acknowledged the foregoing to be the free act and deed of said WATSON INVESTMENT PROPERTIES, LLC and his free act and deed in his said capacity.

Before me,


Notary Public/Attorney at Law

SEAL

James B. Barns
Notary Public, Maine
My Commission Expires October 25, 2015

EXHIBIT A

Certain lots or parcels of land, with any improvements thereon, situated in the City of Portland, County of Cumberland and State of Maine, on the northeasterly of Vannah Avenue, and being Lots. No. 72 and 74 as shown on Plan of Saunders Field, recorded in the Cumberland County Registry of Deeds, in Plan Book 13, Page 93, to which plan reference is made for a more particular description.

Received
Recorded Register of Deeds
Dec 22, 2011 03:42:29P
Cumberland County
Pamela E. Lovley

11. Financial Capacity



February 6, 2018

City of Portland
389 Congress Street
Portland, ME 04101

RE: Thomas S. Greer

To whom it may concern:

People's United Bank understands Thomas S. Greer is developing a commercial project in Portland, Maine. We have had a satisfactory working relationship with Thomas S. Greer since 1998.

While the Bank is not yet at a point where a commitment letter can be issued, I am supportive of the request and feel the capacity exists to successfully complete the proposed project.

If you should have any comments or questions, please feel free to contact me at
(207) 828-3039.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Vanidestine", written over a horizontal line.

Mark Vanidestine
Vice President

12. 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.

Engineer:

Thomas S. Greer, PE
28 Vannah Avenue
Portland, Maine 04103

Surveyor:

Maine Survey Consultants
P.O. Box 485
Harrison, Maine 04040

Architect:

Whipple Callender Architects
P.O. Box 1276
Portland, Maine 04104

Attorney:

Barns, Greenfield & Thorton
James Barns
8 Fundy Road
Falmouth, Maine 04105

Thomas S. Greer, PE

Professional Experience

Walsh Engineering Associates Inc., Westbrook, Maine: Tom joins Walsh Engineering Associates, Inc. with multiple ongoing civil engineering projects. This project brings a wide array of engineering design considerations. His design expertise and knowledge of permitting procedures make the projects successful. These projects include:

- 40 Unit Senior Housing, Portland
- 10 Lot Clustered Subdivision, North Yarmouth
- Gravel Pit, Cornish
- 78 Unit Residential Project, Portland
- Mixed Commercial and Residential Project, Portland
- Church Expansion, Scarborough
- Commercial Transportation Facility, Buxton
- 24 Unit Multi Family, Kennebunk
- Hotel Renovation, Old Orchard Beach
- 10 Lot residential Subdivision, Bridgton,
- School Parking Lot Expansions, Naples
- 400 Unit Master Plan, Gray

Pinkham & Greer, Civil Engineers: Tom has over 40 years of experience in consulting engineering. This includes construction inspection, civil engineering design, and project management, as well as company management as a Principal of Pinkham & Greer; each experience building on the previous to form a well-rounded background in civil engineering and business management.

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

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

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

Education

University of Maine – Orono, Maine B.S. Civil Engineering, 1976

Registration

Professional Engineer, Maine #4206

Professional Engineer, New Hampshire #5879

Professional Engineer, Connecticut # 16331

Professional Associations and Board Affiliations

American Society of Civil Engineers

Maine Survey Consultants, Inc.

P.O. Box 485, Harrison, Maine 04040

PH: 207-583-6159, Fax: 207-583-2334

www.mainesurveyconsultants.com

info@mainesurveyconsultants.com

Maine Survey Consultants, Inc. was established in 1988 by Delmore A. Maxfield, PLS. The company was formally called D.A. Maxfield, Jr. Land Surveying and has been providing professional land surveying services from offices in Harrison, Maine since 1980. Prior to that Mr. Maxfield was employed by Whitman & Howard, Inc., a civil engineering firm with offices located in Westbrook, Maine and Boston, Massachusetts.

The company currently consists of 4 employees performing all aspects of surveying; research, fieldwork, CAD. Our experience includes large and small boundary surveys, topographic surveys, GPS control surveys, development site surveys, street detail surveys, surveys for road and bridge design, and subdivision surveys.

The company currently incorporates the use of Leica Total Stations, Topcon Ranger data collectors, JAVAD & Topcon GPS equipment, and computers using AutoCad, Land Desktop, and Carlson survey software. We have full high speed internet capability and can transfer files electronically as needed. Our drafting department includes large format copying and scanning equipment as well.

Maine Survey Consultants, Inc.

Delmore A. Maxfield, Jr.
Professional Land Surveyor

Present Occupation:

1988-2018 Maine Survey Consultants, Inc. Harrison, Maine 04040
Owner: Providing professional land surveying services to the general public, developers, municipalities, and other professionals. Performing land boundary surveys, topographic, construction, GPS, and aerial photo control surveys.

Professional License:

1977 Professional Land Surveyor, State of Maine, Number 1177

Formal Education:

1972-1976 EMAPLS correspondence courses in land surveying

1971-1972 Northeastern University, Boston MA
Civil Engineering program

1970 Oxford Hills High School graduate South Paris, Maine

Past Employment:

1980-1988 D.A. Maxfield, Jr. – Land Surveying Owner, Harrison, Maine

1972-1980 Whitman & Howard, Inc. survey department Westbrook, Maine

Professional Membership:

1972-2018 Maine Society of Land Surveyors

1988-2012 American Congress on Surveying and Mapping

1990-2018 National Society of Professional Surveyors

Awards:

1987 MSLS annual meeting Map Contest Second Place

2001 MSLS annual meeting Map Contest Best of Show

2003 MSLS annual meeting Map Contest First Place Topographic

Other Memberships:

1983-2018 Harrison Volunteer Fire Department

EDUCATION: B.A., Architecture, Rhode Island School of Design, 1985
B.F.A., Architecture, Rhode Island School of Design, 1982

REGISTRATION:
Maine #1722, issued 1989
New Hampshire #3059, issued 2002
LEED AP BD+C 2009

COMMUNITY: Friends of Evergreen Cemetery Board Member, 1990 - 2004, 2007 - 2008
Evergreen Cemetery Master Plan Committee Board Member, 1992
Friends of Saint Lawrence Church, Board Member, 2003 - 2011
City of Portland, Housing Task Force, 2004

RECENT WORK:

2014 - 32 Turner Street

A comprehensive rehabilitation of an existing two-family residence located on Munjoy Hill. This balloon-framed structure was completely reworked and expanded where possible. Work entailed:

- Zoning analysis to maximize expansion possibilities for the families
- Code Analysis
- Architectural design services
- Product specifications
- Structural coordination
- New hi-efficiency heat system
- Permitting

2014 - 116 Walton Street

This project involved the rehabilitation of a large Italianate residence and carriage house. The separate structures are joined with a new kitchen addition, creating a basement and ground floor capable of accommodating sixteen female residents as well as staff. Work entailed:

- Site development plan, including stormwater features and treatment
- Architectural design services
- Product specifications
- New hi-efficiency heat system
- Permitting

2013 - 13 Lewis Street

This ongoing project rehabilitates an existing four unit structure in the West End of Portland. This historically contributing structure shows its age due to fire and subsequent removals. The complete rehabilitation of this structure meets the standards of the Historic District and updates the interiors to serve as a pair of one- and a pair of two-bedroom apartments. Previously the apartments were all one bedroom. Work entailed:

- Historic approvals
- Zoning analysis to add volume to the structure

(Resume cont.)

- Code analysis
- Architectural design services
- Structural services
- Product specifications
- Enhanced insulation package and hi-efficiency heating system
- Permitting

2013 - 145 Glenwood Avenue

This project involved the rehabilitation of a large building, formerly used as a VFW hall. The large residential-scaled building was capable of accommodating sixteen male residents as well as staff. We maintained beautiful large rooms with existing woodwork and renovated areas for the kitchen and bath functions. The basement was renovated as bedrooms, the ground floor a sunny gathering space with a new kitchen and decks, and the upper floor as bedrooms incorporating salvaged original doors and trim. Work entailed:

- Site development plan
- Zoning analysis
- Permitting
- Architectural design services
- Product specifications
- New hi-efficiency heat system

2009 - 20012- Oceanview Manor

We undertook a study to evaluate the creation of three new multi-unit buildings to replace the existing single story units at Oceanview Manor. We considered many site factors in our work:

- Sequencing of work
- Zoning compliance
- Apartment plans
- Building form
- Universal design

2008 - The Lodges Condominiums

The Lodges in Rangeley is conceived as groups of townhouse residences arranged in rows of four and six units. We worked closely with the owner team to create a unique image for their “ski country” development and design plans that reflect unit location at the end or middle of the building. Siting was critical for views, and the sloping site was accommodated in the design, creating a useful daylight basement. Units include an open-plan living/dining/kitchen layout, exterior decks, garages, undeveloped basement space, bathrooms and a loft. Work entailed:

- Zoning compliance
- Code research
- Architectural design
- Building form & detail
- Construction administration

5. Project Description

Site

This project is located at 28 Vannah Avenue, adjacent the Woodford's Corner area. The .24 acre site is currently developed with a 1500 square foot office and parking lot. The office building will be replaced with a new 3 story colonial building with one commercial unit and seven residential units. The parking lot will be resurfaced to provide seventeen parking spaces.

There are very limited to no sidewalks currently on Vannah Avenue. This project will provide a concrete sidewalk across the front of the project. This will reduce the entrance to the parking lot from the current 60 feet to 20 feet. It will have a decorative fence and a hedge for screening. It will be lit with building mounted lights.

Stormwater

The site currently surface drains to Vannah Avenue and towards the east. The future plan is to continue that drainage pattern. The soils are Windsor Loam sands. These are well draining soils. The impervious area goes from 7867 square feet to 8380 square feet; an increase of 513 square feet. This is considered an insignificant increase by the City. No additional storm water management is required.

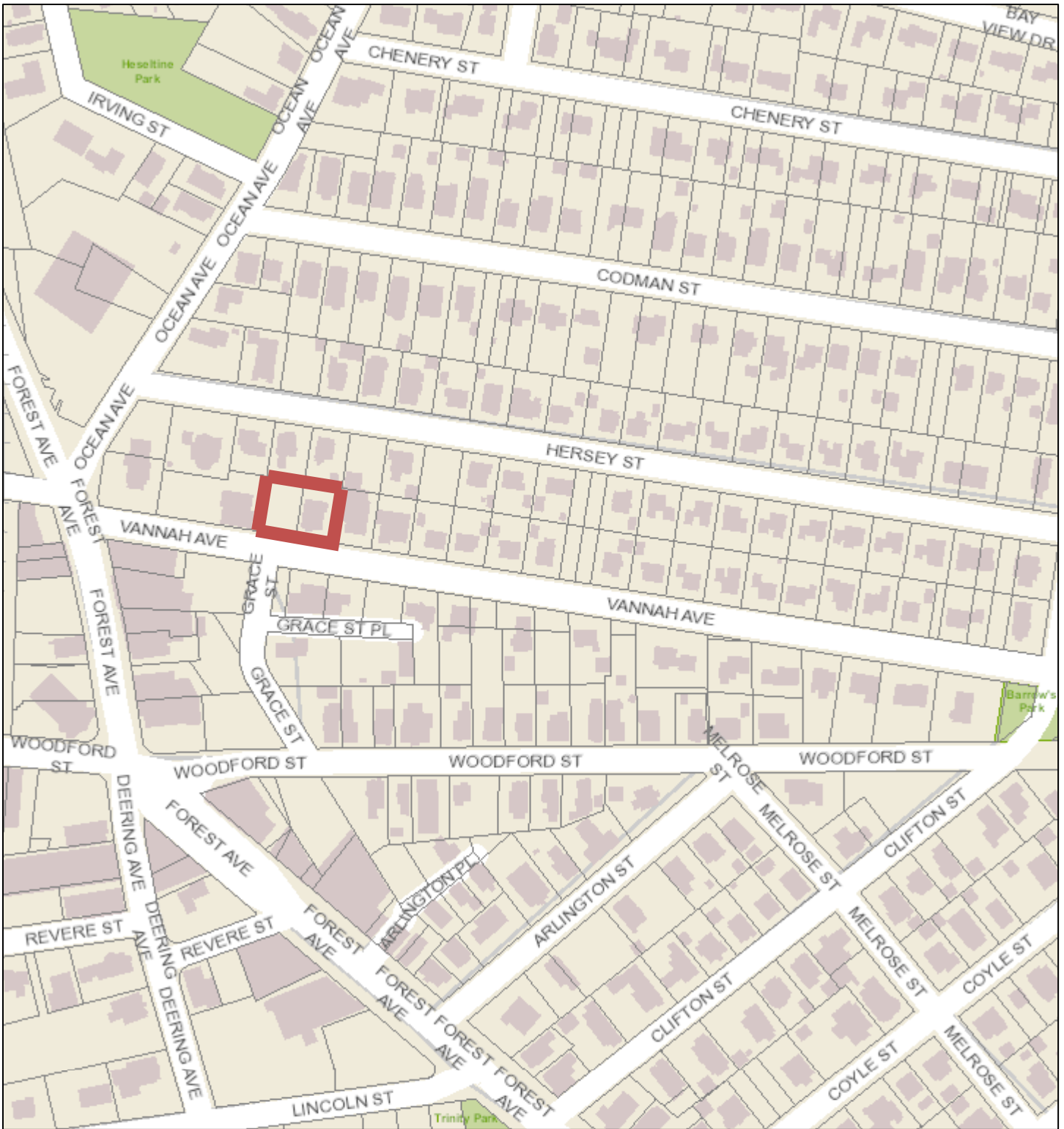
Architecture

The building design is a colonial structure in its basic form. It relates its form to the adjacent buildings. The buildings in the neighborhood are predominantly clap board structures with pitched roofs. The exceptions are the flat roofed, clapboard sided building to the east and the brick building across the street.

The design is enhanced with store front windows and a covered entrance in the front and a covered entrance on the parking lot side.

The residential use mixed with the commercial use blends the B-1 district with the adjacent R-3 district.

28 Vannah Avenue

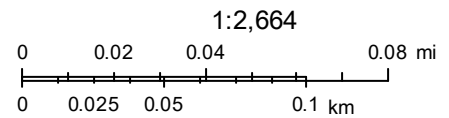


Lines

 Subject Parcel

 Parcels

LOCATION PLAN



City of Portland, DPS

8. 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 (7 Residential 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:

<u>Criteria</u>	<u>Required</u>	<u>Proposed</u>
1. Minimum Lot Size: residential	none	0.24
Other (non-residential)	none	0.24
2. Minimum Lot Area per Dwelling Unit:	1000 sf	7 units (1493/Unit)
3. Minimum Street Frontage:	20 ft	120 ft
4. Minimum Lot Width:	None	120 ft
5. Minimum Front Yard:	none	1 inch
6. Maximum Front yard:	10 ft	1 inch
7. Minimum Rear Yard:	10 ft (principal)	10 ft
8. Minimum Side Yard:	5 ft (principal)	10 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	1463 sf
12. Maximum Impervious Surface:	90%	±80%

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 new fence. 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 a trash room.

- 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.

- 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 14 vehicles is required.

7 residential units x 2 parking spaces/unit = 14 parking spaces

Commercial less than 2000 sf (first floor) = 0 parking spaces

Parking for 17 vehicles is provided on site (4 compact, 12 regular, and 1 ADA 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: The parking is existing, it will be moved back 3 feet from the boundary line.

- e. *Signs: Signs shall be subject to the provisions of division 22 of this article.*

RESPONSE: Business signs will be on the front of the building as shown on the Architectural plan.

- 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.

- 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 commercial 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 anticipated to create a level of sound lower 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.

- 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.

- 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.

- 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 and collected weekly by a private waste hauler.

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: 7 dwelling units x 2 parking spaces/unit = 14 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 commercial is approximately 1,463 sf, thus no parking is required. No additional commercial is proposed on upper floors.

<u>Criteria</u>	<u>Required</u>	<u>Proposed</u>
Off Street Parking:		
Residential	(2PS/ DU)	14 PS (2 PS/DU)
Retail	1PS/200 sf (above 2000 sf)	0 PS
<u>Total Parking Required</u>		14 PS
Proposed Parking		17 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 seven dwelling units and so the project is proposing two bicycle racks to accommodate four bikes. It will be located in the sidewalk along Vannah Avenue in front of the building. Internal storage of bikes is also provided to each unit owner.

(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 commercial 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 14 vehicle parking spaces (17 will be provided). Two bike racks which contain four bike parking spaces are proposed as part of this project.



ZONING ANALYSIS Relevant Zone(s) B-1 & B-1b

All Projects:

	Required	Proposed
Lot Size	None	0.24 acres
Area Per Dwelling Unit	1,000 s.f.	1,493 s.f.
Minimum Street Frontage	20 feet	120 feet
Front Yard Minimum	None	6 feet
Front Yard Maximum	None	6 feet
Rear Yard	10 feet	11.7 feet
Yard Right	5 feet	10 feet
Yard Left	5 feet	65 feet
Side Street Setback	-	-
Step Back	10/15 feet	NA
Maximum Lot Coverage	-	-
Minimum Lot Coverage	-	-
Maximum Height	35 feet	32.5 feet
Open Space	-	-
Maximum Impervious Area	90%	76%
Pavement Setback	-	-
Floor Area Ratio	-	-
Off Street Parking Spaces	14	17
Loading Bays	-	-
Other 1	-	-
Other 2	-	-
Other 3	-	-

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size	NA	
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density	NA		
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

9. Existing & Proposed Easements

- There are no easements currently associated with this property. No easements are proposed.

7. State and/or Federal Permits

No State or Federal permits are required for this project.

18. Fire Safety Plan and Code Summary



WHIPPLE-CALLENDER ARCHITECTS

3.26.18 – 28 VANNAH STREET CODE REVIEW SUMMARY- INCLUDES REFERENCE TO PORTLAND ZONING REGS., FIRE DEPARTMENT INFORMATION, IBC 2009, NFPA 2009

Portland Zoning- 2009- Relevant sections:

14-250 Dimensional Req.:

B-1 Neighborhood Business zone- permitted uses, new Apartment/ multifamily (7 units) and Commercial space for business use.

No minimum lot size

Setback requirements

Street frontage 20' min. We are in excess of 20'

Front setback- Average neighboring depth

Side setback- 10' max.

Rear yard- 10' abutting residential zone

Max. permitted imperv. surface – 90%

Max. permitted bldg. height is 35'

Parking- 17 total spaces

IBC- 2009- Relevant sections:

The building use is defined as Business for the Commercial space and R-2 Apartments.

Per table 503 the Type V - R/A structure (with associated B space at grade) can have 12,000 s.f. per floor and be 3 stories while remaining un-sprinkled. WE ARE SPRINKLED, WILL PROTECT AND DRAFTSTOP THE WOOD FRAME, AND DO NOT EXCEED THE S.F. LIMITS

Table 508.4 indicates 1 hr. separation between Business and Residential uses in sprinkled facilities. WE COMPLY

Table 601 - The new structure is sprinkled, Type V-A protected. Protected elements including framing, all bearing walls, floor construction and roof construction.

Section 709 - The walls are fire partitions and the floors horizontal assemblies.

709.3 Fire resistance rating- Fire partitions shall be rated one hour. WE COMPLY

709.4 Continuity- Fire assemblies shall be rated one hour. WE COMPLY

709.4 Fire-blocking- All walls separating dwelling units and stairs shall be fire-blocked at the top of the demising partition typical. WE COMPLY

712.4 Continuity (horizontal)- Assemblies between apartments, storage and ground floor commercial shall be rated one hour. WE COMPLY

713 Penetrations at Walls and Assemblies- Seal to maintain rating of Fire Partition and Assemblies. WE WILL COMPLY



WHIPPLE-CALLENDER ARCHITECTS

Fire Department checklist- please refer to plan for travel distance, smoke detectors, CO2 detectors, alarm panel

KNOX BOX SHALL BE PROVIDED

1. Owner- **The 28 LLC**
2. Architect- **Whipple Callender Architects, PO Box 1276 Portland, Maine 04101 (775-2696)**
3. Proposed use- **R-2 Apartments and ground floor Commercial**
4. Square footage of structure- **3,240 s.f. gross s.f. per floor**
5. Elevation of all structures **10' floor to floor**
6. Proposed fire protection of all structures- **fully sprinkled- 13 R**
7. Hydrant Locations- **Toward back cove, opposite side at 55 Vannah St.**
8. Water main sizes and locations- **Size unknown- main on opposite side of street.**
9. Access to any Fire Department Connections-**Connection will be provided at parking side**
10. Access to all structures (2 sides Min.)- **Clear access to 3 sides**
11. A code summary shall be included referencing NFPA and all fire department technical standards- **Attached**

NFPA 101-2009 – Chapter 30: New Apartment Buildings (In this case, three stories, seven total apartments and ground floor Commercial space).

Table 6.1.14.4.1 (b) Required Separation of Occupancies

The Table indicates a separation between Business and Apartment uses of 1 hr. when the building is protected throughout by an approved sprinkler system. **A 1 HR. SEPARATION BETWEEN APARTMENT AND BUSINESS/ COMMERCIAL WILL BE PROVIDED.**

30.1 General Requirements

30.1.1.1 The requirements of this chapter shall apply to new apartment occupancies.

30.1.2 Multiple Occupancies

30.1.2.2.1 In buildings protected by an automatic sprinkler system in accordance with 9.0, dwelling units of an apartment building shall be permitted to have their sole means of egress pass through a non residential occupancy in the same building provided the following criteria are met:

1. The dwelling unit of the apartment building shall comply with Chapter 30
2. The sole means of egress shall not pass through a high hazard contents area.

WE MEET THE CRITERIA.

30.1.2.3 Multiple dwelling units shall be permitted to be located above a nonresidential occupancy only where one of the following conditions are met.

1. Where the dwelling units of the residential occupancy and exits therefrom are separated from the non-residential occupancy by construction having a 1 hour fire rating.
2. Where the nonresidential occupancy is protected throughout by an approved supervised automatic fire alarm system per 9.7

WE MEET BOTH CONDITIONS.

30.2 Means of Egress Requirements

30.2.1.1 Means of escape from a dwelling unit to the outside of the building shall be in accordance with Chapter 7 and this chapter. **WE COMPLY WITH CHAPTER 7- REFER TO STAIR DETAILS**



WHIPPLE-CALLENDER ARCHITECTS

30.2.1.2 Means of escape within a dwelling unit shall comply with the provisions of Section 24.2 for one and two family dwellings. WE MEET EGRESS REQUIREMENT WITH TRAVEL DISTANCE, PRIMARY EGRESS STAIR AND SECONDARY WINDOW AS MEANS OF EGRESS.

30.2.2.3.1 Stairs complying with 7.2.2 shall be permitted. MIN. 3'8" WIDE WITH 11" FIN. TREAD, 7" RISER AND COMPLIANT HANDRAIL BOTH SIDES.

30.2.4 Number of Exits

30.2.4.3 A single exit shall be permitted in buildings where the total number of stories does not exceed four, provided all the following conditions are met:

1. The building is protected throughout by an approved, supervised automatic sprinkler system in accordance with 31.3.5
2. The exit stairway does not serve more than ½ of a story below the level of exit discharge.
3. The travel distance from the entrance door to any dwelling unit to an exit does not exceed 35 feet.
4. The exit stairway is completely enclosed or separated from the rest of the building by barriers having a minimum 1 hour fire resistance rating.
5. All openings between the exit stairway enclosure and the rest of the building are protected by self closing doors having a minimum 1 hr. fire resistance rating.
6. All corridors serving as access to the exits have a min. ½ hr. fire resistance rating.
7. Horizontal and vertical separation having a min. ½ hr. fire resistance rating is provided between dwelling units. WE MEET THE ABOVE CONDITIONS 1 THRU 7.

7.3 Capacity of Means of Egress

7.3.4.1 In existing buildings, the width of exit access shall be permitted to be not less than 36" EXIT ACCESS WILL TYPICALLY BE IN EXCESS OF 28".

30.2.9 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 12 dwelling units, unless each unit has a direct exit to the outside of the building at grade level- WE ARE NOT REQUIRED TO HAVE EMERGENCY LIGHTS AS WE ARE 3 STORIES, LESS THAN 12 DWELLING UNITS.

30.2 Means of Egress Components

30.2.2.1.2 In buildings protected throughout with an approved, supervised automatic sprinkler system in accordance with 30.3.5 , exit enclosures shall have a minimum 1 hr. fir resistance rating and doors shall have a minimum 1 hr. fir resistance rating . WE WILL PROVIDE SEPARATIONS & DOORS AS REQUIRED

30.2.2.2 Doors

30.2.2.2.1 No door in any means of egress shall be locked against egress when the building is occupied. EGRESS DOORS WILL ALWAYS BE OPERABLE FROM INSIDE THE APARTMENT & GROUND FLOOR VESTIBULE.

30.2.2.3 Stairs

30.2.2.3.1 Stairs complying with 7.2.2 shall be permitted. WE WILL COMPLY WITH THE REQUIREMENTS OF 7.2.2 – 7" MAX. RISER, 11" FIN. TREAD AND 3'8" MIN. FIN. EGRESS WIDTH.

30.2.5 Arrangement of Means of Egress

30.2.5.1 Access to all required means of egress shall be in accordance with Section 7.5



WHIPPLE-CALLENDER ARCHITECTS

30.2.5.3.2 No common path of travel shall exceed 50' in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. Travel within a dwelling unit shall not be included when calculating common path of travel. OK- NO COMMON PATH

31.2.6.2 Travel distance, from areas other than those within a living units, to the exit, shall not exceed to a corridor door shall not exceed 125 feet in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. NO TRAVEL DISTANCE- SINGLE EGRESS STAIR

30.2.6.4 Travel distance within a dwelling unit to a corridor door shall not exceed 250 feet in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. OUR MAXIMUM TRAVEL DISTANCE WITHIN AN APARTMENT IS APPROXIMATELY 40'.

30.2.9 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 12 dwelling units, unless each unit has a direct exit to the outside of the building at grade level- WE ARE NOT REQUIRED TO HAVE EMERGENCY LIGHTS AS WE ARE 3 STORIES, LESS THAN 12 DWELLING UNITS.

30.3.2.1.1 Boiler rooms, Laundry and storage areas require 1 hr. rated separation.- WE WILL PROVIDE 1 HR. SEPARATION AT BOILER ROOM, LAUNDRY AND STORAGE AREAS.

30.3.3.2 Interior wall and ceiling finish- WE WILL APPLY CLASS A INTERIOR PAINTS AND FINISHES TYPICALLY.

30.3.4.1 Detection, Alarm and Communication Systems

30.3.4.1.1 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 11 dwelling units shall be provided with a fire alarm system in accordance with Section 9.6 WE ARE NOT REQUIRED TO HAVE EMERGENCY LIGHTS AS WE ARE 3 STORIES, LESS THAN 11 DWELLING UNITS.

30.3.4.2 Initiation

30.3.4.2.2 Initiation of the required fire alarm system by manual means shall not be required in buildings 4 or fewer stories in height, containing not more than 16 dwelling units and protected throughout by an approved, supervised sprinkler system installed in accordance with 30.4.2.2. THE ALARM SYSTEM SHALL NOT HAVE MANUAL PULL STATIONS

30.3.4.3 Notification

30.3.4.2.1 Occupant Notification shall be provided automatically in accordance with Section 9.6.2 and the following shall also apply:

1. Visible signals shall be installed in units for the visually impaired. HORNS AND STROBES WILL BE INSTALLED AT BEDROOMS AND LIVING AREAS TYPICALLY
2. Positive alarm system in accordance with 9.6.3.4 shall be permitted.

30.3.4.3.4 Annunciation and annunciation zoning shall not be required in buildings 4 or fewer stories in height containing not more than 16 units and protected throughout by an approved, supervised automatic alarm system in accordance with 30.3.5. NO ANNUNCIATOR PANEL WILL BE INSTALLED

30.3.4.3.5 Fire Department notification shall be accomplished in accordance with 9.6.4. WE WILL PROVIDE NOTIFICATION PER OPTIONS LISTED IN 9.6.4



WHIPPLE-CALLENDER ARCHITECTS

31.3.4.4.2 Automatic smoke detection shall be installed as follows:

1. Smoke detectors shall be installed in all common areas and work spaces outside the living unit such as exit stairs, egress corridors, lobbies, storage rooms, equipment rooms, and other tenantless spaces in environments that are suitable for proper smoke detector operation.
2. Heat detectors shall be located within each room of the living unit.

WE PLAN ON INSTALLING HARD WIRED SMOKE DETECTORS AND CO2 DETECTORS AS REQUIRED.

30.3.4.5 Smoke Alarms

30.3.4.5.2 Smoke alarms shall be required outside every bedroom per 9.6.2.10 and 31.3.5.4 . SMOKE DETECTORS WILL BE LOCATED OUTSIDE BEDROOMS AND ALL LEVELS INCLUDING THE BASEMENT

30.3.2.1.1 Hazardous Area Protection

Boiler and fuel fired heating rooms serving more than a single dwelling unit. 1 hour or sprinklers. THE BOILER ROOM & MECHANICAL SPACES WILL BE PROTECTED WITH 1 HR. RATED WALLS AND CEILING AND SPRINKLER COVERAGE.

NFPA 101-2009 – Chapter 38: New Business Occupancies- LIMITED GROUND FLOOR SPACE WITH 2 MEANS OF EGRESS

38.1 General Requirements

38.1.1.1- The requirements of this chapter shall apply to existing buildings or portions thereof currently occupied as business occupancies.

38.2- Means of Egress Requirements

38.1.2.1.1- All means of egress shall comply with Chapter 7 and this chapter. . WE COMPLY

38.2.2 Means of Egress Requirements- . WE COMPLY- PROVIDE 2 MEANS AT GRADE

38.2.4 Number of Exits- WE COMPLY- PROVIDE 2 MEANS AT GRADE

38.2.4.1 Exits shall comply with the following, except as otherwise permitted by 38.2.4.2 through 37.2.4.5. WE WILL PROVIDE 2 MEANS OF EGRESS FROM THE BUSINESS SPACE, BOTH TO EXTERIOR GRADE

38.2.5 Arrangement of Means of Egress- refer to 38.2.4.1 above

38.3.4 Detection, Alarm and Communication Systems

38.3.4.1 General. A fire alarm system in accordance with Section 9.6. shall be provided in all business occupancies where any one of the following conditions exist.

1. The building is 3 or more stories in height
2. The occupancy is subject to occupancy by 50 or more occupants above or below the level of exit discharge.
3. The occupancy is subject to 300 or more total occupants.

NONE OF THE CONDITIONS EXIST, THE FIRE ALARM WILL BE ACITIVATED BY THE SPRINKLER SYSTEM.

38.3.4.2 Initiation. Initiation of the fire alarm system shall be by one of the following means: (2) Approved automatic sprinkler system that complies with 9.6.2.1(3) and provides protection throughout the building , plus a minimum of one manual fire alarm box in accordance with 9.6.2.6. THE FIRE ALARM WILL BE ACITIVATED BY THE SPRINKLER SYSTEM.



WHIPPLE-CALLENDER ARCHITECTS

38.3.4.3- Occupant Notification- During all times that the business occupancy is occupied, the required fire alarm system, once initiated, shall activate an alarm in accordance with 9.6.3 throughout the building , and positive alarm sequence in accordance with 9.6.3.4 shall be permitted. FINAL NOTIFICATION PER FIRE ALARM PERMIT TO BE FILED WITH THE CITY OF PORTLAND

13. Construction Management Plan

Narrative

**Vannah White LLC
28 Vannah Ave Mixed Use Development
March 2018**

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 Vannah White, 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

Vannah White, 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, Vannah White, 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 Vannah 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

Vannah White, 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 Vannah White, LLC and its contractor and who is available 24 hours.

Contractor and contact person: Unknown At this Time

Developer/owner contact person: Vannah White, LLC
Tom Greer ,
207-749-9396

2. Contractor will have a project sign with the contact information.
3. Phone numbers will be on the sign and available for issues at all times of day during the construction period
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.

Construction schedule:

- **Commencement of construction: September 1st, 2018**
 - **Duration of construction: 10 months**
 - **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 Vannah 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. Vannah White, 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.

Other utilities: All other utilities (gas, water, underground electric/communications) will be per the utility provider requirements/standards. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works.

3. **Traffic Control Plans:** Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory ‘maintenance of traffic’ (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic
- Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.
- Flaggers will be used during utility connection within the adjacent streets.
- No police detail or lighted intersections are anticipated for this project.

All existing modes of travel in work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Vannah 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 where crossings should occur to the opposite side of the streets to alternate sidewalks/bike routes.
- Typical construction fencing will be used to secure the site. Alternate sidewalks are available on the other side of the adjacent streets.
- ADA compliance shall be maintained.
- Note: There are no sidewalks east of this site on Vannah Avenue.

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. Vannah White, LLC and its contractor shall apply for the necessary permits.

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. Vannah White, 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. Vannah White, 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. The existing parking lot will be used for this purpose.

J. Construction Staging Area

1. The Construction Management Plan depicts locations of the material staging areas, the location on onsite temporary construction job trailers, the location on onsite truck delivery/holding areas, the location onsite parking, the general location of the construction security fence, temporary toilets, and the general location of temporary construction dumpsters.

2. **Delivery Truck Holding Areas On-Site:** The delivery holding area is shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets.
3. **Delivery Truck Holding Areas Off-Site:** In the event that adequate on-site area for holding of trucks is not available, an off-site marshaling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan (along Vannah 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, on street parking along Vannah Avenue will be used.
2. **Parking:** The existing paved parking area is being utilized for parking.
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 Forest Avenue to Vannah 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.

21. Geotechnical Report

The existing foundation is at a similar depth to that of the new building. The soils in the area are sandy soils; suitable for development.

14. 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.

15. 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 seven new market rate apartments and commercial space increase both the available housing stock and commercial space market both of which are in 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 (seven apartments on three floors) with a ground floor commercial 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 on Forest Avenue, easily within walking distance.
- *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 (7 apartments replacing a single family house) with neighborhood appropriate densities, in an established neighborhood center, over a ground floor commercial space, along a bus route and adjacent to significant travel corridors the proposed mixed use project is consistent with the current Comprehensive Plan.

17. Solid Waste

The proposed building will have private service for trash and recycling collection. Tenants (residential and commercial) will be informed of collection day and appropriate interim on-site storage of waste and recycling will be inside the building in the trash room.

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.

16. 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:

<u>Utility</u>	<u>Provider</u>	<u>Location</u>
Water Service *	Portland Water District	<u>Main In Vannah Avenue</u>
Sanitary Sewer *	City of Portland	<u>Existing Service Connection to Vannah</u>
Stormdrain	City of Portland	<u>Not available</u>
Power	Central Maine Power	<u>Underground from existing pole</u>
Tele/Comms	Verizon	<u>Underground from existing pole</u>
Cable	Time Warner Cable	<u>Underground from existing pole</u>
Gas	Unitil	<u>From line in Vannah Avenue</u>

* Letters of capacity to serve have been requested from these utility companies.



Portland Water District
FROM SEBAGO LAKE TO CASCO BAY

March 20, 2018

Tom Greer
Walsh Engineering Associates
1 Karen Drive Suite 2A
Westbrook, ME 04092

Re: 28 Vannah Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Greer:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on March 13, 2018. Based on the information provided per plans dated March 5, 2018, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire and 1.5-inch domestic service may be installed from the water main in Vannah Avenue. The service should enter through the properties frontage on Vannah Avenue at least 10-feet from any side property lines.
- It is the District's understanding that the existing commercial office will be converted into 7 residential apartment units and 1 commercial space. The existing building is currently served with a 1-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main.
- Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.

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



Existing Site Service

According to District records, the project site does currently have existing water service. A 1-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 8-inch diameter ductile iron water main in Vannah Avenue and a public fire hydrant located approximately 360 feet from the site. The most recent static pressure reading was 96 psi on July 17, 2017.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



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

19. 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 inches of the right-of-way line and very close to being in line with the adjacent building to the West.

b. *Mixed Uses: In B-1b zone buildings shall be multi-storied with mixed uses.*

RESPONSE: The proposed is a three story mixed use building (commercial and ADA residential 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 commercial component entrance doors of the project are located directly on Vannah 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 commercial component entrance doors of the project are located directly on Vannah 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 building uses clapboard siding. It is compatible with the surrounding uses which also have clapboard siding.

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 side of the property and is fenced on three sides with an existing fence, a new fence and a decorative fence street side. 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 commercial component entrance doors of the project are located directly on Vannah 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 inches of the right-of-way line and very close to being in line with the adjacent building. 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, the project is in the B-1 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 (commercial 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 commercial component entrance doors of the project are located directly on Vannah 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 clapboard siding. It is compatible with the surrounding uses. It uses a covered entrance to highlight its location.

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 commercial space entry has been designed with the pedestrian in mind. It is located directly along the Vannah Avenue side, has down lights to highlight its location, and the ground floor is clad in clapboards 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 enclosure / urban wall along Vannah 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 to the side of The 28 building. It will be screened from the surrounding properties through the use of the existing fence, a new fence and vegetation, and will be supplemented with new screening material along the street.

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 new fence. Supplemental plantings will reinforce the screening along the street.

(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 clapboards. The materials provide a historical context which relates to 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 (commercial and residential) 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 building; it does propose to have landscaping areas in the front; it will have strong entry points identified with signage, storefront windows and covered entries. 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 and new fence to screen the parking area and common patio for the residents.

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 in the building.

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 is by a driveway and sidewalks located beside the building. A parking area is located to the side of 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. Site Lighting

Street Lighting

There is existing lighting along Vannah Avenue. The existing lighting concentrates at the intersection of Vannah and Forest Avenues and a street light is at the easterly boundary of the property.

Site Lighting

The parking lot will be illuminated with LED building mounted lights. The fixtures will be Viper S Series by Beacon Lighting. Building mounted lights will be Hubbell lights catalog # LNC-5LU-4K-3-X, Type S-2. See attached cut sheet of the lights and enclosed Photometric Plan.

Building Lighting

The building and entrances will be illuminated by LED recessed down lights built into the canopies or soffit. The lights will be ID+ 3.5" by Focal Point. See attached cut sheet of the lights and enclosed Photometric Plan.



TYPE S1 & S1W



VIPER S SERIES

Small Viper Luminaire

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:

- 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.

LED/Optics:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is .92 at full load.
- All electrical components are rated at 50,000 hours at full load and 25°C ambient conditions per MIL- 217F Notice 2.
- Dimming drivers are standard with connections for external dimming equipment available upon request.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher.
- Plug disconnects are listed by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.

Electrical:

- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- The housing is designed for an optional twist lock photo control receptacle.
- Ambient operating temperature -40°C to 40°C
- Surge protection - 20KA; shuts off at end of life.
- 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. A luminaire equipped with the device may be reliably operated in any ambient temperature up to 55°C (131°F). 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 hours of operation or time of night (see www.beaconproducts.com/products/energeni).
- Also available with Beaconnect Wireless Control System (see Beaconnect product page for more details www.beaconproducts.com/products/beaconnect).

Installation:

- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- Beacote V polyester powder-coat electrostatically applied and thermocured.
- Beacote V 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 605.2 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.

Listings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: <http://www.designlights.org/QPL>
- Listed to UL1598 and CSA22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 3G rated for ANSI C136.31 high vibration applications
- IDA approved

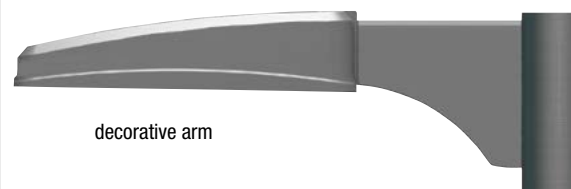
Warranty:

Five year limited warranty (for more information visit: www.hubbelllighting.com/resources/warranty).

PRODUCT IMAGE(S)

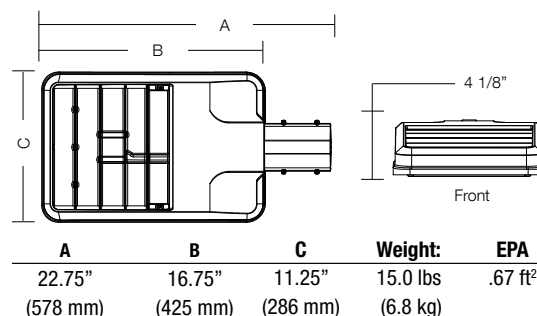


rectangular arm

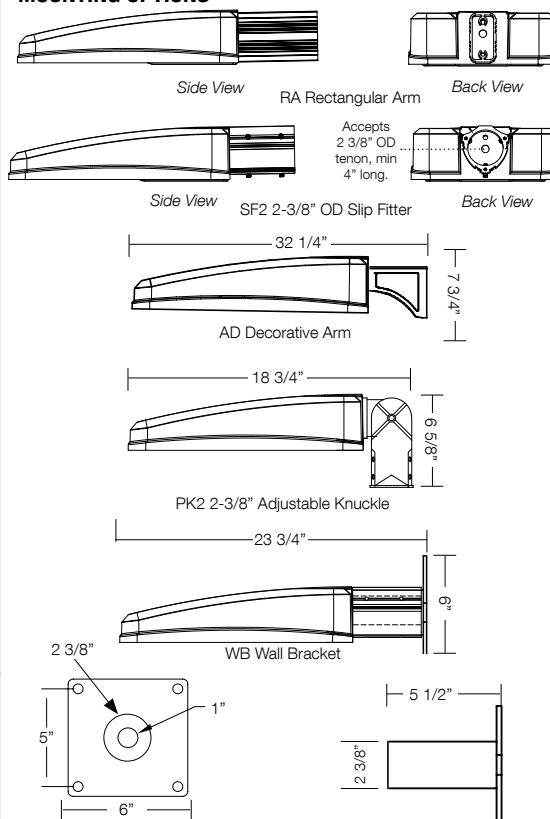


decorative arm

DIMENSIONS



MOUNTING OPTIONS



CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

Web: www.securitylighting.com

2100 Golf Road, Suite 460, Rolling Meadows, IL 60008-4704

Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642

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LNC SERIES

Cat.# LNC-5LU-4K-3-X

Job

Type

S2



HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:

The compact LED LNC is designed for entry/perimeter illumination for safety, security and identity. Typical mounting height is up to 12 feet with 40ft fixture spacing (without acrylic diffuser) and 30ft spacing with acrylic diffuser installed. Photocontrol option is available to provide dusk-to-dawn control for additional energy savings.

Construction:

Decorative die-cast aluminum housing and door. Rugged design protects internal components and provides excellent thermal management for long life – 60,000 hours minimum LED life at L96 rating per IESNA TM-21-11. Powder paint finishes provide lasting appearance in outdoor environments.

Optics/Electrical

LED:

Drivers are 120-277V, 50/60Hz Type II, III and Type IV lenses provide wide lateral spread.

0-10V dimming 120-277V only.

- LNC5L – 5 LEDs, Types II, III or IV available, see page 2 for electrical details
- LNC7L – 7 LEDs, Type II, III or IV available, see page 2 for electrical details
- LNC9L – 9 LEDs, Types II, III or IV available, see page 2 for electrical details
- 3000K - 80 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal
- Minimum operating temperature is -40°C/-40°F
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion

Lenses:

Full cut-off distribution; Ambient diffuser included, use for applications near entrances or locations where reduced brightness is desired.

Installation:

Quick mount adapter provides quick installation, designed for recessed box 4" square junction box.

Listings:

Listed and labeled to UL 1598 for wet locations, 25° C ambient environments. DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at:

<http://www.designlights.org/>

- IES Progress Award Winner - 2012

Warranty:

Five year limited warranty. For more information visit:

<http://www.hubbelloutdoor.com/resources/warranty/>

PRODUCT IMAGE(S)



LNC-5L



LNC-7L



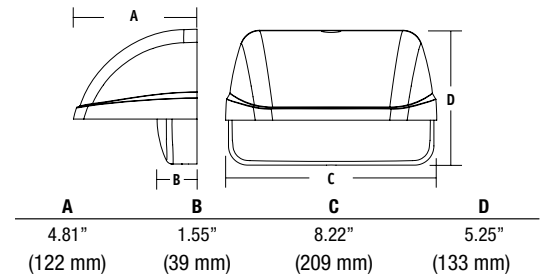
LNC-9L



With diffuser



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC-5LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-7LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-9LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PCU

SERIES	NUMBER OF LEDs	VOLTAGE	CCT	IES DISTRIBUTION	FINISH	OPTIONS
LNC	5L 5 LEDs 7L 7 LEDs 9L 9 LEDs	U 120V-277V 1 120V 2 208V 3 240V 4 277V	3K 3000K nominal, 70 CRI 4K 4000K nominal, 70 CRI 5K 5000K nominal	2 Type II 3 Type III 4 Type IV	1 Bronze 2 Black 3 Gray 4 White 5 Platinum	PCU Universal Button Photocell
AM ¹ Amber (590 μm available for "Turtle Friendly"/observatory applications, 350 mA (consult factory))						

¹ Amber LEDs only available on 7LU and 9LU configurations, 350 mA only



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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LAREDO LNC-SPEC

AUGUST 30, 2017 4:47 PM

20. 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 at this time but will not be anything out of the ordinary.

All HVAC equipment is shown on the Site Plan.

10. 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 eleven (11) compact vehicle parking spaces as part of the 17 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. The compact spaces allow for more landscaping.

Waiver Request 2:

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 seven proposed apartment units in the building which require seven 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 six trees in the front of the building. The applicant will pay into the City's Tree Fund as necessary.

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
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 eleven (11) compact vehicle parking spaces as part of the 17 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

(23) Architectural Street Views



Vannah Avenue looking Towards Forest Avenue



16 & 18 Vannah Avenue



28 Vannah Avenue



34 Vannah Avenue

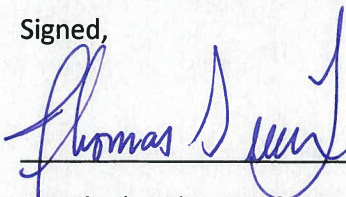
Neighborhood Meeting Certification

I, Thomas S. Greer hereby certify that a neighborhood meeting was held on May 23, 2018 at 28 Vannah Avenue, in Portland at 6:00 pm concerning a 7 unit residential and 1 unit commercial space building at 28 Vannah Avenue.

I also certify that on May 1, 2018, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive email notices.

Signed,



5/24/18 (date)

Attached to this certification are:

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

The 28

28 Vannah Avenue, Portland, Maine

Neighborhood Meeting

May 1, 2018

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for The 28, an 8-unit building consisting of a single commercial unit and 7 residential units at 28 Vannah Avenue.

Meeting Location: 28 Vannah Avenue, Portland

Meeting Date: May 23, 2018 (Wednesday)

Meeting Time: 6:00-7:00pm

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

- The existing office building will be replaced with a new 3 story colonial building with one commercial unit and seven residential units. The parking lot will be resurfaced to provide 17 parking spaces.
- The application is filed with the City.
- The developer, Vannah White, LLC, can be contacted at:

Address: Vannah White, LLC
Thomas S. Greer
28 Vannah Avenue
Portland, ME 04103

Phone #: (207) 553-9898

Email: tgreer@walsh-eng.com

- The City Planning Authority can be contacted at :
Website: <https://www.portlandmaine.gov/314/Planning-Urban-Development>
Phone #: (207) 756-8246



Neighborhood Meeting

The 28

May 23, 2018

The meeting started at 6:00pm at 28 Vannah Avenue. There were 10 neighbors in attendance. The project was presented by Tom Greer as Owner, Developer and Civil Engineer for the project.

The proposed building was noted as to its size and number of units. Stakes were in the ground at the corners of the proposed building.

The neighbors asked about the trees along the back boundary line. Most of the trees will stay. One was pointed out for removal due to its condition. It was also mentioned that some of the trees at the back of the building will be trimmed.

The sidewalk across the front of the building was well received.

The landscape plan was well received, noting the trees across the front of the building.

Lighting was raised as a concern. They did not want it to be too bright. The proposed lighting was discussed, not too tall and downward facing. We also talked about using timers for the exterior lights.

One neighbor wanted to see if the site could be a "No Smoking" site.

The neighbors did not want a restaurant/bar as the commercial space. It was noted here that the space is only 1400 square and does not have a grease trap.

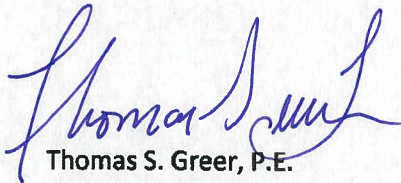
We noted that the City Staff's comments included wanting the building to have a flat roof and that the entrance should be plain. They unanimously stated that they liked the pitched roof and did not like the flat roof, mentioning a dislike for the look of the new building at the corner of Ocean and Hershey as reasoning for their comments.

Blasting for construction was raised as a concern. We do not anticipate blasting, but if it becomes necessary, we would do a pre-blast survey and notify them of the blasting. They mentioned that this was not done when blasting occurred at the new building on the corner.

The fence in the back yard was discussed. We have agreed to use a 6 foot solid fence.

Overall, this project was well received by the neighbors.

Respectfully Submitted,



Thomas S. Greer, P.E.

Pinkham & Greer Civil Engineers

NEIGHBORHOOD MEETING ATTENDEE LIST

The 28

28 Vannah Avenue

May 23, 2018

Name & Address	Name & Address
Thomas S. Greer 28 Vannah Avenue Portland, ME 04103	
Johanna Cady Walsh Engineering Associates, Inc. One Karen Drive, Suite 2A Westbrook, ME 04092	
Bryony Urquhart 34 HERSEY ST PORTLAND ME 04103	
Clara Williams 38 Vannah Ave PTLD ME 04103	
Dick HARRISON 33 HERSEY ST. Portland 04103	
Ken & Jane Thompson 55 Vannah Ave 04103	
Brien and Anne Hoyer 19 Hersey Street Portland 04103	
Michael Kaplan 49 Ocean Ave 04103 Portland, ME	

File: 17166

VANNAH WHITE, LLC
28 Vannah Avenue
Portland, Maine 04103

May 29, 2018

Ms. Jean Fraser
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: Response to May 10th Memo

Dear Jean,

We have uploaded revised drawings in response to the memo of May 10th. The changes to the plan include the following:

- 1) We have added a sidewalk from Vannah Avenue to the residential access door along the parking spaces.
- 2) We have increased the number of compact spaces to provide a 6 foot wide planting strip at the front of the site.
- 3) We have revised the fencing around the site. We will be using a 4 foot high solid fence at the sides and a 6 foot high solid fence along the back of the site. This was agreed to by the neighbor at the back of the site.
- 4) We have relocated the mechanical units to the side of the building. The adjacent building is commercial and has no windows on that side of their building.
- 5) We have revised the building elevations to show the building height and the building materials.
- 6) Light poles have been added to the site plan.

Below is a list of items that were raised in the memo but not changed.

- 1) Pitched Roof: It was unanimous at the neighborhood meeting that they preferred the pitched roof. They cited the new building at the corner of Ocean and Hershey as a building style they did not like. This pitched roof design was carefully considered. The staff comments summarized as requesting "a box structure with a plain entrance". Changing to the flat roof and removing the entrance details will create a big square box with little variation and no neighborhood feel.
The pitched roof, with the gables and eaves, break up the façade and reduce the overall appearance of the height and size of the building. The third floor also steps back to again reduce the appearance of height.
We have provided banding at the first floor with a change in siding color to emphasize the commercial space and provide interest to the building design. The front entrance was designed to provide a higher quality of architectural design to the building.

Ms. Jean Fraser
May 29, 2018
Page 2 of 2
File: 17166

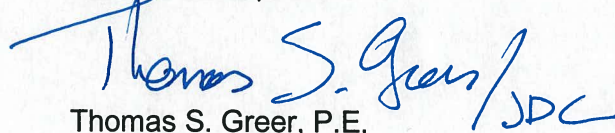
We remain committed to the building design and hope the Board will approve as well. We think the staff memo had it correct with the planning statement; "Therefore, staff support new development that is appropriately scaled for the street and for a mixed-use urban corridor and finds three stories meets the standard (as well as the zoning). In addition, this project has some massing variation at the third floor that varies the height of the building at the street."

- 2) Patio: The patio is located in the rear, away from the traffic and noise. It is not enclosed; it is open to all users of the building. It is located adjacent to the ADA unit to allow access from that unit. The rear fence will help to make it a more private space.
- 3) Dumpsters: The site does not have an exterior dumpster. We have provided a first floor trash room for the building occupants; including the commercial space.
- 4) HVAC Units: The HVAC units have been relocated. Once they are selected, the pertinent data will be provided to the City.

Hopefully this addresses the City's concerns.

Sincerely,

Vannah White, LLC

A handwritten signature in blue ink that reads "Thomas S. Greer" followed by a stylized "JDC" or similar mark.

Thomas S. Greer, P.E.

Enclosures

cc: File TSG/vjg

File: 17166

VANNAH WHITE, LLC
61 Anthoine Rd
Windham, Me 04062

July 9, 2018

Ms. Jean Fraser
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: The 28, Vannah Avenue

Dear Jean,

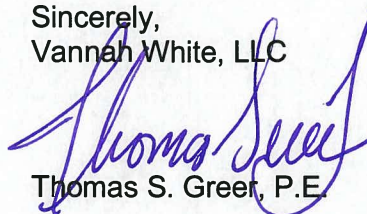
Attached are revised drawings for The 28, on Vannah Avenue. We have made the following changes in response to the Planning Board and Staff comments.

- 1) The roof has been revised to be a flat roof structure.
- 2) The entrances from Vannah and the parking lot have been revised to show a plain flat roof canopy.
- 3) The height of the building has been added to the Architectural views.
- 4) The mechanical units have been relocated to the roof with roof access.
- 5) A deck has been added to the roof.
- 6) Additional landscaping has been added to the rear of the parking lot. Attached is a sketch by Anthony Muench, RLA showing the relationship of the center plants, fence and the home behind the fence.
- 7) The parking space at the entrance has been revised with the guy wire being relocated.
- 8) The dripstrips have been eliminated and replaced with four splash pads for the down spouts.

Deliveries: We anticipate deliveries to the commercial space to be made from the parking lot most of the time. This would normally be the Post Office, FedEx, or UPS. If tractor trailer deliveries are made, they may use the parking lot aisle or the front parking spaces on Vannah Avenue, if available. This would be similar practice to any other business in the neighborhood.

I believe these changes address the outstanding comments.

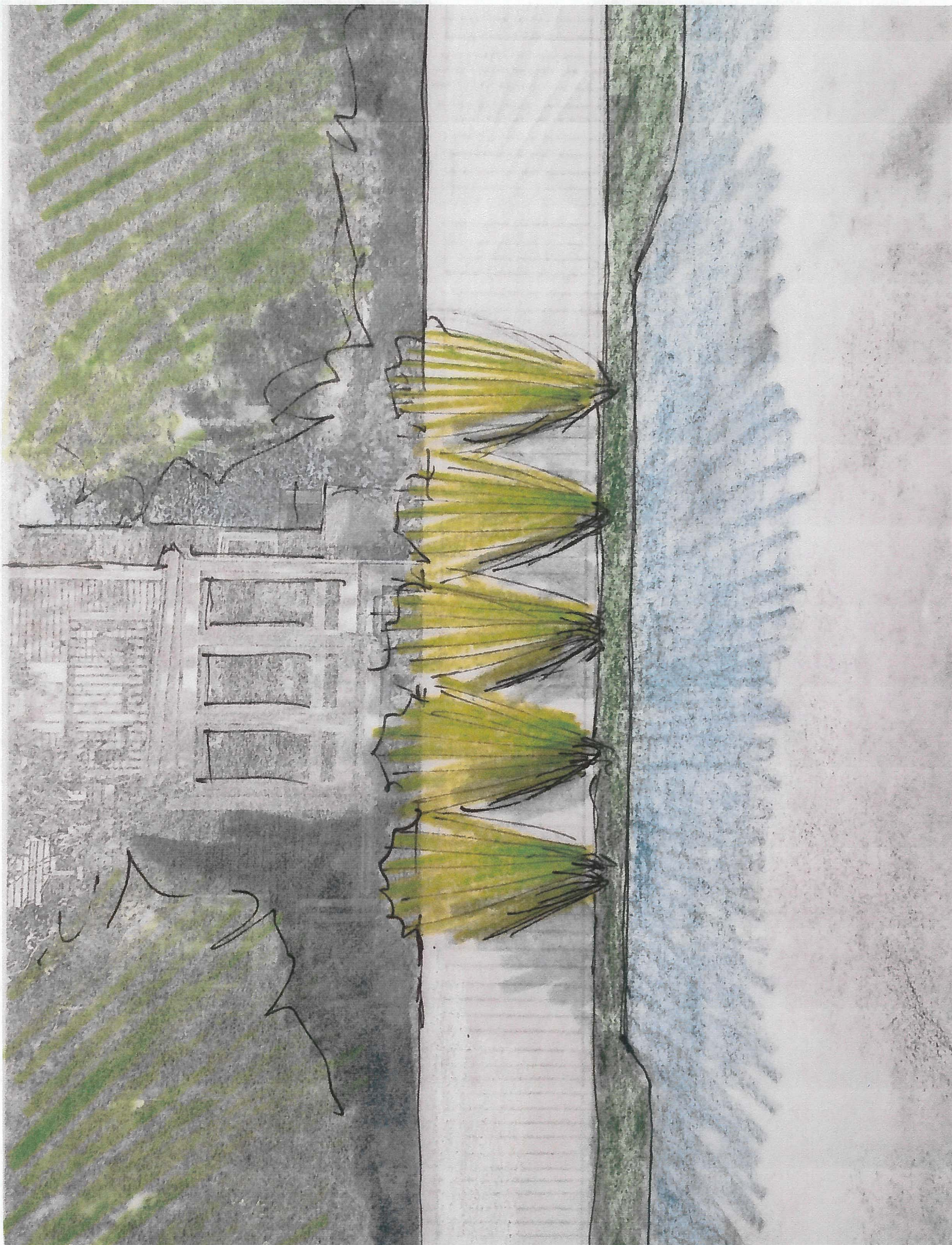
Sincerely,
Vannah White, LLC



Thomas S. Greer, P.E.

Enclosures

cc: File TSG/vjg



File: 17166

VANNAH WHITE, LLC
61 Anthoine Rd
Windham, Me 04062

August 1, 2018

Ms. Jean Fraser
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: The 28, Vannah Avenue
Response to Staff Comments

Dear Jean,

We have uploaded revised site plans in response to Jeff Tarling's comments. The bushes at the back of the parking lot were revised to lilacs as he suggested.

The grading has been revised to show spot grades along the parking. Please note, one of the original spot grades was off by a foot, making it appear as a low spot. The dripstrip has been revised to splash blocks at the corners of the building; downspouts are now controlling the roof drainage.

We have not received the ability to serve response from the City. You may be better at following up with that than I am.

In response to Tom Enrico's comment, "The compact parking space nearest the entrance should be removed as if it is occupied by a standard length car it will partially block the driveway. Since the parking count exceeds the zoning requirements by 10%, this space could be lost or relocated."

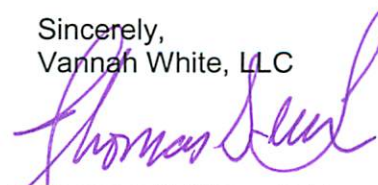
I have issues with this and intend to leave the space as is. First, although not required by the ordinance, the space is needed for the commercial unit. It will be very valuable in minimizing the on street parking for that unit. Second, any time a standard car parks in a compact space, the drive aisle may be partially blocked. In that case, no compact spaces would ever be allowed, so the comment does not make sense. Therefore, I am very comfortable with the parking layout and believe it is a very suitable option for this site.

To address the Architectural comments from Caitlin, we have uploaded additional perspective views of the building. The mechanical units are included in the views, as well as the stairwell structure and fencing for the rooftop decks. I believe them to be minimally intrusive to the overall view scape.

With these changes, I believe we are ready for Board approval.

Thank you for all your help in getting this project through the City's process.

Sincerely,
Vannah White, LLC



Thomas S. Greer, P.E.

cc: File TSG/vjg



WHIPPLE-CALLENDER ARCHITECTS

March 4, 2014

City of Portland Planning and Urban Development Department
c/o Caitlin Cameron
389 Congress Street
Portland, Maine 04101

RE: 28 Vannah Street, Portland Me.

Dear Caitlin-

We have received your memo and are responding to your concerns. The outline points below address these concerns regarding the exterior of the building.

Design Review Comments"

1. What material is proposed for the "synthetic" siding ? **We plan on using Boral dimensional trim at corners, signage band, clapboard siding and the "nickel gap" siding of the lower level. The Matthews Brothers vinyl windows will have integral vinyl trim (white).**
2. Trim & panel details vary from the front to the side of the building at the ground floor. Please explain why there is panel in some places and not others. **There should be a panel under the commercial window on the west side and the attached elevation shows that correction.**
3. The mechanicals are visible from the ROW of the westerly approach- staff requests this be addressed. **We have relocated the mechanical units to the center of the roof to address this concern. The attached views show the units will be concealed with this move. The westerly view is intended to show the building from approx. 130' up the street with a 5' tall eye level. The building to the left of the view is the current office building with haircut shop.**

Thanks for your help and please call with any questions-

Joe

Comment on 28 Vannah Ave Project

Tamara Jones <tamtamstudios@gmail.com>

Jun 4, 2018 12:17 PM

Posted in group: **Planning Board**

Dear City of Portland Planning Board,

As a resident of Vannah Ave, I frequently walk past 28 Vannah to patron nearby businesses, as well as visit friends and neighbors in the surrounding area. This section of businesses along Vannah Ave, Grace St, and Forest Ave has a very industrial and depressing feeling for those of us who walk it everyday. There are numerous dirt and paved parking lots, guard rails and dumpsters, and forgotten or abandoned sidewalks. Some of the true highlights of 28 Vannah's current state is the amount of green space visible to the passer by, the openness of the property, and the set back of the existing building. I'm am very excited for the established sidewalk that is planned for the property! This will help tremendously as currently there isn't one and many pedestrians use Vannah Ave as a thoroughfare to the Back Cove Trail.

While I understand the desire to build up and out to the lot's maximum potential, I would love for there to be an attractive amount of greenery to help beautify the area as well as transition into our residential neighborhood. Is there the potential to add additional landscaping to the property? Instead of a decorative fence, could there be a more natural barrier, a mix of shrubs, trees or plantings that could have the same effect as a fence but be more open, inviting and green for the public?

Thank you for keeping the neighborhood and public in mind!

Tamara Jones

48 Vannah Ave

Comment on 28 Vannah Ave Design

Tamara Jones <tamtamstudios@gmail.com>

Jun 13, 2018 3:14 PM

Posted in group: **Planning Board**

Dear Thomas, and City of Portland Planning Board,

I was unable to make the planning board workshop meeting last night, but enjoyed hearing more about the project through the Planning Board's broadcast.

In reading the staff review, and listening to the Planning Board's comments, I agree with them in that the design could be improved. It definitely feels like a Route 1 medical or suburban office building from Falmouth or Scarborough, not a mixed use residential unit from the Back Cove in Portland.

Although I was not able to make the neighborhood meeting on May 23rd, I agree that the new building on the corner of Ocean Ave and Hersey is a bad design, but it's not because of the flat roof, it's because of its very odd angled design, that it was built directly to the property edge, its material choices, and that there is a very classic New England style building directly next to it.

Perhaps 28 Vannah could have an alternate building design, using material textures or material patterns to better fit in with the charming 50's modern inspired buildings near it: 38 Vannah (built 1955), 47 Vannah (built 1957), the Makkah Market (built 1955), and Darling Plumbing/Pittsburgh Paint (built 1947)? Could the design be tweaked to have more clean simple lines? Attached is an example of a 50's modern style apartment building. A design leaning in that direction would more easily transition into our neighborhood and surrounding buildings.

Thank you for keeping the neighborhood and public in mind!

Tamara Jones

48 Vannah Ave



4340

PLAN REFERENCES:

- 1) STANDARD BOUNDARY SURVEY 29 VANNAH AVENUE FOR DAVID W. AASKOV DATED AUGUST 1992 PREPARED BY ROSS BOUNDARY SURVEY RECORDED IN CCRD PB 192, PG 210.
- 2) CITY OF PORTLAND SEWER ASSESSMENT PLAN DATED 02-12, 1941 CITY OF PORTLAND FILE #436/13.
- 3) CITY OF PORTLAND BLUE SHEETS VANNAH AVE., FOREST AVE., HERSEY STREET, AND CLIFTON STREET.
- 4) PLAN OF HERSEY SAUNDERS FIELD DATED 05-18-1926 RECORDED IN CCRD PB 17, PG 4.
- 5) PLAN OF HERSEY SAUNDERS FIELD DATED 08-21-1917 RECORDED IN CCRD PB 13, PG 93.
- 6) PLAN SHOWING STANDARD BOUNDARY SURVEY FOR SYLVIA AND HAROLD KROOT BY DANIEL DALFONSO DATED 10/04/99.
- 7) FINAL SITE/SUBDIVISION PLAN OF 23 OCEAN AVE BY FOUR POINTS ASSOCIATES, INC.



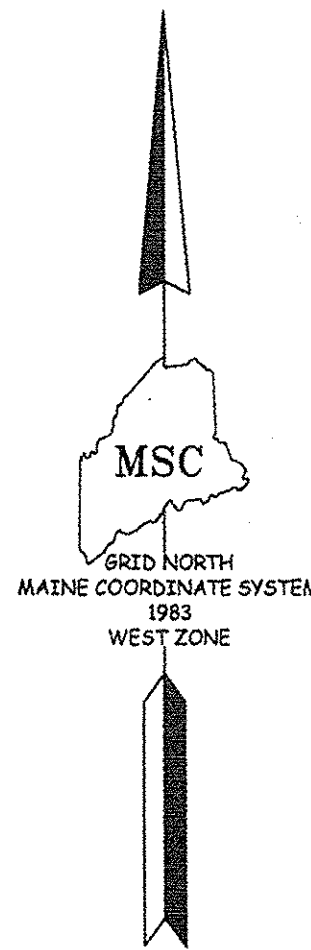
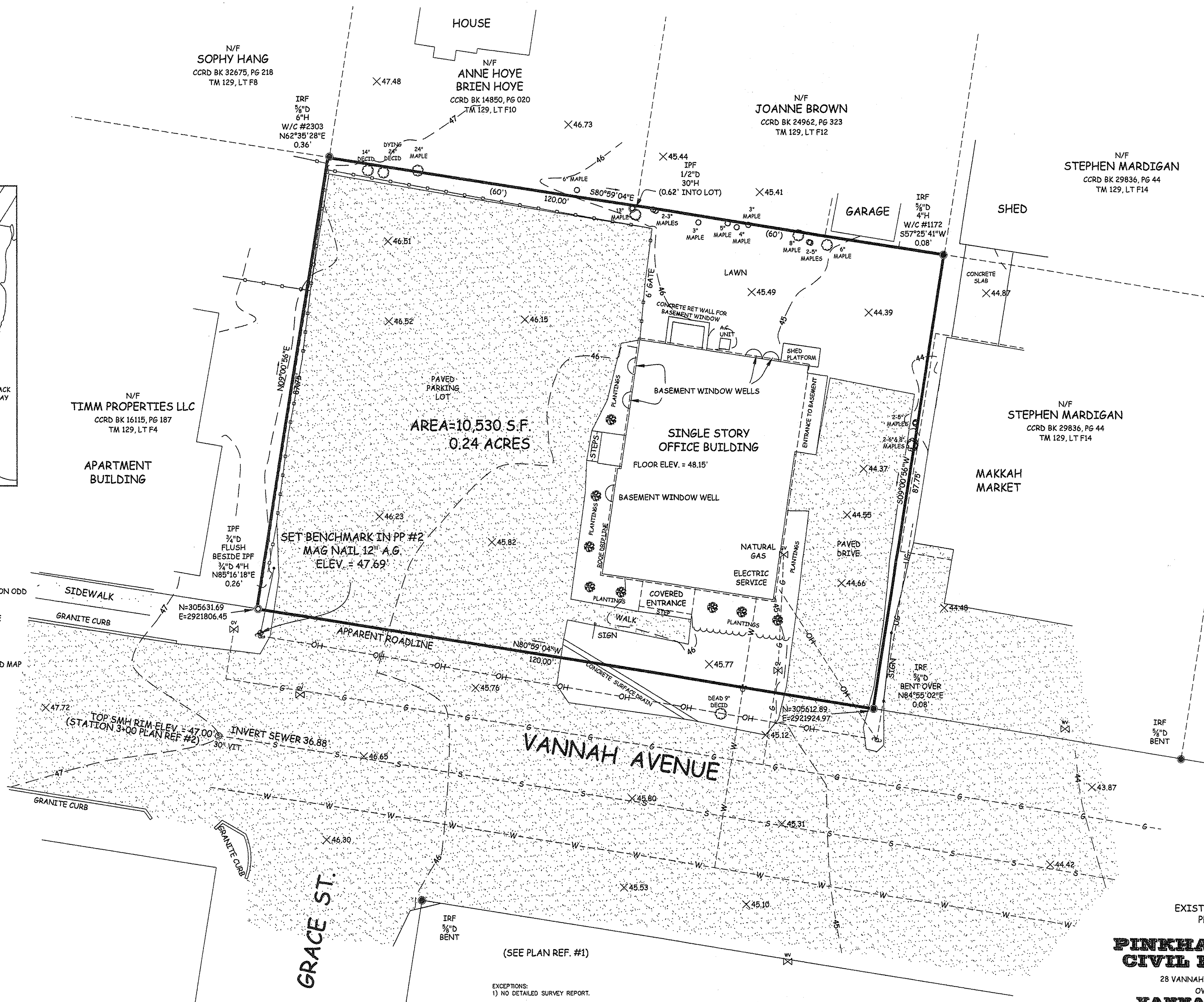
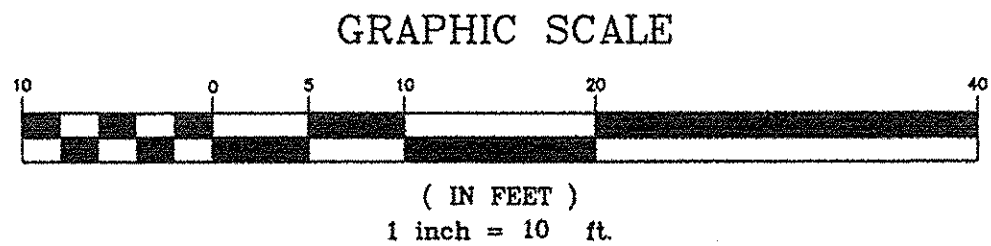
LOCUS:
(NOT TO SCALE)

NOTES:

- 1) ELEVATIONS ARE ADJUSTED TO NGVD 1929 DATUM FROM USC & GS DISK STAMPED C 163 1966 FOUND ON ODD FELLOWS BLOCK BUILDING AT 651 FOREST AVENUE VERTICAL ORDER FIRST CLASS I.
- 2) UNDERGROUND UTILITY LOCATIONS HAVE NOT BEEN CONFIRMED. ALL UTILITIES SHOWN HERE ARE APPROXIMATE AND ARE BASED ON VISIBLE ABOVE GROUND STRUCTURES COMBINED WITH UTILITIES SHOWN ON PLAN REF #1 & 2. DIGSAFE SHOULD BE CONTACTED BEFORE ANY EXCAVATION COMMENCES.
- 3) THIS PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA PER THE FEMA FIRM FLOOD HAZARD MAP 2300510007B EFFECTIVE DATE JULY 17, 1986.

LEGEND:

- IRON PIPE FOUND
- IRON ROD FOUND
- BENCHMARK
- UTILITY POLE
- GUY WIRE
- DECIDUOUS TREE
- SHRUB
- SEWER MANHOLE
- WATER VALVE
- GAS VALVE
- SIGN (DOUBLE POST)
- SPOT ELEVATION
- NOW OR FORMERLY
- TAX MAP #, LOT #
- REGISTRY BOOK/PAGE
- CUMBERLAND COUNTY REGISTRY OF DEEDS
- PARCEL BOUNDARY
- EDGE PAVED TRAVELWAY
- BUILDING
- CONTOUR
- OVERHEAD UTILITY LINE
- UNDERGROUND UTILITY LINE
- PICKET FENCE
- GAS LINE
- SEWER LINE
- RECORD DIMENSION

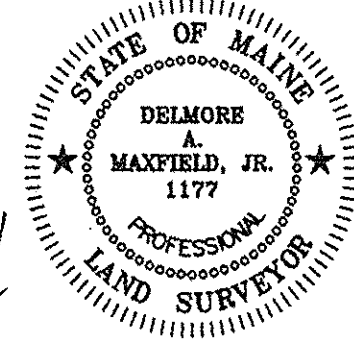


(SEE PLAN REF. #1)

- EXCEPTIONS:
- 1) NO DETAILED SURVEY REPORT.
 - 2) NO DEED DESCRIPTION.

NOTES:

- 1) THE PARCEL BOUNDARIES AS DEPICTED ON THIS MAP WERE DERIVED FROM A THOROUGH REVIEW OF RECOVERED EXISTING RECORD EVIDENCE AND ACTUAL FIELD SURVEY LOCATION OF FOUND PHYSICAL EVIDENCE AND REPRESENT IN MY PROFESSIONAL OPINION THE POSITION OF THE RECORD PARCEL BOUNDARIES.
- 2) THIS SURVEY CONFORMS TO THE CURRENT STANDARDS ADOPTED BY THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS. EXCEPTIONS AS NOTED ABOVE.
- 3) NOT VALID OR TRUE COPY OF ORIGINAL UNLESS SIGNED AND EMBOSSED BY SURVEYOR.



EXISTING CONDITIONS
PLAN OF LAND
FOR
**PINKHAM & GREER
CIVIL ENGINEERS**

28 VANNAH AVE. PORTLAND, ME. 04103

OWNER OF RECORD:
VANNAH WHITE LLC

CCRD BOOK 29226, PAGE 180
ASSESSOR'S MAP 129 LOTS F009 & F011

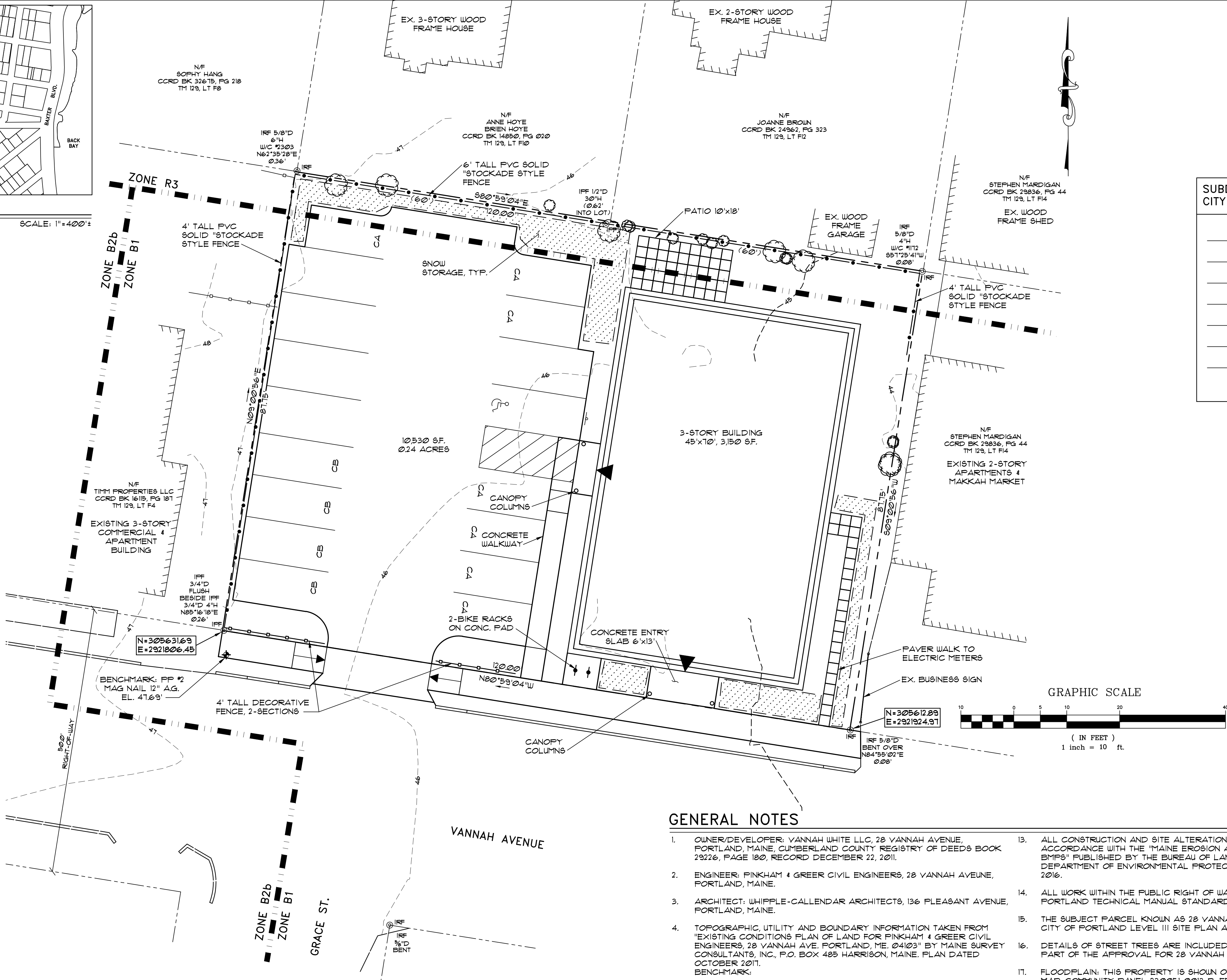
LOCATED AT:
**28 VANNAH AVENUE
PORTLAND, MAINE**

PREPARED BY:
MAINE SURVEY CONSULTANTS, INC.
P.O. BOX 485 HARRISON, MAINE 04040
SCALE: 1"=10' DATE: OCTOBER 2017
JN/PJN 117035/DWG BASE117035 FB 160.145



LOCATION PLAN

SCALE: 1"=400'

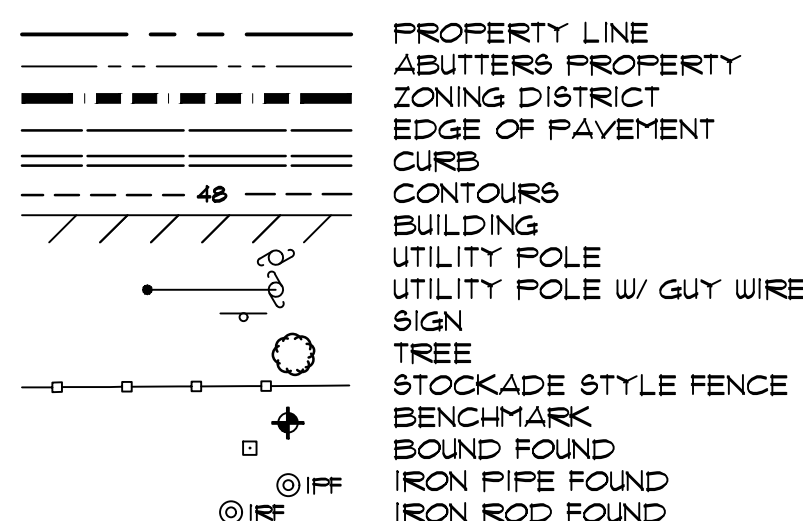


SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

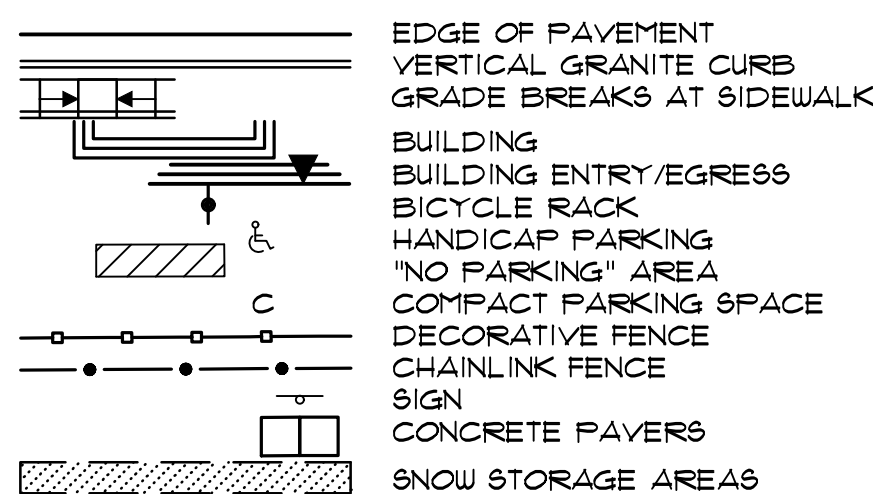
DATE

LEGEND

EXISTING



PROPOSED

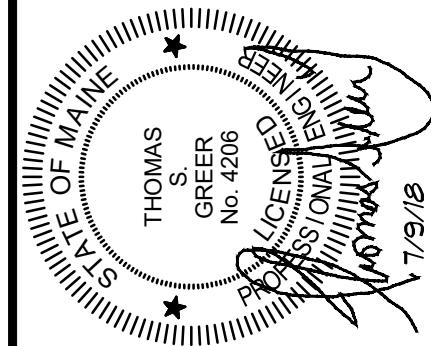


GENERAL NOTES

- OWNER/DEVELOPER: VANNAH WHITE LLC, 28 VANNAH AVENUE, PORTLAND, MAINE, CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 29226, PAGE 180, RECORD DECEMBER 22, 2011.
- ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE.
- ARCHITECT: WHIFFLE-CALLENDAR ARCHITECTS, 136 PLEASANT AVENUE, PORTLAND, MAINE.
- TOPOGRAPHIC, UTILITY AND BOUNDARY INFORMATION TAKEN FROM 'EXISTING CONDITIONS PLAN OF LAND FOR PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVE. PORTLAND, ME. 04103' BY MAINE SURVEY CONSULTANTS, INC., P.O. BOX 485 HARRISON, MAINE. PLAN DATED OCTOBER 2011. BENCHMARK:
- SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND ARE WINDSOR (UMB) LOAMY SAND.
- ZONE: RESIDENTIAL BUSINESS-1 (B-1) AND RESIDENTIAL 3 (R-3) PROPOSED USE: COMMERCIAL OFFICE SPACE AND RESIDENTIAL HOUSING.
- TAX MAP REFERENCE: MAP 129 / BLOCK F / LOTS 009 & 011.
- TOTAL PARCEL = 0.24 ACRES
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
- BUILDING SHALL HAVE A NUMBER CLEARLY VISIBLE FROM THE ROAD.
- LOT TO BE SERVICED BY PUBLIC WATER AND SEWER THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C23, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE ARE TO BE UNDERGROUND FROM AN EXISTING POLE. THESE SERVICES ARE SHOWN ON SHEET C23, GRADING AND UTILITIES PLAN.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE 'MAINE EROSION AND SEDIMENT CONTROL BMPs' PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2016.
- ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- THE SUBJECT PARCEL KNOWN AS 28 VANNAH AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 28 VANNAH AVENUE SITE PLAN.
- FLOODPLAIN: THIS PROPERTY IS SHOWN OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 290091 0013 B, EFFECTIVE DATE 1/17/1996, ZONE C AND EFFECTIVE DATE 12/8/1998, ZONE X. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C12 UNDER SNOW CLEARANCE NOTES.
- MECHANICAL EQUIPMENT IS TO BE INSTALLED AS SHOWN ON SHEET C23, GRADING AND UTILITIES PLAN.
- NEW PROPERTY PINS IF REQUIRED ARE TO BE SET AT THE EXPENSE OF THE OWNER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.

PINKHAM & GREER
CIVIL ENGINEERS

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



REV.	DATE	DESCRIPTION
2	7/9/18	REV'D PER CITY REVIEW COMMENTS
1	5/20/18	REV'D PER CITY REVIEW COMMENTS

VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

SCALE: AS SHOWN	DRN BY: JDC
DATE: MARCH 5, 2018	DESIGN BY: TSG
PROJECT: 17186	CHK BY: TSG

THE 28, a condominium
28 VANNAH AVENUE, PORTLAND, MAINE

SUBDIVISION RECORDING PLAT
SHEET 1 of 2

C1.1

CITY OF PORTLAND
CONDITIONS OF APPROVAL

IMPERVIOUS INFORMATION

	EXISTING	PROPOSED
BUILDINGS	1,552 SQ. FT.	3,150 SQ. FT.
PAVEMENT & GRAVEL	6,315 SQ. FT.	5,140 SQ. FT.
	7,867 SQ. FT.	8,290 SQ. FT.
NET IMPERVIOUS	+ 423 SQ. FT.	

PARKING & BICYCLES

PARKING SPACES PROVIDED:	
STANDARD SPACES: 9'x18'	5
COMPACT SPACES "A": 8'x15'	7
COMPACT SPACES "B": 8'x17'	4
ACCESSIBLE SPACES: 8'x18'	1

BICYCLE SPACES PROVIDED: 4 (2 RACKS)

BIKE SPACES REQUIRED:
2 BIKE SPACES PER
5 DWELLING UNITS (8/2.5): 3.2

UNIT ANALYSIS

UNIT COMPOSITION:

COMMERCIAL UNIT:	1
MARKET RATE RESIDENTIAL:	7
2-3 BEDROOM UNITS	
3-2 BEDROOM UNITS	
1- HANDICAP ACCESSIBLE	
2- 1 BEDROOM UNITS	
TOTAL:	8 UNITS

SNOW CLEARANCE NOTES

1. SNOW MAY BE STORED WITHIN THE SNOW STORAGE AREAS.
2. ANY SNOW THAT CAN NOT BE STORED ON SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE IF NECESSARY.
3. SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP. APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 513 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
4. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
5. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT.
6. THE OWNER IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

WAIVERS REQUESTED

1. THE PLANNING BOARD WAIVES / DOES NOT WAIVE SECTION 11.4 OF THE CITY OF PORTLAND'S TECHNICAL MANUAL STANDARD THAT PARKING LOTS WITH GREATER THAN 10 SPACES MAY BE COMPRISED OF UP TO 20% COMPACT PARKING SPACES, TO ALLOW 11 COMPACT SPACES WHICH IS 65% OF THE TOTAL NUMBER.

SURVEY GENERAL NOTES

1. ELEVATIONS ARE ADJUSTED TO NGVD 1929 DATUM FROM USC & GS DISK STAMPED C 163 1966 FOUND ON ODD FELLOWS BLOCK BUILDING AT 651 FOREST AVENUE VERTICAL ORDER FIRST CLASS 1.
2. UNDERGROUND UTILITY LOCATIONS HAVE NOT BEEN CONFIRMED. ALL UTILITIES SHOWN HERE ARE APPROXIMATE AND ARE BASED ON VISIBLE ABOVE GROUND STRUCTURES COMBINED WITH UTILITIES SHOWN ON PLAN REF # 4.2. DIGSAFE SHOULD BE CONTACTED BEFORE ANY EXCAVATION COMMENCES.
3. THIS PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA PER THE FEMA FIRM FLOOD HAZARD MAP 22050510001E EFFECTIVE DATE JULY 17, 1996.

SURVEY PLAN REFERENCES

1. STANDARD BOUNDARY SURVEY 29 VANNAH AVENUE FOR DAVID W. AASKOV DATED AUGUST 1932 PREPARED BY ROSS BOUNDARY SURVEY RECORDED IN CCRD PB 192, PG 210.
2. CITY OF PORTLAND SEWER ASSSESSMENT PLAN DATED 02-12, 1941 CITY OF PORTLAND FILE #436/13.
3. CITY OF PORTLAND BLUE SHEETS VANNAH AVE., FOREST AVE., HERSEY STREET, AND CLIFTON STREET.
4. PLAN OF HERSEY SAUNDERS FIELD DATED 05-18-1926 RECORDED IN CCRD PB 17, PG 4.
5. PLAN OF HERSEY SAUNDERS FIELD DATED 08-21-1917 RECORDED IN CCRD PB 13, PG 93.
6. PLAN SHOWING STANDARD BOUNDARY SURVEY FOR SYLVIA AND HAROLD KROOT BY DANIEL DALFONSO DATED 10/04/93.
7. FINAL SITE/SUBDIVISION PLAN OF 23 OCEAN AVE BY FOUR POINTS ASSOCIATES, INC.

ZONE INFORMATION

ZONE: NEIGHBORHOOD BUSINESS ZONE (B-1) & RESIDENTIAL 3 (R-3)
PERMITTED USE & PROPOSED USES: BUSINESS OFFICE & MULTI-FAMILY RESIDENTIAL

SPACE STANDARDS	B-1	R-3
MINIMUM LOT SIZE	NONE	6,500 SQ. FT.
MINIMUM LOT AREA PER DWELLING UNIT	1,000 *	6,500 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	50 FEET
MINIMUM LOT WIDTH	NONE	65 FEET
MINIMUM FRONT YARD	NONE	25 FEET
MAXIMUM FRONT YARD	10 FEET OR **	
MINIMUM REAR YARD	10 FEET	25 FEET
MINIMUM SIDE YARD	5 FEET	
2 1/2 STORY STRUCTURE	**	16 FEET
STRUCTURE STEPBACKS	***	
MAXIMUM STRUCTURE HEIGHT	35 FEET	
MAXIMUM FLOOR AREA	10,000 SQ. FT.	
MAXIMUM IMPERVIOUS AREA	90%	

- * EQUAL TO NEAREST RESIDENTIAL ZONE, EXCEPT FOR 100%
FOR MULTI-FAMILY
- ** MAX. FRONT YARD SHALL NOT EXCEED THE AVERAGE
DEPTH OF NEAREST DEVELOPED LOTS
- *** ABOVE 35' SHALL BE NO CLOSER THAN 10 FEET FROM THE
SIDE LINE AND NO CLOSER THAN 15 FEET FROM THE REAR
WHEN PROPERTY ADJUTS A RESIDENTIAL ZONE
- FIRST 25 FEET OF USE FROM FRONT BOUNDARY TO BE
COMMERCIAL

CITY OF PORTLAND SUBDIVISION NOTES

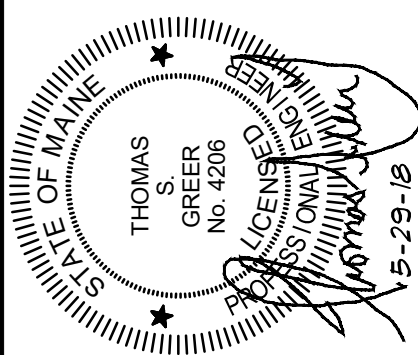
- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEFICIENT ON THE SITE PLAN AND APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAUN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE OVERHEAD.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPED RAMP AS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. 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 QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR OR PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIF-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIF-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIF-LINE OF TREES TO BE PRESERVED.
10. SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE WITHIN ANY FIVE-YEAR PERIOD, WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

SUBDIVISION PLAT, APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

DATE _____

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME. 04103
TEL.: 207.781.5342 FAX: 207.781.4245



2	7/9/18	REYD PER CITY REVIEW COMMENTS	
1	5/29/18	REYD PER CITY REVIEW COMMENTS	
REV.	DATE	DESCRIPTION	

VANNAH WHITE, INC.
228 VANNAH AVENUE, PORTLAND, ME

SCALE: AS SHOWN

DATE: MARCH 5, 2018

DATE: MARCH 5, 2018

THE 28, a condominium
28 VANNAH AVENUE PORTLAND, MAINE

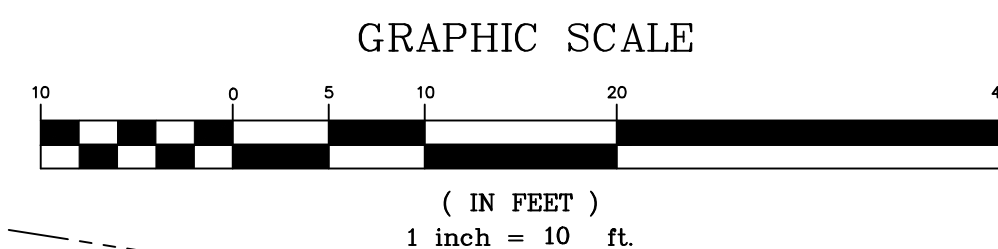
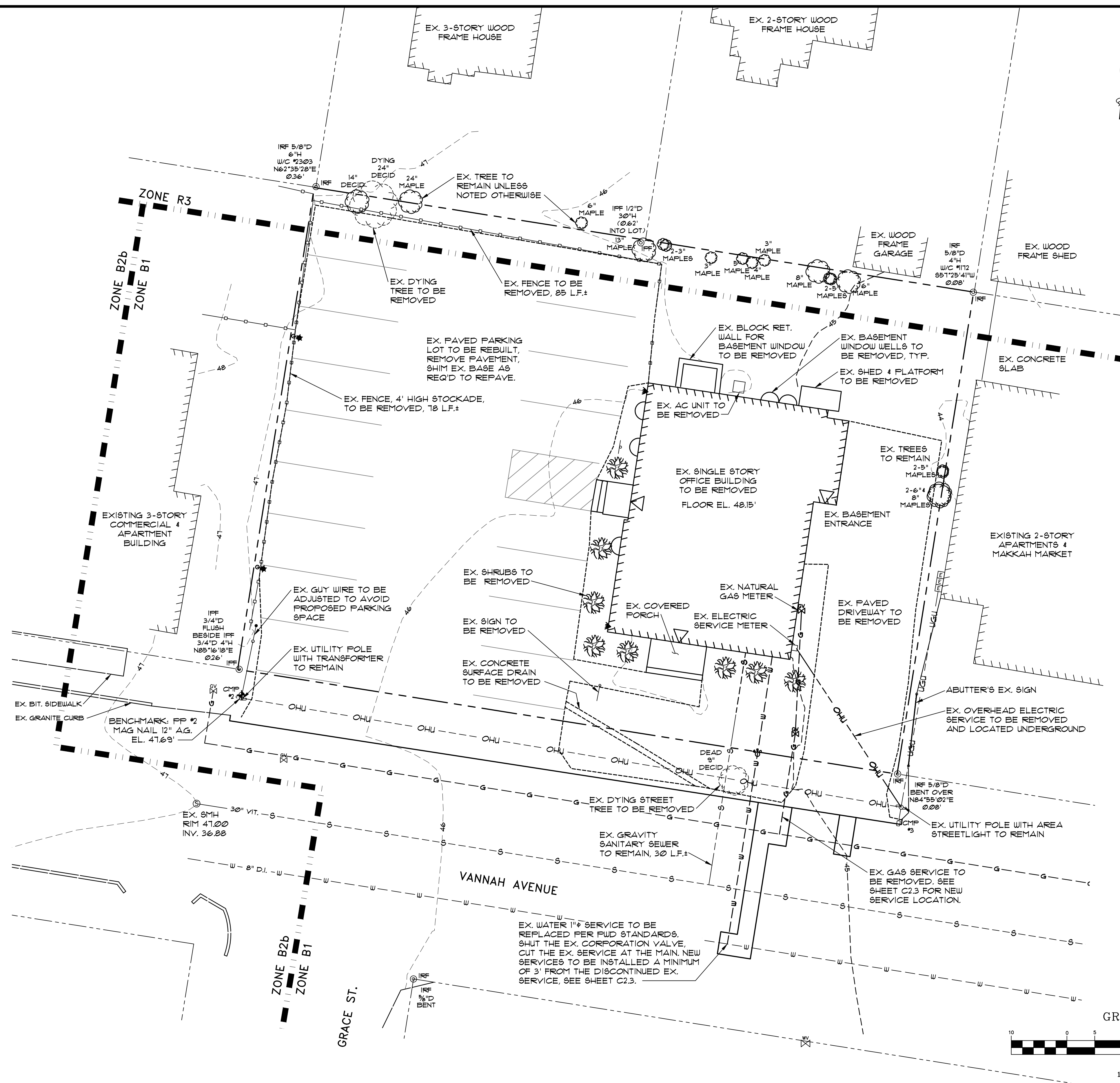
SUBDIVISION RECORDING PLAT
SHEET 2 of 2

C1.2

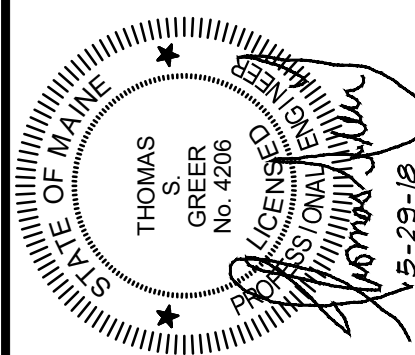
LEGEND

EXISTING

	PROPERTY LINE
	ABUTTERS PROPERTY
	ZONING DISTRICT
	EDGE OF PAVEMENT
	CURB
	BUILDING
	UTILITY POLE
	UTILITY POLE W/ GUY WIRE
	SIGN
	TREE
	STOCKADE STYLE FENCE
	BENCHMARK
	BOUND FOUND
	IRON PIPE FOUND
	IRON ROD FOUND
	SEWER MANHOLE
	GATE VALVE
	GAS VALVE
	CONTOURS
	SPOT GRADE
	OVERHEAD UTILITY
	WATER LINE
	GAS LINE
	TELEPHONE MANHOLE
	WATER DISTRICT MANHOLE
	SEWER MANHOLE
	UTILITY POLE
	UTILITY POLE W/ GUY WIRE
	SIGN



PINKHAM & GREER
CIVIL ENGINEERS
28 VANUAH AVE. PORTLAND, ME 04103
TEL: 207.781.5242 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
2	7/9/18	REV'D PER CITY REVIEW COMMENTS
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VANUAH WHITE, INC.
28 VANUAH AVENUE, PORTLAND, ME

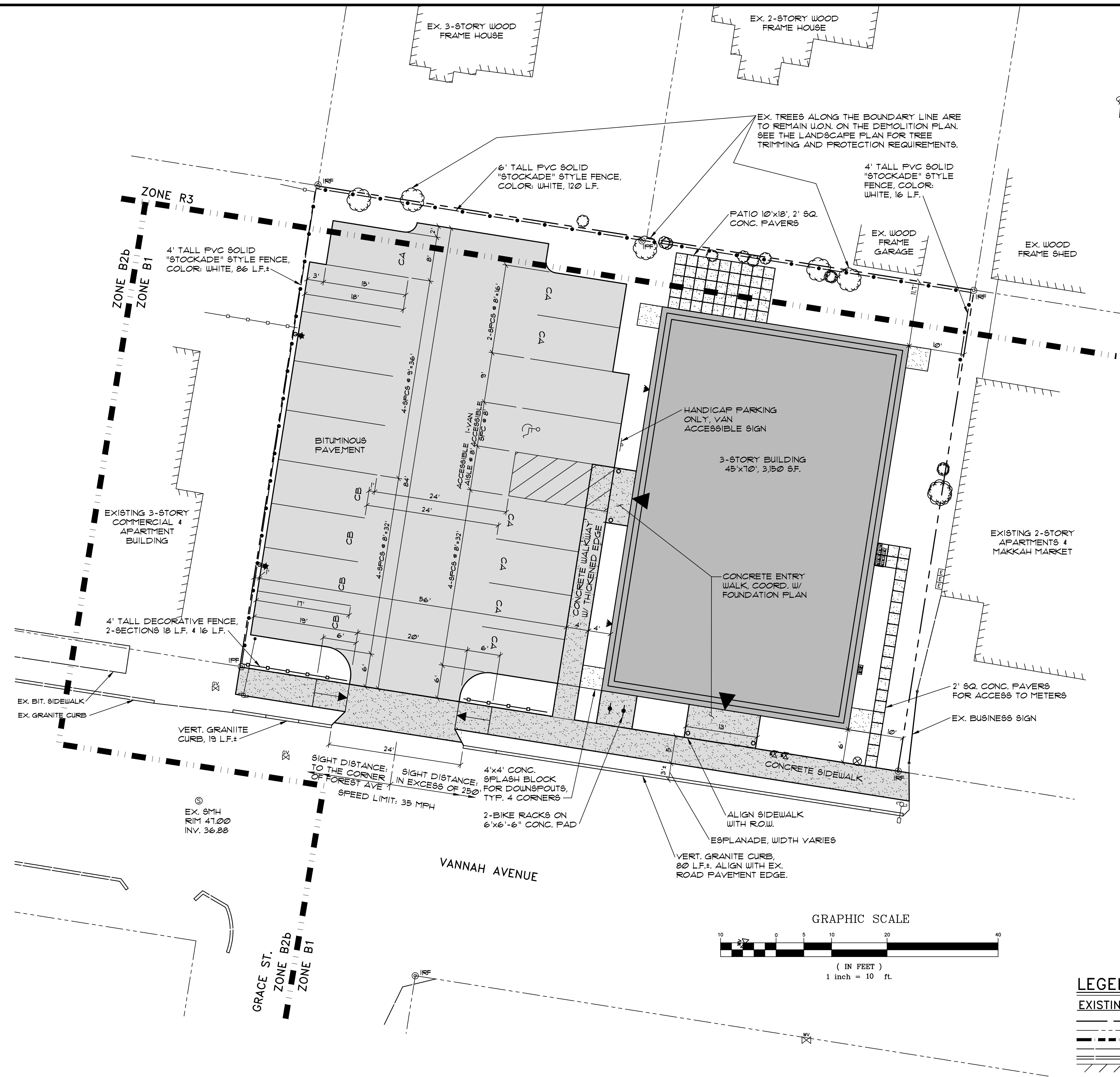
THE 28, a condominium
28 VANUAH AVENUE, PORTLAND, MAINE

C2.2

MAP/LOT 129 / F / 9 & 11

EXISTING CONDITIONS
AND DEMOLITION PLAN

SCALE: AS SHOWN	DRN BY: JDC
DATE: MARCH 5, 2018	DESIGN BY: TSG
PROJECT: 17186	CHK BY: TSG

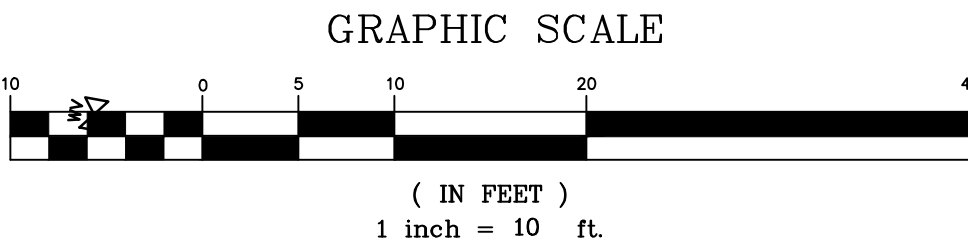


CITY OF PORTLAND SITE PLAN NOTES

- 1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- 2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
- 3. ALL POWERLINE UTILITIES SHALL UNDERGROUND.
- 4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIFDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- 5. 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 QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION MARCH 2016.
- 6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- 7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- 8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- 9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.

PROJECT DRAWINGS

C11	SUBDIVISION RECORDING PLAT, SHEET 1 of 2
C12	SUBDIVISION RECORDING PLAT, SHEET 2 of 2
C2.1	SITE PLAN
C2.2	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.3	GRADING AND UTILITIES PLAN
C2.4	EROSION CONTROL PLAN, NOTES AND DETAILS
C2.5	LANDSCAPE PLAN, NOTES AND DETAILS
C3.1	SITE DETAILS
C3.2	SITE DETAILS
1	EXISTING CONDITIONS PLAN OF LAND
	PHOTOMETRICS PLAN 1 of 2
	PHOTOMETRICS PLAN 2 of 2
C1-1	CONSTRUCTION MANAGEMENT PLAN



PARKING SPACES

SPACE TYPE	SIZE	QUANTITY
STANDARD SPACES:		
ACCESSIBLE SPACE WITH ACCESS AISLE:	9'x18'	5
COMPACT SPACE TYPE "A"	8'x18'	1
COMPACT SPACE TYPE "B"	8'x15'	7
COMPACT SPACE TYPE "C"	8'x11'	4
TOTAL SPACES PROVIDED:		17

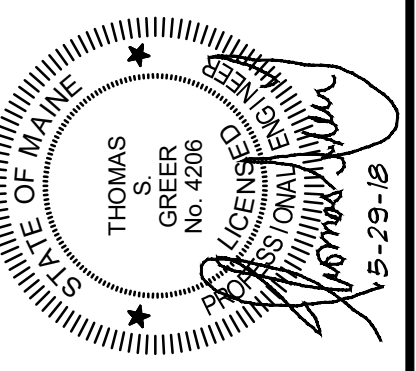
LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- ZONING DISTRICT
- EDGE OF PAVEMENT
- CURB
- BUILDING
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- TREE
- STOCKADE STYLE FENCE
- BOUND FOUND
- IRON PIPE FOUND
- IRON ROD FOUND
- SEWER MANHOLE
- GATE VALVE
- GAS VALVE

PROPOSED

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- GRADE BREAKS AT SIDEWALK
- BUILDING
- BUILDING ENTRY/EGRESS
- BICYCLE RACK
- HANDICAP PARKING
- "NO PARKING" AREA
- COMPACT PARKING SPACE
- DECORATIVE FENCE
- CHAINLINK FENCE
- SIGN
- LIGHT POLE
- WALL MOUNTED LIGHT
- ELECTRIC METER
- GAS METER
- GAS VALVE
- WATER SHUT OFF
- BITUMINOUS PAVEMENT
- BUILDING HATCH
- CONCRETE PAVEMENT
- CONCRETE PAVERS



REV.	DATE	DESCRIPTION
2	7/9/18	REV'D PER CITY REVIEW COMMENTS
1	5/20/18	REV'D PER CITY REVIEW COMMENTS

VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

THE 28, a condominium
28 VANNAH AVENUE, PORTLAND, MAINE

SITE PLAN

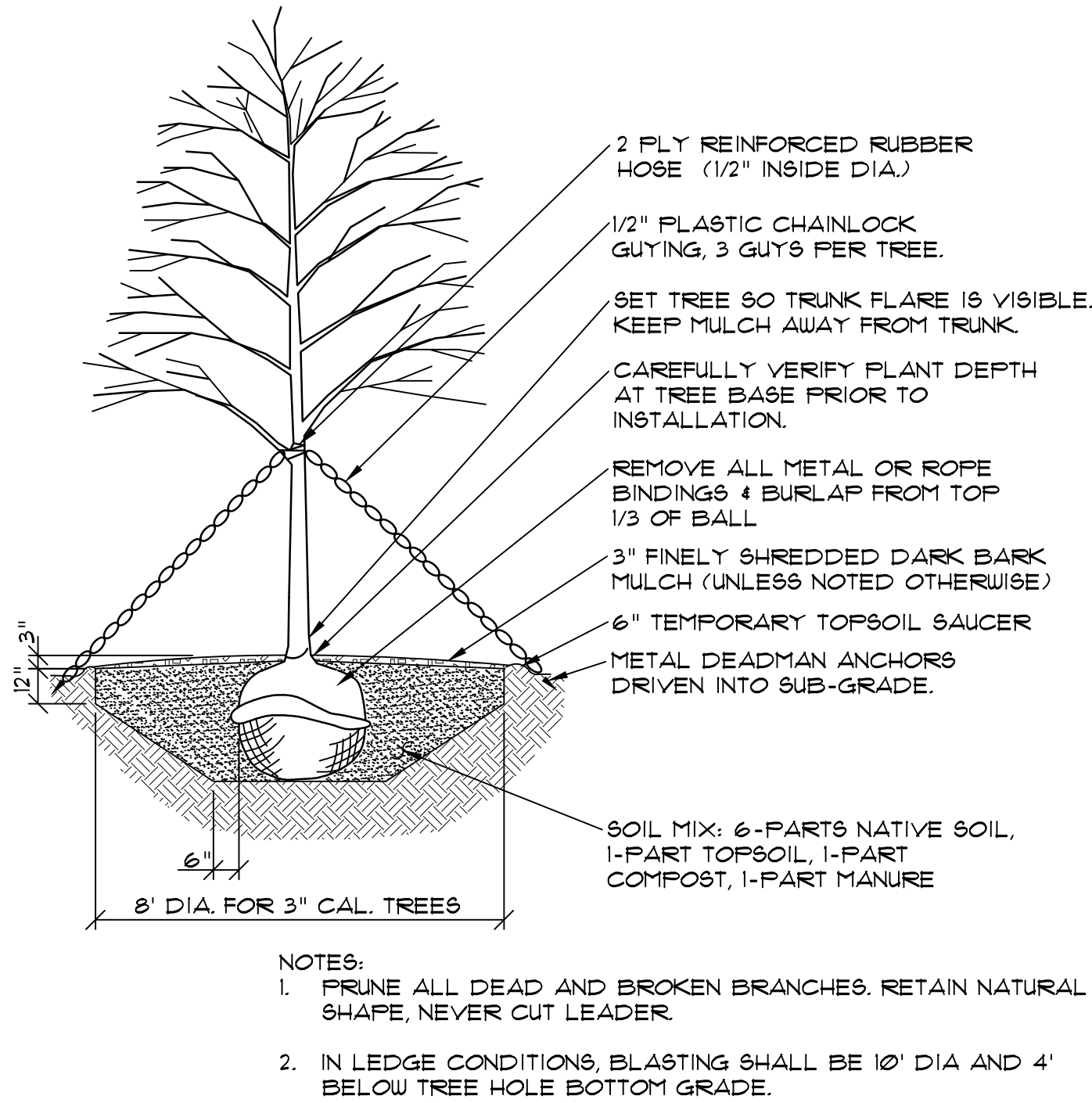
LANDSCAPE NOTES

GENERAL:

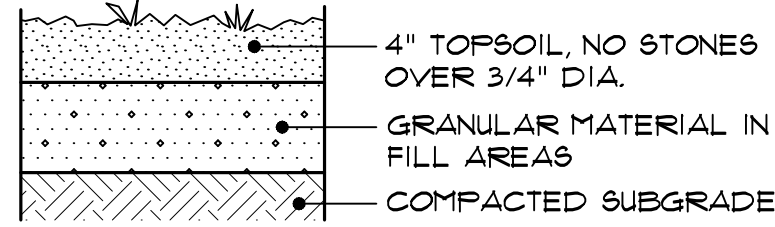
- 1. SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
- 2. ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSEYMEN.
- 3. ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN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

MAINTENANCE:

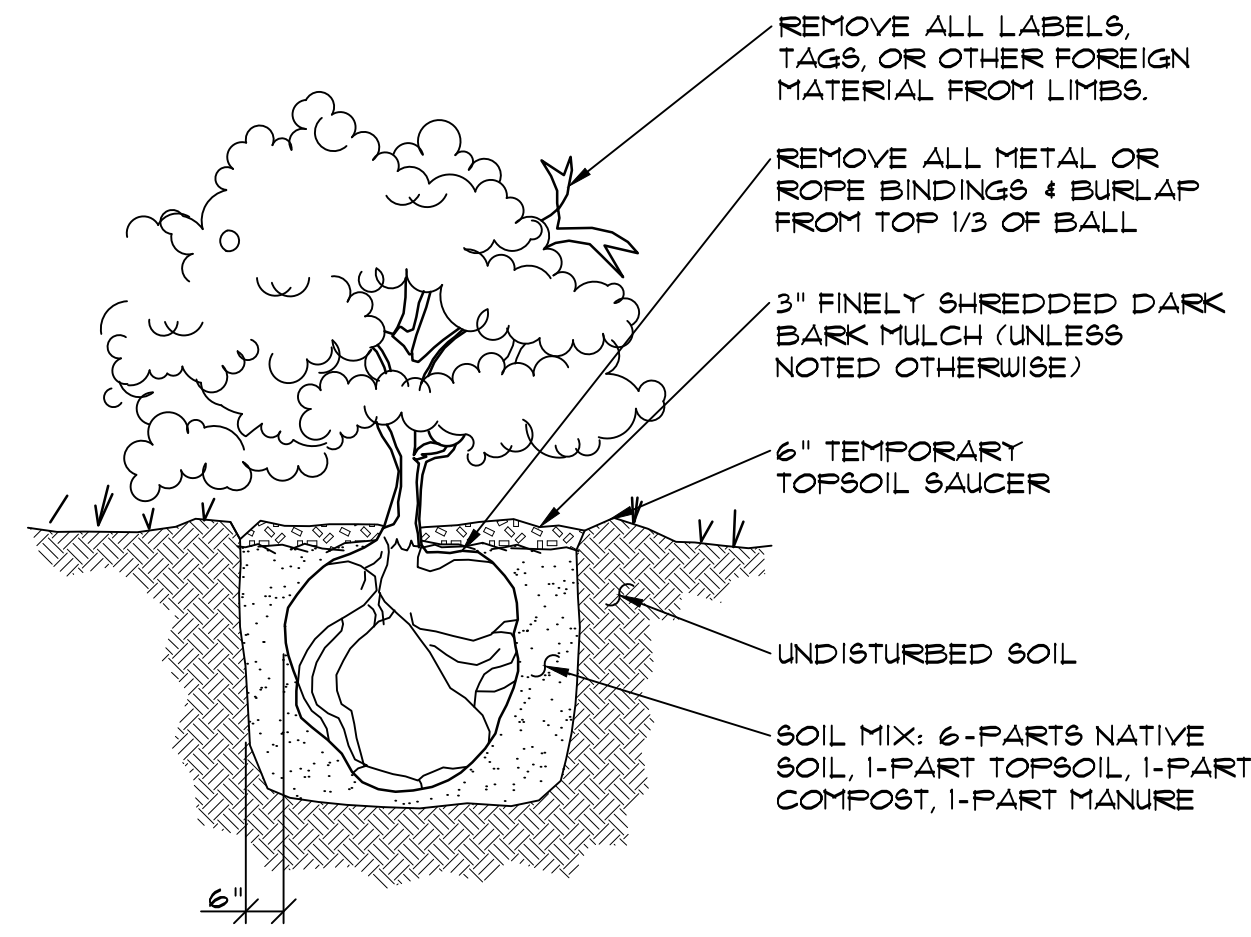
- 1. LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
- 2. TREES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



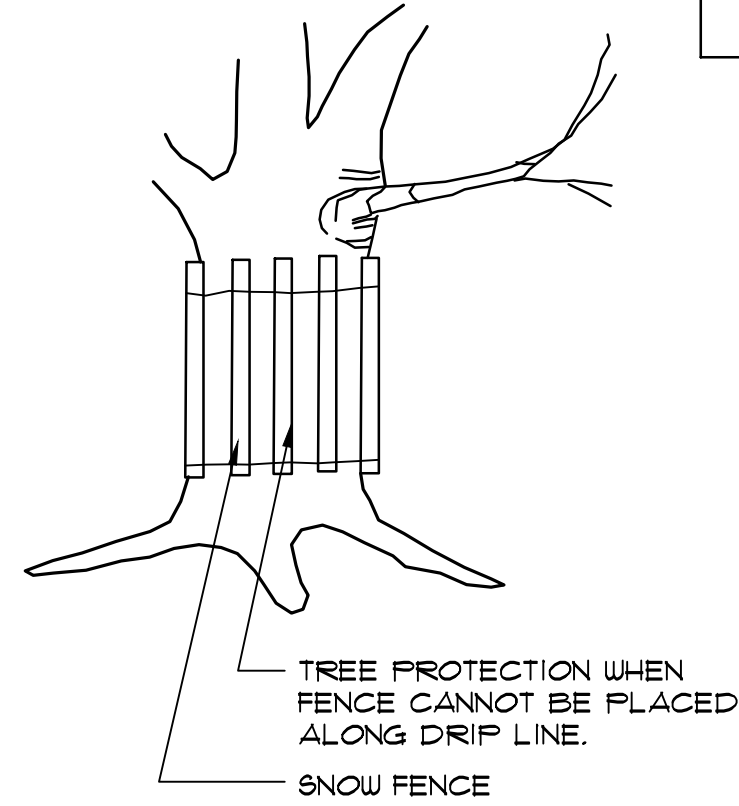
3 DECIDUOUS TREE PLANTING DETAIL NOT TO SCALE



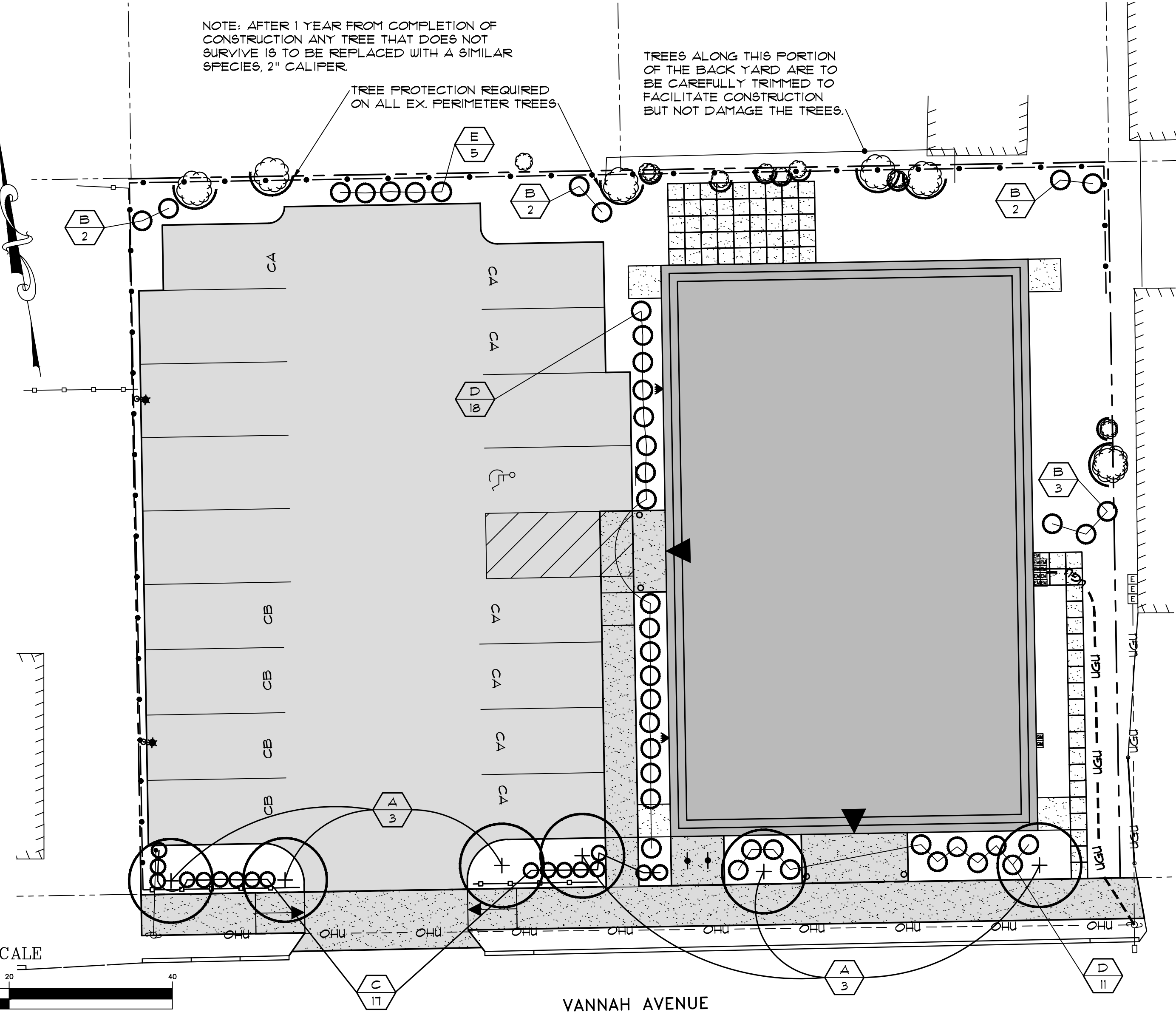
4 LANDSCAPE SURFACE FINISHES NOT TO SCALE



2 SHRUB PLANTING DETAIL NOT TO SCALE

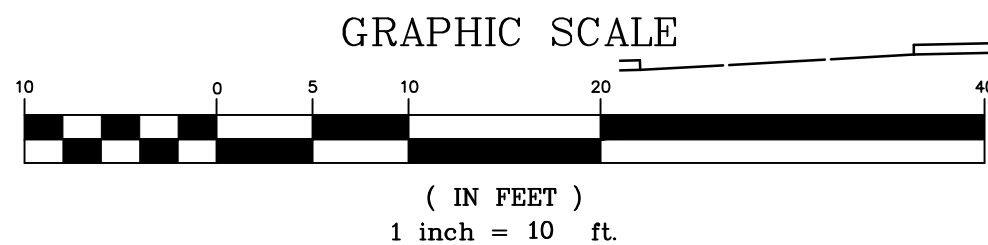


1 TREE PROTECTION FENCE NOT TO SCALE



PLANT LIST

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT
A	ARMSTRONG MAPLE / a. freemanii 'Armstrong'	2" cal.	6	B+B
B	LILAC / syringa vulgaris	3-4' tall	9	Cont.
C	BOXWOOD / buxus sempervirens	5 gal.	17	Cont.
D	SWITCH GRASS / panicum virgatum 'Shenandoah'	1 gal.	29	Cont.
E	SWITCH GRASS / panicum virgatum 'Northwind'	3 gal.	5	Cont.



PINKHAM & GREER
CIVIL ENGINEERS

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

THOMAS S. GREER
LICENSED PROFESSIONAL ENGINEER
NO. 14506
17-26-18

REV.	DATE	DESCRIPTION
3	7/26/18	REV'D PER CITY ARBORIST COMMENTS
2	7/9/18	REV'D PER CITY REVIEW COMMENTS
1	5/29/18	REV'D PER CITY REVIEW COMMENTS

VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

SCALE: AS SHOWN
DATE: MARCH 5, 2018
PROJECT: 17186

DRN BY: JDC
DESIG BY: TSG
CHK BY: TSG

THE 28, a condominium
28 VANNAH AVENUE
PORTLAND, MAINE

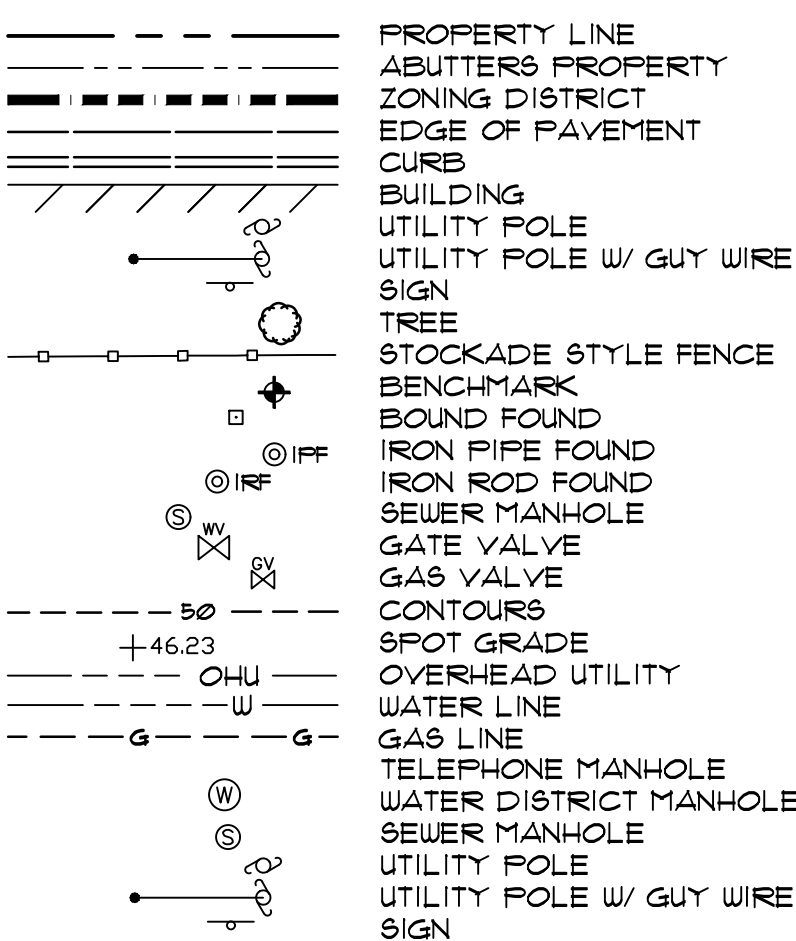
LANDSCAPE PLAN,
NOTES & DETAILS

C2.5

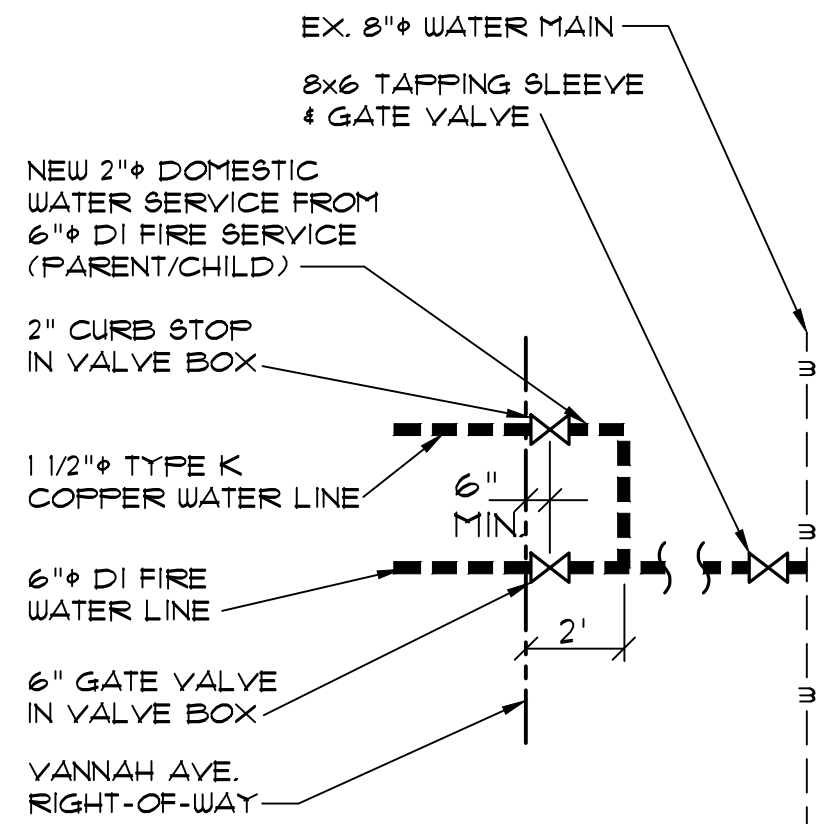
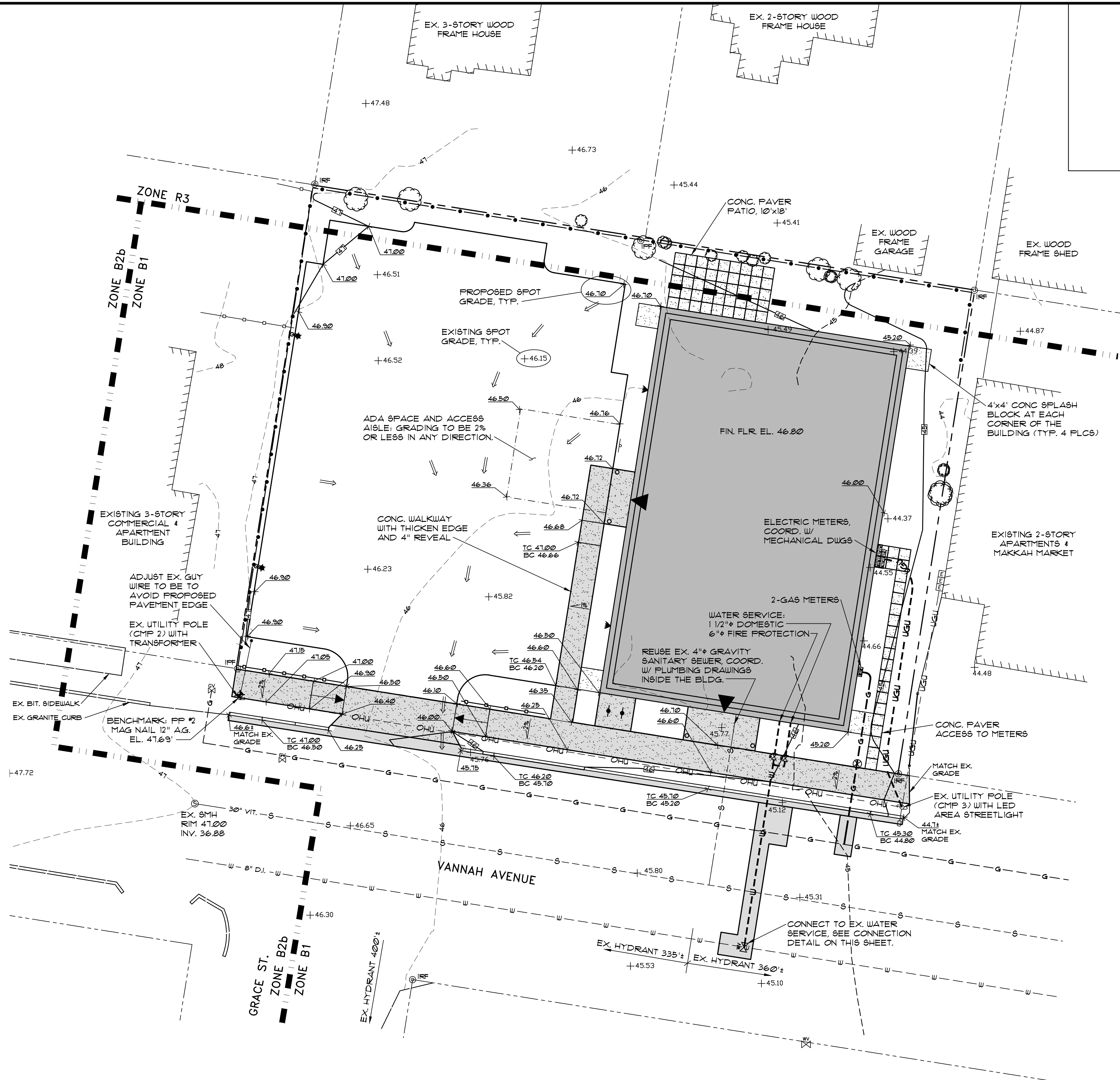
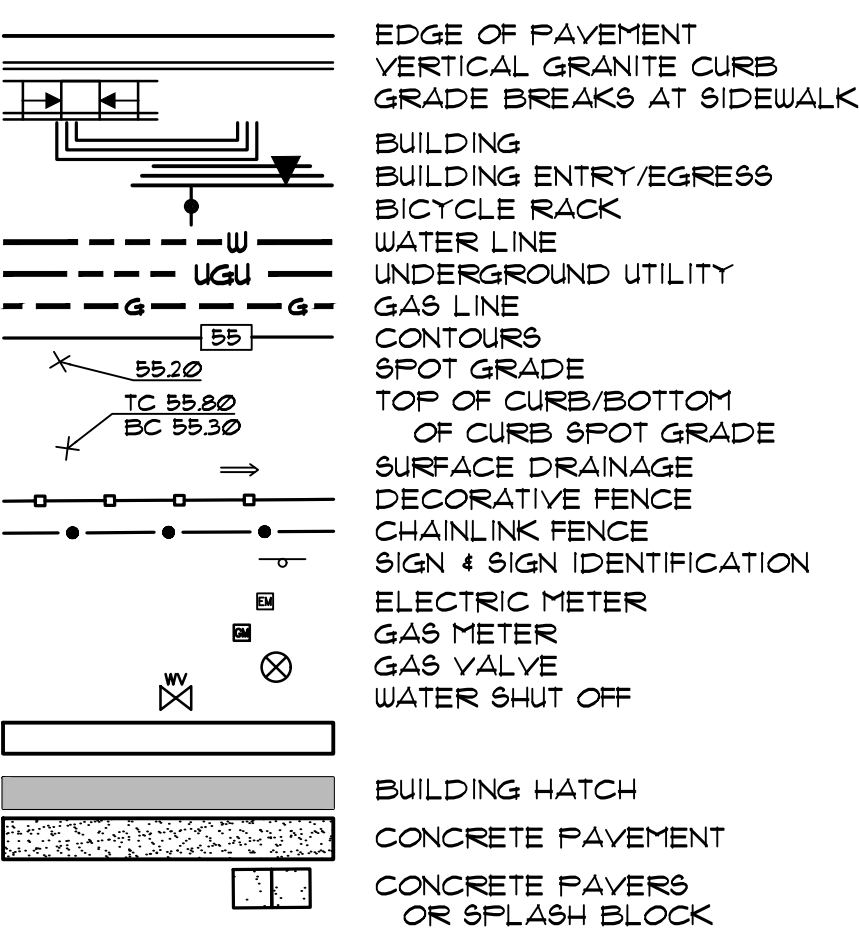
MAP/LOT 129 / F / 9 & 11

LEGEND

EXISTING



PROPOSED

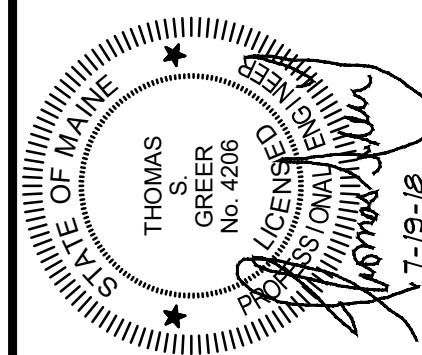


WATER CONNECTION DETAIL

N.T.S.

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.781.5342 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
3	7/19/18	CLARIFIED DRAINAGE INTENT
2	7/9/18	REV'D PER CITY REVIEW COMMENTS
1	5/20/18	REV'D PER CITY REVIEW COMMENTS

VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

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PROJECT: 17186	CHK BY: TSG

THE 28, a condominium
28 VANNAH AVENUE
PORTLAND, MAINE

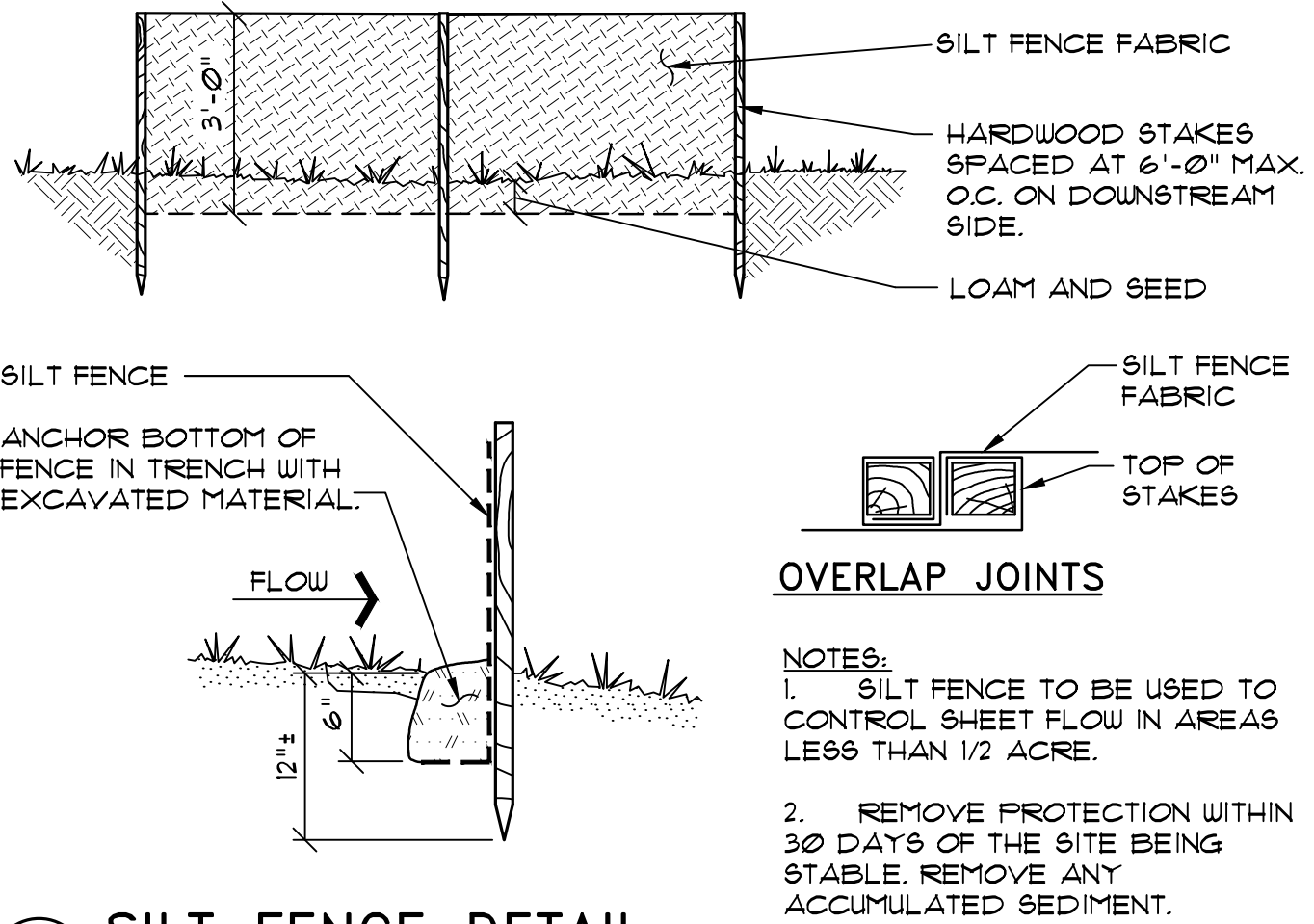
GRADING & UTILITIES PLAN

C2.3

EROSION CONTROL NOTES

GENERAL:

- DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO HAVE A MAINTENANCE AND INSPECTION PLAN FOR STORMWATER CONTROL AND EROSION CONTROL DEVICES. INSPECT THE DISTURBED AREAS ONCE PER WEEK AND BEFORE AND AFTER RAIN STORMS. REPAIR OR CORRECT ANY AREAS THAT ARE DEFICIENT WITHIN 1 CALENDAR DAYS. KEEP A LOG OF THE INSPECTIONS AND NOTE ANY CORRECTIVE ACTION TAKEN. THE LOG MUST BE AVAILABLE FOR REVIEW BY THE TOWN AND DEP. KEEP RECORDS FOR 3 YEARS.
- THE DRAWINGS DEPICT THE REQUIRED SOIL EROSION CONTROL MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION SITE IN SUCH A MANNER THAT:
 - SOIL EROSION IS KEPT TO A MINIMUM.
 - NO SEDIMENT LEAVES THE CONSTRUCTION SITE PROPER.
 - ALL POSSIBLE MEASURES ARE EMPLOYED TO PREVENT SEDIMENT FROM ENTERING DRAINAGE COURSES AND WETLANDS EVEN BEYOND THE DETAILS SHOWN ON THIS PLAN IF NECESSARY.
- 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 2016.
- 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.
- 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 15' OF WETLANDS OR WATERBODIES WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.
- 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.
- 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.
- APPLY MULCH TO BARE SOILS WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, WITHIN 48 HOURS IF WITHIN 15' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.
- 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 15' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.
- MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. DURING THE GROWING SEASON (APRIL 15 - SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - THE BASE OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 15%
 - WITHIN 100 FT. OF STREAMS AND WETLANDSBETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - SIDE SLOPES OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 2%
- INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C12BEN.
- FOLLOW SILT FENCE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM OF FENCE IN A TRENCH OR BERING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.
- 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 STABILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 95% CATCH.
- ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.
- 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 FOOT) 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.



2 SILT FENCE DETAIL

NOT TO SCALE

TOPSOIL:

- 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 UNDESIRABLE 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:
- 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 111.03 PEAT HUMUS) (% BY VOLUME) .10 - .20

NUTRIENTS:

 - CALCIUM (CA) (% SATURATION) 60 - 80
 - MAGNESIUM (MG) (% SATURATION) 10 - 25
 - POTASSIUM (K) (% SATURATION) 21 - 30
 - PHOSPHORUS (P) (POUNDS/ACRE) 10 - 40
 - PH 6.0 - 6.5

PERMEABILITY (INCHES PER HOUR) 3 - 10

MAXIMUM STONE SIZE (INCHES) 3/4

SEEDING:

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

PERMANENT SEED:

MDOT 111.03(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)	10 - 30 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 215 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 215 LBS	
JUTE MESH	AS REQUIRED	

EXCELSIOR MAT AS REQUIRED

MULCH ANCHORING

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

HOUSEKEEPING NOTES

THE DEVELOPER IS RESPONSIBLE FOR NOTIFYING THE CONTRACTOR AND OWNER OF THE HOUSEKEEPING STANDARDS.

- 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 CONSTRUCTION MANAGEMENT PLAN FOR THE CONTRACTOR'S USE. REFUELING OF SMALL ENGINES BY THE OWNER SHOULD OCCUR ON A PAVED SURFACE.

ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0111 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/EMERGSPILLSRESP/](http://www.maine.gov/dep/spills/emergspillsresp/)

- 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.

- FUGITIVE SEDIMENT AND DUST: THE CONTRACTOR IS REQUIRED TO MINIMIZE DUST FROM THE CONSTRUCTION OPERATION. THE ROAD SHOULD BE SWEEP 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.

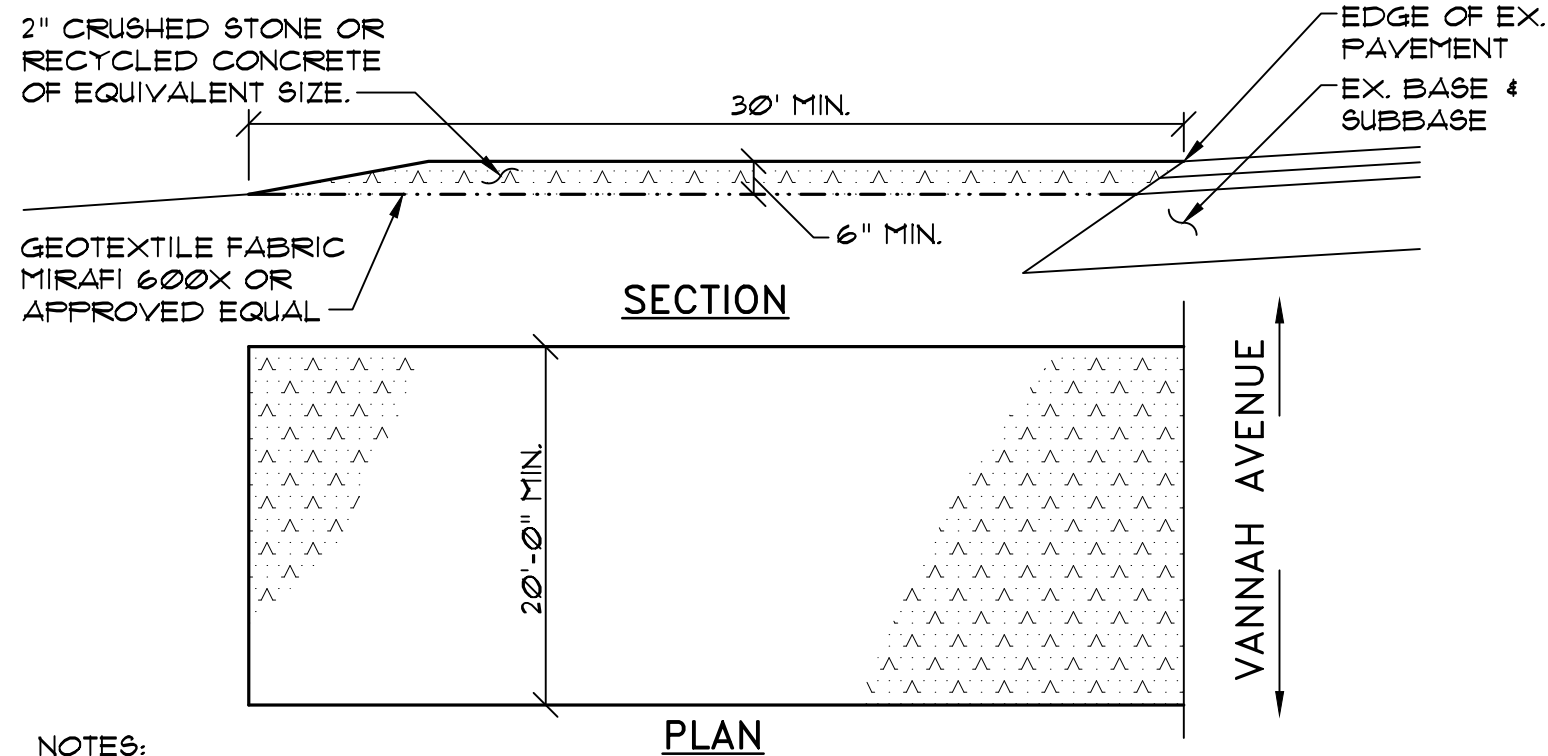
- DEBRIS AND OTHER MATERIALS: CONSTRUCTION MATERIALS AND CONSTRUCTION DEBRIS SHOULD BE COVERED TO PREVENT RAINWATER FROM WASHING CONTAMINANTS OFF THE SITE. ANY FERTILIZERS, CLEANING PRODUCTS, HERBICIDES SHOULD BE PROTECTED FROM THE WEATHER AND USED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

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 THE SITE MUST OCCUR REGULARLY. THE STORMWATER MAINTENANCE REPORT PROVIDES INSPECTION DETAILS AND TIME LINES FOR DOING THE INSPECTIONS AND REPORTING TO THE CITY.



- NOTES:**
- ENTRANCE TO BE PLACED WHEN PAVEMENT IS REMOVED. WHILE EXISTING PAVEMENT REMAINS THE ENTRANCE IS NOT REQUIRED.
 - 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.
 - REMOVE STABILIZED CONSTRUCTION ENTRANCE AFTER EXCAVATION IS COMPLETE.

1 STABILIZED CONSTRUCTION ENTRANCE DETAIL

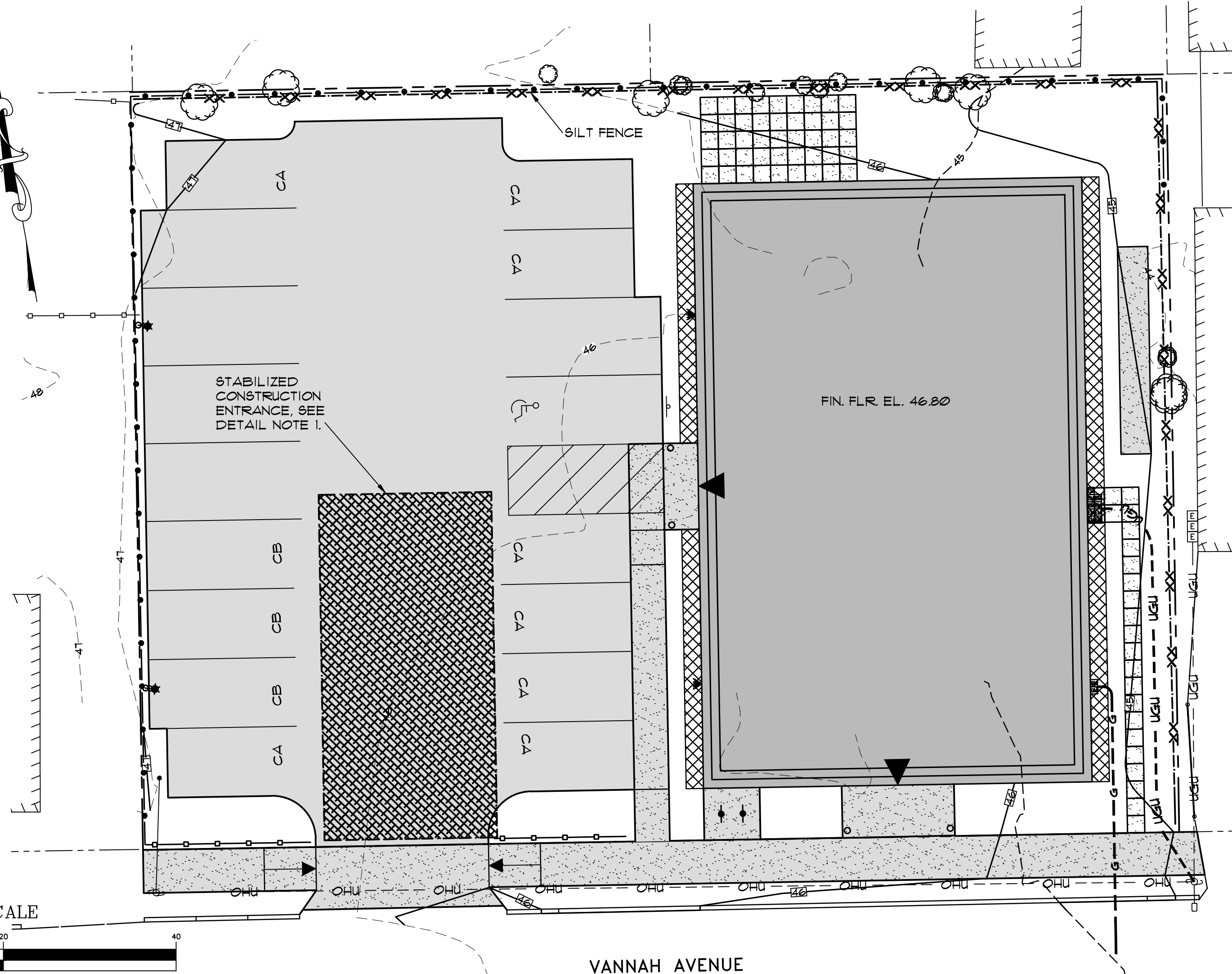
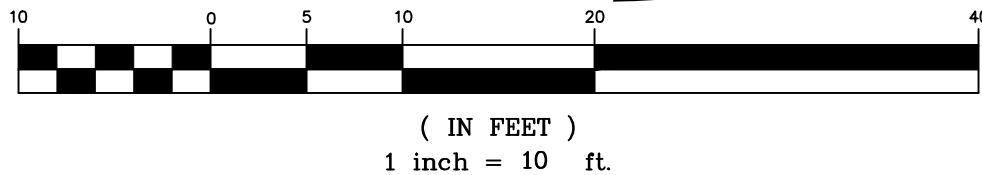
NOT TO SCALE

EROSION CONTROL LEGEND



FOR PLAN LEGEND SEE SHEET C2.3

GRAPHIC SCALE



VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

THE 28, a condominium
28 VANNAH AVENUE
PORTLAND, MAINE

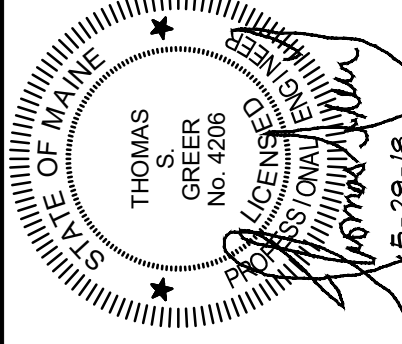
EROSION CONTROL
PLAN, NOTES & DETAILS

C2.4

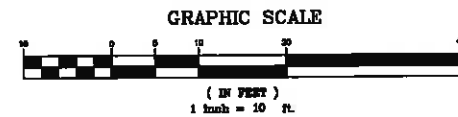
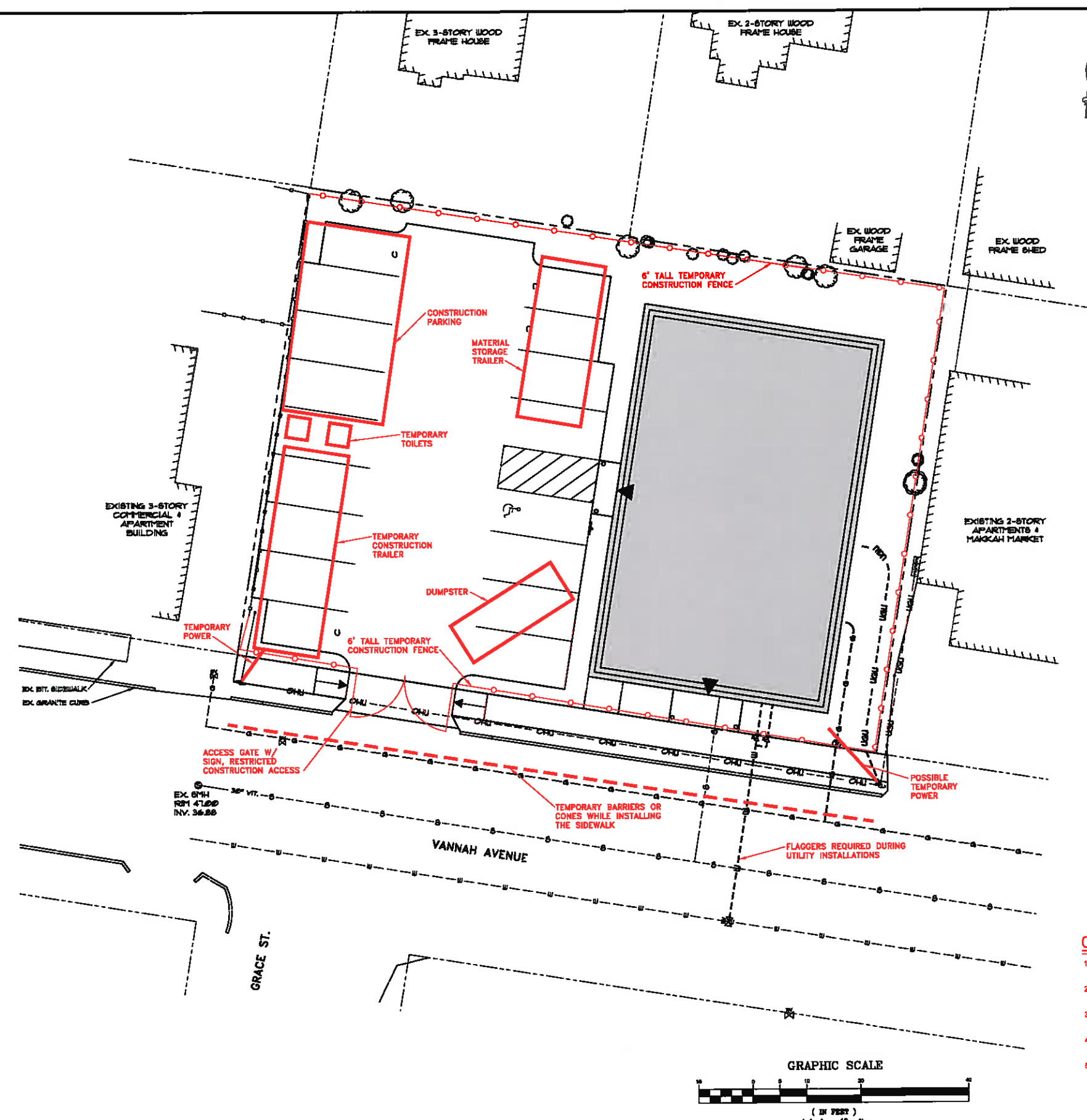
MAPLOT 129 / F / 9 & 11

REV.	DATE	REVD PER CITY REVIEW COMMENTS	DESCRIPTION
1	5/20/18		

SCALE: AS SHOWN	DRN BY: JDC
DATE: MARCH 5, 2018	DESG BY: TSG
PROJECT: 17166	CHK BY: TSG



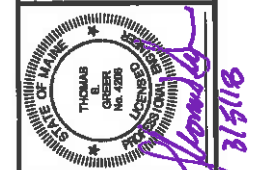
PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.761.5242 FAX: 207.761.4245



CONSTRUCTION MANAGEMENT NOTES

1. PROVIDE SAFETY CONES, BARRELS, FENCING, WARNING TAPE AS REQUIRED TO RESTRICT ACCESS TO THE SITE AND PROVIDE FOR PEDESTRIAN SAFETY.
2. REMOVE EXISTING BUILDING USING THE EXISTING PARKING AREA AS STAGING AREA.
3. PROVIDE DUMPSTERS ON SITE THROUGHOUT THE CONSTRUCTION PROCESS.
4. TEMPORARY TRAILERS AND EMPLOYEES CONVENIENCE FACILITIES TO BE MAINTAINED ON SITE THROUGHOUT THE PROJECT.
5. CONSTRUCTION EMPLOYEE PARKING TO BE MAINTAINED ON SITE. ANY PARKING ALONG VANUAH AVENUE MUST LEAVE ROOM FOR TWO WAY TRAFFIC.

PINKHAM & GREER
CIVIL ENGINEERS
28 VANUAH AVE. PORTLAND, ME 04103
TEL: 207.761.4245



REV.	DATE	DESCRIPTION

VANUAH WHITE, INC. 28 VANUAH AVENUE, PORTLAND, ME	DRN BY: JDC DESIGN BY: TSG CHK BY: <i>TSG</i>
SCALE: AS SHOWN DATE: MARCH 5, 2018 PROJECT: 17108	

THE 28, a condominium
28 VANUAH AVENUE, PORTLAND, MAINE

**CONSTRUCTION
MANAGEMENT PLAN**

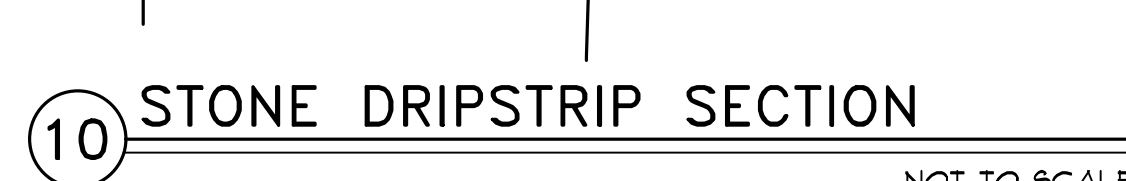
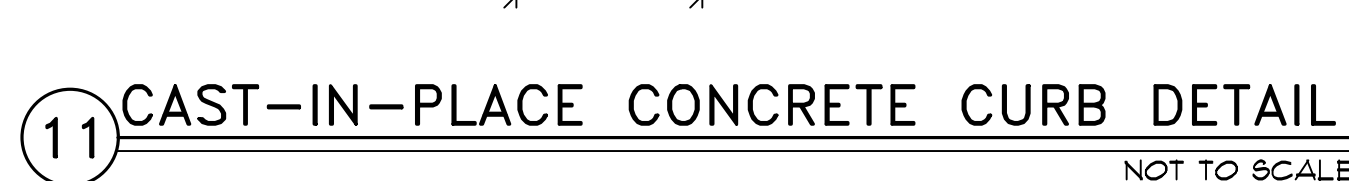
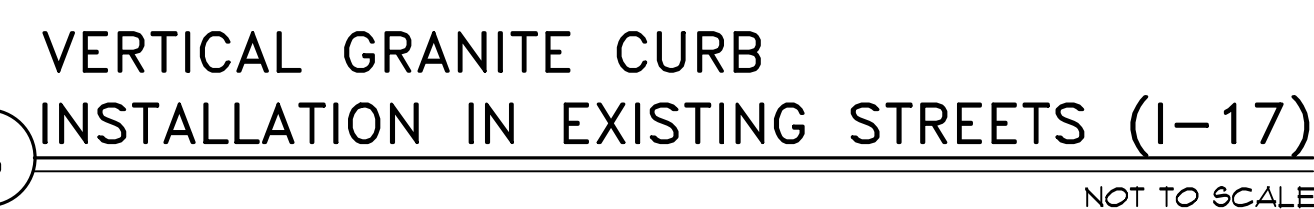
CM-1

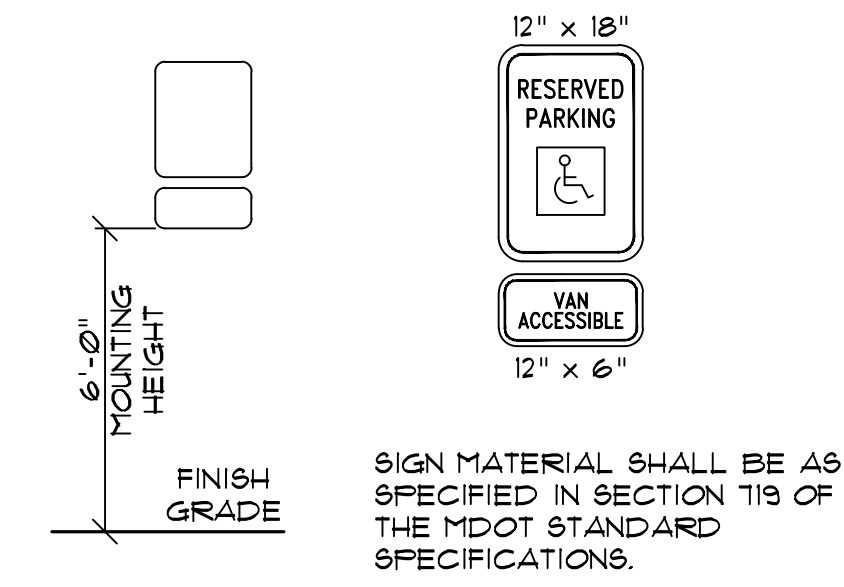
MAPLOT 129/F/9.8.11



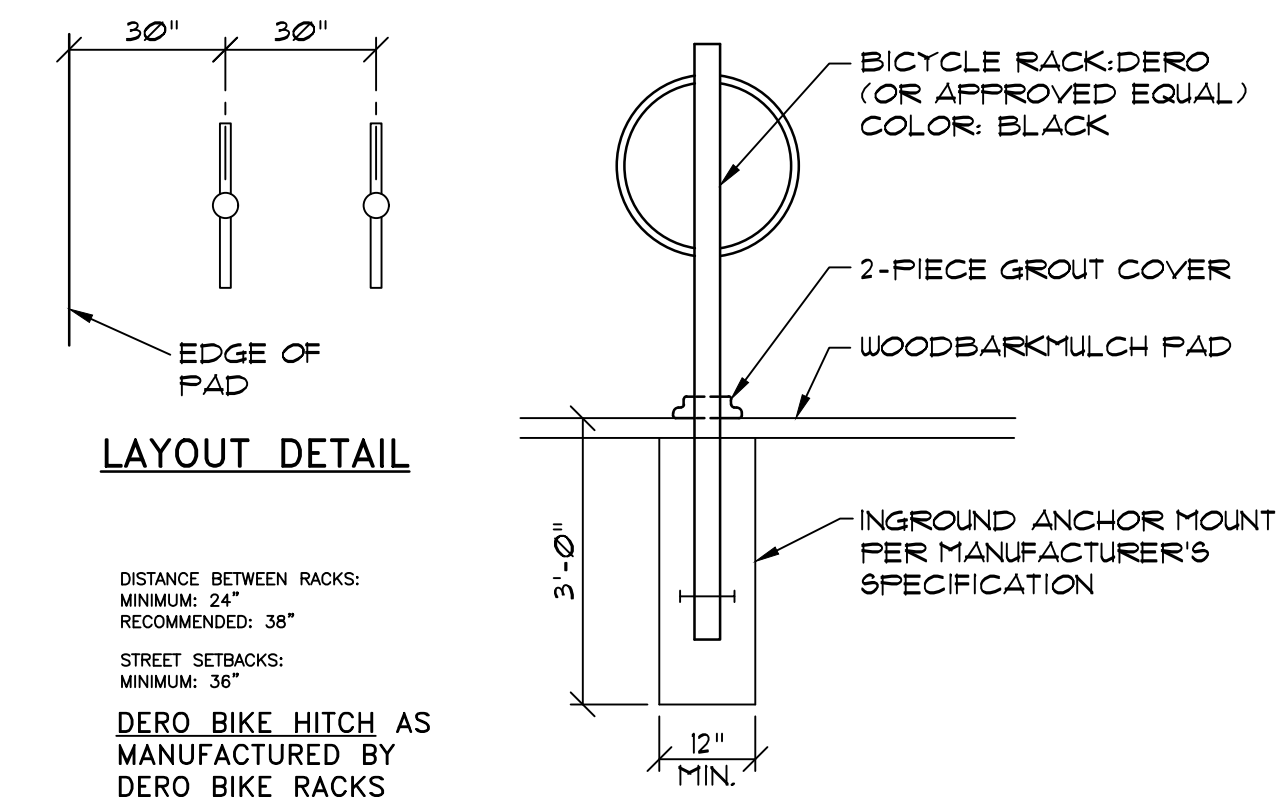
AQUA UNIFORM COLOR CODE:

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

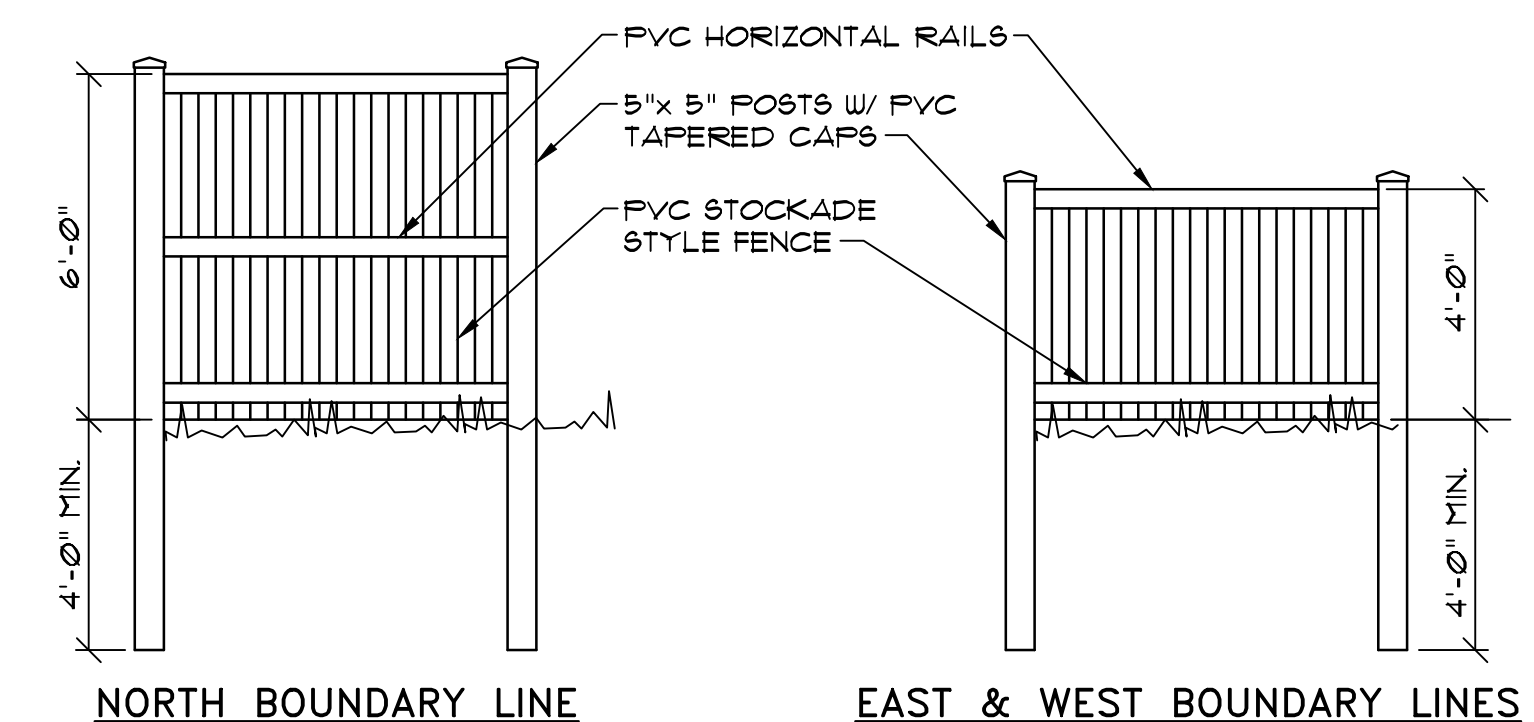




1 ACCESSIBLE PARKING SPACE SIGN DETAILS



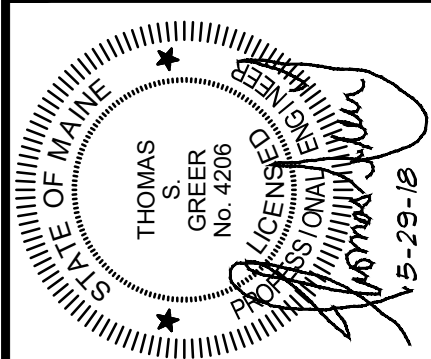
3 EXTERIOR RACK DETAIL



4 STOCKADE STYLE FENCE DETAILS

PINKHAM & GREER
CIVIL ENGINEERS

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

[illegible]

VANNAH WHITE, INC.
28 VANNAH AVENUE, PORTLAND, ME

SCALE:	AS SHOWN	DRN BY:	JDC
DATE:	MARCH 5, 2018	DESIG BY:	TSG
PROJECT:	17166	CHK BY:	TSG

THE 28, a condominium
28 VANNAH AVENUE, PORTLAND, MAINE

SITE DETAILS

C3.2



THE TWENTY-EIGHT

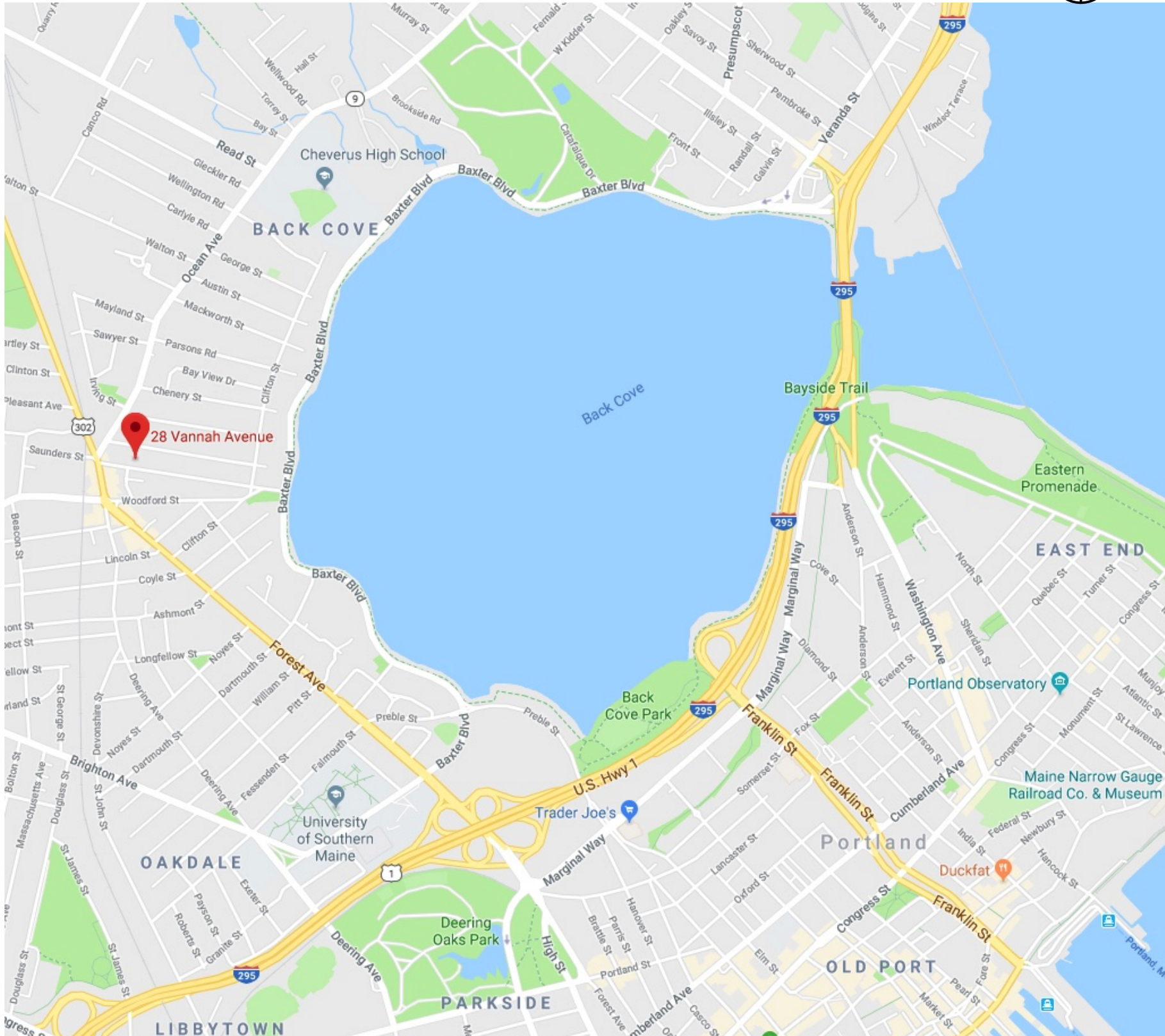
28 Vannah Avenue Portland Maine 04101

THE 28

Portland, Maine 04103

28 Vannah Avenue

VICINITY MAP



GENERAL NOTES

- NO SMOKING WILL BE ALLOWED ON SITE.
- ACCESS TO THE SIDE AND REAR LOT LINES IS RESTRICTED, TIGHT TO NEIGHBORS AND SHALL BE KEPT IN GOOD ORDER, FREE OF TRASH.
- CONTRACTOR TO OBTAIN, AND PAY FOR BUILDING PERMITS, AND OTHER PERMITS REQUIRED TO PERFORM THE WORK.
- REMOVE ABANDONED UTILITIES AND WIRING SYSTEMS.
- DEMOLISH AND REMOVE EXISTING BUILDING, PREP SITE FOR NEW BUILDING.
- SITEWORK INCLUDES PLACEMENT OF A NEW FOUNDATION, NEW PAVED PARKING AREA AND LANDSCAPING.
- GENERAL CONTRACTOR WILL COORDINATE THE FIRE AND SMOKE SEALING PROGRAM. PROVIDE UL LISTED ASSEMBLY AND PRODUCT INFO FOR EACH TYPE OF PENETRATION OF FIRE RATED CONSTRUCTION SUCH AS FLOOR ASSEMBLIES AND RATED WALLS TO THE CITY OF PORTLAND, OWNER AND ARCHITECT PRIOR TO INSTALLATION.

PROJECT DATA

ZONING: B1
FRONT YARD SET BACK 5'
SIDE YARD SET BACK 5'
REAR YARD SET BACK 10'
MAX. BLDG. HT. 35'

SITE AREA: 10,530

BLDG USE: MIXED USE- R-4 OVER B

OCC. GROUP: R-4/ B

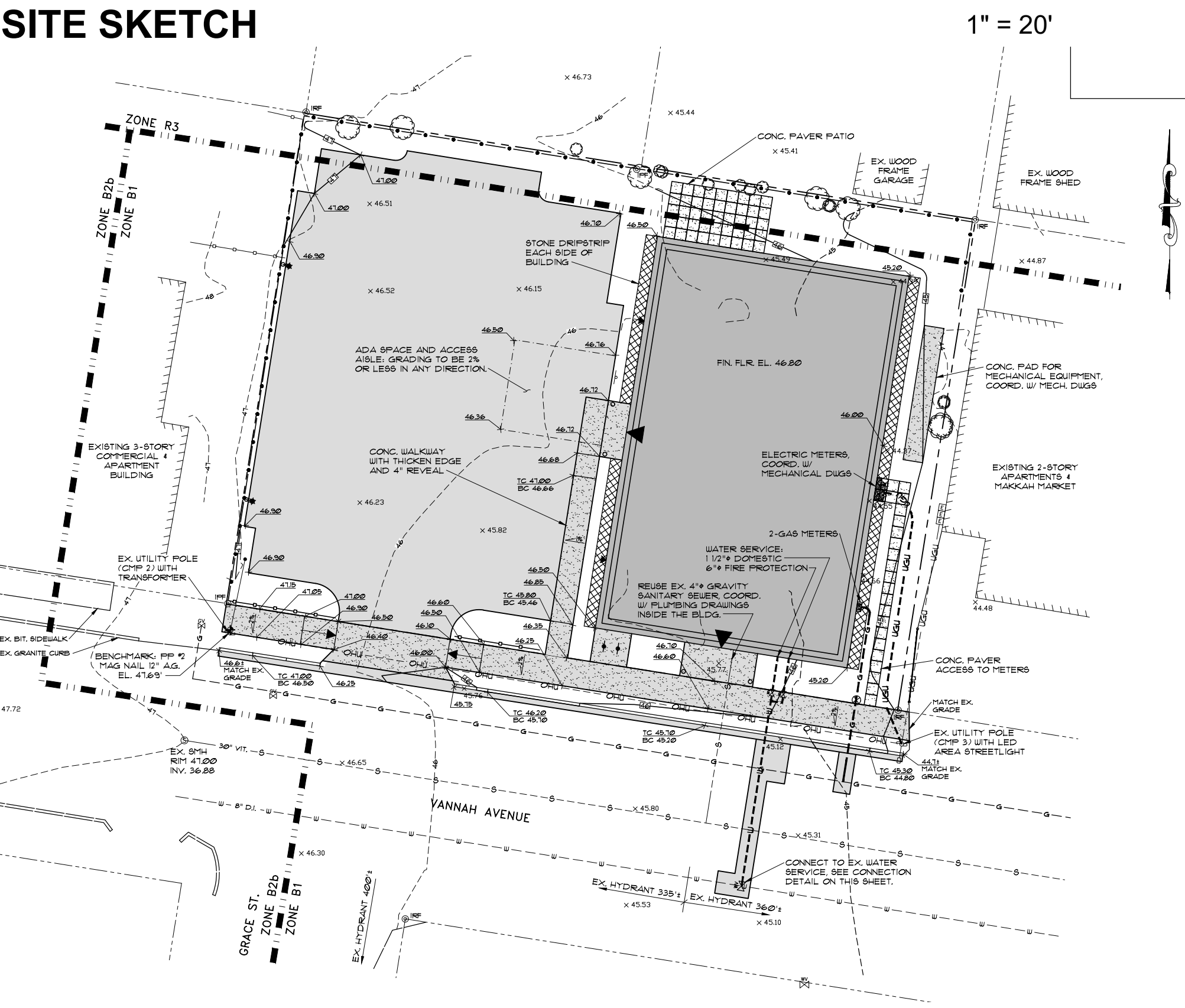
CONST. TYPE: VB

CLIMATE ZONE: 6

BLDG. CODE: 1BC 2015, IECC 2015, NFPA 2009

FIRE SPRINKLERS: 13R

SITE SKETCH



APPLICABLE CODES

ALL CODES REFERENCED ARE TO BE USED AS AMENDED BY THE STATE OF MAINE AND LOCAL JURISDICTION.

IBC 2015
IECC 2015
IPC 2009
PORTLAND ZONING ORDINANCE
MAINE & PORTLAND MUNICIPAL ORDINANCES

THERMAL ENVELOPE REQUIREMENTS PER IECC 2015 COMMERCIAL

- FENESTRATION U-FACTOR 0.35
- SKYLIGHT U-FACTOR 0.60
- CEILING R-VALUE 38
- WOOD FRAME WALL R-VALUE 20 OR 13+5
- FLOOR R-VALUE 30 or insulation to fill cavity min R-19
- BASEMENT WALL R-VALUE 10 continuous or 13 framing cavity
- SLAB R-VALUE R-10 to 4 feet

SCOPE OF WORK

DEMOLITION OF EXISTING STRUCTURE

EXCAVATION AND SITE PREP

NEW FOUNDATION

NEW WOOD FRAMED BUILDING 3 STORIES

NEW PARKING AREA

NEW LANDSCAPING

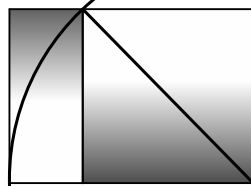
NEW INTERIOR FINISHES, KITCHENS AND BATHROOMS

NEW MECHANICAL AND ELECTRICAL SYSTEMS

SHEET INDEX

ID	SHEET NAME
A0	TITLE SHEET
A0.1	GENERAL NOTES
A1.1	GROUND FLOOR PLAN
A1.2	SECOND & THIRD FLOOR PLANS
A1.3	BASEMENT & ROOF PLAN
A2.1	ELEVATIONS - NORTH & EAST
A2.2	ELEVATIONS SOUTH & WEST
A3.1	SECTIONS
A4.1	APT 101 FLOOR PLAN & INT. ELEV.
A4.2	APT 201 FLOOR PLAN (APT. 204 REV), INT. ...
A4.3	APT 202 FLOOR PLAN & INT. ELEV.
A4.4	APT 203 FLOOR PLAN & INT. ELEV.
A4.5	APT 301 (APT. 302 REV) & INT ELEV
A5.1	WALL SECTION
A6.1	DOOR SCHEDULES
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LS.1	LIFE SAFTEY PLANS
LS.2	LIFE SAFETY PLANS

WHIPPLE
CALLENDER
ARCHITECTS



136 PLEASANT AVE.
PORTLAND, ME 04103
P 207.775.2696
F 207.775.3631
www.whipplecallender.com

DESCRIPTION

DATE

MARK

DATE: 7/31/18

CHECKED BY: JAD

DRAWN BY: CLBC

JOB: #Pln

SHEET TITLE: TITLE SHEET

A0

ABBREVIATIONS

AB ANCHOR BOLT
AB AIR BARRIER
AC AIR CONDITIONING
ADDL ADDITIONAL
ADJ ADJUSTABLE
AFF ABOVE FINISHED FLOOR
AH AIR HANDLER
AIB AIR INFILTRATION BARRIER
ALT ALTERNATE
ALUM ALUMINUM
AOR AREA OF REFUGE
APPROX APPROXIMATE
ARCH ARCHITECT(URAL)
ARND AROUND
AWP ACOUSTICAL WALL PANEL

BD BOARD
BF BARRIER FREE
BIT BITUMINOUS
BLDG BUILDING
BLKG BLOCKING
BM BENCHMARK
BOT BOTTOM
BO BOTTOM OF
BRK BRICK
BRG BEARING
B/S BRICK SHELF
BSMT BASEMENT

C.CRS COURSE
CAB CABINET
CB CATCH BASIN
CC CENTER TO CENTER
CF CUBIC FOOT
CFMF COLD FORMED METAL FRAMING
CJ CONTROL JOINT
CL CENTER LINE
CLG CEILING
CLR CLEAR
CMT CERAMIC MOSAIC TILE
CMU CONCRETE MASONRY UNIT
CO CLEAN-OUT
COL COLUMN
CONC CONCRETE
CONC/C COLORED CONCRETE
CONT CONTINUOUS OR CONTINUE
CONTR CONTRACTOR
CPT CARPET
CS COUNTERSINK
CSMT CASEMENT
CT CERAMIC TILE
CWT CERAMIC WALL TILE
CUH CABINET UNIT HEATER
CY CUBIC YARD

DBL DOUBLE
DC DISPLAY CASE
DEMO DEMOLISH, DEMOLITION
DF DRINKING FOUNTAIN
DIA, DIAM DIAMETER
DIM DIMENSION
DIV DIVISION
DMP DEMOUNTABLE PARTITION
DN DOWN
DR DOOR
DTL DETAIL
DWG DRAWING
DWR DRAWER

E EAST
EA EACH
EF EXHAUST FAN
EMHO ELECTRO MAGNETIC HOLD OPEN
EIFS EXTERIOR INSULATION FINISH SYSTEM
EJ EXPANSION JOINT
EL ELEVATION
EP EPOXY PAINT
ELEC ELECTRICAL
ELEV ELEVATOR
EMER EMERGENCY
ENCL ENCLOSED/ENCLOSURE
EQ EQUAL
EQUIP EQUIPMENT
EXH EXHAUST
EXIST EXISTING
EXT EXTERIOR
EW EYEWASH
EWC ELECTRIC WATER COOLER

FB FIRE BLANKET
FBO FURNISHED BY OWNER
FCS FLOOR COATING SYSTEM
FD FLOOR DRAIN
FE FIRE EXTINGUISHER
FEC FIRE EXTINGUISHER AND CABINET
FFE FINISHED FLOOR ELEVATION
FG FIBERGLASS
FHVC FIRE HOSE AND VALVE CABINET
FIN FINISHED(ED)
FIN GR FINISH GRADE
FLR FLOOR(ING)
FNDN FOUNDATION
FP FIREPROOFING
FQ FACE OF
FRMG FRAME(ING)
FRP FIBER REINFORCED PLASTIC
FRT FIRE RETARDANT TREATED
FRS FRAME SIZE
FSR FLEXIBLE SHEET ROOFING
FT FOOT(FEET)
FTG FOOTLONG
FTR FIN TUBE RADIATION
FUR FURRE(ING)
FV FIELD VERIFY
FWC FABRIC WALL COVERING

GA GAUGE
GALV GALVANIZED
GB GRAB BAR
GBF GROUND FACE CMU
GL GLASS, GLAZING
GWB GYPSUM WALLBOARD

HARD HARDENER
HB HOSE BIBB
HC HOLLOW CORE
HD HEAD
HDO HIGH DENSITY OVERLAY
HDWD HARDWOOD
HDWR HARDWARE
HM HOLLOW METAL
HORIZ HORIZONTAL
HR HAND RAIL
HS HIGH SCHOOL
HT HEIGHT
HTG HEATING
HVAC HEATING/VENTILATION/AIR CONDITIONING

IBC INSTALLED BY CONTRACTOR
ID INSIDE DIAMETER
IN INCH(ES)
INCL INCLUDE(D), (ING)
INFO INFORMATION
INSUL INSULATED
INT INTERIOR
INV INVERT

JT JOINT
KIT KITCHEN

LAB LABORATORY
LAM LAMINATE(D)
LAV LAVATORY
LB POUND(S)
LCC LEAD COATED COPPER
LF LINEAR FOOT
LH LEFT HAND
LOC'N LOCATION
LW LIGHTWEIGHT (CMU)

MS MASONRY
MATL MATERIAL
MAX MAXIMUM
MC MEDICINE CABINET
MCWF MULTICOLOR WALL FINISH
MDO MEDIUM DENSITY OVERLAY
MECH MECHANICAL
MED MEDIUM
MF MEMBRANE FLASHING
MFR MANUFACTURER
MH MANHOLE
MIN MINIMUM
MISC MISCELLANEOUS
MLDG MOULDING
MO MASONRY OPENING
MR MOISTURE RESISTANT
MRGB MOISTURE RESISTANT GYPSUM BOARD
MS MOP SINK
MSF METAL STUD FRAMING
MTL METAL

N NORTH
NA NOT APPLICABLE
NIC NOT IN CONTRACT
NO NUMBER
NOM NOMINAL
NRC NOISE REDUCTION COEFFICIENT
NTS NOT TO SCALE

O/ OVER
OC ON CENTER
OD OUTSIDE DIAMETER
OFS OVERFLOW SCUPPER
OP OPAQUE
OH OVERHEAD
OPH OPPOSITE HAND
OPNG OPENING
OPP OPPOSITE
OPS OPERABLE PANEL SYSTEM

P, PTD PAINT
PC PRECAST CONC.
PERF PERFORATED
PERIM PERIMETER
PRKG PARKING
PL PLATE
PLAM PLASTIC LAMINATE
PLYWD PLYWOOD
PSF POUNDS PER SQUARE FOOT
PSI POUNDS PER SQUARE INCH
PT PRESSURE TREATED
PTD PAPER TOWEL DISPENSER
PTN PARTITION
PVC POLYVINYL CHLORIDE
PVMT PAVEMENT
PWDR POWDER ROOM

QR QUARTER ROUND
QT QUARRY TILE
QTZ QUARTZ TILE

RE: REFERENCE
REF REFRIGERATOR
REQ'D REQUIRED
REV REVISION(S), REVISED
RL RAIN LEADER
RF RUBBER FLOOR
RH RIGHT HAND
RM ROOM
RO ROUGH OPENING
ROW RIGHT OF WAY

S SOUTH
SAT SUSPENDED ACOUSTICAL TILE
SC SOLID CORE
SCONC SEALED CONCRETE
SCHED SCHEDULE
SD STORM DRAIN, SOAP DISPENSER
SECT SECTION
SF SQUARE FOOT
SGL SAFETY GLASS
SH SHOWER
SHT SHEET
SHTHG SHEATHING
SHM SIMILAR
SLNT SEALANT
SNR SANITARY NAPKIN RECEPTOR
SP SPECIAL PAINT
SPEC SPECIFICATION
SPKR SPEAKER
SQ SQUARE
SS STAINLESS STEEL
STC SOUND TRANSMISSION CLASS
STD STANDARD
STEEL STEEL
STOR STORAGE
STRUL STRUCTURAL
STRUCT STRUCTURES/STRUCTURAL
SUPT SUPPORT
SUSP SUSPENDED
SV SHEET VINYL

T TOILET
TB TOWEL BAR
TB TACK-BOARD
T&G TONGUE & GROOVE
TGL TEMPERED GLASS
THK THICK(NESS)
TO TOP OF
TP TOILET PARTITION
TPD TOILET PAPER DISPENSER
TV TELEVISION
TYP TYPICAL

UCR UNDER COUNTER REFRIGERATOR
UNO UNLESS NOTED OTHERWISE

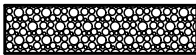
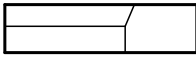
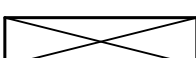
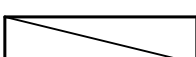
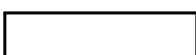
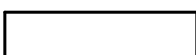
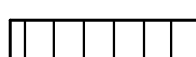
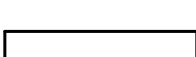
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VC VALVE CABINET
VCT VINYL COMPOSITION TILE
VERT VERTICAL
VPW VENEER PLYWOOD
VWC VINYL WALL COVERING

W WEST
WI WITH
WC W/OATER CLOSET
WD WOOD
WGL WIRE GLASS
WH WATER HEATER
WO WITHOUT
WS WATERSTOP
WP WATERPROOF
WWF WELDED WIRE FABRIC
WWM WELDED WIRE MESH

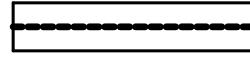
YD YARD
ZCC ZINC-COATED COPPER

LEGEND

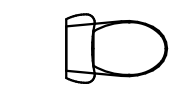
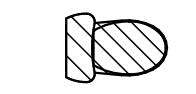
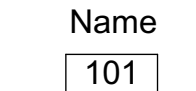
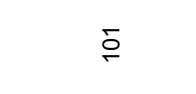
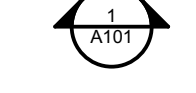
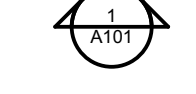
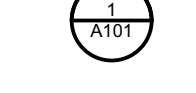
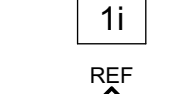
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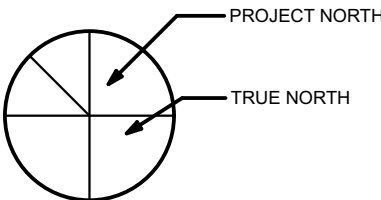
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 BRICK
 CONCRETE
 SOIL
 STEEL
 WOOD FRAMING
 WOOD BLOCKING
 PLYWOOD
 GYPSUM BOARD
 BATT INSULATION
 RIGID INSULATION
 EXPANSION MATERIAL
 FINISH WOOD

FIRE RATING

 2 HOUR RATED FIRE SEPARATION
 1 HOUR RATED FIRE SEPARATION
 SMOKE PARTITION

SYMBOLS

 PLUMBING FIXTURE
 BARRIER FREE FIXTURE
 ROOM NUMBER
 DOOR NUMBER
 WINDOW TYPE; LETTER DESIGNATES EXTERIOR
 BORROWED LITE TYPES; DESIGNATED BY NUMBER
 FLOOR LEVEL CHANGE
 BUILDING SECTION
 WALL SECTION
 DETAIL REFERENCE
 WALL OR ROOF TYPE
 ELEVATION REFERENCE
 VERTICAL ELEVATION
 COLUMN CENTERLINE



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DESCRIPTION

DATE

MARK

DATE:

7/31/18

CHECKED BY:

JAD

DRAWN BY:

CLBC

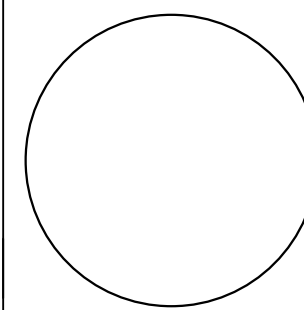
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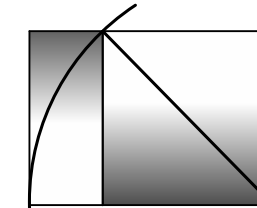
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GENERAL NOTES

A0.1



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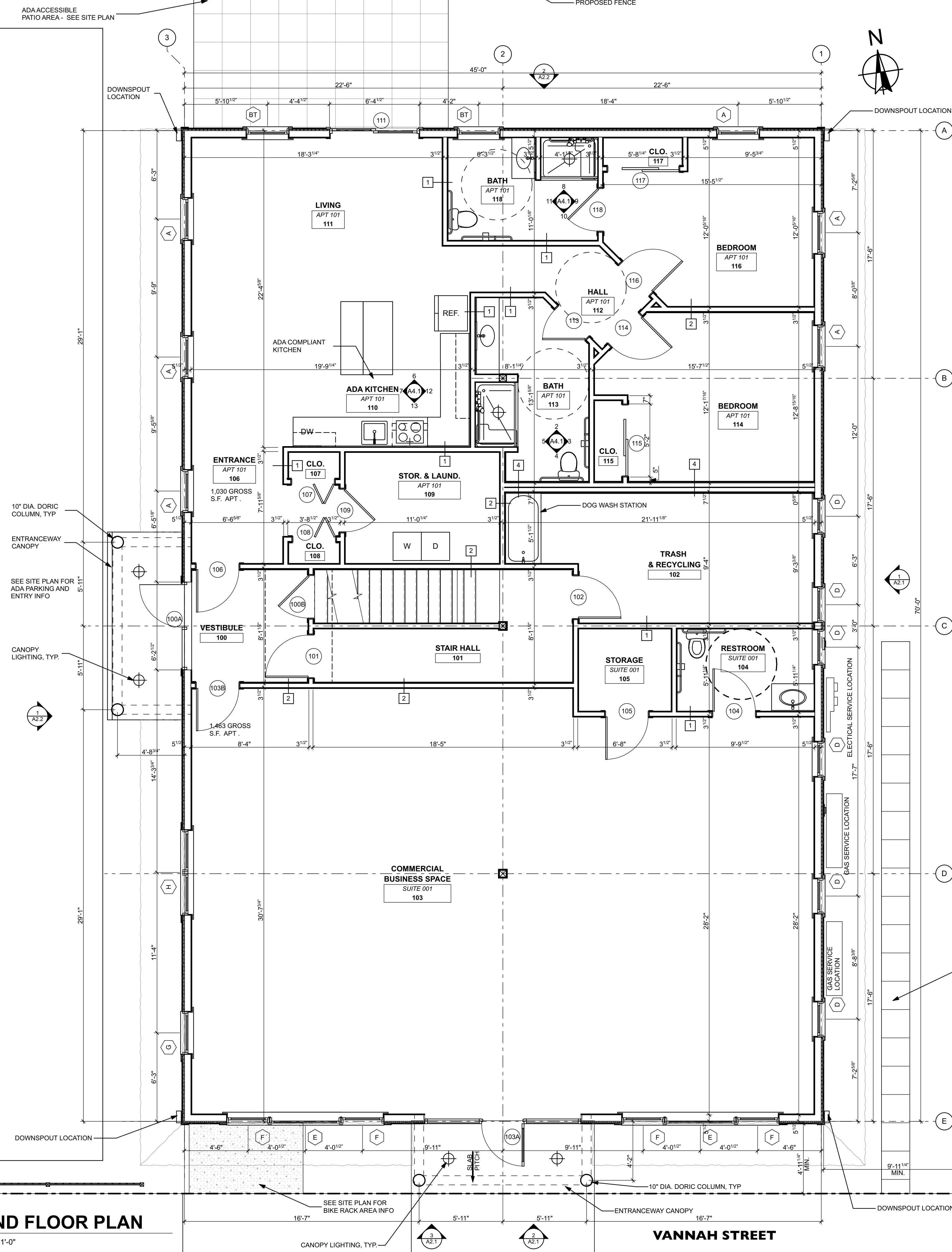
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GROUND FLOOR PLAN

A1.1

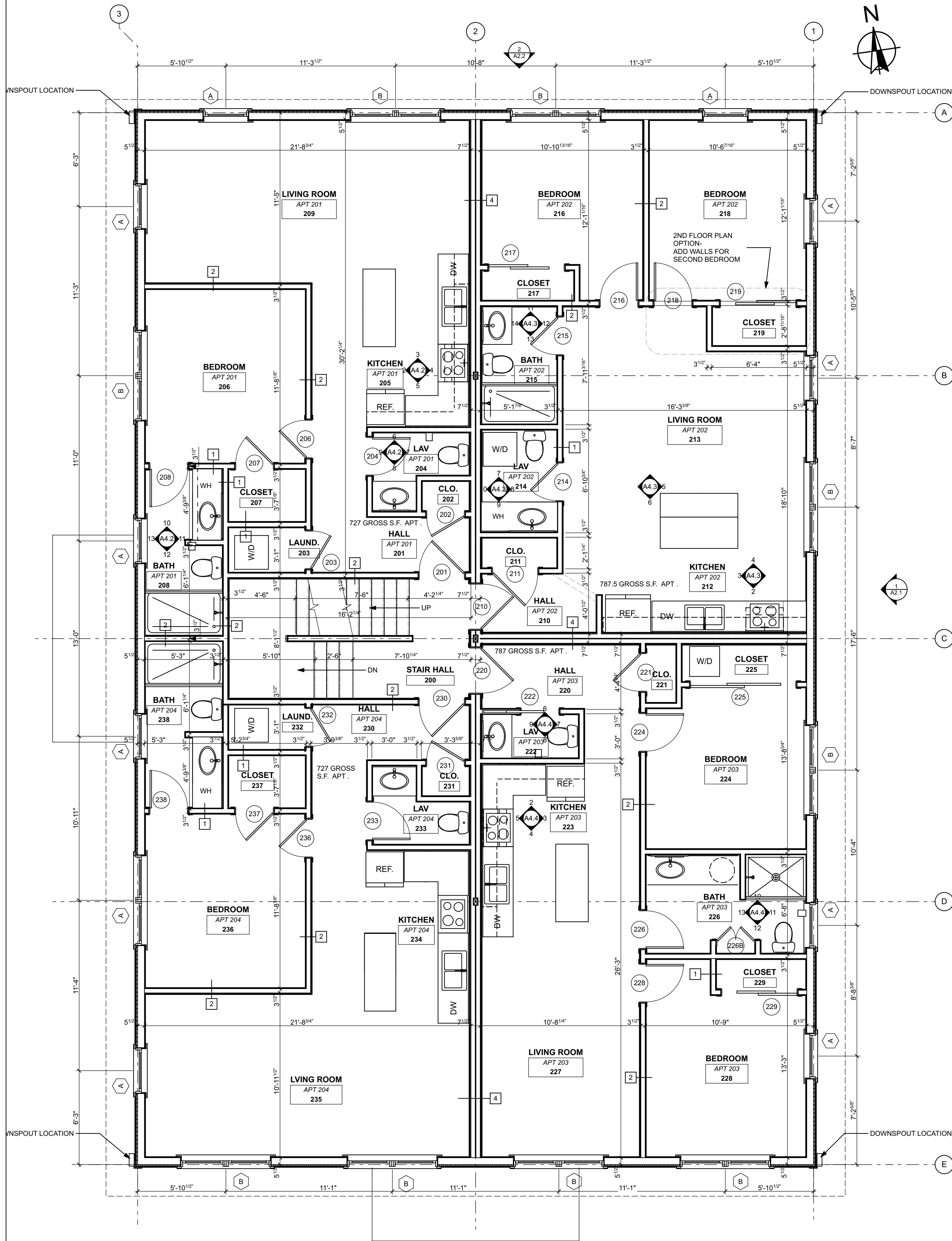


GROUND FLOOR PLAN

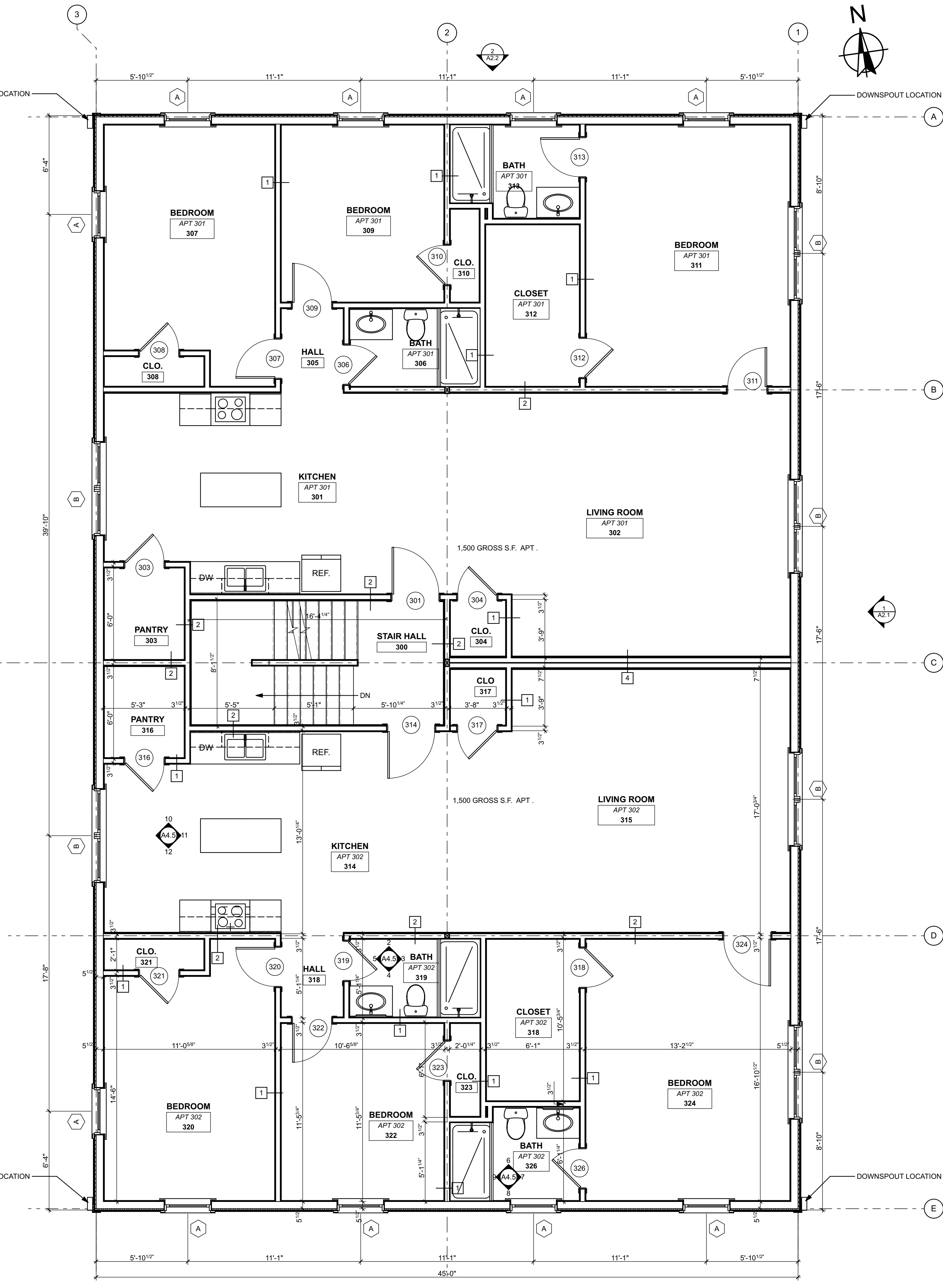
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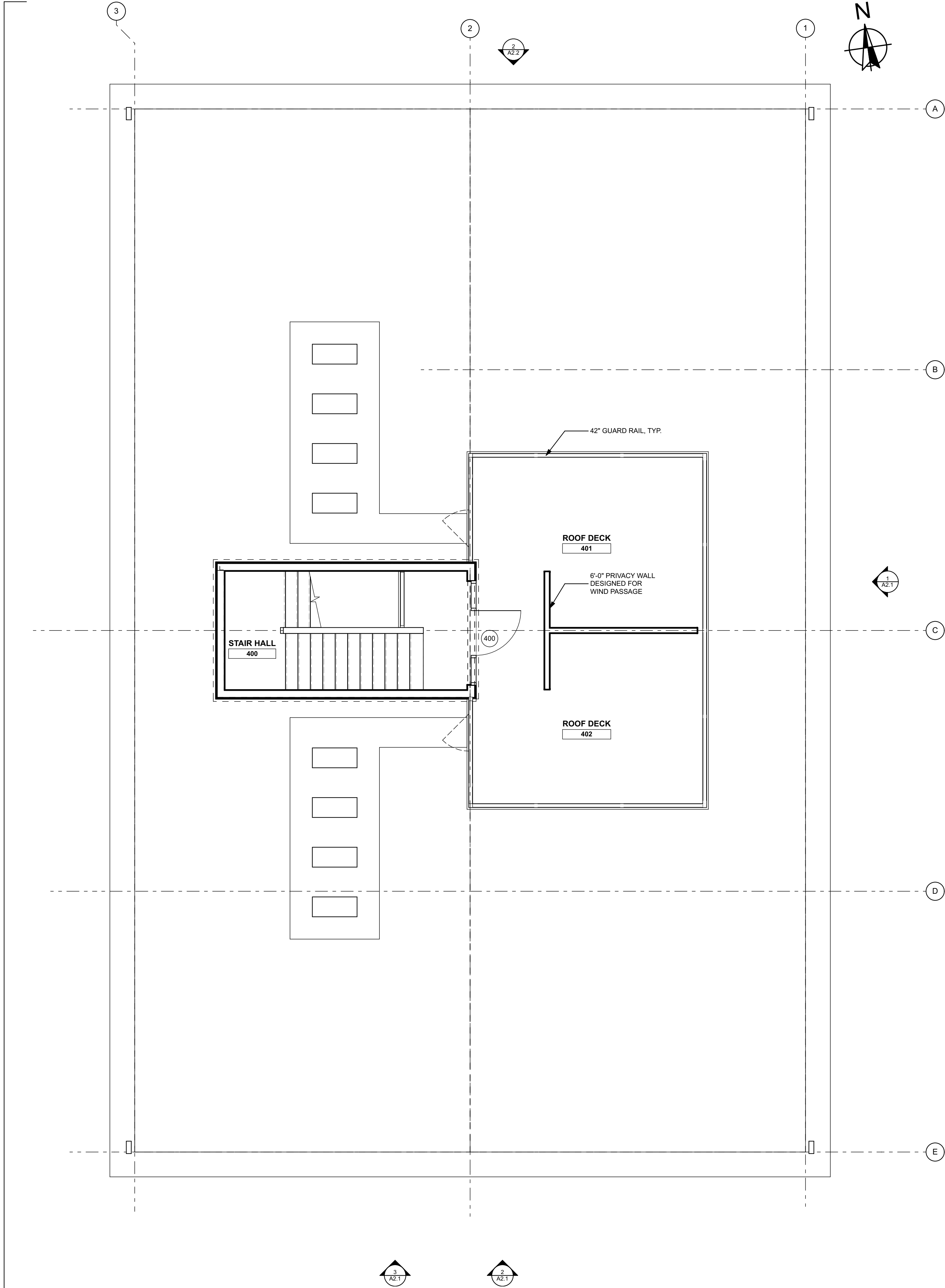
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SECOND FLOOR



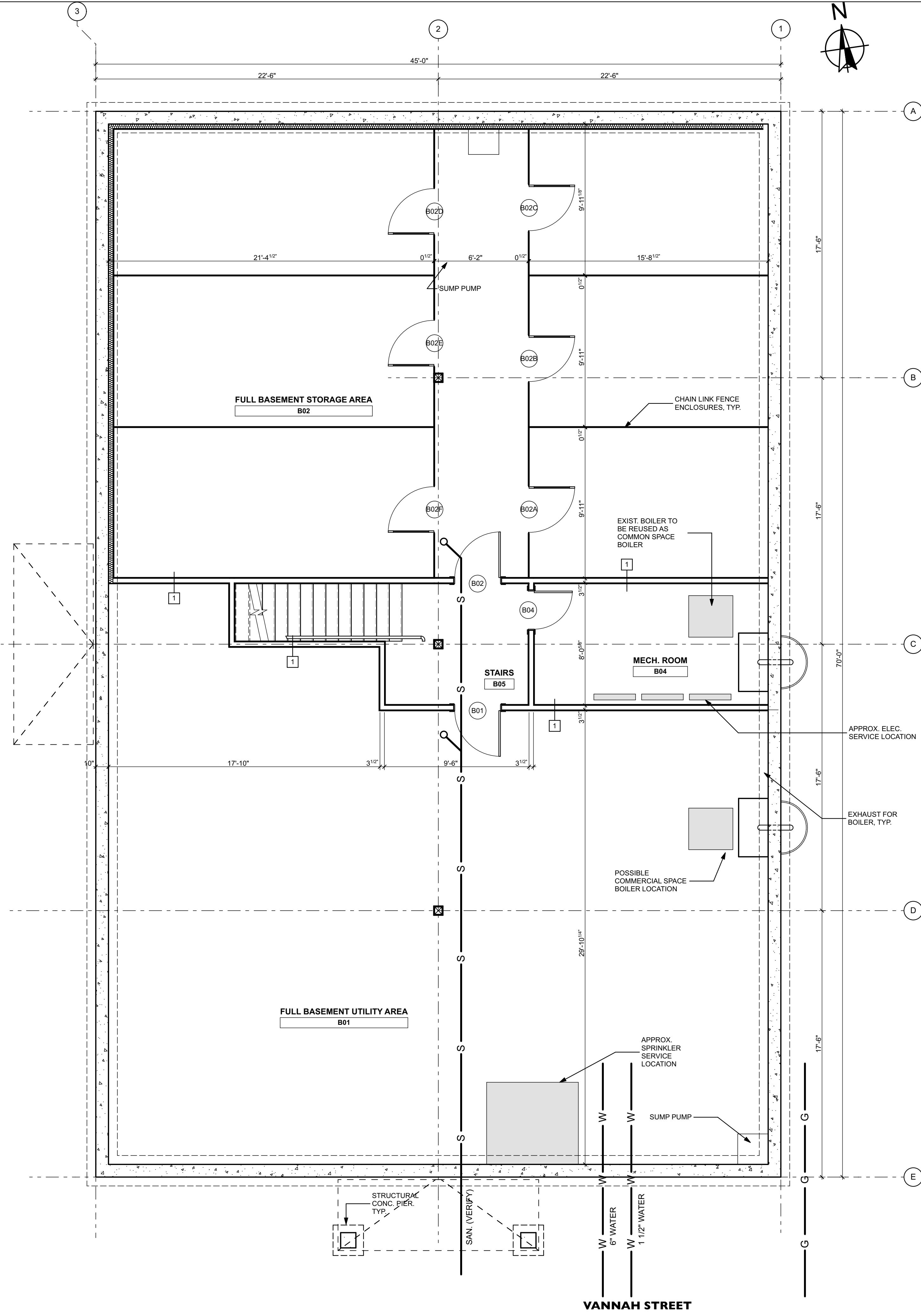
THIRD FLOOR



4
A1.3

ROOF DECK PLAN

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



5
A1.3

BASEMENT PLAN

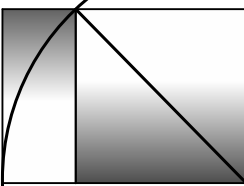
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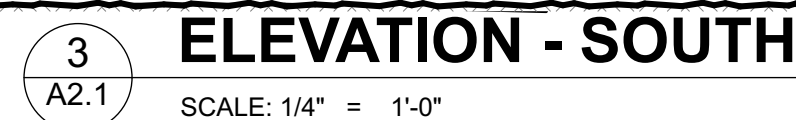
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JOB: #Pln

SHEET TITLE: BASEMENT & ROOF PLAN

A1.3



A2.1



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A2.2
ELEVATION - WEST
SCALE: 1/4" = 1'-0"



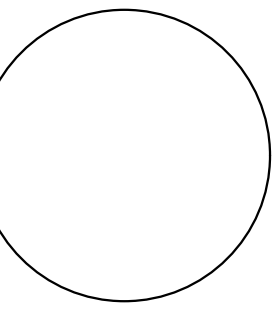
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A2.2
ELEVATION - NORTH
SCALE: 1/4" = 1'-0"

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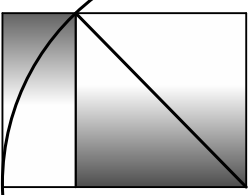
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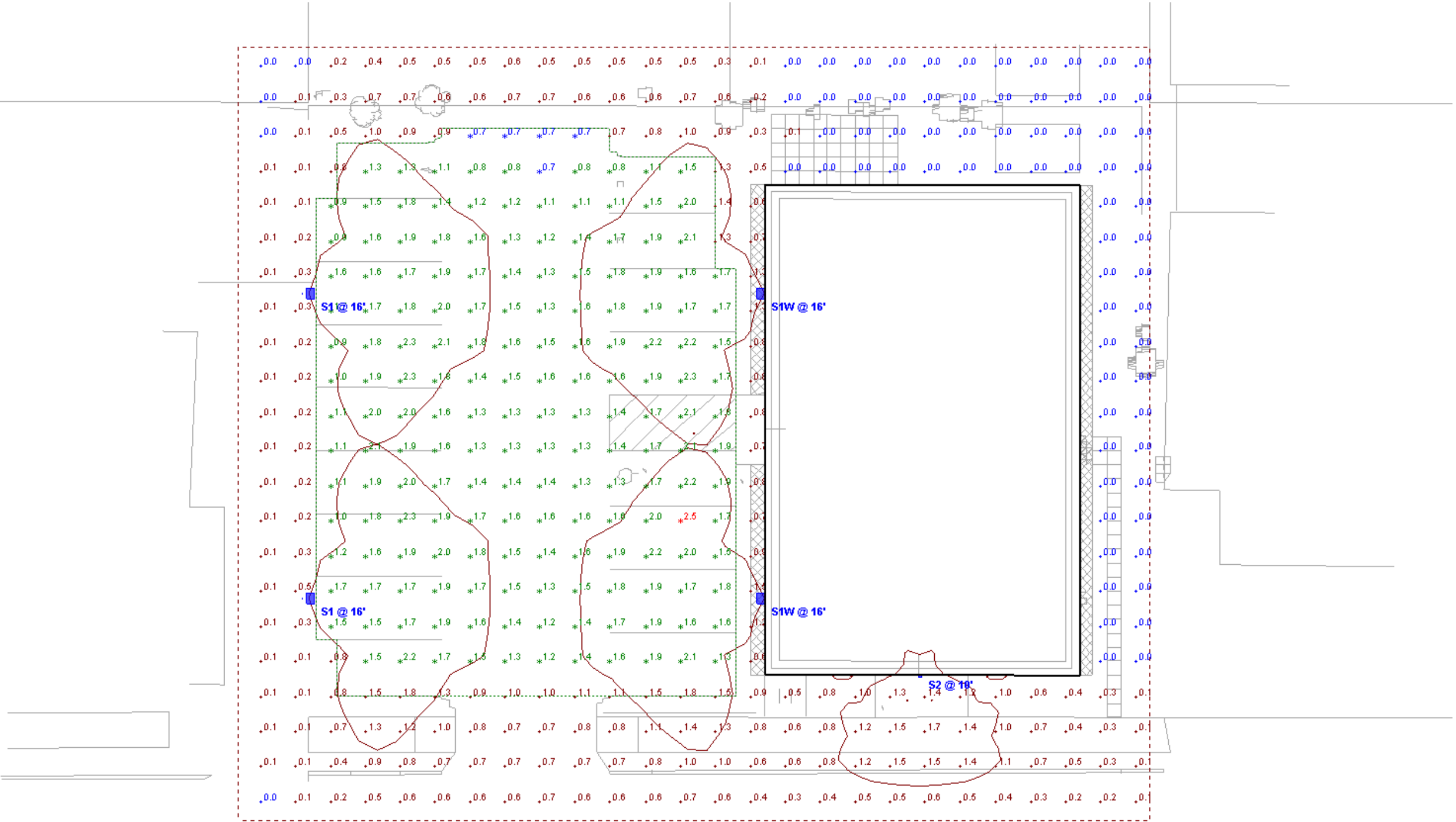
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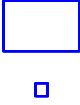


4195 The 28, Vannah Ave
Photometric

Designer
SAJ
Date
3/5/2018
Scale
Not to Scale
Drawing No.
E0
Summary



Statistics							
Description	Symbol	Avg	Max	Min	Max / Min	Avg / Min	Avg / Max
Overall Site	+	0.9 fc	2.5 fc	0.0 fc	N/A	N/A	0.4:1
Parking Area	X	1.6 fc	2.5 fc	0.7 fc	3.6:1	2.3:1	0.6:1

Luminaire Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	S1	2	BEACON PRODUCTS	VP-S-22NB-50-4K-T4-BLC	SMALL VIPER	C-70-CRI DATA SHOWN IS SCALED FROM 3036	1	VP-S-22NB-50-4K-T4-BLC.ies	3554.546	0.75	53.65
	S1W	2	BEACON PRODUCTS	VP-S-22NB-50-4K-T4-BLC	SMALL VIPER	C-70-CRI DATA SHOWN IS SCALED FROM 3036	1	VP-S-22NB-50-4K-T4-BLC.ies	3554.546	0.75	53.65
	S2	1	Hubbell Outdoor	LNC-5LU-4K-3-X	WALLMOUNT LED TYPE 3	5- NICHIA 4K LEDS	1	LNC-5LU-4K-3-X.ies	1076.823	1	12.9



4195 The 28, Vannah Ave
Photometric

Designer
SAJ
Date
3/5/2018
Scale
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Drawing No.
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Summary

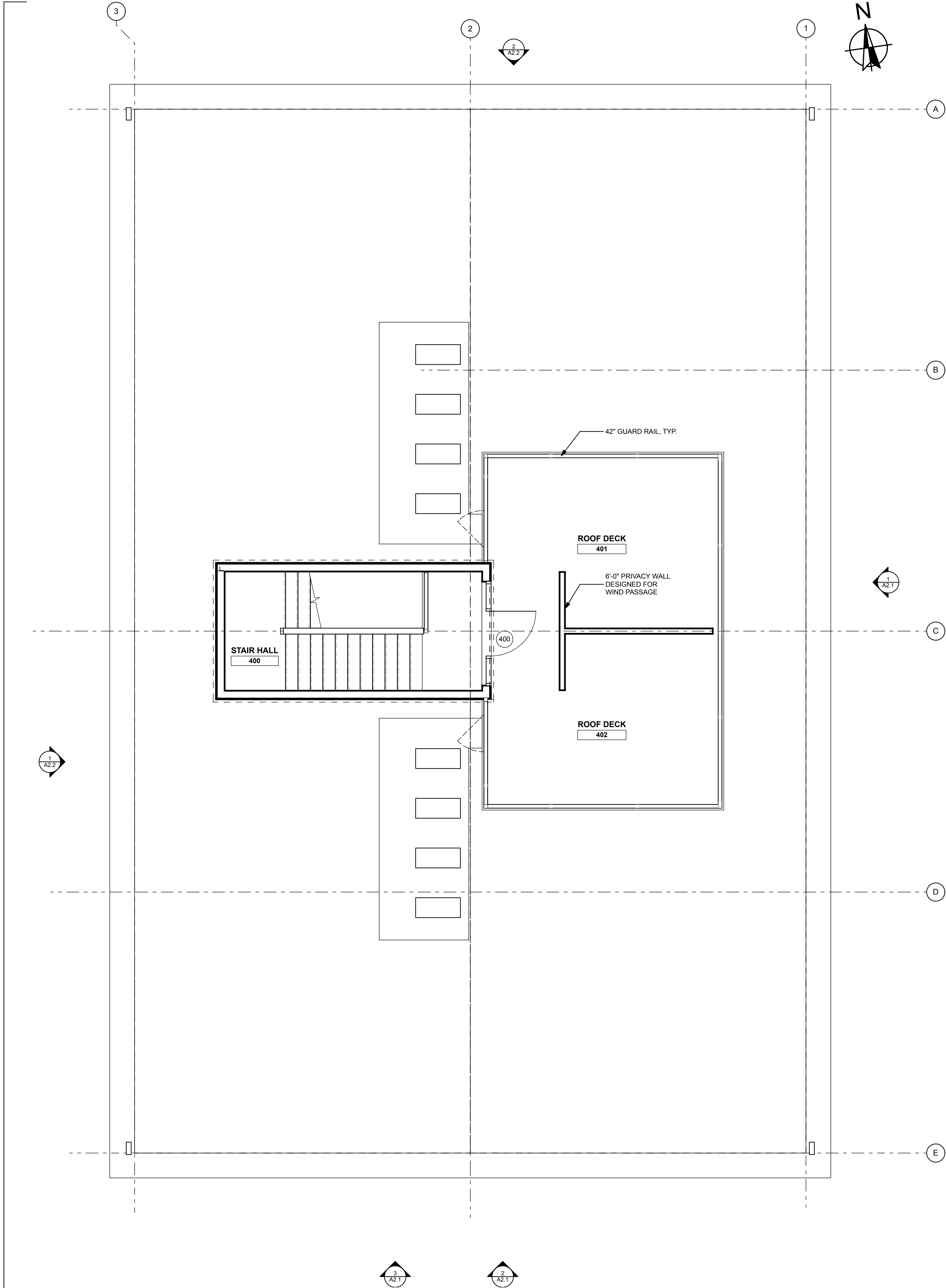








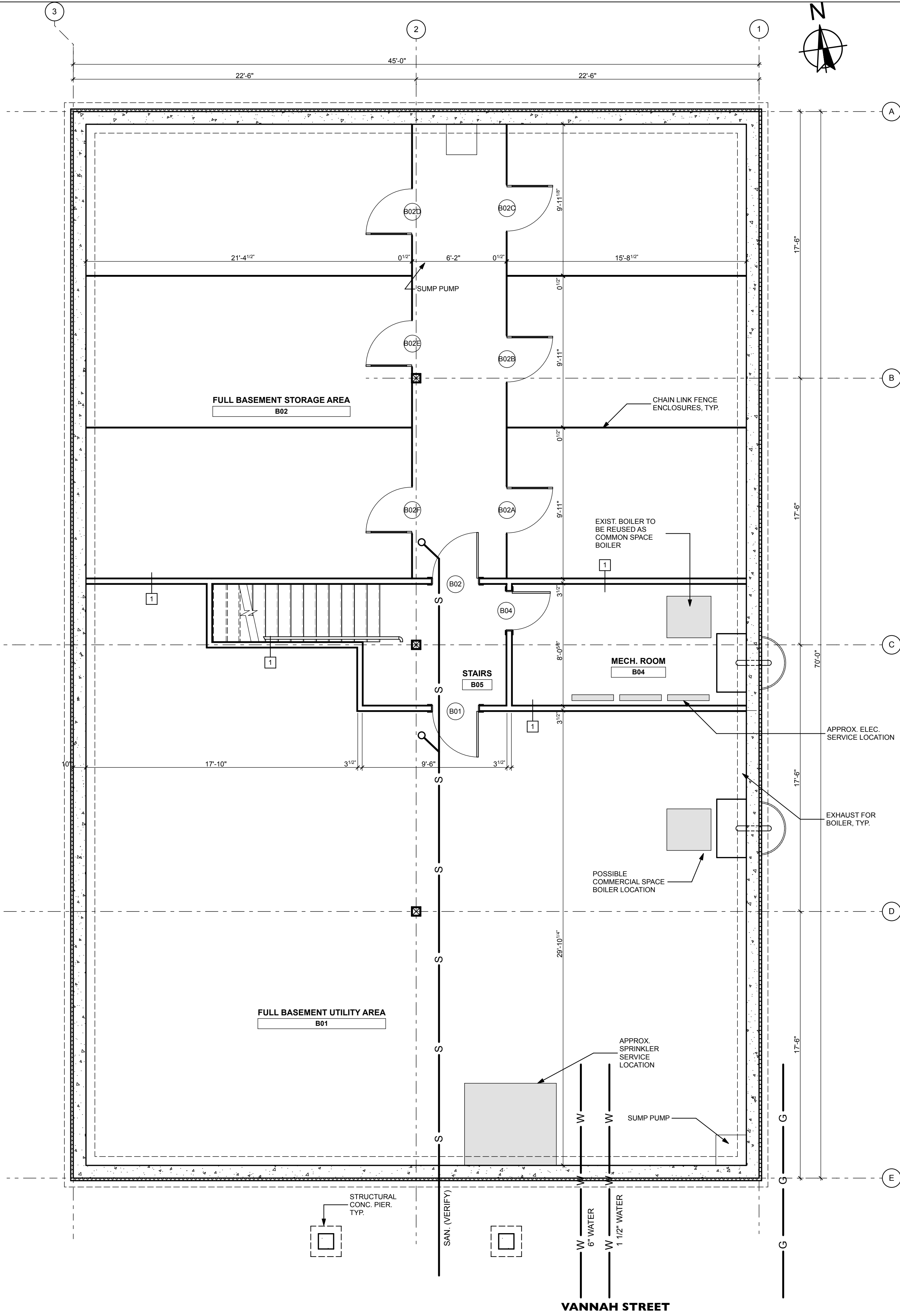




4
A1.3

ROOF DECK PLAN

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



5
A1.3

BASEMENT PLAN

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

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DATE: 8/9/18

CHECKED BY: JAD

DRAWN BY: CLBC

JOB: #Pin

SHEET TITLE: BASEMENT & ROOF PLAN

A1.3









PLANNING BOARD REPORT
PORTLAND, MAINE
208 Fore Street
New Construction
Level III Subdivision / Site Plan and Conditional Use
PL-000153-2018
Applicant: Flagg Partners, LLC.

Submitted to Portland Planning Board Public Hearing Date: August 14, 2018	Prepared by: Christian Roadman Date: August 10, 2018
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Proposed building at 208 Fore Street (rendering provided by applicant team)

I. Project Summary

Flagg Partners, LLC seeks to construct a seven story building with 37 residential units and two retail spaces. The building would occupy a lot, and part of a private way, which are currently the site of an office building and surface parking.

The proposed project is located on the south side of Fore Street between India and Franklin Streets. Residential and commercial uses are both present within the nearby area. The site is surrounded by surface parking, but located close to several commercial buildings along Commercial Street as well as a contemporary residential and hotel building across Fore Street. The site falls within the India Street Form Based Code zone, but it is not located within the India Street Historic District. It is, however, located within 100 feet of the Eastern Waterfront Historic District, which prompts advisory historic preservation design review.

The Planning Department sent 193 notices of this agenda item to property owners within 500 feet of the site. Notice of this item also appeared in legal advertisements on August 3 and August 6, 2018.

Applicant: Flagg Partners, LLC.

Consultants: Terradyn Consultants (Michael Tadema-Wielandt, PE), Archetype Architects (David Lloyd), Northeast Civil Solutions (Troy McDonald, PLS)

II. REQUIRED REVIEWS

Review	Relevant Code
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>
Inclusionary Zoning Conditional Use	<i>Section 14-487</i>

III. PROJECT DATA

Existing Zoning	India Street form based code
Existing Use	Commercial / office
Proposed Use	residential and commercial
Proposed Development Program	37 residential condominiums, 2 retail spaces
Bedroom Mix	thirteen 3-bedroom, eleven 2-bedroom, thirteen 1-bedroom
Parcel Size	12,860 sf.

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint (sq. ft.)	4,242	8,101	3,859
Building Floor Area (sq. ft.)	10,600	62,318	51,718
Impervious Surface Area (sq. ft.)	11,554	6,505	5,049
Parking Spaces	23	31	8
Bicycle Parking Spaces	0	15 (?)	15 (more detail needed)
Estimated Cost of Project	\$15,000,000		



Existing condition of the site (image provided by applicant team)

IV. PUBLIC COMMENT / NEIGHBORHOOD MEETING

The applicant held a neighborhood meeting on August 7, 2018. At the time of this writing, planning staff have not received a summary, sign-in sheet, or meeting certification. These must be provided by the applicant.

Planning staff received feedback over the phone from Paula Foley-Stelmack, who expressed concern about the building's proposed appearance. At the suggestion of staff, Ms. Foley-Stelmack also submitted an e-mail comment (attachment PC-1) identifying and expanding on a number of concerns (including the building's size, lack of street-facing landscaping, and minimal sidewalk width).

VII. RIGHT, TITLE, INTEREST AND FINANCIAL / TECHNICAL CAPACITY

The applicant submitted a quitclaim deed evidencing ownership of the parcel in question, as well as title and rights to Bradbury Court. The applicant also submitted a quitclaim deed indicating that the owners of a neighboring property, "together with the right in common with others" may use Bradbury Court. It is not clear at this moment what the dimensions of Bradbury Court are. Further information regarding it, and the rights and imitations of the easement, is requested for assessing right, title, and interest.

The applicant cited project team experience to evidence technical capacity for project completion. They submitted a letter from Mark V. Stasium, Senior Vice President of Camden National Bank, expressing willingness to provide a loan of \$15,604,500. This represents 75% of the estimated total project cost of \$20,806,000 (which includes land acquisition, building construction, and soft costs)

VIII. ZONING ANALYSIS

UT Subdistrict Requirements; Parking

Per the City's Land Use Code, "the India Street Form-based Code is different than traditional zoning, placing the primary emphasis on a building's physical form and its relationship to the street, and de-emphasizing land use."

The proposed project falls under the zone's Urban Transitional (UT) subdistrict, and appears to meet its siting standards, frontage requirements, and building entry requirements. However, one set of balconies on the western side of the building appears to overhang the 10 foot side setback more than the two foot maximum.

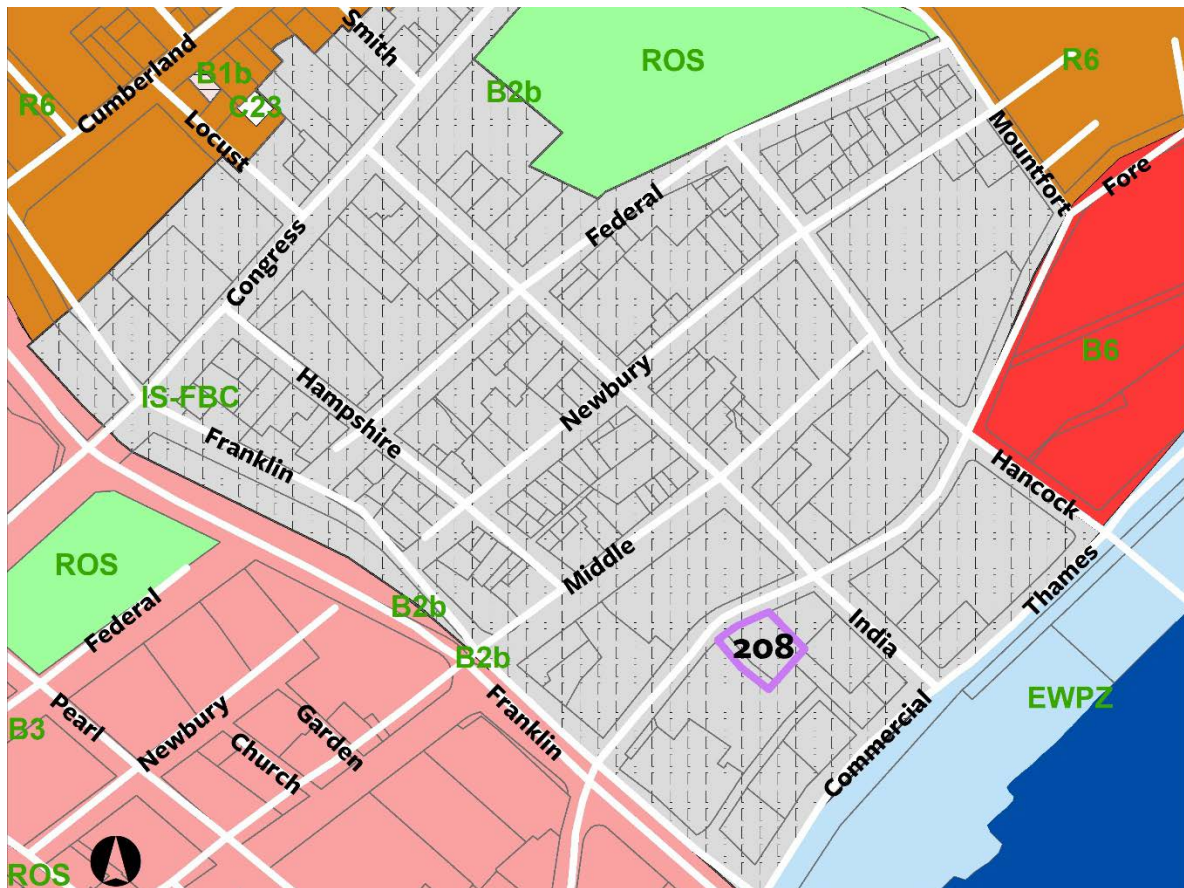
The proposed project takes advantage of a bonus story provision for a green roof and 50% site permeability, but may not adequately address the requirement that the bonus story maintain a 15 foot setback from the building face. Planning and zoning staff will conduct further review of this issue. In the interim, staff wish to communicate that the roof footprint will likely need to change. Because of the concern regarding the roof footprint, as well as other potential changes to the site and building design, staff await further information before determining if the green roof amount and site permeability are sufficient to qualify for the height bonus. If the project site successfully meets these requirements, it will be eligible for seven stories and a 77 foot height. Without the bonus, the project can only include six stories and a maximum 65 foot height.

Per Division 20 of the City's Land Use Code, the project must provide one off-street parking space per residential unit after the first three units, for a total of 34 parking spaces. The two proposed retail spaces do not trigger a parking requirement as both are under 2,000 square feet. The project as currently proposed only includes 31 parking spaces; the applicant intends to pay a fee-in-lieu for the remaining three required parking spaces. If the configuration / square footage of the retail spaces changes, or if a different commercial use (such as office) is proposed, these changes may trigger additional parking requirements.

Per the Site Plan Ordinance of the Land Use Code, two bicycle parking spaces are required for every five dwelling units in residential structures. With 37 units proposed, seven bicycle parking spaces are required. Approximately two bicycle parking spaces are also required as a result of the retail spaces, totaling nine spaces. The applicant indicated indoor bicycle storage will be available, but staff require more information about this approach. Additionally, the bicycle parking spaces serving the retail uses should be located in a publicly accessible area.

Inclusionary Zoning Conditional Use

All developments of 10 units or more are conditional uses subject to Planning Board review. The applicant intends to pay a fee-in-lieu into the City's housing trust fund for 3.7 workforce housing units they would otherwise be required to provide. Victoria Volent, the City's Housing Program Manager, recommends that the Planning Board approve this conditional use provided the applicant agrees to pay the required fee-in-lieu of \$387,386 (attachment 2).



Zoning context of the proposed 208 Fore Street Project. The project boundary is outlined in lavender.

IX. DEVELOPMENT REVIEW

A. SUBDIVISION (Section 14-497)

The proposed development prompts review for conformance with relevant standards of Portland's subdivision ordinance and applicable regulations.

Will Not Result in Undue Water and Air Pollution, and Will Not Result in Undue Soil Erosion; Will Provide for Adequate Sanitary Sewer and Stormwater Disposal, and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage

The Department of Public Works confirmed wastewater capacity for the project (attachment 5). The City's civil engineering consultant, Lauren Swett, reviewed the applicant's submission for compliance with applicable codes, standards, and practices (attachment 1). Her comments detail specific changes, as well as additional information and documentation needed for further review and compliance. She expressed particular concern about the steepness of the basement-level parking and noted that an ice / snow management plan should be developed for the driveway. Also of note are her directive to ensure the proposed basement drainage sump will not back up in the winter, as well as the need for an oil/water separator if parking drainage is discharging to the sewer.

Sufficient Water Available

The Portland Water District provided a capacity to serve letter for the project (attachment L).

Will Not Cause Unreasonable Traffic Congestion

Please see the Transportation Standards section below.

Comprehensive Plan

Staff find the proposed project compatible with the Comprehensive Plan, which includes the following applicable goal: “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.”

B. SITE PLAN (Section 14-526)

The proposed development prompts review for conformance with relevant standards of Portland’s site plan ordinance and applicable regulations.

1. Transportation Standards

Impact on Surrounding Street Systems, Access, and Circulation;

Tom Errico, consulting traffic engineer to the City, reviewed the proposed project for conformance with this standard (attachment 3). At this time, he does not expect the project to have a significant impact on traffic mobility and safety. He also wrote, however, that “the applicant shall conduct a trip generation estimate during the weekday PM peak hour for use in determining a monetary contribution amount for future improvements to Franklin Street.”

Like Lauren Swett, Tom Errico raised concern regarding the driveway grade, which is proposed at 19.4%. He also noted the importance of preventing snow and ice on the driveway, and raised concern about “the interaction between vehicles exiting the site on a steep grade and pedestrians on the sidewalk.” Sight distance for motorists leaving the site, as well as from the proposed driveway, are required.

At the time of this writing, a discrepancy exists between the submitted site plan and the applicant’s current intention for parking level access. In the site plan, separate driveways lead into and out of the shared ramp down to parking. This design not maintain access to Bradbury Court. In a subsequently submitted concept sketch, the applicant proposed one shared lane for vehicles moving in and out of the parking level. Mr. Errico expressed dissatisfaction with the use of a median island (as is shown on the site plan) and stated that the 9-foot alternating flow concept is not acceptable. Regardless of the applicant’s desired approach, changes to the site design will be necessary.

Loading and access to the site for vehicles serving the retail spaces and trash room should also be clarified / improved.

Sidewalks

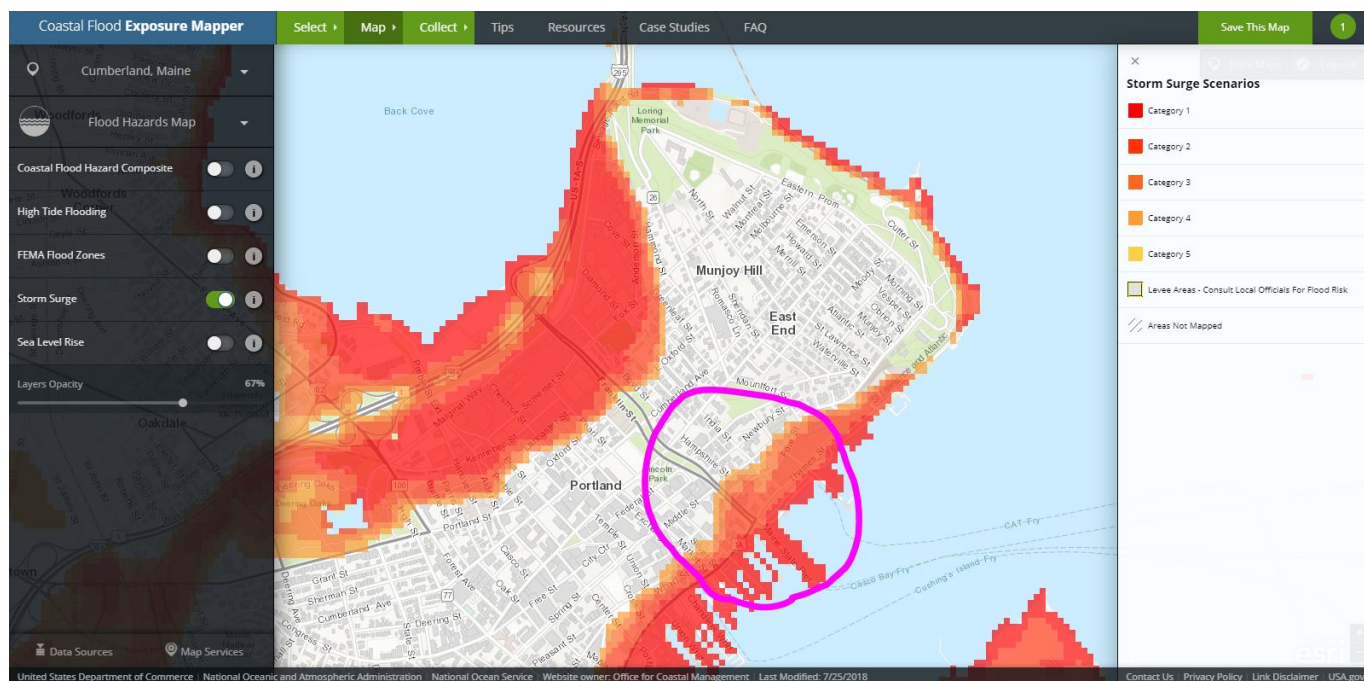
Bruce Hyman, the City’s Transportation Program Manager, expressed that the sidewalk should be widened along the proposed project to create a seven foot wide sidewalk (attachment 1). This will result in a curb-to-curb width of 31 feet on Fore Street, allowing for on-street parking on the opposite side. Please note the public comment regarding sidewalk width (attachment PL-1) mentioned above.

Parking

Please see the analysis of project parking requirements in the Zoning section above. Staff encourage the applicant to consider alternative parking approaches because of concerns regarding the proposed driveway and site access / design.

As a point of information, underground parking may also be vulnerable to storm surge within this area. [An online map by the National Oceanic and Atmospheric Association](#) (NOAA) indicates that the project may be subject to storm surge impacts during some major storm events (please see image below).

Given the prevalence of surface parking in the area, a long-term lease agreement could be used to meet the project’s parking requirements. Reduction in the number of units proposed would also allow for a reduced parking requirement and additional site design flexibility.



Information from NOAA indicates that the project site could be impacted by storm surges in some major storm events

Construction Management Plan

Per Lauren Swett's comments (attachment 1) changes are required to the project's construction management plan, particularly to facilitate temporary pedestrian access around the project site.

Public Transit Access

This project does not require construction of a transit shelter (it is not located directly on such a route) but it is located within walking distance of existing Metro service.

2. Environmental Quality Standards

Preservation of Significant Natural Features

The proposed project is not anticipated to significantly impact natural features or water quality. The project is located on a currently developed site.

Landscaping and Landscape Preservation

The applicant submitted a landscape plan for the proposed project. At the time of this writing, planning staff have not received formal comments from the City's arborist regarding this item.

The project does not currently propose street trees along Fore Street due to space limitations. The applicant expressed their intention to pay into the City's street tree fund instead of providing street trees. Given the 37 proposed units, and \$400 street tree fund, the applicant will be required to pay \$14,800 into the fund.

Water Quality, Stormwater Management and Erosion Control

Consulting civil engineer Lauren Swett's comments regarding these topics are addressed above, and her corrections attached (attachment 1).

3. Public Infrastructure and Community Safety Standards

Public Safety and Fire Prevention

Division Chief Mike Thompson noted in submitted comments (attachment 1) that building access is sufficient for the Fire Department if, as indicated by the applicant in submitted documents, existing overhead utilities will be relocated to underground. There are adequate fire hydrants in the area.

Availability and Adequate Capacity of Public Utilities

As noted above, adequate water capacity and wastewater capacity exists for this project.

4. Site Design Standards

Snow and Ice Loading

The applicant must address snow management on the site plan, as well as satisfactorily address the driveway snow and ice loading concerns raised by Lauren Swett and Tom Errico.

Historic Resources

As mentioned above, the proposed project is located within 100 feet of the Eastern Waterfront Historic District. The project therefore requires advisory historic preservation review.

Exterior Lighting

The photometric / lighting plan is under review, but staff request additional information confirming that proposed lighting is full cutoff.

Noise and Vibration

The applicant stated that noise levels are expected to meet the permitted levels.

Materials & Waste

The applicant indicated a trash room on the lowest (parking level) but it is not clear how this room will be serviced. Additional information regarding this issue is required.

Zoning Related Design Standards

Caitlin Cameron provided preliminary design review for this project (attachment 4). She requested that the design be further tethered to the project's context, particularly with the material palette. Additionally, she expressed that the double-height storefront glazing is inappropriate, the residential door should be more emphasized, and that more information regarding HVAC integration is necessary.



Proposed building at 208 Fore Street (rendering provided by applicant team)

XII. NEXT STEPS

Staff recommend a second workshop for this project. Revised submission should address:

- Rights and limitations of the Bradbury Court easement
- Roof footprint and green roof details
- 19.4% driveway slope , and related snow / ice / pedestrian concerns
- Site access problems
- Sight distance for motorists leaving the site, as well as from the proposed driveway
- Widened, seven foot sidewalk
- Design feedback
- Setback concern

Additional details and information required:

- Neighborhood meeting documentation: summary, sign-in sheet, and certification
- Retail space clarity
- Bicycle parking strategy, bicycle parking outside the retail spaces
- Oil/water separator for parking drainage, if necessary
- Weekday PM peak hour trip generation estimate
- Loading and access to the site for vehicles serving the retail spaces and trash room
- Revised construction management plan
- Confirm that all proposed lighting is full cutoff

PLANNING BOARD REPORT ATTACHMENTS

1. 208 FORE STREET CORRECTIONS REPORT 8-10-18
2. VOLUNTARY INCLUSIONARY ZONING MEMO

3. T ERRICO COMMENTS 8-9-18
4. C CAMERON BUILDING DESIGN STANDARDS CHECKLIST
5. WASTEWATER CAPACITY AUTHORIZATION

PUBLIC COMMENT

PC1. PAULA FOLEY-STELMACK 7-23-18

APPLICANT'S SUBMITTALS

- A. COVER LETTER
- B. DEVELOPMENT DESCRIPTION
- C. RIGHT, TITLE AND INTEREST
- D. STATE AND FEDERAL PERMITS
- E. LAND ORDINANCE REVIEW
- F. EASEMENTS OR OTHER BURDENS
- G. TECHNICAL AND FINANCIAL CAPACITY
- H. CONSTRUCTION MANAGEMENT PLAN
- I. NATURAL FEATURES
- J. STORMWATER MANAGEMENT
- K. CONSISTENCY WITH CITY MASTER PLANS
- L. UTILITIES
- M. SOLID WASTE
- N. FIRE SAFETY
- O. CONFORMITY WITH APPLICABLE DESIGN STANDARDS
- P. VERIFICATION OF PROPOSED HVAC EQUIPMENT
- Q. LEVEL III CHECKLIST
- R. LEVEL III APPLICATION FORM
- S. ZONING ANALYSIS TABLE
- T. IZ CONDITIONAL USE APPLICATION
- U. NEIGHBORHOOD MEETING INVITATION

PLANS

- P1. COVER
- P2. GENERAL NOTES
- P3. BOUNDARY SURVEY
- P4. EXISTING CONDITIONS & DEMOLITION
- P5. CONSTRUCTION MANAGEMENT PLAN
- P6. SITE
- P7. GRADING DRAINAGE & EROSION
- P8. EROSION & SEDIMENTATION CONTROL NOTES
- P9. UTILITY PLAN
- P10. SITE DETAILS
- P11. UTILITY & DRAINAGE DETAILS
- P12. LANDSCAPE PLAN
- P13. LIGHTING PHOTOMETRIC PLAN
- P14. FLOOR PLANS
- P15. ELEVATIONS
- P16. BUILDING SECTION
- P17. SECTION AT GARAGE ENTRANCE
- P18. PERVIOUS DIAGRAM
- P19. VIEWS & RENDERINGS
- P20. SINGLE ENTRY-WAY CONCEPT SKETCH



PLAN CORRECTIONS REPORT PL-000153-2018 FOR CITY OF PORTLAND

PLAN ADDRESS: 208 Fore St
Portland, Maine 04101

PARCEL: 029 N008001

APPLICATION DATE: 6/1/2018

DESCRIPTION: Construction of a 7-story, 37-unit residential building with commercial space on the first floor

REPORT DATE: 8/10/18

CONTACTS

Name

Company

Agent/Representative

Michael Tadema-Wielandt, PE

Terradyn Consultants, LLC.

Corrections Required

Civil Engineering - Third Party Reviewer

Lauren Swett

- 1 A significant retaining wall is proposed adjacent to the driveway. A geotechnical evaluation should be provided with consideration of the wall design in this area, and a wall design stamped by an engineer will be required.
- 2 The Applicant should provide additional design details for the proposed green roof.
- 3 The proposed driveway grades are very steep. The Applicant should address whether the significant changes in grade at the top and bottom of the ramp are acceptable for vehicles at these locations.
- 4 The Applicant is proposing to install a new catch basin in the street (CB-2), and has shown the building roof drain and sump pump connecting to this catch basin. Stormwater from the site should not tie directly to the catch basin, and should instead connect with a wye to the stormdrain pipe to be installed in the street. Additionally, please clarify what the sump pump will be draining. If this is parking drainage, the sump pump should discharge to an oil/water separator and to the sewer.
- 5 The silt fence on the sides of the property should be extended to the sidewalk to ensure that there is no erosion of sediments onto adjacent properties.
- 6 The Applicant's construction management plan figure identifies the driveway as the area used for "material storage and laydown." No other laydown areas are identified, and a construction entrance through the proposed fence has not been shown. Please address the timing of the use of this space relative to the grading and installation of columns in the area. The plan should show the construction entrance. In addition, the construction fence is shown at the outside edge of the sidewalk in front of the building. Temporary pedestrian access around the project site (i.e. crosswalks to opposite side of street and appropriate signage) should be provided.
- 7 The driveway entrance to the basement-level parking is very steep, with a trench drain at the base of the driveway prior to the garage entrance. Please provide a detail of the trench drain and ensure adequate size for collection of stormwater. It is noted that the trench drain is connected to the basement drainage sump. The Applicant should address how this sump system will work, in particular address the capacity to ensure that there will not be a back-up in the winter when there are freezing temperatures. An ice/snow management plan should be developed for the driveway.

Planning

Christian Roadman

- 1 Provide scale bar on pervious diagram
- 2 Potential Bradbury Court easement does not appear to be maintained on site plan. Please clarify / explain this approach, or revise plans to provide adequate access
- 3 Provide manufacturer's information on mechanical parking system
- 4 Provide a stamped and signed subdivision plat

- 5 Note snow storage areas on site plan
- 6 37 residential units require 37 street trees or approved alternative (including payment into City street tree fund). Please confirm applicant intends to pay \$14,800 (37 x \$400) or identify alternate approach
- 7 Applicant could consider obtaining long-term parking leases with adjacent lots or accessing the site via one of the surrounding properties to facilitate a different parking / driveway design.
- 8 Ensure decks do not encroach more than 2' into setback requirements – see especially proposed decks on the west side of the building
- 9 Application documents state that bicycle parking (storage) will be handled internally, but no such room or infrastructure is identified on site / floor plan. An exterior rack, or racks, also seem warranted given the building's proposed program and location
- 10 Please consider potential storm surge impacts in the proposed project and potential ensuing impacts on underground parking (<https://coast.noaa.gov/floodexposure/#/map>).
- 11 All proposed lighting shall be full cutoff and shall be in compliance with Section 12 of the City's Technical Manual
Confirm proposed lighting, especially proposed light sconce, conforms to full cut-off requirement
- 12 Application notes intention to pay fee instead of providing three required parking spaces. Please confirm this is still the case.
- 13 Roof extension above bonus floor may not conform to zoning requirements; this item requires further review / input from zoning staff
- 14 Provide average site grade documentation / calculations, as well as spot elevation grades for building corners. This is necessary to confirm propose building conforms to height standards
- 15 Significant concern exists regarding proposed 19.4% driveway slope. Please consider alternate options.
- 16 Loading / servicing areas are not clear, especially considering the location of the trash room and retail uses. Can applicant provide clarity regarding intended retail uses?

Transportation/Planning

Bruce Hyman

- 1 Widen sidewalk along project extent shown on Sheet C-3.0.
The sidewalk width shown is to be widened by removal and resetting/new curb to create as near to 7' minimum sidewalk for the extent shown on Sheet C 3.0 Site Plan. The curb-to-curb width is to be adjusted to 31', allowing for on-street parking on the opposite side (19' to centerline) and a 12' curb-to-centerline on the project side.

Conditions Required

Fire

Division Chief Thompson

1. Street Address shall be clearly marked on the front of the building and building sign as approved by the Fire Department.
2. There are adequate fire hydrants in the area.
3. If the existing overhead utilities are relocated underground, as indicated in the submitted documents, the Fire Department is satisfied with building access.



To: Christian Roadman Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: August 7, 2018

Subject: 208 Fore Street – Inclusionary Zoning Conditional Use

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

Division 30, Section 14-487, Ensuring Workforce Housing, requires at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also requires the number of bedrooms in the Workforce units shall be at least 10% of the total number of bedrooms made available as part of the development.

As an alternative to providing workforce housing units, developers shall pay a fee-in-lieu of some or all of the units. The fee for affordable units not provided shall be \$100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement. The calculation of dwelling units not provided will be calculated on a fractional value to one tenth. For example, if a developer prefers to pay a fee-in-lieu on a proposed 37unit project, the developer would be required to pay 3.7 times the adjusted fee of \$104,699. The in-lieu fee shall be paid into the Housing Trust Fund as defined in Sec. 14-489, on or before the date upon which a certificate of occupancy is issued.

The project located at 208 Fore Street proposes the creation of 37 dwelling units of owner-occupied housing. The Applicant has chosen to fulfill the inclusionary zoning requirements by paying a fee-in-lieu. The proposed project would thus be required to pay a total fee of \$387,386 into the City's Housing Trust Fund in-lieu of the creation of actual housing units for workforce households. Should at a later date any change in total unit count be considered, a revised proportional fee-in-lieu payment will also be required. As such, the project has met the minimum requirements set forth in Sec. 14-487.

Staff recommends the Board Approve this Conditional Use provided the Applicant agrees to pay a fee-in-lieu of \$387,386 into the City's Housing Trust Fund before a Certificate of Occupancy may be issued. The Applicant and the City may enter into a written agreement to codify this requirement and a Certificate of Compliance may be issued by the Planning Authority at the Applicant's request once the full payment has been received by the City.

Sincerely,

Victoria Volent
Housing Program Manager

208 Fore Street - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Thu, Aug 9, 2018 at 3:53 PM

To: Christian Roadman <croadman@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 Christian – I have reviewed the application materials and offer the following preliminary traffic comments.

- The applicant shall conduct a trip generation estimate during the weekday PM peak hour for use in determining a monetary contribution amount for future improvements to Franklin Street.
- Given project details, the project would not be expected to have a significant impact on traffic mobility and safety. I will provide final comments on this following review of the trip generation estimate.
- Sight distance measurements from the proposed driveway shall be provided.
- Details on the mechanical parking system shall be provided.
- I have reviewed the current driveway configuration and do not support the use of a median island (a design that is for a suburban context rather than urban) for entry and exit movements. I would also note that the 9-foot one-way alternating flow concept is not acceptable.
- Information on truck deliveries for the commercial uses shall be provided.
- The driveway grade is a significant concern and would note the following:
 - From a design perspective, the driveway design seems to meet general engineering guidelines. The applicant should confirm that the grade-break transitions do not create vehicle/pavement scrapping.
 - I am concerned with the interaction between vehicles exiting the site on a steep grade and pedestrians on the sidewalk. When considering many factors particularly acceleration on a steep incline and building corner sight obstruction, pedestrian safety is a concern. While the project includes a system to keep the ramp ice/snow free, a challenging driving environment will be present. Greater detail is required on driveway operations particularly sight distance for motorists leaving site.
 - As noted above the project will be installing a system to ensure the driveway will not have snow and ice. Maintenance of this system will be critical to ensuring safe conditions. Information on the system should be provided.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLIN INTERNATIONAL

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"One Vision, One Company"

Development Review Checklist

IS-FBC

Level I / Level II / **Level III** / Master Plan
 Project Name: _____
 Address: __208 Fore Street_____
 Description: Alteration / Addition / **New Construction**
 Date Received: __8/7/18_____
 Planner: __Caitlin Cameron_____
 Subdistrict UN / **UT** / UA

IS-FBC: Building Design Standards (BDS)

	Complies	More Info	Does Not Comply	N/A	Comments
BUILDING DESIGN STANDARDS (BDS)					Review (8/2/18) Caitlin Cameron, Deb Andrews, Christian Roadman
1. Neighborhood Context					
Intent	☒	☐	☒	☐	The project is located next to surface parking lots and across from a contemporary building. Therefore, the project relationship to the context is evaluated as seen in long views to India Street, Commercial Street, and especially the historic fabric in the neighboring Eastern Waterfront District – this project will be visible behind those buildings and from India Street. The project meets the intent around spatially defining the street wall (where currently there is very little), reinforces the distinction between public and private space (the sidewalk is quite narrow here), and promotes active ground levels. Where revision is requested is finding ways to tether the project to its context and provide more concrete references and relationships to that fabric within view – some of this is accomplished through the vertical proportions of the brick portions of the building, there are clear fenestration patterns, and delineation of floors, the horizontal details serve as a contemporary interpretation of lintels.
Guidelines	☐	☒	☒	☐	Because the building is not immediately adjacent to existing fabric, contextual

					relationship is most strongly established with through fenestration patterns, articulation, and material choices rather than scale, form, or massing. The more rectilinear, brick portions of the building relate to the simple, traditional brick buildings nearby with flat roofs, regular window patterns, and vertical proportions. In this case, the scale is larger than those older buildings in the context. Where this project differs from the context characteristics is the complexity of form and roof form. Staff advise the material palette be revised to a red brick, warm tones to better relate the building to its context given that the form differs from the traditional patterns.
2. Massing & Proportion					
Intent	☒	☐	☐	☐	The building is maximizing the allowed scale and height, therefore, scaling elements are critical – the project uses storefront, massing variation, building overhangs, and articulation to provide that sense of enclosure, human scale to the larger masses. The project does not use traditional scale, proportions but also does not have any buildings immediately adjacent allowing more flexibility.
Guidelines	☐	☐	☐	☐	The rectilinear, brick portions of the building relate in form and proportion to the context (though bigger in scale). The scale of the building is mitigated through massing variation that also creates vertical proportions in the building façade.
Standard 2.1	☐	☐	☐	☒	
3. Articulation & Composition					
Intent	☒	☐	☐	☐	The design creates visually interesting facades, accommodates pedestrian scale and comfort, avoids long stretches of blank walls, and includes some scale patterns that relate to adjacent buildings (lintels, fenestration patterns). Articulation elements also correspond to massing changes and uses.
Guidelines	☒	☐	☐	☐	Structure is expressed, articulation elements and material placement correspond to

					massing and façade plane changes; ground floor is clearly expressed; blank facades avoided.
Standard 3.1: 3 required	☒	☐	☐	☐	Expression of structure; projections include balconies, roof overhang; some entries recessed; changes in materials; changes in plane and reveal at windows. Glass railings questionable here – more fine-grain and compatible detail needed.
Standard 3.2	☐	☒	☐	☐	Building appears to use at least 1" variation in material transitions.
Standard 3.3: Blank Wall	☒	☐	☐	☐	Blank wall is less than 30'
4. Fenestration					
Intent	☒	☐	☒	☐	Project successfully provides active, visible ground floor interaction with storefront; Double-height glazing does not appropriately reflect the building uses.
Guidelines	☒	☐	☐	☐	High level of transparency at street interface; variety of detail and articulation provided to give relief and visual interest and depth to the façade; window patterns provide rhythm to the façade but uses a contemporary scale, spacing, and dynamic pattern creating the visual interest; storefront appropriate for conveying use on ground floor; revise double-height storefront.
Standard 4.1 (UA only)	☐	☐	☐	☒	
Standard 4.2	☒	☐	☐	☐	
Standard 4.3	☐	☒	☐	☐	What is VT of glass? .61 VT min required
Standard 4.4	☒	☐	☐	☐	Vision glass used throughout

	Complies	More Info	Does Not Comply	N/A	Comments
5. Building Materials					
Intent	☒	☐	☐	☐	Project uses human-scale material modules such as brick, panel, storefront.
Guidelines	☐	☐	☒	☐	Revision is requested to relate the materials to the surrounding context – the context is defined by simple material palettes and a predominance of red brick. The lower floors use high quality, durable materials except for the case of the fiber cement panel – address the durability concerns with fiber cement close to the ground. Ground floor successfully uses storefront, depth of material and reveals, building overhangs to provide sense of enclosure, scale.
6. Building Entries					
Intent	☒	☐	☐	☐	Entries provided on all street facade.
Guidelines	☒	☐	☒	☐	Residential entrance should be distinct from the retail entrances. More emphasis needed on residential door.
Standard 6.1	☒	☐	☐	☐	Principal entrance (residential) faces Fore St.
Standard 6.2 (UA only)	☐	☐	☐	☒	
Standard 6.3	☒	☐	☐	☐	Entrances direct to sidewalk.
Standard 6.4	☒	☐	☐	☐	Active uses all have direct door to street.
Standard 6.5	☒	☐	☐	☐	
Standard 6.6	☒	☐	☐	☐	Setback far from front facade
Standard 6.7: Frequency	☒	☐	☐	☐	At least one entry is required on Fore façade (1 UT)
7. Roof Lines					
Intent	☐	☒	☐	☐	Circulation tower is minimized in the design. Where will rooftop mechanicals be located? These must be integrated within a complete architectural form.
Guidelines	☐	☒	☐	☐	Generally, sense of termination provided except for India Street view; Simplify and

					integrate building systems – long views to this building must be considered.
Standard 7.1	☐	☒	☐	☐	More information requested regarding rooftop systems. Building systems shall be incorporated into the building form – some systems do not appear to be integrated.
Standard 7.2	☐	☐	☒	☐	Roof forms follow massing, but is complex and would not be considered simple from some views.
8. Structured Parking					
Intent	☒	☐	☐	☐	The impact of the garage is minimized by being underground.
Guidelines	☐	☐	☐	☒	The structured parking is underground and has no exposure on the facades.
Standard 8.1	☐	☐	☐	☒	
Standard 8.2	☒	☐	☐	☐	Other than the ramp, the garage is concealed
Standard 8.3	☐	☐	☐	☒	
Standard 8.4	☐	☐	☒	☐	Garage does not appear to be convertible to active space – underground, low ceilings



Christopher C. Branch, P.E.
Director of Public Works

Date: July 26, 2018

Re: Wastewater Capacity Authorization

Address: 208 Fore Street

Applicant: Ted Hovivian, 56 Bogart Street, LLC

Planner: Christian Roadman

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Proposed flow				
Employees at place of employment with no showers	# Employees	4	12 GPD/Employee	48
Multiple Family Dwelling Units	1-Bedroom	13	120	1560
Multiple Family Dwelling Units	2-Bedroom	11	180	1980
Multiple Family Dwelling Units	3-Bedroom	13	270	3510
Net Change				+ 7098
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

The Department of Public Works, which includes the Water Resource Division, have reviewed and determined that the downstream sewers from the project address have the capacity to convey the estimated dry weather wastewater flows which will be generated from this development.

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,
CITY OF PORTLAND

Bradley A. Roland, P.E.
Senior Project Engineer

CC:

Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland

Stuart O'Brien, Planning Director, Department of Planning and Urban Development, City of Portland

Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland

Keith Gray, City Engineer/Engineering Manager, Portland Department of Public Works

Nancy Gallinaro, Water Resources Manager, Portland Department of Public Works

Ben Pearson, Compliance Coordinator, Portland Department of Public Works

John Emerson, Wastewater Coordinator, Portland Department of Public Works

Lauren Swett, Woodard & Curran, DPW Development Review

Scott Firmin, Director of Wastewater, Portland Water District

Charlene Poulin, Wastewater Chief Operator – Systems

April 26, 2018

Ms. Barbara Barhydt
Development Review Services Coordinator
Planning Division
389 Congress Street, 4th Floor
Portland, ME, 04101

**208 Fore Street Development
Portland, Maine
Level III Site Plan & Subdivision Application**

Dear Barbara:

On behalf of Flagg Partners, LLC, Terradyn Consultants is pleased to submit the enclosed application materials and drawings for the 208 Fore Street Development, a proposed 37-unit residential building with commercial space on the first floor located at 208 Fore Street in Portland.

The project site is comprised of Lot 8 on Tax Map 29, Block N and Bradbury Court and is located in the City's India Street Form Based Code (IS-FBC) zoning district - Urban Transitional (UT) subdistrict, and the downtown Entertainment Overlay Zone. The enclosed materials include information about the existing project site and the proposed project and are intended to meet the Level III Final Site Plan submission requirements outlined in Section 14-527 of the City of Portland Land Use Ordinance.

Enclosed with this cover letter are the following written materials:

208 Fore Street – Application Materials	
	Level III Development Review Application Form
Section 1	Development Description
Section 2	Right, Title and Interest
Section 3	State & Federal Permits
Section 4	Land Ordinance Review
Section 5	Easements or Other Burdens
Section 6	Technical & Financial Capacity
Section 7	Construction Management Plan
Section 8	Natural Features
Section 9	Stormwater Management
Section 10	Consistency with Master Plans
Section 11	Utilities
Section 12	Solid Waste
Section 13	Fire Safety
Section 14	Conformity with Applicable Design Standards
Section 15	Verification of Proposed HVAC Equipment

In addition to the written materials, the following project drawings are enclosed:

208 Fore Street – Site Development Plans	
C-1.0	Cover Sheet
C-1.1	General Notes
C-2.0	Boundary Survey
C-2.1	Recording Plat - Pending
C-2.2	Existing Conditions & Demolition Plan
C-2.3	Construction Management Plan
C-3.0	Site Plan
C-4.0	Grading, Drainage & Erosion Control Plan
C-4.1	Erosion & Sediment Control Notes
C-5.0	Utility Plan
C-6.0	Site Details
C-6.1	Utility & Drainage Details
L-1	Landscape Plan
P-1	Lighting Photometric Plan

We look forward to your review of this project and request to be placed on the next available Planning Board agenda to discuss the project with the Board. In the interim, if you have any questions or need additional information, please contact me.

Sincerely,

TERRADYN CONSULTANTS LLC



Michael E. Tadema-Wielandt, P.E.
Vice President

cc Ted Hovivian, Flagg Partners, LLC
David Lloyd, Archetype PA
Peter Van Hemel, Bernstein Shur

Enc.

1 DEVELOPMENT DESCRIPTION

1.1 OVERVIEW

Flagg Partners, LLC intends to construct a 7-story, 37-unit residential building with commercial space on the first floor on an approximately 9,411 square foot parcel located at 208 Fore Street in Portland, Maine. The project site is comprised of two parcels, including Lot 8, Block N, on the City of Portland Assessors' Map 29, and Bradbury Court, a 25' wide private way, both of which are owned by the applicant. The combined parcel, which is a total of 12,860 square feet, is currently developed with an existing structure and paved parking.

1.2 PROJECT PURPOSE AND NEED

The proposed project includes redevelopment of a previously developed lot in an area that has utility infrastructure in place and will provide residential units that are compatible with the existing neighborhood.

1.3 EXISTING CONDITIONS

The existing site includes one non-residential structure and paved parking and vehicle access surround the building. Nearly the entire site is covered with impervious surface. Underground utilities in Fore Street include water, gas, sewer, and storm drain. Overhead power and telecom services are on poles located along the southwestern side of India Street, and at the eastern corner of the site.

Brick sidewalks with granite curb exist along the site's Fore Street frontage, and limited on-street parking is available across Fore Street. Cobra-head style street lights are located on the utility pole on Fore Street directly in front of the site. Additional decorative street lights mounted at less than 20' high are located across Fore Street from the site.

Commercial uses and surface parking abut the site to the east, south and west, and Fore Street abuts the site to the north.

The site is currently accessed from Fore Street. Fore Street is an approximately 34-foot-wide paved way with two-way traffic and parallel parking on one side, across the street from the site.

The site has an elevation change of less than 5' across the approximately 140' long parcel. It generally slopes toward the western corner of the property. Photographs of the existing site are provided in Attachment A-1.

1.4 PROPOSED DEVELOPMENT

The development program includes the following components:

1.4.1 ON-SITE

A new seven-story building with a ground floor footprint of 8,560 square feet will be constructed on the site. The first floor will feature two retail units, a lobby for the residential units, an electrical room, a gym, and three residential units. Thirty-one parking spaces will be provided in a lower basement level with driveway access from Fore Street southwest of the building. The second through sixth floors will each feature 6 residential condominium units, and the seventh floor will feature 4 residential condominium units. A summary of the number of proposed residential units and number of bedrooms provided:

# of Bedrooms	# of Units
1-bedroom	13
2-bedroom	11
3-bedroom	13
Total # of Units:	37

The two retail spaces on the first floor will be along the Fore Street frontage. Elevation views and perspective renderings of the proposed building are provided in Attachment 1-B.

1.4.2 OFF-SITE IMPROVEMENTS

The sidewalk in front of the site will be reconstructed as part of this project. The applicant also proposes to re-construct the sidewalk along Fore Street extending towards Franklin Street to the west and towards India Street to the east. Overhead electric utilities will be moved from existing poles to an area underground the sidewalk in the vicinity of the project.

1.5 TRAFFIC

According to the ITE Manual, the 37-unit condominium project is expected to generate approximately 19 to 20 vehicle trips during the PM peak hour and approximately 217 vehicle trips on a weekday. The site currently functions as an office building and a paid parking lot so there is existing traffic entering and leaving the site daily. The relatively small amount of new traffic that will be generated by the project is not expected to have a detrimental effect on the surrounding street network. There is no parking on site for the first floor retail so additional vehicle trips to the site are not expected.

1.6 PARKING

The proposed project includes 37-units. The required number of parking spaces in the ISFBC zone is one parking space per residential unit, with the first three units exempt, which results in the need for 34 parking spaces. Thirty-one (31) parking spaces will be

provided on site in the lower level, and the developer will pay the fee in lieu for the remaining 3 required spaces. The two retail spaces are both less than 2,000 sf, so no parking spaces are required for these units.

1.7 UTILITIES AND STORMWATER

The proposed project will include the installation of new utility services to the building. All new utility services will be provided from the existing utilities available within Fore Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-5.0). More information on proposed utility services is provided in Section 11 of this application.

Post-development stormwater runoff will closely follow existing runoff patterns. Runoff from the building and paved areas on site will be collected and piped to the existing storm drain network in Fore Street. More information on stormwater runoff from the site is provided in Section 9 of this application.

1.8 ATTACHMENTS

Attachment 1-A – Existing Site Photographs

Attachment 1-B – Building Elevation Views & Renderings

ATTACHMENT 1-A

Existing Site Photographs



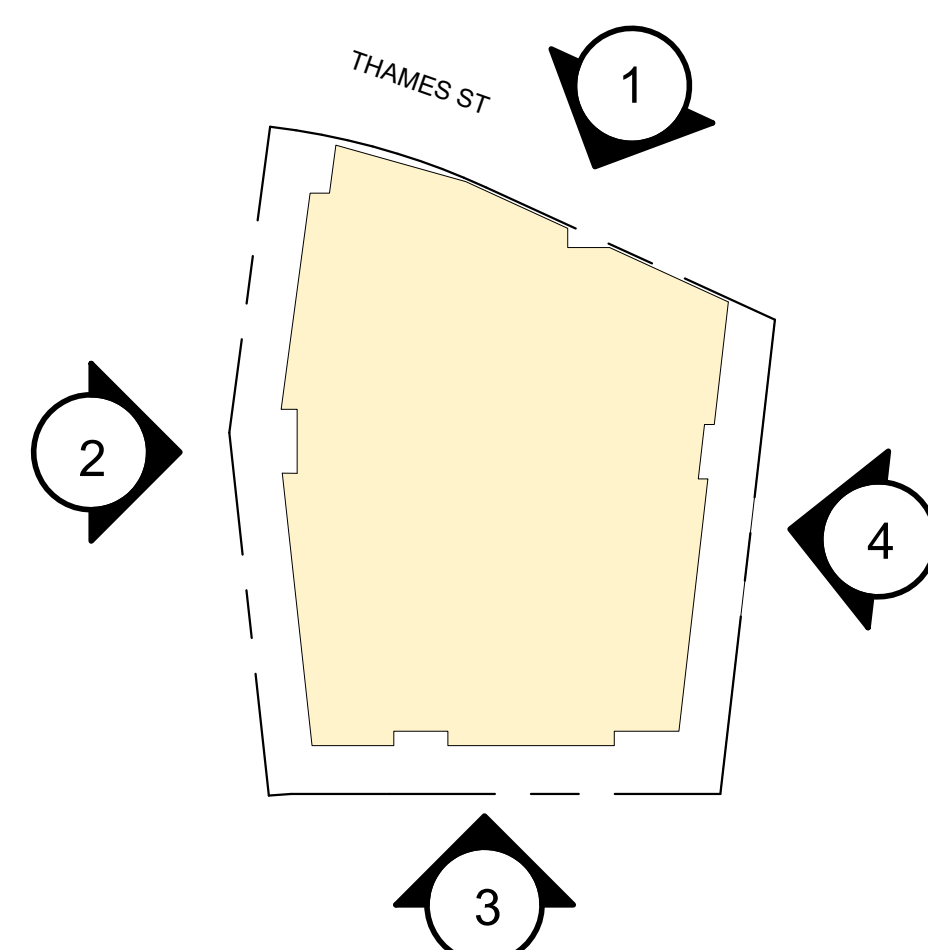
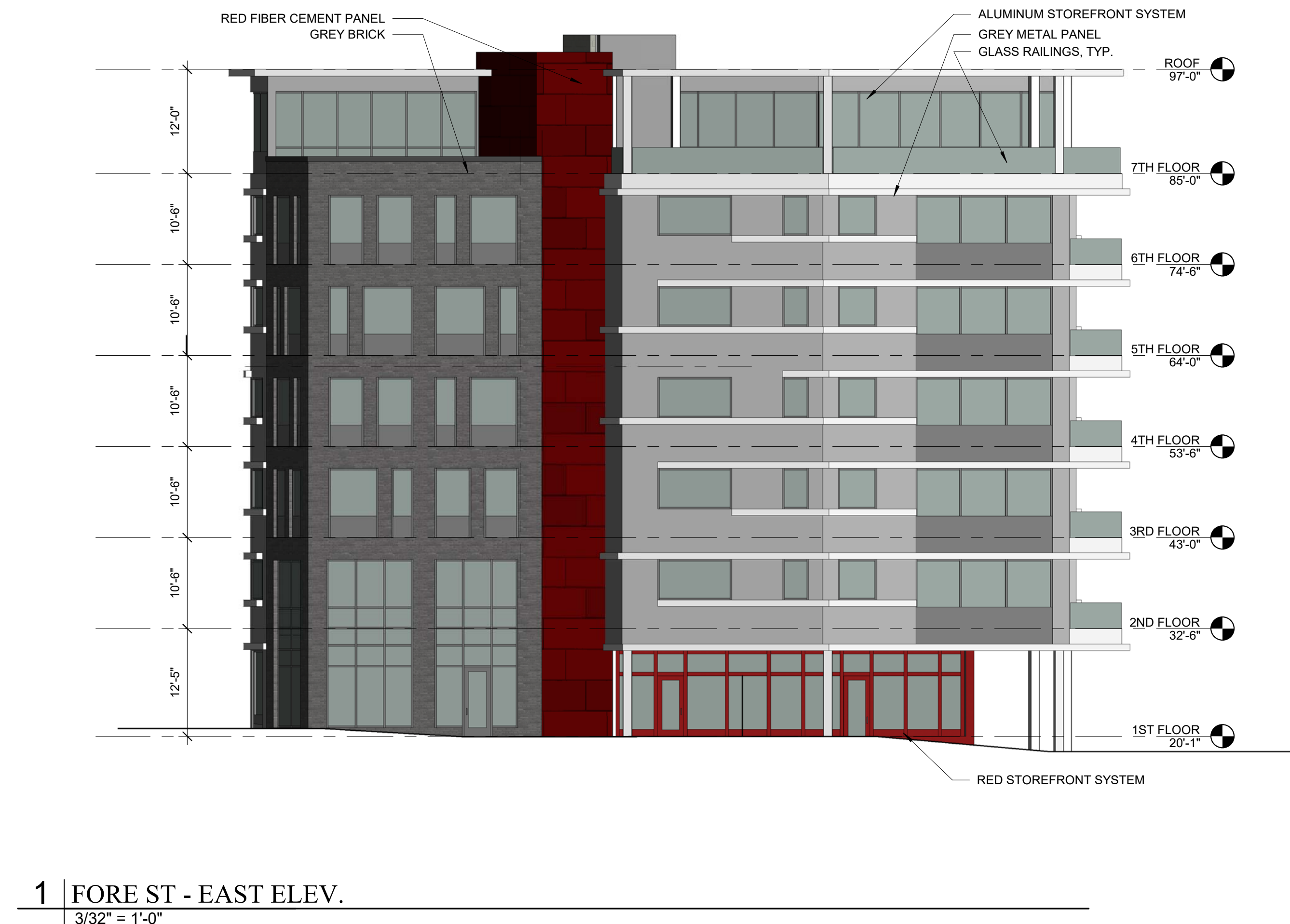
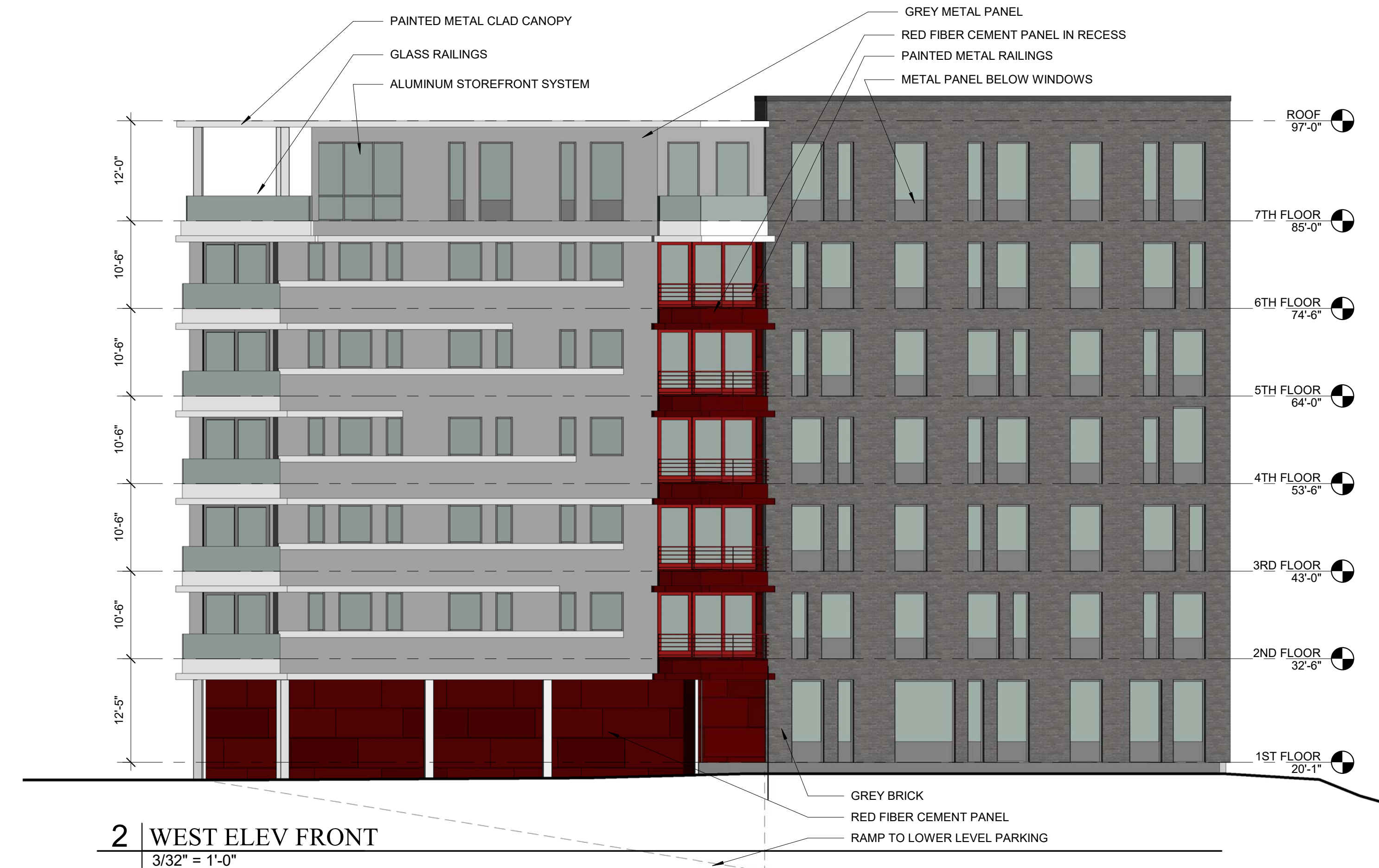
PHOTO 1 – STANDING ACROSS FORE STREET, FACING SOUTH



PHOTO 2 –STANDING ALONG THE SOUTHEASTERN PROPERTY BOUNDARY LOOKING INTO THE
SITE, FACING NORTHWEST

ATTACHMENT 1-B

Building Elevation Views & Perspective Renderings

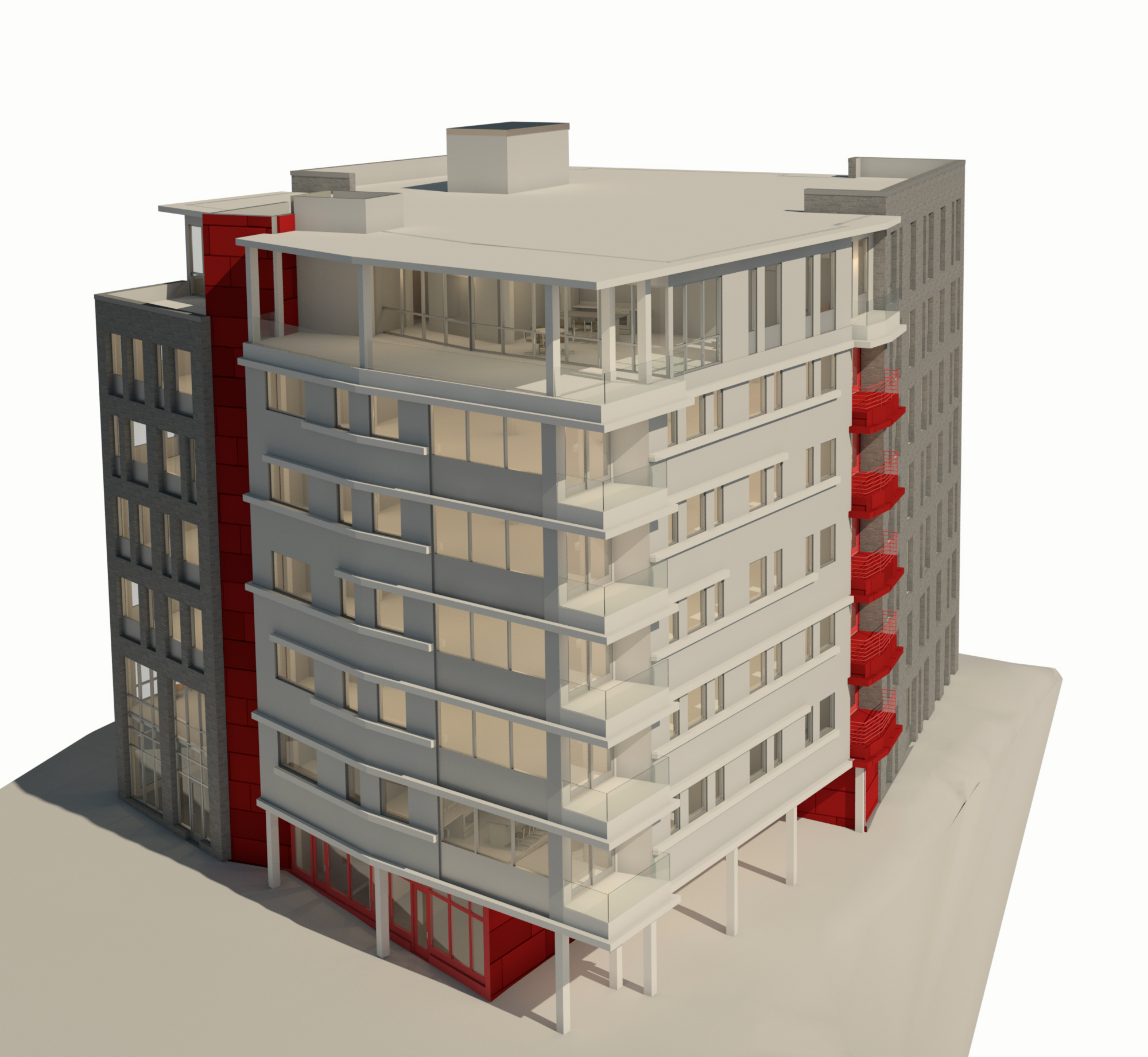


208 FORE STREET

PORTLAND, MAINE

18 DEC. 2017

A2.1















2 Right, Title and Interest

2.1 OVERVIEW

The applicant and current owner of the property is Flagg Partners, LLC. The project site is made up of the following parcels:

Parcel	Area
Map 29, Block N, Lot 8	9,411 SF
Bradbury Court (Private)	3,449 SF
Total	12,860 SF

Included in Attachment 2-A is a letter from the applicant's attorney, which provides additional information on the applicant's title, right and interest in the project site.

2.2 ATTACHMENTS

Attachment 2-A – Title, Right and Interest Letter

ATTACHMENT 2-A

Title, Right, or Interest Documentation



**Bernstein, Shur,
Sawyer & Nelson, P.A.**
100 Middle Street
PO Box 9729
Portland, ME 04104-5029

T (207) 774 - 1200
F (207) 774 - 1127

Peter J. Van Hemel
207-228-7114 direct
Pvanhemel@bernsteinshur.com

April 16, 2018

Barbara Barhydt, Development Review Manager
City of Portland Department of Planning & Urban Development
389 Congress Street
Portland, ME 04101

Re: 208 Fore Street

Dear Barbara:

I am writing on behalf of Flagg Partners LLC in connection with the proposed development of 208 Fore Street (the "Project"). Specifically, I am writing in regards to Flagg Partners LLC's right, title and interest in the property, including that portion known as Bradbury Court.

As shown in the enclosed deed and accompanying plan prepared by Northeast Civil Solutions (the "Plan"), the Project consists of two contiguous parcels corresponding to the 9,411 square foot area generally known as 208-214 Fore Street together with the ownership of the 3,449 square foot parcel which has been known historically as "Bradbury Court," such that the total square footage is 12,860± square feet. To the extent that third parties may hold rights to the use of Bradbury Court, those rights (if still valid) are easement rights only. Please see enclosed deed to Simba, Inc. (at the end of the description to "Parcel 1") reciting rights in common to use Bradbury Court a/k/a Dyer Court. The required side setback will remain unobstructed and will therefore allow passage over Bradbury Court to and from Fore Street to the rear of the Project parcel. This letter does not constitute the applicant's admission as to the current viability of any such rights.

The enclosed deed from Antigonish Holding Co., LLC conveyed both parcels to the applicant as of June 29, 2017 and is recorded in the Cumberland County Registry of Deeds in Book 34121, Page 142. The enclosed plan is referenced in the recorded deed at the end of Exhibit A. The deed describes the applicant's interest both by the "historical" legal description contained in the chain of title to the applicant's parcel, as well as by an updated and surveyed metes and bounds description running from the Plan.

The City of Portland asserts no public rights in and to Bradbury Court (see enclosed November 12, 2014 supplement to Portland DPS Engineering Archives Street Records).

April 16, 2018
Page 2

The attached documents demonstrate that the applicant owns the necessary legal rights in the land necessary to construct and maintain the Project that is the subject of the pending application.

Thank you for your consideration. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Peter J. Van Hemel". The signature is written in a cursive, slightly stylized font.

Peter J. Van Hemel
Encl.

**QUITCLAIM DEED
WITH COVENANT**
(Maine Statutory Short Form)

KNOW ALL MEN BY THESE PRESENTS, that **ANTIGONISH HOLDING Co., LLC**, a Maine Limited Liability Company with offices in Freeport, Maine, for consideration paid, does hereby **GIVE, GRANT, CONVEY and RELEASE** unto **FLAGG, LLC**, a Maine Limited Liability Company with an address at 515 East 79th Street, Apt. 30E, New York, New York, 10075, with **QUITCLAIM COVENANTS**, the real estate described as follows:

A certain parcel of land, with buildings thereon, located in the City of Portland, County of Cumberland and State of Maine, on the southerly side of Fore Street in said Portland and bounded and described as follows:

Said lot being the premises numbered 208-214 on said Fore Street as appears by plan recorded in Cumberland County Registry of Deeds, Plan Book 5, Page 29, and bounded northerly by said Fore Street, easterly by lots now or formerly belonging to J. McGlinchey heirs, and to H.B. Hersey; southerly by land now or formerly of L. Dyer and by a passageway and westerly by the passageway and/or Court known as Bradbury Court; containing nine thousand three hundred and thirty (9,330) square feet of land, more or less; together with any and all title and rights of the Grantor herein in and to said Bradbury Court and to the use thereof.

Excepting and reserving therefrom the portion of said premises taken by eminent domain as more particularly described in Statement of Taking by the Slum Clearance and Redevelopment Authority dated July 12, 1957 and recorded in said Registry of Deeds in Book 234, Page 211.

Meaning and intending to convey the same premises as described in a deed to Antigonish Holdings Co., LLC, from Timm Real Estate, LLC, dated June 29, 2001 and recorded in Deed Book 16475, Page 211.

ALSO, ANTIGONISH HOLDING Co. LLC in consideration of One Dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, do hereby **REMISE, RELEASE, BARGAIN, SELL and CONVEY** and forever **QUITCLAIM** unto **FLAGG, LLC**, its successors and assigns forever, as to metes and bounds of a certain lot or parcel of land, situated at Fore Street, so-called, in the City of Portland, County of Cumberland and State of Maine, more particularly described in the **attached Exhibit A**.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging, to the said **FLAGG, LLC**, its successors and assigns, to their own use and behoof forever.

MAINE REAL ESTATE TAX PAID

IN WITNESS WHEREOF, Antigonish Holding Co., LLC has caused this instrument to executed under seal this 29th day of June, 2017.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

Tara Sullivan

Antigonish Holding Co., LLC
By: *[Signature]*
James J. MacAdam
Its: Member

State of Maine
County of Cumberland ss.

June 29, 2017

Then personally appeared before me, James J. MacAdam, in his capacity as Member of Antigonish Holding Co., LLC, and acknowledged the foregoing instrument to be his free act and deed in said capacity.

P-J Van Hemel
~~Notary Public~~/Attorney at Law
Peter J. Van Hemel

Exhibit A
(12,860± square feet)

A certain lot or parcel of land located on the southeasterly side of Fore Street, City of Portland, County of Cumberland, State of Maine, being more particularly bounded and described as follows:

BEGINNING at a property marker to be set on the southeasterly line of Fore Street at the westerly corner of land now or formerly (N/F) of Russell E. Lerman as described in Book 22864, Page 310, located S66°11'50"W 91.00' from the intersection of the southwesterly line of India Street with the southeasterly line of said Fore Street;

THENCE S66°11'50"W, along the southeasterly line of said Fore Street, 66.36' to a point of curvature;

THENCE along the southeasterly line of said Fore Street, following a curve to the left having a radius of 149.68' and an arc length of 21.74', a chord bearing of S62°02'09"W, and a chord distance of 21.72' to the northerly corner of Bradbury Court, a private way;

THENCE S40°48'07"E, along the northeasterly line of said Bradbury Court, 59.60' to a point;

THENCE S54°38'39"E, along the northeasterly line of said Bradbury Court, 75.47' to the northwesterly line of land N/F of Simba, Inc., as described in Book 9940, Page 159;

THENCE N41°35'03"E, along land of said Simba, Inc., and land N/F of Salt Of The Earth, Inc., as described in Book 14381, Page 337, 69.00' to a #5 rebar to be set with cap stamped "NCS 2080";

THENCE N41°50'23"W, along land of said Salt Of The Earth, Inc., and land of the aforementioned Lerman, 99.52' to the POINT OF BEGINNING

The above described parcel contains 9,411 square feet, more or less.

Meaning and intending to convey the same premises as described in a deed to Antigonish Holdings Co., LLC, from Timm Real Estate, LLC, dated June 29, 2001 and recorded in Deed Book 16475, Page 211.

Also, a certain lot or parcel of land located on the southeasterly side of Fore Street, City of Portland, County of Cumberland, State of Maine, being more particularly bounded and described as follows:

BEGINNING at a point of curvature on the southeasterly line of Fore Street at the northerly corner of land now or formerly (N/F) of Simba, Inc., as described in Book 9940, Page 159;

THENCE along the southeasterly line of said Fore Street, following a curve to the right having a radius of 149.68', an arc length of 25.09', a chord bearing of N53°04'24"E, and a chord distance of 25.06' to the westerly corner of the above-described parcel;

THENCE S40°48'07"E, along the southwesterly line of said above-described parcel, 59.60' to a point;

THENCE S54°38'39"E, along the southwesterly line of said above-described parcel, 75.47' to the northwesterly line of said Simba, Inc.;

THENCE S41°35'03"W, along land of said Simba, Inc., 20.50' to a point;

THENCE S37°22'44"W, along land of said Simba, Inc., 4.62' to a point;

THENCE N54°38'39"W, along land of said Simba, Inc., 76.12' to a point;

THENCE N40°48'07"W, along land of said Simba, Inc., 64.32' to the POINT OF BEGINNING

The above described parcel contains 3,449 square feet, more or less.

Meaning and intending to convey Bradbury Court, a private way, as referenced in a deed to Antigonish Holdings Co., LLC, from Timm Real Estate, LLC, dated June 29, 2001, and recorded in Deed Book 16475, Page 211.

The basis of bearing for the above described parcels is Grid North of the Maine State Coordinate System, West Zone.

The above described parcels are shown on a plan entitled "Boundary Survey, 208 Fore Street, Portland, Maine" prepared for Flagg, LLC, by Northeast Civil Solutions, Inc., dated June 12, 2017, NCS Project No. 41263.

Received
Recorded Register of Deeds
Jun 29, 2017 12:36:35P
Cumberland County
Nancy A. Lane

QUITCLAIM DEED

11934
MAINE REAL ESTATE TAX PAID

FLEET BANK OF MAINE, assignee of FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC), Receiver for MAINE SAVINGS BANK, a Maine corporation, with a principal place of business in Portland, Maine, for full value and consideration paid, hereby grant to SIMBA, INC., a Maine corporation of Portland, Maine, certain real estate in the City of Portland, County of Cumberland, State of Maine:

Parcel 1:

A certain lot or parcel of land, with the buildings thereon, at the intersection of the southeast side of Fore Street with the northeast side of Franklin Street, and being more particularly bounded and described as follows:

Beginning at the intersection of the southeast side of Fore Street with the northeast side of Franklin Street;

Thence N 38° 35' 10" E, 255.09 feet along the southeast side of Fore Street to a point;

Thence continuing along the southeast side of Fore Street an arc distance of 26 feet, which arc has a radius of 149.68 feet, to an iron and land now or formerly of M. E. Watson;

Thence S 40° 32' 54" E, 29.80 feet to an iron;

Thence S 30° 03' 05" E, 111 feet to an iron;

Thence N 40° 35' 55" E, 94.36 feet to an iron;

Thence N 46° 26' 52" W, 3.02 feet to an iron;

Thence N 43° 33' 08" E, 91.75 feet to an iron at the southwest side of India Street;

Thence S 46° 26' 52" E, along the southwest side of India Street, 124.88 feet to a drill hole and land now or formerly of M. E. Haley;

Thence S 43° 33' 08" W, 90 feet to an iron pin;

Thence N 46° 26' 52" W, 35 feet to an iron;

Thence S 43° 33' 08" W, 32.75 feet to an iron;

Thence N 48° 32' 38", W 21.75 feet to an iron;

Thence S 41° 07' W, 186.65 feet to a point;
Thence S 33° 23' 20 W, 28.89 feet to a railroad spike;
Thence N 56° 36' 40 W, 37.60 feet to a railroad spike;
Thence S 33° 23' 26" W, 11.70 feet to a railroad spike;
Thence N 56° 35' 40" W, 14.84 feet to a railroad spike;
Thence N 37° 45' 46" E, 40.90 feet to a railroad spike;
Thence N 55° 41' 06" W, 93.54 feet to an iron pipe;
Thence S 38° 28' 02" W, 50.30 feet to a drill hole;
Thence N 51° 03' 28" W, 40 feet to a drill hole;
Thence S 38° 51' 02" W, 82.03 feet to a spike in the northeast side of Franklin Street;

Thence N 51° 3' 28" W, by the northeast side of Franklin Street 17 feet to a drill hole and the point of beginning.

Containing 51,817 square feet, more or less.

Together with the right in common with others to use Bradbury Court, also known as Dyer Court.

Parcel 2:

A certain lot or parcel of land, with the buildings thereon, at the corner of India Street and Commercial Street, bounded and described as follows:

Beginning at the intersection of the southwest side of India Street and the northwest side of Commercial Street;

Thence west along Commercial Street forty-five (45) feet to land formerly of Patrick Keating;

Thence north by the Keating land sixty (60) feet, more or less, to land formerly of P.A. Sullivan;

Thence east by the Sullivan land forty-five (45) feet, more or less, to India Street;

Thence south by India Street sixty (60) feet, more or less, to the point of beginning;

Containing approximately twenty-seven hundred (2700) square feet.

ALSO, another certain lot or parcel of land, with any buildings thereon, on Commercial Street, bounded and described as follows:

Beginning on the northwest side of Commercial Street, forty-five (45) feet, more or less, southwest from the west side of India Street, which point is at the southwest corner of land formerly of Elizabeth W. Fuller;

Thence northwest by the Fuller land, on a line parallel with the west side of India Street, sixty (60) feet, more or less, to the northwest corner of the Fuller lot;

Thence southwest forty-five (45) feet, more or less, to a point sixty (60) feet, more or less, away from Commercial Street, which is ninety (90) feet, more or less, away from the west side of India Street;

Thence southeast on a line parallel with the west side of India Street and by land now or formerly of Carney, 60 feet, more or less, to Commercial Street;

Thence northeast along Commercial Street forty-five (45) feet, more or less, to the point of beginning.

Being Lot No. 2 on the plan recorded in Plan Book 3, Page 15 of the Cumberland County Registry of Deeds.

ALSO, another certain lot or parcel of land, with the buildings thereon, on the north side of Commercial Street, being Lot No 3 on the Plan "N" in the partition among the heirs of Lemuel Dyer described on Page 468, Book 231 of the Cumberland County Registry of Deeds, which plan "B" is recorded in the Registry in Plan Book 3, Page 15, and which lot is bounded and described as follows:

Beginning on the north side of Commercial Street ninety (90) feet from the corner of Commercial and India Streets;

Thence north, generally parallel with India Street, 91' more or less;

Thence west, generally parallel with Commercial Street, about 32' 9";

Thence south, generally parallel with India Street, 91' more or less to Commercial Street;

Thence east along commercial Street about 32' 9" to the point of beginning.

Both Parcel 1 and Parcel 2 are the same premises conveyed to Maine Savings Bank by deed dated March 15, 1990 and recorded in Book 9120, Page 125.

Further reference is made to the Affidavit of Fleet Bank of Maine regarding the transfer from Maine Savings Bank to Fleet Bank of Maine recorded in the Cumberland County Registry of Deeds in Book 9477, Page 129.

Dated this 27th day of February 1992.

FLEET BANK OF MAINE

By: 

Print Name: Pamela W. Cook

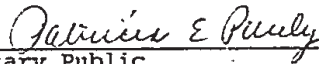
Its: Ass't. Vice-President & Ass't Treasurer

State of Maine
County of Cumberland

February 27, 1992

Then personally appeared before me the above-named Pamela W. Cook in his/her said capacity, and acknowledged the foregoing instrument to be his/her free act and deed, and the free act and deed of Fleet Bank of Maine.

Before me,


Notary Public

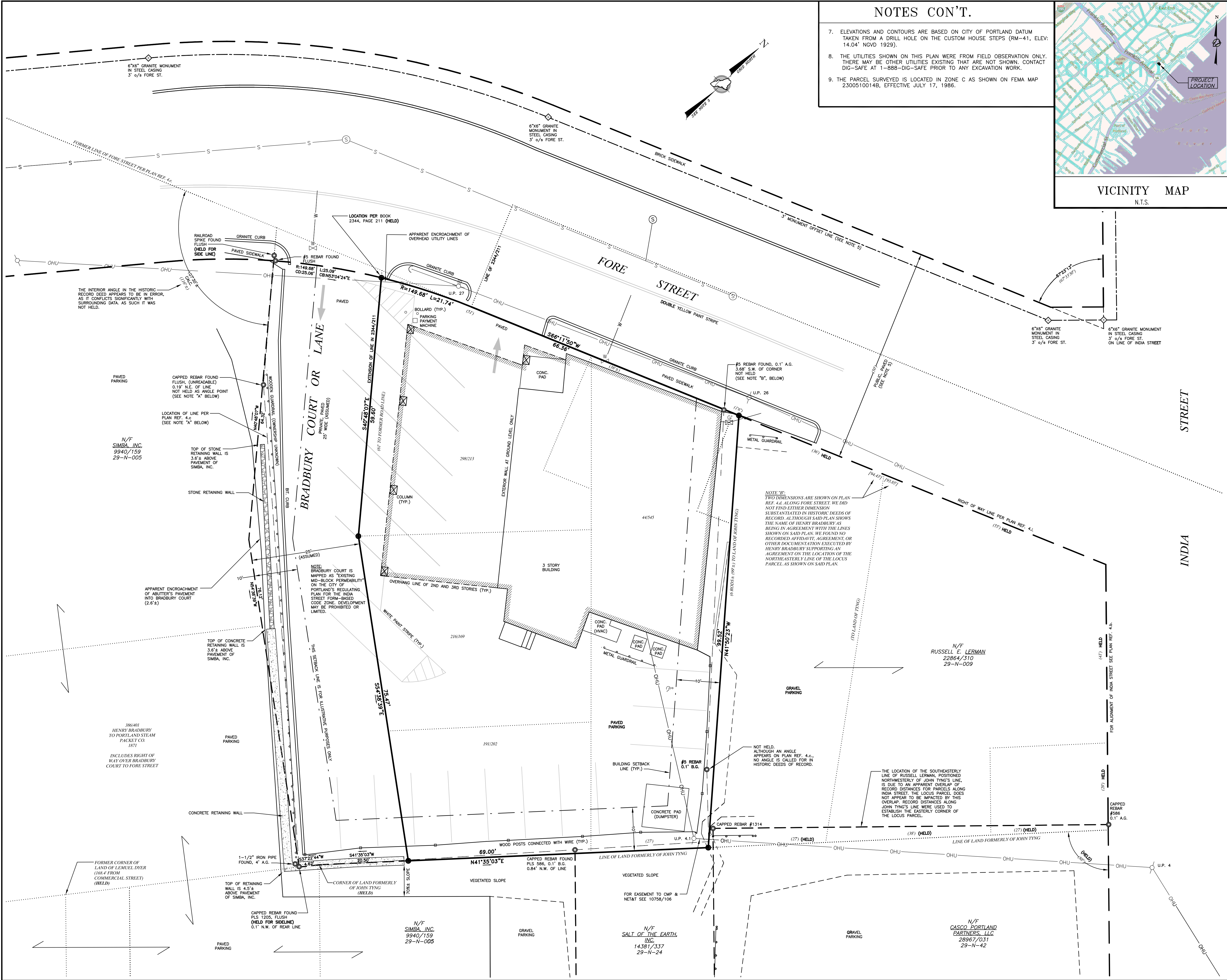
Patricia E. Purdy
(type or print name)

SEAL

CSR/D54061.AD2

MY COMMISSION EXPIRES
OCTOBER 24, 1994

Recorded
Cumberland County
Registry of Deeds
03/06/92 01:47:51PM
Robert P. Titcomb
Register

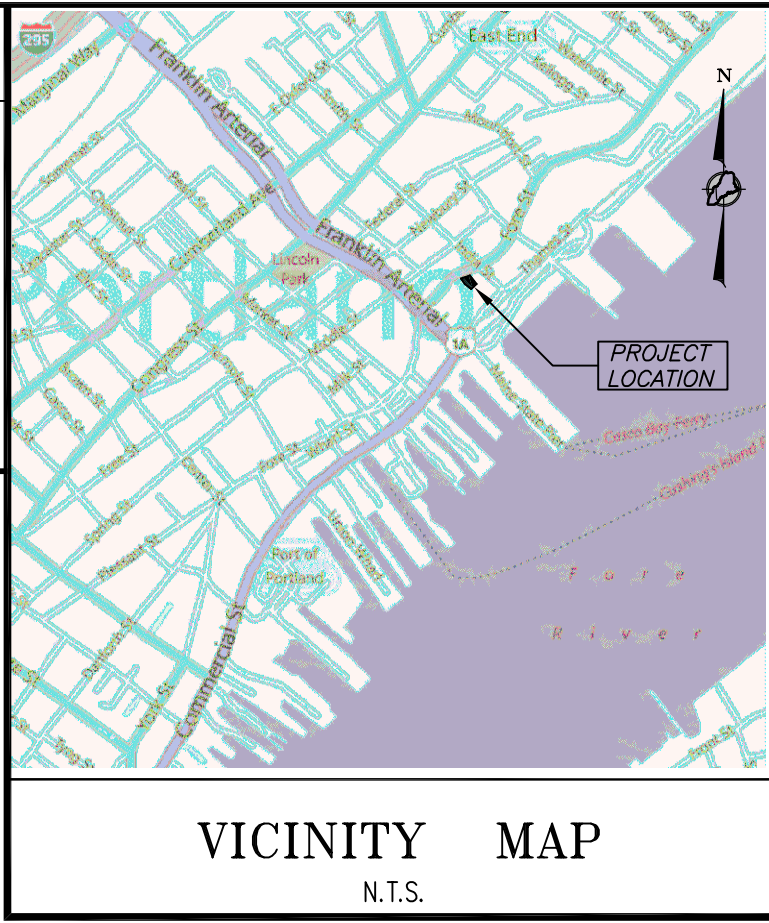


NOTES CON'T.

7. ELEVATIONS AND CONTOURS ARE BASED ON CITY OF PORTLAND DATUM TAKEN FROM A DRILL HOLE ON THE CUSTOM HOUSE STEPS (RM-41, ELEV: 14.04' NGVD 1929).

8. THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN, CONTACT DIG-SAFE AT 1-888-DIG-SAFE PRIOR TO ANY EXCAVATION WORK.

9. THE PARCEL SURVEYED IS LOCATED IN ZONE C AS SHOWN ON FEMA MAP 2300510014B, EFFECTIVE JULY 17, 1986.



LEGEND

- #5 REBAR WITH PLASTIC CAP OR PK NAIL TO BE SET
- FOUND IRON (SIZE & TYPE AS NOTED)
- FOUND MONUMENT (SIZE & TYPE AS NOTED)
- UTILITY POLE (NUMBER AS NOTED)
- GUY WIRE ANCHOR
- BOUNDARY LINE
- EDGE OF GRAVEL
- EDGE OF PAVEMENT
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- BUILDING SETBACK
- OVERHEAD UTILITY
- FORMER DEED LINES
- NOW OR FORMERLY OWNED BY DEED BOOK AND PAGE (CCRD)
- TAX MAP-LOT (123.45)
- DENOTES RECORD DEED DATA

- NOTES
- RECORD OWNER OF THE PARCEL SURVEYED IS ANTIGONISH HOLDINGS CO., LLC, AS DESCRIBED IN A DEED FROM TMM REAL ESTATE, LLC, DATED JUNE 29, 2001 AND RECORDED IN DEED BOOK 16475, PAGE 211 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
 - THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 29, BLOCK N, PARCEL 8 (208-214 FORE STREET).
 - THE BEARINGS SHOWN ON THIS PLAN ARE BASED ON GRID NORTH OF THE MAINE STATE COORDINATE SYSTEM, WEST ZONE.
 - REFERENCE IS MADE TO THE FOLLOWING PLANS:
 - "NO. 29" (APPARENT ASSESSOR'S VALUATION PLAN) DATED 1882, BY THE CITY ENGINEER, RECORDED IN PLAN BOOK 5, PAGE 29.
 - "ALTA/ACSM LAND TITLE SURVEY, 1 COMMERCIAL STREET, PORTLAND, MAINE" PREPARED FOR CASCO PORTLAND PARTNERS, LLC, BY NORTHEAST CIVIL SOLUTIONS, INC., DATED SEPTEMBER 14, 2011, REVISED SEPTEMBER 22, 2011.
 - "STANDARD SURVEY FOR ALLIED CONSTRUCTION, INC., 208-214 FORE STREET, PORTLAND, ME" BY SEBAGO TECHINCS, INC., DATED NOVEMBER 19, 1985, REVISED DECEMBER 9, 1987.
 - "SURVEY OF A PART OF THE ESTATE OF THE LATE JAS. MCGILCHY" BY E.C. JORDAN, C.E., DATED NOVEMBER 19, 1880, RECORDED IN PLAN BOOK 4, PAGE 27.
 - VARIOUS STREET RIGHT OF WAY PLANS, DATED 1905, 1922, AND 1925 FROM THE CITY OF PORTLAND, MAINE, DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION.
 - "PLAN B" DATED NOVEMBER 1867 BY CHAS. H. HOWE (AND OTHER AUTHORS UNKNOWN), RECORDED IN PLAN BOOK 3, PAGE 15.
 - VINE-DEER-CHATHAM REDEVELOPMENT PROJECT CONDEMNATION PLAN" A/K/A "PLAN OF PROPERTY IN PORTLAND, MAINE" MADE FOR THE SLUM CLEARANCE AND REDEVELOPMENT AUTHORITY OF PORTLAND, MAINE, BY H.I. & E.C. JORDAN SURVEYORS, DATED MAY 24, 1957.
 - "SUBDIVISION PLAN OF HOTEL, RESTAURANT AND PORTSIDE RESIDENCES, 207 & 209 FORE STREET, PORTLAND, MAINE" MADE FOR OLD PORT HOSPITALITY, LLC, BY SEBAGO TECHINCS, INC., DATED FEBRUARY 8, 2010, REVISED APRIL 23, 2010, AND RECORDED IN PLAN BOOK 210, PAGE 194.
 - "ALTA/ACSM LAND TITLE SURVEY OF JORDAN'S MEAT PROPERTY, FORE ST., INDIA ST., MIDDLE ST., FRANKLIN ST., ARTERIAL, PORTLAND, MAINE" MADE FOR OLD PORT HOSPITALITY, LLC, BY SEBAGO TECHINCS, INC., DATED DECEMBER 4, 2009, REVISED MARCH 23, 2010, AND RECORDED IN PLAN BOOK 210, PAGE 291.
 - "BOUNDARY SURVEY, 216 & 234 FORE STREET, PORTLAND, MAINE" FOR SIMBA, INC., BY SURVEY, INC., DATED JUNE 6, 2008.
 - THE WIDTH OF FORE STREET IS 50' BASED ON THE RELOCATION DESCRIPTION IN THE CITY OF PORTLAND RECORDS, VOLUME 75, PAGE 161, ACCEPTED BY ORDER OF THE CITY COUNCIL, PASSED JULY 7, 1958. THE LAYOUT OF THE RIGHT-OF-WAY LIMITS IS BASED ON MONUMENTATION FOUND.
 - THE PARCEL SURVEYED IS LOCATED IN THE INDIA STREET FORM-BASED CODE (IS-FBC) ZONE, URBAN TRANSITIONAL (UT) SUBDISTRICT, AND THE DOWNTOWN ENTERTAINMENT OVERLAY ZONE (DEOZ). BULK & SPACE REQUIREMENTS INCLUDE THE FOLLOWING:
 - MAXIMUM LOT COVERAGE: 90%
 - SETBACKS:
 - FRONT: 10' MAXIMUM (NO MINIMUM)
 - SIDE: 10' MINIMUM
 - REAR: 10' MINIMUM
 - BUILDING HEIGHT: 3 STORIES MINIMUM, 6 STORIES (65') MAXIMUMOTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY. BEFORE PROCEEDING ON ANY PROJECT VERIFY CURRENT ZONE AND ALL APPLICABLE SETBACKS AND RESTRICTIONS WITH THE APPROPRIATE AGENCIES.

Revision:	By:	Date:	Change:
PROJECT: 41263	DRAWING NAME: 41263.dwg		
ISSUED: JUNE 12, 2017	SCALE: 1"=10'	FB # 445	DRAWN BY: BS
FIELD BY: BS & JAP	FIELD DATE: 5/19/2017	CHECKED BY: TFM	

Boundary Survey
208 FORE STREET, PORTLAND, MAINE

Owner:
ANTIGONISH HOLDINGS CO., LLC
236 GANNET DRIVE, SOUTH PORTLAND, ME 04106

Prepared For:
FLAGG, LLC
515 EAST 79TH STREET, NEW YORK, NY 10075

SURVEYING • ENGINEERING • LAND PLANNING

Northeast Civil Solutions
INCORPORATED

381 PAYNE ROAD, SCARBOROUGH, MAINE 04074

tel 207.883.1000 fax 207.883.1001 e-mail / website info@northeastcivilsolutions.com www.northeastcivilsolutions.com

0 10' 20' 40'

STAMP AND SIGNATURE

7/2/17 6-12-2017

TROY F. McDONALD
MAINE PROFESSIONAL LAND SURVEYOR No. 2080

DATE

STATE OF MAINE
TROY F. McDONALD
#2080
PROFESSIONAL LAND SURVEYOR

BRADBURY CT

PRIVATE WAY

Southerly side Fore Street @ #208 Fore Street.

November 12, 2014

This is to supplement the Portland DPS Engineering Archives Street Records in regards to Bradbury Court which runs southerly from Fore Street along the westerly side of #208 Fore Street.

Bradbury Court is considered by the City of Portland DPS Engineering Archives to be a Private Way.

Bradbury Court has not been accepted by the City of Portland.

Bradbury Court is not listed on the City of Portland City Council Order #84 titled "Order Excepting Streets From Deemed Vacation", as passed on September 3, 1997 and recorded in the Cumberland County Registry of Deeds in Deed Book 13326, Page 19.

Bradbury Court is shown on the 1882 Revaluation Plan 29 as part of the parcel of H. Bradbury, and was not delineated as a way or passageway at that time.

Bradbury Court is shown on the 1914 Richards City Atlas plate 3, and is designated as Bradbury Court on that map.

William B. Clark, Jr. PLS #2100 Portland Public Services Department - Engineering Division

3 STATE AND FEDERAL PERMITS

The development is subject to Site Plan and Subdivision approval by the City of Portland and Building Permit(s) are also required. No additional State or Federal Permits are required.

4 LAND ORDINANCE REVIEW

4.1 OVERVIEW

The property currently lies within the City of Portland India Street Form Based Code Zone (IS-FBC) Urban Transitional (UT) Subdistrict, and within the Downtown Entertainment Overlay Zone (DEOZ). The following Space and Bulk requirements apply to the IS-FBC Zone, UT Subdistrict:

IS-FBC Zone UT Subdistrict Summary Dimensional and Parking Requirements Applied to 208 Fore Street		
Zoning Requirements	IS-FBC Zoning Standard	Project Site
Minimum Lot Size	None	12,860 s.f. *
Minimum Lot Area per Dwelling Unit	None	348 s.f.
Maximum Building Length	100 feet	92 feet
Min. Lot Width	None	113 feet
Front Yard	Min: 0 feet Max: 10 feet	0.67 feet
Minimum Side Yard	10 feet	10 feet
Minimum Rear Yard	10 feet	10 feet
Maximum Impervious Surface**	90%	50%
Maximum Building Height**	65 feet + 12 feet	77 feet
Lot Pervious Area for Height Bonus**	50% of lot for height bonus =6,430 s.f. pervious	7,011 s.f.
Parking Residential Use Parking Retail Use	1 spaces per unit, first 3 units exempt = 34 spaces 1 space per 200 sf retail space in excess of 2,000 sf = 0 spaces	31 on-site residential spaces & pay the fee in lieu for remaining 3 spaces No retail parking required

*The project site lot size includes the approximately 9,411 s.f. parcel identified as Lot 8, Block N on Tax Map 29, and the adjoining Bradbury Court for a total of 12,860 s.f..

**The proposed building will be 77 feet in height, which meets the IS-FBC maximum building height standard through the height bonus provisions. The frontage is along a UT Street so the building is eligible for a height bonus of one additional story up to 12' for implementing a green roof. The green roof must cover 50% of the building roof, and a total of 50% of the cumulative lot area must be pervious (6,430 s.f.). Approximately 2,223 s.f. of vegetated area surrounds the building and driveway on the site, and there is a 4,788 s.f. green roof (50% of the roof area) for a total of 7,011 s.f. of pervious area on the lot, which is 54.5% of the lot.

4.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

5 EASEMENTS OR OTHER BURDENS

5.1 OVERVIEW

Northeast Civil Solutions, Inc. completed a boundary survey of the site in May of 2017. A 25' wide private lane known as "Bradbury Court" exists along the southern property boundary. A letter discussing the applicants rights over this lane are included in Attachment 2-A in Section 2 – Right, Title and Interest. The applicant owns Bradbury Court, and any third party rights to the use of Bradbury Court are easement rights only.

6 TECHNICAL AND FINANCIAL CAPACITY

6.1 TECHNICAL CAPACITY

The applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. Toros and Mrs. Marianne Hovivian of Flagg Partners, LLC as Project Developers. The Team services will be provided by the following companies and their respective team leaders:

6.2 CONSULTANT TEAM

<i>Civil Engineer</i>	Michael Tadema-Wielandt, P.E. Terradyn Consultants, LLC 565 Congress Street Portland, ME 04101 (207) 632-9010 – Cell (207) 221-1317 – Fax mtw@terradyconsultants.com
<i>Surveyor</i>	Troy F. McDonald Northeast Civil Solutions, Inc. 381 Payne Road Scarborough, Maine 04074 (207) 883-1000 – Work (207) 883-1001 – Fax info@northeastcivilsolutions.com
<i>Architect</i>	David Lloyd Archetype, PA 48 Wharf Street Portland, ME 04101 (207) 772-6022 – Work (207) 772-4056 – Fax lloyd@archetypepa.com
<i>Electrical/ Mechanical Engineer</i>	William Bennett Bennett Engineering P.O. Box 297 Freeport, ME 04032 (207) 865-9475 will@bennettengineering.net
<i>Construction Management</i>	John Ryan / Cordelia Pitman Wright-Ryan Construction, Inc. 10 Danfort Street Portland, ME 04101 (207) 773-3625 – Work info@wright-ryan.com

6.3 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the Developer has expertise and experience in the design of similar projects. Resumes of key personnel for the development team can be provided upon request.

The applicant has significant experience in the development and management of large residential and commercial projects. A company resume, including a summary of completed projects under the direction of the applicant, is provided in attachment 6-A.

6.4 FINANCIAL CAPACITY

The applicant has the capacity to finance the proposed project. A letter of financial capacity for the project is contained in Attachment 6-B.

6.5 CONSTRUCTION COST ESTIMATE

The project has an overall construction cost estimate of \$15 million. This construction cost value is considered preliminary and subject to change as building design and project layout is refined, etc.

6.6 ATTACHMENTS

Attachment 6-A – Flagg Partners, LLC Resume & Project Experience

Attachment 6-B – Evidence of Financial Capacity

ATTACHMENT 6-A

Flagg Partners, LLC Resume & Project Experience

FLAGG LLC
TOROS AND MARIANNE HOVIVIAN
NOVEMBER 27, 2017

PROJECT DEVELOPMENT RESUME

Toros and Marianne Hovivian have been active in the real estate industry since 1982 with management and development of projects in Brooklyn, New York. In 1982 they purchased a 100,000 square foot manufacturing building, 56 Bogart Street, in Brooklyn. Over the years the building has evolved from a site for 6 manufacturing tenants to now a home for over 150 artists, crafts people and art galleries. They have renovated the entire building and successfully managed tenants throughout.

Soon thereafter they purchased 150 North Fifth Street, Brooklyn, a 40,000 square foot facility that they renovated to house their manufacturing business. By 2005 the neighborhood zoning changed and they took the opportunity to convert the building to 37 luxury residential condominiums. In spite of the downturn in the economy, they sold 32 of the units successfully and maintained ownership of 5 units. The project is one of the hallmark condominiums in Williamsburg, Brooklyn.

Now they have completed a ground up project adjacent to 56 Bogart Street on vacant land they own. The new project is a 40,000 square foot commercial rental building in a vibrant part of Williamsburg, Bushwick. At least one floor is already rented to an upscale billiards parlor/restaurant.

The Hovivian's have had over 35 years of experience in real estate, both commercial, residential, new construction, gut renovation and management.

ATTACHMENT 6-B

Evidence of Financial Capacity



MARK V. STASIUM
SENIOR VICE PRESIDENT
Direct Dial: 207.699.3392
mstasium@camdennational.com

August 24, 2017

Toros Hovivian
Marianne Hovivian
515 East 79th Street Apartment 30DEF
New York, NY 10075

RE: 208 Fore Street, Portland Maine – Proposed 39-unit Condominium Project

Dear Ted and Marianne:

Camden National Bank is pleased to issue this offering letter which shall serve to outline the salient business points of a loan proposal (the “Loan”) for the construction of the above referenced project. This letter is for discussion purposes and does not constitute a commitment to lend on the part of Camden National Bank (“Bank” or “Camden”). Prior to issuance of a formal commitment to lend, I will need to conduct further due diligence and fully underwrite the request in order to obtain all required internal loan approvals. Our terms are summarized as follows:

Borrower:	Flagg Partners LLC
Purpose:	The loan shall fund construction of a condominium project to be located at 208 Fore Street, Portland, ME (the “Project”). The Project as presently proposed consists of 37 total residential units, 2 retail units, and an underground parking garage. The total cost of the Project is estimated at \$20,806,000+/- based on land acquisition cost of \$2,700,000, building construction cost of \$14,904,400+/-, and soft costs of \$3,201,600+/-.
Loan Amount:	\$15,604,500+/- (75% of total Project cost).
Required Equity:	\$5,201,500+/- (25% of total Project cost).
Collateral:	First mortgage and assignment of leases and rents on Project; assignment of all relevant plans and contracts related to construction of the Project; assignment of required Purchase & Sale Agreements as outlined below.
Loan Term:	30 months (estimated based on approximate construction period of 12 months and sellout period of 18 months).
Interest Rate:	One Month LIBOR + 2.25% floating, adjusted monthly. Interest accrues based on a 360 day year.



Interest Only Period:	Borrower shall be required to make monthly payments of interest only based on the outstanding principal balance.
Repayment:	Bank shall require repayment of principal as follows: • 95% of net sales proceeds until such time that the Loan is 50% repaid • 85% of net sales proceeds thereafter, provided this amount is projected to be sufficient to have Bank debt repaid in full at such time that 70% of the Project residential inventory is sold out.
Origination Fee:	0.5% of the Loan Amount. Bank shall be paid a 1% Letter of Credit fee for any letters of credit required by the City of Portland.
Recourse:	Toros & Marianne Hovivian shall provide joint and several guarantees of all obligations to Bank and shall provide a construction completion guaranty.
Required Presales:	Prior to loan closing, Borrower must have acceptable Purchase and Sales Agreements in place. The minimum amount of Purchase and Sales Agreements shall be determined upon Bank receipt of the Underwriting Documents outlined below. As a guideline, the bank will want presales in place for a minimum of 25% of the Project inventory value and sufficient to repay 50% of the Loan Amount upon closing of the unit sales. The Bank reserves the right to adjust these amounts upon review of final unit pricing and the Project appraisal. All Required Presales shall be evidenced by the following: • Purchase & Sale Contract ("P&S") executed by both buyer and seller. Borrower's P&S form shall be approved by Bank. • Minimum nonrefundable cash deposit of 10% of the purchase price held by agent acceptable to Bank. Agent shall hold funds in a Camden deposit account. • Certificate from Borrower that P&S contracts are with bona fide third parties unrelated to Borrower • Buyers to provide evidence of pre-approval for financing if applicable. Contracts with cash buyers are acceptable provided said contracts are not subject to financing approval or any other unacceptable contingencies (such as sale of another property).
Absorption Covenant:	Borrower shall generate minimum unit sales as follows: • All Required Presales shall close within 2 months of construction completion • For every 3 month period thereafter, Borrower shall close a minimum of 2 unit sales • All sales must be within 5% of Sales Price stated on Pricing Sheet approved by Camden prior to Loan closing
Appraisal:	The Loan is subject to Bank review and acceptance of an appraisal report performed for Camden providing (1) a minimum as is value of the land of \$2,700,000, and (2) a maximum loan-to-value ratio of 75% based on completion of the proposed improvements, such valuation to be based on a "Developer Method" appraisal. Further, the Loan Amount may not exceed 60% of the aggregate value of individual units based on the appraisers concluded value for all units.

Environmental Due
Diligence:

Camden shall require a Phase I Environmental Assessment which shall be subject to Camden review and acceptance.

Financial Reporting:

Borrower shall provide the following financial reports during the term of the Loan:

- Borrower and Guarantor tax returns – annually
- Guarantors personal financial statement – annually
- Marketing updates from Borrower and/or listing broker - quarterly

Construction
Requirements:

Construction requirements shall include the following:

- General Contractor shall be acceptable to Bank and shall provide a satisfactory guaranteed maximum price contract for the construction of the Project.
- Borrower's general contractor to provide a construction bond acceptable to Bank. Bank may consider waiving bond requirement upon review of general contractor financial statements, acceptable bonding company reference, and other due diligence.
- The loan shall be subject to a preconstruction review of plans, specifications, and construction budget by a Bank-designated construction consultant
- Acceptable construction schedule provided by General Contractor
- List of subcontractors provided by General Contractor
- Borrower shall provide monthly requisitions on industry-standard construction requisition forms, lien waivers, and any further documentation required by Camden or its consultant
- Bank consultant shall inspect Project with each requisition and review monthly requisitions for approval and funding by Camden
- Pre-construction review fee and requisition review/inspection fees of Bank construction consultant shall be paid by Borrower
- Other customary requirements of a Construction Loan Agreement

Underwriting
Documents:

Camden requires the following additional documents to fully underwrite the loan request:

- Construction contract with general contractor acceptable to Bank with complete Schedule of Values
- Detailed architect drawings and specifications for the Project including detailed site plans, floor plans for all units, and building specifications, amenities, features, finishes, etc.
- Unit price list for all units in the Project
- Marketing plan from broker to be selected by Borrower
- Other documents as requested by Bank

Permanent Financing

Option:

In the event Borrower does not sell the retail/commercial units, Bank would agree to provide permanent commercial financing at terms to be negotiated on the two retail/commercial units in the Project, subject to acceptable leases on the units with tenants acceptable to Bank.

Other:

Borrower agrees to work with Camden National Bank Mortgage Lending Department as preferred lender for the Project. Details to be arranged between Borrower, selected broker, and Camden Mortgage Lending Division.

Pre-Closing requirements and other conditions:

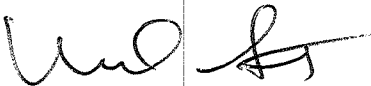
- Copies of LLC documents including Articles of Incorporation and LLC Operating Agreement
- Project operating account and escrow account (to hold buyers' deposits) shall be maintained at Camden
- Borrower to be responsible for all third party expenses incurred by the Bank whether or not the loan is approved or closes.
- Bank counsel satisfaction with respect to all matters of title, enforceability and loan documentation.
- Acceptable site visit by Bank staff

At such time that Borrower has provided all required Underwriting Documents and Camden is ready to move forward with an appraisal and full underwriting of the loan, Camden shall require a \$15,000 good faith deposit to be paid at that time.

I look forward to hearing your thoughts on this proposal. I stand ready to move diligently to obtain loan approval once the above Underwriting Documents are received. In the event the loan is not approved substantially as outlined above, the good faith deposit will be returned less any third party costs incurred by Camden.

Thank you for the opportunity to review your banking needs and provide a proposal for the financing of this project.

Very Truly Yours,



Mark V. Stasium
Senior Vice President

Accepted and Acknowledged:

Toros Hovivian

Date

Marianne Hovivian

Date

7 CONSTRUCTION MANAGEMENT PLAN

The following information is provided in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(1).

7.1 CONSTRUCTION MANAGEMENT PLAN

Flagg Partners, LLC is seeking to commence construction during the summer of 2018 and complete work by the fall of 2019. The construction will involve site work and new building construction. The attached construction plan outlines the anticipated timeline and sequence of activities.

7.2 ATTACHMENTS

Attachment 7-A – Construction Management Plan
Attachment 7-B – Construction Schedule

ATTACHMENT 7-A

Construction Management Plan

CONSTRUCTION MANAGEMENT PLAN

Project:

208 Fore Street
Portland, Maine 04101

Applicant:

Flagg Partners, LLC
c/o Ted and Marianne Hovivian
515 East 79th Street, Apt 30E
New York, New York 10075

Prepared By:

Terradyn Consultants, LLC
565 Congress Street, Suite 310
Portland, Maine 04101

Construction Manager:

Wright-Ryan Construction, Inc
10 Danfort Street
Portland, Maine 04101

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that the Applicant and Contractor have identified to minimize impacts from the construction of 208 Fore Street, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

B. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, the Applicant and 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 and Street Occupancy Permits:** Construction activity in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.
- 2. Blasting:** 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.

C. Construction Administration and Communication

The Applicant and 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.

The following person is designated the Contact Person and will be available 24 hours in the event of an emergency:

CONTACT PERSON:

John Ryan
Wright-Ryan Construction, Inc.
(207) 773-3625

Construction Signage shall be posted at the site with Contact Information for the Contractor. Construction site signage shall be removed at project completion.

D. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing, prior to construction.
2. Hours of Construction: Construction may occur during the daytime hours as defined in Section 17-18 of the City Code (Construction Activities) and Section 25-129 of the City Code (Noise, dust and debris).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section does not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
4. Material Deliveries: Delivery of materials shall take place during the Hours of Construction listed above and shall be stored on the 208 Fore Street property in the locations noted on the Construction Management Plan (Sheet C-2.3).

E. Security & Public Safety

1. The Contractor shall erect the temporary barriers and access gates shown on the Construction Management Plan (Sheet C-2.3) with the intent of separating pedestrian and vehicle circulation from the construction site. Pedestrian traffic will be direct to the northern side of Fore Street as shown on Sheet C-2.3.
2. The Applicant or Contractor shall purchase and install a Knox padlock from the Portland Fire Department to allow access by the Portland Fire Department at the primary access gate.
3. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
4. Fire Safety Program. An overall construction or demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies
 - o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations
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.
6. Any temporary security lighting fixtures shall feature full cutoff optics to reduce light trespass onto abutting properties.

F. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Public Sidewalk Closures: The Fore Street sidewalk in front of the site will be reconstructed as part of the proposed project. The Fore Street sidewalk reconstruction will include the bituminous sidewalk in front of the Simba Parking lot, the brick sidewalk in front of the site at 208 Fore Street, and the brick sidewalk extending from the site to the India Street-Fore Street

intersection. The sidewalk directly in front of the site will be closed for the duration of the building construction, and signage will be posted as shown on the Construction Management Plan. Short term closure of the sidewalk extending in front of the Simba Parking lot is expected to be up to a week. Short term closure of the sidewalk extending to the India Street intersection is expected to be up to three days, and a temporary pedestrian walkway will be provided to accommodate access to an adjacent gravel parking lot, as shown on the Construction Management Plan. While this temporary pedestrian walkway is in place for up to three days, approximately three parking spaces along the northern side of Fore Street will be posted for no parking to maintain two way traffic. Pedestrian traffic will be re-directed to the sidewalk on the northern side of Fore Street For the duration of the project.

3. Sewer and Stormwater: Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. Sewer and stormwater system connections within Fore Street are expected to result in reduced travel way width and reduced parking along the northern side of Fore Street for up to three days.
4. Work within City Right of Way: 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.

Construction operations shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, the Contractor may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. The Contractor 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.
- In extreme situations, flaggers may be required.
- Police detail is required at lighted intersections and may be requested by the City's transportation engineer or his designee.

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.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- 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.

G. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. A solid waste dumpster shall be located on site for the disposal of trash and debris.
2. The Fore Street right of way shall be swept regularly to control the tracking of mud onto adjacent public streets.
3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris.
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code and Section 25-129 on Noise, dust and debris.
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

H. Erosion Control and Preservation of Trees

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.
2. The Contractor shall maintain all tree and landscaping preservation measures as depicted on the Landscape Plan (Sheet L-1) within the area of construction.
3. The storage of materials shall be located in the areas depicted on the Construction Management Plan (Sheet C-2.3) and avoid being located under/near trees.

I. Construction Staging and Deliveries

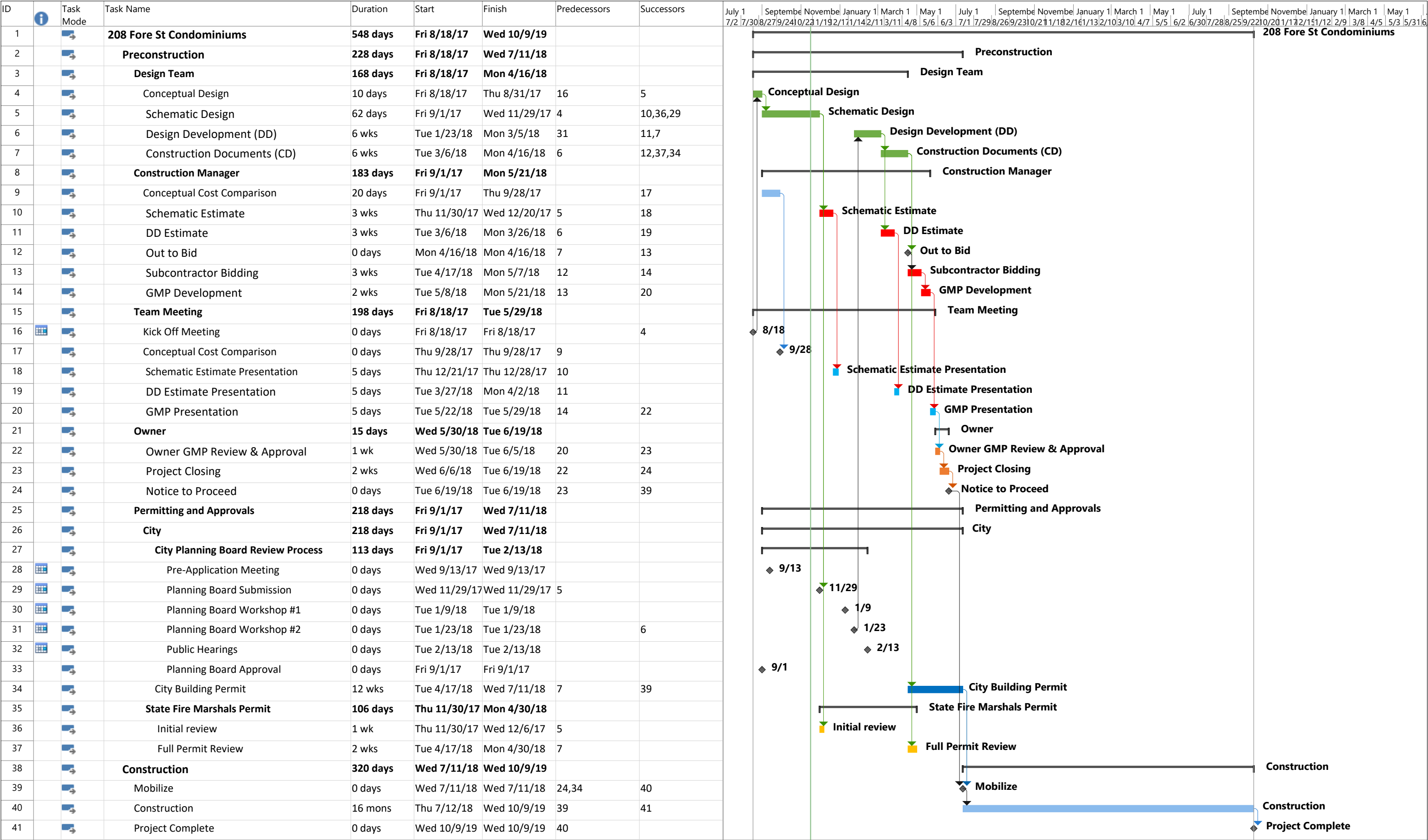
1. A location for material storage and lay down is shown on the Construction Management Plan. Additional areas may be utilized as available as long as they do not interfere with material deliveries.

J. Parking During Construction

1. Construction Parking: Construction workers shall utilize off-site parking for the duration of construction. Adjacent parking lots are paid or assigned parking, and not part of the project site.

ATTACHMENT 7-B

Construction Schedule



8 NATURAL FEATURES

8.1 OVERVIEW

The project site is currently entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.

9 STORMWATER MANAGEMENT

The following information is provided in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-526(b)(3).

9.1 OVERVIEW

Flagg Partners, LLC intends to redevelop two parcels totaling 12,860 square feet at 208 Fore Street in Portland. The project will result in a decrease in impervious area. This narrative describes the stormwater runoff patterns and methods of stormwater management for the existing and proposed conditions.

9.2 EXISTING CONDITIONS

The existing project site is entirely developed and relatively flat. Stormwater runoff from most of the project site drains overland across the western property boundary. The southeastern portion of the existing parking lot drains overland across the southeastern property boundary and over a vegetated slope. There are no known areas of erosion or flooding on or adjacent to the site. The existing project site, including Bradbury Court, contains approximately 11,554 square feet of impervious surface.

9.3 PROPOSED PROJECT

Post development stormwater runoff will generally follow existing patterns. Runoff from the proposed building will drain to a roof drain system that outlets to a proposed catch basin structure in front of the site in Fore Street. The proposed catch basin will connect to the city's separated storm drain system in Fore Street. The roof will be made up of a 4,788 sf green roof that stores stormwater. The green roof reduces stormwater runoff from the roof through retention, evaporation and evapotranspiration, and is considered pervious for zoning impervious calculations.

The impervious areas of the site not covered by the building include a 4' wide paved walkway to the northeast of the proposed building, a portion of the entrance drive to the southwest of the building, and a small portion of the brick sidewalk in front of the building along Fore Street that is not under the building roof overhang. This is approximately 1,019 sf of non-roof impervious surface. The runoff from the paved walkway, brick sidewalk, and vegetated areas will drain overland across the property boundaries, as it does today. Runoff from the entrance drive not covered by the roof will flow to a trench drain at the entrance to the garage and be conveyed to the proposed catch basin system in Fore Street. The project is not expected to cause ponding, flooding or erosion problems on or downstream of the site. The relatively small amount of runoff entering the City's storm drain network is not expected to overburden the system.

The redeveloped project site will have approximately 5,849 square feet of impervious surface. This is a decrease of approximately 5,705 square feet of impervious area from the existing condition. Therefore, the project is not required to meet the General or

Flooding Standards. The non-roof impervious area being redeveloped is less than 5,000 square feet, so the project is not required to meet the Redevelopment Standards.

10 CONSISTENCY WITH CITY MASTER PLANS

10.1 OVERVIEW

Our office is not aware of any applicable Master Plans created for the project site.

11 UTILITIES

11.1 OVERVIEW

The proposed project will involve installation of new utility services to the building. All new utility services will be provided from the franchise utilities available within Fore Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-5.0).

11.2 WATER SUPPLY

The proposed project will receive its water supply from the Portland Water District's (PWD) public water supply system. Separate 6" fire and 4" domestic services will be installed to the building from PWD's existing main in Fore Street. PWD has indicated in a letter dated December 6, 2017 that the district will be able to serve the proposed project.

11.2.1 Total Project Water Usage

The total average daily water demand for the proposed project is estimated to be 7,098 gallons per day, based on design flows published in the State of Maine Subsurface Wastewater Disposal Rules.

13 x 1 Bedroom Residential Units at 120 gpd/unit	= 1,560 gpd
11 x 2 Bedroom Residential Units at 180 gpd/unit	= 1,980 gpd
13 x 3 Bedroom Residential Units at 270 gpd/unit	= 3,510 gpd
2 x Retail Unit with 2 Employees at 12 gpd/employee	= 48 gpd
Total = 7,098 gpd	

11.3 WASTEWATER DISPOSAL

The proposed project will be connected to the Portland Water District's and City of Portland's wastewater collection and conveyance systems. The City of Portland Wastewater Capacity Application has been completed and forwarded to Mr. Brad Roland.

The overall project is anticipated to generate an average daily flow of approximately 7,098 gpd. Based on the existing sewer system in the area, there appears to be adequate capacity to handle these projected flow amounts.

11.4 ELECTRICITY SUPPLY

CMP currently maintains overhead and underground utilities in the area. The proposed building will be served by a new underground feed from an existing utility pole located on the west side of India Street, east of the project site. The existing overhead utilities along the project's Fore Street frontage will be re-located underground.

11.5 ATTACHMENTS

Attachment 11-A – Correspondence with Utilities

ATTACHMENT 11-A

Correspondence with Utilities

November 16, 2017

MEANS
means@pwd.org
Portland Water District
225 Douglass Street
Portland, ME 04104

Request for Ability to Serve Letter
37-Unit Residential Development
with First Floor Retail Space
208 Fore Street, Portland, Maine

Dear Sir or Madam:

Terradyn Consultants LLC has been retained by Ted Hovivian, 56 Bogart Street, LLC, to assist with site design and permitting for a proposed 37-unit condominium development project located at 208 Fore Street in Portland, Maine. We are writing to request a letter confirming the Portland Water District's ability to serve the proposed development.

The 9,257 square foot parcel is identified as Block N, Lot 8 on the City of Portland Tax Map 29. The site is located on the southeasterly side of Fore Street south of the Fore Street and India Street Intersection. One existing non-residential structure is located on the site with an existing 1" water service.

The proposed project includes the construction of an 8,370 square foot, 7-story building, including 37 residential units and first floor retail space. Parking will also be provided below the building at the basement level. A utility room is also proposed at the basement level along the Fore Street frontage. Public water and sewer utilities will be installed to serve the project. It is anticipated that a new 6" fire protection water service and a new 2" domestic water service will be installed for the new building.

Attached are a site location figure showing the property delineated on a USGS map, an aerial photograph figure of the site, and a preliminary site utility plan of the project, showing how the development may be served with water. A spreadsheet showing the total number of proposed plumbing fixtures is provided in a separate document.

Please provide our office with confirmation that the Portland Water District has the ability to serve the proposed development. As the design is refined, we will provide more detailed drawings of the project for your review.

If you have any questions or need more information to make your determination on ability to serve, please contact me at (207) 322-1223 or adrienne@terradyconsultants.com.

Sincerely,

TERRADYN CONSULTANTS LLC

A handwritten signature in black ink that reads "Adrienne Fine". The signature is written in a cursive, flowing style.

Adrienne Fine, P.E.
Design Engineer

cc: Ted Hovivian, 56 Bogart Street, LLC
David Lloyd, Archetype

Enc.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

December 6, 2017

Adrienne Fine
Terradyn Consultants, LLC
565 Congress Street Suite 310
Portland, ME 04101

Re: 208 Fore Street, PO
Ability to Serve with PWD Water

Dear Ms.Fine :

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on November 16, 2017. Based on the information provided per plans dated September 12, 2017, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service and 4-inch domestic service may be installed from the water main in Fore Street. The service should enter through the properties frontage on Fore Street at least 10-feet from any side property lines.
- It is the District's understanding that the existing property will be converted into a 37 unit residential complex. The property is currently served with a 1-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main as part of the project.
- Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.

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



Existing Site Service

According to District records, the project site does currently have existing water service. A 1-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 8-inch diameter ductile iron water main in Fore Street and a public fire hydrant located approximately 360 feet from the site. The most recent static pressure reading was 105 psi on August 15, 2017.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Robert A. Bartels", written in a cursive style.

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

12 SOLID WASTE

12.1 OVERVIEW

The project will generate solid waste both during construction and on an on-going basis after construction is complete. Estimates of solid waste generation, recycling rates, and procedures for the transport and disposal of solid waste that will be generated by the operation of the proposed development are provided below.

The following amount of solid waste associated with the construction and operation of the development have been estimated:

- 683 cubic yards of construction debris related to the new building construction activities (excluding volume of recycled materials).
- 1,258 pounds per week of solid waste will be generated by the operation of the development. Assuming that 50% of the waste is recycled, it is estimated that the project will generate 16.4 tons of recyclable waste and 16.4 tons of non-recyclable waste per year.

12.2 SOLID WASTE GENERATED DURING THE BUILDING CONSTRUCTION

Approximately 415 cubic yards of construction debris is expected to be generated during construction. Assuming that 80% of construction debris is recycled, construction of the project will generate approximately 83 c.y. of non-recyclable waste.

The waste stream will be transported and disposed of at the following locations:

Hazardous Materials:	WMI Crossroads Facility in Norridgewock, Maine
Mixed Construction Material:	Riverside Recycling Facility in Portland, Maine; WMI Crossroads Facility in Norridgewock, Maine or Juniper Ridge in Old Town, Maine (Contractor option)
Separated Wood Construction Debris:	KTI Biofuels in Lewiston, Maine
Separated Metal/Ferrous Material:	One Steel Recycling Inc. in Arundel or Oakland, Maine

The collection, transfer, disposal, and payment of all fees for solid wastes shall be the responsibility of the Contractor, with all waste transferred by a licensed non-hazardous waste transporter.

12.3 SOLID WASTE GENERATED FROM THE OPERATION OF THE DEVELOPMENT

Approximately 1,258 pounds of solid waste and recyclable material is expected to be generated every week by the residents of the project. The operational solid waste and recyclable material will be collected by a private trash collector selected through a bidding process.

12.4 ATTACHMENTS

Attachment 12-A – Computations of Types and Volumes of Solid Wastes for Construction Project

ATTACHMENT 12-A

Computations of Types of Volumes of Solid Wastes

ATTACHMENT 12-A

SOLID WASTES COMPUTATIONS AND DISPOSAL

A. NEW BUILDING CONSTRUCTION:

Basis of Estimate: 10 c.y./1,500 s.f. of finished space

Area: Approximately 62,318 square feet of finished space

Solid Waste: Approximately 415 c.y.

Other Wastes Associated with Other Site Construction: Cardboard from packaging etc.: Limited Quantity

Total: 415 c.y. before recycling

Net: 83 c.y. if 80% of the material is recycled

Disposition:

Assume 10 percent is concrete which can be sent to the approved aggregate recycling facilities operated by Shaw Bros. or R.J. Grondin and Sons for processing into recycled aggregate.

Assume 70 percent is wood or metal which can be transported to KTI Biofuels in Lewiston (for wood) or One Steel Recycling in Oakland, Maine for metals.

Approximately 83 cubic yards of mixed construction debris that will be hauled to the Riverside Recycling Facility in Portland, WMI Crossroads facility in Norridgewock, Maine or the Juniper Ridge Facility in Old Town, Maine.

The contractor should provide dumpsters designated by material type and identify recycling methods and disposal sites prior to construction. All haulers must have a current non-hazardous waste haul license.

B. OPERATIONAL SOLID WASTE:

RESIDENTIAL USE:

Basis of Estimate: 17 pounds/wk per individual. Estimate of 2 individuals per residential unit. From Table 14-1 of the CEQR Technical Manual from January 2014 Edition; Source: New York City Department of Sanitation.

Number of individuals: 74

Solid Waste: Approximately 1,258 pounds/week

13 FIRE SAFETY

13.1 OVERVIEW

The project site will be accessed from Fore Street, which is improved with an approximately 34' wide paved roadway in a 50' wide public ROW. An 8" ductile iron water main owned by the Portland Water District currently exists in Fore Street, and the closest fire hydrant is located on the southwest side of India Street at the Fore Street and India Street intersection, approximately 100 feet from the site.

The proposed building will be fully sprinkled in compliance with all applicable codes.

14 CONFORMITY WITH APPLICABLE DESIGN STANDARDS

14.1 OVERVIEW

This project conforms to all applicable Site Plan Standards of Section 14-526 of the city's Land Use Ordinance as described in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The project will not have a significant impact on the surrounding street system. Vehicles will access the site and parking areas from existing access points and the estimated number of new vehicle trips generated by the project is insignificant compared to existing trips on surrounding streets. The 37-unit condominium project is expected to generate approximately 19 to 20 vehicle trips during the PM peak hour and approximately 217 vehicle trips on a weekday.

2. Access and Circulation:

a. Site Access and Circulation

- (i) Pedestrian access to the site will be provided via the existing sidewalk along Fore Street. Door controlled access will be provided at the two residential building entry locations.
- (ii) The project will use existing points of access.
- (iii) Drive up features are not proposed
- (iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing

- (i) Delivery or service vehicles are expected to be infrequent and may temporarily use on-street parking on Fore Street.

c. Sidewalks.

- (i) The existing sidewalk along the Fore Street frontage will be reconstructed as part of this project. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project drawings.
- (ii) The sidewalk ramps at the site entrance drive will be constructed in accordance with City of Portland Technical Design Standards.

- (iii) The proposed walkway along the northerly side of the proposed building will connect directly to the existing city sidewalk on Fore Street.

3. Public Transit Access:

Metro Bus Route 8 runs east on Middle Street, south on Franklin Street, and north on India Street. The nearest bus stop to the project is at the corner of Middle Street and Franklin Street, approximately 650' west of the site. The project does not meet the minimum threshold to require a new transit facility.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The project requires one parking space per unit after the first 3 units, or 34 total spaces. Thirty-one (31) spaces will be provided on site in the lower level garage and will be accessed from Fore Street. The fee in lieu will be paid for the remaining 3 required parking spaces.
- (ii) A parking study is not required for this project.
- (iii) Not Applicable
- (iv) The on-site parking spaces are within mechanical lift parking systems with fixed parking dimensions.
- (v) The proposed on-site parking area and driveway will be constructed of bituminous pavement, and be almost entirely covered by the building.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 15 spaces. Bicycle parking will be provided in the bike room on the ground floor.

c. Motorcycles and Scooter Parking:

- (i) Dedicated motorcycle/scooter parking is not provided.

d. Snow Storage:

- (i) Snow storage for the proposed driveway will be provided on the lawn area at the end of the driveway, west of the building.
- (ii) Snow will not be stored in parking areas, and no bio-retention is proposed.

5. Transportation Demand Management (TDM):
- a. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The development site has been entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.
- b. Not applicable
- c. Not applicable

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are no existing trees on site, and the site is nearly entirely developed with impervious surface. There are no trees along the Fore Street sidewalk in front of the project site.
- (ii) Not applicable.
- (iii) Not applicable.
- (iv) Waiver: Not applicable.
- (v) The project is not in the Shoreland Zone

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) Not applicable.
- (b) Plantings are proposed in a side yard setback area east of the proposed building along the proposed walkway. The side yard west of the proposed building is taken up by the proposed paved driveway along Fore Street, but landscaping will be provided south of the driveway.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- (a) Not applicable.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.
- (e) Not applicable.

(iii) Street Trees

- (a) No street trees are proposed along Fore Street due to the proximity of the proposed building to the Fore Street travel way. The existing sidewalk does not have an esplanade or space for street trees.
- (b) A contribution will be made for each required street tree to the City of Portland's Tree Fund as outlined in the Technical Manual.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The existing project site is entirely developed and relatively flat. Stormwater runoff from most of the project site drains overland across the western property boundary. The southeastern portion of the existing parking lot drains overland across the southeastern property boundary and over a vegetated slope. There are no known areas of erosion or flooding on or adjacent to the site. The existing project site, including Bradbury Court, contains approximately 11,554 square feet of impervious surface.

Post development stormwater runoff will generally follow existing patterns. Runoff from the proposed building will drain to a roof drain system that outlets to a proposed catch basin structure in front of the site in Fore Street. The proposed catch basin will connect to the city's separated storm drain system in Fore Street. The roof will be made up of a 4,788 sf green roof that stores stormwater. The green roof reduces stormwater runoff from the roof through retention, evaporation and evapotranspiration, and is considered pervious for zoning impervious calculations.

The impervious areas of the site not covered by the building include a 4' wide paved walkway to the east of the proposed building, an entrance drive to the west of the building, and a small portion of the brick sidewalk in front of the

building along Fore Street that is not under the building roof overhang. The runoff from the paved walkway, brick sidewalk, and vegetated areas will drain overland across the property boundaries, as it does today. Runoff from the entrance drive not covered by the roof will flow either to the proposed catch basin system in Fore Street, or overland across the property boundaries. The project is not expected to cause ponding, flooding or erosion problems o or downstream of the site. The relatively small amount of runoff entering the City's storm drain network is not expected to overburden the system.

Redevelopment of the project site will result in approximately 5,849 square feet of impervious surface. This is a decrease of approximately 5,705 square feet of impervious area. Therefore, the project is not required to meet the General or Flooding Standards. The non-roof impervious area being redeveloped is less than 5,000 square feet so the project is not required to meet the Redevelopment Standards.

- (i) The project will not result in flooding of adjacent lots.
 - (ii) Runoff volumes and rates will not increase onto adjacent lots.
 - (iii) Volumes and rates of stormwater runoff into the Fore Street rights of way are expected to decrease. The project will not create ponding, flooding, or other drainage problems within the surrounding streets.
 - (iv) Volumes and rates of stormwater runoff into the city's storm drain network are expected to be similar to existing volumes and rates. The project will not create problems downstream or exceed the capacity of the system.
- b. The project will result in a decrease of approximately 5,705 square feet in impervious surface and is not required to meet the General or Flooding Standards.
 - c. Not Applicable. The project is not located in a watershed of an urban impaired stream.
 - d. Not applicable.
 - e. The project will be served by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.
 - f. Wastewater will flow to the public sewer system, which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

- 1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City of Portland Land Use Ordinance and off-premises infrastructure.

b. Not applicable.

2. Public Safety and Fire Prevention:

a. The site has been designed to promote safety and security for residents and their guests. Access to the residential lobby will utilize keyed entry. Site lighting will provide added security.

b. Emergency vehicle access will be via the existing Fore Street right of way.

c. An existing fire hydrant is located on the west side of India Street at the India Street and Fore Street intersection, approximately 100' from the project site. The proposed building will also feature sprinklers for fire suppression.

3. Availability and Adequate Capacity of Public Utilities:

a. The project will be served by new water and sewer utilities. An ability to serve letter was received from the Portland Water District on 12/6/17 indicating that their system has capacity to serve the project, and a Wastewater Capacity Application has been completed and will be forwarded to Brad Roland at the City of Portland.

b. Overhead electrical and telecommunications utilities exist in Fore and India Streets. The project site will be served by underground utilities. Overhead electrical and telecommunication utilities along the site's Fore Street frontage will be relocated underground as part of this project.

c. All new utility infrastructure will meet the provisions of the Technical Manual.

d. The project will be connected to the public sewer system within Fore Street.

e. The sanitary sewer and stormwater collection systems were designed to comply with City standards.

f. Solid waste will be stored in an area within the building.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

a. The bulk, location and height of the proposed building will not result in adverse impacts to abutting properties.

- b. The bulk, location and height of the proposed building will not substantially reduce the value or utility of adjacent structures.
- c. HVAC systems will be located on the roof of the proposed building. Venting is proposed to be directed away from public spaces.

2. Shadows:

- a. The project is not expected to cause shadows on publically available open space or have an adverse effect on vegetation as a result of shadows cast from the proposed building.

3. Snow and Ice Loading:

- a. The proposed building will have a flat roof. Accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside of any protected view corridors.

5. Historic Resources:

- a. The development is not within a designated historic district and does not affect designated landmarks.
- b. Not Applicable
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting

- (i) Exterior site lighting will be provided by building mounted lights, including recessed canopy and wall packs. All fixtures will feature full cut-off optics to prevent unintended light pollution. Proposed lighting is shown on the Lighting Photometric Plan (Sheet P-1).

b. Architectural and Specialty Lighting:

- (i) No architectural or specialty lighting is proposed.
- (ii) No up-lighting is proposed.

c. Street Lighting

- (i) No street lighting is proposed.

7. Noise and Vibration:

Noise levels are expected to meet the permitted levels for the IS-FBC Zone.

- b. HVAC and Mechanical Equipment

HVAC equipment will be located on the roof of the proposed building and will meet all applicable state and federal emissions requirements. The units will not be visible from Fore Street or adjacent sites.

- (i) An emergency generator will be provided for this project and will be operated in accordance with the City of Portland Code of Ordinances Section 14-526.

8. Signage and Wayfinding:

- a. All signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

- (i) The project is not subject to a Certificate of Appropriateness.
 - (ii) Not applicable. No commercial or directional traffic signage is proposed as part of the project.
 - (iii) Not applicable. No on-site directional traffic signage is proposed as part of the project.
 - (iv) Not applicable. No waiver is required.

9. Zoning Related Design Standards:

- a. Note applicable.

15 VERIFICATION OF PROPOSED HVAC EQUIPMENT

15.1 OVERVIEW

The following manufacturer cut sheets verify that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

15.2 ATTACHMENTS

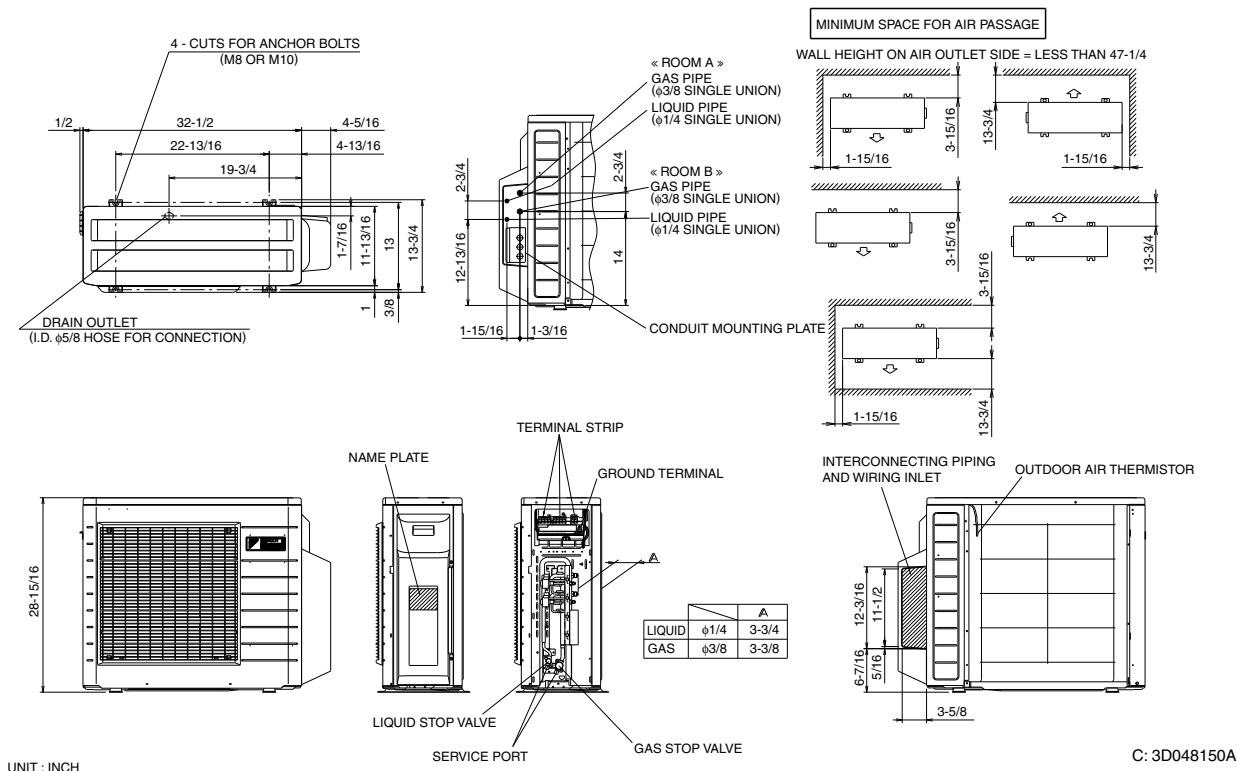
Attachment 15-A – HVAC Equipment Cut Sheets

ATTACHMENT 15-A

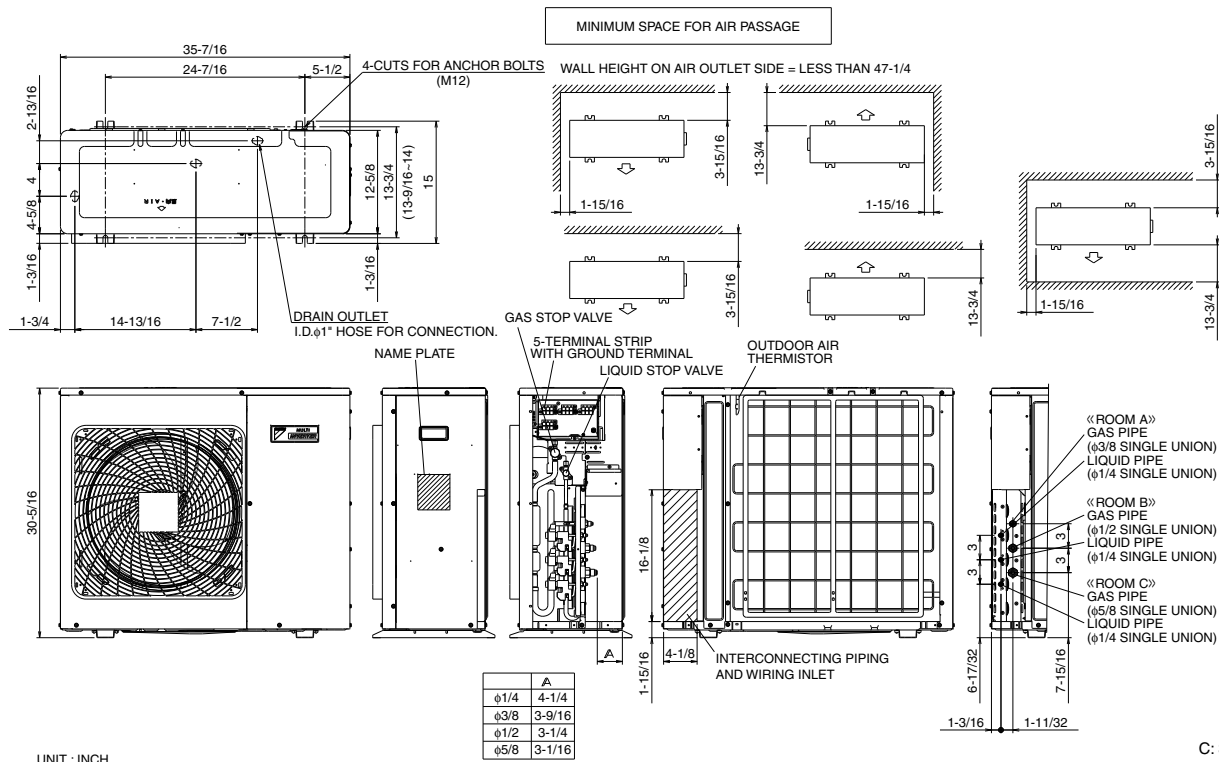
HVAC Equipment Cut Sheets

4.2 Outdoor Unit

2MXS18GVJU

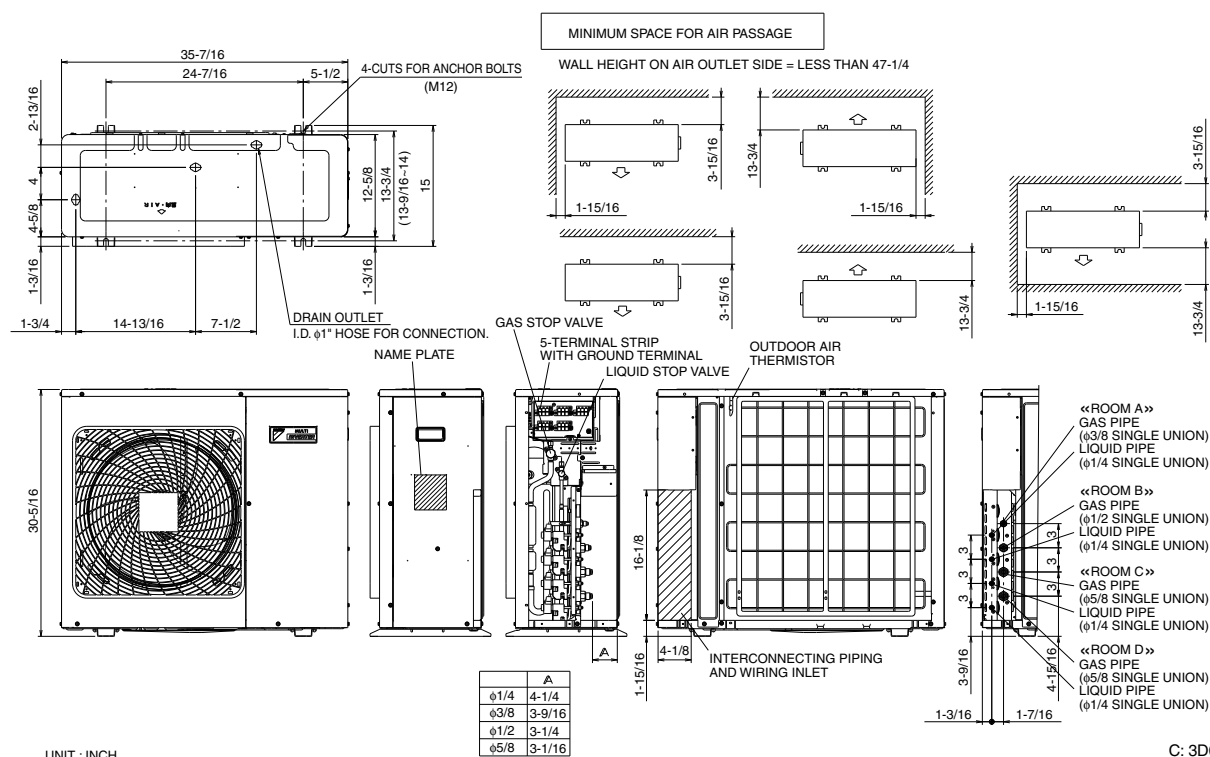


3MXS24JVJU



4MXS32GVJU

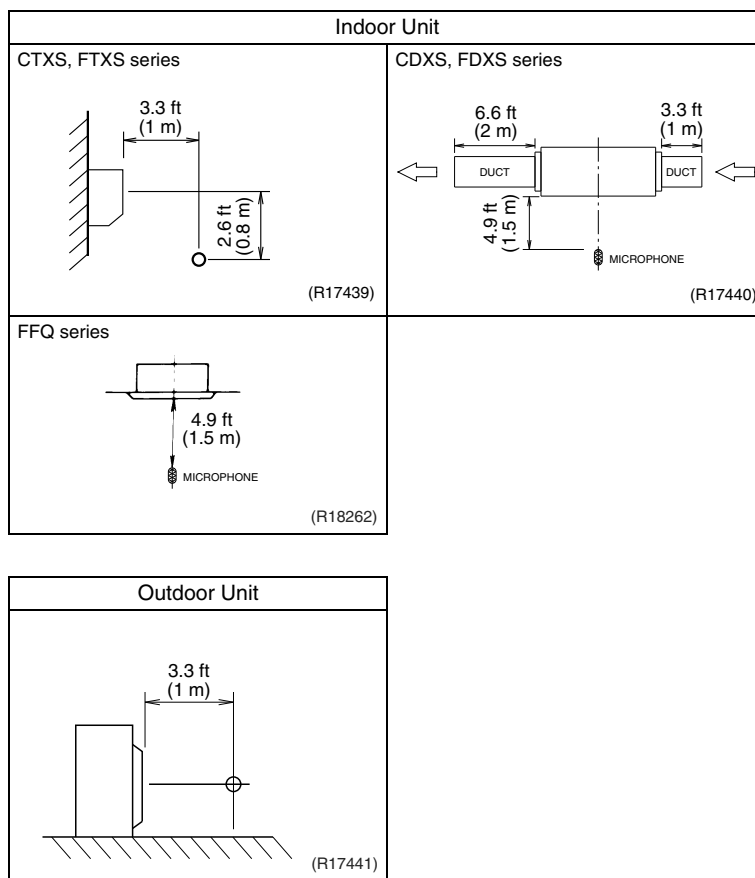
1



C: 3D058505

10. Sound Level

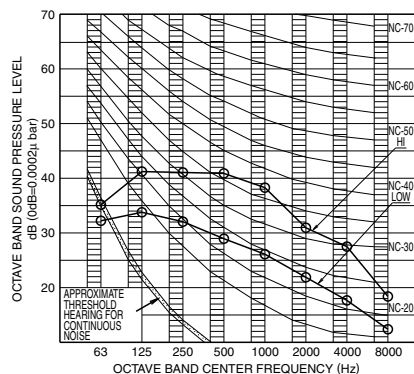
10.1 Measuring Location



- Note:**
1. Operation sound is measured in an anechoic chamber.
 2. The data are based on the conditions shown in the table below.

Cooling	Heating	Piping Length
Indoor ; 80°FDB (26.7°CDB) / 67°FWB (19.4°CWB) Outdoor ; 95°FDB (35°CDB) / 75°FWB (24°CWB)	Indoor ; 70°FDB (21°CDB) / 60°FWB (15.6°CWB) Outdoor ; 47°FDB (8.3°CDB) / 43°FWB (6°CWB)	16.4 ft (5 m)

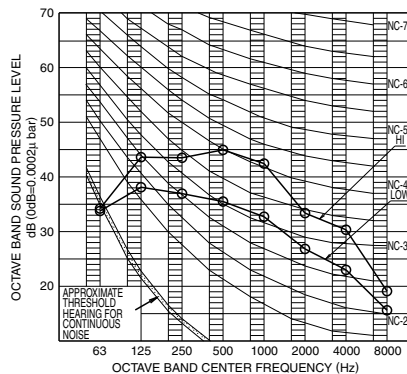
FFQ15LVJU



OVER ALL (dB)		
SCALE	HI	LOW
A	42.5	31.5
(B.G.N IS ALREADY RECTIFIED)		
OPERATING CONDITIONS		
POWER SOURCE 208/230V, 60Hz		
STANDARD CONDITION (JIS)		
4 DIRECTION DISCHARGE		

4D080698

FFQ18LVJU

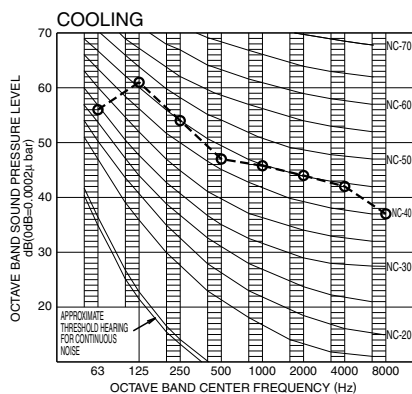


OVER ALL (dB)		
SCALE	HI	LOW
A	46.0	37.5
(B.G.N IS ALREADY RECTIFIED)		
OPERATING CONDITIONS		
POWER SOURCE 208/230V, 60Hz		
STANDARD CONDITION (JIS)		
4 DIRECTION DISCHARGE		

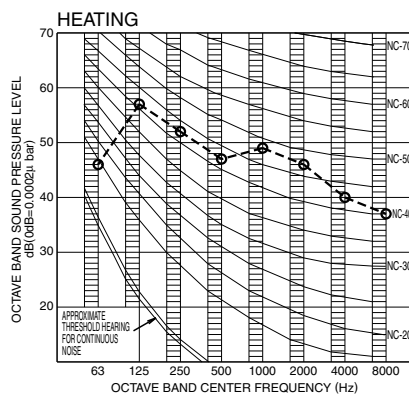
4D080699

10.2.2 Outdoor Unit

2MXS18GVJU



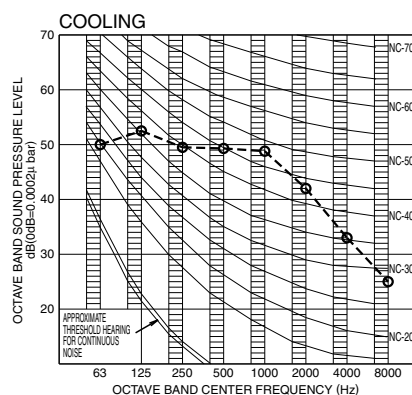
OVER ALL (dB)	
SCALE	60Hz 208/230V(H)
A	50
(B.G.N IS ALREADY RECTIFIED)	
OPERATING CONDITIONS	
POWER SOURCE	208/230V 60Hz
JIS STANDARD (JIS9612)	
Cooling	



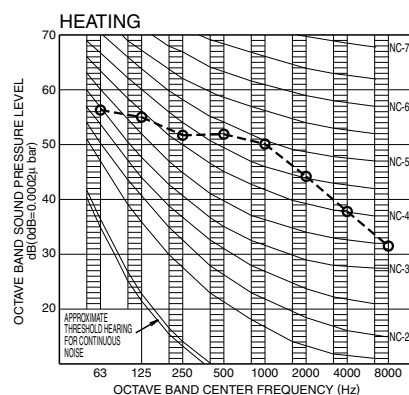
OVER ALL (dB)	
SCALE	60Hz 208/230V(H)
A	51
(B.G.N IS ALREADY RECTIFIED)	
OPERATING CONDITIONS	
POWER SOURCE 208/230V 60Hz	
JIS STANDARD (JIS9612)	
Heating	

3D048472A

3MXS24JVJU, 4MXS32GVJU



OVER ALL (dB)	
SCALE	60Hz 208/230V
A	52
(B.G.N IS ALREADY RECTIFIED)	
OPERATING CONDITIONS	
POWER SOURCE	208/230V 60Hz
JIS STANDARD (JIS9612)	
Cooling	



OVER ALL (dB)	
SCALE	60Hz 208/230V
A	54
(B.G.N IS ALREADY RECTIFIED)	
OPERATING CONDITIONS	
POWER SOURCE	208/230V 60Hz
JIS STANDARD (JIS9612)	
Heating	

3D058787A



LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Submit each Tab as one PDF file and bookmark the items as noted below

Please confirm by electronically checking the boxes to the left

Tab 1 – General Application Documents

Checklist	Items to be Provided
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	PROJECT DESCRIPTION Cover Letter with detailed project description
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	RIGHT, TITLE AND INTEREST Deeds, leases, or purchase and sales agreements
Yes ☐ NA ☒ Plan ☐ ☐ ☒ ☐	EVIDENCE OF STATE OR FEDERAL APPROVALS , if applicable Permits or letters of non-jurisdiction, if applicable
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	ZONING ASSESSMENT Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS , if applicable Evidence of existing easements and any proposed easements
Yes ☐ NA ☒ Plan ☐ ☐ ☒ ☐	WAIVER REQUESTS Written request for waiver describing request and reason. Waiver Table
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	FINANCIAL CAPABILITY Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒ NA ☐ Plan ☐ ☒ ☐ ☐	TECHNICAL CAPABILITY Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.

Submit each Tab as one PDF file and bookmark the items as noted below

Tab 2 - TRANSPORTATION

Check list	Assess/Provide/Document:
Yes NA Plan ☒ ☐ ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes NA Plan ☒ ☐ ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes NA Plan ☒ ☐ ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes NA Plan ☒ ☐ ☐	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes NA Plan ☒ ☐ ☐	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes NA Plan ☒ ☐ ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes NA Plan ☒ ☐ ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes NA Plan ☒ ☐ ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ☐ ☒ ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

Tab 3 - ENVIRONMENTAL AND LANDSCAPE FEATURES			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Preservation of Significant Natural Features (14-526 (b) 1), if applicable - Trees, plants, habitats listed on State or Federal list of endangered or threatened - High and moderate value waterfowl and wading habitat - Aquifers on Casco Bay Islands - Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) - Proposed preservation areas and protection measures - Documentation from environmental consultants, determinations from applicable state agencies
☒	☐	☐	
Yes	NA	Plan	Landscaping and Landscape Preservation (14-526 (b) 2 a) - Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) - Protection measures of existing vegetation during construction - Protection measures within Shoreland Zone, if applicable
☒	☐	☐	
Yes	NA	Plan	Site Landscaping (14-526 (b) 2 b) - Screening and buffering of service areas and between non-residential and residential uses - Planting plans with plant schedule and sizes (Technical Manual, Section 4)
☒	☐	☐	
Yes	NA	Plan	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable Landscaped islands within parking areas (Technical Manual, Section 4)
☐	☒	☐	
Yes	NA	Plan	Street Trees (14-526 (b) 2 b iii) - Existing Heritage or Feature Trees on site and measures to preserve - Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
☒	☐	☐	
Tab 4 - ENVIRONMENTAL AND STORMWATER			
Check list			Assess/Provide/Document:
Yes	NA	Plan	Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a) - Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable - Erosion control plan and measures - Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable - Subsurface sanitary sewage disposal and groundwater protection
☐	☒	☐	

Tab 5 - PUBLIC INFRASTRUCTURE AND SAFETY			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
☒	☐	☐	
Yes	NA	Plan	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
☒	☐	☐	
Yes	NA	Plan	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
☒	☐	☐	
Tab 6 - SITE DESIGN			
Check list		Assess/Provide/Document:	
Yes	NA	Plan	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
☒	☐	☐	
Yes	NA	Plan	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
☒	☐	☐	
Yes	NA	Plan	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
☒	☐	☐	
Yes	NA	Plan	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appendix 1)
☒	☐	☐	

Yes NA Plan ☒ ☐ ☐	Historic Resources (14-526 (d) 5), if applicable - Identify developments within Historic Districts or affecting Designated Landmarks - Certificate of Appropriateness or other evidence - Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required - Address preservation and documentation of Archaeological Resources
Yes NA Plan ☒ ☐ ☐	Exterior Lighting (14-526 (d) 6) - Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) - Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes NA Plan ☒ ☐ ☐	Noise and Vibration (14-526 (d) 7) Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes NA Plan ☐ ☒ ☐	Signage and Wayfinding (14-526 (d) 8), if applicable - Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff - Proposed commercial and directional signage on site
Yes NA Plan ☒ ☐ ☐	Zone Related Design Standards (14-526 (d) 5) - Address Historic Preservation Design Review, if applicable - Address any applicable design review standards by zone - Address submission requirements from Design Manual, page 1, addressing neighborhood context - Description of exterior materials, color, finish, and samples
Tab 7 - Construction Management Plan	
Check list	
Yes NA Plan ☒ ☐ ☐	Construction Management Plan Construction Management Document and Plan

Level II and Level III Site Plan Checklist Please upload the following drawings with the listed details into e-Plan	
☒	RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)
Must be in compliance with Technical Manual, Section 13	
SITE PLAN(s) (stamped by Maine Licensed Engineer) including:	
☒	Existing Conditions • Approximate location of structures on abutting property • Topography • Locate water courses • Delineate wetlands • Zone lines
☒	Proposed Site Plan • Ground floor area, and grade elevations for all buildings
☒	Access, Circulation, and Parking • Streets and intersections adjacent to site , any proposed geometric modifications • Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines • Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas • Location and dimensions of proposed loading areas • Existing and proposed transit infrastructure with dimensions/ engineering specifications • Location of vehicle and bicycle parking with dimensions and engineering specifications
☒	Site Considerations • Identify snow storage areas • Location of fire hydrants • Location of solid waste management facilities
☒	UTILITY PLAN including:
• Existing utilities on site and within public streets • Location, sizing, and directional flows of all existing and proposed utilities • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure	

☒ GRADING and DRAINAGE PLAN including:
• Existing grades and drainage • Proposed grades • Proposed stormwater management meeting Technical Manual (Section 5) standards • Location and proposed alteration of a water course • Preservation or alteration of wetlands
☒ EROSION CONTROL
• Must be in compliance with Technical Manual, Section 5
☒ LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping and buffers • Planting schedule
☐ RECORDING PLAT , if applicable
• IF SUBDIVISION: Must be in compliance with requirements of Section 14-496 (b)
☒ ARCHITECTURAL PLANS & RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans



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:	208 Fore Street
Proposed Development Address:	208 Fore Street, Portland, ME 04101
Project Description:	7-story, 37-unit residential condominium development with ground floor retail
Chart/Block/Lot:	Map 29, Block N, Lot 8 and Bradbury Court
Preliminary Plan	X
Final Plan	

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

Name:	Toros Hovivian and Marianne Hovivian
Business Name:	Flagg Partners, LLC
Address:	515 East 79th Street, Apt 30E
City/State:	New York, NY
Zip Code:	10075
Work #:	917-673-6753
Home #:	
Cell #:	
Fax #:	
E-mail:	thovivian@56bogart.com

OWNER

Name:	Flagg, LLC
Address:	515 East 79th Street, Apt 30E
City/State:	New York, NY
Zip Code:	10075
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Michael Tadema-Wielandt, P.E., Terradyn Consultants, LLC
Address:	565 Congress Street, Suite 310
City/State:	Portland, ME
Zip Code:	04101
Work #:	
Home #:	
Cell #:	207-632-9010
Fax #:	
E-mail:	mtw@terradynconsultants.com

BILLING (to whom invoices will be forwarded to)

Name:	Toros Hovivian, Flagg Partners, LLC
Address:	515 East 79th Street, Apt 30E
City/State:	New York, NY
Zip Code:	10075
Work #:	917-673-6753
Home #:	
Cell #:	
Fax #:	
E-mail:	thovivian@56bogart.com

ENGINEER

Name:	Michael Tadema-Wielandt, P.E., Terradyn Consultants, LLC
Address:	565 Congress Street, Suite 310
City/State:	Portland, ME
Zip Code:	04101
Work #:	
Home #:	
Cell #:	207-632-9010
Fax #:	
E-mail:	mtw@terradynconsultants.com

SURVEYOR

Name:	Troy F. McDonald, Northeast Civil Solutions, Inc.
Address:	381 Payne Road
City/State:	Scarborough, ME
Zip Code:	04074
Work #:	207-883-1000
Home #:	
Cell #:	
Fax #:	
E-mail:	info@northeastcivilsolutions.com

ARCHITECT

Name:	David Lloyd, Archetype, P.A.
Address:	48 Union Wharf
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-772-6022
Home #:	
Cell #:	
Fax #:	
E-mail:	lloyd@archetypepa.com

ATTORNEY

Name:	Peter J. Van Hemel, Bernstein Shur
Address:	100 Middle Street
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-228-7114
Home #:	
Cell #:	
Fax #:	
E-mail:	pvanhemel@bernsteinshur.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Michael Tadema-Wielandt, Terradyn Consultants
E-mail:	mtw@terradynconsultants.com
Name:	Adrienne Fine, Terradyn Consultants
E-mail:	adrienne@terradynconsultants.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

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

PLAN AMENDMENTS (check applicable review)

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

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☐	Stormwater Quality	\$250.00
☒	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [³⁷] x \$25.00 each	\$ 925.00
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 1,925.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

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

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

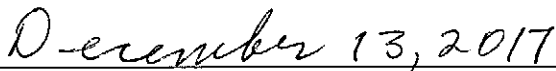
TOTAL AREA OF SITE	12,860	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	12,860	sq. ft.
<i>If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	11,554	sq. ft.
Impervious Area (Total Proposed)	6,505	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	4,242	sq. ft.
Building Footprint (Total Proposed)	8,101	sq. ft.
Building Floor Area (Total Existing)	approx. 10,600	sq. ft.
Building Floor Area (Total Proposed)	62,318	sq. ft.
ZONING		
Existing	IS-FBC	
Proposed, if applicable	IS-FBC	
LAND USE		
Existing	Commercial	
Proposed	Residential and Retail	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	37	
# of Lots (Total Proposed)	37	
# of Affordable Housing Units (Total Proposed)	0	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	12	
# of Two-Bedroom Units (Total Proposed)	7	
# of Three-Bedroom Units (Total Proposed)	18	
PARKING SPACES		
# of Parking Spaces (Total Existing)	23	
# of Parking Spaces (Total Proposed)	2 on-site, 32 leased	
# of Handicapped Spaces (Total Proposed)	0	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	15	
ESTIMATED COST OF THE PROJECT	\$15,000,000	

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:	
Date:	

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



ZONING ANALYSIS Relevant Zone(s) IS-FBC

All Projects:

	Required	Proposed
Lot Size	NONE	12,860 SF
Area Per Dwelling Unit	NONE	348 SF
Minimum Street Frontage	NONE	113 FT
Front Yard Minimum	0 FT	0.67 FT
Front Yard Maximum	10 FT	0.67 FT
Rear Yard	10 FT	10 FT
Yard Right	10 FT	10 FT
Yard Left	10 FT	10 FT
Side Street Setback	NA	NA
Step Back	NA	NA
Maximum Lot Coverage	90%	50%
Minimum Lot Coverage	NA	NA
Maximum Height	65' + 12'	77'
Open Space	NA	NA
Maximum Impervious Area	50%	50%
Pavement Setback	NA	NA
Floor Area Ratio	NA	NA
Off Street Parking Spaces	34	2 on-site, 32 leas
Loading Bays	NA	NA
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

June 19, 2018

Ms. Barbara Barhydt
Development Review Services Coordinator
Planning Division
389 Congress Street, 4th Floor
Portland, ME, 04101

208 Fore Street, Portland
Conditional Use Application – Inclusionary Zoning

Dear Barbara:

On behalf of Flagg Partners, LLC, Terradyn Consultants is pleased to submit the enclosed Conditional Use Application for a proposed 37-unit condominium building located at 208 Fore Street in Portland.

A complete Level III Development Review application was submitted for the project on April 26, 2018, and updated on June 19, 2018. Because the project includes more than 10 residential units, a Conditional Use permit is also required, and the project must comply with the requirements of Section 14-487 of the city's Land Use Ordinance, which is intended to ensure an adequate supply of workforce housing. This project requires 3 Workforce Units.

The proposed building includes 13 one-bedroom units, 11 two-bedroom units, and 13 three-bedroom units. Floor Plans were previously submitted as part of the Level III Development Review Application. The developer will provide three Workforce Units within the vicinity of the project, however none of the units within the 208 Fore Street building will be designated as Workforce Units. The developer is working with an organization that develops, owns and manages low income housing in Portland to provide the three Workforce Units within the same neighborhood as 208 Fore Street. Specific units have not yet been identified.

The Workforce Units will all be rental units marketed and rented in accordance with the Inclusionary Zoning ordinance. The units will be deed restricted with income restrictions for perspective renters and a price set by the formula in the city's Inclusionary Zoning regulations. The attached vicinity map shows the allowed area for the workforce units. The proposed units will be owned and managed by an organization that provides low income housing within the Portland area.

The previously submitted Development Review Application materials contained many of the submission requirements for the Conditional Use application, including a description of the development, evidence of the applicant's right, title, and interest,

and proposed floor plans. Below is a description of how the project will meet the standards of Section 14-487.

1. The project will be constructed in a single phase.
2. The proposed workforce units will be in nearby residential buildings. They will be integrated within their buildings, and there will be no indications from common areas that they are workforce housing units.
3. The proposed units in 208 Fore Street vary from one to three bedrooms. The workforce units will also vary from one to three bedrooms.
4. If the applicant is unable to provide the required number of workforce units, the developer will pay the in-lieu fee into the City's Housing Trust Fund.
5. The proposed workforce units will be rental units subject to the income limits and other requirements for such units. The units will be marketed and managed by an organization that provides low income housing in Portland.
6. Fewer than 33% of the total units will be workforce units. Therefore, the project is not eligible for subsidy through an Affordable Housing TIF.
7. The workforce units will meet the minimum term of affordability required by the Land Use Ordinance.

We look forward to your review of this project and request to be placed on the next available Planning Board agenda to discuss the project with the Board. In the interim, if you have any questions or need additional information, please contact me.

Sincerely,

TERRADYN CONSULTANTS LLC



Michael E. Tadema-Wielandt, P.E.
Vice President

cc Flagg Partners, LLC
 David Lloyd, Archetype PA

Enc. Application Form
 Vicinity Map



Conditional Use for Ensuring Workforce Housing Inclusionary Zoning Planning Board Review Application Portland, Maine

Planning and Urban Development Department
Planning Division and Housing and Community Development

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use review of applications to ensure workforce housing in development projects that create ten or more new dwelling units. The units may be for rent or for sale and created through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or rent. All developments of ten units or more a conditional uses subject to Planning Board review on the condition that they comply with the requirements of section 14-487.

A. Ensuring Workforce Housing: Standards -Section 14-484

(d) Workforce Housing Minimum At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or for rent. The number of units required is rounded down to a whole number if providing units on- or off-site, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.

(e) Standards

1. Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.
2. Workforce units are encouraged to be integrated with the rest of the development, should use a common entrance and should provide no indications from common areas that these units are workforce housing units.
3. Workforce units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be 10 percent of the total number of bedrooms in the development. For the purposes of this section, for every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.
4. As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be \$100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.
5. Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.
6. If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing TIF, subject to City Council approval.

7. The term of affordability for the required 10 percent workforce units provided shall be defined as follows:

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

(f) Implementing Regulations. Regulations to further specify the details of this section shall be developed, including, but not limited to:

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

B. Site Plan Application: Please submit the Conditional Use Application in addition to the applicable Site Plan Application.

Portland’s development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

Planning Division

Fourth Floor, City Hall
389 Congress Street
(207)874-8719

Housing and Community Development

Room 313, Third Floor, City Hall
389 Congress Street
(207)482-5028

Office Hours

Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: 208 Fore Street

PROPOSED DEVELOPMENT ADDRESS: 208 Fore Street

CHART/BLOCK/LOT (s): 29 / N / Lot 8 & Bradbury Court **Applicable Zone:** IS-FBC

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Toros & Marianne Hovivian Business Name, if applicable: Flagg Partners, LLC Address: 515 East 79th Street, Apt 30E City/State : New York NY Zip Code: 10075	Applicant Contact Information Work # 917-673-6753 Home# Cell # Fax# e-mail: thovivian@56bogart.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Billing Information Name: Toros Hovivian, Flagg Partners, LLC Address: 515 East 79th Street, Apt 30E City/State : New York, NY Zip Code: 10075	Billing Information Work # 917-673-6753 Cell # Fax# e-mail: thovivian@56bogart.com
Designated person/person(s) for uploading to e-Plan: Name: Michael Tadema-Wielandt, Terradyn Consultants e-mail: mtw@terradyconsultants.com Name: Adrienne Fine, Terradyn Consultants e-mail: adrienne@terradyconsultants.com Name: e-mail:	

RIGHT, TITLE OR INTEREST:

The project site is made up of one lot and Bradbury Court, which are owned by the applicant.

(Please identify the status provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the subject property (ex: deed, option or contract to purchase or lease the property.)

EXISTING USE: Describe the existing use of the subject property.

The existing site is developed with one non-residential structure and paved parking.

PROJECT DESCRIPTION:

Flagg Partners, LLC intends to construct a 7-story, 37-unit condominium building with first floor retail located at 208 Fore Street.

INCLUSIONARY ZONING:	
# IZ Units	3
On-Site IZ Units	0
Off-Site IZ Units	3
# IZ Homeownership Units	0
# IZ Rental Units	3
# IZ Efficiencies	0
# IZ 1-Beds	TBD
# IZ 2-Beds	TBD
# IZ 3-Beds	TBD
IZ Fee In-Lieu	0

APPLICATION FEES:

___ Conditional Use Review to Ensure Workforce Housing (\$100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.
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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

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

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

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

[Applying Online Instructions](#)

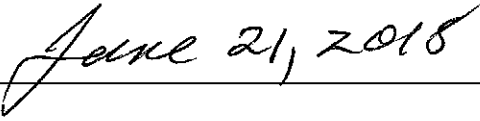
5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents.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

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application Form
X		1	Cover letter stating the nature of the project.
X		1	Evidence of right, title and interest.
X		1	Written Submittals that address the conditional use standards of Sec. 14-484, including unit size and bedroom count
X		1	Proposed Marketing Strategy
X		1	Written Proposal for providing workforce units on-site, off-site, or payment of fee-in-lieu.
N/A		1	If the project is to be phased, provide written description of project phasing and accommodation of workforce units.
			Plans and Construction Details Submission Checklist
X		1	An accompanying site plan application, as applicable.
X		1	Floor Plans of all units and identifying proposed designated workforce housing units
X		1	Interior Standards for Units for market rate and workforce housing units, including kitchen, bathroom, flooring and closet amenities
X		1	If workforce units are proposed off-site, provide vicinity map with project location and workforce unit locations within the applicable census block group map or within 1500 feet of the project.

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Conditional Use IZ Review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 
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SHEET DESCRIPTION
**208 FORE STREET
INCLUSIONARY ZONING VICINITY MAP**

PREPARED FOR
**FLAGG PARTNERS, LLC
515 EAST 79TH STREET, APT 30E
NEW YORK, NEW YORK 10075**



TERRADYN
CONSULTANTS, LLC

41 Campus Drive, Suite 101
New Gloucester, ME 04260
Office: (207) 926-5111
Fax: (207) 221-1317
www.terradynconsultants.com

Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting

JOB NO.
1719

DATE
6/18/2018

SCALE
1"=500'

FIGURE
1

OF
1

July 26, 2018

Flagg Partners LLC
169 Wythe Avenue
Suite 102
Brooklyn, New York 11249

Dear Neighbor,

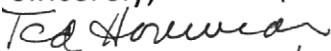
Please join us for a neighborhood meeting to discuss our plan for a mixed-use retail and residential development located at 208 Fore Street.

Meeting Location: 208 Fore Street
Meeting Date: Tuesday August 7, 2018
Meeting time: 6:30-8:30 pm

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call Mary Costigan, Bernstein Shur at 207-774-1200.

Sincerely,



Ted and Marianne Hovivian

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 plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

P: 000153-2018 208 Fore St.

Paula Foley-Stelmack <mstelma1@maine.rr.com>

Jul 23, 2018 11:05 AM

Posted in group: **Planning Board**

July 23, 2018

Mr. Christian Roadman, Planner
City of Portland Maine
Planning and Urban Department
389 Congress St.
Portland, Maine 04101

Re: Plan #PL-000153-2018
208 Fore St.

Dear Christian,

Thank you for taking the time to talk with me this morning. We discussed that the current building at 208 Fore St. is not designated as a landmark by the city; however there will be additional review to determine historic importance and if the building has a contributing or non-contributing designation. We also discussed that the reason the new building is being proposed with 7 stories rather than 6, is that the new building will include a "green roof". You also advised me that there will be several opportunities for public comment at workshops and at planning board meetings.

Section 1.2, of the proposal states that the project would be compatible with the existing neighborhood. This is simply not the case. There are no other building 7 stories tall within our neighborhood and the proposed height significantly impacts neighbors and businesses in the area. I object to the proposal of 7 stories.

Attachment 1-B showing the proposed building renderings notes that "red fiber cement panel" will be used on a significant amount of the building surface. The design of this building will create a conflict with the other buildings in the area and certainly look out of character in the neighborhood. Approval of such a design would certainly change the area and not for the better.

I also note in the renderings that there is no additional landscaping around the building. The lot will be completely filled with the proposed building. There will be no curb appeal and the area will lose some of its existing natural vegetation.

Also, the sidewalk is very narrow currently and it does not appear that the size will increase with the proposed building. That area has recently had a large increase in the amount of foot

traffic coming down Fore St. due to the addition of new hotels and office space nearby. The building should be set back further to add sidewalk width so as to avoid the need for pedestrians to step onto the heavily trafficked Fore St. especially with the addition of retail space in the proposed building.

Thank you for listening to me this morning and I look forward to meeting you as this project progresses.

Paula Foley-Stelmack

207 Fore St. Unit 1

Portland, Me 04101

FLAGG PARTNERS, LLC
C/O TED HOVIVIAN
515 EAST 79TH STREET, APT 30E
NEW YORK, NY 10075

CITY OF PORTLAND TAX ASSESSOR'S MAP, BLOCK, & LOT NUMBERS

<u>MAP</u>	<u>BLOCK</u>	<u>LOTS</u>
29	N	8 &
		BRADBURY COURT

C-1.0	COVER SHEET
C-1.1	GENERAL NOTES & LEGEND
C-2.0	BOUNDARY SURVEY
C-2.1	RECORDING PLAT - PENDING
C-2.2	EXISTING CONDITIONS & DEMOLITION PLAN
C-2.3	CONSTRUCTION MANAGEMENT PLAN
C-3.0	SITE PLAN
C-4.0	GRADING, DRAINAGE & EROSION CONTROL PLAN
C-4.1	EROSION & SEDIMENT CONTROL NOTES
C-5.0	UTILITY PLAN
C-6.0	SITE DETAILS
C-6.1	UTILITY & DRAINAGE DETAILS
L-1	LANDSCAPE PLAN
P-1	LIGHTING PHOTOMETRIC PLAN

E.: MICHAEL E. TADEMA-WIELANDT DATE: 06-20-2018
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[illegible]

 **TERRADYN**
CONSULTANTS, LLC

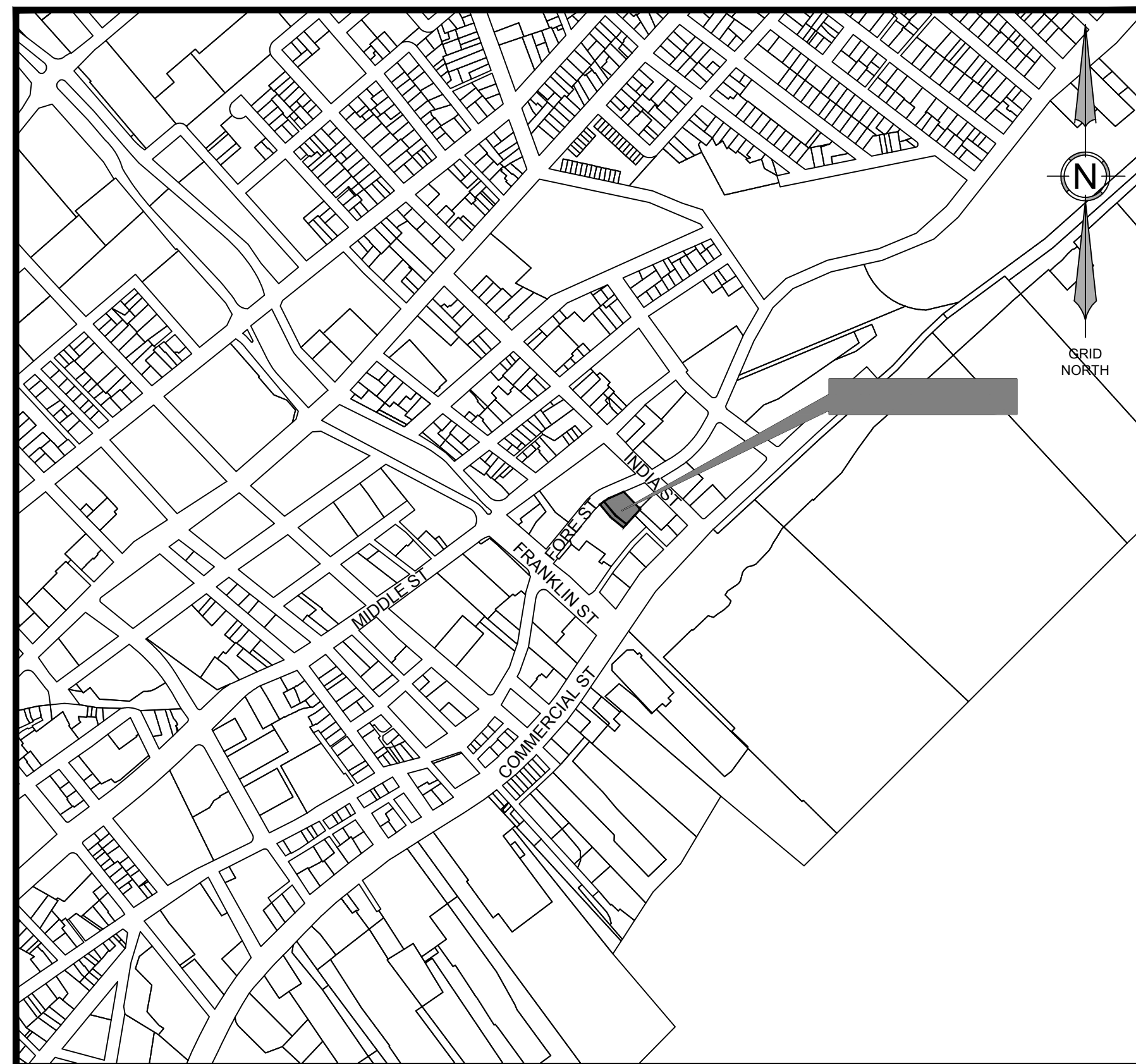
41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

565 CONGRESS STREET
SUITE 310
PORTLAND, ME 04102

OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradynconsultants.com

Civil Engineering • Land Planning • Stormwater Design • Environmental Permitting

208 FORE STREET PORTLAND, ME 04101 COVER SHEET	PREPARED FOR	FLAGG PARTNERS, LLC 515 EAST 79TH STREET, APT 30E NEW YORK, NY 10075
	DATE:	9/12/2017
	SCALE:	AS NOTED
	DESIGNED:	ARF
	JOB NO:	1719
FILE: 1719 COVER.DWG		
SHEET		
C-1.0		



SCALE: 1"=500

TYPE OF PERMIT	GOVERNING BODY	STATUS
SITE PLAN/SUBDIVISION APPROVAL	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL, 389 CONGRESS STREET PORTLAND, ME 04101 TEL. 207.874.8722	SUBMITTED 06/20/2018
BUILDING PERMIT	CIT OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL, 389 CONGRESS STREET PORTLAND, ME 04101 TEL. 207.874.8900	TO BE SUBMITTED BY BUILDING CONTRACTOR
UTILITY / STREET OPENING	CITY OF PORTLAND PUBLIC SERVICES DIVISION 55 PORTLAND STREET PORTLAND, ME 04101 TEL. 207.874.8801	TO BE FILED BY PERMIT SITE CONTRACTOR

SEWER
CITY OF PORTLAND
PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, MAINE 04102
207.874.8850

WATER
PORTLAND WATER DISTRICT
22 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.774.5961

ELECTRIC
CENTRAL MAINE POWER COMPANY
162 CANCO ROAD
PORTLAND, ME 04103
(207) 842-2367

TELEPHONE
FAIRPOINT COMMUNICATIONS
5 DAVIS FARM ROAD
P.O. BOX 11560
PORTLAND, MAINE 04103
888.984.1515

NATURAL GAS
UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
866.933.3821

DIG SAFE SYSTEM, INC.
TEL. 1-888-DIG-SAFE (344-7233)
WWW.DIGSAFE.COM

CIVIL ENGINEER:
TERRADYN CONSULTANTS, LLC
565 CONGRESS STREET, SUITE 310
PORTLAND, MAINE 04101
207.926.5111
CONTACT: MICHAEL TADEMA-WIELANDT

ARCHITECT:
ARCHETYPE ARCHITECTS
 48 UNION WARE
 PORTLAND, ME 04101
 207.772.6022
 CONTACT: DAVID LLOYD

SURVEYOR:
NORTHEAST CIVIL SOLUTIONS, INC.
381 PAYNE ROAD
SCARBOROUGH, MAINE 04074
207.883.1000
TROY MCDONALD

ELECTRICAL/MECHANICAL ENGINEER:
BENNETT ENGINEERING
 P.O. BOX 297
 FREEPORT, MAINE 04032
 207.865.9475
 CONTACT: WILLIAM BENNETT

PRELIMINARY - NOT FOR CONSTRUCTION

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
3. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
4. 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 (1-888-DIGSAFE). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
5. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER 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 OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
6. 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.
7. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
8. TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY NORTHEAST CIVIL SOLUTIONS, INC. ELEVATIONS AND CONTOURS ARE BASED ON CITY OF PORTLAND DATUM TAKEN FROM A DRILL HOLE ON THE CUSTOM HOUSE STEPS (RM-41, ELEV: 14.04' NGVD 1929).
9. FEMA MAP COMMUNITY PANEL NUMBER 2300510014 B. THE SITE IS LOCATED IN A C ZONE.
10. THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED IN THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLAN AND ALL THE PROPERTY WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVAL IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
11. ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS: GRANITE CURB SHALL MEET THE REQUIREMENTS OF MaineDOT SPECIFICATIONS 609.03 AND CITY OF PORTLAND TECHNICAL STANDARDS.
13. ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
14. THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, AND UNDERGROUND POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.
15. THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC WORKS INSPECTION SERVICES DIVISION (874-3300 EXT. 8838), THE CODE ENFORCEMENT OFFICE AND DEVELOPMENT REVIEW COORDINATOR IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING MAY BE REQUIRED TO INCLUDE THE PUBLIC WORKS AUTHORITY OR DEVELOPMENT REVIEW COORDINATOR.
16. AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE.
17. CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH THE CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12. ALL DEMOLITION MATERIAL FROM THE PROJECT SITES SHALL BE TAKEN TO THE RIVERSIDE RECYCLING FACILITY OR AS OTHERWISE DIRECTED PENDING THE RESULTS OF A HAZARDOUS BUILDING MATERIALS SURVEY AS AUTHORIZED AND COORDINATED BY THE OWNER. ALL SALVAGED MATERIAL WITHIN THE PUBLIC R.O.W. (SIDEWALKS, BRICKS, GRANITE CURB) NOT REUSED SHALL BE DISPOSED OF AS DIRECTED BY THE PORTLAND PUBLIC SERVICES DEPARTMENT AT NO EXTRA COST TO THE OWNER.
18. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.
19. PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR'S EXPENSE.
20. A STREET OPENING PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED IN CONFORMANCE TO THE CITY'S RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN PUBLIC RIGHT OF WAYS.
21. CONTRACTOR MUST MAINTAIN THROUGH TRAFFIC ON ADJACENT STREETS AT ALL TIMES.
22. ALL METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THE IMPROVEMENTS IDENTIFIED HEREIN SHALL CONFORM TO THE CITY OF PORTLAND CONSTRUCTION AND TECHNICAL STANDARDS AND SPECIFICATIONS AND/OR CURRENT MaineDOT STANDARDS AND SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
23. RECORD DRAWINGS MUST INCLUDE ALL BURIED UTILITIES INCLUDING, BUT NOT LIMITED TO, BENDS, APPURTENANCES, AND OTHER FEATURES, TO BE LOCATED IN THE FIELD BY GIS AND RECORDED AS AN AS-BUILT PLAN BY THE CONTRACTOR AT THE END OF THE PROJECT. THIS PLAN SHALL ALSO BE PROVIDED TO THE OWNER.
24. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL DRAWINGS PREPARED BY ARCHITYPE ARCHITECTS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, PAVING, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE POINTS.
25. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
26. CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITIES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST THREE (3) BUT NOT MORE THAN (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRS.A 3360-A.

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $n = 0.013$ OR LESS. UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
2. SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
4. ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
5. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
6. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
8. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ENGINEER.
9. EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.
10. SUBGRADE FILL PLACED BENEATH ALL PERMANENT PAVEMENT, SIDEWALK OR CONCRETE SURFACES EXCLUDING ANY BUILDING AREAS, SHALL BE GRANULAR BORROW. SUBGRADE FILL PLACED BENEATH ALL LANDSCAPE AREAS EXCEPT THOSE ADJACENT THE FOUNDATION SYSTEMS MAY BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL, PERISHABLE RUBBLE, PEAT, ORGANICS, ROCKS LARGER THAN 12" IN DIAMETER, VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL OF THE ENGINEER. EXCAVATED ONSITE MATERIALS MAY NOT BE USED AS COMPACTED STRUCTURAL FILL BENEATH THE BUILDING AREAS OR AS FOUNDATION BACKFILL. GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH MaineDOT SPECIFICATIONS.
11. ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557, MODIFIED AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).
12. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

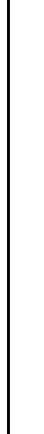
1. ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
2. ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
3. THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
4. IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.
5. STREETS SHALL MAINTAIN A 20' WIDTH FOR FIRE DEPARTMENT ACCESS AT ALL TIMES.
6. FIRE HYDRANTS SHALL NOT BE BLOCKED OR ENCLOSED BY FENCING. A 3' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE HYDRANTS.
7. WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN MUST BE EMPLOYED ON ADJACENT STREETS AS NECESSARY. THE CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL FROM THE PUBLIC SERVICE DIVISION FOR THE PLACEMENT/PARKING OF EQUIPMENT WITHIN THE PUBLIC RIGHT OF WAY.

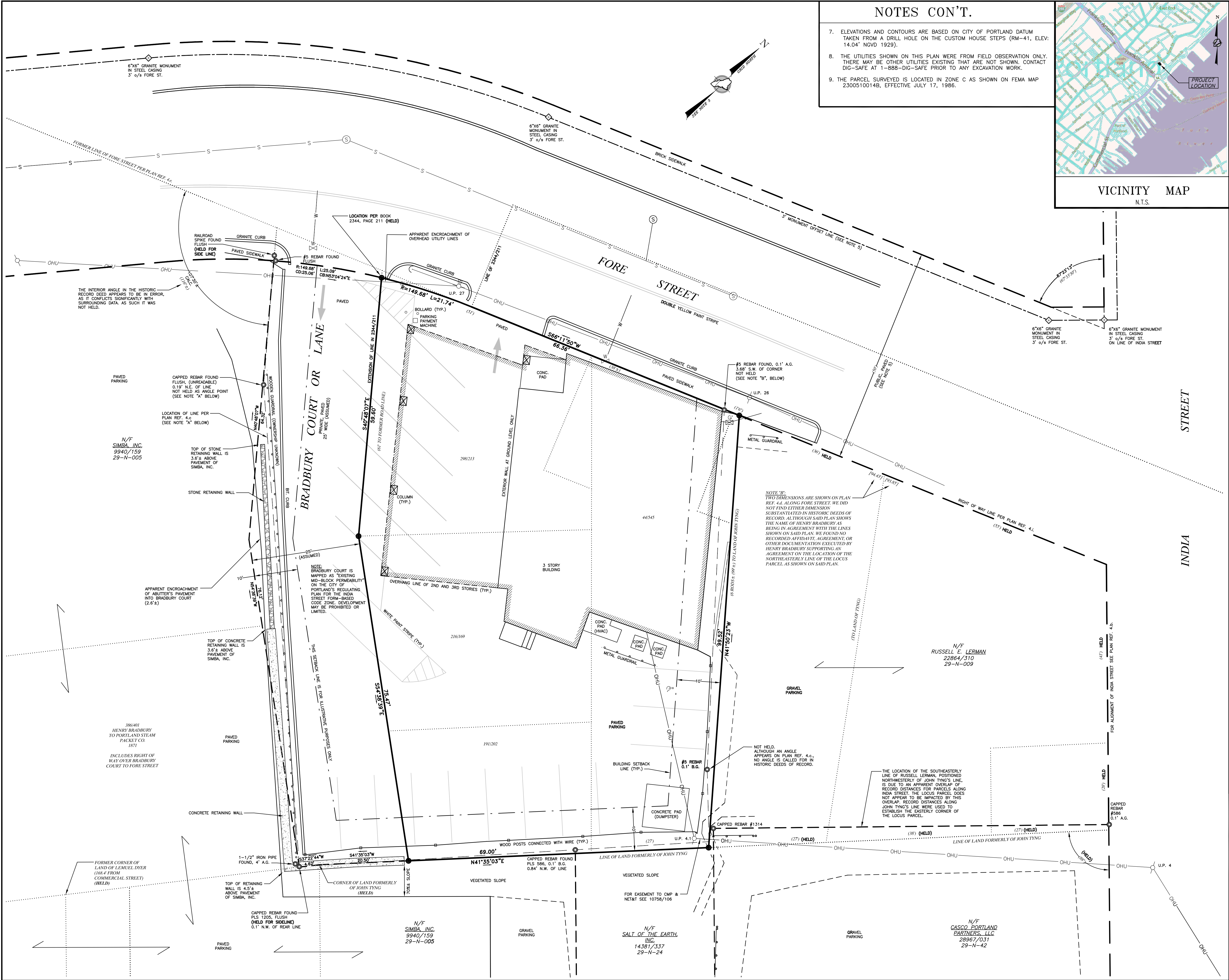
1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 2226 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
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. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER, THE TELECOMMUNICATIONS SERVICE WITH FAIRPOINT COMMUNICATIONS, AND THE CABLE SERVICE WITH TIME WARNER CABLE. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
5. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
6. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
7. 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.
8. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
9. THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER, AND AFFECTED BUSINESSES.
10. CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES. COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
11. ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND AND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION; UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.

DIMENSIONAL REQUIREMENTS (IS-FBC ZONE)		
STANDARD	REQUIRED	PROVIDED
MIN. LOT SIZE	NONE	12860 SF
MIN. LOT AREA PER DWELLING UNIT	NONE	348 SF
MAX. BUILDING LENGTH	100 FT	92 FT
MIN. LOT WIDTH	NONE	113 FT
MIN. FRONT YARD	0 Ft	0.67 FT
MAX. FRONT YARD	10 FT	0.67 FT
MIN. REAR YARD	10 FT	10 FT
MIN. SIDE YARD	10 FT	10 FT
MAX. STRUCTURE HEIGHT	77 FT (65 FT + 12 FT BONUS)	77 Ft
MAX. IMPERVIOUS SURFACE	90%	46%
PARKING	1 SPACE PER UNIT, AFTER THE FIRST 3 UNITS (34 SPACES)	31 ON-SITE SPACES, 3 FEE IN LIEU

	EXISTING PROPERTY LINE
	PROJECT SITE BOUNDARY
	EXISTING SETBACK LINE
	PROPOSED EASEMENT
-----124-----	EXISTING MINOR CONTOUR
-----124-----	EXISTING MAJOR CONTOUR
-----124-----	PROPOSED CONTOUR
-----SD-----	EXISTING STORMDRAIN
-----SD-----	PROPOSED STORMDRAIN
-----S-----	EXISTING SANITARY SEWER
-----S-----	PROPOSED SANITARY SEWER
-----W-----	EXISTING WATER LINE
-----W-----	PROPOSED WATER LINE
-----UD-----	EXISTING UNDERDRAIN
-----UD-----	PROPOSED UNDERDRAIN
-----OHE-----	EXISTING OVERHEAD ELECTRIC & TELEPHONE
-----OHE-----	PROPOSED OVERHEAD ELECTRIC & TELEPHONE
-----UGE-----	EXISTING UNDERGROUND ELECTRIC & TELEPHONE
-----UGE-----	PROPOSED UNDERGROUND ELECTRIC & TELEPHONE
=====	EXISTING EDGE OF PAVEMENT
=====	PROPOSED EDGE OF PAVEMENT
=====	EXISTING EDGE OF GRAVEL
=====	PROPOSED EDGE OF GRAVEL
=====	EXISTING CURB
=====	PROPOSED CURB
=====	PROPOSED FENCE
=====SF=====	SILT FENCE
=====TP-A=====	TEST PIT
=====	EXISTING VALVE
=====	PROPOSED VALVE
=====	EXISTING HYDRANT
=====	EXISTING LIGHT POLE
=====	PROPOSED LIGHT POLE
=====	EXISTING UTILITY POLE
=====	EXISTING CATCH BASIN
=====	PROPOSED CATCH BASIN
=====	EXISTING DRAIN MANHOLE
=====	PROPOSED DRAIN MANHOLE
=====	EXISTING SEWER MANHOLE
=====	PROPOSED SEWER MANHOLE
=====	EXISTING SPOT GRADE
30.20	PROPOSED SPOT GRADE
30.20	SURVEY CONTROL POINT
=====	EXISTING MONUMENT
=====	EXISTING IRON PIPE
=====	EXISTING SIGN
=====	PROPOSED SIGN
=====	EXISTING BUILDING
=====	PROPOSED BUILDING
=====	PROPOSED CONCRETE
=====	PROPOSED PAVEMENT
=====	PROPOSED BRICK

		P. E.: MICHAEL E. TADEAMA-WIELANDT DATE: 06-20-2018	
SHEET DESCRIPTION 208 FORE STREET PORTLAND, ME 04101		GENERAL NOTES & LEGEND	
DATE: 9/12/2017 SCALE: AS NOTED DESIGNED: ARF JOB NO: 1719 FILE: 1719 COVER.DWG		PREPARED FOR FLAGG PARTNERS, LLC 515 EAST 79TH STREET, APT 30E NEW YORK, NY 10075	
		41 CAMPUS DRIVE SUITE 101 NEW GLOUCESTER, ME 04260 565 CONGRESS STREET SUITE 310 PORTLAND, ME 04102	
OFFICE: (207) 926-5111 FAX: (207) 221-1317 www.terradync consultants.com		NO. DATE REVISIONS	
2 06-20-2018 MODIFIED BUILDING AND PARKING AND RE-SUBMITTED 1 04-26-2018 SUBMITTED TO THE CITY OF PORTLAND		ARF MTW APPRO BY	
Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting			

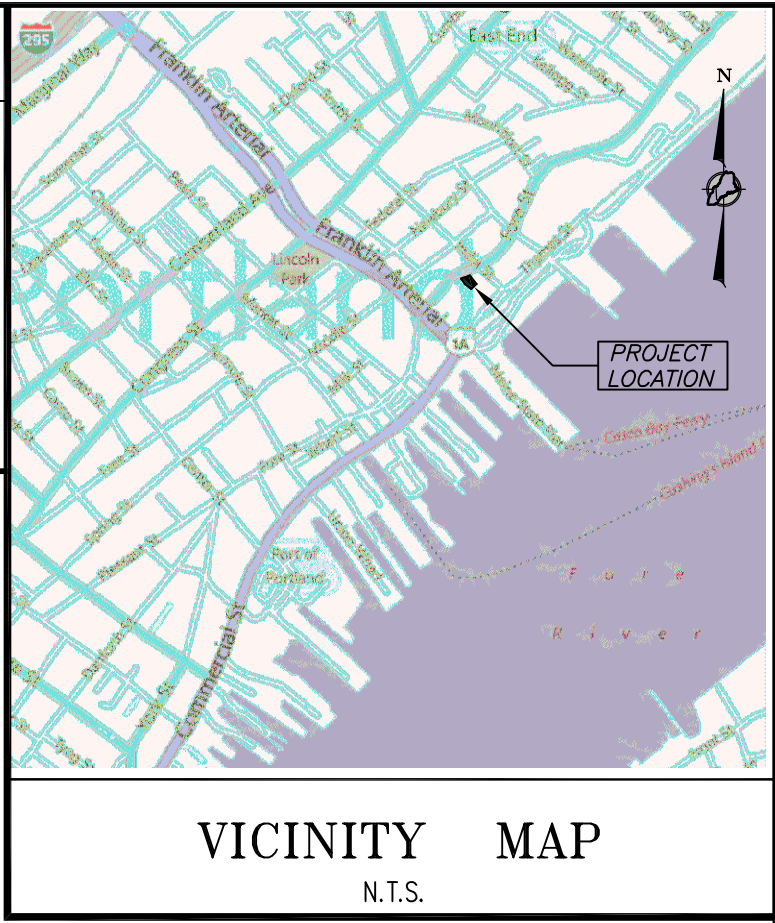


NOTES CON'T.

7. ELEVATIONS AND CONTOURS ARE BASED ON CITY OF PORTLAND DATUM TAKEN FROM A DRILL HOLE ON THE CUSTOM HOUSE STEPS (RM-41, ELEV: 14.04' NGVD 1929).

8. THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN, CONTACT DIG-SAFE AT 1-888-DIG-SAFE PRIOR TO ANY EXCAVATION WORK.

9. THE PARCEL SURVEYED IS LOCATED IN ZONE C AS SHOWN ON FEMA MAP 2300510014B, EFFECTIVE JULY 17, 1986.



LEGEND

● #5 REBAR WITH PLASTIC CAP OR PK NAIL TO BE SET
○ FOUND IRON (SIZE & TYPE AS NOTED)
□ FOUND MONUMENT (SIZE & TYPE AS NOTED)
○ UTILITY POLE (NUMBER AS NOTED)
○ GUY WIRE ANCHOR

— BOUNDARY LINE
- - - EDGE OF GRAVEL
- - - EDGE OF PAVEMENT
- - - RIGHT-OF-WAY LINE
- - - ABUTTER LINE
- - - BUILDING SETBACK
- - - OVERHEAD UTILITY
- - - FORMER DEED LINES
- - - NOW OR FORMERLY OWNED BY DEED BOOK AND PAGE (CCRD)
- - - TAX MAP-LOT (123.45)
- - - DENOTES RECORD DEED DATA

- NOTES
- RECORD OWNER OF THE PARCEL SURVEYED IS ANTIGONISH HOLDINGS CO., LLC, AS DESCRIBED IN A DEED FROM TMM REAL ESTATE, LLC, DATED JUNE 29, 2001 AND RECORDED IN DEED BOOK 16475, PAGE 211 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
 - THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 29, BLOCK N, PARCEL 8 (208-214 FORE STREET).
 - THE BEARINGS SHOWN ON THIS PLAN ARE BASED ON GRID NORTH OF THE MAINE STATE COORDINATE SYSTEM, WEST ZONE.
 - REFERENCE IS MADE TO THE FOLLOWING PLANS:
 - "NO. 29" (APPARENT ASSESSOR'S VALUATION PLAN) DATED 1882, BY THE CITY ENGINEER, RECORDED IN PLAN BOOK 5, PAGE 29.
 - "ALTA/ACSM LAND TITLE SURVEY, 1 COMMERCIAL STREET, PORTLAND, MAINE" PREPARED FOR CASCO PORTLAND PARTNERS, LLC, BY NORTHEAST CIVIL SOLUTIONS, INC., DATED SEPTEMBER 14, 2011, REVISED SEPTEMBER 22, 2011.
 - "STANDARD SURVEY FOR ALLIED CONSTRUCTION, INC., 208-214 FORE STREET, PORTLAND, ME" BY SEBAGO TECHINCS, INC., DATED NOVEMBER 19, 1985, REVISED DECEMBER 9, 1987.
 - "SURVEY OF A PART OF THE ESTATE OF THE LATE JAS. MCGILCHY" BY E.C. JORDAN, C.E., DATED NOVEMBER 19, 1880, RECORDED IN PLAN BOOK 4, PAGE 27.
 - VARIOUS STREET RIGHT OF WAY PLANS, DATED 1905, 1922, AND 1925 FROM THE CITY OF PORTLAND, MAINE, DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION.
 - "PLAN B" DATED NOVEMBER 1867 BY CHAS. H. HOWE (AND OTHER AUTHORS UNKNOWN), RECORDED IN PLAN BOOK 3, PAGE 15.
 - VINE-DEER-CHATHAM REDEVELOPMENT PROJECT CONDEMNATION PLAN" A/K/A "PLAN OF PROPERTY IN PORTLAND, MAINE" MADE FOR THE SLUM CLEARANCE AND REDEVELOPMENT AUTHORITY OF PORTLAND, MAINE, BY H.I. & E.C. JORDAN SURVEYORS, DATED MAY 24, 1957.
 - "SUBDIVISION PLAN OF HOTEL, RESTAURANT AND PORTSIDE RESIDENCES, 207 & 209 FORE STREET, PORTLAND, MAINE" MADE FOR OLD PORT HOSPITALITY, LLC, BY SEBAGO TECHINCS, INC., DATED FEBRUARY 8, 2010, REVISED APRIL 23, 2010, AND RECORDED IN PLAN BOOK 210, PAGE 194.
 - "ALTA/ACSM LAND TITLE SURVEY OF JORDAN'S MEAT PROPERTY, FORE ST., INDIA ST., MIDDLE ST., FRANKLIN ST., ARTERIAL, PORTLAND, MAINE" MADE FOR OLD PORT HOSPITALITY, LLC, BY SEBAGO TECHINCS, INC., DATED DECEMBER 4, 2009, REVISED MARCH 23, 2010, AND RECORDED IN PLAN BOOK 210, PAGE 291.
 - "BOUNDARY SURVEY, 216 & 234 FORE STREET, PORTLAND, MAINE" FOR SIMBA, INC., BY SURVEY, INC., DATED JUNE 6, 2008.
 - THE WIDTH OF FORE STREET IS 50' BASED ON THE RELOCATION DESCRIPTION IN THE CITY OF PORTLAND RECORDS, VOLUME 75, PAGE 161, ACCEPTED BY ORDER OF THE CITY COUNCIL, PASSED JULY 7, 1958. THE LAYOUT OF THE RIGHT-OF-WAY LIMITS IS BASED ON MONUMENTATION FOUND.
 - THE PARCEL SURVEYED IS LOCATED IN THE INDIA STREET FORM-BASED CODE (IS-FBC) ZONE, URBAN TRANSITIONAL (UT) SUBDISTRICT, AND THE DOWNTOWN ENTERTAINMENT OVERLAY ZONE (DEOZ). BULK & SPACE REQUIREMENTS INCLUDE THE FOLLOWING:
 - MAXIMUM LOT COVERAGE: 90%
 - SETBACKS:
 - FRONT: 10' MAXIMUM (NO MINIMUM)
 - SIDE: 10' MINIMUM
 - REAR: 10' MINIMUM
 - BUILDING HEIGHT: 3 STORIES MINIMUM, 6 STORIES (65') MAXIMUMOTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY. BEFORE PROCEEDING ON ANY PROJECT VERIFY CURRENT ZONE AND ALL APPLICABLE SETBACKS AND RESTRICTIONS WITH THE APPROPRIATE AGENCIES.

Revision:	By:	Date:	Change:
PROJECT:	41263	DRAWING NAME:	41263.dwg
ISSUED:	JUNE 12, 2017	SCALE:	1"=10' FB # 445
FIELD BY:	BS & JAP	FIELD DATE:	5/19/2017
CHECKED BY:	TFM		

BOUNDARY SURVEY
208 FORE STREET, PORTLAND, MAINE

Owner:
ANTIGONISH HOLDINGS CO., LLC
236 GANNET DRIVE, SOUTH PORTLAND, ME 04106

Prepared For:
FLAGG, LLC
515 EAST 79TH STREET, NEW YORK, NY 10075

SURVEYING • ENGINEERING • LAND PLANNING

Northeast Civil Solutions
INCORPORATED

381 PAYNE ROAD, SCARBOROUGH, MAINE 04074

tel 207.883.1000 fax 207.883.1001 e-mail / website
info@northeastcivilsolutions.com
www.northeastcivilsolutions.com

0 10' 20' 40'

STAMP AND SIGNATURE

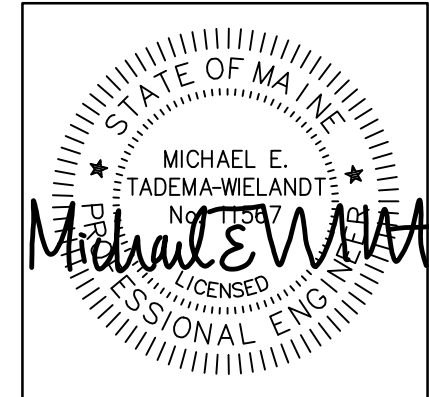
7/2/17 6-12-2017

TROY F. McDONALD
MAINE PROFESSIONAL LAND SURVEYOR No. 2080

DATE

STATE OF MAINE
TROY F. McDONALD
#2080
PROFESSIONAL LAND SURVEYOR

1. THE CONSTRUCTION GATE SHALL SWING INTO THE PROJECT SITE
2. FENCING AROUND THE PERIMETER OF THE CONSTRUCTION WORK ZONE WILL BE MAINTAINED THROUGHOUT BUILDING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
3. CLOSURE OF THE FORE STREET SIDEWALK WILL BE REQUIRED FOR SHORT PERIODS OF TIME. THE DEPARTMENT OF PUBLIC WORKS SHALL BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE OF CLOSURES. A TEMPORARY WALKWAY AND SIGNAGE SHALL BE PROVIDED AS SHOWN DURING SIDEWALK CLOSURES. ADA ACCESSIBILITY SHALL BE MAINTAINED AT ALL TIMES.
4. TEMPORARY PARTIAL TRAVEL LANE CLOSURES OF FORE STREET WILL BE NECESSARY DURING UNDERGROUND UTILITY INSTALLATION. THIS WORK SHALL BE SCHEDULED AND SEQUENCED TO MINIMIZE THE DURATION OF ANY STREET OCCUPANCY. AT NO TIME CAN CONSTRUCTION ACTIVITY INCLUDING DELIVERY VEHICLES CLOSE OR BLOCK STREETS OR AFFECT PUBLIC SAFETY ACCESS WITHOUT PRIOR NOTICE AND APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.



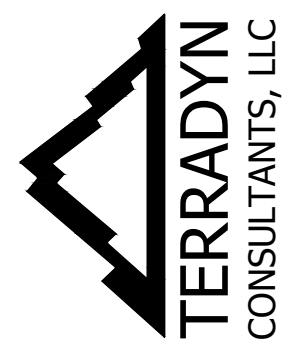
P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: 06-20-2018

2	06-20-2018	MODIFIED BUILDING AND PARKING AND RE-SUBMITTED	ARF	
1	04-26-2018	SUBMITTED TO THE CITY OF PORTLAND	MTW	
NO.	DATE	REVISIONS	APPD BY	

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

OFFICE: (207) 926-5111 FAX: (207) 221-1317
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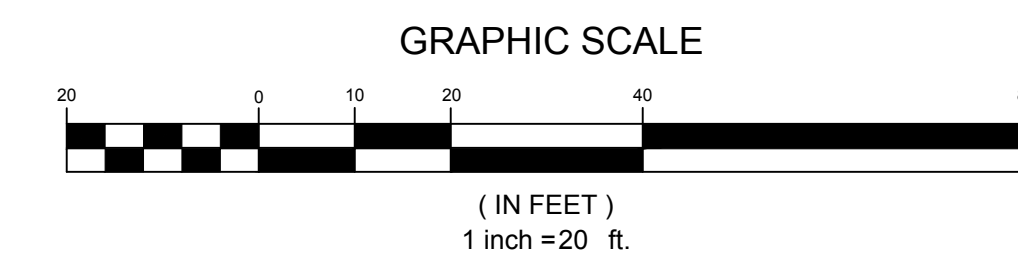
Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting



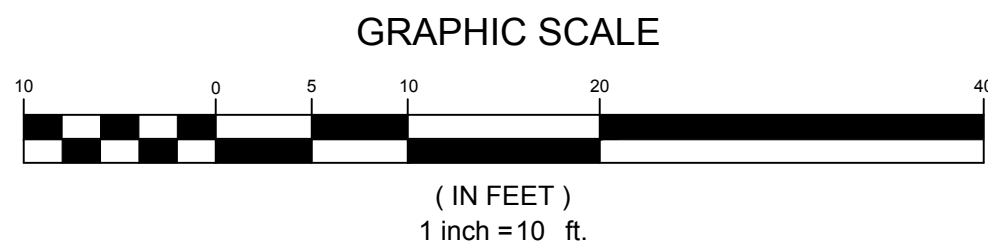
SHEET DESCRIPTION
208 FORE STREET
PORTLAND, ME 04101

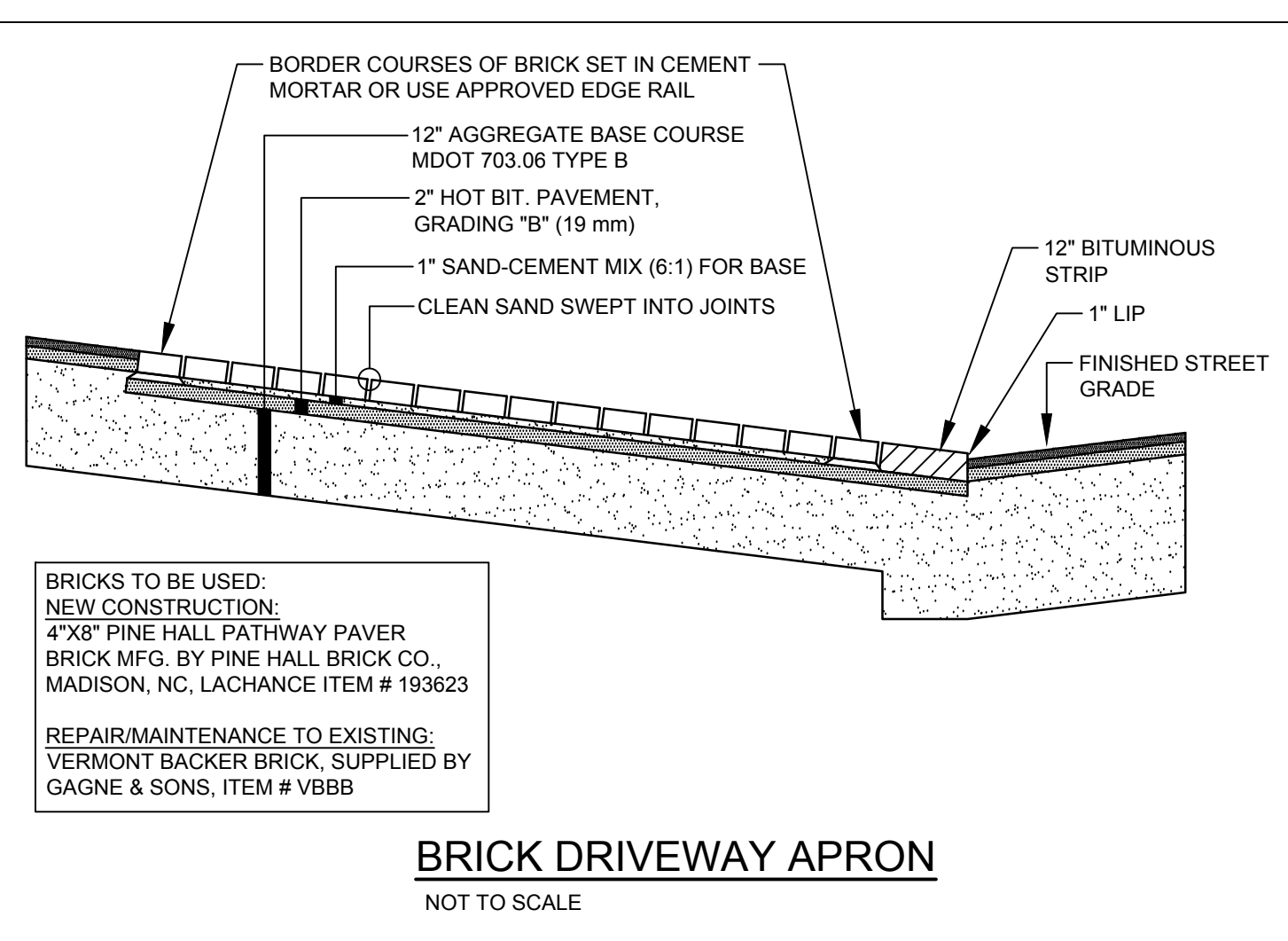
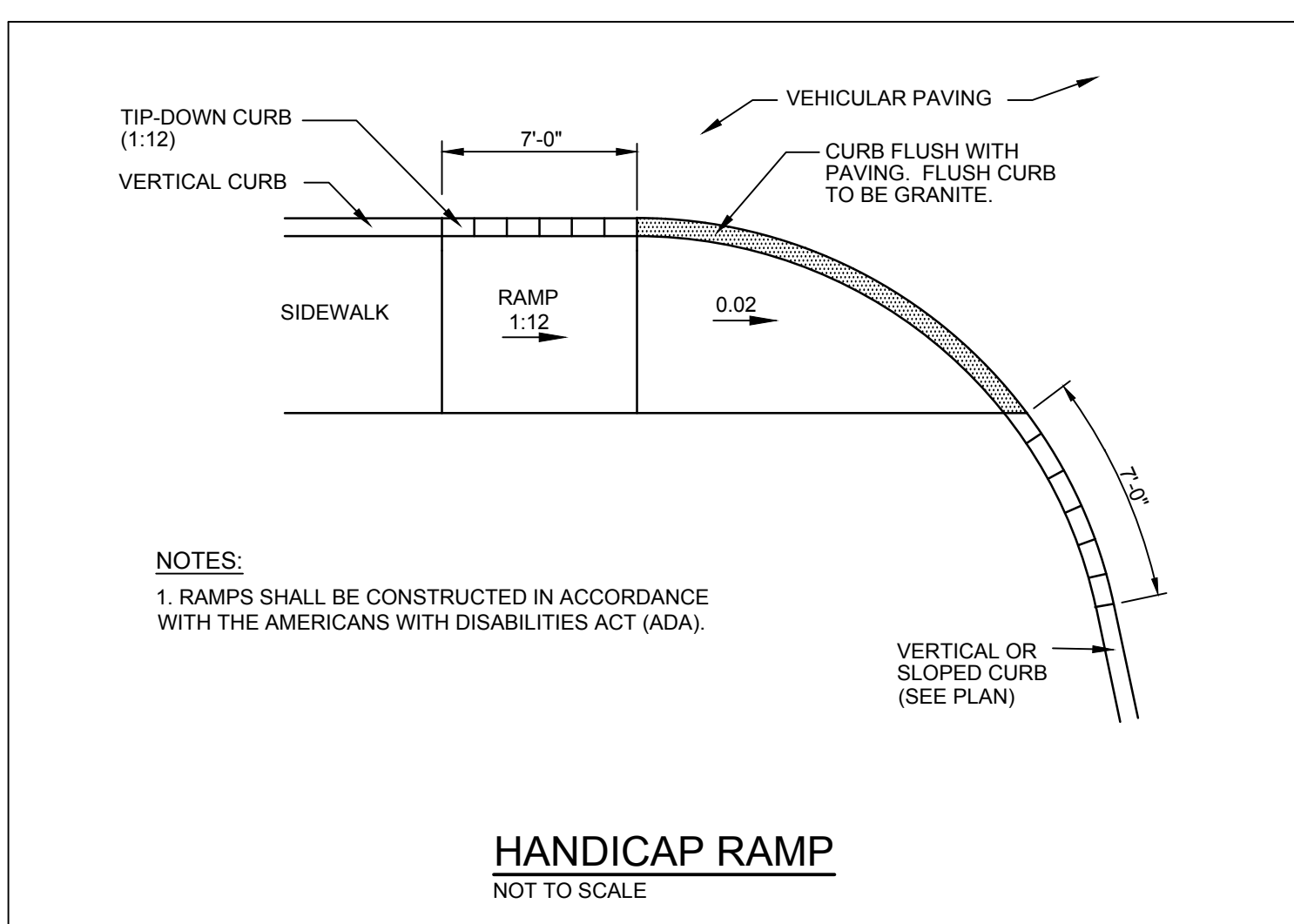
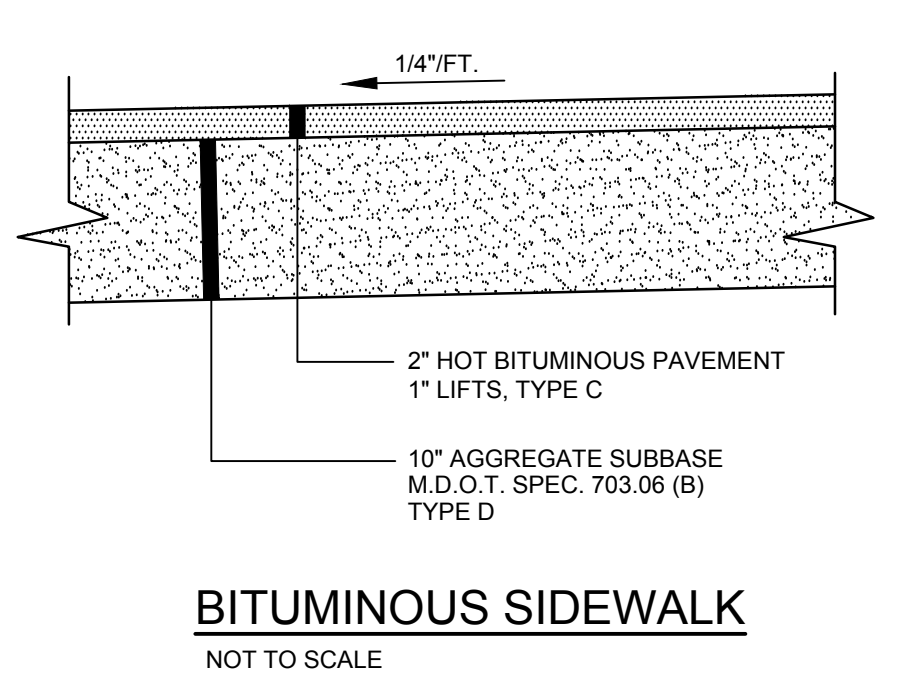
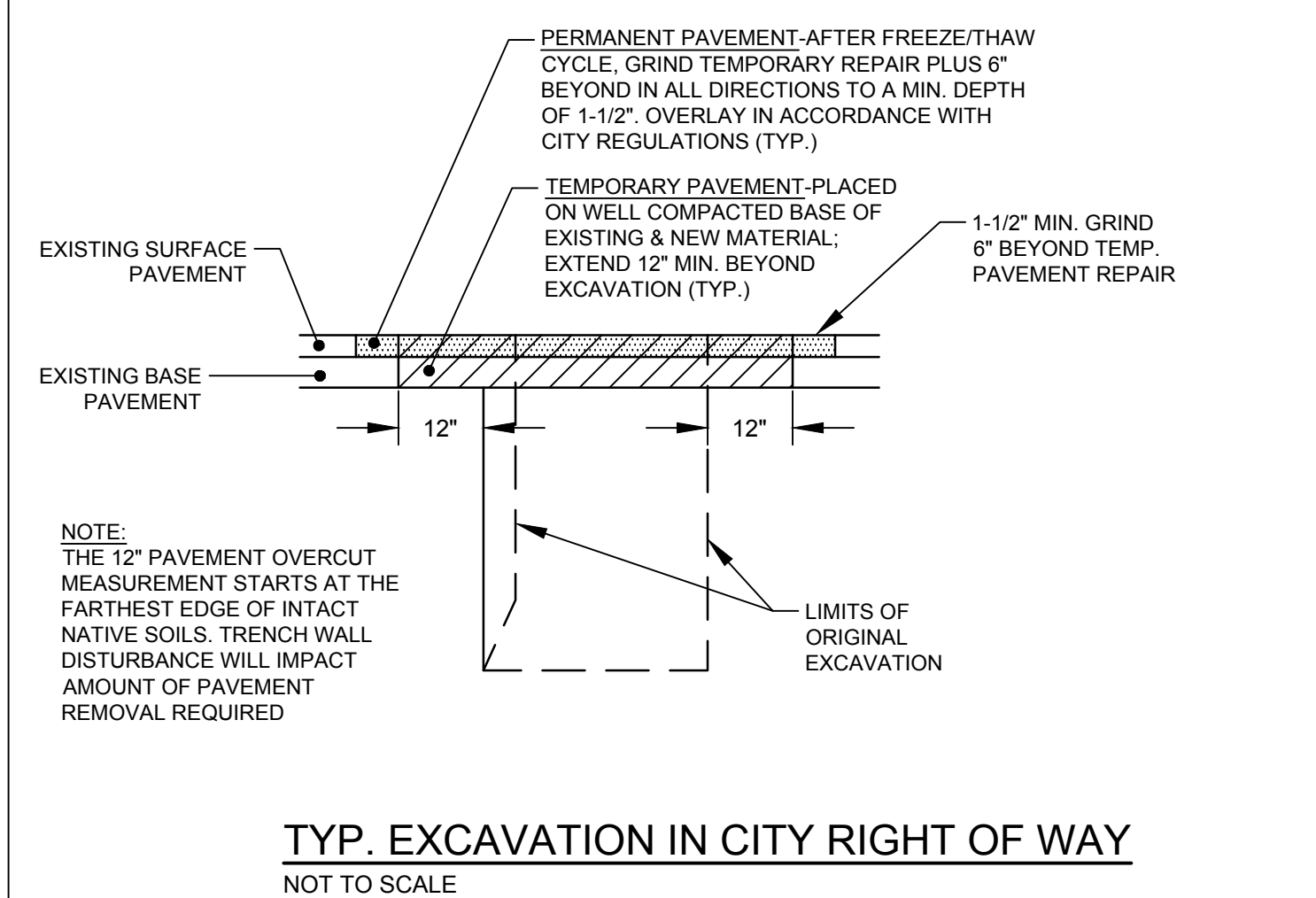
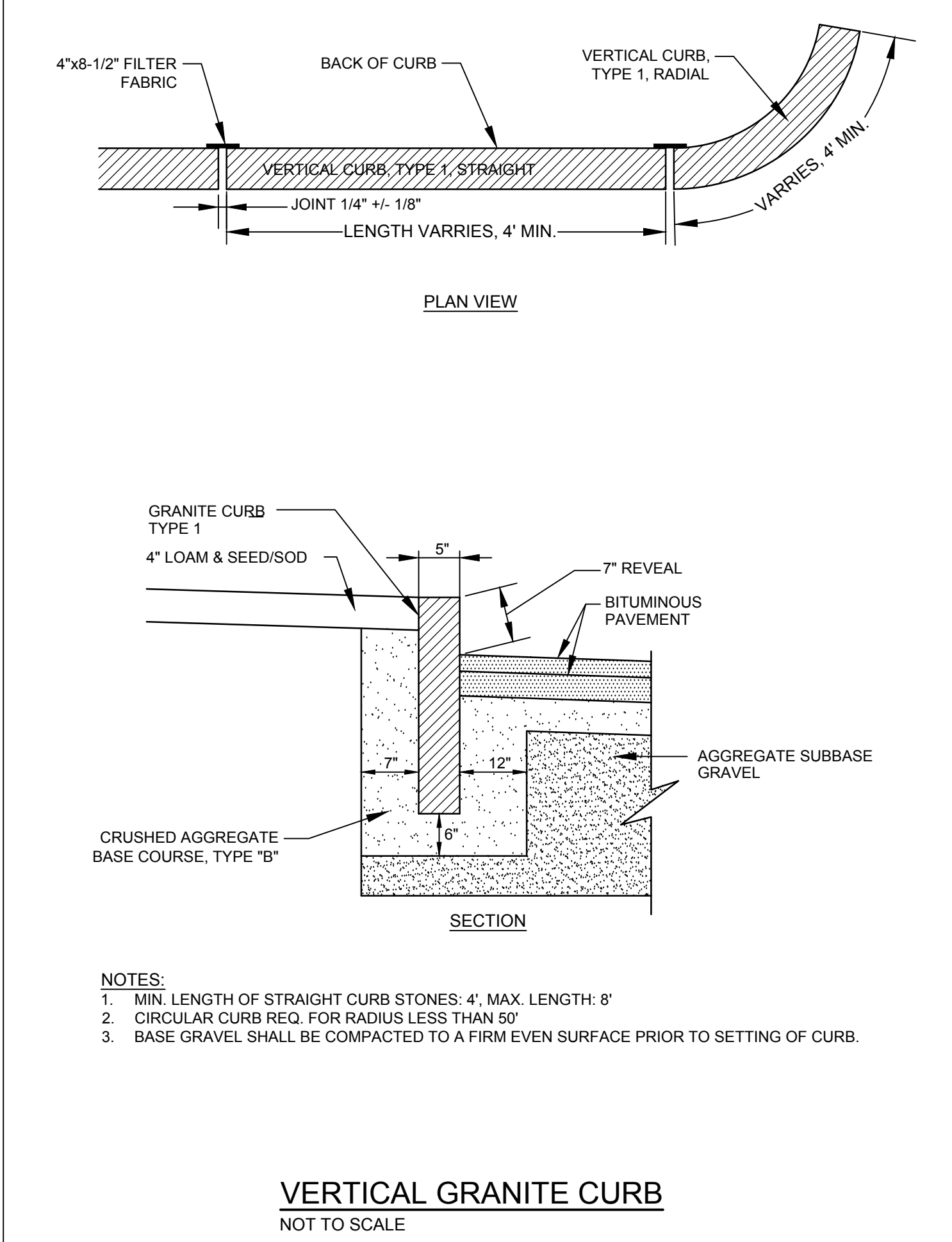
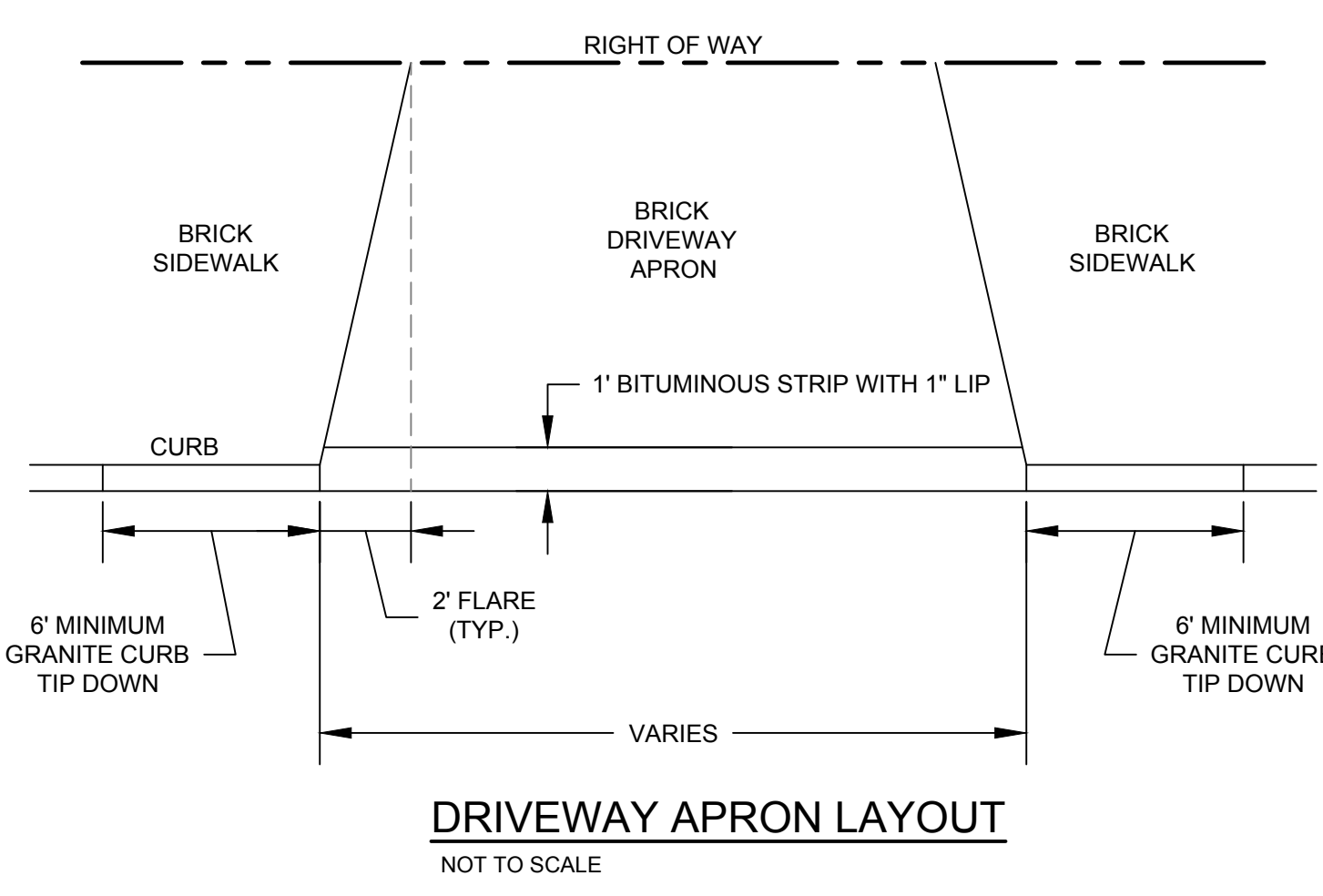
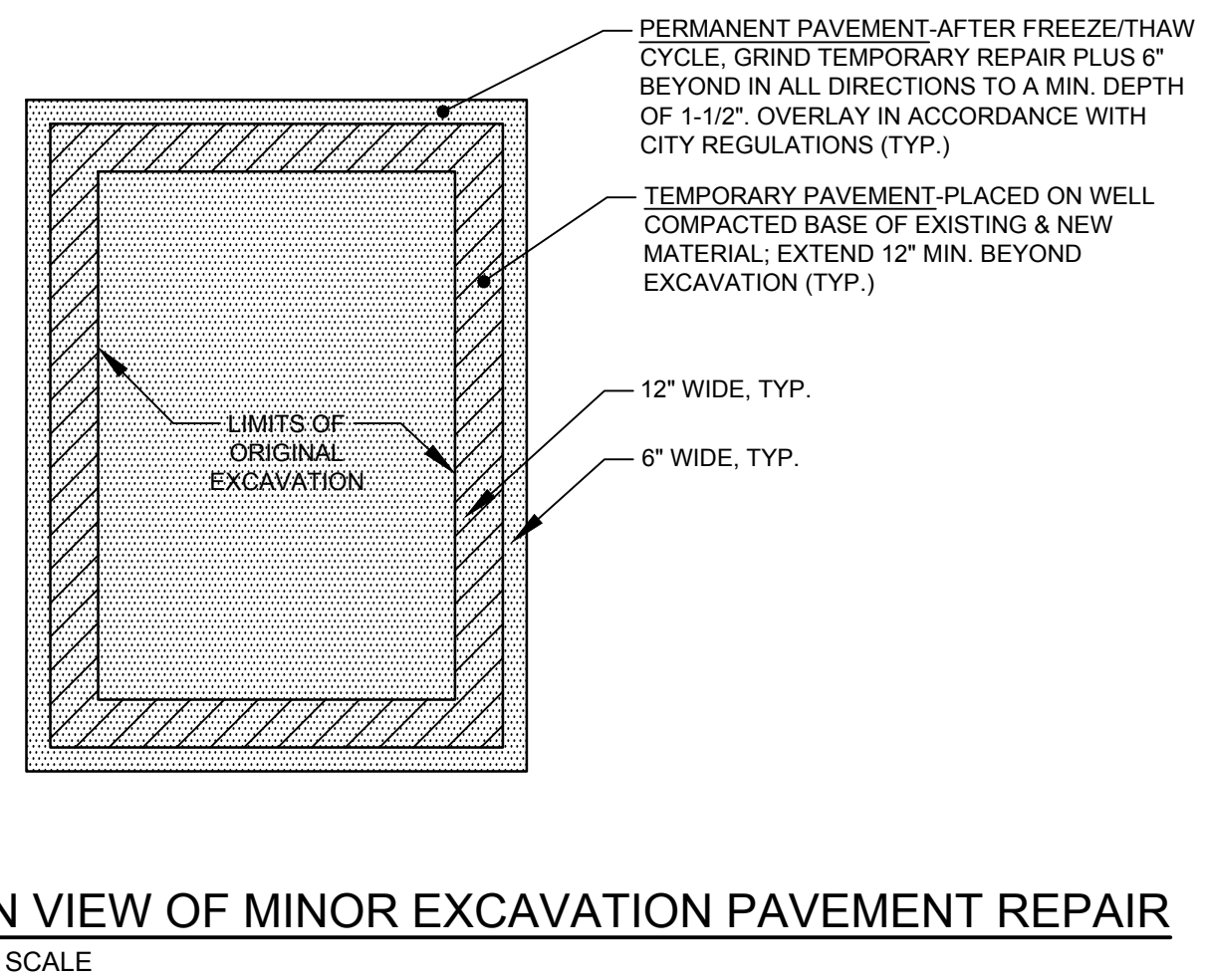
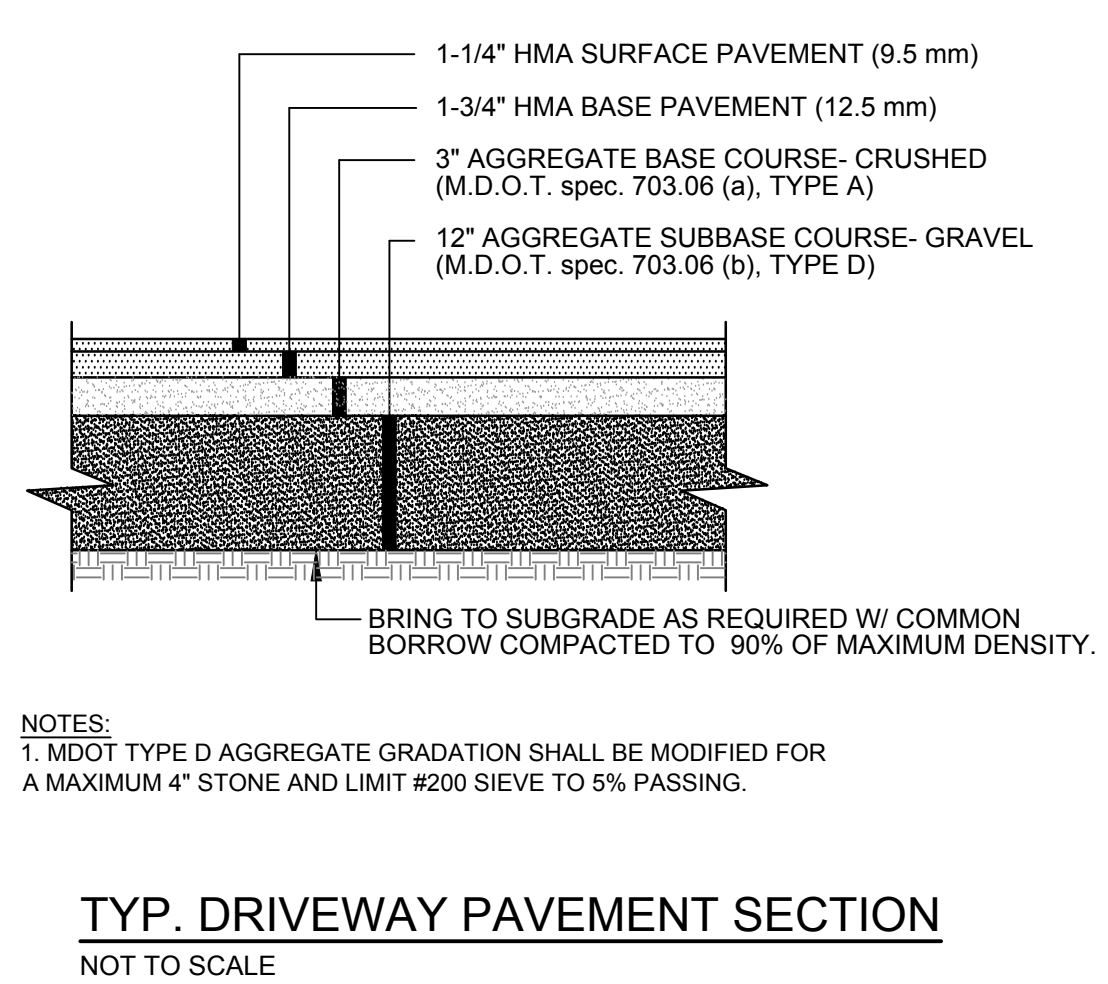
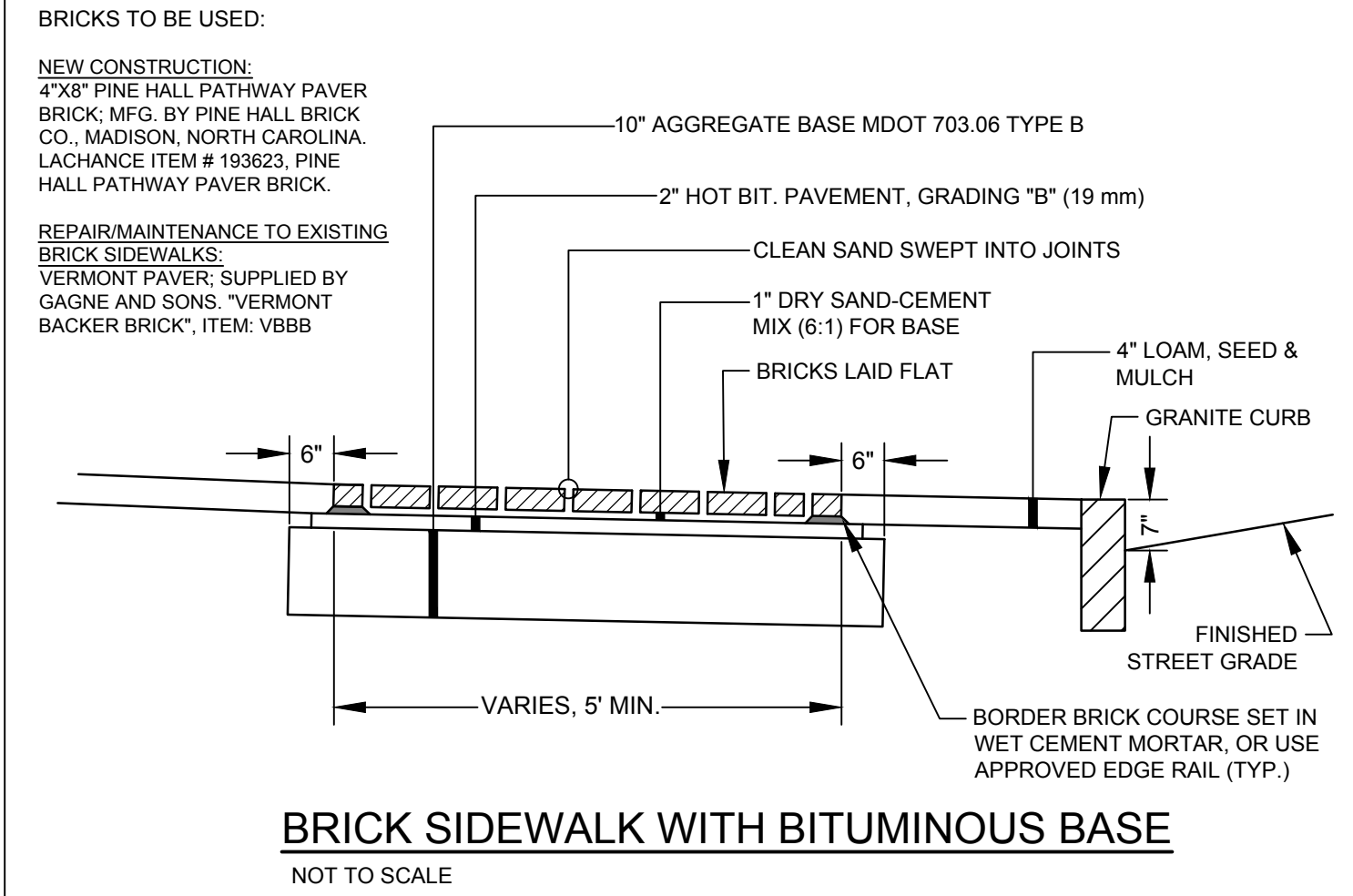
PREPARED FOR
FLAGG PARTNERS, LLC
515 EAST 79TH STREET, APT 30E
NEW YORK, NY 10075

DATE:	9/12/2017
SCALE:	1"=20'
DESIGNED:	ARF
JOB NO:	1719
FILE: 1719 Base.dwg	
SHEET	
C-2.3	



PRELIMINARY - NOT FOR CONSTRUCTION

[illegible]



P.E.: MICHAEL E. TADEAMA-WIELANDT
DATE: 06-20-2018

NO.	DATE	REVISIONS	BY
1	06-20-2018	MODIFIED BUILDING AND PARKING AND RE-SUBMITTED	ARF
2	04-26-2018	SUBMITTED TO THE CITY OF PORTLAND	MTW

565 CONGRESS STREET
SUITE 310
PORTLAND, ME 04102

41 CAMPUS DRIVE
SUITE 101
NEW GLoucester, ME 04260

OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradynconsultants.com

TERRADYN
CONSULTANTS, LLC

Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting

SHEET DESCRIPTION
208 FORE STREET
PORTLAND, ME 04101

SITE DETAILS
PREPARED FOR
FLAGG PARTNERS, LLC
515 EAST 79TH STREET, APT 30E
NEW YORK, NY 10075

DATE: 9/12/2017
SCALE: N.T.S.
DESIGNED: ARF
JOB NO: 1719
FILE: 1719 DETAILS.DWG
SHEET C-6.0

PRELIMINARY - NOT FOR CONSTRUCTION



CONCRETE THRUST BLOCK SIZE REQUIREMENTS				
		SQ. FT. OF BEARING ON UNDISTURBED SOIL		
FITTINGS		90° BENDS	45° BENDS	TEES AND PLUGS
PIPE SIZE	6"	4.0	2.0	3.0
	8"	8.0	4.0	6.0
	12"	15	10	10

STATE OF MAINE
MICHAEL E. TADEMA-WIELANDT
No. 11987
MECHANICAL ENGINEERING
PROFESSIONAL ENGINEER

P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: 06-20-2018

[illegible]

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradyconsultants.com

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TERRADYN
CONSULTANTS, LLC

Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting

SHEET DESCRIPTION
208 FORE ST

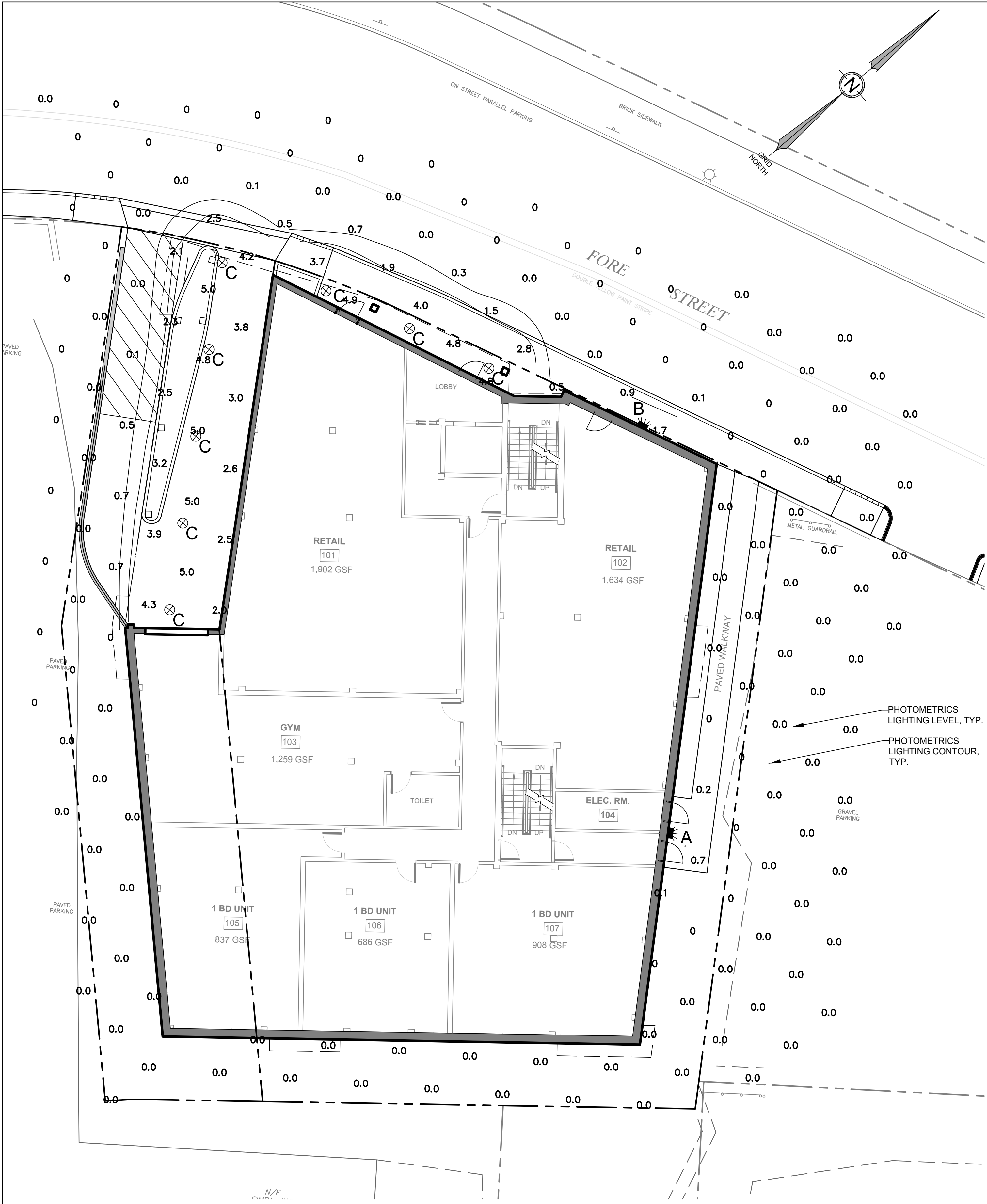
UTILITY & DRAINAGE DETAILS

PREPARED FOR
FLAGG PARTNERS, LLC

615 EAST 79TH STREET, APT 30E
NEW YORK, NY 10075

DATE:	9/12/2017
SCALE:	N.T.S.
DESIGNED:	ARF
JOB NO:	1719
FILE: 1719 DETAILS.DWG	
SHEET	

C-6.1



LIGHT FIXTURE TABLE						
LABEL	LIGHT FIXTURE	MANUFACTURER	MANUFACTURERS ID	NUMBER OF LIGHTS	MOUNTING HEIGHT	MOUNTING LOCATION
A	BEGA WALL LED LIGHT	BEGA LIGHTING	33514 LED-BLK	1	8'	WALL
B	SONNEMAN SWORD LED	SONNEMAN	7240.74-WL LED-GRAY	1	8'	WALL
C	RECESSED CEILING DOWNLIGHT	BEGA LIGHTING	55926 LED-BLK	8	11'	CEILING

NOTES:
1. LIGHTING PLAN PREPARED USING DESIGN MASTER PHOTOMETRICS SOFTWARE
2. ONLY PROPOSED LIGHTING FIXTURES ARE MODELED
3. DEPRECIATION FACTOR FOR LED IS 0.90

PRELIMINARY - NOT FOR CONSTRUCTION

LED wall luminaires with directed light

Housing: One piece die-cast aluminum for direct attachment to a BEGA 19545 small opening wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A380.0 aluminum alloy.

Enclosure: One piece die-cast aluminum cover frame secured by a captive, stainless steel set screws threaded into a stainless steel insert. Mito safety glass. Fully gasketed for weather tight operation using a molded silicone rubber gasket.

Electrical: 3W LED luminaire, 5.6 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an >80 CRI. Available in 4000K (>80 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK), White (WHT), Bronze (BRZ), Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA: Certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP64

Weight: 1.1 lbs.

Luminaire Lumens: 204

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Legend:

Lamp	A	B	C	Required wiring box
33514	3W LED	2 1/4"	7 1/8"	2 1/4"

19545

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
Copyright BEGA 2017 Updated 11/17

Recessed ceiling downlights with symmetrical light distribution - wide beam

Housing: Constructed of die-cast and extruded aluminum. Housing is provided with mounting clamps that provide a vibration proof installation. Rough-in housing constructed of galvanized steel with through wiring box. Rough-in housing includes. Die castings are marine grade, copper free (≤ 0.3% copper content) A380.0 aluminum alloy.

Enclosure: Tempered clear glass, sealed by a one piece, die-cast aluminum frame threaded into luminaire housing. Internal reflector made from pure, anodized aluminum. Fully gasketed for weather tight operation using a molded silicone gasket.

Electrical: 12.7W LED Luminaire, 15.5 total system watts, -30°C start temperature. 0-10V dimming driver mounted to the junction box of the ceiling pan for easy maintenance. The LED driver provides smooth and flicker free dimming down to 0.1% and is compatible with both wire and current source controllers. Optional DALI dimmable driver available, consult factory for details. LED modules are available from factory for easy replacement. Standard LED color temperature is 3000K with an >80 CRI. Available in 4000K (>80 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK), White (WHT), Bronze (BRZ), Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA: Certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 1.4 lbs.

Luminaire Lumens: 1068

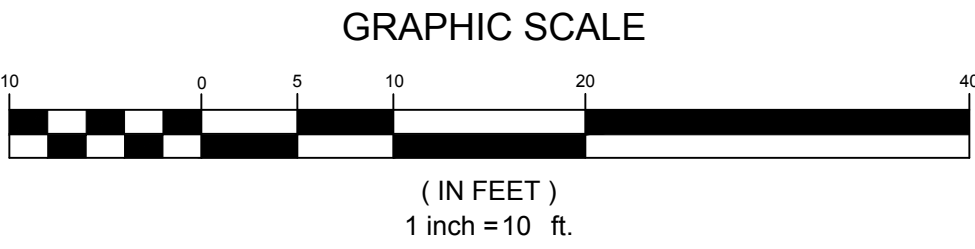
Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Legend:

Lamp	A	B	C
55926	12.7W LED	8"	8 1/2"

16

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
Copyright BEGA 2017 Updated 11/17



SWORD 24" LED Sconce

7240.74-WL

DIMENSIONS

Height	24.25"
Width	1.75"
Extension	2.75"
Minimum Extension	2.75"
Maximum Extension	2.75"
Switch Type	N/A"
Fixture Weight	3 lbs.

ELECTRICAL SPECS

Bulb Type	Integral LED
Bulb Quantity	0
Bulb Included?	Yes
Wattage	13
Initial Lumens	1190
Input Voltage	120VAC
CCT	3000K
CRI	90
Power Supply Type	Driver
Power Supply Quantity	1
Power Supply Location	Outlet Box
Dimming Type	TRIAC/ELV

SHIPPING

Carton 1 L x W x H	29" x 6" x 6"
Carton 1 GW	3 lbs.

SHADE 1

Color	Textured Gray
Material	Aluminum
Height	N/A

AVAILABLE FINISHES

Textured Bronze (.72)
Textured Gray (.74)
Textured White (.88)

GENERAL LISTINGS

cETL
cUL
ADA
Wet Location
CEC Title 24

PROJECT

QUANTITY

NOTES

SONNEMAN - A Way of Light | 151 Airport Drive, Wappingers Falls, NY 12590 | www.sonnemanawayoflight.com

P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: 06-20-2018

NO.	DATE	REVISIONS	BY
1	06-20-2018	MODIFIED BUILDING AND PARKING AND RE-SUBMITTED	ARF
2	04-26-2018	SUBMITTED TO THE CITY OF PORTLAND	MTW

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

555 CONGRESS STREET
SUITE 310
PORTLAND, ME 04102

TERRADYN
CONSULTANTS, LLC

Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting

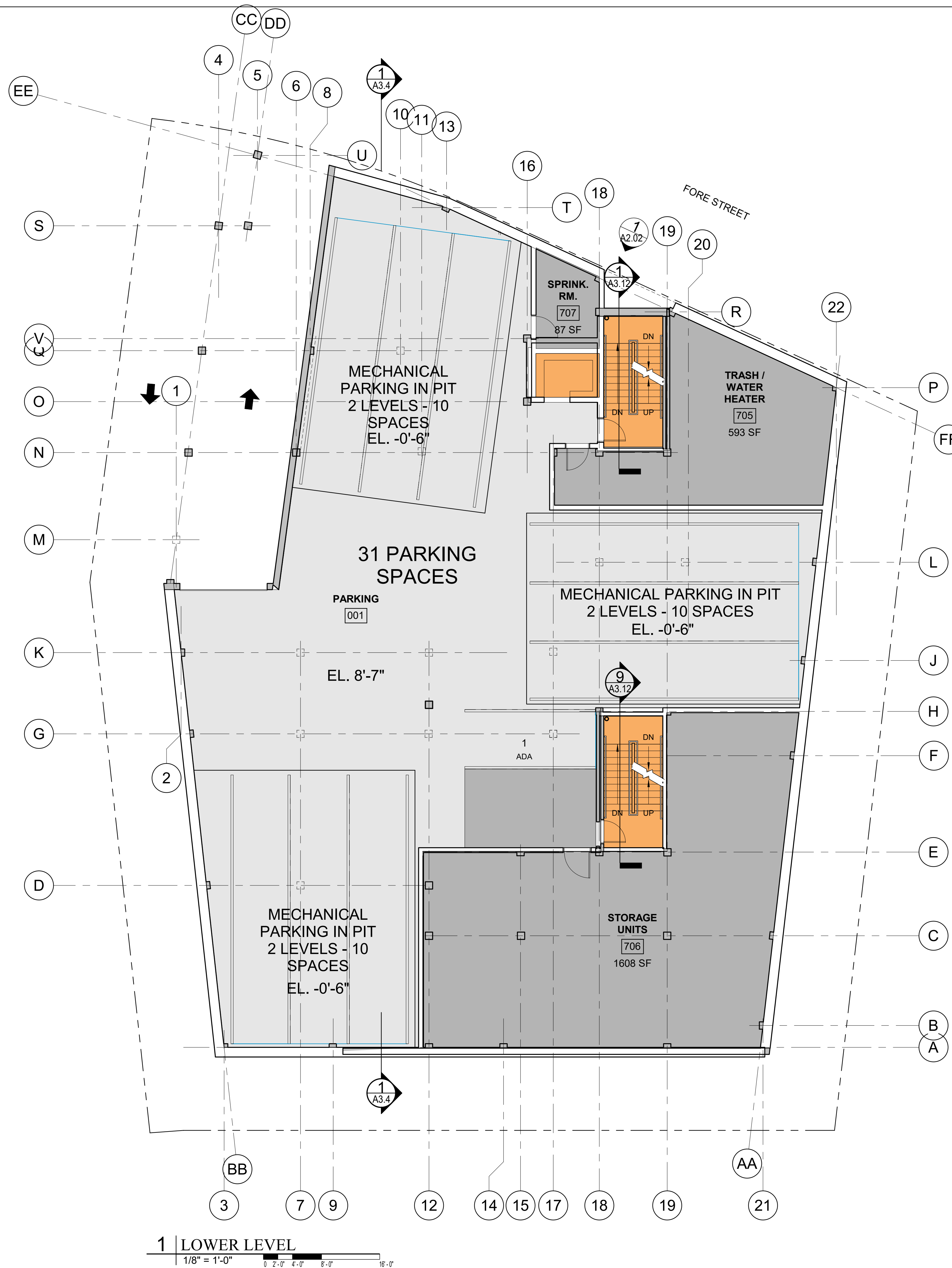
OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradyndesign.com

SHEET DESCRIPTION
208 FORE STREET
PORTLAND, ME 04101

PREPARED FOR
FLAGG PARTNERS, LLC
515 EAST 79TH STREET, APT 30E
NEW YORK, NY 10075

DATE: 9/12/2017
SCALE: 1"=10'
DESIGNED: ARF
JOB NO: 1719
FILE: 1719 Base.dwg

SHOOT
P-1

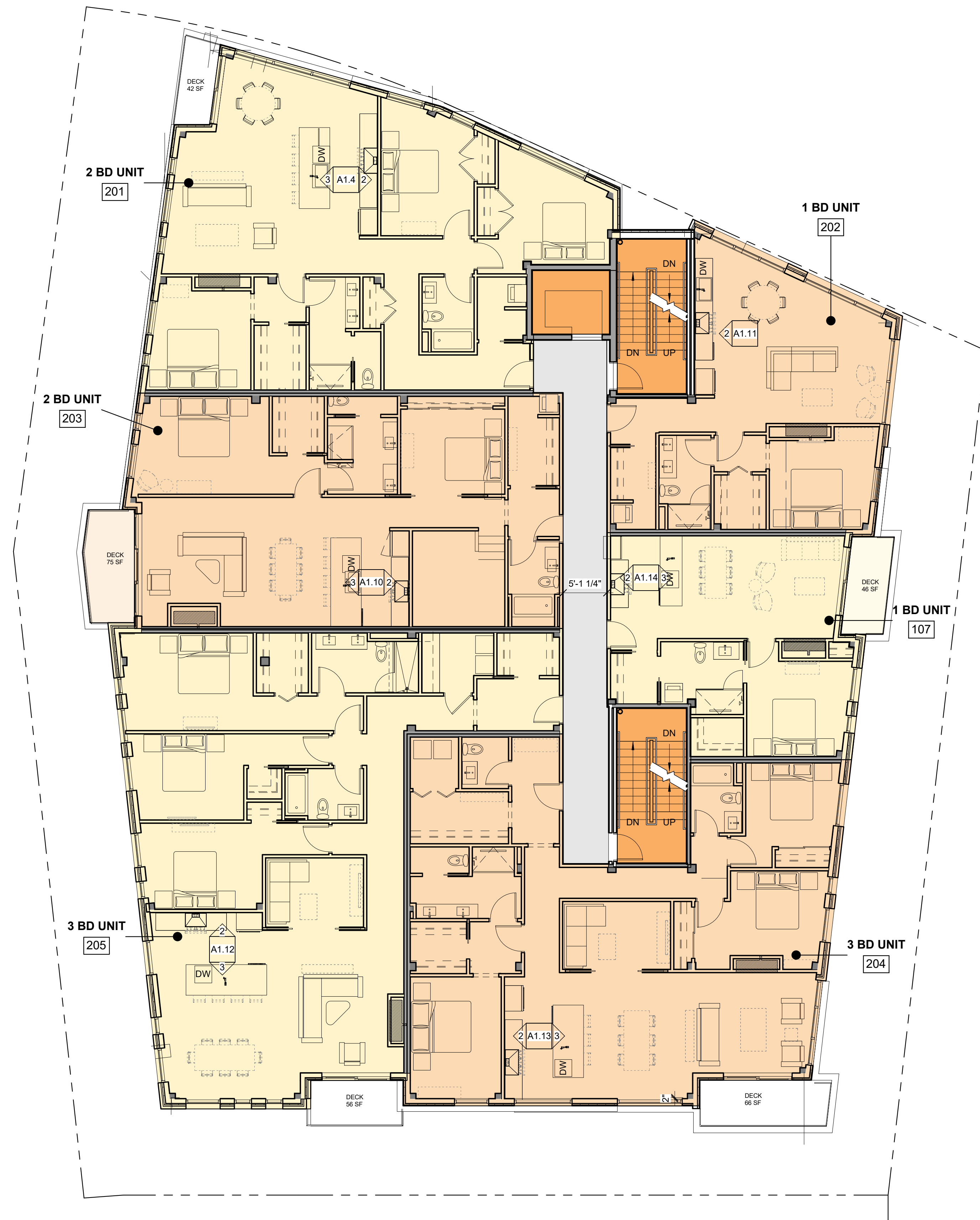


208 FORE STREET

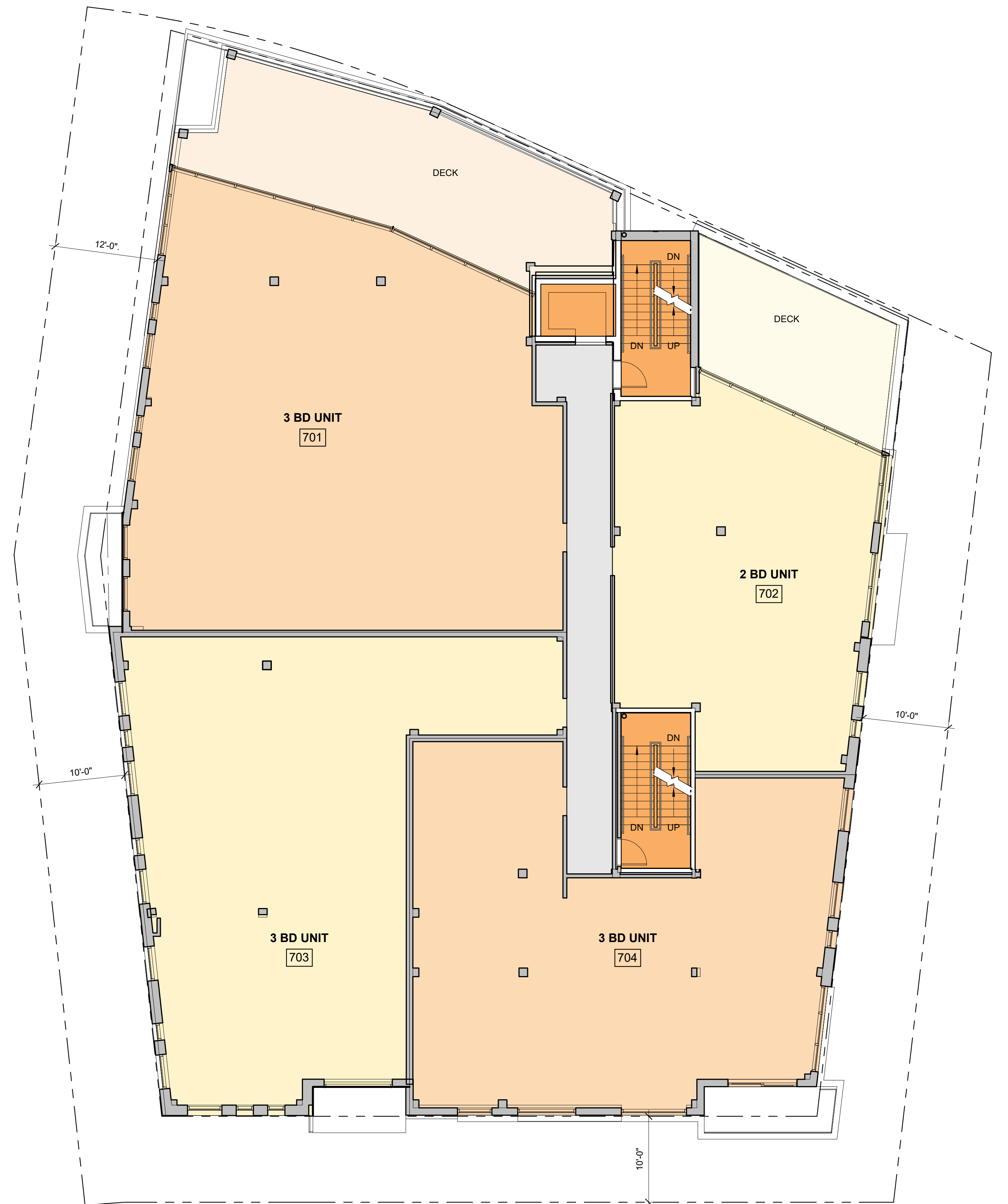
PORTLAND, MAINE

18 DEC. 2017

A1.0



1 | TYPICAL FLOOR PLAN
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"



2 | 7TH FLOOR PLAN
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

208 FORE STREET

PORTLAND, MAINE

26 APR. 2018

A1.2



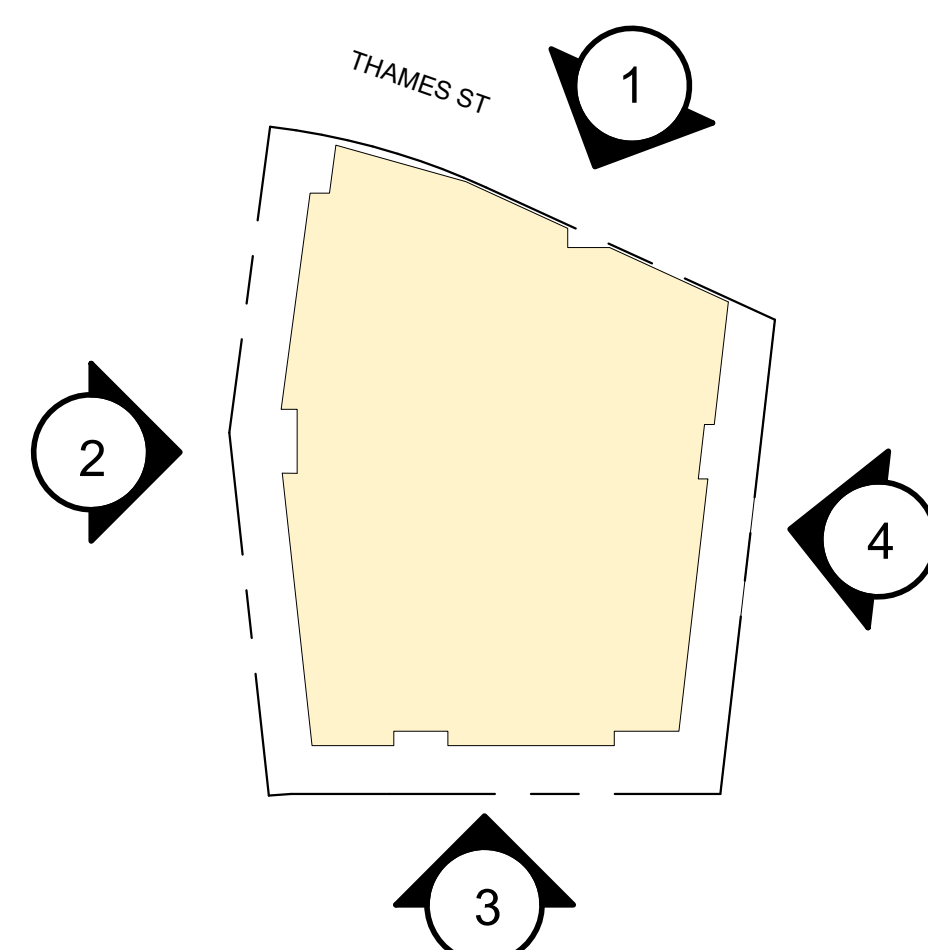
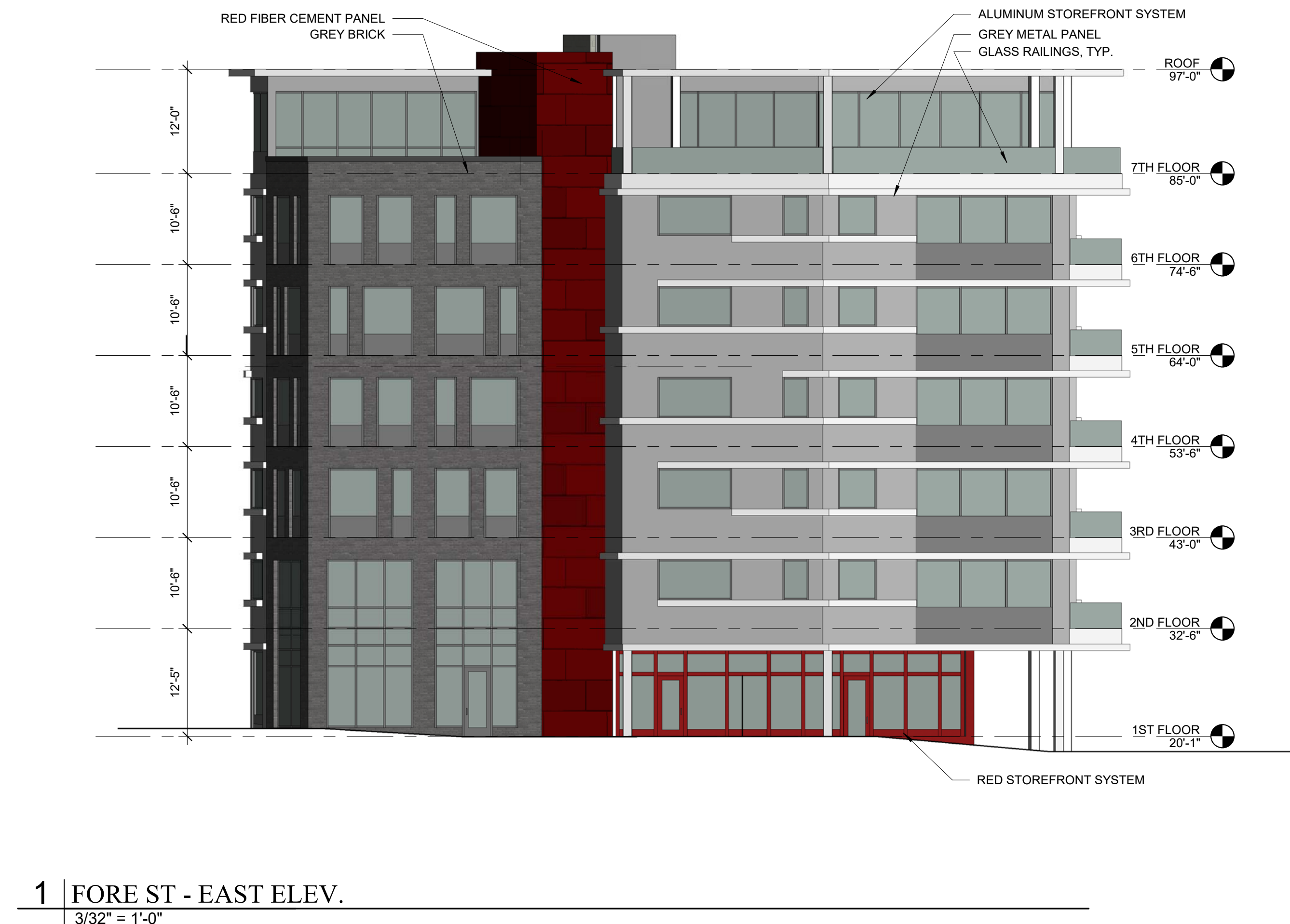
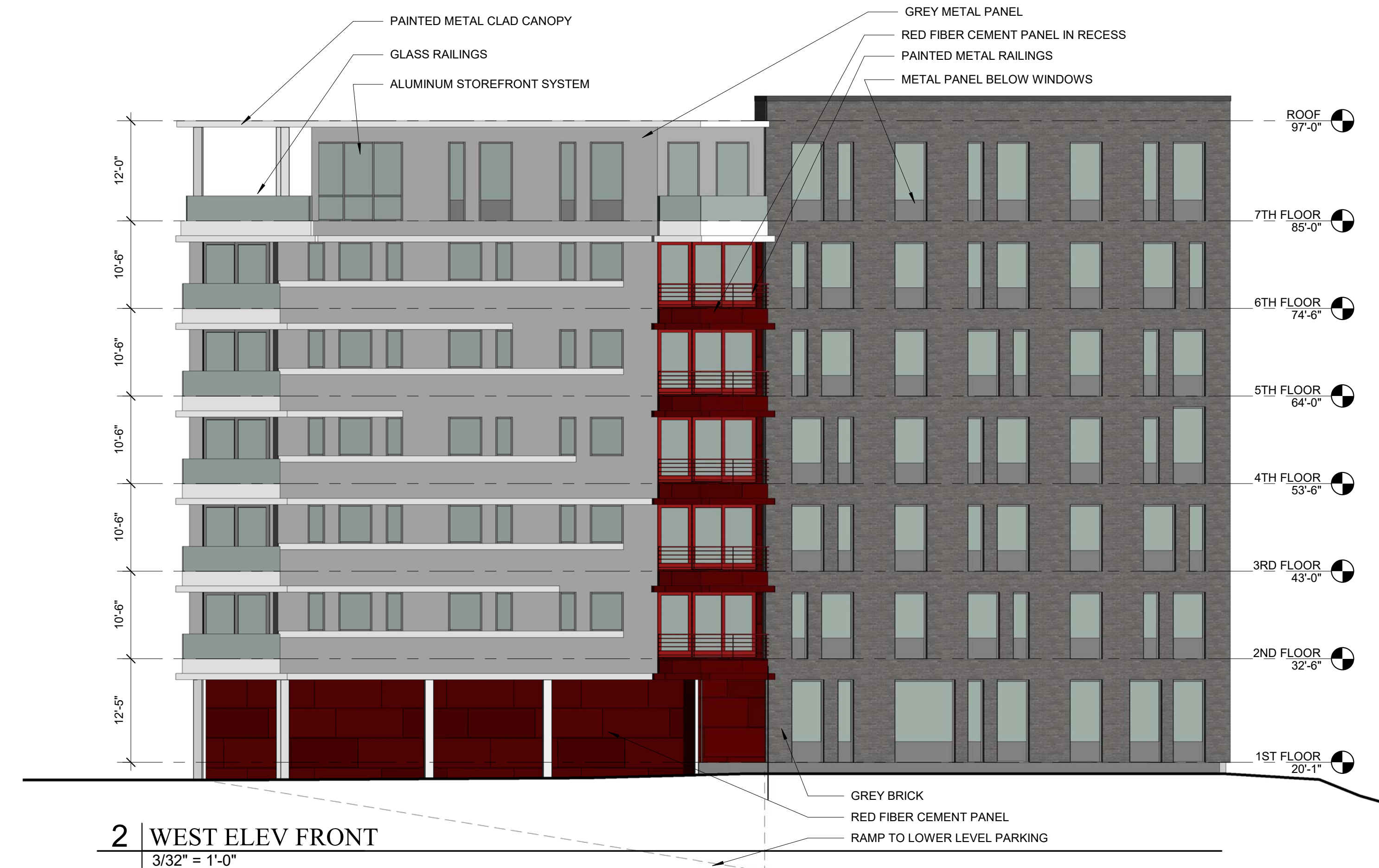
1 | ROOF
1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"

208 FORE STREET

PORTLAND, MAINE

26 APR. 2018

A1.8

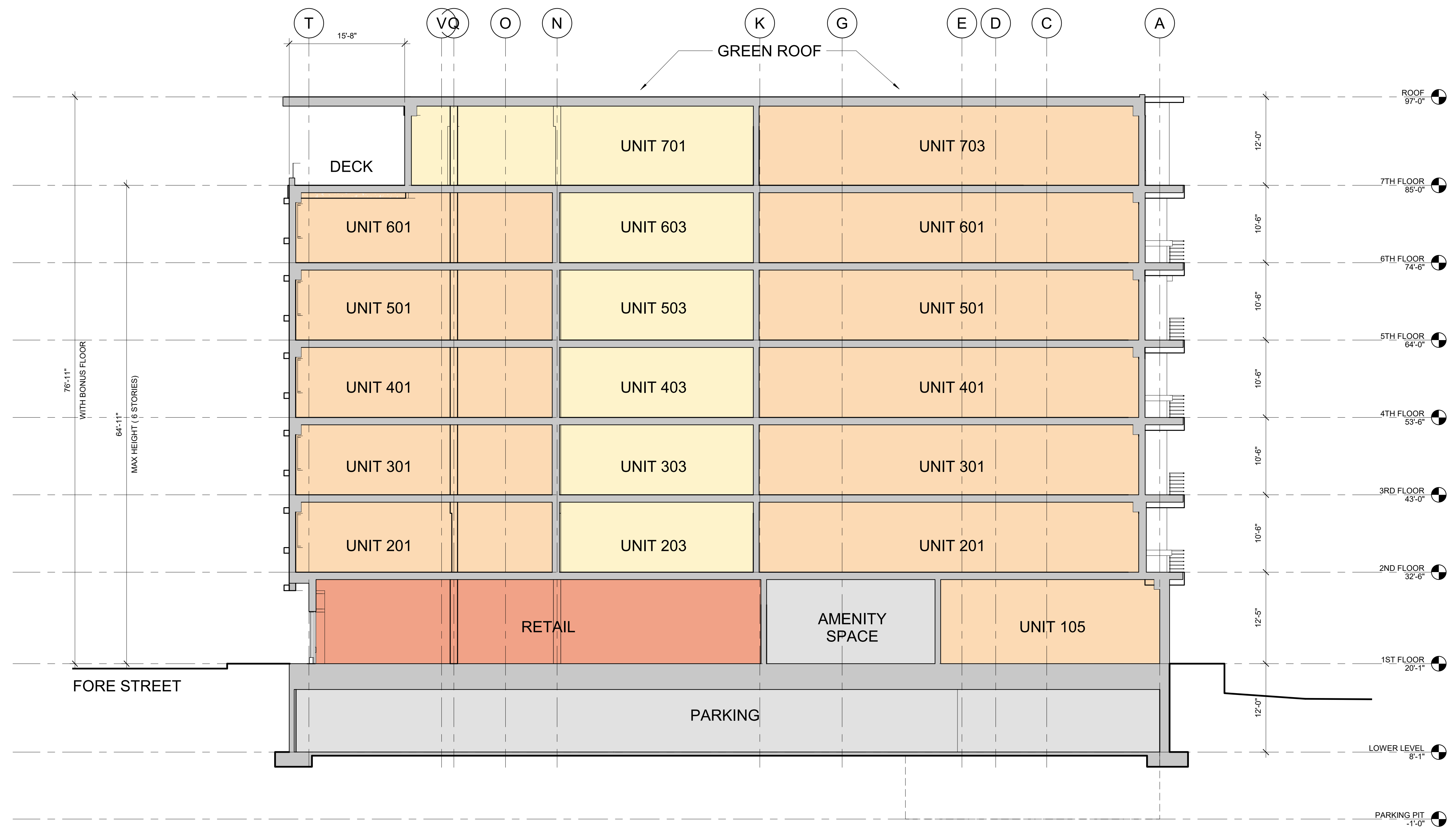


208 FORE STREET

PORTLAND, MAINE

18 DEC. 2017

A2.1



1 | BUILDING SECTION
1/8" = 1'-0"

208 FORE STREET

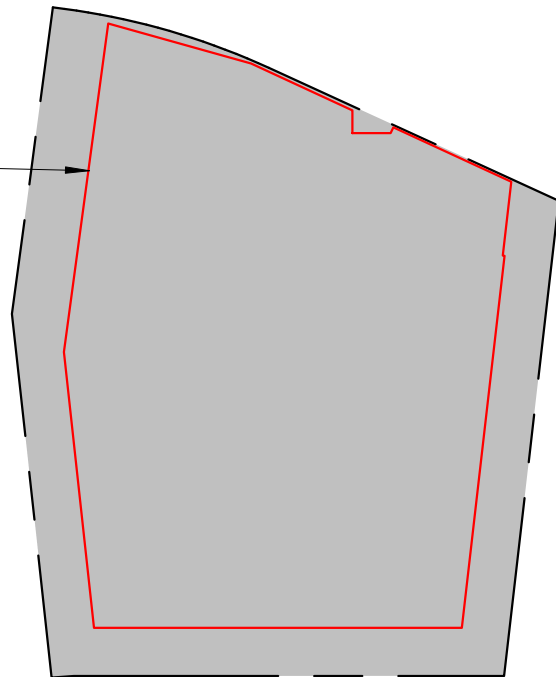
PORTLAND, MAINE

18 DEC. 2017

A3.1

RED LINE INDICATES
BUILDING ROOF LINE

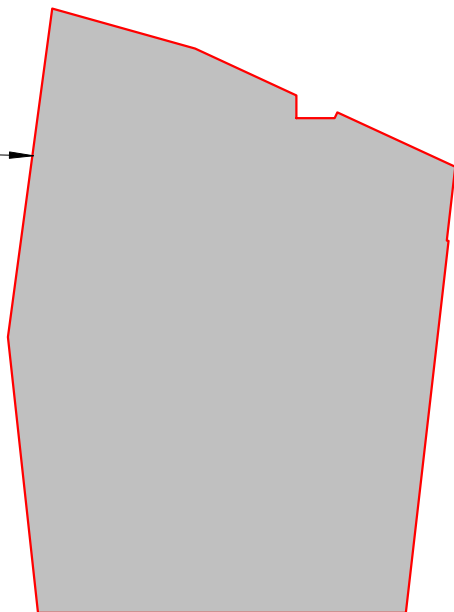
12,860 SF



1 | LOT AREA
1" = 40'-0"

RED LINE INDICATES
BUILDING ROOF LINE

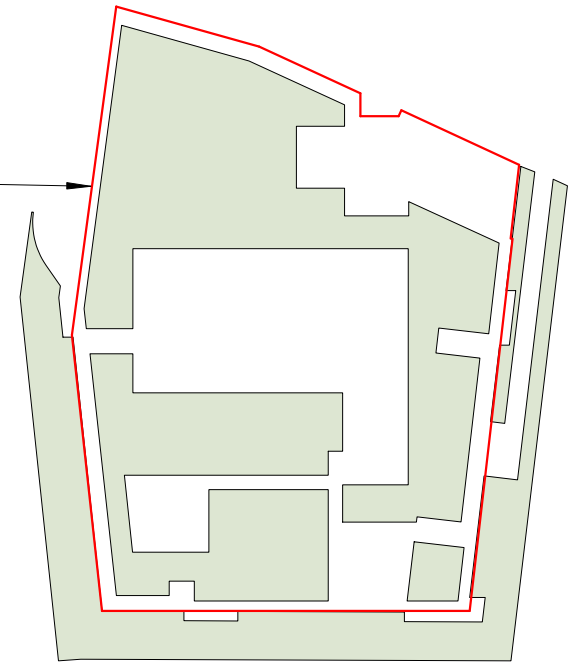
9,575 SF



2 | COMBINED ROOF AREA
1" = 40'-0"

RED LINE INDICATES
BUILDING ROOF LINE

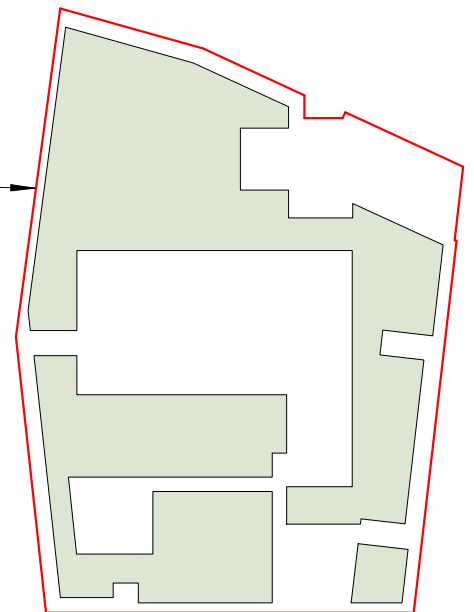
2,223 SF ON SITE
4,778 SF ON ROOF
7,011 SF TOTAL



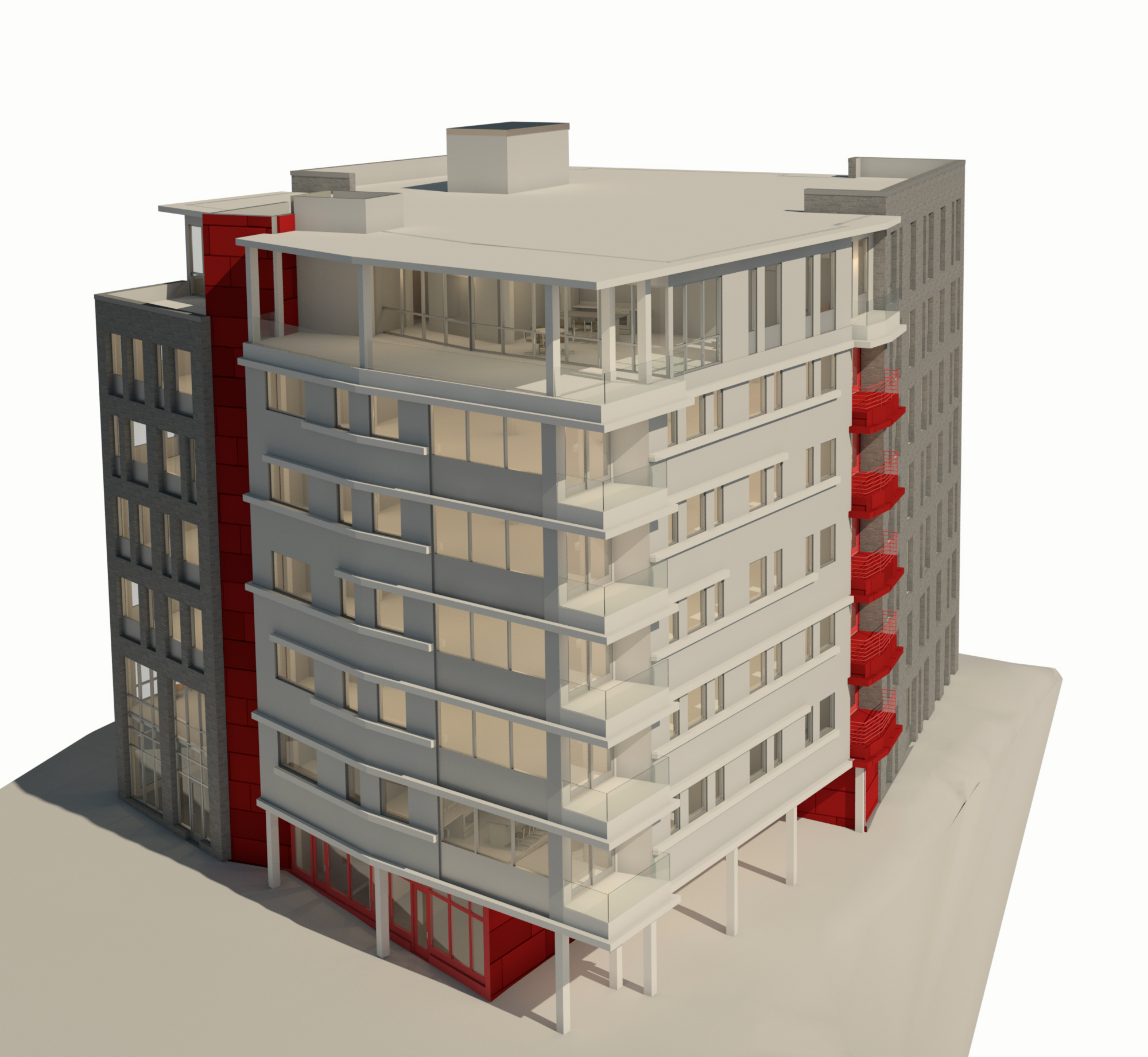
3 | PERVIOUS AREA
1" = 40'-0"

RED LINE INDICATES
BUILDING ROOF LINE

4,788 SF



4 | GREEN ROOF AREA
1" = 40'-0"





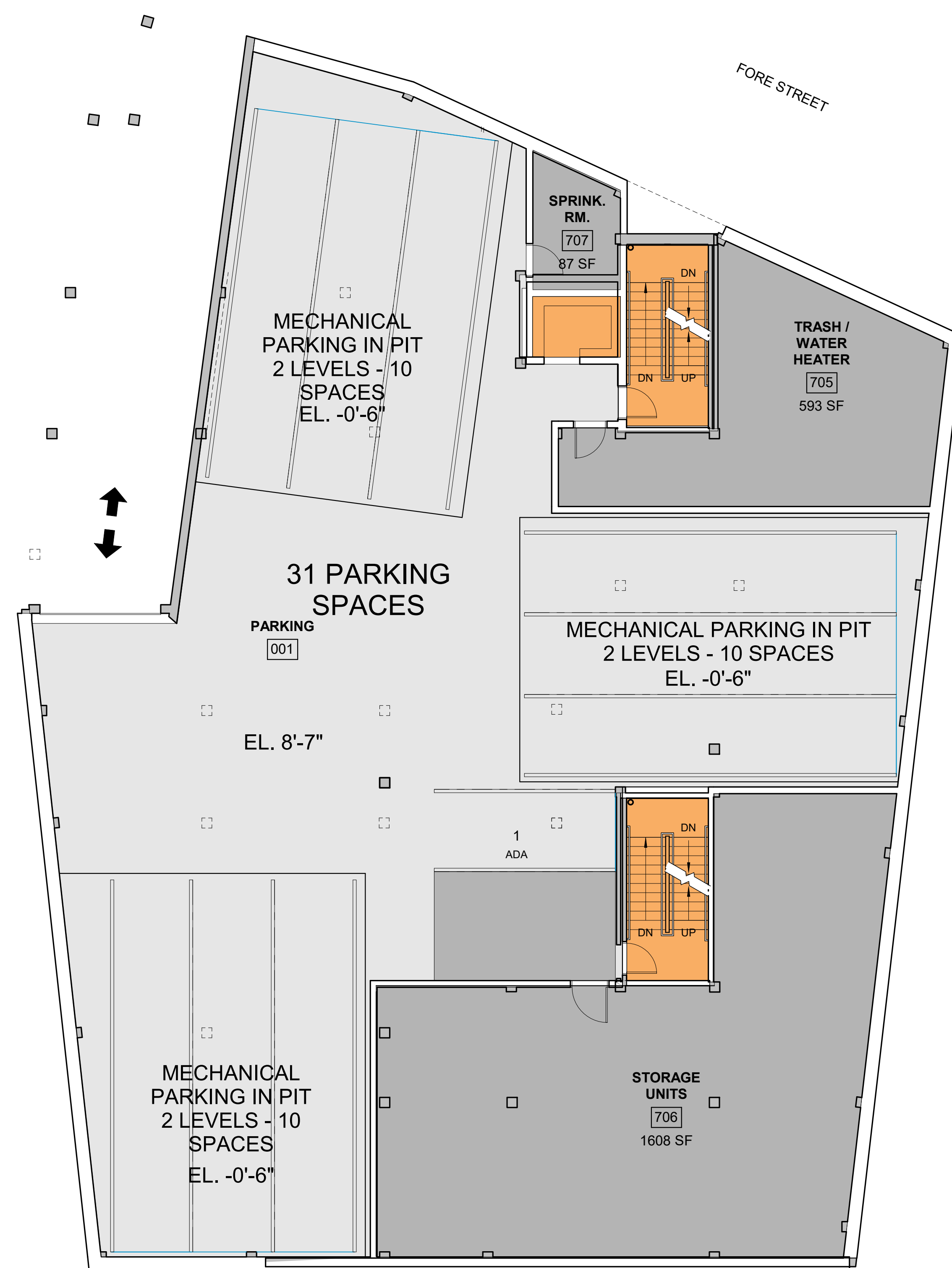




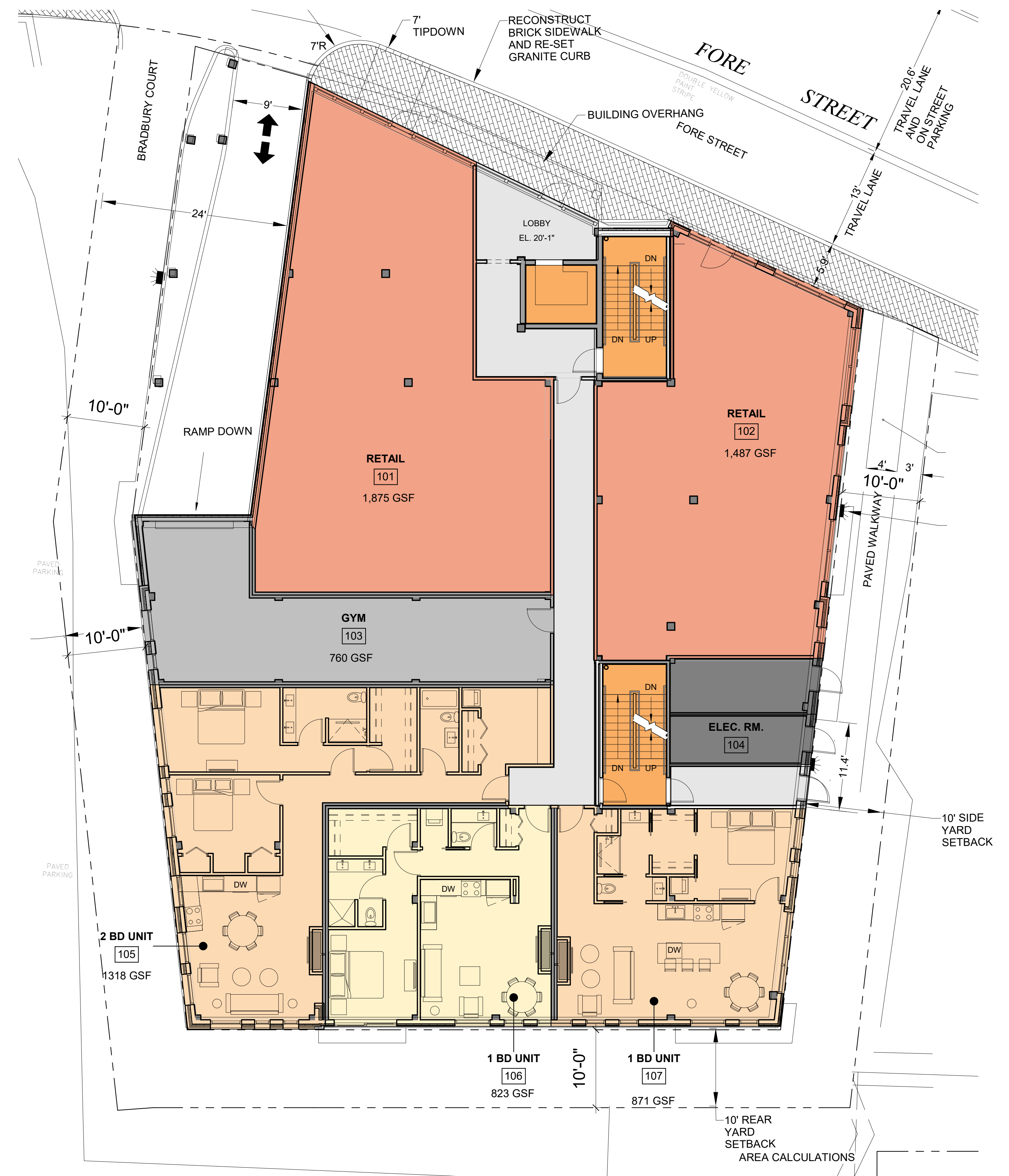








1 | LOWER LEVEL
1/8" = 1'-0"



2 | 1ST FLOOR
1/8" = 1'-0"

208 FORE STREET

PORTLAND, MAINE

09 AUG. 2018

A1.0