PLANNING BOARD

Tuesday, March 14, 2023 at 4:30 PM
The meeting will be held remotely via Zoom

MEMBERS
Maggie Stanley, Chair
Brandon Mazer, Vice Chair
Justin Barker
Marpheen Chann
Sean Murphy
David Silk
Austin Smith

REMOTE ACCESS INFORMATION:
The Planning Board will conduct this meeting remotely via Zoom pursuant to the Remote Meeting Policy adopted by the Planning Board. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the Agenda Center following the meeting.

For public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

You are invited to a Zoom webinar.
When: Mar 14, 2023 04:30 PM Eastern Time (US and Canada)
Topic: Planning Board Workshop and Public Hearing 3-14-2023

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PUBLIC COMMENT INFORMATION:
To submit written public comment on an agenda item, email planningboard@portlandmaine.gov. Submissions must be received by 12:00 pm the day before the Planning Board meeting to guarantee their inclusion in the agenda packet. All submissions must include the commenter's name and legal address. To help ensure your comment is submitted for the correct item, please include the name of the agenda item (see below).

Please note that the placement of items on this agenda are subject to change – please check the Agenda Center prior to the meeting for the item start time.

AGENDA:

WORKSHOP - 4:30 PM

i. Master Development Plan; 196 Lancaster Street (West Bayside Master Development Plan); West Bayside Partners, LLC, Applicant. (estimated time 4:30 – 6:00 p.m.) The Planning Board will hold a remote workshop to consider a Master Development Plan proposal to develop 13 parcels across 7 City blocks in Portland's West Bayside neighborhood. The development will consist of 7 new buildings constructed over 5 phases, including 804 residential units (201 affordable and 603 market rate units), 28,500 square feet of new commercial space, and a new open space in the form of a linear park/woonerf/shared street along Lancaster Street between Elm Street and Preble Street. The subject property totals approximately 8.97 acres and is located within the B-3 Downtown Business Zone, the B-7 Mixed Development Zone, and the R-6 Residential Zone, and is further within the DEOZ Downtown Entertainment Overlay Zone. A project and plan summary are available for viewing on the city's CSS Portal (https://css.portlandmaine.gov/) by referencing Plan Number PL-002315-2022.

PUBLIC HEARING - 6:00 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON FEBRUARY 28, 2023

Afternoon Workshop
111 Bedford Street: Barker, Chann, Mazer, Murphy, Silk, and Smith present. Stanley absent.

Evening Hearing
185 Commercial Street: Barker, Chann, Mazer, Murphy, Silk, and Smith present. Stanley absent.
165 Lambert Street: Barker, Chann, Mazer, Murphy, Silk, and Smith present. Stanley absent.
22 Park Ave: Barker, Chann, Mazer, Murphy and Smith present. Silk recused. Stanley absent
385 Congress Street: Chann, Mazer, Murphy, and Smith present. Barker recused. Silk and Stanley absent.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON FEBRUARY 28, 2023

i. Major Site Plan; 185 Commercial Street, 185 Commercial Street, LLC. Applicant. Barker moved, and Barker seconded a motion to approve the major site plan for 185 Commercial Street. Vote 6-0, Stanley absent.

ii. Major Site Plan; 165 Lambert Street, Maine Cooperative Development Partners, Applicant. Barker moved, and Murphy seconded a motion to waive Site Plan Standard 14.6.1.B.3. to not require sidewalk and curbing along Lambert Street and reduce the required installation of curb and sidewalk along Auburn Street. Vote 5-1, Mazer opposed. Stanley absent. Barker moved, and Silk seconded a motion to waive Technical Manual Standard Section 1.7.2.8 to permit a total of three driveways for the development. Vote 6-0, Stanley absent. Barker moved, and Murphy seconded a motion to waive Technical Manual Standard 1.14.3 to reduce the driveway aisle width from 24 feet to 22 feet. Vote 6-0, Stanley absent. Barker moved, and Silk seconded a motion to waive Technical Manual Standard 8.2 to permit the filling of an area of wetland less than 10,000 square feet. Vote 6-0, Stanley absent. Barker moved, and Murphy seconded a motion to waive Technical Manual Standard 8.2.1 to permit disturbance within the required 100-foot stream buffer. Vote 6-0, Stanley absent. Barker moved, and Silk seconded a motion to approve the Conditional Use Application for inclusionary zoning. Vote 6-0, Stanley absent. Barker moved, and Silk seconded a motion to approve the Major Site Plan Application for 165 Lambert Street. Vote 6-0, Stanley absent.

iii. Zoning Map Amendment and Contract Zone Termination; 22 Park Ave; Community Housing of Maine. Applicant. Barker moved, and Murphy seconded a motion to recommend to the City Council the termination of Contract Zone C-5. Vote 5-0, Silk recused and Stanley absent. Barker moved, and Murphy seconded a motion to recommend to the City Council rezoning the property at 22 Park Avenue to B-2b Community Business. Vote 5-0, Silk recused and Stanley absent.

iv. Major Site Plan; 185 Commercial Street, 185 Commercial Street, LLC. Applicant. Murphy moved, and Chann seconded a motion to recommend to the City Council rezoning of the property at 211 Cumberland Avenue to B-3 Downtown Business. Vote 4-0, Barker recused, Silk and Stanley absent. Murphy moved, and Smith seconded a motion to recommend to the City Council an amendment to the Downtown Height Overlay Map to include the property at 211 Cumberland Avenue, and removal of the property at 211 Cumberland Avenue from the Bayside Height Overlay Map. Vote 4-0, Barker recused, Silk and Stanley absent.

5. NEW BUSINESS

i. Major Site Plan Amendment; 57 Douglass Street; Maine Cooperative Housing Development Partners, Applicant. (estimated time 6:00 p.m.) The Planning Board will hold a remote public hearing to consider an amendment to PL-001888-2021, approved by the Planning Board on May 24, 2022, to revise the design of the two-story residential buildings, increase residential unit count from 120 units to 129 units, and create a new outdoor space and walking path. The subject property totals 3.35 acres, and is zoned R-5A Residential. A project and plan summary are available for viewing on the city's CSS Portal (https://css.portlandmaine.gov/) by referencing Plan Number PL-002271-2022.

To:	Chair Stanley & Members of the Planning Board
From:	Zach Powell, Senior Planner
Date:	March 10, 2023
Re:	Bayside Master Development Plan
Project ID:	PL-002315-2022
CBLs:	033 M004001, 033 M001001, 033 M012001, 033 G002001, 033 G003001, 033 E003001, 033 E002001, 033 E001001, 025 F001001, 025 D009001, 033 H018001, 033 H009001, 033 H006001
Meeting Date:	March 14, 2023

I. INTRODUCTION

Figure 1: Aerial rendering of Bayside MDP full buildout, with MDP boundary outlined in yellow.

West Bayside Partners, LLC and Port Property Management have submitted an application for a Master Development Plan (MDP) to facilitate a phased development spanning multiple blocks in the Bayside Neighborhood that includes the demolition of four buildings totaling ±20,192 square feet, partial demolition of the northern portion of 185 Lancaster totaling ±20,238 square feet, conversion of ±31,982 square feet of structured parking at 315 Cumberland Avenue to ground-floor retail, and construction of seven new mixed-use buildings totaling ±688,205 square feet with 804 dwelling units and ±28,500 square feet of commercial space. This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code, Master Development Plan Standards, §14.7. An approved Master Development Plan shall expire six years from the date of approval if no site work or building construction has commenced.

In addition to the MDP application, the Applicant has submitted a Traffic Movement Permit (TMP) application for the first two phases of development and intends to submit a major site plan application for 89 Elm Street (Identified as Phase 1b) in the near future.

Subsequent applications under an approved MDP will be subject to site plan standards as well as the B-3 Downtown Business Urban Design Guidelines, B-7 Design Guidelines, R-6 Small Residential Design Standards, and an advisory historic preservation review for 315 Cumberland Avenue based on the site being within 100 feet of the Congress Street Historic District.

The March 14, 2023 Planning Board Workshop will be the first workshop on the MDP and will primarily focus on providing the Board with an overview on the application as well as the site layout and building design.

The Planning and Urban Development Department mailed 107 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the March 4th and March 7th edition of the *Portland Press Herald*.

Applicant: Mike Barton, Port Property Management
Consultants: Will Savage and Mike Triglione, Acorn Engineering

II. REQUIRED REVIEWS

Review	Applicable Standards
Master Development Plan (MDP)	§14.7 of the Land Use Code
Submitted Waiver Requests	**Applicable Standard**
§7.3 – Table 7-E: Mixed-Use Zone Dimensional Standards – to vary the front setback on Lancaster Street for 95 Preble Street	§7.3 – The maximum permitted front setback from all street frontages in the B-3 zone is 5 feet. §7.5.5.F.4 allows the Planning Board to set a different setback in order to comply with design standards.
Technical Manual § 1 – Figure I-12 – Flush curbing along Lancaster Street between Preble & Elm Street	Technical Manual §1 – Figure I-12 – 7" reveal required
Technical Manual § 1– Figure I-16A – Drive aisle width of 22 feet	Technical Manual §1 – Figure I-16A – Parking spaces with a 90° angle, a minimum 24-foot drive aisle width is required.

Master Development Plan Framework

A Master Development Plan (MDP) is a regulatory option, applied for at the discretion of the applicant, for sites with one acre or more in cumulative lot area that's designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements built in phases over an extended timeframe (§14.7). An approved MDP establishes parameters to be adhered to for the full development, including total residential units, types of uses, lot coverage, open space, stormwater management, infrastructure, traffic, parking, site layout, and circulation. MDPs may be developed concurrently with site plans and/or subdivisions, or independently. Approval does not constitute an authorization for development, or demolition but it does maintain the applicability of regulations in effect at the time of the approval for as long as the MDP approval remains valid. MDP submission requirements are deliberately not as detailed as site plan and subdivision requirements to allow for some flexibility in the final buildout of a large, phased project. Site plan applications and any other required approvals are

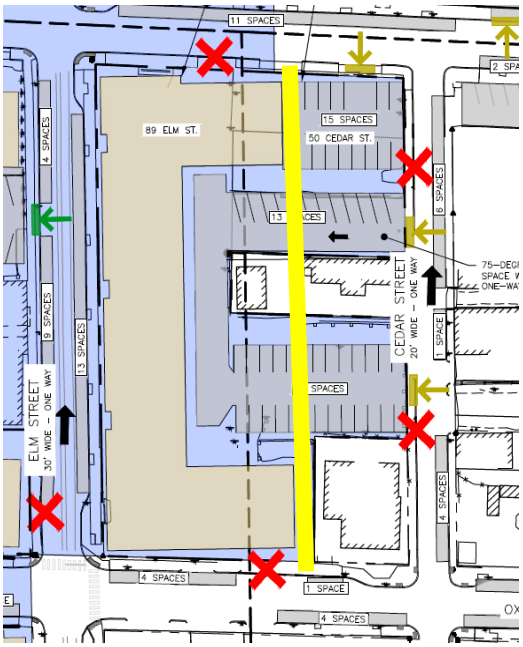

Figure 2: Master Site Plan showing proposed 89 Elm Street with B-3 & R-6 zone boundary shown with a dashed gray line and thirty feet from boundary shown with a yellow line.

required before any development on the site can proceed, as outlined by the City's Land Use Code:

MDP's are not permitted within residential zones (§14.3.2). However, one of the proposed properties within the MDP (89 Preble Street) is split between the B-3 and R-6 zones. §5.2.3 of the Land Use Code (Extension of zone lines) allows for a 30-foot incursion of the provisions of the less restrictive zone, B-3, into the more restrictive R-6 (see Figure 2).

Through §5.2.3, the MDP is permitted to extend 30 feet into the R-6 zone for 89 Elm Street to the yellow line shown in Figure 2, with 89 Elm Street having more than 20 feet of street frontage in the R-6 zone on both Oxford and Lancaster Streets. While the MDP is permitted to extend into the R-6 zone, the portions of the proposed building in the R-6 must comply with all R-6 dimensional requirements.

III. PROJECT DATA

Existing Zoning	B-3 (Downtown Business) B-7 (Mixed Development) R-6 (Residential) Downtown Entertainment Overlay		
Existing Uses	Artist studio (14,850 SF) Clinic (52,700 SF) Dwelling units (55 units) (35,595 SF) Office (64,924 SF) Off-street parking, Surface (411 spaces) Off-street parking, Structured (679 spaces)(258,400 SF) Retail (Bakery) (6,016 SF) School (43,454 SF)		
Proposed Uses	Dwelling units		695,300 SF (859 units)
	Retail space (Art Gallery and General Retail)		9,000 SF
	Low-Impact, Industrial (Brewery)		6,500 SF
	Restaurant		9,000 SF (2 units)
	Place of Assembly (Fitness Center)		4,000 SF
	Office		64,924 SF
	School		43,454 SF
	Structured Parking		226,418 SF (595 spaces)
	Surface Parking		126 Spaces
MDP Area	±308,042 SF* (7.07 acres)(*Please note total includes 30-foot extension into the R-6 district of the proposed 89 Elm Street)		
	Existing	*Proposed*	*Net Change*
Building Footprint	139,541 SF	196,393 SF	+56,852 SF
Building Floor Area	475,939 SF	1,058,596 SF	+582,657 SF
Dwelling Units	55 Market-Rate	859 (658 Market-Rate; 201 Affordable at 60% Area Median Income)	+804 units (603 Market-Rate Units; 201 Affordable)
Parking Spaces	1,090 spaces	721 spaces	-369 spaces
Curb Cuts	22	10	-12

IV. EXISTING CONDITIONS AND SITE CONTEXT

The project site spans six blocks and is approximately 7 acres in area. The MDP is bounded to the north by Chestnut Street, to the South by Preble Street, to the East by Cumberland Avenue, and to the West by Kennebec Street. Located in Bayside, several residential, commercial, and industrial uses were historically located in this neighborhood, based on the proximity to downtown and to the former freight yard west of Somerset Street as shown in Figure 3. While Figure 3 shows a significant number of residential dwellings in the project area in 1914, the neighborhood lost residential population in the mid-to-late 20th century and has seen a significant change in uses and physical form. As a result, the majority of the area formerly occupied by residential dwellings has been converted into off-street parking. Along with these changes, the rail-oriented industrial uses in the area led to soil contamination, which prompted brownfield remediation efforts by the City in the late 1990s and early 2000s for the shaded areas shown in Figure 11. Today, the surrounding area includes a mix of commercial and social services of varying scales located on the edges of the MDP boundary, with newer residential uses primarily located towards the west and commercial & social service uses located to the east and south.

The MDP area is proximate to public transit, with METRO PULSE at Elm Street (Downtown Transportation Center) located half a block from the MDP's northern boundary. METRO PULSE serves as a hub for Routes #2, #4, #5, #7, and the Husky Line begins and ends their routes. METRO bus route #8 runs through the MDP boundary on Cumberland Avenue, Elm Street, Lancaster Street, and Preble Street.

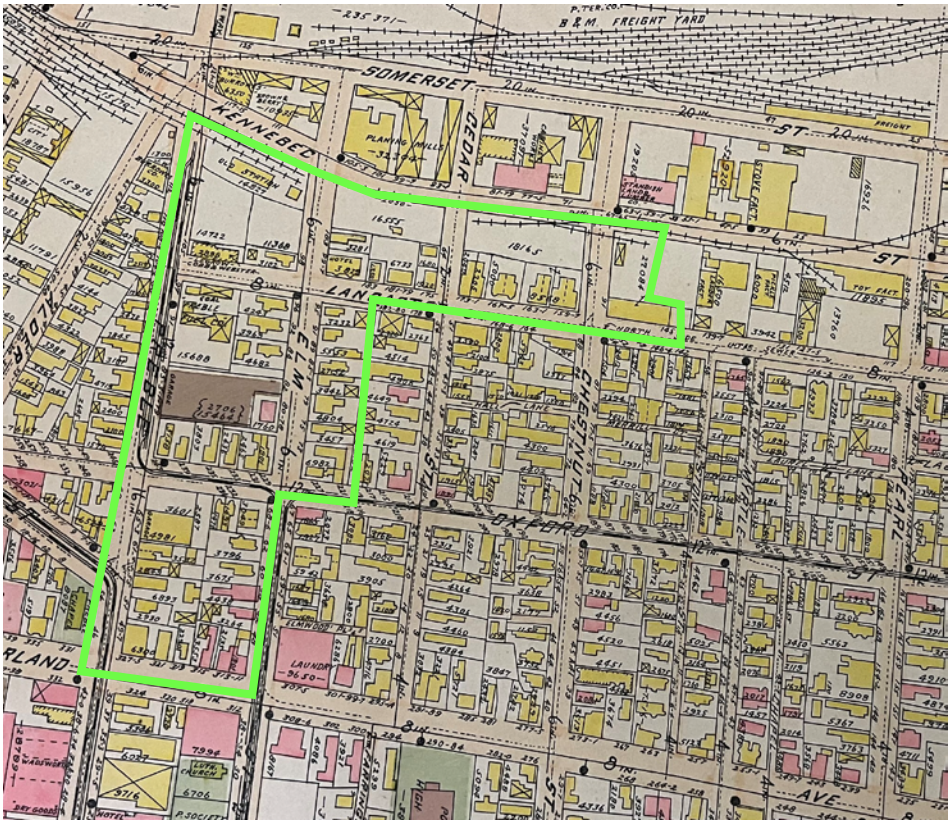

Figure 3: 1914 City Atlas with MDP boundary shown in green.

V. PROPOSED MASTER DEVELOPMENT PLAN PROGRAM

The proposal is a mixed-use development that retains five existing buildings, that include residential, commercial, and institutional uses, and proposes the construction of seven mixed-use commercial and residential buildings. Open space included in the MDP (Figure 4) includes two pocket parks and a woonerf on Lancaster Street between Elm and Preble Streets that are accompanied by a civic plaza on 95 Preble Street. As submitted, it is not stated when each of these proposed open spaces will be completed in relation to the following proposed phases of development.

Figure 4: Open Space Plan from MDP Context showing proposed pocket parks in mossy green and the proposed woonerf and plaza in orange and aqua green.

A. Development Phases

The development includes five proposed phases, with a total of eight sub-phases shown in Figure 5 and described below.

Phase 1a (81 and 95 Preble Street): Demolition of a ±4,544 square foot commercial structure and construction of an 8-story, ±75,939 mixed-use building with 111 residential dwelling units and ±5,000 square feet of commercial space. An existing 85 space surface parking lot is proposed to be reduced to 44 surface parking spaces.

Phase 1b (Proposed 89 Elm Street): Construction of an 8-story ±196,552 square foot mixed-use building containing 201 residential dwelling units and 4,500 square feet of commercial space. The existing 132-space surface parking lot is proposed to be reduced to 54 surface parking spaces.

Phase 1c (315 Cumberland Avenue): Conversion of ±31,982 square feet of the ground level parking area within the Portland Public Market Garage to retail space.

Phase 2 (66 Elm Street): Removal of 32 surface parking spaces and construction of a 10-story, ±65,450 square foot mixed-use building with 85 dwelling units and ±1,500 square feet of commercial floor area.

Phase 3 (103 Chestnut Street): Removal of 57 surface parking spaces and construction of a 10-story, ±108,714 square foot mixed-use building with 125 dwelling units and ±4,500 square feet of commercial floor area.

Phase 4 (197 & 201 Lancaster Street): Demolition of a ±6,016 square foot commercial building, removal of 18 surface parking spaces, and construction of a 5-story, ±38,930 square foot mixed-use structure with 59 dwelling units and ±6,500 square feet of commercial floor area.

Phase 5a (81 Preble Street): Demolition of two commercial buildings totaling ±11,902 square feet, removal of 23 surface parking spaces, and construction of a 6-story, ±66,750 square foot mixed-use building with 81 dwelling units and ±4,000 square feet of commercial floor area.

Phase 5b (185 Lancaster Street): Partial demolition of ±14,044 square feet of an existing commercial building, reconfiguration of the existing surface parking area, removal of one surface parking space, and construction of a 10-story, ±135,870 square foot mixed-use structure with 142 dwelling units and ±2,500 square feet of commercial floor area.

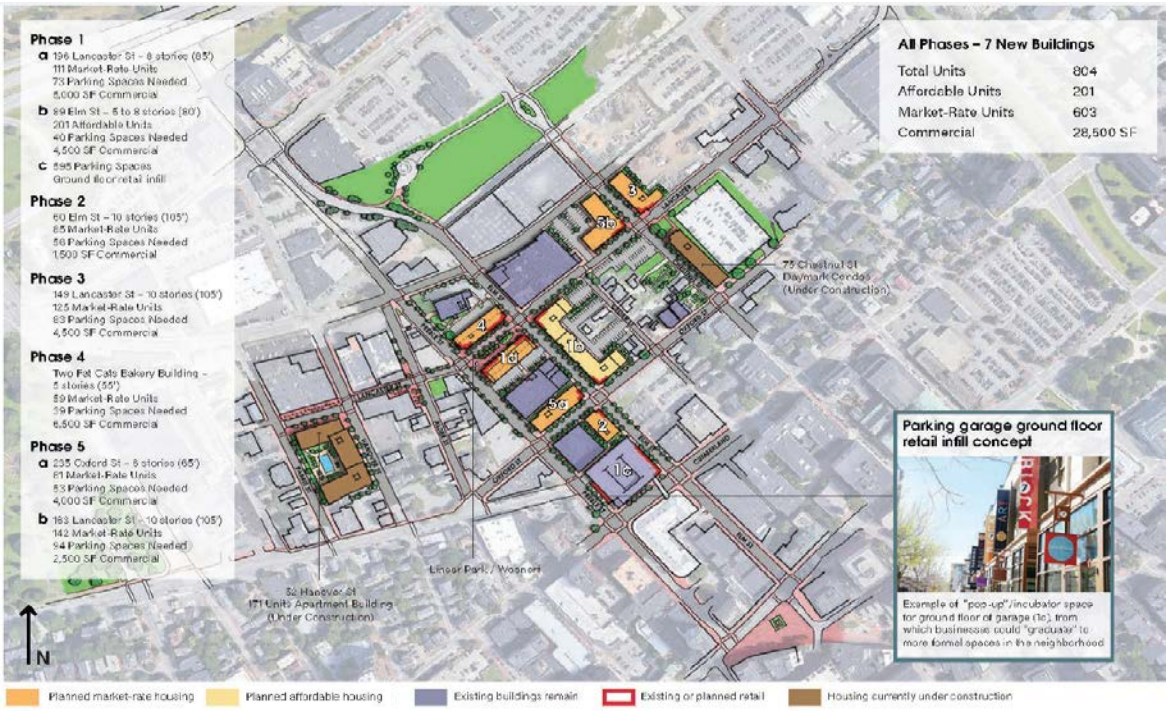

Figure 5: Phasing Plan

VI. ZONING ANALYSIS

The MDP is encompassed by the B-3 (Downtown Business), B-7 (Mixed Development), and R-6 (Residential) Zones. Table 1 identifies the applicable zoning districts for each phase, along with the zone purpose statements. There are no final building designs in an MDP application, therefore any zoning analysis conducted as part of the proposal is to confirm the feasibility of the site design concept as proposed.

Table 1: Zoning Districts by Phase		
Zoning District	Phase	Purpose Statements
B-3	Phase 1a, 1b, 1c, 2, 5a	• Enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working, and visitor populations • Encourage increased housing opportunity downtown for a diverse residential population • Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment • Encourage excellence in urban design • Preserve and capitalize on the unique character and historic fabric of the downtown through the encouragement of reuse of significant existing structures • Provide adequate parking and transportation facilities which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment (*see full purpose statement in Table 5-d of Land Use Code*)

B-7	Phase 3, 4, 5b	To establish a zoning district for urban areas in which the City has adopted master plans for redevelopment. Certain areas, including but not limited to Bayside, lie at the perimeter of the established downtown and contain significant redevelopment opportunities. The B-7 zone encourages these districts to acquire a distinctly urban form through dense development featuring a mix of uses such as housing, retail, offices, research and development, and artisan studios and that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. Use of multi-modal transportation is strongly encouraged and is advanced by the installation of bicycle amenities, such as bicycle racks and storage areas. The zone promotes a wide range of uses in high quality structures and public open spaces to achieve 24-hour urban vitality and shared parking infrastructure. The B-7 zone promotes a mixed-use development pattern envisioned on Portland's peninsula.
R-6	Phase 1b	To set aside areas on the peninsula for housing characterized primarily by multi-family dwellings at a high density providing a wide range of housing for differing types of households; to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses; and to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

While the MDP is located in several zoning districts, the entirety of the MDP would be governed by the Bayside Height Map, which was developed concurrently with the establishment of the B-7 Mixed Development zone. All of the zones being discussed encourage denser residential development and quality design that engages with the surrounding neighborhood, with a minimum building height of two stories throughout the entire MDP. The B-3 and B-7 portions of the development additionally support mixed-use development that supports active neighborhoods, prioritizes design and streetscapes that are pedestrian-centered, and encourages a shift away from automobile-centric building and site design.

Building heights greater than 105 feet, shown in blue in Figure 6, are concentrated closer to downtown along Cumberland Avenue and west of Lancaster Street towards Marginal Way. Maximum building heights step down within the central portion of the MDP to either 85 feet (shown in green) or 55 feet (shown in purple), to reflect both the smaller-scale residential and commercial development and change in grade between Lancaster and Oxford Streets.

In regard to housing requirements, the proposed 804 new dwelling units will be subject to Inclusionary Zoning (§18.2.3, Ensuring workforce housing), which requires that 25% of the units be workforce housing at 80% of area median income (AMI). The units can be provided in the development or via contributions to the City's housing trust fund. The applicant is proposing 804 new units, 201 of which would be workforce units, proposed to be 60% AMI, which is a deeper level of affordability than Portland's Inclusionary Zoning requires. The applicant is proposing to meet their Inclusionary Zoning requirement through the project phasing, so that all workforce units would be provided in Phase 1b, shown in purple below in Figure 6, and subsequent phases provide the market rate units. A workforce housing agreement would memorialize this phased compliance with §18.2.3, and would be formalized at the time of the first site plan approval. 60% AMI affordability levels, would also permit an increase in height for the B-3 portion of the lot by an additional 25 feet per §18.2.4 of the Land Use Code.

The majority of the proposed uses are permitted by-right within the applicable zoning districts, with breweries (Low-impact industrial <10,000 SF) listed as a conditional use in the B-3 zone, which would be subject to conditional use standards in §6.5.2 and 6.5.6(E) of the Land Use Code. Currently, the location of the proposed brewery has not been identified in the application materials and would be required to be located greater than 100 feet from any operator with an active entertainment license, meeting the standards of the Downtown Entertainment Overlay Zone (DEOZ).

As submitted, the Master Development Plan does not comply with all of the zoning requirements of the applicable zones, primarily the maximum permitted front setbacks. The Applicant has submitted one waiver request for an expanded front setback of 30 feet for Phase 1a (95 Preble Street) to facilitate the development of a public plaza adjacent to a proposed woonerf on Lancaster Street, or the proposed buildings in the B-3 district will meet the maximum length of undifferentiated wall space of 30 feet. The Land Use Code includes a provision in Sec. 7.5.5 for the Planning Board to approve a different setback, the criteria for which is outlined in the Design Manual for the B-3 zone (§(b)(1)(e)(2)).

Figure 6: Bayside Height Map, with the area of MDP shown in varying colors based on permitted height allowances.

Waiver Requests for Future Site Plan Applications

As mentioned above, the Applicant has submitted a waiver request to have an expanded front setback for Phase 1a on Lancaster Street of 30 feet to facilitate the development of a public plaza, with the review of expanded setbacks subject to the B-3 design review standards of §(b)(1)(e)(2) of the Design Manual. Based on the proposed design of the overall MDP, additional waivers of this standard or modifications to other building designs would be required in order for this change from the maximum 5-foot front setback standard to be approved. §(b)(1)(e)(2) of the Design Manual allows for the Planning Board to grant this modification.

The second waiver proposes a flush curb as part of the associated woonerf being requested on Lancaster Street between Elm and Preble Streets, when a 7" reveal for granite curbing is required. Implementation of woonerfs are subject to review and approval by the Department of Public Works.

The last waiver request proposes reducing the minimum 24-foot drive aisle width from 24 feet to 22 for 90◦ parking spaces, which is shown for Phases 1b (89 Elm Street) and 5b (185 Lancaster Street). The Applicant has stated that the waiver request has been submitted to maximize green space & residential units.

All three of the proposed waiver requests have been noted by the Planning Authority as waivers that will need to be granted during future site plan applications to comply with City Standards, but the MDP review provides an opportunity for the Planning Board to weigh in on the feasibility and value of the waiver requests in the MDP site design.

VII. STAFF REVIEW

A. Master Development Plan Review Standards Section 14.7

§14.7 of the City's Land Use Code establishes standards under which Master Development Plan applications must be reviewed. Per this section, Master Development Plans shall adhere to the following requirements:

In general

a. Integration with the surrounding context. *Designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure*.

Staff Comment: As proposed, the uses included in the MDP are permitted as of right or conditionally permitted within the applicable zoning districts, and align with existing uses within the surrounding neighborhood. The Applicant is currently in the process of updating application materials to provide more information on proposed architectural design elements of the MDP, which will assist in confirming the compatibility of this development with its surrounding context.

The site is proximate to the Bayside Trail and an existing community garden at 82 Chestnut Street, which is under the ownership of the applicant. As discussed later on in this report, striking a balance between developing new open space and enhancing connections to existing open space will be an important component given the size, topography and urban context of the MDP.

Figure 7 displays the condition of sidewalks within the area of the MDP. Generally, the current condition of pedestrian facilities is acceptable, with lower-quality conditions found along Elm, Kennebec, and Lancaster Streets. Upgrades to these facilities will be required as part of future site plan applications. The MDP spans an area of the City with a combination of smaller and larger blocks, with nearby larger blocks Downtown providing mid-block pedestrian permeability. The application has the advantage of an existing urban street network, ensuring foundational pedestrian permeability and street connectivity as its starting point. In reviewing the MDP and in future reviews of development phases, the focus will be on improving and expanding those connections wherever possible, and ensuring that the quality of existing connectivity is not impeded. Two pocket parks have been proposed as part of the MDP that serve this function, but the design of these connections, identification through wayfinding, and co-located uses (e.g., vehicle loading) will need to be assessed to ensure successful implementation.

A significant number of existing curb cuts are proposed to be removed as part of the MDP, which will help to prevent breaks and conflicts between motorists and pedestrians at driveways. New curb cuts proposed for Phase 1a (95 Preble Street) on both Preble and Elm Street will continue to be reviewed by City Staff to mitigate any potential conflicts. The MDP also proposes the conversion of Oxford Street to a two-way street, which is recommended by the *Bayside Transportation Master Plan*, and which is expected to enhance connectivity within the neighborhood.

Figure 7: Map documenting condition of pedestrian facilities in the MDP area, with purple lines indicating good quality, yellow lines indicating fair quality, and red lines indicating poor quality.

The proposed one-block woonerf on Lancaster Street is being proposed to improve the condition of one of the lowest-rated pedestrian facilities within the MDP area. The woonerf serves as a focal point of broader streetscape improvements which aim to connect existing developments to the Master Development Plan. Pedestrian connectivity is a key goal of the B-3 and B-7 zones and supports several goals of City policy documents (*A New Vision for Bayside, Bayside Transportation Master Plan, and Portland 2030*). Consideration of additional signage, programming, and transportation improvements may be warranted to ensure that the design results in an intentional, inviting, and safe connection across Elm and Preble Streets.

The applicant is in the process of revising a Traffic Movement Permit (TMP) application for Phases 1a-2 and a scoping meeting will be held at a future date once the application is deemed complete. The timeline for this TMP may extend beyond the review timeframe for the MDP. The MDP does not require a TMP be submitted as a prerequisite for approval of the application, though the applicant has the option to pursue it at this stage of review.

Figure 8: Photo of Lancaster Street from Preble Street looking South.

Consulting Traffic Engineer Tom Errico has submitted comments on the MDP and TMP applications which has been included as Attachment 3. At this initial point in the application review, the majority of the comments request additional information related to the proposed Traffic Movement Permit for Phases 1-2 and assessing impacts to public streets through driveway modifications and the proposed conversion of Oxford Street to a two-way street.

Transportation Program Manager Bruce Hyman also has provided the following comments on the project:

- *The Traffic Analysis memo (dated December 23, 2022) contains inventory maps that document the locations of bicycle, pedestrian and transit infrastructure and routes. This inventory does not include, though, a qualitative assessment of how well the existing conditions and potential enhancements by the project (with the exception of a portion of Lancaster Street) would contribute to and achieve many of the neighborhood-level elements of the Neighborhood Context Statement's Placemaking Framework such as Foster Real Walkability or Create Places that Connect People.*
- *The Traffic Analysis memo also proposes a target for the project to achieve a high percentage of multimodal trips that will require the desired high quality pedestrian and transit-oriented development context but should also reflect the need for reinforcement by a strong transportation demand management plan and program that will be part of subsequent applications.*

The MDP is located in an area of the City with combined sewers and proposes connections to the combined sewer system. As a redevelopment site, the Technical Manual states that only 50% of the redeveloped impervious area is required to be treated. Given these factors and the proximity to the flood zone, the Department of Public Works has proposed an approach for stormwater management requiring on-site detention capacity as part of their comment letter in Attachment 5.

b. <u>Consistency with City Plans.</u> *Consistent with the objectives of this ordinance, consistent with the City's Comprehensive Plan, and consistent with City Council-approved master plans and facility plans for off-premise infrastructure.*

<u>Staff Comment:</u> The MDP aligns with the City's Comprehensive Plan, and Portland's Plan 2030 in numerous respects by infilling underdeveloped sites primarily used for automobile parking with residential units, commercial uses, and publicly accessible open spaces and pedestrian connections that better reflect the location and in proximity to public transit. Portland's Plan 2030 supports walkable, connected, mixed use, complete neighborhoods widely, and specifically in this neighborhood in the Vision, Housing, Transportation Sustainability, and Future Land Use sections. Examples are included below.

Figure 9: Graphic of six interlocking principles of Portland's Plan 2030.

Vision Statement

Portland Plan's 2030 Vision Statement supports broad principles for how the city will grow and change, framed by six interlocking principles shown in Figure 9.

Environment

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.
- Continue to develop land use policies which support complete neighborhoods.

Housing

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- 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.
- Coordinate linkages between accessible transportation and housing affordability.

Recreation, Parks & Open Space

- Pursue opportunities, in collaboration with partners, to create new open spaces in areas that are currently underserved.
- Strengthen connections between open spaces

Transportation

- Promote multi-modal accessibility, enabling residents and visitors of all ages and abilities to participate fully in the social and economic life of the community.

Future Land Use

- Reinforce the Center: Though Portland's commercial and entrepreneurial activity takes place throughout the city, downtown Portland remains at the center of the region's arts and cultural, economic, and civic health, and Portland's Plan embraces the principle that downtown should continue to be a predominant locus of activity for the broader region. As a neighborhood in the center of the peninsula and adjacent to the City's arts district, Old Port, and densest neighborhoods in the City, an infusion of housing and activity into the project site reinforces Portland's historic center.
- Complete Neighborhoods: A principle that appears in multiple places in the code, Complete Neighborhoods holds that..... The proposed MDP would result in more people, amenities and services to Bayside, in near proximity to transit and the commercial hub of downtown.
- Priority Node: The MDP falls within a priority node (see Figure 10)

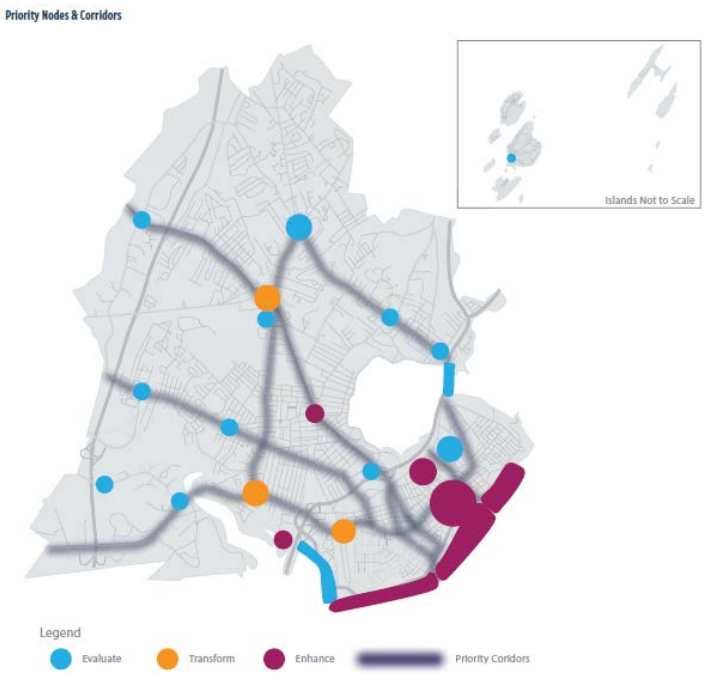

Figure 10: Priority Nodes & Corridors Map from Portland's Plan 2030 with the project site located in an enhancement node.

A New Vision For Bayside, adopted in 2000, articulated a vision for the neighborhood, some of which has been implemented, some of which has been superseded in the ensuing 23 years, but it remains a valuable snapshot of the challenges of implementing long term change particularly in regard to its industrial past, and the longstanding goals for the area to become a vibrant, dense, connected mixed use neighborhood.

More recently, the City completed the 2018 Bayside Transportation Master Plan, which examines existing conditions in Bayside and identifies broad and corridor-specific improvements. Some of the recommendations from this Plan include the recently implemented road diets on Preble and Elm Street, corridor improvements on Lancaster and Kennebec Streets, and the conversion of Oxford Street into a two-way street, also been proposed by the Applicant as part of this MDP.

The MDP site is also located within included in the area encompassed by the Portland Tree Canopy Project, funded through the American Rescue Plan Act (ARPA), which will plant 80 street trees in the Bayside neighborhood in 2023 and serves as a pilot study for guiding future City planting locations and sustainable planting guidelines. The City's Forestry division has encouraged coordination of the MDP development with the Tree Canopy Project and have supplied additional comments that have been included in Attachment 4.

Natural features and open space

a. ***Developed so as to locate buildings and improvements in a manner that considers existing topography, provides usable open space, preserves significant natural features as defined in Subsection 14.6.2, and preserves existing trees to the maximum extent possible.***

Staff Comment: The MDP includes a significant change in elevation (17') from Lancaster Street to Oxford Street, which the Applicant has addressed by providing entrances for Phase 1b (89 Elm Street) at the Lancaster and Oxford Street frontages of the building. Given this elevation change, the massing of the Phase 1b building may seem larger than a level development site. In the MDP and the upcoming site plan application, a discussion of the design of this building at street level, the transition from the B-3 to the R-6 zone, and the building tops will help to more fully address this review standard.

The property MDP area is entirely developed, with minimal landscaping around the perimeter and no significant natural features. As mentioned in the Existing Conditions section of this report, the City is currently working on the Portland Tree Canopy Project, which will help assess the viability of existing and

future tree plantings. City staff has recommended coordination between the Applicant and the Forestry Division to ensure that the proposed MDP landscaping aligns with the work of the Canopy Project.

Three open spaces have been proposed:

- Public Plaza: 4,616 SF
- Oxford Street Pocket Park: 4,800 SF(Co-located with automobile loading area
- Elm Street Pocket Park: 3,900 SF
  Total area: ±13,316 SF (4.3% of the MDP area)

As proposed open space is not provided on each proposed development site and is solely located between Preble and Elm Street, with more traditional streetscape improvements in the portions of the MDP north of Preble Street. The project serves as an opportunity to enhance connections to the Bayside Trail as well, which necessitates a further discussion on the relationship of phasing, location of open space, and prioritization on what types of open space are implemented in each area of the MDP. Other appropriate open space improvements for this neighborhood context are still being discussed with City staff and the applicant.

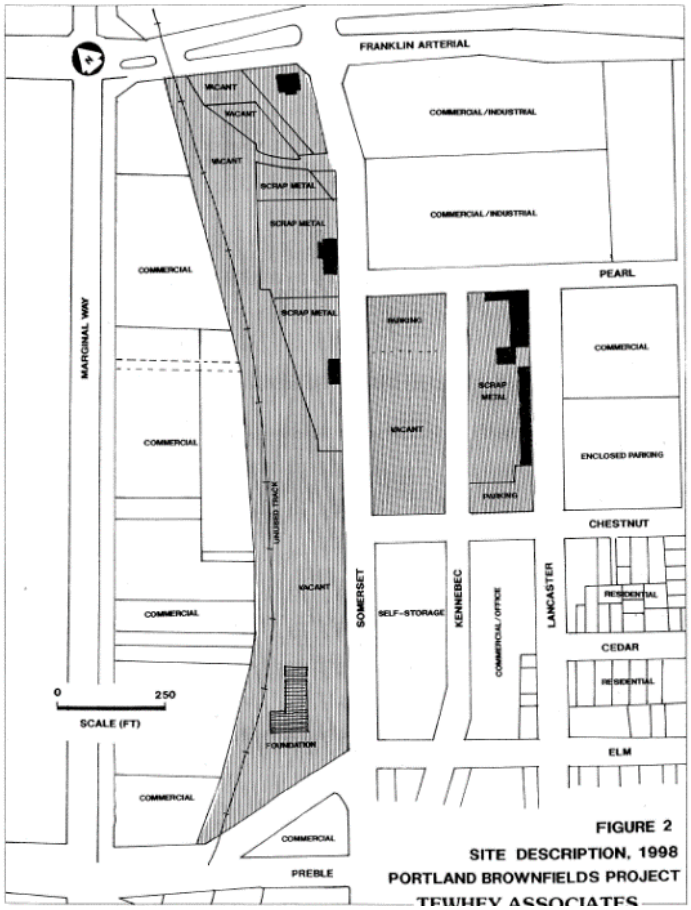

Figure 11: Map of City of Portland's Brownfield Project Area from 1998. Created by Tewhey Associates.

b. Include provisions for the ownership and maintenance of usable open space as appropriate.

Staff Comment: The Applicant has proposed a woonerf on Lancaster Street between Elm and Preble Streets, accompanied by a public plaza on 95 Preble Street. §1.2.2. of the Technical Manual states that curbless "shared streets" (i.e., woonerfs) shall be considered on a case-by-case basis after consideration of context, design, and maintenance, subject to the review of the Department of Public Works (DPW).

There is an active dialogue between the Applicant team and DPW regarding the woonerf, and the Applicant will be submitting additional information related to the proposed design, materials, maintenance schedule, and phasing of construction.

Pocket parks have also been proposed as part of the MDP. Application documents have not specified the anticipated design elements, identified at what point in development open spaces will be installed and what entity/entities will be responsible for maintenance.

Historic Preservation

a. Developed as so to conform with standards for designated landmarks or for properties within designated historic districts or historic landscape districts as found in Article 17.

Staff Comment: Not applicable. The site is not a designated landmark or located within a historic district or historic landscape district.

b. When proposed adjacent to or within one hundred (100) feet of designated landmark, historic district, or historic landscape, the master development plan shall be developed so as to be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development.

Staff Comment: 315 Cumberland Avenue (Phase 1c) is the sole property of the MDP located within 100 feet of a local historic district (Congress Street Historic District). Staff has provided broader design comments and requested additional materials on the proposed retrofit of the ground floor of 315 Cumberland Avenue (Phase 1c) to inform the future advisory historic preservation staff review as a component of a future design memo.

Infrastructure

a. Designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the plan.

Staff Comment: The capacity of the existing water and sewer system has been initially reviewed by the Department of Public Works and will be providing recommendations in the coming weeks on how the overall MDP can reduce & mitigate negative stormwater impacts of the project.

Similarly, the proposed woonerf on Lancaster Street is in the process of review with the Department of Public Works to determine the viability and appropriate maintenance & materiality of a woonerf. Staff is awaiting additional feedback on what would be needed for a determination that stormwater infrastructure can accommodate the demands of the project.

The Applicant has submitted copies of letters sent to utility providers (Attachment P) that summarize the proposed development project.

b. Designed to create a street grid pattern that reflects average city block sizes of the surrounding neighborhood.

Staff Comment: The proposed MDP retains existing block sizes, but does include proposed new mid-block vehicular and pedestrian connections. The site is located in a transitional location that includes a combination of larger and smaller blocks, with formalized and informal pedestrian connections through surface parking lots. While there is a context that supports the retention of the existing block size, City standards in the Design Manual recommend a shift towards a more pedestrian-scale site layout through reinforcing the street grid present in the 1914 City Atlas as guided by Principle B of the B-7 design

standards and creating design guidance for mid-block pedestrian connections (identified in Figure 12 as pedestrian passages).

Design

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

Staff Comment: An initial design review was completed on February 21, 2023, conducted by Sean King, Urban Designer, Kevin Kraft, Deputy Director of Planning and Urban Development, and Zach Powell, Senior Planner. A memorandum (Attachment 2) identifying larger site and building design issues and design recommendations was prepared and offered the following recommendations:

- Maximize building heights at significant intersection corners, notably the Elm & Lancaster Street and Elm & Oxford Street intersections, as visual anchors for the neighborhood.
- Increasing opportunities for mid-block permeability and an additional woonerf on Kennebec Street.
- Building designs shall demonstrate the perceived use of the building with a clear architectural character, front major streets, and be designed at a pedestrian scale.
- Updating application materials to identify the function for each street typology, along with streetscape guidelines for proposed improvements, including, but not limited to:
    - Palette of materials to encourage walkability, calm traffic, and enhance connections to the Bayside Trail
    - Sidewalk widths to accommodate street trees
    - Designs for tree wells
    - Permanent outdoor seating
    - Lighting
    - Any other pedestrian amenities in the furnishing zone
- Update application materials to remove the pop-up park from documents, given that the space is outside of the MDP boundary.

Upon submission of updated architectural application materials, a future design review will occur and incorporate advisory feedback from historic preservation staff on the proposed design of the ground-floor retrofit of the existing parking garage at 315 Cumberland Avenue (Phase 1c).

Figure 12: Street typology map annotated by City staff to include recommended locations for pedestrian passages to promote mid-block permeability and an additional woonerf along Kennebec Street between Preble and Chestnut Streets.

VIII. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant held a Neighborhood Meeting on February 21, 2023, and 43 members of the public attended (Attachments R-V). Questions raised at the Neighborhood Meeting addressed the following topics:

- Location and number of proposed units/affordability of units
- Provision of open space and green space and utility of these spaces for existing uses within and surrounding the MDP
- Street design and streetscape improvements
- The proposed number and location of parking spaces

As of the writing of this report, seven written public comments have been received. Comments have primarily focused on potential traffic impacts and provisions for green space/trees in the MDP.

IX. NEXT STEPS

Staff is looking for initial feedback on the overall concept as it relates to:

- Site design,
- Woonerf and open space, and
- Connectivity and cohesion within the MDP and to adjacent neighborhoods.

Based upon feedback from the Board, the applicant should compile data as requested and resubmit an updated application. Once that information is available, staff will coordinate with the applicant and Planning Board for a future Planning Board meeting.

X. ATTACHMENTS

Staff Attachments

1. City Staff February 14, 2023 Request for Additional Information
2. City Staff Design Memorandum
3. Consulting Traffic Engineer March 10, 2023 Comment Letter
4. Forestry Division March 8, 2023 Comment Letter
5. Department of Public Works March 10, 2023 Comment Letter

Applicant's Documents

A. Cover Letter and Description
B. Master Development Plan Checklist
C. Right Title and Interest
D. Evidence of State/Federal Approvals
E. Zoning Analysis Table
F. Assessment of Compliance
G. Easements & Covenants
H. Waiver Table
I. Financial Capacity
J. Technical Capacity
K. Master Development Context and Building Design
L. Master Development Context and Building Design Supplemental
M. Natural Features
N. Views and Historic Features
O. Traffic Analysis
P. Utilities
Q. TMP Application for Phases 1 and 2
R. February 21, 2023 MDP Neighborhood Meeting Notice
S. February 21, 2023 MDP Neighborhood Meeting Certification Letter
T. February 21, 2023 MDP Neighborhood Meeting Sign-In Sheet
U. February 21, 2023 MDP Neighborhood Meeting Presentation
V. February 21, 2023 MDP Neighborhood Meeting Minutes

Plans

P1. Existing Conditions Survey - 1
P2. Existing Conditions Survey - 2
P3. Cover Sheet
P4. Master Site Plan
P5. Utility Plan
P6. Grading & Drainage Plan
P7. MDP Context – 1
P8. MDP Context – 2
P9. MDP Context – 3

P10. MDP Context – 4
P11. MDP Context – 5
P12. MDP Context – 6
P13. MDP Context – 7
P14. MDP Context – 8
P15. MDP Context – 9
P16. MDP Context – 10
P17. MDP Context – 11
P18. MDP Context – 12
P19. MDP Context – 13
P20. MDP Context – 14
P21. MDP Context – 15
P22. MDP Context – 16
P23. MDP Context – 17
P24. MDP Context – 18
P25. MDP Context – 19
P26. MDP Context – 20

Public Comment

a. PC1: Heidi Souerwine
b. PC2: Gerry Greenberg
c. PC3: Stephanie Towns
d. PC4: Thomas Blackburn
e. PC5: Aaron Chase
f. PC6: Robert Kahn
g. PC7: John Leddy

Att. 1

Request for Future Application Materials

General

- Application documents submitted to the City on EnerGov list 81 Preble Street as the main address for the project. City addresses over postal addresses shall be used in referencing sites in future application submissions, given that 196 Lancaster Street is not an existing parcel address. If addresses are anticipated to change based on lot modifications, changes should be identified in supporting materials.

Architectural Drawings

- More detailed elevations and/or renderings with envisioned materiality will need to be submitted for each of the proposed buildings to assess compliance with MDP standards. The proposed program of uses by floor and entrances shall be submitted for each of the proposed buildings.
- The proposed open space program should include linkages (connections) to the existing Bayside Trail and existing open spaces
- Shadow studies will need to be submitted to assess impacts on open spaces.
- Photovisualizations shall be submitted for Cumberland Avenue looking north to assess compliance with view corridor standards for the proposed ground floor garage retail retrofit.
- Confirm that architectural drawings align with other project documents. Some of the proposed designs suggest uses that are different from the site plan sheet or narrative landscape documents (e.g., the loading area for the proposed 60 & 66 Elm Street is also shown as a pocket park; renderings show covered parking within the footprint of the 85 Preble (AKA 196 Lancaster Street) building when only surface parking is shown to the east).

Phasing

- Submit narrative documentation related to the anticipated phasing of site plan submission for each phase and sub-phase, along with identifying the anticipated point for open space & streetscape improvements in relationship to these phases.
- Submit anticipated plans for staging areas for construction for each of the proposed phases.

Property Surveys

- Submit surveys for 315 Cumberland Avenue, 197 & 201 Lancaster Street & 117 Preble Street

Right, Title, and Interest

- The deed for 197 Oxford Street & 31 Cedar Street were submitted, but not included in MDP materials. Clarify whether these properties are intended to be included in the MDP or serve an ancillary function for properties within the MDP.
- Submit RTI Documentation for:
    - 117 Preble Street,
    - 158 Lancaster Street
    - 197 Lancaster Street,
    - 201 Lancaster Street,

- 60 Elm Street, and
- 315 Cumberland Avenue.

Site Plan Sheets

- Clarify boundaries of the proposed MDP, along with the submission of a narrative detailing the anticipated relationship, connections, programming, and improvement of parcels under common ownership outside of the MDP boundaries (i.e., 31 Cedar Street, 158 Lancaster Street, and 197 Oxford Street).
- Update site plan sheets to clearly indicate lot lines. All proposed lot line adjustments and consolidations should be identified on plan sheets and the site plan set should include a separate plan sheet solely identifying lot modifications.
- Resubmit utility and grading & drainage sheets to detail the entirety of the proposed MDP. All future MDP site plan set submissions should detail the entirety of the proposed MDP boundaries.
- A plan sheet shall be submitted for landscaping to detail the proposed landscaping for the site.
- The submitted Master Site Plan identifies 'Public Spaces', which appears to mean on-street parking. Update label to on-street parking. Off-street parking available to the public should be noted in a separate category.
- Application documents shall remove all references to the required number of parking spaces for each of the proposed phases. Off-street parking requirements shall be set by the Planning Board, based on information provided through parking studies and findings from the Traffic Movement Permit and the development of a Transportation Demand Management (TDM) Plan.

TDM Plan

- The Applicant may want to consider the submission of a TDM plan for the entire proposed MDP at this time. A TDM plan will be required for each site plan in the B-7 zone.

Traffic Movement Permit

- The list of abutters included for the TMP does not include all property owners that meet the MaineDOT definition of an abutter. MaineDOT defines an abutter as any property that shares a property line with the Development Area or is directly across any roadway from the Development Area. 89 Elm Street is one of the subject properties of the TMP and has frontage on the southern side of Cedar Street. Notices of Intent to File were not sent to property owners on the northern side of Cedar Street. Resubmit an updated TMP application that includes all applicable abutters and includes evidence that notices were sent to all applicable abutters.

Zoning Assessment

- Zoning Assessments need to be resubmitted to be site specific and include individual assessments for each parcel. Currently, they only show an analysis of the proposed zoning for the consolidation of 60 & 66 Elm Street, for which the consolidation is not indicated on the master site plan.

Zachary Powell <zpowell@portlandmaine.gov>

West Bayside MDP - Initial Traffic Review Comments

Tom Errico <thomas.errico@tylin.com> Fri, Mar 10, 2023 at 10:15 AM
To: Zachary Powell <zpowell@portlandmaine.gov>
Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Janine Ba <janineba@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Zack – I have conducted an initial review of project materials and offer the following initial traffic comments. I would note that I continue to review information and additional comments can be expected.

- I have provided comments to the applicant regarding the Traffic Movement Permit Application which needs to be revised. The comments included the following:
  - The level of TMP should be based on an unadjusted Trip Generation estimate. This project is a 200+ TMP.
  - The Notice of Intent should also note the unadjusted trip generation (Generator) for the project prior to adjustments for internal capture and pass-by reductions.
  - Internal capture adjustments are typically applied for developments in self-contained sites and not within a downtown CBD area. This should be revisited and back up documentation for similar sites should be provided if adjustments are to be incorporated.
  - The assumption for multi-modal trips is higher than expected. While the site is certainly conducive to walk, transit and bike trips, additional local information is suggested, before approval of a mode split estimate can be made.
- A TMP Scoping meeting will be scheduled upon receipt of the revised TMP Application that addresses the above comments.
- Back up information regarding the distribution of site trips shall be provided.
- Greater detail is required regarding plans to convert Oxford Street to a two-way street. At a minimum this shall include on-street parking impacts, existing roadway widths, the need to widen the street, and intersection conditions (turning movements and traffic control).
- While there are no High Crash Locations identified in the vicinity of the project, there may be locations with high crash rates (Marginal Way/Preble Street/Elm Street) that will likely be requested for evaluation. Specific locations will be identified at the TMP scoping meeting.
- A detailed pedestrian and bicycle facility evaluation within the study area will be required in conjunction with the TMP. The scope of this evaluation will be discussed at the TMP scoping meeting.
- The proposed project will be modifying driveways along public streets. Documentation on the number of driveways and location of driveways shall be specifically evaluated as it relates to complying with the city's Technical Standards.
- The applicant shall provide specific information on parking conditions both in the Public Market garage and on surface parking lots that are being impacted. This shall include existing parking usage and any previous site plan requirements for use of the parking facilities.

Please contact me if you have any questions.

Best regards,

Tom Errico, PE
NE TRAFFIC ENGINEERING DIRECTOR
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Design Review
Planning and Urban Development Department

City of portland

Subject:	186 Lancaster Street – Master Development Plan
Zone:	B3, B7 & R-6
Date of Review:	Thursday, March 9, 2023
Reviewer(s):	Design Review
	Sean King (Urban Designer), Zachary Powell (Senior Planner), Kevin Kraft (Deputy Director)
Project ID:	PL-002315-2022

I. INTRODUCTION

The proposed Master Development Plan (MDP) is subject to the *Master Development Plan Standards of Review, Land Use Code Section 14.7.5*. Portions of the proposed MDP (315 Cumberland Avenue) are also within 100 feet of a historic district (Congress Street Historic District) and therefore will require an advisory review by historic preservation staff.

The proposed MDP is only reviewed according to the Master Development Plan criteria. In future Site Plan design reviews, the projects will be subject to the following guidelines in the City of Portland Design Manual:

- *B-3 Downtown Business Zone, Appendix 1;*
- *B-7 Bayside Mixed Use Urban District Zone, Appendix 4;*
- *Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts and emergency shelters;*
- *Small residential lot development located in the R-6 Zone.*

II. DESIGN REVIEW COMMENTS:

Based on the submitted materials to date, staff have the following comments.

A. Creation of a cohesive identity.

A master development plan shall be designed to create a cohesive identity through building scale, massing, and articulation;

Staff comment: The proposed MDP is a collection of existing properties of various dimensions within the West Bayside neighborhood. Multiple zoning districts comprise the development area and the existing pattern of development contains large building footprints facing the street with multiple surface parking lots that the applicant proposes for infill development. In addition, smaller scale residential buildings ranging between two- to three-stories are concentrated along Cedar and Oxford streets.

The Bayside Height Overlay Map defines allowable building heights to indicate several blocks that require transitional heights to the surrounding residential neighborhood. City staff finds that the proposed buildings heights are appropriate and recommend the Applicant maximize building heights at significant corner intersections of Elm Street & Lancaster and Elm Street & Oxford as visual anchors for the neighborhood. The preservation of several existing structures shall inform the proposed infill development with transitions in building height, massing and articulation. At the

perimeter of the MDP properties are residential buildings of lower heights to the east and west, and larger floor plate buildings to the north.

Use of quality exterior material and architectural detailing at pedestrian scale;

Staff comment: The proposed buildings within the MDP shall be designed for pedestrian scale with active uses fronting the street that support the neighborhood, selection of exterior material shall relate to the prevailing character of the adjacent structures in the neighborhood. Buildings shall articulate architectural features at the street and pedestrian passages and provide architectural detailing that demonstrate the perceived use of the building. Quality exterior materials include the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians. In Site Plan review the details should be reviewed to provide depth, articulation, visual interest, and quality transitions.

Consistency of design and materials for streetscape and pedestrian amenities;

Staff comment: The proposed MDP identifies various street typologies, City staff requests that the Applicant identify the function for each and provide streetscape guidelines for proposed improvements. Streetscape guidelines shall correspond to the MDP street typologies and include: a palette of surface materials to encourage walkability, calm traffic and connect, visually or physically to the Bayside Trail; sidewalk widths to accommodate street trees; tree wells; permanent outdoor seating; ornamental street lighting, and other pedestrian amenities in the furnishing zone. The Applicant should work with the City's Parks Department to coordinate on proposed improvements to ensure changes align with the ongoing Portland Tree Canopy Project in Bayside neighborhood.

City staff has prioritized the following streets and pedestrian passages to promote connectivity, traffic calming, on-street parking, and amenities for pedestrians:

- Shared Street (Lancaster Street between Preble Street & Elm Street, Kennebec Street between Elm Street & Chestnut Street) – Correspond to a lower traffic demand and encourage appropriate traffic calming measures to include appropriate sidewalk widths, street trees and landscaping, street lighting, articulated surface paving, enhanced crosswalks, signage and street furnishings, including pedestrian-scaled wayfinding locations.

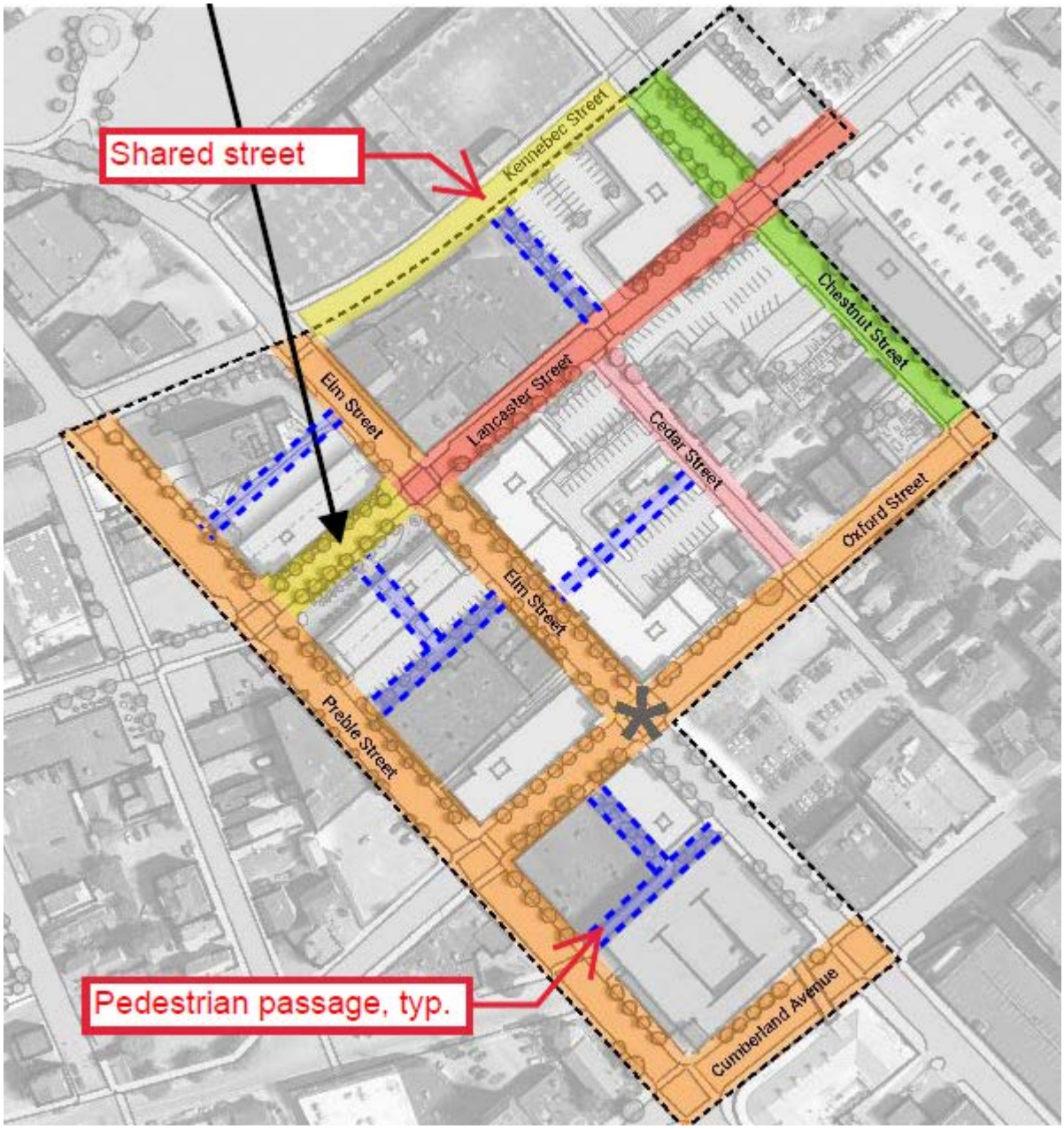
- Neighborhood Main (Lancaster Street) – Enhance pedestrian character with unified material palette to include appropriate sidewalk widths, street trees and landscaping, street lighting, surface paving, enhanced crosswalks, signage and street furnishings, including pedestrian-scaled wayfinding locations.

- Neighborhood Connector (Preble Street, Elm Street, Kennebec Street, Oxford Street & Cumberland Avenue) – Demonstrate safe pedestrian crossings with improvements including, but not limited to, clear pedestrian-scaled wayfinding.

- Parkway (Chestnut Street) – Connect to Bayside Trail and surrounding neighborhood with appropriate sidewalks width to accommodate for street trees, street lighting and street furnishings, including wayfinding locations.

- Neighborhood Street (Cedar Street) – Establish sidewalks that allow for street trees and street lighting and facilitate on-street parking.

- Pedestrian passages – Opportunities for mid-block permeability is encouraged to allow for comfortable pedestrian passage and provide breaks in buildings lengths that exceed two-hundred feet.



Framing of outdoor open space and linkages;

Staff comment: The proposed MDP indicates a quarter-mile radius from Elm Street and Lancaster Street for proximity to existing open spaces, including Deering Oaks, Monument Square, and the Bayside Trail, with smaller neighborhood open spaces and pocket parks less dispersed within the West Bayside neighborhood. The proposal includes a permanent linear park and plaza between Preble and Elm Streets along Lancaster Street, pedestrian connections between buildings throughout the development to provide access between streets and access lanes. City staff requests that the Applicant provide program description for each open space typology with guidelines for shared use streets and service access to allow for pedestrians, plazas and pocket parks as a network of publicly accessible spaces. City staff recommends the applicant continue to consider other open space opportunities both within and outside of the MDP boundaries.

A clear conveyance of the function and significance of various buildings, entrances, and features;

Staff comment: Existing buildings within the proposed MDP range in use from multi-family, office, retail, social and health services, education facilities and structured parking. The architectural character of existing buildings demonstrates a clear visibility along street frontages with ground-level windows and pedestrian scaled entrances. Existing services and surface parking are typically located towards the rear of properties, although several surface parking lots along frontages create voids that diminish the street wall. Primary entrances shall front the major streets, significant corner intersections shall demonstrate a clear architectural character.

And to generally comply with design and development standards of the zone in which it is located.

Staff Comment: In addition to the MDP review standards, the application will be reviewed for general compliance with design and development standards of the zone in which it is located including, *B-3* Downtown Business Zone, Appendix 1; B-7 Bayside Mixed-Use Urban District Zone, Appendix 4; Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts and emergency shelters; Small residential lot development located in the R-6 Zone. Future Site Plan applications, projects will be reviewed against relevant standards.

PL-002315-2022.Master Development Plan (196 Lancaster St.): Lancaster St. - 196; Mixed Use Development
West Bayside Development Masterplan
Mixed Use Development Masterplan review
196 Lancaster Street
Project ID:PL-002315-2022

Summary -

Project is a major, multiblock development on Lancaster Street in West Bayside. Project is 13 parcels on 7 city blocks. Zoned B7, B3 and portion is R6. Total area is 9 acres, currently social service, retail, educational and office space. Also surface parking lots and parking garage at 315 Cumberland ave.

The proposed development will consist of 7 new buildings constructed over 5 phases. The residential unit count for the full buildout is anticipated to be 804 total units consisting of 201 affordable & 603 market-rate units. In addition to retaining approximately 175,000 sf of existing commercial uses listed above, there will be approximately 28,500 sf of proposed street level commercial space that will be a mix of retail storefronts, bars/restaurants, coffee shops, and wellness spaces. Additionally, the first floor of the parking garage at 315 Cumberland Ave is intended to be infilled with complementary commercial gallery or maker retail spaces to further activate the pedestrian experience.

Open space will be provided to the public by a proposed linear park/Woonerf/shared street area along Lancaster Street, between Preble Street and Elm Street and by enhanced activation of the existing streetscape in the neighborhood. This area will serve to act as the 18 hour daily community engagement engine along Lancaster Street within the new development & existing businesses outside of the Master Plan.

Waivers or unique circumstances:

Tech manual - section 1, figure I-16 -7” curb reveal adjacent to sidewalks and esplanades.

- Project requests flush curbing at selection areas along Lancaster Street. Shared public space, woonerf area.

Chapter 14 Table 7-E -Mixed use zone dimensional standards, B3 front setback max is 5’

- Development proposes to exceed max setback to allow for linear park and outdoor retail area along front of 196 Lancaster between Elm and Preble streets.

Tech Manual 1.14 Parking lot and parking space design, Figure I-27 - Requires drive aisle width be 24’ for right angle parking.

- Plan proposes smaller parking aisles and areas with anticipated low turn over parking use to maximize residential and green space footages.

General comments from landscape and site preservation perspective -

1. Applaud the considerations for varied building facade dimensionality in proposed architecture and appreciate the dense use of street tree plantings shown along Lancaster street and attention given o public spaces. Thank you

2. Can parking capacity be increased by having ground level parking under new structures, or expand structures ?

3. Please include / explain considerations given to existing community garden programming at Oxford Street and Bayside Community gardens. If these are negatively impacted, what is a mitigation plan for providing these important programming spaces for the neighborhood?

4. Any tree planting requirements that are not able to be accommodated on site shall have compensation funding deposited to the City of Portland Parks Tree replacement fund.

5. General question -
    a. Can proposed street tree elements have occasional or frequent infiltration capacity for flooding / stormwater absorption?

6. Question regarding proposed utility treatments along street tree planting coordinators and planting space. Are overhead lines or buried utilities going to be associated with the street tree and public space areas?
    a. If so, ensure street tree locations, berms, or large shrubs shall not be placed over buried utilities. Horizontal clearances from the trunk of any tree or shrub to any buried utility will be at least 3 feet unless an exception is granted by the utility company.
    b. For overhead line circumstances, no medium or large trees shall be planted directly under or within 15’ (20’ preferred) of overhead utility line

7. Street Trees, Tree boxes or wells with borders - General detail suggestion for any circumstances of tree wells with vertical edging:
    a. In general, tree grate and tree well details from the city are minimums.
        i. Where possible, especially in important urban use areas, it is strongly suggested applicants will provide more volume and area for tree roots and tree establishment.
        ii. Consider permeable hardscape materials that can be compatible with street tree plantings and root development beyond immediate tree well footprints.
        iii. Please ensure soil spec is developed for any tree well and tree grate circumstances to ensure proper soil mix is installed and not gravel.

b. Maintain a clear distance of 3 feet from a crosswalk or paved bus stop landing, 6 feet from an entrance to an alley or street corner, and 4 feet from a parking meter or fire hydrant
c. Borders include low fencing or curbs around tree box areas. For the safety of people exiting vehicles,borders should not be placed on the curbside of the tree space
d. Include plants that have a shallow root system and that grow less than 18 inches in height, and be planted a minimum of 2' from the edge of the trunk to protect root flare. Consult with City arborist or arborist representative for alternate design concepts, plant selections or circumstances.

8. All plantings should be species that are winter hardy to zone 5a or lower temperature zone (ie zone 4, 3 etc.)
    a. Native species are preferred
    b. Non-invasive species are required
    c. Trees should be selected for compacted soil durability, salt tolerance, strong branch structure, and other urban planting requirements.
    d. Monocultural plantings are to be avoided if possible
    e. Species locations should accommodate all manner of sight lines / triangles, appropriate offsets from building entrances or egresses, delivery areas and service programs for buildings and circulation types in the space.

9. For proposed park and public space environments, due care and consideration shall be given to microclimates and multi season use and maintenance.
10. Will irrigation be proposed for any landscape , lawn, or significant planting elements?

Specific comments

Sheet 6 Consistency with city master development plan standards pdf v1 - sheet 2 - What is the dashed circle representing? Consider showing 5 minute and 10 minute walking radii.

- Consider showing significant parking deck infrastructure or other sources of pedestrian activity

Neighborhood Context Statement - general - The Bayside neighborhood has had significant effort and requests made to improve conditions for street tree infrastructure and replacement of lost and degraded urban canopy.

- Making strong efforts to accommodate significant space and thoughtful design for shade trees and street trees generally will be important to develop in the visioning and detailing of this projects urban outdoor environment.
- Applicant is encouraged to coordinate with Alex Marshall in the Parks Division for specific efforts on Bayside canopy enhancement work. Amarshall@portlandmaine.gov

Streetscape pdf V1 sheets 4 & 5 - tree proximity to buildings is extreme, preferred recommendation is to consider wider offset if possible. If not, provide an example / character of compact / fastigite cultivars proposed.

- Will heights of buildings along Lancaster and along cross street networks significant reduce or impact sunlight requirements for trees and plantings?

Streetscape pdf V1 - sheet 4 - shared space section elevation - if edge of walks or curbing is to be eliminated in these areas, consider expanding tree planting areas to give more survival success to street tree plantings.

Streetscape pdf V1 - sheet 5 - 1’ swing offset for car door is appreciated, but feels like a lost opportunity for increase planter space for tree well. Consider flush or low street side edge for any tree well elements alongside street / parking areas to accommodate door clearance, and add to more tree well space.

Zachary Powell <zpowell@portlandmaine.gov>

PL-002315-2022 Bayside MDP DPW Comments

Janine Ba <janineba@portlandmaine.gov> Fri, Mar 10, 2023 at 12:37 PM
To: Zachary Powell <zpowell@portlandmaine.gov>
Cc: Justin Pellerin <jrp@portlandmaine.gov>, Benjamin Pearson <bnp@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Tom Errico <thomas.errico@tylin.com>

Good afternoon Zachary,

Below are DPW's comments for PL-002315-2022 Bayside MDP. Let me know if you have any questions.

Project Number: PL-002315-2022
Bayside MDP
DPW Development Review Comments
03/10/2023

- DPW Transportation
  - DPW has reviewed this submission with Tom and has no additional comments at this time.
- DPW Water Resources
  - The Department of Public Works Water Resources Division can not conclude at this time that the combined sewer and storm drain systems in the MDP project area have sufficient capacity to serve the proposed West Bayside Master Development Plan. This finding is based on the projected additional sanitary flow rates the applicant is proposing to add to the sewer system, the proposed sewer and storm drain connections into the City's systems as shown on the MDP utility plan and drainage plan and the known capacity issues within these systems during wet weather events.
  - The proposed dry weather sanitary sewer inputs into the combined sewer system will reduce wet weather flow capacity in the combined sewer lines within the project vicinity. This will lead to increased Combined Sewer Overflow (CSO) volumes in the sewershed. The project area is located in the Back Cove South Sewershed which produces the most CSO volume City wide on an annual basis. Mitigation of CSO's in this sewershed is a federal mandate as part of the City's CSO consent decree administered by the EPA and Maine DEP.
  - The West Bayside MDP project proposes several significant connections into public combined sewer and storm drain systems which are prone to frequent flooding. This flooding occurs as a result of system wide capacity issues associated with stormwater runoff from the heavily developed urban watershed, tidal surcharges, the low lying elevation of the area and increasing high intensity rainfall events associated with climate change.
  - DPW will authorize new connections to the sewer and storm drain from the proposed development area if the applicant can provide on-site stormwater detention volume equal to the greater of;

- 1” of rainfall over the entire redeveloped area on the parcel or;
- The projected average 24 hour daily sanitary sewer flow each parcel is proposing to add to the system.
- The overflow diversion elevation of the detention system should be set at the top of the proposed system to ensure storage in the system is maximized prior to overflows discharging into the City’s systems during larger storm events.
- The maximum permissible stormwater outflow rate into the City’s system during the design storm event shall be less than or equal to 0.1 CFS per acre of watershed area draining to the detention system.
- DPW would encourage further stormwater detention be provided for each parcel to help contribute to the City’s Climate Resiliency goals for the Bayside neighborhoods.
- All other City and Maine DEP stormwater regulations and requirements for redevelopment projects will still apply.
- The applicant’s surveyor and engineer should make a formal plan request to the DPW engineering archivist to obtain record City sewer/storm infrastructure being sought after. Once this information has been obtained please reach out with any clarifying questions. DPW would be pleased to sit down with the applicant’s engineering team to review the system configuration in this area once the documents have been obtained by the applicant and the existing condition plan has been updated to reflect the information.
- Water Resources has questions/concerns about street drainage functionality along the section of Lancaster Street being proposed to be converted to a curbless/shared street. We feel that further information on the proposed design of this street section should be submitted and reviewed as part of the MDP process so baseline elements of the design can be agreed to as part of the overall Master Plan.

- **General notes on proposed sanitary sewer and storm drain connections:**

- 195 Lancaster Street
  - Proposed Sanitary Sewer Connection: 8” sewer in Elm Street.
  - DPW WR Comment: 8” sewer line does not appear in the City’s GIS system. Further research is needed to determine if the line is active and where it routes. We suggest this connection be made to the 15” combined sewer in Elm Street located near the centerline of Elm Street.
  - Proposed Storm Drain Connection: 15” combined sewer in Elm Street.
  - DPW WR Comment: Make connection into 24” storm drain in Preble Street with detention as listed above.
- 196 Lancaster Street
  - Proposed Sanitary Sewer Connection: 18” combined sewer in Preble Street.
  - DPW WR Comment: Connection acceptable.
  - Proposed City Storm Drain Connection: 24” storm drain in Preble Street.

- DPW WR Comment: Connection Acceptable. Provide stormwater detention as listed above.

- 235 Oxford
  - Proposed Sanitary Sewer Connection: 18” combined sewer in Preble Street.
  - DPW WR Comment: Location Acceptable
  - Proposed Storm Drain Connection: 24” storm drain in Preble Street.
  - DPW WR Comment: Connection Acceptable. Provide stormwater detention as listed above.
- 60 Elm
  - Proposed Sanitary Sewer Connection Location: 10” sanitary sewer in Oxford Street.
  - DPW WR Comment: Connection Location acceptable. Sewer does not connect to storm drain at Preble Street as shown on the Utility Plan. The EC plan will need to be updated to show the correct configuration of the existing City sewer line.
  - Proposed Storm Drain Connection: 15” Combined Sewer in Elm Street
  - DPW WR Comment: Extend the separated storm drain along Oxford Street from Preble Street to the project site and make a new connection. Provide stormwater detention as listed above.
- 89 Elm and 50 Cedar
  - Proposed Sanitary Sewer Connection Location: 18” Oval Brick combined sewer in Cedar Street
  - DPW WR Comment: Connection Location acceptable. The City is currently assessing the existing condition of the sewer line and may require it to be upgraded if pipe condition is poor.
  - Proposed Storm Drain Connection: 18” Oval Brick combined sewer in Cedar Street
  - DPW WR Comment: Connection acceptable. Provide stormwater detention as listed above.
- 163,158,149 Lancaster
  - Proposed Sanitary Sewer Connection Locations: 44” brick combined sewer in Lancaster Street.
  - DPW WR Comment: Existing “feeder” sewer lines were installed parallel to the Lancaster Street Sewer interceptor line. The feeder lines connect to the Lancaster Sewer via an existing manhole. The Applicant shall show these lines on the existing condition plan and plan to make connections to the feeder lines to limit new manholes being installed on the 44” combined sewer interceptor line. DPW will assess the condition of the feeder lines and provide further information. Upgrades to these feeder lines may be required prior to new connections being made if the condition of the existing pipe is determined to be poor.
  - Proposed Storm Drain Connection: 44’ Brick Combined Sewer line in Lancaster Street

- DPW WR Comment: Extend 18” storm drain pipe up Chestnut Street from the Somerset intersection and make connection to the separated storm drain system. Provide stormwater detention as listed above.

--
Janine Ba
Project Engineer
City of Portland Department of Public Works
212 Canco Rd. Suite B
Portland, ME 04103
janineba@portlandmaine.gov
207-874-8463

ACORN ENGINEERING, INC.

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

December 15, 2022

Subject: West Bayside Master Development Plan

To Whom It May Concern:

On behalf of West Bayside Partners, LLC and Port Property, we are pleased to submit the accompanying package of materials which is intended to meet the City's Submission Requirements as outlined in the Master Development Plan procedures. The development is framed by 13 parcels on 7 city blocks controlled by the developers in Portland's West Bayside neighborhood. The blocks span from Kennebec Street to Cumberland Ave north-south & Preble Street to Chestnut Street west-east. The development is in B7 & B3 zones, with a small portion extending into the R6 zone.

The development total parcel area is comprised of approximately 9 acres & currently consists of buildings social services, retail, educational & office space. There are also surface parking lots & an existing parking garage at 315 Cumberland Ave.

The proposed development will consist of 7 new buildings constructed over 5 phases. The residential unit count for the full buildout is anticipated to be 804 total units consisting of 201 affordable & 603 market-rate units. In addition to retaining approximately 175,000 sf of existing commercial uses listed above, there will be approximately 28,500 sf of proposed street level commercial space that will be a mix of retail storefronts, bars/restaurants, coffee shops, and wellness spaces. Additionally, the first floor of the parking garage at 315 Cumberland Ave is intended to be infilled with complementary commercial gallery or maker retail spaces to further activate the pedestrian experience.

Open space will be provided to the public by a proposed linear park/Woonerf/shared street area along Lancaster Street, between Preble Street and Elm Street and by enhanced activation of the existing streetscape in the neighborhood. This area will serve to act as the 18 hour daily community engagement engine along Lancaster Street within the new development & existing businesses outside of the Master Plan.

The applicant and the design team look forward to your review of this project and are requesting a planning application number & access to Portland ePlan to upload the complete application with associated materials. If you have any questions regarding the site plan, & elevations as part of the CSS Submission, do not hesitate to contact.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

CITY OF PORTLAND
Planning & Urban Development Department

MASTER DEVELOPMENT PLAN
SUBMISSION CHECKLIST
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes to the left.

**** PLEASE FILL OUT AND UPLOAD SEPARATELY THE ZONING ASSESSMENT TABLE AND WAIVER TABLE AS NOTED BELOW ****

GENERAL APPLICATION DOCUMENTS	
Yes NA	**Project Description** • Cover letter with detailed project description
Yes NA	**Completed Checklist – Master Development Plan** (this document)
Yes NA	**Evidence of Right, Title and Interest** • Deeds, leases, or purchase and sales agreements
Yes NA	**Evidence of State or Federal Approvals, if applicable** • Permits or letters of non-jurisdiction, if applicable
Yes NA	**Zoning Assessment** (see Zoning Assessment Table) • Table listing required and proposed uses and dimensional standards
Yes NA	**Assessment of Compliance with Master Development Plan Standards (see Article 14.7)**
Yes NA	**Existing and/or Proposed Easements or Covenants, if applicable** • Evidence of existing easements and any proposed easements
Yes NA	**Waiver Requests** • Written request for waiver describing request and reason Waiver Table
Yes NA	**Financial Capability** • Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA	**Technical Capability** • Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MASTER DEVELOPMENT
STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with master development plan standards and include supplemental documentation below, as applicable. Please submit each document as a separate PDF file.

NEIGHBORHOOD CONTEXT	
Yes **NA**	**Neighborhood Context Statement** • Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)
SITE ANALYSIS	
Yes **NA**	**Natural Features and Open Space** • An analysis of existing and/or adjacent natural waterways, wetlands, floodplains topography, soil conditions and other natural features, as applicable. • Evidence demonstrating the provision of sufficient onsite open space to serve resident needs throughout all project phases, including interim spaces to be temporarily programmed as open space in advance of buildout of future phases
Yes **NA**	**View and Historic Features** • A study of the designated view corridors, historic resources, and archaeological resources associated with the site.
Yes **NA**	**Public Safety** • A summary of the public safety services needed to support the Master Development Plan.
Yes **NA**	**School Impacts** • An analysis of the anticipated impacts on the public school system to support the Master Development Plan
Yes **NA**	**Traffic Analysis** • A traffic impact analysis and recommendations prepared by a registered professional engineer, including current traffic counts for streets surrounding the project, analysis of existing capacity, projections of the amount of traffic that will be generated by the project, and the ability of the street system to absorb the traffic. (Note: In cases when a Master Development Plan is subject to a Traffic Movement Permit, those submission requirements shall supersede.)

Yes **NA**	**Utilities** • A utility capacity report, including recommendations for needed improvements, prepared by a registered professional engineer, including an inventory of existing utilities (storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines/mains, water mains, lighting, lines, gas lines/mains, water mains, lighting, curb and gutter, etc.), documenting utility locations, sizes, diameters, carrying capacity and present load on the system, and the systems' capacity to adequately serve the proposed development. (Note: If the current utility system is found to be inadequate for the proposed development, the report shall confirm the deficiencies and make recommendation(s) as to the infrastructure improvements necessary to properly service the proposed development and maintain the existing service. The report shall also present a formal plan for infrastructure improvements, documenting timing, funding mechanisms and coordination with the City)
Yes **NA**	**Other Information** • Other supportive information that may be beneficial in the evaluation of the Master Development Plan.

MASTER DEVELOPMENT PLAN
DRAWINGS CHECKLIST

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs.

All drawings must be submitted in a 24 x 36 sheet size.

NEIGHBORHOOD CONTEXT MAP (scale of note less than 1"=100')

- Roads
- Utilities
- Public facilities
- Major existing buildings and structures

CONCEPTUAL SITE PLAN(s) (at a scale of not less than 1"=50')

General Requirements

- North arrow
- Date
- Scale
- Legend
- Title of Master Development Plan and Project Name
- Applicant name and address
- Preparer/Applicant Representative name and address

Existing Conditions Plan

- Approximate boundary lines of existing lots within and immediately adjacent to Master Development Plan project area, with approximate areas and dimensions
- Existing buildings and other significant structures, building groupings, parking areas, and other significant features of the site
- Existing streets, including street width, ways, easements, and any public areas within or next to the site
- Existing natural waterways, wetlands, floodplains, topography, soil conditions, and other natural features
- Existing utilities on site and within adjacent public streets (storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines, water mains, lighting, curb and gutter, and etc.)
- Designated view corridors, historic resources, archeological resources
- Approximate location of structures on abutting property
- Topography (two foot contours)
- Zoning boundary lines, including overlays

Proposed Site Layout Plan

- Approximate boundary lines of proposed lots within and immediately adjacent to Master Development Plan project area, with appropriate areas and dimensions
- Proposed buildings and other significant structures, building groupings, exterior building elevations and entrances, parking areas, and other significant physical features of the site
- Major circulation patterns surrounding and serving the site, proposed streets (including width), ways, easements, and any public areas within or next to the site

- Major landscaping elements, features, open space, and plans for preservation of significant natural features

Proposed Utility Plan

- Proposed location, sizing and directional flows of all existing and proposed utilities (storm sewers and drains, sanitary sewers, electrical lines, fire alarm boxes and lines, gas lines, water mains, lighting, curb and gutter, and etc.

Grading and Drainage Plan

- Generalized drainage plan for the site, including drainage ways, flow, points of outfall and annotations to indicate impacts of development on affected drainage basins
- Contour information of not less than two-foot intervals

Landscape Plan

- Major landscaping elements, features, and open space
- Plans for preservation of natural features

ARCHITECTURAL PLANS AND RENDERINGS

- Context drawings, perspective renderings, photographic montages, and/or computer-generated graphics depicting proposed development within context of neighborhood
- Elevations showing all sides of the structures, views of major entries or prominent building features, building articulation and elements, and finish composition
- Digital three-dimensional model of development site showing buildout for each phase, if applicable

Evidence of Right, Title and Interest

See attached deeds showing ownership for the proposed development parcels.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **73 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By_____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

Doc#: 51977 Bk:39779 Pg: 235

Received
Recorded Register of Deeds
Oct 13,2022 02:29:58P
Cumberland County
Jessica M. Spaulding

EXHIBIT A
(Legal Description, Parcel to 73 Elm Street LLC)

A CERTAIN LOT OR PARCEL OF LAND WITH THE IMPROVEMENTS THEREON SITUATED ON THE NORTHEASTERLY SIDELINE OF ELM STREET AND THE NORTHWESTERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE II, LLC" MADE FOR RECORD OWNER BAYSIDE II, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY SIDELINE OF OXFORD STREET AND THE NORTHEASTERLY SIDELINE OF ELM STREET;

THENCE, N 43° 45' 13" W ALONG SAID SIDELINE OF SAID ELM STREET 111.92 FEET; THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

N 46° 08' 15" E A DISTANCE OF 90.10 FEET;

S 43° 54' 25" E A DISTANCE OF 31.26 FEET;

N 49° 53' 31" E A DISTANCE OF 55.81 FEET TO THE WESTERLY CORNER OF LAND NOW OR FORMERLY OF DAVID B. NOWLIN AS DESCRIBED IN DEED BOOK 25148, PAGE 336;

THENCE, S 42° 36' 35" E ALONG THE LAND OF SAID NOWLIN 83.34 FEET TO THE NORTHWESTERLY SIDELINE OF SAID OXFORD STREET;

THENCE, S 48° 38' 53" W ALONG THE SIDELINE OF OXFORD STREET 144.34 FEET TO THE POINT OF BEGINNING, CONTAINING 14,879 S.F. OR 0.34 ACRES. MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **89 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 2)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON SITUATED ON THE NORTHEASTERLY SIDELINE OF ELM STREET, THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST AND THE SOUTHWESTERLY SIDELINE OF CEDAR STREET AND IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AS SHOWN ON A PLAN TITLED "LAND DIVISION PLAN BAYSIDE II, LLC" MADE FOR RECORD OWNER BAYSIDE II, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST AND THE NORTHEASTERLY SIDELINE OF ELM STREET;

THENCE, N 49° 39' 27" E ALONG SAID SIDELINE OF LANCASTER STREET EAST 210.57 FEET TO THE SOUTHWESTERLY SIDELINE OF CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG SAID SIDELINE OF CEDAR STREET 40.00 FEET TO THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF BAYSIDE IV, LLC AS DESCRIBED IN DEED BOOK 35293, PAGE 78;

THENCE, THE FOLLOWING COURSES AND DISTANCES ALONG SAID BAYSIDE IV, LLC LAND:

S 49° 39' 26" W A DISTANCE OF 117.00 FEET;

S 42° 13' 00" E A DISTANCE OF 39.96 FEET;

N 49° 39' 26" E A DISTANCE OF 117.89 FEET TO THE SOUTHWESTERLY SIDELINE OF SAID CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG THE SIDELINE OF CEDAR STREET 39.34 FEET TO THE NORTHERLY CORNER OF LAND NOW OR FORMERLY OF AMELIA A. LABRECK AS DESCRIBED IN DEED BOOK 37970, PAGE 11;

THENCE, BY THE FOLLOWING COURSES AND DISTANCES ALONG SAID LABRECK LAND:

S 48° 42' 12" W A DISTANCE OF 118.73 FEET;
S 42° 13' 00" E A DISTANCE OF 40.00 FEET;

N 48° 41' 30" E A DISTANCE OF 119.62 FEET TO THE SIDELINE OF SAID CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG THE SIDELINE OF CEDAR STREET 80.62 FEET TO THE NORTHERLY CORNER OF LAND NOW OR FORMERLY OF DAVID B. NOWLIN AS DESCRIBED IN DEED BOOK 25148, PAGE 336;

THENCE, S 48° 41' 30" W ALONG SAID NOWLIN LAND 63.30 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

S 49°53'31" W A DISTANCE OF 55.81 FEET;

N 43°54'25" W A DISTANCE OF 31.26 FEET;

S 46°08'15" W A DISTANCE OF 90.10 FEET TO THE NORTHEASTERLY SIDELINE OF SAID ELM STREET;

THENCE, N 43°45'13" W ALONG THE SIDELINE OF ELM STREET 215.15 FEET TO THE POINT OF BEGINNING, CONTAINING 38,462 S.F. OR 0.88 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

Received
Recorded Register of Deeds
Oct 13,2022 02:30:55P
Cumberland County
Jessica M. Spaulding

Doc#: 51979 Bk:39779 Pg: 239

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE III, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **197 OXFORD STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside III, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE III, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside III, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, CHESTNUT STREET, ELM STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE III, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY Of DEEDS IN PLAN BOOK 200, PAGE 42 (THE "PLAN'), BOUNDED AND DESCRIBED AS FOLLOWS:

THENCE S 48° 37' 47" W ALONG THE SIDELINE OF OXFORD STREET 167.19 FEET;

THENCE N 43° 29' 51" W 67.00 FEET;

THENCE N 48° 37' 47" E 35.54 FEET;

THENCE N 00° 14' 40" E 2.72 FEET;

THENCE N 52° 33' 00" E 18.73 FEET;

THENCE N 41° 16' 13" W 3.10 FEET;

THENCE N 49° 06' 44" E 109.65 FEET TO THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E 70.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE PREMISES CONVEYED TO BAYSIDE III, LLC BY QUITCLAIM DEED FROM OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 193.

Received
Recorded Register of Deeds
Oct 13,2022 02:32:29P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **89 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 5- 50 Cedar Street)

A CERTAIN LOT OR PARCEL OF LAND WITH ALL THE BUILDINGS THEREON, SITUATED ON THE SOUTHWESTERLY SIDE OF CEDAR STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A STAKE ON THE LINE OF SAID STREET DISTANT TWO HUNDRED FORTY-FOUR AND FOUR TENTHS (244.4) FEET NORTHWESTERLY FROM OXFORD STREET AT THE NORTHERLY CORNER OF LAND SOLD BY THE ADMINISTRATOR OF WILLIAM WEBB'S ESTATE TO JOSIAH M. HASKELL AND RUNNING THENCE NORTHWESTERLY BY SAID CEDAR STREET FORTY (40) FEET TO A STAKE;

THENCE SOUTHWESTERLY ON A LINE PARALLEL WITH THE NORTHWESTERLY SIDE OF SAID HASKELL'S LAND ONE HUNDRED SEVENTEEN (117) FEET, MORE OR LESS, TO THE SOUTHWESTERLY SIDELINE OF LAND OF WHICH THE SAID WEBB DIED SEIZED;

THENCE SOUTHEASTERLY BY SAID SOUTHWESTERLY SIDELINE OF SAID WEBB'S LAND TO MOST WESTERLY CORNER OF SAID HASKELL'S LOT;

THENCE NORTHEASTERLY BY SAID HASKELL'S LAND ONE HUNDRED SEVENTEEN (117) FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

BEING THE SAME PREMISES CONVEYED BY DEED DATED NOVEMBER 16, 2018 FROM 50 CEDAR STREET, LLC, TO BAYSIDE IV, LLC, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35293, PAGE 77, AND BY DEED RECORDED IN SAID REGISTRY AT BOOK 35293, PAGE 78.

Received
Recorded Register of Deeds
Oct 13,2022 02:35:36P
Cumberland County
Jessica M. Spaulding

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **149 LANCASTER STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

MAINE REAL ESTATE TAX PAID

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE__
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN LOT OR PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF LANCASTER STREET AND THE NORTHEASTERLY SIDE OF CHESTNUT STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY SIDE OF SAID CHESTNUT STREET AND THE NORTHWESTERLY SIDE OF LANCASTER STREET;

THENCE BY THE NORTHEASTERLY SIDE OF CHESTNUT STREET N 44° 38' 26" W, A DISTANCE OF 165.33 FEET, TO THE SOUTHEASTERLY SIDE OF KENNEBEC STREET;

THENCE BY THE SOUTHEASTERLY SIDE OF SAID KENNEBEC STREET N 49° 02' 07" E, A DISTANCE OF 84.95 FEET, TO THE NORTHWESTERLY CORNER OF LAND CONVEYED TO E. PERRY IRON AND METAL CO. AS DESCRIBED IN THE DEED RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 12604 PAGE 268;

THENCE BY LAND NOW OR FORMERLY OF SAID E. PERRY IRON AND METAL CO. ON THE FOLLOWING COURSES:

S 40° 57' 53" E, A DISTANCE OF 117.11 FEET;
N 49° 02' 47" E, A DISTANCE OF 40.11 FEET;
S 43° 43' 01" E, A DISTANCE OF 47.93 FEET, TO THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET;

THENCE BY THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET S 49° 02' 07" W, A DISTANCE OF 116.76 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:34:34P
Cumberland County
Jessica M. Spaulding

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **197 OXFORD STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

MAINE REAL ESTATE TAX PAID

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By_____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 4)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF OXFORD STREET, AND THE NORTHEASTERLY SIDE OF CEDAR STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND STATE OF MAINE AND SHOWN AS PARCEL 4 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL. INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY SIDELINE OF OXFORD STREET AND THE NORTHEASTERLY SIDELINE OF CEDAR STREET;

THENCE N 43° 29' 51" W ALONG THE SIDELINE OF CEDAR STREET 64.50 FEET;
THENCE N 48° 37' 47" E 57.00 FEET;
THENCE S 43° 29' 51" E 64.50 FEET TO THE NORTHWESTERLY SIDELINE OF OXFORD STREET;
THENCE S 48° 37' 47" W ALONG SAID SIDELINE 57.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 4 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

EXHIBIT A
(Legal Description, Parcel 3)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON. SITUATED ON THE SOUTHWESTERLY SIDE OF CHESTNUT STREET AND THE SOUTHEASTERLY SIDE OF HALL'S COURT, SO CALLED, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 3 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET AND THE SOUTHEASTERLY SIDELINE OF HALL'S COURT;

THENCE S 44° 38' 26" E ALONG THE SIDELINE OF CHESTNUT STREET 78.04 FEET;
THENCE S 49° 06' 44" W 108.67 FEET;
THENCE S 43° 14' 05" E 39.95 FEET;
THENCE S 41°16' 13" E 3.10 FEET;
THENCE S 52° 33' 00" W 18.73 FEET;
THENCE S 00°14' 40" W 2.72 FEET;
THENCE S 48° 37' 47" W 35.54 FEET;
THENCE N 43° 29' 51" W 33.00 FEET;
THENCE S 48° 37' 47" W 57.00 FEET TO THE NORTHEASTERLY SIDELINE OF CEDAR STREET;
THENCE N 43° 29' 51" W ALONG SAID SIDELINE 23.00 FEET;
THENCE N 48°37' 47" E 113.42 FEET;
THENCE N 43° 14' 05' W 58.51 FEET TO THE SOUTHEASTERLY SIDELINE OF HALL'S COURT;
THENCE ALONG SAID SIDELINE THE FOLLOWING COURSES AND DISTANCES:
N 33° 50' 09" E 19.40 FEET;
N 42° 14' 19" E 19.88 FEET;
N 49° 19' 48" E 68.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 3 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:33:19P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **60 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE I, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, 60 Elm Street)

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET, THENCE, S 43° 40' 43" E ALONG THE WESTERLY SIDELINE OF ELM STREET A DISTANCE OF 122.92 FEET TO LAND NOW OR FORMERLY OF NORTHEAST INVESTORS, LLC (aka NORTHEAST INVESTORS (MAINE), LLC) AS DESCRIBED IN DEED BOOK 32422, PAGE 197;

THENCE, S 47° 21' 26" W ALONG LAND OF SAID NORTHEAST INVESTORS, LLC A DISTANCE OF 93.70 FEET;

THENCE, N 43° 08' 59" W BY THE NORTHERLY FACE OF THE EXISTING BRICK BUILDING A DISTANCE OF 124.83 FEET TO THE SOUTHERLY SIDELINE OF SAID OXFORD STREET;

THENCE N 48° 33' 13" E ALONG THE SIDELINE OF OXFORD STREET A DISTANCE OF 92.61 FEET TO THE POINT OF BEGINNING, CONTAINING 11,535 S.F. OR 0.26 ACRES, MORE OR LESS.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

Received
Recorded Register of Deeds
Oct 13,2022 02:25:54P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **196 LANCASTER STREET LLC** a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

_____

BAYSIDE I, LLC

By _____

Thomas A. Toye, III

Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____

Attorney at Law/~~Notary Public~~

_____

Printed Name Jason G. Howe, Esq.
Bar No. 0004860

Doc#: 51976 Bk:39779 Pg: 233

Received
Recorded Register of Deeds
Oct 13,2022 02:28:31P
Cumberland County
Jessica M. Spaulding

EXHIBIT A
(Legal Description, 196 Lancaster Street East)

A CERTAIN PARCEL OF LAND WITH THE BUILDINGS THEREON SITUATED ON SOUTHEASTERLY SIDE OF LANCASTER STREET EAST, THE SOUTHWESTERLY SIDE OF ELM STREET AND THE NORTHEASTERLY SIDE OF PREBLE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE Of MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE I, LLC' MADE FOR RECORD OWNER BAYSIDE I, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY SIDELINE OF PREBLE STREET AND THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST;

THENCE, N 49° 39' 27" E ALONG THE SIDELINE OF SAID LANCASTER STREET EAST 199.65 FEET TO THE SOUTHWESTERLY SIDELINE OF ELM STREET;

THENCE, S 43° 45' 13" E ALONG THE SIDELINE OF SAID ELM STREET 134.76 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

S 47° 34' 12" W A DISTANCE OF 93.02 FEET;

S 44° 45' 38" E A DISTANCE OF 7.27 FEET;

S 47° 31' 17" W A DISTANCE OF 109.53 FEET TO THE NORTHEASTERLY SIDELINE Of SAID PREBLE STREET;

THENCE, N 42° 34' 18" W ALONG THE SIDELINE OF PREBLE STREET 149.36 FEET TO THE POINT OF BEGINNING, CONTAINING 28,591 S.F. OR 0.66 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101,with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

_____

BAYSIDE I, LLC

By _____

Thomas A. Toye, III

Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____

Attorney at Law/Notary Public

_____

Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, 190 Lancaster Street East)

A CERTAIN PARCEL OF LAND WITH THE BUILDINGS THEREON SITUATED ON THE SOUTHWESTERLY SIDE OF ELM STREET, THE NORTHWESTERLY SIDE OF OXFORD STREET AND THE NORTHEASTERLY SIDE PREBLE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE I, LLC" MADE FOR RECORD OWNER BAYSIDE I, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY SIDELINE OF PREBLE STREET AND THE NORTHWESTERLY SIDELINE OF OXFORD STREET;

THENCE, N 42°34'18" W ALONG THE SIDELINE OF SAID PREBLE STREET 182.30 FEET;

THENCE THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

N 47° 31' 17" E A DISTANCE OF 109.53 FEET;

N 44° 45' 38" W A DISTANCE OF 7.27 FEET;

N 47° 34' 12" E A DISTANCE OF 93.02 FEET TO THE SOUTHWESTERLY SIDELINE OF ELM STREET;

THENCE, S 43° 45' 13" E ALONG THE SIDELINE OF SAID ELM STREET 193.26 FEET TO THE NORTHWESTERLY SIDELINE OF SAID OXFORD STREET;

THENCE, S 48° 33' 13" W ALONG THE SIDELINE OF OXFORD STREET 206.30 FEET TO THE POINT OF BEGINNING. CONTAINING 38,301 S.F. OR 0.88 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

EXHIBIT A
(Legal Description 62 Elm Street)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE BUILDINGS THEREON, SITUATED ON THE EASTERLY SIDE OF PREBLE STREET AND SOUTHERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY SIDE OF PREBLE STREET AND SOUTHERLY SIDE OF OXFORD STREET, THENCE N 48° 33' 13" E ALONG THE SOUTHERLY SIDE OF OXFORD STREET A DISTANCE OF 114.66 FEET;

THENCE, S 43° 08' 59" E BY THE NORTHERLY FACE OF THE EXISTING BRICK BUILDING A DISTANCE OF 124.83 FEET TO LAND NOW OR FORMERLY OF NORTHERN INVESTORS LLC AS DESCRIBED IN DEED BOOK 32422, PAGE 197;

THENCE, S 47° 21' 26" W ALONG LAND OF SAID NORTHERN INVESTORS LLC AND BY THE FACE OF THE SAID BRICK BUILDING A DISTANCE OF 115.91 FEET TO THE EASTERLY SIDELINE OF SAID PREBLE STREET;

THENCE, N 42° 34' 00" W ALONG THE SIDELINE OF PREBLE STREET A DISTANCE OF 127.22 FEET TO THE POINT OF BEGINNING, CONTAINING 14,526 S.F. OR 0.33 ACRES, MORE OR LESS.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

Received
Recorded Register of Deeds
Oct 13,2022 02:23:43P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON, SITUATED IN THE BLOCK BOUNDED BY ELM, KENNEBEC, CHESTNUT AND LANCASTER STREETS, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION MARKING THE NORTHWESTERLY SIDE OF LANCASTER STREET AND THE NORTHEASTERLY SIDE OF ELM STREET;

THENCE, BY THE NORTHEASTERLY SIDE OF ELM STREET N 43° 46' 33" W, A DISTANCE OF 158.86' TO AN ANGLE IN SAID STREET;

THENCE, N 40° 53' 33" W, A DISTANCE OF 31.49' TO THE SOUTHEASTERLY SIDE OF KENNEBEC STREET, MARKING A NON-TANGENT POINT ON A CURVE, IN SAID STREET;

THENCE, NORTHEASTERLY BY THE SOUTHEASTERLY SIDE OF SAID KENNEBEC STREET AND BY A CURVE TO THE LEFT WHOSE RADIUS IS 695.00', AN ARC DISTANCE OF 210.01', TO A POINT OF TANGENCY;

THENCE CONTINUING BY SAID KENNEBEC STREET N 48° 56' 54' E, A DISTANCE OF 251.30', TO THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET;

THENCE BY THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET S 44° 38' 26" E, A DISTANCE OF 164.71' TO THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET;

THENCE BY THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET S 49° 39' 27" W, A DISTANCE OF 461.02', TO THE POINT OF BEGINNING.

THE PROPERTY IS SUBJECT TO A NOTICE OF ABANDONED UNDERGROUND OIL STORAGE FACIUTY OR TANK NOTICE, DATED APRIL 6, 2011 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 28629, PAGE 238.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 1 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM

DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

EXHIBIT A
(Legal Description, Parcel 3)

A CERTAIN PARCEL OF LAND, WITH THE OF IMPROVEMENTS THEREON SITUATED ON THE SOUTHEASTERLY SIDE OF LANCASTER STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 3 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET AND THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E ALONG THE SIDELINE OF CHESTNUT STREET 88.08 FEET;
THENCE S 49° 39' 27" W 107.40;
THENCE N 45° 57' 49" W 3.67 FEET;
THENCE S 31° 29' 21" W 4.67 FEET;
THENCE N 43° 29' 51" W 23.77 FEET;
THENCE S 49° 39' 27" W 35.69 FEET;
THENCE N 43° 29' 51" W 28.00 FEET;
THENCE S 49° 39' 27" W 72.00 FEET TO THE NORTHEASTERLY SIDELINE OF CEDAR STREET;
THENCE N 43° 29' 51" W ALONG SAID SIDELINE 34.00 FEET TO THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET;
THENCE N 49° 39' 27" E ALONG SAID SIDELINE 218.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 3 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

Received
Recorded Register of Deeds
Oct 13,2022 02:22:36P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 2)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE SOUTHWESTERLY SIDE OF CHESTNUT STREET AND THE NORTHWESTERLY SIDE OF HALL'S COURT, SO CALLED, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 2 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET AND THE NORTHWESTERLY SIDELINE OF HALL'S COURT;

THENCE S 49° 19' 48" W ALONG THE SIDELINE OF HALL'S COURT 112.65 FEET;

THENCE N 43° 29' 51" W 31.09 FEET;

THENCE N 49° 39' 27" E 112.08 FEET TO THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E 30.48 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:21:12P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **60 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE I, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, 60 Elm Street)

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET, THENCE, S 43° 40' 43" E ALONG THE WESTERLY SIDELINE OF ELM STREET A DISTANCE OF 122.92 FEET TO LAND NOW OR FORMERLY OF NORTHEAST INVESTORS, LLC (aka NORTHEAST INVESTORS (MAINE), LLC) AS DESCRIBED IN DEED BOOK 32422, PAGE 197;

THENCE, S 47° 21' 26" W ALONG LAND OF SAID NORTHEAST INVESTORS, LLC A DISTANCE OF 93.70 FEET;

THENCE, N 43° 08' 59" W BY THE NORTHERLY FACE OF THE EXISTING BRICK BUILDING A DISTANCE OF 124.83 FEET TO THE SOUTHERLY SIDELINE OF SAID OXFORD STREET;

THENCE N 48° 33' 13" E ALONG THE SIDELINE OF OXFORD STREET A DISTANCE OF 92.61 FEET TO THE POINT OF BEGINNING, CONTAINING 11,535 S.F. OR 0.26 ACRES, MORE OR LESS.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

Received
Recorded Register of Deeds
Oct 13,2022 02:25:54P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

QUITCLAIM DEED WITH COVENANT

KNOW ALL BY THESE PRESENTS that J.B. BROWN & SONS, a Maine corporation, of Portland, County of Cumberland and State of Maine (the "Grantor"), for full value and consideration paid, hereby grants to SCHLOTTERBECK BLOCK LLC, a Maine limited liability company, having a mailing address 104 Grant Street, Portland, Maine 04101 (the "Grantee"), with QUITCLAIM COVENANT, certain real estate 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.

The property hereby conveyed is subject to the encumbrances listed on Exhibit B.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed as of the 20th day of January, 2016.

WITNESS:

J.B. BROWN & SONS

By: _____
Vincent P. Veroneau
Its President

STATE OF MAINE
COUNTY OF CUMBERLAND

January 20th, 2016

Personally appeared before me the above-named Vincent P. Veroneau, President of J.B. Brown & Sons, and acknowledged the foregoing instrument to be his free act and deed in said capacity, and the free act and deed of J.B. Brown & Sons.

SEAL

_____
Notary Public/Attorney-at-Law
Print Name: _____
My Commission Expires: _____

JUDE A. CLUFF
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES OCTOBER 27, 2020

Exhibit A

A certain lot or parcel of land with the buildings thereon, situated on the easterly side of Preble Street and the westerly side of Elm Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on the easterly side line of Preble Street at a point twenty-eight (28) feet northerly, measured on said line from the northerly side line of Lancaster Street, said point being the southerly corner of land conveyed by Francis Fessenden to the Portland and Rochester Railroad by deed dated June 26, 1891 and recorded in the Cumberland County Registry of Deeds in Book 582, Page 23; thence easterly on a line parallel with said Lancaster Street along the southerly line of said land conveyed by said Fessenden, one hundred two and ninety-five hundredths (102.95) feet more or less, to land conveyed by Karl N. Murch to Cushman Baking Company by deed dated December 20, 1921 and recorded in said registry in Book 1091, Page 336; thence northerly along the westerly line of said last mentioned land four and ninety-seven hundredths (4.97) feet, more or less, to the southerly line of land conveyed by Mary J.E. Clapp to the Portland and Rochester Railroad by deed dated June 29, 1891 and recorded in said registry in Book 580, Page 338; thence easterly on a line parallel with said Lancaster Street, along the southerly line of said last mentioned land ninety-five and one tenth (95.1) feet, more or less, to the westerly side line of Elm Street at a point thirty-three (33) feet northerly measured along said line of Elm Street from the northerly side line of Lancaster Street, thence northerly along said line of Elm Street one hundred twenty-one and fifty-five hundredths (121.55) feet; thence westerly on a straight line two hundred seven and fifty-eight hundredths (207.58) feet to a point on the easterly side line of Preble Street one hundred eighty-nine (189) feet northerly from point of beginning; thence southerly on said line of Preble Street to the point of beginning.

For source of title, reference is made to a Quitclaim Deed With Covenant from The Foss Company to J.B. Brown & Sons dated September 24, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26354, Page 312.

Also a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pipe in the northeasterly sideline of Preble Street, said pipe being at the westerly corner of a parcel of land conveyed by Portland Terminal Company to Schlotterbeck & Foss Co. by deed dated December 17, 1925 and recorded in the Cumberland County Registry of Deeds in Book 1224, Page 397; thence northeasterly in the northwesterly sideline of said land of Schlotterbeck & Foss Co. a distance of two hundred seven and fifty-eight hundredths (207.58) feet, more or less, to an iron pipe in the southwesterly sideline of Elm Street, said pipe being at the northerly corner of said land of Schlotterbeck & Foss Co.; thence northwesterly in a

southwesterly sideline of Elm Street a distance of fifty-three (53) feet, more or less, to its intersection with the southeasterly sideline of Kennebec Street a distance of two hundred five (205) feet, more or less, to its intersection with the northeasterly sideline of Preble Street; thence southeasterly in said northeasterly sideline of said Preble Street a distance of fifty-four (54) feet, more or less, to the point of beginning. Meaning and intending to convey all the land of the Portland Terminal Company lying between Preble and Elm Streets and between the northwesterly sideline of land of Schlotterbeck & Foss Company, Inc. and Kennebec Street.

For source of title, reference is made to a Quitclaim Deed With Covenant from The Foss Company to J.B. Brown & Sons dated September 24, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26354, Page 314.

Also a certain parcel of land, with the improvements thereon, situated on the northwesterly side of Lancaster Street, the southwesterly side of Elm Street and the northeasterly side of Preble Street in the City of Portland, County of Cumberland and State of Maine and shown as Parcel 3 on ALTA/ACSM Land Title Survey on Preble Street, Lancaster Street East, Elm Street and Oxford Street, Portland, Maine made for Bayside I, LLC by Owen Haskell, Inc., dated January 26, 2000 and recorded in Cumberland County Registry of Deeds in Plan Book 200, Page 40, bounded and described as follows:

Beginning at the point of intersection of the northeasterly sideline of Preble Street and the northwesterly sideline of Lancaster Street;

Thence, N 42°34'18" W by Preble Street 28.00 feet to the land now or formerly of Schlotterbeck & Foss Co. as described in the deed recorded in said Registry of Deeds in Book 1224, Page 397;

Thence, the following courses by Schlotterbeck & Foss:

N 49° 39' 27" E a distance of 102.97 feet to a 6" by 6" concrete monument found;
N 43° 46' 33" W a distance of 4.97 feet to a 6" by 6" concrete monument found;
N 49° 39' 27" E a distance of 94.88 feet to Elm Street;

Thence, S 43°46' 33" E by Elm Street 33.00 feet to Lancaster Street;

Thence, S 49°39' 27" W by Lancaster Street 198.44 feet to the point of beginning.

For source of title, reference is made to a Quitclaim Deed With Covenant from Bayside I, LLC to J.B. Brown & Sons dated March 1, 2012 and recorded in the Cumberland County Registry of Deeds in Book 29387, Page 27.

Also hereby releasing to the Grantee, without covenant, all of the Grantor's right, title and interest in and to the following described parcel of land, together with the buildings and improvements thereon, bounded by Kennebec, Preble, Elm and Lancaster Streets in said Portland, and as depicted on that certain "ALTA/ACSM Land Title Survey on #117 Preble Street & #195 Lancaster Street, Portland, Cumberland County, Maine", made for Schlotterbeck Block LLC dated January 6, 2016 by Owen Haskell, Inc.:

A certain lot or parcel of land with the buildings thereon situated on the easterly side of Preble Street in the City of Portland, County of Cumberland and State of Maine bounded and described as follows:

Beginning at a point on the easterly sideline of Preble Street at the intersection with the southerly sideline of Kennebec Street;

Thence, N 67°23'22" E along the southerly sideline of said Kennebec Street 208.27 feet to the westerly sideline of Elm Street;

Thence, S 40°58'03" E along the westerly sideline of Elm Street 38.49 feet;

Thence, S 43°47'56" E along the westerly sideline of said Elm Street 168.10 feet to the northerly sideline of Lancaster Street;

Thence, S 49°38'04" W along the northerly sideline of said Lancaster Street 198.44 feet to the easterly sideline of Preble Street;

Thence, N 42°34'06" W along the easterly sideline of said Preble Street 270.00 feet to the southerly sideline of Kennebec Street and the point of beginning.

EXHIBIT B
(List of Encumbrances)

117-119 Preble Street

1. Commissioner's Certification of Completion of Remedial Actions Under a Voluntary Response Action Plan recorded in the Cumberland County Registry of Deeds in Book 26383, Page 323.

2. Declaration of Environmental Covenant recorded in Book 26409, Page 214 of the Cumberland County Registry of Deeds.

195 Lancaster Street

1. Such state of facts as shown on a "ALTA/ACSM Land Title Survey on Preble Street, Lancaster Street East, Elm Street and Oxford Street, Portland, Maine" made for Bayside I, LLC, by Owen Haskell, Inc., dated January 26, 2000 and recorded in the Cumberland County Registry of Deeds in Plan Book 200, Page 40.

2. Such state of facts as shown on a "ALTA/ACSM Land Title Survey on #117 Preble Street & #195 Lancaster Street, Portland, Cumberland County, Maine", made for Schlotterbeck Block LLC dated January 6, 2016 by Owen Haskell, Inc.

Received
Recorded Register of Deeds
Jan 22,2016 03:16:28P
Cumberland County
Nancy A. Lane

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON, SITUATED IN THE BLOCK BOUNDED BY ELM, KENNEBEC, CHESTNUT AND LANCASTER STREETS, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION MARKING THE NORTHWESTERLY SIDE OF LANCASTER STREET AND THE NORTHEASTERLY SIDE OF ELM STREET;

THENCE, BY THE NORTHEASTERLY SIDE OF ELM STREET N 43° 46' 33" W, A DISTANCE OF 158.86' TO AN ANGLE IN SAID STREET;

THENCE, N 40° 53' 33" W, A DISTANCE OF 31.49' TO THE SOUTHEASTERLY SIDE OF KENNEBEC STREET, MARKING A NON-TANGENT POINT ON A CURVE, IN SAID STREET;

THENCE, NORTHEASTERLY BY THE SOUTHEASTERLY SIDE OF SAID KENNEBEC STREET AND BY A CURVE TO THE LEFT WHOSE RADIUS IS 695.00', AN ARC DISTANCE OF 210.01', TO A POINT OF TANGENCY;

THENCE CONTINUING BY SAID KENNEBEC STREET N 48° 56' 54' E, A DISTANCE OF 251.30', TO THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET;

THENCE BY THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET S 44° 38' 26" E, A DISTANCE OF 164.71' TO THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET;

THENCE BY THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET S 49° 39' 27" W, A DISTANCE OF 461.02', TO THE POINT OF BEGINNING.

THE PROPERTY IS SUBJECT TO A NOTICE OF ABANDONED UNDERGROUND OIL STORAGE FACIUTY OR TANK NOTICE, DATED APRIL 6, 2011 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 28629, PAGE 238.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 1 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM

DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

EXHIBIT A
(Legal Description, Parcel 3)

A CERTAIN PARCEL OF LAND, WITH THE OF IMPROVEMENTS THEREON SITUATED ON THE SOUTHEASTERLY SIDE OF LANCASTER STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 3 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET AND THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E ALONG THE SIDELINE OF CHESTNUT STREET 88.08 FEET;
THENCE S 49° 39' 27" W 107.40;
THENCE N 45° 57' 49" W 3.67 FEET;
THENCE S 31° 29' 21" W 4.67 FEET;
THENCE N 43° 29' 51" W 23.77 FEET;
THENCE S 49° 39' 27" W 35.69 FEET;
THENCE N 43° 29' 51" W 28.00 FEET;
THENCE S 49° 39' 27" W 72.00 FEET TO THE NORTHEASTERLY SIDELINE OF CEDAR STREET;
THENCE N 43° 29' 51" W ALONG SAID SIDELINE 34.00 FEET TO THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET;
THENCE N 49° 39' 27" E ALONG SAID SIDELINE 218.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 3 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

Received
Recorded Register of Deeds
Oct 13,2022 02:22:36P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX-Paid

QUITCLAIM DEED WITH COVENANT

DLN: 1002240211933

NORTHEAST INVESTORS, LLC (a/k/a NORTHEAST INVESTORS (MAINE), LLC), a Delaware limited liability company with a place of business located at PO Box 6, Kents Hill, ME 04349 (the "Grantor"), for consideration paid, grants to **WBP GARAGE LLC,** a Maine limited liability company with a mailing address: c/o Port Property Management, Inc., 82 Hanover Street, Suite 5, Portland, ME 04101, with Quitclaim Covenant, a certain parcel of land, together with buildings thereon, situated on the northerly side of Cumberland Avenue, the easterly side of Preble Street and the westerly side of Elm Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a point on the easterly side line of Preble Street at the southwest corner of the land now or formerly of Douglas T. and Linda A. Cardente (see Cumberland County Registry of Deeds Book 6727, Page 52 and 55), which point is on the westerly extension of the southerly side of the two story brick building on the land now or formerly of Cardente;

Thence N 59° 00' 05" E by land now or formerly of Cardente and by said building and the extension thereof 209.61 feet to the westerly sideline of Elm Street;

Thence S 32° 02' 05" E by Elm Street 187.98 feet to Cumberland Avenue;

Thence S 62° 01' 40" W by Cumberland Avenue 213.54 feet to Preble Street;

Thence N 30° 55' 22" W by Preble Street 176.67 feet to the point of beginning.

Reference is made to the following surveys:

1. ALTA/ACSM Land Title Survey on Congress Street, Cumberland Avenue, Preble Street & Elm Street, Portland, Maine made for record owner October Corporation by Owen Haskell, Inc. dated August 23, 2006.

DOC :49664 BK:39746 PG:217
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
09/29/2022, 08:03:09A
Register of Deeds Jessica M. Spaulding E-RECORDED

2. ALTA/ACSM Land Title Survey on Congress Street, Cumberland Avenue, Preble Street & Elm Street, Portland, Maine made for record owner GRE Congress Canal LLC dated January 10, 2007, prepared by Owen Haskell, Inc.

3. ALTA/ACSM Land Title Survey, 315 Cumberland Avenue, Portland, Maine made for Bush-Watson dated May 25, 2022 and last revised June 7, 2022, prepared by Owen Haskell, Inc.

The parcel described above is conveyed TOGETHER WITH all of Grantor's right, title and interest in and to, and SUBJECT TO the rights, easements, terms and conditions of that certain Easement Agreement between GRE Congress Canal LLC and Atlantic National Holdings, LLC dated June 2, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26103, Page 335.

Meaning and intending to convey the premises described in deed of L. E. Springer, Inc. to Northeast Investors, LLC, a Delaware limited liability company authorized to do business in the State of Maine under the name of Northeast Investors (Maine), LLC, dated July 10, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32422, Page 197.

IN WITNESS WHEREOF the said Northeast Investors, LLC has caused this deed to be executed by Stephen B. Hammond, Trustee of the Stephen B. Hammond Grantor Trust u/d November 25, 2019, its sole member duly authorized this 28th day of September, 2022.

Signed, Sealed and Delivered
in the presence of

NORTHEAST INVESTORS, LLC

_____
Witness

_____
By: Stephen B. Hammond, Trustee of the Stephen B. Hammond Grantor Trust
Its: Sole Member

STATE OF MAINE
COUNTY OF Cumberland

Sept. 28, 2022

Personally appeared the above-named Stephen B. Hammond, in his said capacity as Trustee of the Stephen B. Hammond Grantor Trust, as Sole Member of Northeast Investors, LLC and acknowledged the foregoing instrument to be his free act and deed in said capacity, and the free act and deed of Northeast Investors, LLC.

Before me,

_____
~~Notary Public~~/Attorney-at-Law
Printed Name: MARY A. DENSON
My Commission Expires: _____
Maine Bar No. 9301

LD/cm
NTS

Evidence of State or Federal Approvals

Not applicable – no State or Federal approvals are required for this project at this time.

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

60 Elm Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

89 Elm Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

149 Lancaster Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

163 Lancaster Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

195 Lancaster Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

196 Lancaster Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

235 Oxford Street

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	N/A	26,062 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	15 FT	207.3 FT
Front Yard Minimum	N/A	N/A
Front Yard Maximum	5 FT	1.5 FT
Rear Yard	N/A	N/A
Yard Right	N/A	N/A
Yard Left	N/A	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	NONE/25%	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	SEE MAP	105 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	NONE/15,000 SF	N/A
Off Street Parking Spaces	SEE TABLE	56
Loading Bays	N/A	N/A
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):			

Assessment of Compliance with Master Development Plan Standards

14.1.1 In general

A. Integration with the surrounding context: See enclosed Section 11. Neighborhood context statement & attached to this section Integration with Surrounding Context Narrative.

B. Consistency with City plans: See attached to this section Consistency with City Plans narrative prepared by Levine Planning Strategies

14.7.2 Natural Features & Open Space

A. Preservation of natural features: See enclosed Section 12. Natural Features & Open Space.

B. Provisions for open space: See enclosed Section 12. Natural Features & Open Space & attached Landscape & Site Plans.

14.7.3 Historic Preservation

A. See enclosed Section 13. View & Historic Features.

B. N/A

14.7.4 Infrastructure

A. Adequacy of infrastructure capacity: See enclosed Section 15. Utilities.

B. Continuation of street grid: No changes are planned to the existing city blocks and street grid in the neighborhood. See attached site plan for proposed development layout.

14.7.5 Design

A. Creation of Cohesive Identity: See attached to this section Creation of Cohesive Identity documents prepared by Stantec.

Integration with the surrounding context. *A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.*

Land use

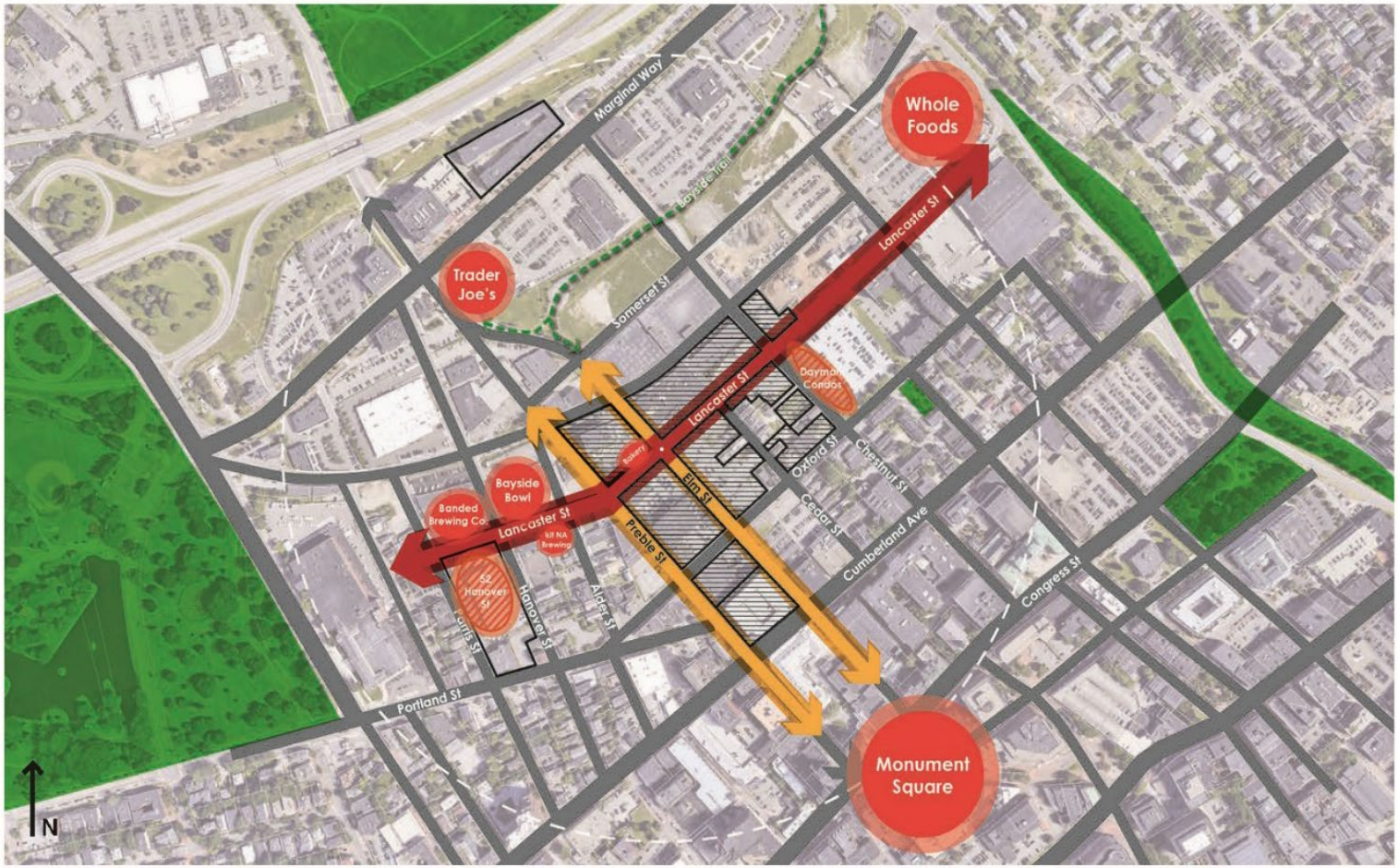
The master plan's housing program represents and extension of West Bayside's residential neighborhood land uses.

Additionally, the project connects emerging and established local amenities and landmarks to the east/west along Lancaster Street and north/south to downtown along Elm and Preble Streets.

CONTEXT 7

The Heart of Bayside

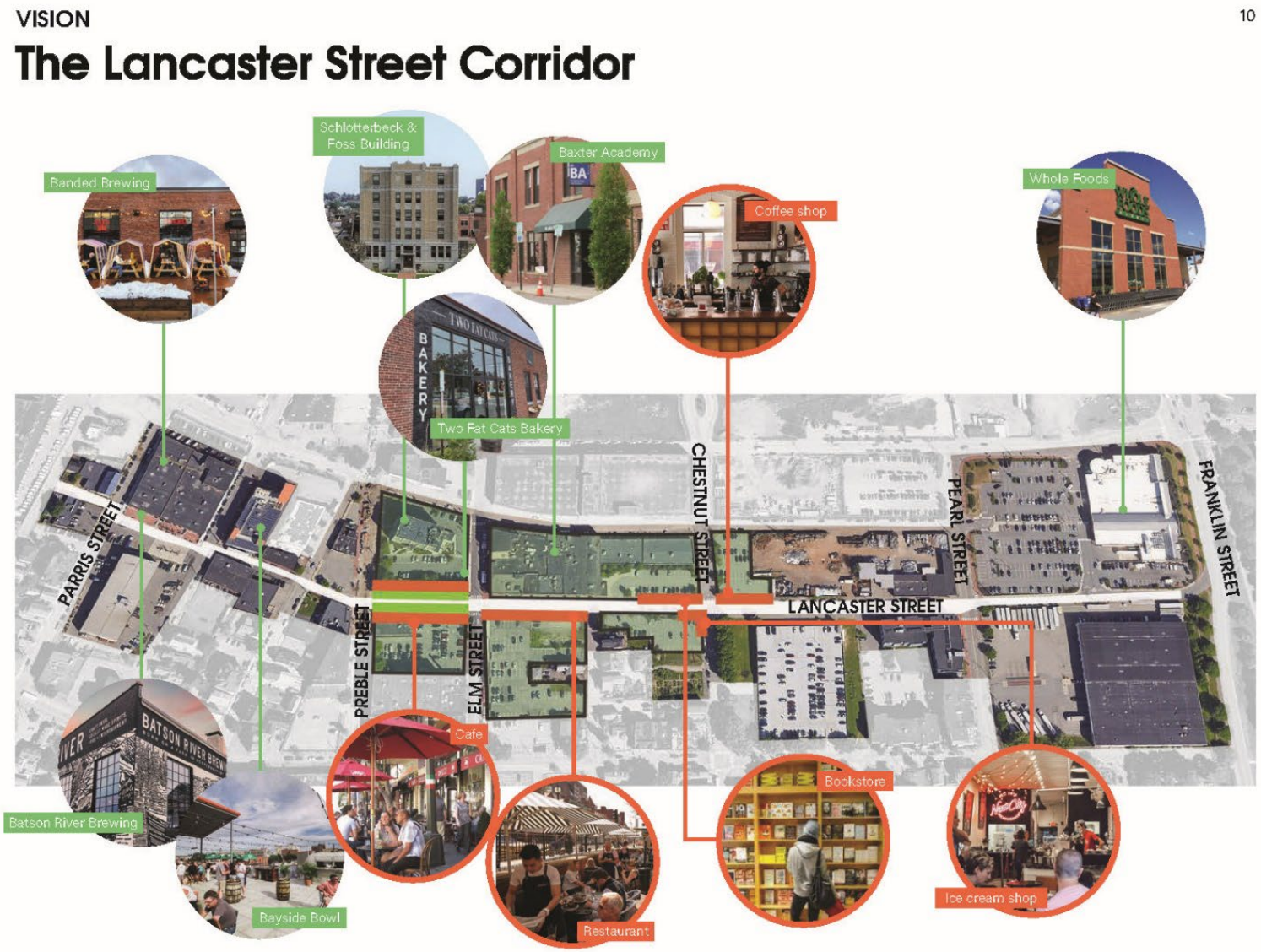
The site resides at the crossroads of West Bayside's key streets and corridors and introduces a new heart to the neighborhood.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Land use (cont.)

The master plan extends and infills the emerging corridor of amenities and destinations along Lancaster Street, connecting recent developments at the Parris Street end with Whole Foods at the Franklin Street end for a consistent and cohesive pedestrian experience from end to end.



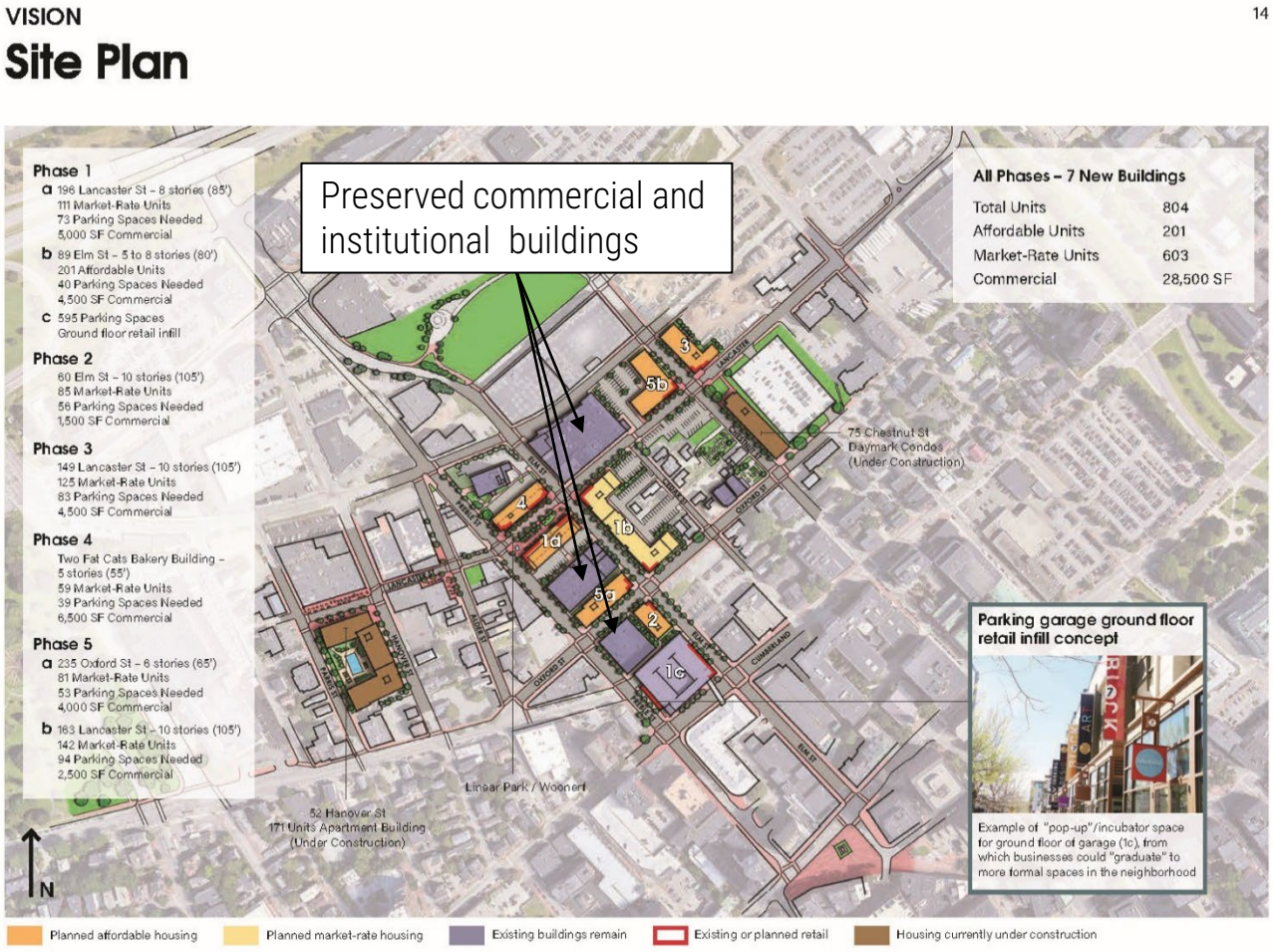
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Land use (cont.)

The master plan includes retaining and, in some cases, renovating multiple existing commercial and institutional buildings within the master plan area. The developer intends to maintain leases with willing local community service providers that occupy these spaces and consolidate those displaced from demolished buildings into preserved buildings.

This approach will help continue the Bayside neighborhood's role as a home for important community resources serving both the local neighborhood and the City more broadly.

The plan also envisions retrofitting the Public Market parking garage with infill retail and amenity uses, strengthening the experiential connection to downtown along Preble and Elm Streets.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Architecture

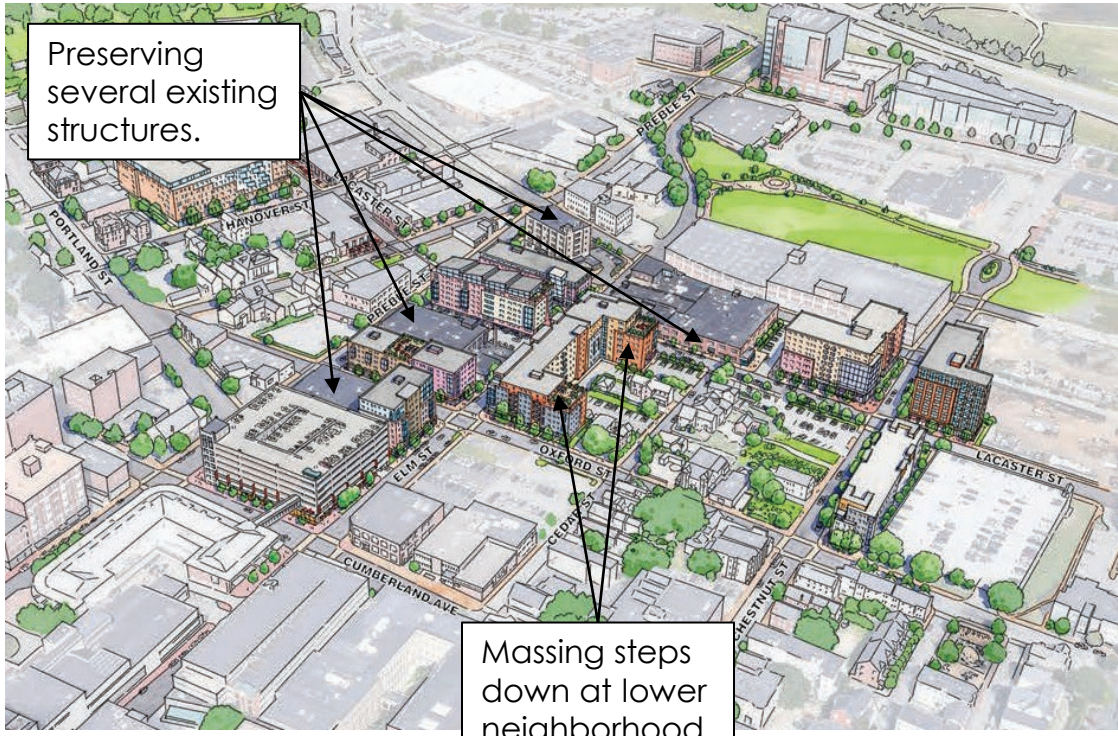
Buildings will be designed to incorporate visual diversity between new structures and avoid a monolithic appearance across the parcels. Their architectural style will blend contemporary and contextual elements to add new visual interest while resonating with existing neighborhood character. Architectural design will be consistent with the Bayside Design Standards.

Several existing structures will be retained throughout the master plan, complementing new buildings with their established neighborhood character.

Most new buildings will be sited on surface parking lots, adding infill development to the neighborhood with reduced displacement of existing structures.

Building heights are all consistent with current zoning, requiring no variances or waivers that would drive heights above currently approved limits.

Buildings step down in height to transition to lower existing neighborhood fabric, such as along Oxford Street.



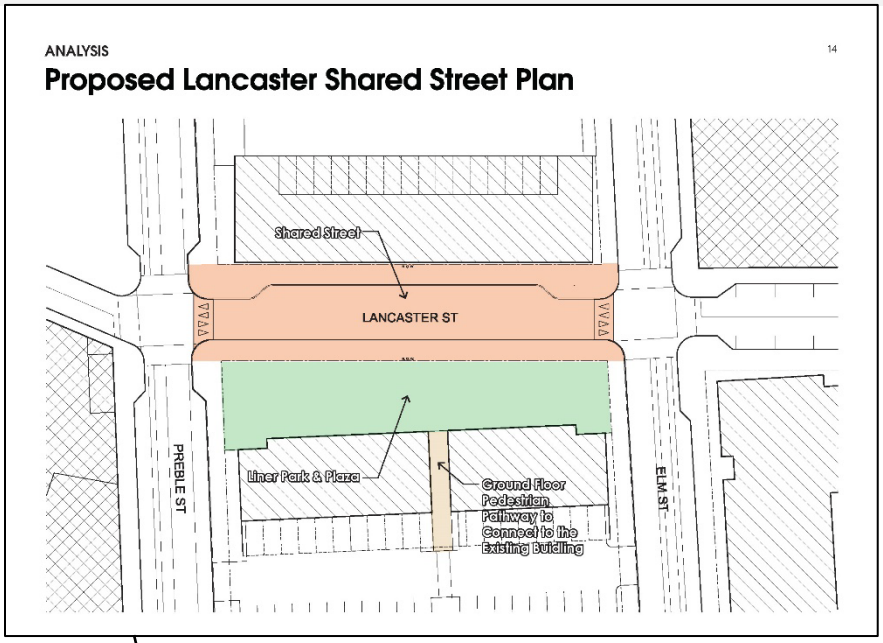
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Open space and pedestrian networks

The master plan's open space and pedestrian networks are designed to integrate seamlessly with the surrounding neighborhood and public spaces.

All streetscapes will be optimized for walkability, incorporate Bayside lighting fixtures, and include street trees that contribute to the district's growing canopy. Planned streetscape improvements include reducing curb cut counts and widening sidewalks along several blocks, extending and enhancing the pedestrian network through and around the development.

The shared street and linear park planned for the segment of Lancaster Street between Preble and Elm represents a signature moment within the development's public realm network and adds a vibrant and inviting new open space to the neighborhood's collection of unique public places and spaces.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Vehicular access and circulation

The plan does not envision significant changes to local vehicular access or circulation patterns

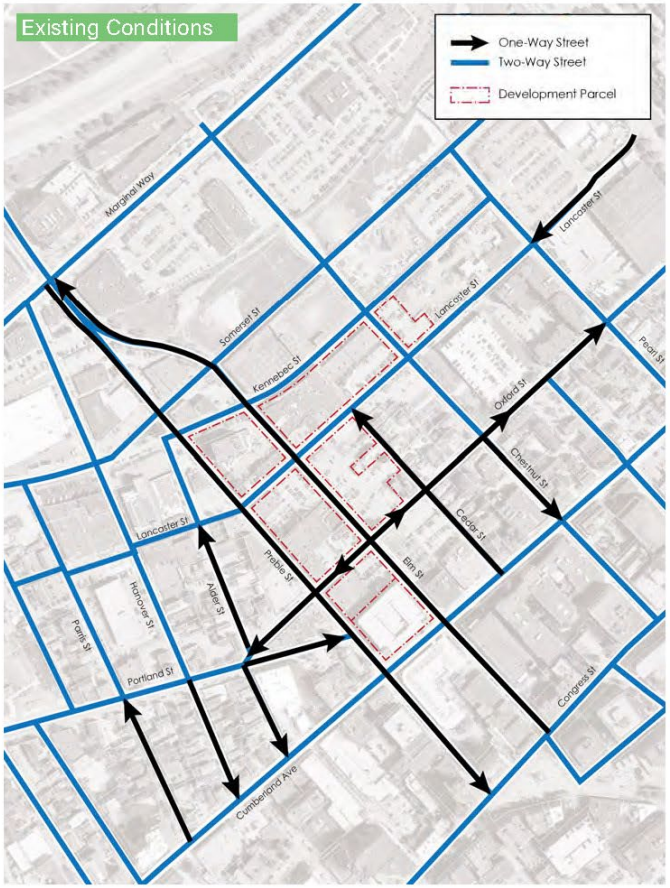
The shared street planned for one block of Lancaster will retain its existing two-way vehicular flow. Given very low current and expected volumes on this street segment, the slight modification of the roadway to a shared street design should not disrupt local traffic circulation. This shared street configuration is also referenced as a planned future condition of the segment in the Bayside Master Transportation Plan.

The plan anticipates Oxford Street's conversion to two-way operation as identified in the Transportation Master Plan.

ANALYSIS

2

One-Way & Two-Way Streets



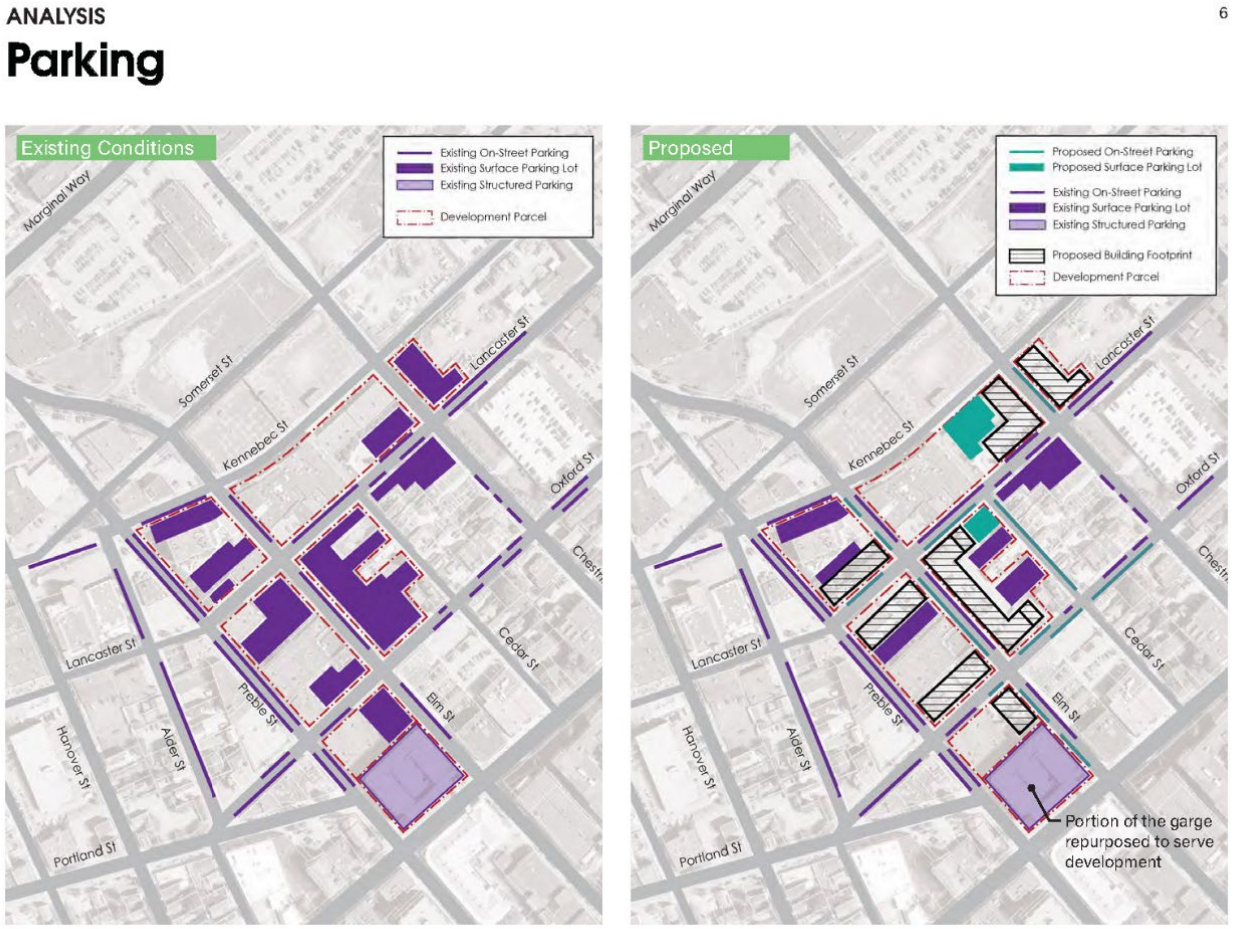
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Vehicular access and circulation (cont.)

New housing development will utilize the existing Public Market parking garage, diverting residential traffic from the local streets within the heart of the neighborhood.

Consistent with established patterns across the neighborhood, retail uses will utilize on-street parking which will be provided along all blocks.

All new buildings will be located on what are currently surface parking lots, transferring parking capacity to on-street and garage locations. This transition will help restore the neighborhood's urban fabric by converting pervious paved surfaces to mixed-income housing development and vibrant, walkable streets and open spaces.



LEVINE PLANNING STRATEGIES
Tools for Building Communities

Levine Planning Strategies, LLC
PO Box 7215
Portland, ME 04112-7215
jlevine@levineplans.com
617-817-0424

Consistency with City plans.
A master development plan shall be consistent with the objectives of this ordinance, consistent with the City's Comprehensive Plan, and consistent with City Council-approved master plans and facility plans for off-premise infrastructure.

The development program and related amenities proposed in this Master Development Plan (MDP) are consistent with the objectives of the *Portland Land Use Code,* as well as the purpose statements for the zoning districts in which it is located. The MDP also implements critical aspects of City plans, including *Portland's Plan 2030*, *A New Vision for Bayside*, the *Bayside Transportation Master Plan*, and *One Climate Future*.

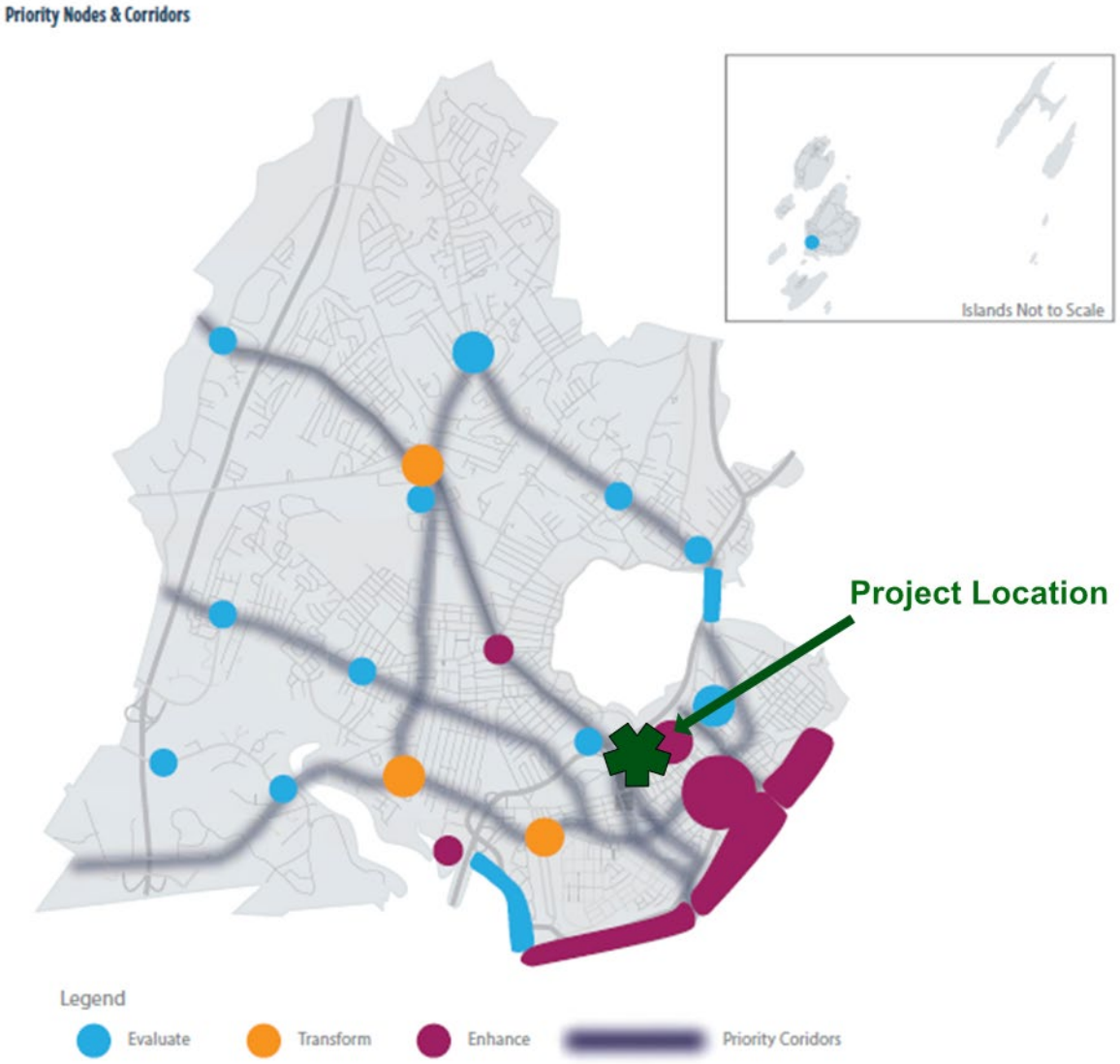
Land Use Code Objectives
The objective of the Portland Land Use Code is "*to protect the health, safety, and general welfare of the residents of Portland, consistent with the City's Comprehensive Plan, through standards that govern the orderly and compatible use of land, the form and mass of buildings, and the relationship of development to the public realm, Portland's open spaces, and the environment*." (Section 1.3.) This MDP has been designed with a form and massing of buildings that builds on the goals of the Comprehensive Plan and the relationship of the development to existing and planned public spaces. As outlined below, it is also consistent with the standards of the Land Use Code in the B-7 and R-6 zones.

The purpose of the B-7 zoning district, in which most of this MDP is located, is "*[t]o establish a zoning district for urban areas in which the City has adopted master plans for redevelopment. Certain areas, including but not limited to Bayside, lie at the perimeter of the established downtown and contain significant redevelopment opportunities. The B-7 zone encourages these districts to acquire a distinctly urban form through dense development featuring a mix of uses such as housing, retail, offices, research and development, and artisan studios and that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. Use of multi-modal transportation is strongly encouraged and is advanced by the installation of bicycle amenities, such as bicycle racks and storage areas. The zone promotes a wide range of uses in high quality structures and public open spaces to achieve 24-hour urban vitality and shared parking infrastructure. The B-7 zone promotes a mixed-use development pattern envisioned on Portland's peninsula."*

This Master Development Plan is designed with an urban form of multi-story buildings. Much of the space in this development is planned for housing, but there will also be commercial and artistic uses, all designed around an excellent streetscape and a strong transit, walking, and bicycling infrastructure. By creating a new shared-street on Lancaster the project will add to the public open spaces in Bayside, and through high quality design the development will contribute to the mixed-use development pattern envisioned in the area. Finally, by utilizing the existing Public Market garage as shared parking for much

of the development's parking needs, the MDP allows for more active space and less space devoted to storing vehicles.

While the MDP is primarily in the B-7 zone, there are small portions of one building that crosses into the R-6 district. The purpose of that zoning district is "*[t]o set aside areas on the peninsula for housing characterized primarily by multi-family dwellings at a high density providing a wide range of housing for differing types of households; to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses; and to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.*" The below-market affordable multi-family housing planned for this part of the development is high density and designed to make the transition from the B-7 to R-6 areas of Bayside.



Portland's Plan 2030

This project also advances many goals of Portland's Comprehensive Plan. Most notably, it serves to enhance a priority node and two priority corridors, as identified in the Future Land Use section of the plan (see diagram above.) It also promotes three of the guiding principles for future land use in the Plan:

- It promotes *Complete Neighborhoods*, building a place where residents "regardless of age, ability, or income have access to the basic necessities of daily life - high quality and affordable housing, schools and other civic functions, food, open space, other amenities and services - within a walkable, bikeable distance."
- It also *Reinforces the Center*, supporting "the principle that downtown should continue to be a predominant locus of activity for the broader region."
- Finally, the development *Connects the Chain*, by providing for "physically integrated transportation systems, utilities, and open spaces [that] provide the structure for the city's growth."

Given that the MDP includes a significant component of below-market affordable housing, it also meets goals in the *A Livable City* housing policy guide. Finally, the multi-modal nature of its location supports the transportation goals in the *An Accessible City* transportation policy guide.

A New Vision for Bayside

While *A New Vision for Bayside* is over 20 years old, there are elements of the action plan in that document that are still relevant. The MDP helps advance *Critical Action 3* by building more housing. It also helps advance *Critical Action 4* by promoting transit-oriented development. Finally, it helps implement the illustrative plans in *A New Vision for Bayside* for the "Kennebec Crossing" and "Government Center" subdistricts of Bayside.

Bayside Transportation Master Plan

The *Bayside Transportation Master Plan* adopted in 2018 set forth an action plan for promoting sustainable mobility in Bayside. Many of its recommendations have already been implemented, including new bicycle facilities on Elm and Preble Streets and the extension of the Bayside Trail.
The *Plan* also sets forth specific recommendations for the Lancaster Street corridor. To improve east-west connectivity across Bayside, as well as to make Lancaster Street more usable, the *Plan* recommends Lancaster Street be built to an urban street standard or be redesigned as a shared street. This MDP will help implement this recommendation by allowing urban street cross-sections where appropriate and creating a shared street on Lancaster between Preble and Elm.

The *Plan* also outlines recommendations for public realm improvements, such as street furnishings and lighting, that will be incorporated into buildout of this MDP.

One Climate Future

In 2019, the Cities of Portland and South Portland jointly completed *One Climate Future*, setting forth a proactive strategy for addressing the impacts of climate change on the two communities, as well as ways to locally reduce the emissions that contribute to climate chance. While many of the elements of *One Climate Future* address issues specific to individual buildings or public infrastructure, it also looks to changes in land use patterns to help reduce ways in which the transportation sector contributes to climate change.

One Climate Future recommends that steps be taken to "[s]trengthen the cities' transit-oriented development nodes to support travel by walking, biking, and public transportation." This MDP is in one of those development nodes, as identified in *Portland's Plan 2030*. In addition, *One Climate Future* recommends management of parking supply to address vehicle ownership and use. This MDP will provide most of its parking in the existing Public Market garage, minimizing the provision of additional parking spaces.

Summary

This MDP will proactively implement many of the actions outlined in the Land Use Code as well as City plans. It will advance City goals for housing production in key corridors and nodes identified in *Portland's Plan*.

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

Building scale, massing, and articulation.

The master plan's buildings support a cohesive sense of neighborhood identity with a consistent approach to building scale, massing, and articulation. Though no two buildings will be identical, all will share a common architectural language and material palette to help tie the district together visually.

The plan's approach to architectural design will be informed by and relate to the existing neighborhood fabric, though it will also include modern elements to complement rather than mimic the adjacent structures it infills between.

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

Use of quality exterior materials and architectural detailing at pedestrian scale.

Creating a vibrant, walkable, pedestrian-oriented environment is a top master plan priority. To support this goal, all buildings will include high-quality materials and detailing along edges facing and framing the public realm.

The master plan will also coordinate façade design with streetscape and open space design to maximize overall neighborhood legibility, navigability, and accessibility for pedestrians. In particular, architecture and landscape architecture along the Lancaster Street corridor will be tightly coordinated to create a cohesive and engaging pedestrian experience.

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

Consistency of design and materials for streetscape and pedestrian amenities.
The master plan organizes streets into "typologies" based on their role in the development's placemaking framework and the land uses they flank. Though typologies will vary in dimension and organization from street to street, they will all draw from a common palette of materials and design strategies to create a cohesive appearance and pedestrian experience overall.

Framing of outdoor open space and linkages
Lancaster's shared street and linear park between Preble and Elm Streets, the project's primary new open space, will be framed by new buildings with high quality materials and articulation on both sides. The plan also explores gateway elements key Lancaster intersections to indicate its elevated significance as a signature pedestrian corridor.

BAYSIDE PORTLAND
STREET TYPOLOGIES

BAYSIDE PORTLAND
OPEN SPACE TYPOLOGIES

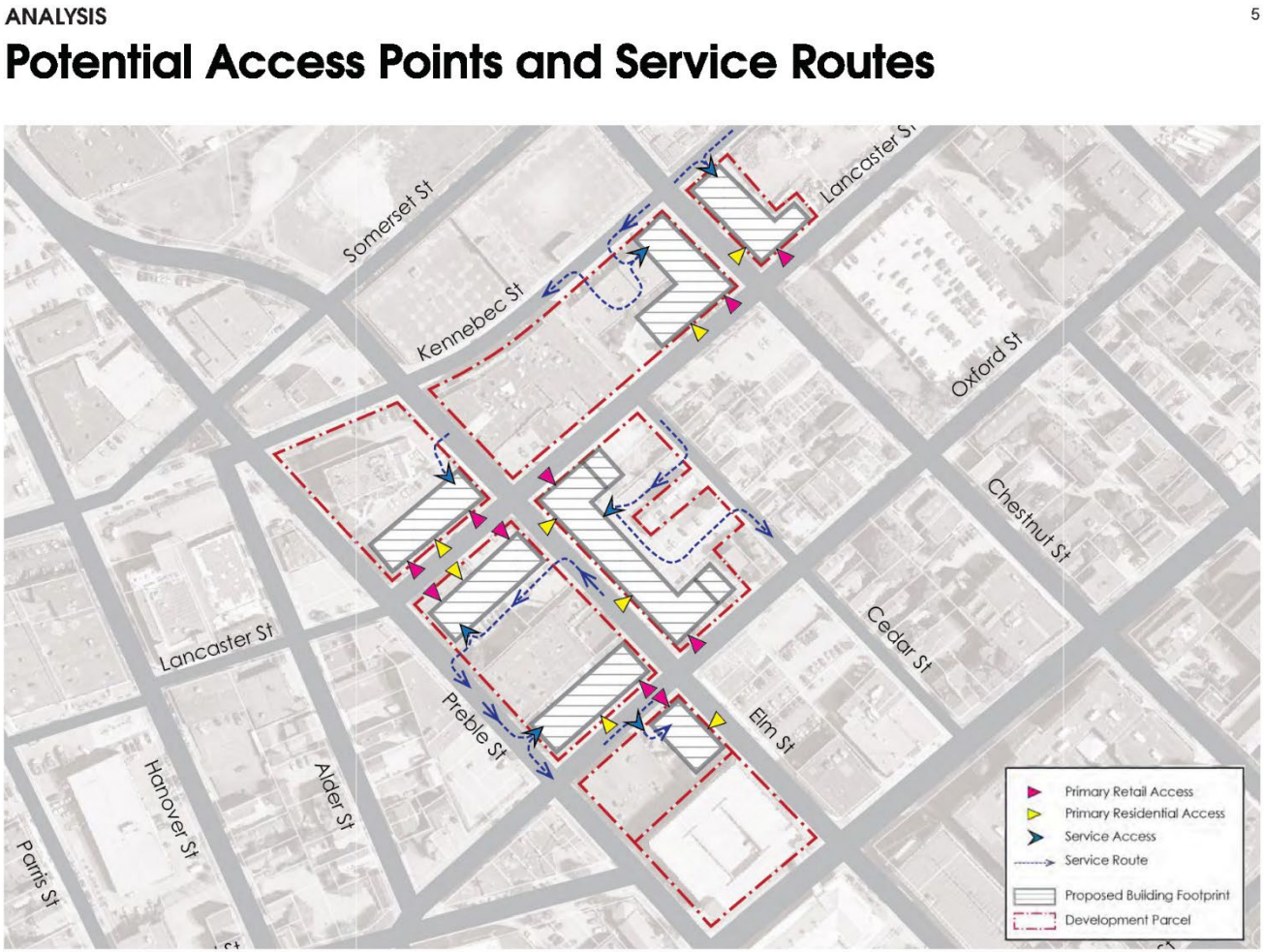
Creation of a cohesive identity. *A master development plan shall be designed to create a cohesive identity through building scale, massing, and articulation; use of quality exterior materials and architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian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

Clear conveyance of the function and significance of various buildings, entrances, and features

The master plan organizes building access, servicing, and circulation for pedestrians and vehicles to avoid conflicts between the modes.

In general, the pedestrian experience along public streets has been prioritized with resident and customer entrances along primary streetscapes and vehicular service access behind buildings, along secondary streets, and off-street altogether when possible.

The access and circulation plan also entails reducing the site's total curb cut count, especially along primary pedestrian streets such as Lancaster.



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

Generally, comply with design and development standards of the zone in which it is located.

The development is directly informed by previous plans and regulatory guidelines for the City and Bayside neighborhood, including:

- Zoning and Land Use Code
- Bayside Design Standards
- Public works technical manual
- Bayside Transportation Plan
- Portland 2030 Plan

As detailed design takes shape, buildings and open spaces will continue to reference and reflect these guiding documents.

Existing and/or Proposed Easements or Covenants

See existing easements & boundary line agreement for the proposed development parcels.

BOUNDARY LINE AGREEMENT

Boundary Line Agreement (the "Agreement") made effective as of October 12, 2022, by and among **WBP GARAGE LLC**, a Maine limited liability company with a mailing address c/o Port Property Management, Inc., 82 Hanover Street, Suite 5, Portland, ME 04101, **WBP COMMERCIAL LLC**, a Maine limited liability company with a mailing address c/o Port Property Management, Inc., 82 Hanover Street, Suite 5, Portland, ME 04101, and **60 ELM STREET LLC**, a Maine limited liability company with a mailing address c/o Port Property Management, Inc., 82 Hanover Street, Suite 5, Portland, ME 04101.

WITNESSETH AS FOLLOWS:

WHEREAS, WBP GARAGE LLC owns certain real property in Portland, Maine, more fully described in a Quitclaim Deed with Covenant from Northeast Investors, LLC dated September 28, 2022 and recorded in the Cumberland County Registry of Deeds in Book 39746, Page 216 (the "Garage Parcel"); and

WHEREAS, WBP COMMERCIAL LLC and **60 ELM STREET LLC** own certain real property in Portland, Maine abutting the aforementioned Garage Parcel, more fully described in a Quitclaim Deed with Covenant from Bayside I, LLC to WBP Commercial LLC and a Quitclaim Deed with Covenant from Bayside I, LLC to 60 Elm Street LLC both dated on or near October 12, 2022, and to be recorded contemporaneously herewith at the Cumberland County Registry of Deeds (collectively the "Bayside Parcel");

WHEREAS, the parties hereto desire to clarify the location of the common boundary line between their respective properties.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

The common boundary line between the above-referenced Garage Parcel and the Bayside Parcel shall hereafter be described as follows:

A certain line running between Preble Street and Elm Street in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning at a point on the northeast side of Preble Street at the intersection of the extension of the southeasterly side of the building on the land of Bayside I, LLC and the sideline of Preble Street, which point is located 176.67 feet northwesterly from the point of intersection of the northeasterly sideline of Preble Street with the northwesterly sideline of Cumberland Avenue, and which point is located southeasterly 127.22 feet from the point of intersection of the northeasterly sideline of Preble Street with the southeasterly sideline of Oxford Street;

Thence, N 59° 00' 05" E, magnetic 1973, by the southeasterly side of said building and its extension 209.61 feet to Elm Street, as shown on "ALTA/NSPS Land Title Survey 315 Cumberland Avenue Portland, Cumberland County, Maine made for Bush-Watson June 7, 2022 Owen Haskell, Inc. Job No. 2022-142P" which line is the same line as the line with a bearing of N 47° 21' 26" E,

grid, on "ALTA/ACSM Land Title Survey on Preble Street, Lancaster Street East, Elm Street & Oxford Street Portland, Maine made for Bayside I, LLC Jan. 26, 2000 Owen Haskell, Inc. Job No. 99336P" recorded in Plan Book 200, Page 40 (the "Plan").

By agreeing to the line as shown on the Plan and described above as the new boundary line separating the lots of WBP Garage LLC, WBP Commercial LLC and 60 Elm Street LLC, each party is releasing any and all claims to the land located on the other party's side of the boundary line, as shown on the Plan.

This Agreement shall bind and inure to the benefit of the parties hereto, and their respective heirs, successors, and assigns.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals as of the date first written above.

WITNESS:

_____

Name: Hunter Strait

WBP GARAGE LLC
By: Tom Watson & Co., LLC, its Manager

By: _____
John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. September 28, 2022

Then personally appeared the above-named John Laliberte, Vice President of Tom Watson & Co., LLC, the Manager of WBP Garage LLC, acknowledged the same to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

Before me,

_____

~~Notary Public~~/Attorney at Law

Hunter Strait

[~~Type or~~ Print Name]

WITNESS:

Name:

WBP COMMERCIAL LLC
By: Tom Watson & Co., LLC, its Manager

By: _____
John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

September 26, 2022

Then personally appeared the above-named John Laliberte, Vice President of Tom Watson & Co., LLC, the Manager of WBP Commercial LLC, acknowledged the same to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

Before me,

_____
~~Notary Public~~/Attorney at Law

_____
[Type ~~or~~ Print Name]

WITNESS:

Name:

60 ELM STREET LLC
By: Tom Watson & Co., LLC, its Manager

By: _____
John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

September 26, 2022

Then personally appeared the above-named John Laliberte, Vice President of Tom Watson & Co., LLC, the Manager of 60 ELM STREET LLC, acknowledged the same to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

Before me,

_____
Notary Public/Attorney at Law

_____
[Type or Print Name]

CONSENT TO BOUNDARY LINE AGREEMENT

The undersigned Kennebec Savings Bank hereby acknowledges and consents to that certain Boundary Line Agreement by and among WBP Garage LLC, WBP Commercial LLC and 60 Elm Street LLC of near or even date (the "Boundary Agreement") affecting certain real property owned by said WBP Garage LLC located on the Oxford Street in Portland, Cumberland County, Maine (the "Garage Parcel"). Additionally, the undersigned expressly acknowledges and agrees that the execution, delivery and recording of the Boundary Agreement at said Registry of Deeds shall constitute neither a breach nor default under that certain mortgage held by said Kennebec Savings Bank affecting the Garage Parcel dated September 28, 2022 and recorded in said Registry of Deeds in Book 39746, Page 218.

IN WITNESS WHEREOF this document is executed under seal as of this 12th day of October, 2022.

WITNESS:

_____
Name:

KENNEBEC SAVINGS BANK

By: _____
Name: David M. Eldridge
Its: Regional VP

STATE OF MAINE
COUNTY OF CUMBERLAND

Sept 28, 2022

Personally appeared the above-named David M Eldridge, Regional VP of Kennebec Savings Bank and acknowledged the foregoing instrument to be his/her free act and deed and the free act and deed of said Kennebec Savings Bank.

Before me,

_____
Name: Peter D Klein
Title: Attorney Bar No 9223
My Commission Expires:

CONSENT TO BOUNDARY AGREEMENT

The undersigned Northeast Investors, LLC hereby acknowledges and consents to that certain Boundary Agreement by and between WBP Garage LLC, WBP Commercial LLC and 60 Elm Street LLC of near or even date (the "Boundary Agreement") affecting certain real property owned by said WBP Garage LLC located on the Oxford Street in Portland, Cumberland County, Maine, (the "Garage Parcel"). Additionally, the undersigned expressly acknowledges and agrees that the execution, delivery and recording of the aforesaid Boundary Agreement at said Registry of Deeds shall constitute neither a breach nor default under that certain mortgage held by said Northeast Investors, LLC affecting the Garage Parcel dated September 28, 2022 and recorded in said Registry of Deeds in Book 39746, Page 244.

IN WITNESS WHEREOF this document is executed under seal as of this 12th day of October, 2022.

WITNESS:

_____
Name:

NORTHEAST INVESTORS, LLC

By: _____
Name: Stephen B. Hammond, Trustee of the Stephen B. Hammond Grantor Trust
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

9/28, 2022

Personally appeared the above-named Stephen B. Hammond, Trustee of the Stephen B. Hammond Grantor Trust, Sole Member of Northeast Investors, LLC and acknowledged the foregoing instrument to be his/her free act and deed and the free act and deed of said Northeast Investors, LLC.

Before me,

_____
Name: MARY A. DENISON
Title: Attorney at Law
Maine Bar No. 9301

Received
Recorded Register of Deeds
Oct 13,2022 02:42:51P
Cumberland County
Jessica M. Spaulding

When recorded return to:
Bernstein Shur
100 Middle St.
Attn: Hawley R. Strait, Esq.

EASEMENT AND MAINTENANCE AGREEMENT

This Easement and Maintenance Agreement (the "Agreement") is entered into as of the 12th day of October, 2022, between **60 Elm Street LLC**, a Maine limited liability company ("60 Elm"), **WBP Commercial** a Maine limited liability company ("WBP Commercial," and collectively with 60 Elm, each a "Party" and together the "Parties"), for the purpose of establishing the following easements and other privileges in, on, over and across certain properties located along Elm Street and Lancaster Street in the City of Portland, Maine.

RECITALS

1. 60 Elm is the sole owner of land with all buildings and improvements thereon located at 60 Elm Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside I, LLC dated October 12, 2022, recorded in the Cumberland County Registry of Deeds (the "Registry of Deeds") at Book 39779, Page 230 (the "60 Elm Parcel").

2. WBP Commercial is the sole owner of land with all buildings and improvements thereon located at 62 Elm Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside I, LLC dated October 12, 2022, recorded in the Registry of Deeds at Book 39779, Page 227 (the "WBP Parcel," and together with the 60 Elm Parcel, the "Parcels" and each a "Parcel").

3. The Parties by this Agreement wish to establish certain mutual rights of access, utilities, shared systems and other rights associated with the ownership, use and operation of their respective Parcels to ensure the continued use and enjoyment of the Parcels.

4. To that end, the Parties have agreed to grant each other certain easements and privileges to ensure the continued use and enjoyment of their respective Parcels.

NOW THEREFORE, in consideration of the mutual promises and covenants herein contained, and other good and valuable consideration the receipt and sufficiency of which is acknowledged, the parties agree as follows:

ARTICLE I – EASEMENTS

1. 60 Elm Covenants and Easements Granted to WBP Commercial. 60 Elm hereby grants and conveys to WBP Commercial, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the 60 Elm Parcel, which easement(s) shall be appurtenant to and run with the WBP Commercial Parcel (collectively, the "60 Elm Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the WBP Commercial Parcel including, without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the 60 Elm Parcel in the area where such utility facilities currently exist on the 60 Elm Parcel. 60

Elm shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the 60 Elm Parcel for any lawful purpose. WBP Commercial shall have the right, in common with 60 Elm, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by 60 Elm from time to time for such uses as may be convenient for the WBP Commercial Parcel, provided that such connections shall in all events: 1) be at the sole expense of WBP Commercial; 2) shall not interfere with or affect the continuous use and operation of the 60 Elm Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. 60 Elm reserves the right for 60 Elm and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and WBP Commercial shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with 60 Elm and others to whom 60 Elm may grant like rights provided those rights do not interfere with WBP Commercial's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the 60 Elm Parcel (the "60 Elm Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the WBP Commercial Parcel to Elm Street, together with the right to enter from time to time upon said 60 Elm Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as 60 Elm shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said 60 Elm Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as WBP Commercial may select. Prior to conducting any work on the 60 Elm Parcel, in the absence of an exigent circumstance, WBP Commercial shall notify 60 Elm at least 48 hours in advance and shall observe 60 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 60 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 60 Elm and shall have liability insurance in such ordinary and reasonable amounts as 60 Elm may require, certificates of which shall be presented by WBP Commercial upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of structures constructed or to be constructed upon the WBP Commercial Parcel, that, unimproved portion of the 60 Elm Parcel reasonably necessary for maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the WBP Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, WBP Commercial shall notify 60 Elm at least 48 hours in advance and shall observe 60 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 60 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 60 Elm and shall have liability insurance in such ordinary and reasonable amounts as 60 Elm may require, certificates of which shall be presented by WBP Commercial to 60 Elm upon request.

Subject to the terms of Article II below, 60 Elm reserves all rights of ownership in and to the 60 Elm Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the 60 Elm Parcel, the right to use the 60 Elm Parcel for all

uses not interfering with the use permitted WBP Commercial hereunder, and the right to develop the 60 Elm Parcel and relocate the 60 Elm Easements as set forth in Article II below.

2. WBP Commercial Covenants and Easements Granted to 60 Elm. WBP Commercial hereby grants and conveys to 60 Elm, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the WBP Commercial Parcel, which easement(s) shall be appurtenant to and run with the 60 Elm Parcel (collectively, the "WBP Commercial Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the 60 Elm Parcel including, without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the WBP Commercial Parcel in the area where such utility facilities currently exist on the WBP Commercial Parcel. WBP Commercial shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the WBP Commercial Parcel for any lawful purpose. 60 Elm shall have the right, in common with WBP Commercial, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by WBP Commercial from time to time for such uses as may be convenient for the 60 Elm Parcel, provided that such connections shall in all events: 1) be at the sole expense of 60 Elm; 2) shall not interfere with or affect the continuous use and operation of the WBP Commercial Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. WBP Commercial reserves the right for WBP Commercial and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and 60 Elm shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with WBP Commercial and others to whom WBP Commercial may grant like rights provided those rights do not interfere with 60 Elm's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the WBP Commercial Parcel (the "WBP Commercial Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the 60 Elm Parcel to Preble Street, together with the right to enter from time to time upon said WBP Commercial Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as WBP Commercial shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said WBP Commercial Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as 60 Elm may select. Prior to conducting any work on the WBP Commercial Parcel, in the absence of an exigent circumstance, 60 Elm shall notify WBP Commercial at least 48 hours in advance and shall observe WBP Commercial's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on WBP Commercial Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of WBP Commercial and shall have liability insurance in such ordinary and reasonable amounts as WBP Commercial may require, certificates of which shall be presented by 60 Elm upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including to the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of

structures constructed or to be constructed upon the 60 Elm Parcel, that unimproved portion of the WBP Commercial Parcel reasonably necessary for such maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the 60 Elm Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, 60 Elm shall notify WBP Commercial at least 48 hours in advance and shall observe WBP Commercial's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on WBP Commercial Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of WBP Commercial and shall have liability insurance in such ordinary and reasonable amounts as WBP Commercial may require, certificates of which shall be presented by 60 Elm to WBP Commercial upon request.

Subject to the terms of Article II below, WBP Commercial reserves all rights of ownership in and to the WBP Commercial Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the WBP Commercial Parcel, the right to use the WBP Commercial Parcel for all uses not interfering with the use permitted 60 Elm hereunder, and the right to develop the WBP Commercial Parcel and relocate the WBP Commercial Easements as set forth in Article II below.

ARTICLE II – DEVELOPMENT OF A PARCEL

1. In the event that 60 Elm desires to develop the 60 Elm Parcel, 60 Elm shall provide written notice of its intention to so develop (a "Development Notice") to the WBP Commercial prior to commencing such development. Thereafter, 60 Elm shall have the unrestricted right to relocate the 60 Elm Easements to area of the 60 Elm Parcel reasonably designated by 60 Elm. Upon completion the development described in a Development Notice, the 60 Elm Easements will automatically be deemed: (i) terminated as to those portions of 60 Elm Parcel described herein, and (ii) relocated to the areas specified by 60 Elm. Although the foregoing provision is intended to be self-operative, WBP Commercial agrees to execute any instrument reasonably requested by 60 Elm to further evidence such termination and relocation.

2. In the event that WBP Commercial desires to develop the WBP Commercial Parcel, WBP Commercial shall provide a Development Notice to the 60 Elm prior to commencing such development. Thereafter, WBP Commercial shall have the unrestricted right to relocate the WBP Commercial Easements to area of the WBP Commercial Parcel reasonably designated by WBP Commercial. Upon completion the development described in a Development Notice, the WBP Commercial Easements will automatically be deemed: (i) terminated as to those portions of WBP Commercial Parcel described herein, and (ii) relocated to the areas specified by WBP Commercial. Although the foregoing provision is intended to be self-operative, 60 Elm agrees to execute any instrument reasonably requested by WBP Commercial to further evidence such termination and relocation, including those that may be recorded in the Cumberland County Registry of Deeds.

ARTICLE III – DEFAULT; REMEDIES

1. The occurrence of any one or more of the following events shall constitute a material default and breach of this Agreement by the non-performing Party (the "defaulting Party"): the failure to observe or perform any other of the covenants, conditions or obligations of this Agreement or to abide by the restrictions and requirements herein provided and such failure of performance remains uncured sixty (60) days after the issuance of a notice by the other Party (the "non-defaulting Party") specifying the nature of the default claimed.

2. Each non-defaulting Party shall have the right to prosecute any proceedings at law or in equity against any defaulting Party hereto, or any other person, violating or attempting to violate or

defaulting upon any of the provision contained in this Agreement, and to recover damages for any such violation or default. Such proceeding shall include the right to restrain by injunction any violation or threatened violation by another of any of the terms, covenants, or conditions of this Agreement, or to obtain a decree to compel performance of any such terms, covenants, or conditions, it being agreed that the remedy at law for a breach of any such term, covenant, or condition (except those, if any, requiring the payment of a liquidated sum) is not adequate. All of the remedies permitted or available to a Party under this Agreement or at law or in equity shall be cumulative and not alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right or remedy. In the event that a Party brings a proceeding at law or in equity against another Party pursuant to this Section, the non-prevailing Party shall pay the reasonable attorneys' fees of the prevailing Party.

3. No delay or omission of any Party in the exercise of any right accruing upon any default of any other Party shall impair any such right or be construed to be a waiver thereof, and every such right may be exercised at any time during the continuance of such default. No waiver by any Party of any default under this Declaration shall be effective or binding on such Party unless made in writing by such Party and no such waiver shall be implied from any omission by a Party to take action in respect to such default. No express written waiver of any default shall affect any other default or cover any other period of time other than any default and/or period of time specified in such express waiver. One or more written waivers or any default under any provision of this Agreement shall not be deemed to be a waiver of any subsequent default in the performance or the same provision or any other term or provision contained in this Agreement.

4. No breach, whether or not material, of the provisions of this Agreement shall entitle any Party to cancel, rescind or otherwise terminate this Agreement, but such limitation shall not affect, in any manner, any other rights or remedies which any Party may have hereunder by reason of any breach of the provisions of this Agreement.

ARTICLE IV - MISCELLANEOUS

1. The easements granted by this Agreement shall be binding on the Parties, their successors and assigns and shall be appurtenant to each Parcel, as the case may be, and shall inure to the benefit of the Parties and their respective successors, assigns, mortgagees, tenants, subtenants, beneficiaries, guests, invitees, contractors and licensees.

2. WBP Commercial agrees to indemnify, defend and hold harmless 60 Elm from:

   a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which 60 Elm, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by 60 Elm.

   b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by WBP Commercial, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by 60 Elm in connection with such claims.

3. 60 Elm agrees to indemnify, defend and hold harmless WBP Commercial from:

a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which WBP Commercial, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by WBP Commercial.

b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by 60 Elm, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by WBP Commercial in connection with such claims.

4. This Agreement may be amended solely by written instrument executed by each of the parties hereto or their respective successors in interest, which written instrument shall be recorded in the Registry of Deeds.

5. Neither this Agreement and grant of any easement, nor the use and enjoyment pursuant to the provisions of this Agreement, shall be deemed in any way to create or confer in or on any member of the public any right to use or enjoy the same, or any estate therein, or operate as a dedication by the Parties or any of them.

6. This Agreement shall be governed by the laws of the State of Maine, without reference to choice of law rules.

7. The rule of strict construction does not apply to the easement grants herein, which shall be given a reasonable construction so that the intention of the parties to confer on each grantee a commercially usable right of enjoyment consistent with historical use. The rights exercised by each Party on the land of the other shall in all cases be exercised so as to reasonably minimize the interference with the use and operation of the other Party's respective land. The use of section titles is for convenience only and shall not be deemed to evidence any intent of the parties hereto.

8. In the event any provision or portion of this Agreement is held by any court of competent jurisdiction to be invalid or unenforceable, such holding will not affect the remainder hereof, and the remaining provisions shall continue in full force and effect to the same extent as would have been the case had such invalid or unenforceable provision or portion never been a part hereof.

9. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all such counterparts shall constitute one and the same instrument.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the parties, their successors and assigns forever.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the Parties have caused this Easement and Maintenance Agreement to be executed as of the day and year first written above.

WBP Commercial LLC
By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of WBP Commercial, LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of WBP Commercial LLC.

Before me, _____
~~Notary Public~~ Attorney at Law

Printed Name: Harley Strauss

Affix Notarial Seal or Stamp

Received
Recorded Register of Deeds
Oct 13,2022 02:44:03P
Cumberland County
Jessica M. Spaulding

60 Elm Street LLC

By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of 60 Elm Street LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of 60 Elm Street LLC.

Before me, _____
~~Notary Public~~ Attorney at Law

Printed Name: Harley Strauss

Affix Notarial Seal or Stamp

When recorded return to:
Bernstein Shur
100 Middle St.
Attn: Hawley R. Strait, Esq.

EASEMENT AND MAINTENANCE AGREEMENT

This Easement and Maintenance Agreement (the "Agreement") is entered into as of the 12th day of October, 2022, between **89 Elm Street LLC**, a Maine limited liability company ("89 Elm"), **73 Elm Street LLC**, a Maine limited liability company ("73 Elm," and collectively with 89 Elm, each a "Party" and together the "Parties"), for the purpose of establishing the following easements and other privileges in, on, over and across certain properties located along Elm Street in the City of Portland, Maine.

RECITALS

1. 89 Elm is the sole owner of land with all buildings and improvements thereon located at 89 Elm Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside II, LLC dated October 12, 2022, recorded in the Cumberland County Registry of Deeds (the "Registry of Deeds") at Book 39779, Page 236 and in a certain Quitclaim with Covenant Deed from Bayside IV, LLC dated October 12, 2022, recorded in the Registry at Book 39779, Page 246 (the "89 Elm Parcel").

2. 73 Elm is the sole owner of land with all buildings and improvements thereon located at 73 Elm Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside II, LLC dated October 12, 2022, recorded in the Registry of Deeds at Book 39779, Page 234 (the "73 Elm Parcel," and together with the 89 Elm Parcel, the "Parcels" and each a "Parcel").

3. The Parties by this Agreement wish to establish certain mutual rights of access, utilities, shared systems and other rights associated with the ownership, use and operation of their respective Parcels to ensure the continued use and enjoyment of the Parcels.

4. To that end, the Parties have agreed to grant each other certain easements and privileges to ensure the continued use and enjoyment of their respective Parcels.

NOW THEREFORE, in consideration of the mutual promises and covenants herein contained, and other good and valuable consideration the receipt and sufficiency of which is acknowledged, the parties agree as follows:

ARTICLE I – EASEMENTS

1. 89 Elm Covenants and Easements Granted to 73 Elm. 89 Elm hereby grants and conveys to 73 Elm, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the 89 Elm Parcel, which easement(s) shall be appurtenant to and run with the 73 Elm Parcel (collectively, the "89 Elm Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the 73 Elm Parcel including, without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the 89

Elm Parcel in the area where such utility facilities currently exist on the 89 Elm Parcel. 89 Elm shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the 89 Elm Parcel for any lawful purpose. 73 Elm shall have the right, in common with 89 Elm, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by 89 Elm from time to time for such uses as may be convenient for the 73 Elm Parcel, provided that such connections shall in all events: 1) be at the sole expense of 73 Elm; 2) shall not interfere with or affect the continuous use and operation of the 89 Elm Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. 89 Elm reserves the right for 89 Elm and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and 73 Elm shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with 89 Elm and others to whom 89 Elm may grant like rights provided those rights do not interfere with 73 Elm's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the 89 Elm Parcel (the "89 Elm Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the 73 Elm Parcel to Elm Street, together with the right to enter from time to time upon said 89 Elm Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as 89 Elm shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said 89 Elm Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as 73 Elm may select. Prior to conducting any work on the 89 Elm Parcel, in the absence of an exigent circumstance, 73 Elm shall notify 89 Elm at least 48 hours in advance and shall observe 89 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 89 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 89 Elm and shall have liability insurance in such ordinary and reasonable amounts as 89 Elm may require, certificates of which shall be presented by 73 Elm upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of structures constructed or to be constructed upon the 73 Elm Parcel, that, unimproved portion of the 89 Elm Parcel reasonably necessary for maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the 73 Elm Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, 73 Elm shall notify 89 Elm at least 48 hours in advance and shall observe 89 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 89 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 89 Elm and shall have liability insurance in such ordinary and reasonable amounts as 89 Elm may require, certificates of which shall be presented by 73 Elm to 89 Elm upon request.

Subject to the terms of Article II below, 89 Elm reserves all rights of ownership in and to the 89 Elm Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the 89 Elm Parcel, the right to use the 89 Elm Parcel for all uses not interfering with the use permitted 73 Elm hereunder, and the right to develop the 89 Elm Parcel and relocate the 89 Elm Easements as set forth in Article II below.

2. 73 Elm Covenants and Easements Granted to 89 Elm. 73 Elm hereby grants and conveys to 89 Elm, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the 73 Elm Parcel, which easement(s) shall be appurtenant to and run with the 89 Elm Parcel (collectively, the "73 Elm Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the 89 Elm Parcel including, without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the 73 Elm Parcel in the area where such utility facilities currently exist on the 73 Elm Parcel. 73 Elm shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the 73 Elm Parcel for any lawful purpose. 89 Elm shall have the right, in common with 73 Elm, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by 73 Elm from time to time for such uses as may be convenient for the 89 Elm Parcel, provided that such connections shall in all events: 1) be at the sole expense of 89 Elm; 2) shall not interfere with or affect the continuous use and operation of the 73 Elm Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. 73 Elm reserves the right for 73 Elm and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and 89 Elm shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with 73 Elm and others to whom 73 Elm may grant like rights provided those rights do not interfere with 89 Elm's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the 73 Elm Parcel (the "73 Elm Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the 89 Elm Parcel to Preble Street, together with the right to enter from time to time upon said 73 Elm Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as 73 Elm shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said 73 Elm Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as 89 Elm may select. Prior to conducting any work on the 73 Elm, in the absence of an exigent circumstance, 89 Elm shall notify 73 Elm at least 48 hours in advance and shall observe 73 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on 73 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 73 Elm and shall have liability insurance in such ordinary and reasonable amounts as 73 Elm may require, certificates of which shall be presented by 89 Elm upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including to the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of structures constructed or to be constructed upon the 89 Elm Parcel, that unimproved portion of the 73 Elm Parcel reasonably necessary for such maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the 89 Elm Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, 89 Elm shall notify 73 Elm at least 48 hours in

advance and shall observe 73 Elm's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on 73 Elm Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 73 Elm and shall have liability insurance in such ordinary and reasonable amounts as 73 Elm may require, certificates of which shall be presented by 89 Elm to 73 Elm upon request.

Subject to the terms of Article II below, 73 Elm reserves all rights of ownership in and to the 73 Elm Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the 73 Elm Parcel, the right to use the 73 Elm Parcel for all uses not interfering with the use permitted 89 Elm hereunder, and the right to develop the 73 Elm Parcel and relocate the 73 Elm Easements as set forth in Article II below.

ARTICLE II – DEVELOPMENT OF A PARCEL

1. In the event that 89 Elm desires to develop the 89 Elm Parcel, 89 Elm shall provide written notice of its intention to so develop (a "Development Notice") to 73 Elm prior to commencing such development. Thereafter, 89 Elm shall have the unrestricted right to relocate the 89 Elm Easements to area of the 89 Elm Parcel reasonably designated by 89 Elm. Upon completion the development described in a Development Notice, the 89 Elm Easements will automatically be deemed: (i) terminated as to those portions of 89 Elm Parcel described herein, and (ii) relocated to the areas specified by 89 Elm. Although the foregoing provision is intended to be self-operative, 73 Elm agrees to execute any instrument reasonably requested by 89 Elm to further evidence such termination and relocation.

2. In the event that 73 Elm desires to develop the 73 Elm Parcel, 73 Elm shall provide a Development Notice to the 89 Elm prior to commencing such development. Thereafter, 73 Elm shall have the unrestricted right to relocate the 73 Elm Easements to area of the 73 Elm Parcel reasonably designated by 73 Elm. Upon completion the development described in a Development Notice, the 73 Elm Easements will automatically be deemed: (i) terminated as to those portions of 73 Elm Parcel described herein, and (ii) relocated to the areas specified by 73 Elm. Although the foregoing provision is intended to be self-operative, 89 Elm agrees to execute any instrument reasonably requested by 73 Elm to further evidence such termination and relocation, including those that may be recorded in the Cumberland County Registry of Deeds.

ARTICLE III – DEFAULT; REMEDIES

1. The occurrence of any one or more of the following events shall constitute a material default and breach of this Agreement by the non-performing Party (the "defaulting Party"): the failure to observe or perform any other of the covenants, conditions or obligations of this Agreement or to abide by the restrictions and requirements herein provided and such failure of performance remains uncured sixty (60) days after the issuance of a notice by the other Party (the "non-defaulting Party") specifying the nature of the default claimed.

2. Each non-defaulting Party shall have the right to prosecute any proceedings at law or in equity against any defaulting Party hereto, or any other person, violating or attempting to violate or defaulting upon any of the provision contained in this Agreement, and to recover damages for any such violation or default. Such proceeding shall include the right to restrain by injunction any violation or threatened violation by another of any of the terms, covenants, or conditions of this Agreement, or to obtain a decree to compel performance of any such terms, covenants, or conditions, it being agreed that the remedy at law for a breach of any such term, covenant, or condition (except those, if any, requiring the payment of a liquidated sum) is not adequate. All of the remedies permitted or available to a Party under this Agreement or at law or in equity shall be cumulative and not alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right or remedy. In the event that a Party brings a proceeding at law or in equity

against another Party pursuant to this Section, the non-prevailing Party shall pay the reasonable attorneys' fees of the prevailing Party.

3. No delay or omission of any Party in the exercise of any right accruing upon any default of any other Party shall impair any such right or be construed to be a waiver thereof, and every such right may be exercised at any time during the continuance of such default. No waiver by any Party of any default under this Declaration shall be effective or binding on such Party unless made in writing by such Party and no such waiver shall be implied from any omission by a Party to take action in respect to such default. No express written waiver of any default shall affect any other default or cover any other period of time other than any default and/or period of time specified in such express waiver. One or more written waivers or any default under any provision of this Agreement shall not be deemed to be a waiver of any subsequent default in the performance or the same provision or any other term or provision contained in this Agreement.

4. No breach, whether or not material, of the provisions of this Agreement shall entitle any Party to cancel, rescind or otherwise terminate this Agreement, but such limitation shall not affect, in any manner, any other rights or remedies which any Party may have hereunder by reason of any breach of the provisions of this Agreement.

ARTICLE IV - MISCELLANEOUS

1. The easements granted by this Agreement shall be binding on the Parties, their successors and assigns and shall be appurtenant to each Parcel, as the case may be, and shall inure to the benefit of the Parties and their respective successors, assigns, mortgagees, tenants, subtenants, beneficiaries, guests, invitees, contractors and licensees.

2. 73 Elm agrees to indemnify, defend and hold harmless 89 Elm from:

   a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which 89 Elm, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by 89 Elm.

   b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by 73 Elm, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by 89 Elm in connection with such claims.

3. 89 Elm agrees to indemnify, defend and hold harmless 73 Elm from:

a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which 73 Elm, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by 73 Elm.

b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by 89 Elm, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by 73 Elm in connection with such claims.

4. This Agreement may be amended solely by written instrument executed by each of the parties hereto or their respective successors in interest, which written instrument shall be recorded in the Registry of Deeds.

5. Neither this Agreement and grant of any easement, nor the use and enjoyment pursuant to the provisions of this Agreement, shall be deemed in any way to create or confer in or on any member of the public any right to use or enjoy the same, or any estate therein, or operate as a dedication by the Parties or any of them.

6. This Agreement shall be governed by the laws of the State of Maine, without reference to choice of law rules.

7. The rule of strict construction does not apply to the easement grants herein, which shall be given a reasonable construction so that the intention of the parties to confer on each grantee a commercially usable right of enjoyment consistent with historical use. The rights exercised by each Party on the land of the other shall in all cases be exercised so as to reasonably minimize the interference with the use and operation of the other Party's respective land. The use of section titles is for convenience only and shall not be deemed to evidence any intent of the parties hereto.

8. In the event any provision or portion of this Agreement is held by any court of competent jurisdiction to be invalid or unenforceable, such holding will not affect the remainder hereof, and the remaining provisions shall continue in full force and effect to the same extent as would have been the case had such invalid or unenforceable provision or portion never been a part hereof.

9. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all such counterparts shall constitute one and the same instrument.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the parties, their successors and assigns forever.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the Parties have caused this Easement and Maintenance Agreement to be executed as of the day and year first written above.

73 Elm Street LLC

By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of 73 Elm Street LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of 73 Elm Street LLC.

Before me, _____
Notary Public Attorney at Law

Printed Name: Hunter Stuart

Affix Notarial Seal or Stamp

Received
Recorded Register of Deeds
Oct 13,2022 02:45:44P
Cumberland County
Jessica M. Spaulding

89 Elm Street LLC

By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of 89 Elm Street LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of 89 Elm Street LLC.

Before me, _____
Notary Public Attorney at Law

Printed Name: Hunter

Affix Notarial Seal or Stamp

When recorded return to:
Bernstein Shur
100 Middle St.
Attn: Hawley R. Strait, Esq.

EASEMENT AND MAINTENANCE AGREEMENT

This Easement and Maintenance Agreement (the "Agreement") is entered into as of the 12th day of October, 2022, between **196 Lancaster Street LLC**, a Maine limited liability company ("196 Lancaster"), **WBP Commercial LLC**, a Maine limited liability company ("WBP Commercial," and collectively with 196 Lancaster, each a "Party" and together the "Parties"), for the purpose of establishing the following easements and other privileges in, on, over and across certain properties located along Lancaster Street in the City of Portland, Maine.

RECITALS

1. 196 Lancaster is the sole owner of land with all buildings and improvements thereon located at 196 Lancaster Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside I, LLC dated October 12, 2022, recorded in the Cumberland County Registry of Deeds (the "Registry of Deeds") at Book 39779, Page 232 (the "196 Lancaster Parcel").

2. WBP Commercial is the sole owner of land with all buildings and improvements thereon located at 190 Lancaster Street in the City of Portland, Cumberland County, Maine described in a certain Quitclaim with Covenant Deed from Bayside I, LLC dated October 12, 2022, recorded in the Registry of Deeds at Book 39779, Page 227 (the "WBP Parcel," and together with the 196 Lancaster Parcel, the "Parcels" and each a "Parcel").

3. The Parties by this Agreement wish to establish certain mutual rights of access, utilities, shared systems and other rights associated with the ownership, use and operation of their respective Parcels to ensure the continued use and enjoyment of the Parcels.

4. To that end, the Parties have agreed to grant each other certain easements and privileges to ensure the continued use and enjoyment of their respective Parcels.

NOW THEREFORE, in consideration of the mutual promises and covenants herein contained, and other good and valuable consideration the receipt and sufficiency of which is acknowledged, the parties agree as follows:

ARTICLE I – EASEMENTS

1. 196 Lancaster Covenants and Easements Granted to WBP Commercial. 196 Lancaster hereby grants and conveys to WBP Commercial, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the 196 Lancaster Parcel, which easement(s) shall be appurtenant to and run with the WBP Commercial Parcel (collectively, the "196 Lancaster Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the WBP Commercial Parcel including,

without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the 196 Lancaster Parcel in the area where such utility facilities currently exist on the 196 Lancaster Parcel. 196 Lancaster shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the 196 Lancaster Parcel for any lawful purpose. WBP Commercial shall have the right, in common with 196 Lancaster, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by 196 Lancaster from time to time for such uses as may be convenient for the WBP Commercial Parcel, provided that such connections shall in all events: 1) be at the sole expense of WBP Commercial; 2) shall not interfere with or affect the continuous use and operation of the 196 Lancaster Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. 196 Lancaster reserves the right for 196 Lancaster and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and WBP Commercial shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with 196 Lancaster and others to whom 196 Lancaster may grant like rights provided those rights do not interfere with WBP Commercial's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the 196 Lancaster Parcel (the "196 Lancaster Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the WBP Commercial Parcel to Elm Street, Preble Street, and Lancaster Street East, together with the right to enter from time to time upon said 196 Lancaster Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as 196 Lancaster shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said 196 Lancaster Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as WBP Commercial may select. Prior to conducting any work on the 196 Lancaster Parcel, in the absence of an exigent circumstance, WBP Commercial shall notify 196 Lancaster at least 48 hours in advance and shall observe 196 Lancaster's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 196 Lancaster Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 196 Lancaster and shall have liability insurance in such ordinary and reasonable amounts as 196 Lancaster may require, certificates of which shall be presented by WBP Commercial upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of structures constructed or to be constructed upon the WBP Commercial Parcel, that, unimproved portion of the 196 Lancaster Parcel reasonably necessary for maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the WBP Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, WBP Commercial shall notify 196 Lancaster at least 48 hours in advance and shall observe 196 Lancaster's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on the 196 Lancaster Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of 196 Lancaster and shall have liability insurance in such ordinary and reasonable amounts as 196 Lancaster may require, certificates of which shall be presented by WBP Commercial to 196 Lancaster upon request.

Subject to the terms of Article II below, 196 Lancaster reserves all rights of ownership in and to the 196 Lancaster Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the 196 Lancaster Parcel, the right to use the 196 Lancaster Parcel for all uses not interfering with the use permitted WBP Commercial hereunder, and the right to develop the 196 Lancaster Parcel and relocate the 96 Lancaster Easements as set forth in Article II below.

2. WBP Commercial Covenants and Easements Granted to 196 Lancaster. WBP Commercial hereby grants and conveys to 196 Lancaster, and its successors and assigns, the following perpetual easements, rights of way and privileges on, over, under and across the WBP Commercial Parcel, which easement(s) shall be appurtenant to and run with the 196 Lancaster Parcel (collectively, the "WBP Commercial Easements"):

A. Utility Easement. A perpetual non-exclusive easement for the installation, use, maintenance, and repair of any and all utilities to service the 196 Lancaster Parcel including, without limitation, water, electricity, gas, phone, cable TV and internet on, over, under and across the WBP Commercial Parcel in the area where such utility facilities currently exist on the WBP Commercial Parcel. WBP Commercial shall also have the right to transmit electricity, water, gas, data and any other utility over all existing wires, lines, systems, cables and apparatus located on or within the WBP Commercial Parcel for any lawful purpose. 196 Lancaster shall have the right, in common with WBP Commercial, to connect to any such wires, lines, systems, cables and/or apparatus as may be located by WBP Commercial from time to time for such uses as may be convenient for the 196 Lancaster Parcel, provided that such connections shall in all events: 1) be at the sole expense of 196 Lancaster; 2) shall not interfere with or affect the continuous use and operation of the WBP Commercial Parcel; and 3) shall be installed and maintained in a good and workmanlike manner consistent with good utility practice and in compliance with all applicable law and/or permitting requirements. WBP Commercial reserves the right for WBP Commercial and its successors and assigns to grant routine utility easements in favor of and as requested by utility companies and 196 Lancaster shall join in such easements as may reasonably be requested.

B. Access and Use Easement. A perpetual, nonexclusive right of way and easement (in common with WBP Commercial and others to whom WBP Commercial may grant like rights provided those rights do not interfere with 196 Lancaster's easements and rights of way) for the passage and accommodation of persons and vehicles (including commercial vehicles) at any and all times over and across the roads, sidewalks, and other areas of ingress and egress currently existing on the WBP Commercial Parcel (the "WBP Commercial Access Easement Area") for the purpose of providing unimpeded access, ingress and egress from the 196 Lancaster Parcel to Preble Street, Elm Street, and Oxford Street, together with the right to enter from time to time upon said WBP Commercial Access Easement Area to inspect, install, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such area, together with the right and easement, at such times if the circumstances allow as WBP Commercial shall reasonably approve, to cut, clear and remove trees, bushes, growth and obstructions to clear and keep clear said WBP Commercial Access Easement Area of all snow, ice, trees and bushes on or adjacent thereto by such means as 196 Lancaster may select. Prior to conducting any work on the WBP Commercial Parcel, in the absence of an exigent circumstance, 196 Lancaster shall notify WBP Commercial at least 48 hours in advance and shall observe WBP Commercial's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on WBP Commercial Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of WBP Commercial and shall have liability insurance in such ordinary and reasonable

amounts as WBP Commercial may require, certificates of which shall be presented by 196 Lancaster upon request.

C. Maintenance Easement. The right, privilege, and easement to temporarily use and occupy, including to the right to place scaffolding, cranes and other equipment as may be reasonably required, and for other purposes reasonably incidental to the maintenance and repair of structures constructed or to be constructed upon the 196 Lancaster Parcel, that unimproved portion of the WBP Commercial Parcel reasonably necessary for such maintenance and repair in connection with the construction, maintenance and repair of the building located or to be located on the 196 Lancaster Parcel. Prior to entering into the Easement Area for such maintenance and/or repair, in the absence of an exigent circumstance, 196 Lancaster shall notify WBP Commercial at least 48 hours in advance and shall observe WBP Commercial's reasonable requests in the further conduct and timing of such work so as to minimize any disruption to the operations on WBP Commercial Parcel. Any and all contractors or personnel engaged for such work shall be under the supervision of WBP Commercial and shall have liability insurance in such ordinary and reasonable amounts as WBP Commercial may require, certificates of which shall be presented by 196 Lancaster to WBP Commercial upon request.

Subject to the terms of Article II below, WBP Commercial reserves all rights of ownership in and to the WBP Commercial Parcel which are not inconsistent with this Agreement, including, without limitation, the right to grant further easements on, over or across the WBP Commercial Parcel, the right to use the WBP Commercial Parcel for all uses not interfering with the use permitted 196 Lancaster hereunder, and the right to develop the WBP Commercial Parcel and relocate the WBP Commercial Easements as set forth in Article II below.

ARTICLE II – DEVELOPMENT OF A PARCEL

1. In the event that 196 Lancaster desires to develop the 196 Lancaster Parcel, 196 Lancaster shall provide written notice of its intention to so develop (a "Development Notice") to the WBP Commercial prior to commencing such development. Thereafter, 196 Lancaster shall have the unrestricted right to relocate the 196 Lancaster Easements to area of the 196 Lancaster Parcel reasonably designated by 196 Lancaster. Upon completion the development described in a Development Notice, the 196 Lancaster Easements will automatically be deemed: (i) terminated as to those portions of 196 Lancaster Parcel described herein, and (ii) relocated to the areas specified by 196 Lancaster. Although the foregoing provision is intended to be self-operative, WBP Commercial agrees to execute any instrument reasonably requested by 196 Lancaster to further evidence such termination and relocation.

2. In the event that WBP Commercial desires to develop the WBP Commercial Parcel, WBP Commercial shall provide a Development Notice to the 196 Lancaster prior to commencing such development. Thereafter, WBP Commercial shall have the unrestricted right to relocate the WBP Commercial Easements to area of the WBP Commercial Parcel reasonably designated by WBP Commercial. Upon completion the development described in a Development Notice, the WBP Commercial Easements will automatically be deemed: (i) terminated as to those portions of WBP Commercial Parcel described herein, and (ii) relocated to the areas specified by WBP Commercial. Although the foregoing provision is intended to be self-operative, 196 Lancaster agrees to execute any instrument reasonably requested by WBP Commercial to further evidence such termination and relocation, including those that may be recorded in the Cumberland County Registry of Deeds.

ARTICLE III – DEFAULT; REMEDIES

1. The occurrence of any one or more of the following events shall constitute a material default and breach of this Agreement by the non-performing Party (the "defaulting Party"): the failure to

observe or perform any other of the covenants, conditions or obligations of this Agreement or to abide by the restrictions and requirements herein provided and such failure of performance remains uncured sixty (60) days after the issuance of a notice by the other Party (the "non-defaulting Party") specifying the nature of the default claimed.

2. Each non-defaulting Party shall have the right to prosecute any proceedings at law or in equity against any defaulting Party hereto, or any other person, violating or attempting to violate or defaulting upon any of the provision contained in this Agreement, and to recover damages for any such violation or default. Such proceeding shall include the right to restrain by injunction any violation or threatened violation by another of any of the terms, covenants, or conditions of this Agreement, or to obtain a decree to compel performance of any such terms, covenants, or conditions, it being agreed that the remedy at law for a breach of any such term, covenant, or condition (except those, if any, requiring the payment of a liquidated sum) is not adequate. All of the remedies permitted or available to a Party under this Agreement or at law or in equity shall be cumulative and not alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right or remedy. In the event that a Party brings a proceeding at law or in equity against another Party pursuant to this Section, the non-prevailing Party shall pay the reasonable attorneys' fees of the prevailing Party.

3. No delay or omission of any Party in the exercise of any right accruing upon any default of any other Party shall impair any such right or be construed to be a waiver thereof, and every such right may be exercised at any time during the continuance of such default. No waiver by any Party of any default under this Declaration shall be effective or binding on such Party unless made in writing by such Party and no such waiver shall be implied from any omission by a Party to take action in respect to such default. No express written waiver of any default shall affect any other default or cover any other period of time other than any default and/or period of time specified in such express waiver. One or more written waivers or any default under any provision of this Agreement shall not be deemed to be a waiver of any subsequent default in the performance or the same provision or any other term or provision contained in this Agreement.

4. No breach, whether or not material, of the provisions of this Agreement shall entitle any Party to cancel, rescind or otherwise terminate this Agreement, but such limitation shall not affect, in any manner, any other rights or remedies which any Party may have hereunder by reason of any breach of the provisions of this Agreement.

ARTICLE IV - MISCELLANEOUS

1. The easements granted by this Agreement shall be binding on the Parties, their successors and assigns and shall be appurtenant to each Parcel, as the case may be, and shall inure to the benefit of the Parties and their respective successors, assigns, mortgagees, tenants, subtenants, beneficiaries, guests, invitees, contractors and licensees.

2. WBP Commercial agrees to indemnify, defend and hold harmless 196 Lancaster from:

a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which 196 Lancaster, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by 196 Lancaster.

b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by WBP Commercial, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by 196 Lancaster in connection with such claims.

3. 196 Lancaster agrees to indemnify, defend and hold harmless WBP Commercial from:

a. Any and all claims, actions, damages, liability or expense, including without limitation reasonable attorneys' fees, expert witness and consultants' fees, and court costs, which WBP Commercial, or its respective tenants, agents, contractors, employees and licensees, may incur in connection with any and all injuries to or deaths of persons or damage to real or personal property or business arising out of the exercise or use of the rights granted hereunder by WBP Commercial.

b. Any and all mechanic's liens, materialmen's or other liens or claims arising out of any action taken by 196 Lancaster, or their tenants, agents, contractors, licensee, or employees pursuant to the provisions of this Agreement, including without limitation attorneys' fees, expert witness and consultants' fees, and court costs incurred by WBP Commercial in connection with such claims.

4. This Agreement may be amended solely by written instrument executed by each of the parties hereto or their respective successors in interest, which written instrument shall be recorded in the Registry of Deeds.

5. Neither this Agreement and grant of any easement, nor the use and enjoyment pursuant to the provisions of this Agreement, shall be deemed in any way to create or confer in or on any member of the public any right to use or enjoy the same, or any estate therein, or operate as a dedication by the Parties or any of them.

6. This Agreement shall be governed by the laws of the State of Maine, without reference to choice of law rules.

7. The rule of strict construction does not apply to the easement grants herein, which shall be given a reasonable construction so that the intention of the parties to confer on each grantee a commercially usable right of enjoyment consistent with historical use. The rights exercised by each Party on the land of the other shall in all cases be exercised so as to reasonably minimize the interference with the use and operation of the other Party's respective land. The use of section titles is for convenience only and shall not be deemed to evidence any intent of the parties hereto.

8. In the event any provision or portion of this Agreement is held by any court of competent jurisdiction to be invalid or unenforceable, such holding will not affect the remainder hereof, and the

remaining provisions shall continue in full force and effect to the same extent as would have been the case had such invalid or unenforceable provision or portion never been a part hereof.

9. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all such counterparts shall constitute one and the same instrument.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the parties, their successors and assigns forever.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the Parties have caused this Easement and Maintenance Agreement to be executed as of the day and year first written above.

WBP Commercial LLC
By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of WBP Commercial, LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of WBP Commercial LLC.

Before me, _____
~~Notary Public~~ Attorney at Law

Printed Name: Hartley Stuart

Affix Notarial Seal or Stamp

196 Lancaster Street LLC

By: Tom Watson & Co., LLC, its Manager

Witness

By: _____
Name: John Laliberte
Its: Vice President

Received
Recorded Register of Deeds
Oct 13,2022 02:46:55P
Cumberland County
Jessica M. Spaulding

STATE OF MAINE
COUNTY OF Cumberland, SS.

On this 12th day of October, 2022, personally appeared John Laliberte, the Vice President of Tom Watson & Co., LLC, the Manager of 196 Lancaster Street LLC, to me known to be the person who executed the foregoing instrument, and he acknowledged this instrument, by him signed, to be his free act and deed and the free act and deed of 196 Lancaster Street LLC.

Before me, _____
~~Notary Public~~ Attorney at Law

Printed Name: Hartley Stuart

Affix Notarial Seal or Stamp

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 Section 1 Figure I-16	Requires a 7" curb reveal adjacent to sidewalks or esplanades	We are requesting flush curbing in select locations along Lancaster Street.	The project proposes to construct a shared street along Lancaster Street between Preble & Elm Street. The flush curbing is a feature of the shared street that has been utilized in similar application in other areas of the City.
Chapter 14 Table 7-E: Mixed-Use Zone Dimensional Standards	Front setback maximum 5 ft zone B-3	The development proposes to exceed the maximum 5 ft front setback.	The setback increase will allow for a public linear park and outdoor retail area along the front of the 196 Lancaster St building between Elm & Preble Streets.
Technical Manual 1.14 Parking Lot and Parking Space Design / Figure I-27	Requires that drive aisle width for right-angle parking be 24' wide	We are requesting the drive aisle width be reduced to 22' for right angle parking.	In order to maximize greenspace & residential units, we wish to reduce the footprint of parking areas in multiple low-turnover parking areas within the development.

Gorham Savings Bank

December 22, 2022

To Whom it May Concern,

I am writing regarding the future development of the Bayside parcels recently acquired by Portland-based developer Tom Watson & Co. Gorham Savings has enjoyed a long and productive relationship with this firm. Having partnered with them on several occasions and having closely reviewed the financials of both the company and key principals, it is clear that the group has the capacity and experience for a development of this nature.

Several recent projects that the company has led give a sense of the group's strength and abilities from both a financial and development perspective:

- Construction is currently underway on a 171-unit apartment property at 52 Hanover Street, a few blocks away from the subject development. The deal was financed through a participation of Maine and regional banks.
- Right next door to 52 Hanover, is the firm's 82 Hanover development. Acquired in 2018 from the city, the team repurposed a former Public Works building into 40,000 SF of retail, restaurant and office space. 82 Hanover has become a thriving hub of the Bayside community. The project is financed with a Maine-based bank.
- In 2019 the team purchased a multifamily property at 132 Marginal way. Following the acquisition, the property was converted from 100-quad units to 196 traditional apartment units. The project is financed with a Maine-based bank.
- In Biddeford, construction is nearing completion on a 96-unit historic tax credit conversion of a former mill building. This building is the first phase in a campus-style development along Gooch Street that will combine rental housing, for-sale condos and commercial space. The project is financed with a Maine-based bank.
- In Wilmington, North Carolina, Tom Watson & Co recently acquired a 219-unit multifamily property. The property was acquired with financing from a national bridge lending program with plans to refinance the property into agency financing upon completion of the improvement plan.

These and many other projects make up the firm's long list of strong projects. Tom Watson & Co has access to a wide array of debt funding sources and a deep list of loyal investors who are eager to participate in future projects.

Please reach out with any further questions.

Best,

Nick Weightman SVP
Commercial Banking | Gorham Savings Bank

Team

Development team

Tom Watson & Co. PORT PROPERTY

Local commitment, local perspective

Tom Watson & Co. and its property management arm, Port Property, have been **invested in and committed to the Bayside neighborhood** for years, with a diverse portfolio in the immediate area – including The Linden, 117 Lofts, and the commercial spaces of 52 Hanover Street.

With Port Property's own management office located at 82 Hanover Street, the team has formed a deep-rooted connection to the area and locally operates out of the Bayside neighborhood.

Port Property was founded in Portland and has been managing properties and "making home happen" since 1993. Port Property owns and manages more than 100 unique properties, leveraging their experience and expansive portfolio to provide exceptional quality and customer service to residents.

Tom Watson & Co. & Port Property take a **comprehensive approach to development, construction and management**. Working as a collective group, they invest in their own properties, use their own construction team or collaborate directly with a construction partner, and, ultimately, oversee that property's management.

Their cohesive approach ensures an unmatched level of quality, service, and longstanding commitment – even after a project is completed.

This project continues the team's vision that began with 52 Hanover. Built around the idea of strengthening connection and synergy between community residents and the surrounding area, the activation of Lancaster Street will create **a dynamic neighborhood hub that is authentic to its location while accommodating local housing and workforce needs**.

TOM WATSON, Principal
Tom founded Port Property Management (Tom Watson & Co.'s Maine management company) with his father, Jack, in 1993 in an effort towards growing and diversifying the portfolio, and he has since grown the company into the largest owner and manager of residential property in Maine. Tom also founded and leads Tom Watson & Co, our Portland-based acquisition & development company. Tom graduated from Stanford University with a BA and later Boston University with an MBA. He now maintains homes in Portland, ME and Wilmington, NC.

JOSEPH PORTA, Principal
Joe is the founder of Porta & Co. Commercial Real Estate Services, a commercial real estate brokerage based in Portland, Maine. Joe has 16-years of experience in the industry, where he has traded over $1billion in deal volume. His deals include some of the largest multi-family transactions in the history of the state, in addition to representing many of Portland's largest commercial office tenants. In addition to Joe's career in brokerage, he has over decade of experience developing and repositioning assets in downtown Portland.

JOHN LALIBERTE, Developer
John joined Tom Watson & Co. in 2018. His primary focus is multi-family development in the Greater Portland market. He is responsible for leading the development team through the full-cycle development process, beginning with deal-sourcing and concluding on project stabilization. John is currently leading the development efforts at 52 Hanover Street, Portland and he played a primary role in the repositioning of The Linden at 132 Marginal Way.

MICHAEL BARTON, Developer
Mike is a project specialist who recently joined the Tom Watson & Co. team to facilitate A&D's growth goals for ground-up new development and major rehabilitation projects. Mike works closely with the in-house construction management division to align its goals with A&D. His roles include assisting with underwriting & early hard cost estimation, feasibility, entitlements, project team procurement and administration, and post development support. Mike previously served as the Owner/Operator of the Congress Group of Maine, an independent Owner's Representative company specializing in project management in the Greater Portland area in addition to undertaking real estate development projects of his own. Mike is a LEED AP and a Certified Professional Constructor.

Team

Consultant team

Stantec Urban Places

Our Urban Places practice is a uniquely connected virtual studio—uniting interdisciplinary leaders in specialties that contribute to renewed urban centers from transit oriented corridors to sprawling downtown hubs and all that is in between. In the last 5 years, our Urban Places team members have opened the door to well over $25 billion worth of projected development in North America through implemented plans that increase multimodal access and safety to the places where we live, work, invest, and thrive.

Our Urban Places professionals help clients successfully tackle complex issues. One key to our success lies in our unconventional structure. As a specialized, multi-national practice of urban experts, we maintain the focus and responsiveness of a boutique firm within Stantec's broader network of 400 global offices and over 26,000 professionals. As an industry leading design and engineering firm, we uniquely buttress our mobility and transit planning approach with unmatched in-house technical resources in streetscape and landscape design; public realm; infrastructure and transportation; environmental services; policy support; funding strategies; and more.

Levine Planning Strategies

Levine Planning Strategies, LLC, (LPS) is a small, New England-based firm committed to building communities by using good processes and effective planning tools. Whether helping a developer coordinate a good concept into implementation, or working with municipal staff on their land use code, or helping a community develop realistic and dynamic policies and plans, LPS sees the value of planning for developers, and the value of developments to implement plans. LPS also has experience in planning for vibrant downtowns, drafting and revising zoning bylaws and ordinances, and how public finance tools can be used for policy objectives.

Firm founder Jeff Levine, AICP, spent 25 years in leadership positions in local government planning offices. Currently he is a member of the faculty in the Department of Urban Studies & Planning at MIT.

Team

Civil Engineer

Acorn Engineering

Acorn Engineering, Inc. specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting, and construction administration. Together, Acorn Engineering, Inc. has successfully designed and permitted more than 20 Minor and Major projects in Portland, including Munjoy Heights, East Bayside Lofts, The Hiawatha, 70 Anderson, 52 Hanover, and most recently 200 Federal Street, Mercy Hospital as well as 1 Upper Falls Road (aka 1 Gooch Street) in Biddeford.

Transportaion Engineer

VHB

VHB's passionate professionals include engineers, scientists, planners and designers who partner with public and private clients in the transportation, real estate, institutional, and energy industries, as well as federal, state and local governments.

Together, we work to improve mobility, enhance communities and economic vitality, and balance development and infrastructure needs with environmental stewarship.

We're a team - 1,800 strong - eager to deliver value by embracing out clients' goals, anticipating challenges building lasting partnerships, and always providing an exceptional experience. We're passionate about making meaningful contributions to the wold through the work we do; and we are proud, yet humbled to have been doing this for over 40 years.

The transportation professionals in our South Portland office have been involved in the transportation permitting of some of Portland's most exciting projects.

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

General impact

The master plan has been developed to reflect and reinforce priorities from the City's recent comprehensive plan. The exhibit at right introduces these goals and summarizes the project's key community benefits.

In keeping with Portland's goals, Bayside will foster a community that is:

Bayside will source inspiration from other walkable, mixed-use community spaces. This image is from the recently completed The Landing, in Fort Wayne, IN.

The Development will:

- Establish the Lancaster corridor as Bayside's "Main Street," lined with retail, food and beverage, and other amenities from Parris Street to Whole Foods.
- Introduce 800+ total and 200+ affordable new rental homes for the Portland community to accommodate the City's growing need for mixed-income housing.
- Create a signature public space between Preble and Elm where the neighborhood can come together.
- Convert numerous surface parking lots into vibrant new developments.
- Retain social services and other established community organizations in refurbished historic buildings.
- Consolidate parking at the Public Market garage to manage traffic, promote pedestrian access, and strengthen the connection between Bayside and downtown Portland.
- Source inspiration from cities that have successfully followed a similar path, prioritizing pedestrian access, mixed-use community spaces, and sustainable initiatives.
- Promote a thoughtful development process that helps Portland achieve its Comprehensive Plan goals and addresses affordability, accessibility, connectivity, and climate resiliency.

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

General impact
The project translates the City's comprehensive plan priorities into planning and design strategies that reflect and reinforce local community goals and shared values.

MASTER PLAN PRINCIPLES

5

Translating Portland's plan into a diverse neighborhood that celebrates shared community

Build a neighborhood heart for the entire community

Develop a Main Street and public realm that reflects what makes Bayside special.

Create places that connect people

Promote walkable connections across Bayside and to the surrounding city.

Establish a genuine common ground

Introduce an inclusive, accessible place where the community can come together.

Foster real walkability

Develop a critical mass of density and mix of uses that invite pedestrians.

Celebrate living culture and local heritage

Reinforce the neighborhood's diverse architectural character and community values.

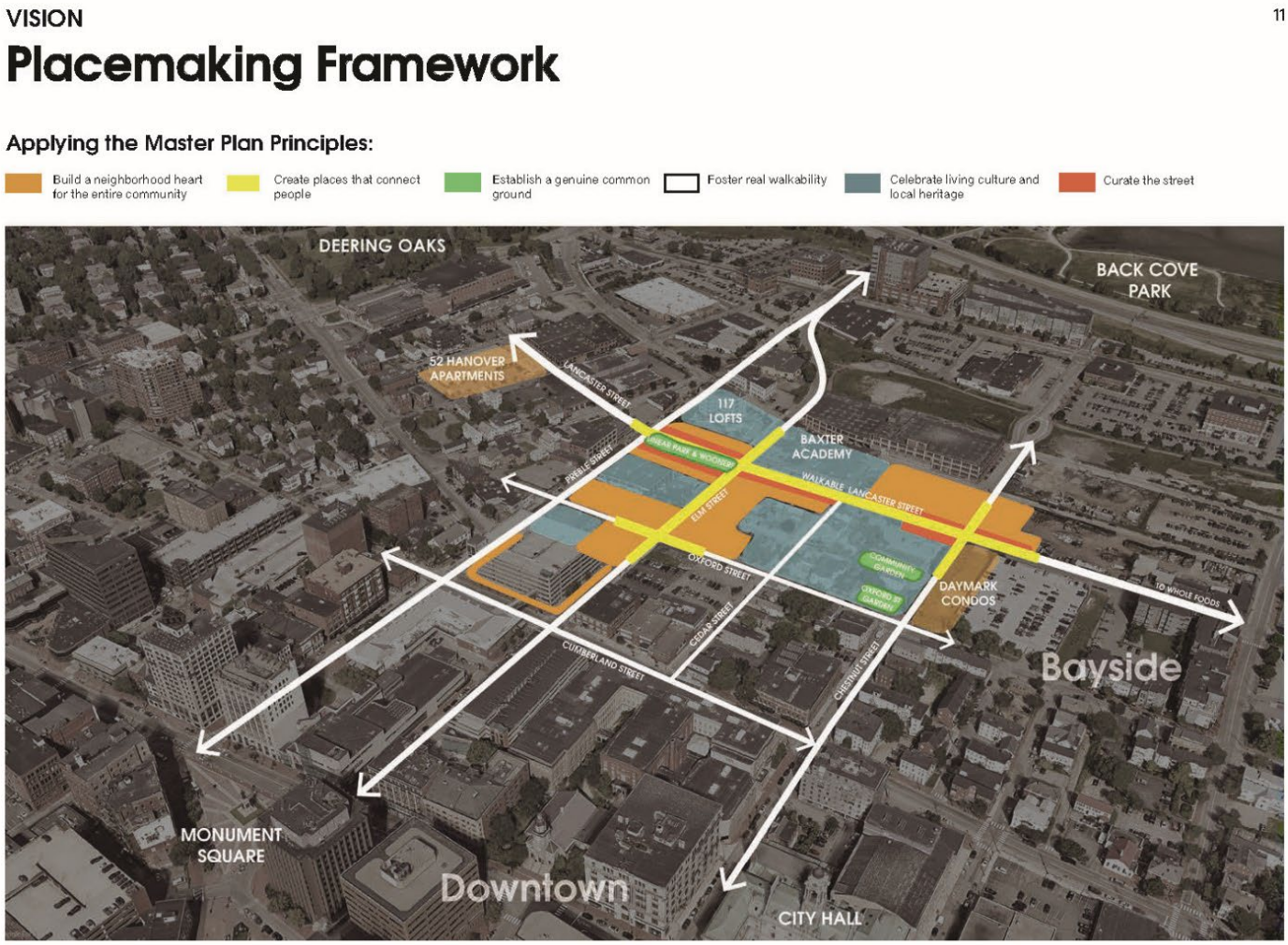
Curate the street

Integrate food/beverage and other neighborhood amenities that bring the streets to life.

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

Relationship to surrounding properties

The master plan envisions a development knit into and helping strengthen the neighborhood fabric through its relationship with and connection to surrounding structures and places. The project's placemaking framework applies the master planning principles to the West Bayside context, emphasizing community connection, diversity, walkability, local heritage, and vibrant streets.

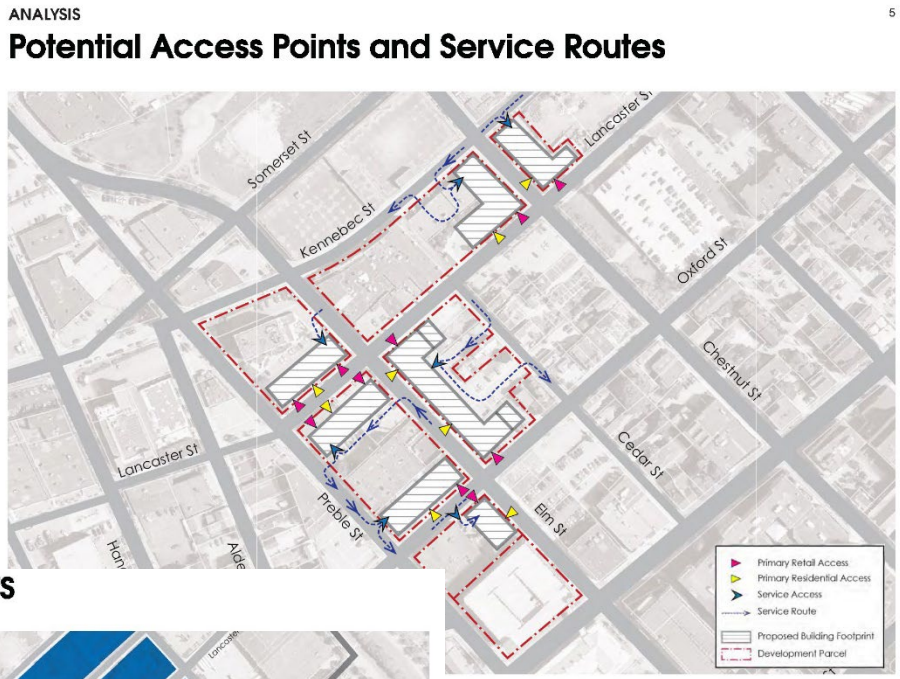


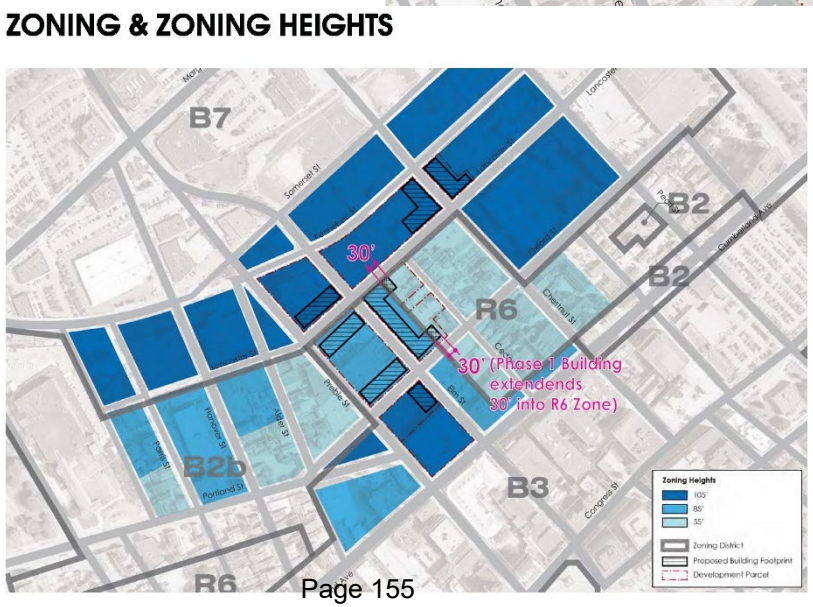
Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

Measures to create appropriate transitions and access to abutting public properties / neighboring tracts

The master plan does not abut public properties but does take care to provide access to new buildings without disrupting access to existing properties.

Planned buildings all conform to currently approved height limits. The buildings adjacent to the lower R6 zone include a step down at the zone border, helping transition the massing from taller construction to lower context.





Att. L

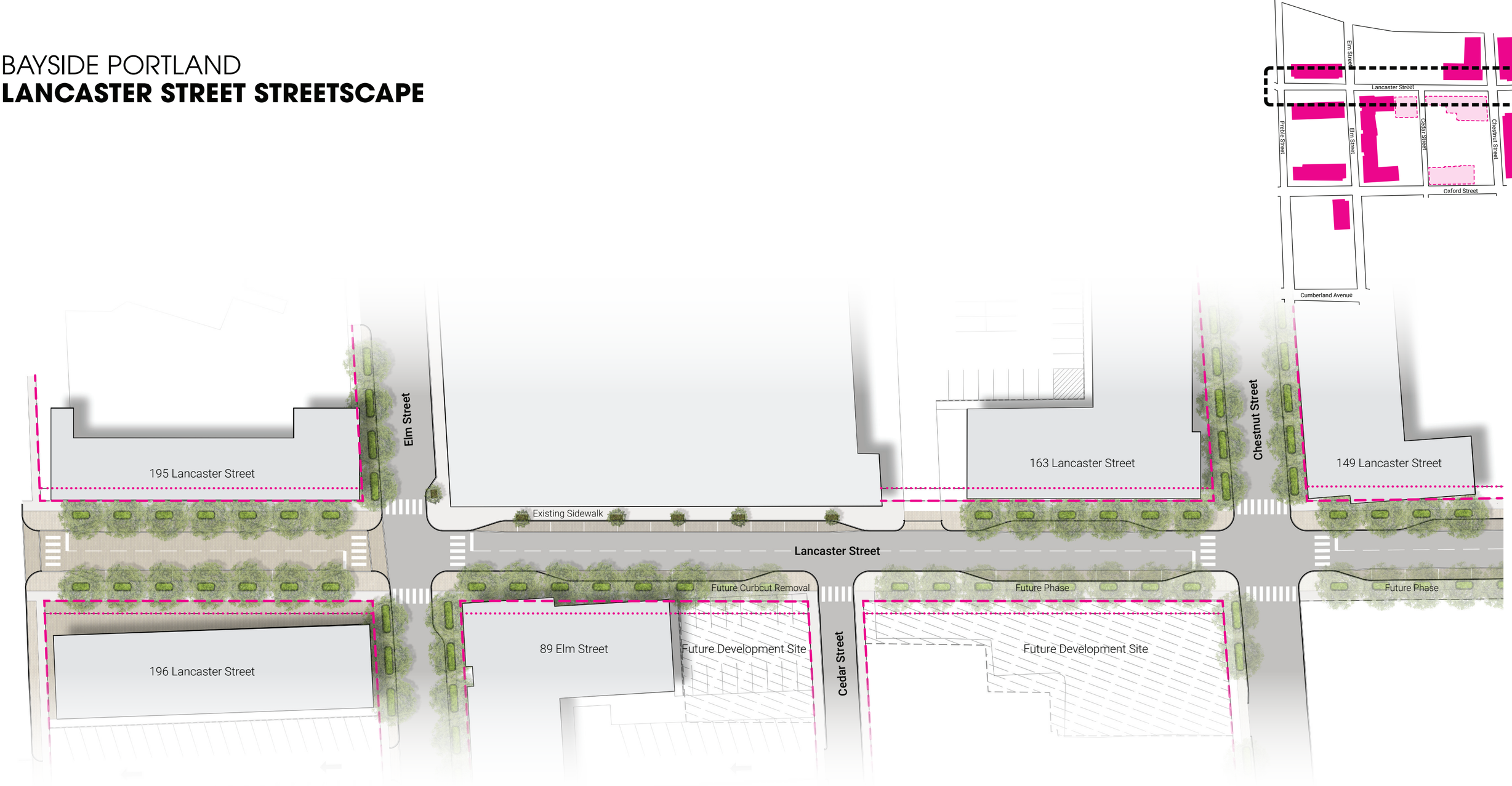
BAYSIDE | PORTLAND, ME
LANCASTER STREETSCAPE

BAYSIDE PORTLAND

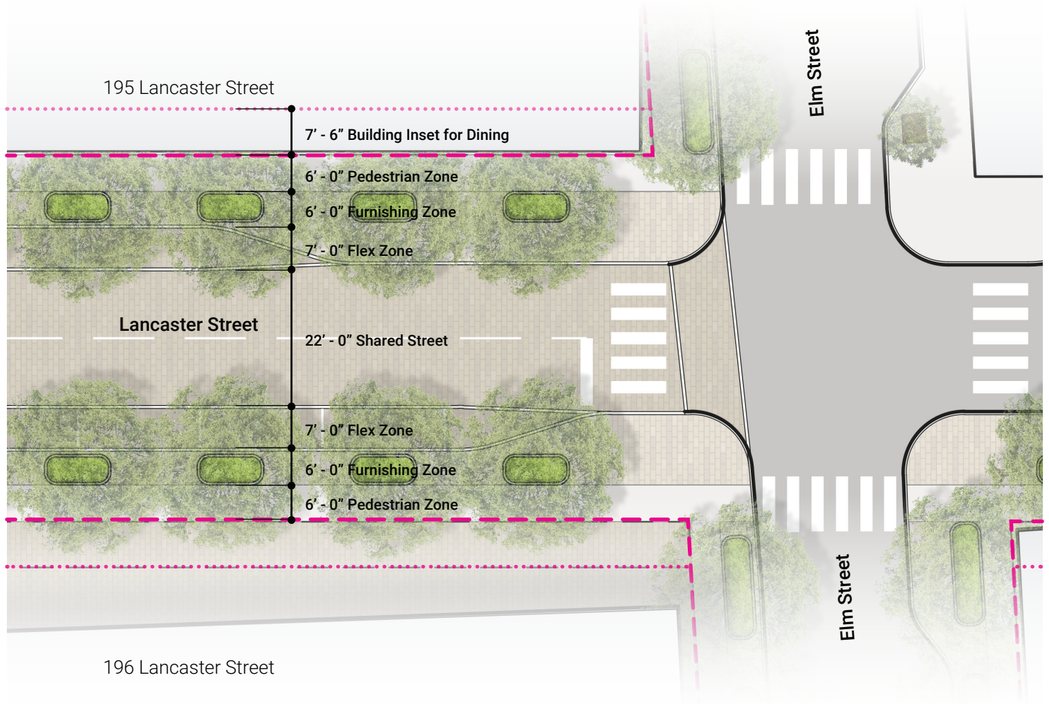
RETAIL & OUTDOOR DINING OPPORTUNITIES

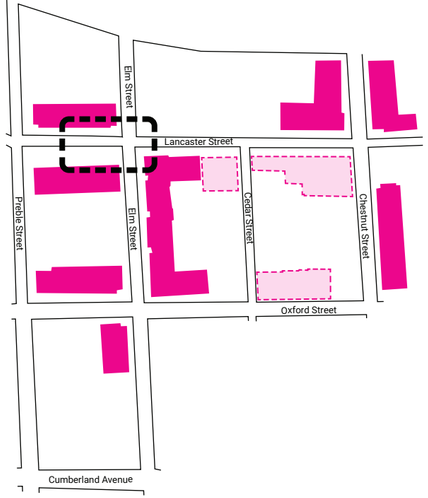
BAYSIDE PORTLAND

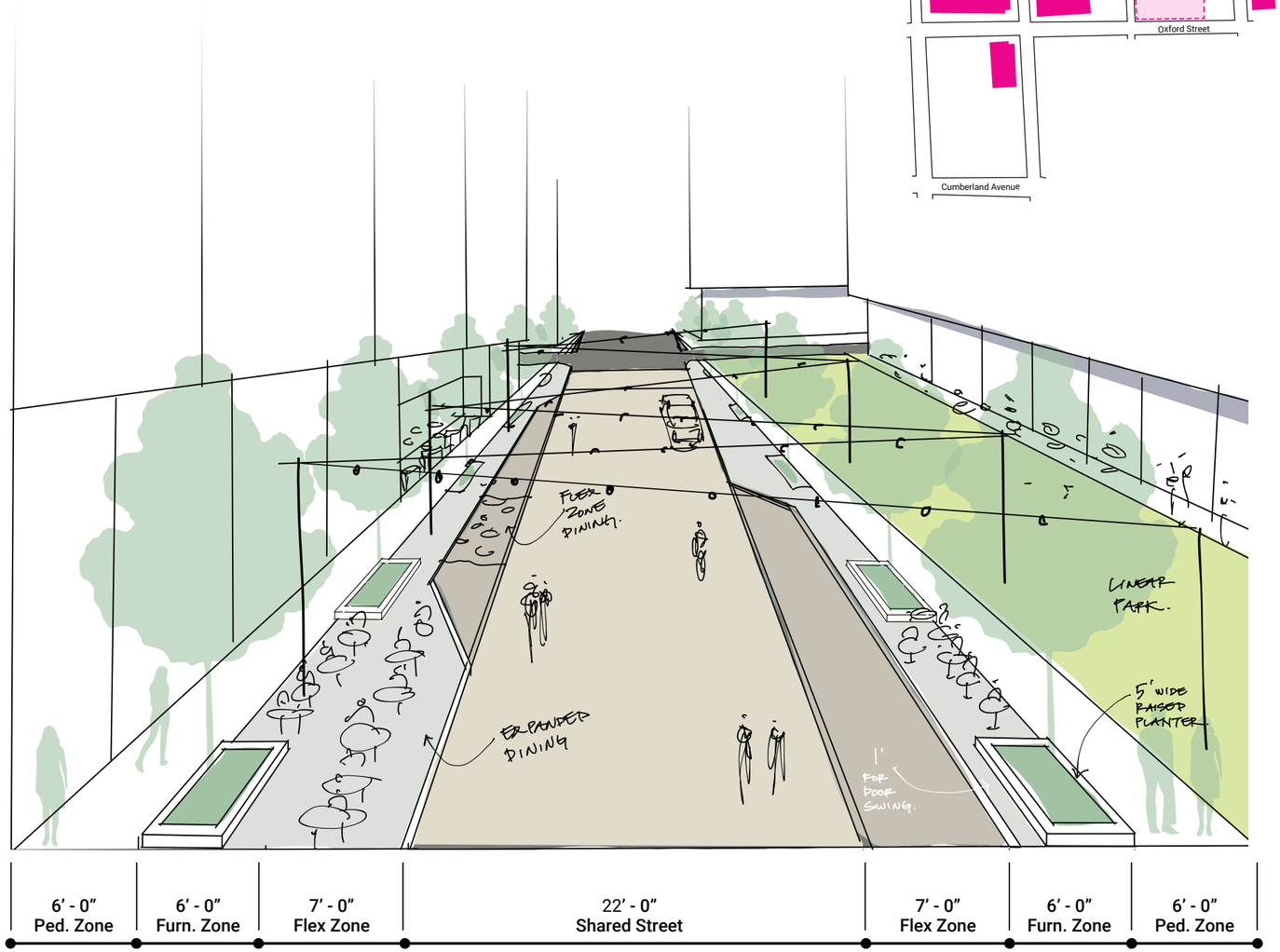
LANCASTER STREET STREETSCAPE



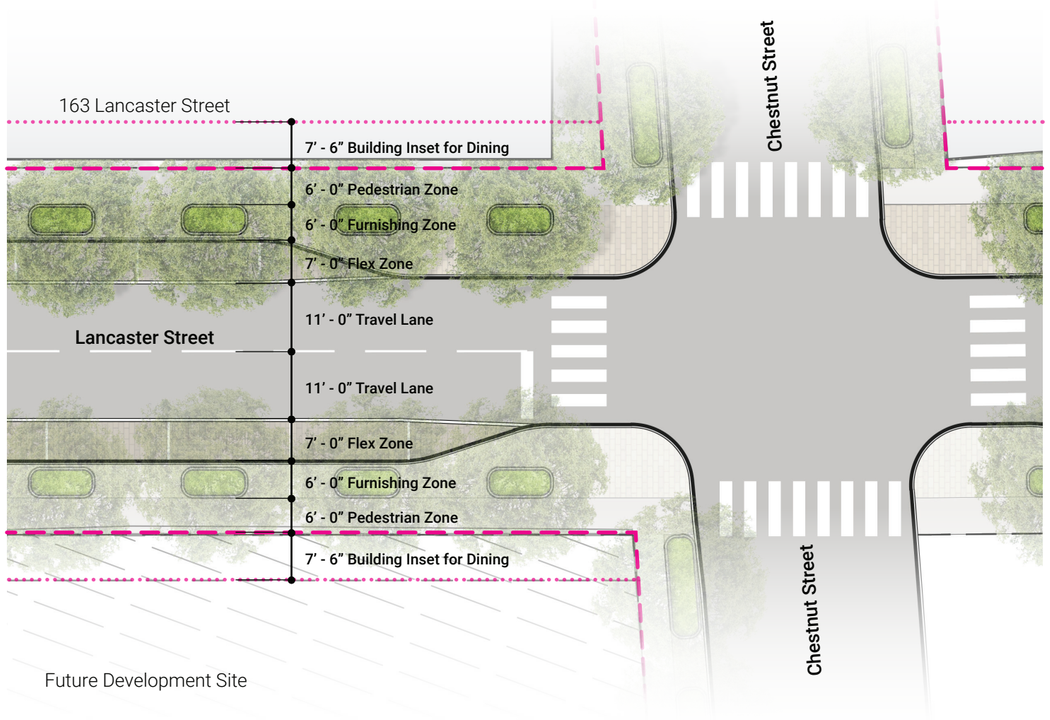
LANCASTER STREETSCAPE
195 -196 LANCASTER STREET

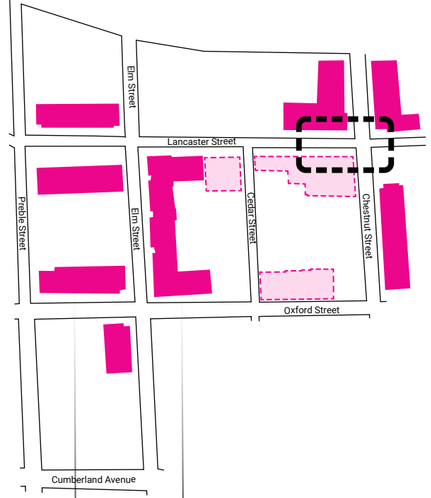


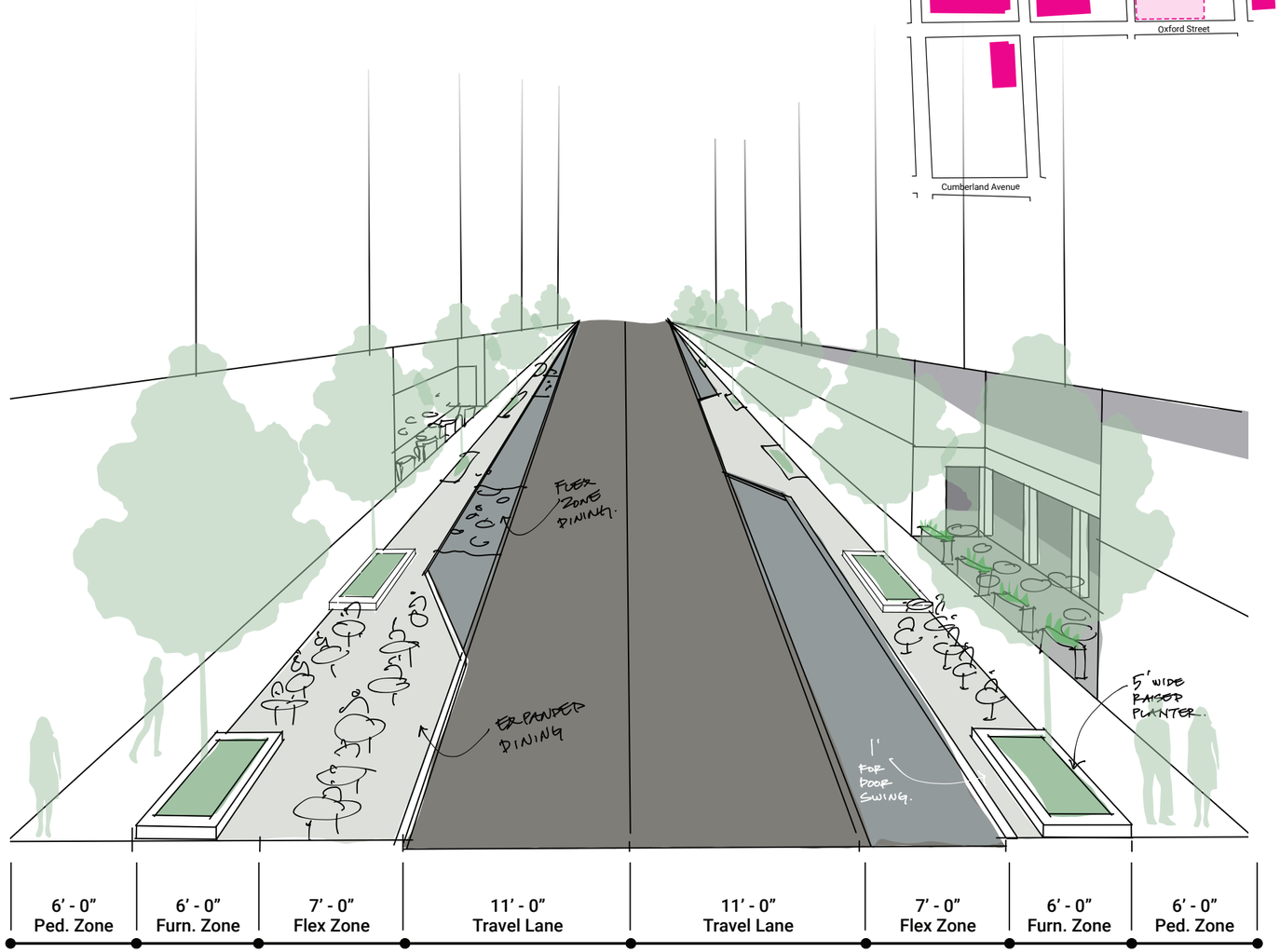




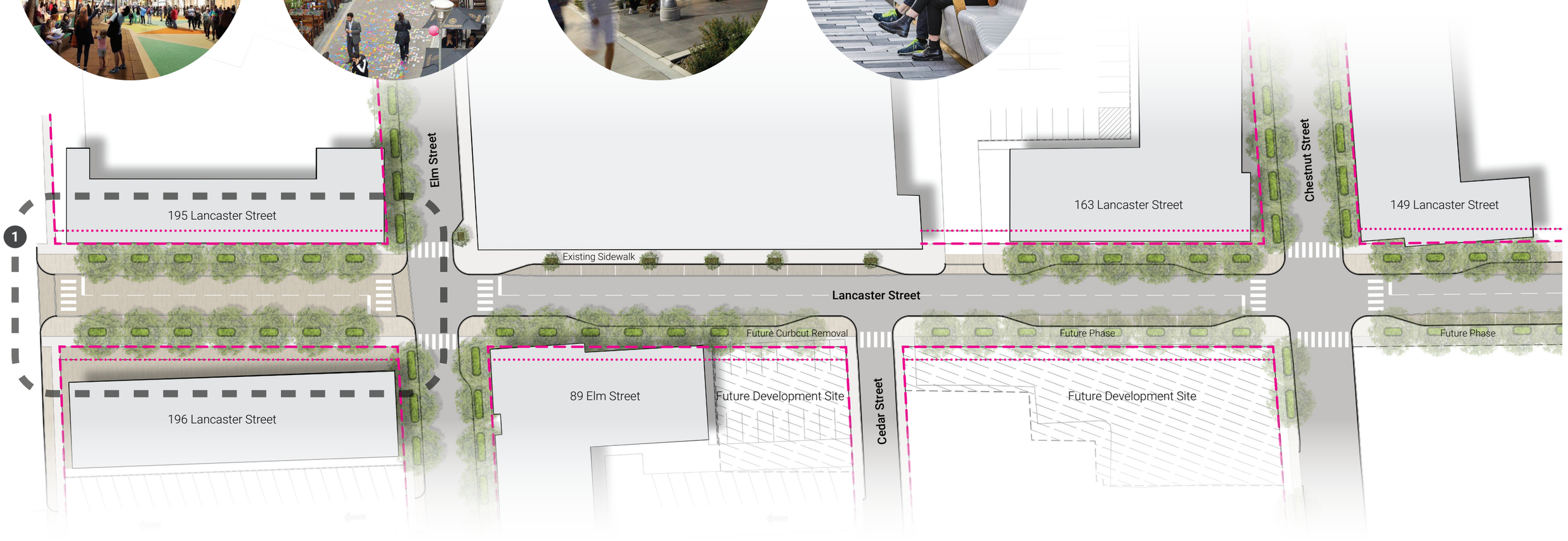
LANCASTER STREETSCAPE
163 -149 LANCASTER STREET



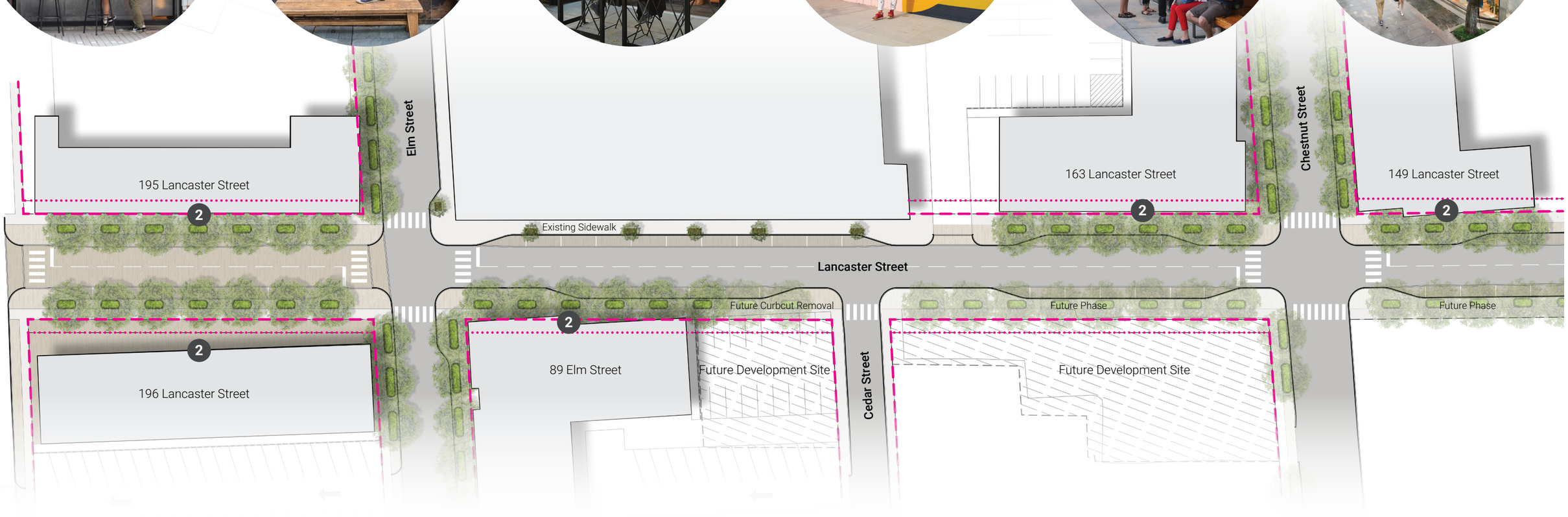




LANCASTER STREETSCAPE PRECEDENTS
1. SHARED STREET



LANCASTER STREETSCAPE PRECEDENTS
2. ECLECTIC COMMERCIAL FRONTAGE

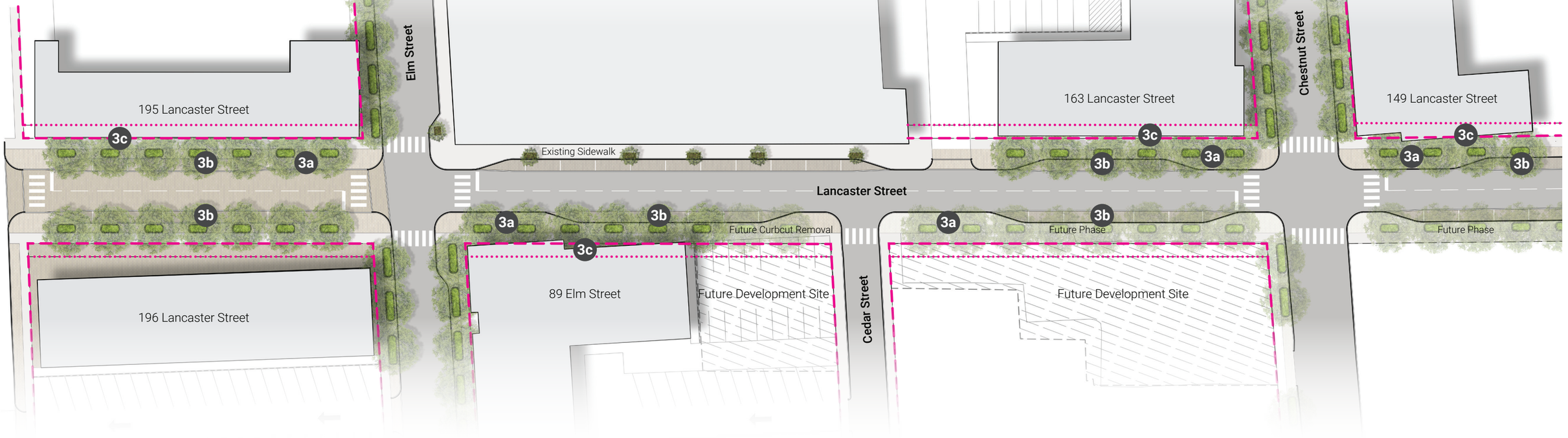


LANCASTER STREETSCAPE PRECEDENTS
3. OUTDOOR DINING

a.) Expanded Furnishing Zone

b.) Flex Zone

c.) Inset Buildng Face



LANCASTER STREETSCAPE PRECEDENTS
4. LIGHTING

a.) catenary

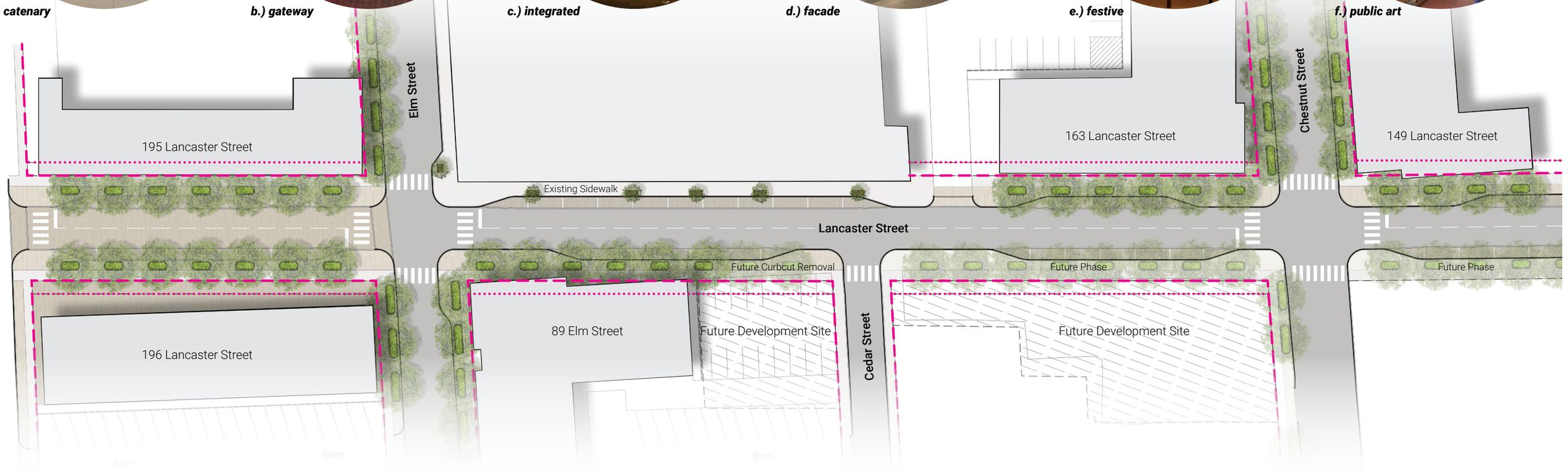
b.) gateway

c.) integrated

d.) facade

e.) festive

f.) public art



ARCHITECTURAL DESIGN PRINCIPLES

MASTER PLAN PRINCIPLES

5

Translating Portland's plan into a diverse neighborhood that celebrates shared community

Build a neighborhood heart for the entire community

Develop a Main Street and public realm that reflects what makes Bayside special.

Create places that connect people

Promote walkable connections across Bayside and to the surrounding city.

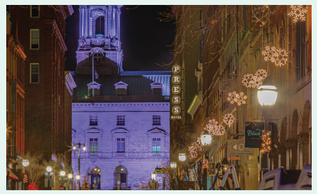
Establish a genuine common ground

Introduce an inclusive, accessible place where the community can come together.

Foster real walkability

Develop a critical mass of density and mix of uses that invite pedestrians.

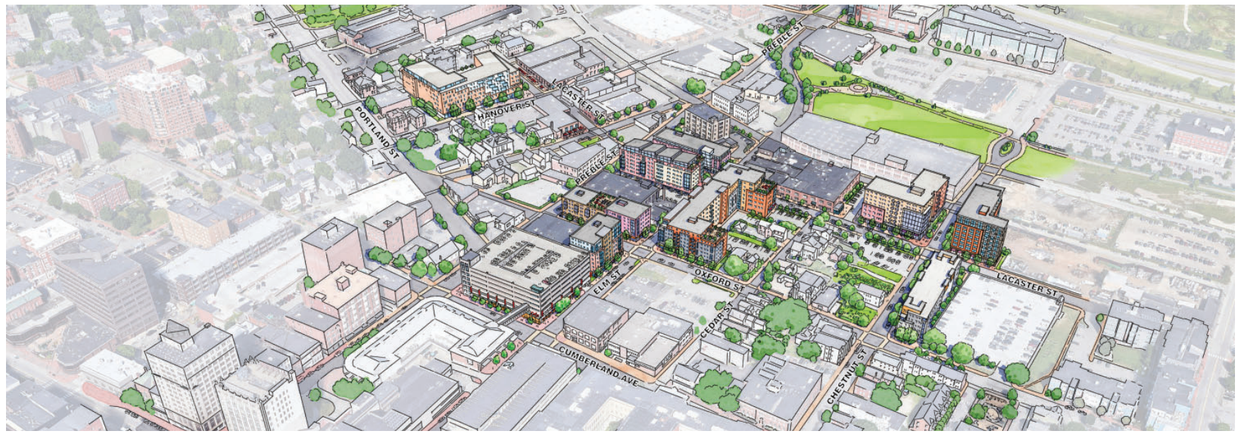
Celebrate living culture and local heritage



Reinforce the neighborhood's diverse architectural character and community values.

Curate the street

Integrate food/beverage and other neighborhood amenities that bring the streets to life.



GUIDED BY MASTERPLAN GOALS

MESH WITH EXISTING PORTLAND DESIGN GUIDELINES

ARCHITECTURAL DESIGN PRINCIPLES

CONTEXT

9

The Lancaster Street Corridor

There is already a lot going on along Lancaster Street, but gaps in activity between Preble and Pearl detract from the street's overall liveliness.

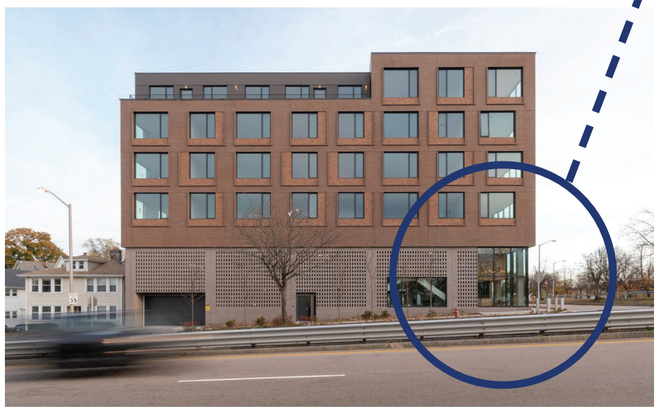
ESTABLISH UNIFYING THEMES

CREATE A NEIGHBORHOOD CHARACTER

REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT

IDENTIFY SIMILAR ELEMENTS THAT REPEAT THEMATICALLY ACROSS MASTERPLAN BUILDINGS

MATERIAL, DETAIL, COLOR, ETC



CREATE READILY APPARENT STREETWALL MASSING

ESTABLISH A NEW DATUM FOR FUTURE DEVELOPMENT

REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT

DEFINE A COMMON STREETWALL

CREATE A DATUM OR TWO, BREAK IT WHEN IMPORTANT

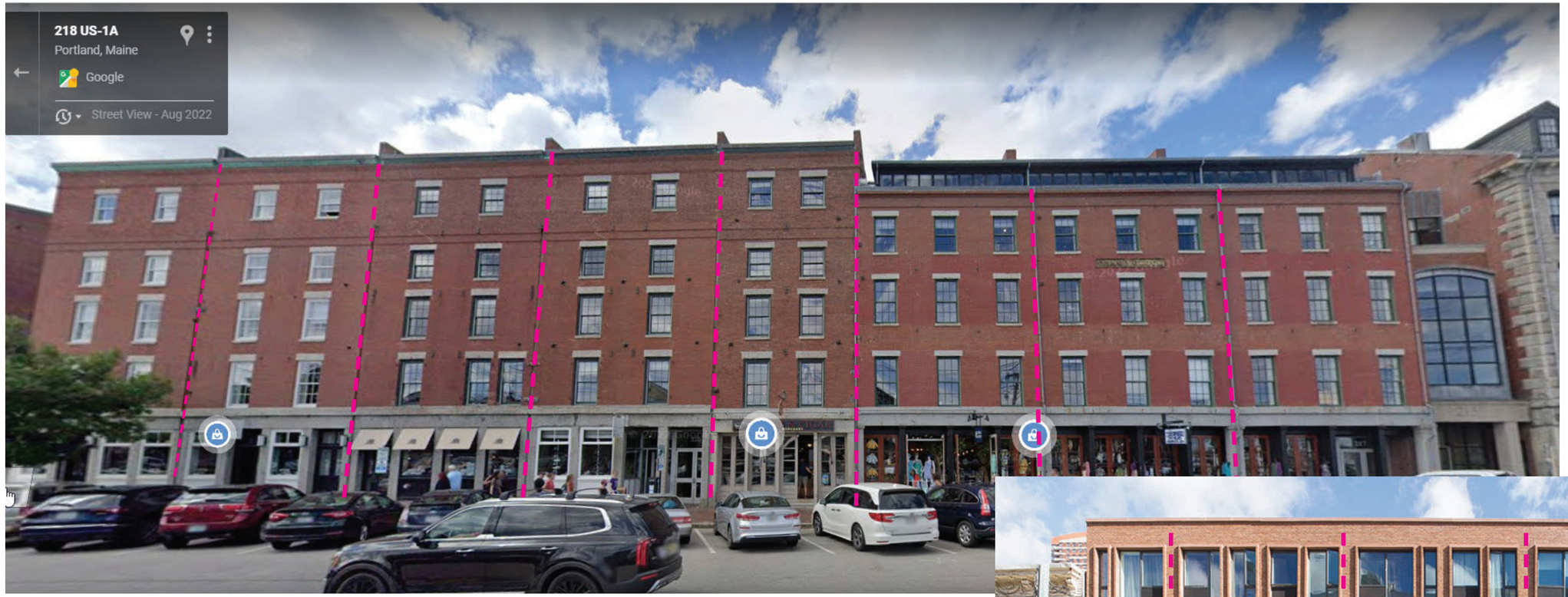
BAYSIDE PORTLAND
ARCHITECTURAL DESIGN PRINCIPLES

REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT

LOOK TO WARM AND‘NATURAL’ MATERIALS AND COLORS

RECOGNIZABLE MATERIALS, MODERN APPLICATIONS

BE RESPECTFUL OF CONTEXT, BUT NOT REVERENTIAL



CREATE RHYTHM & PATTERN

SIMPLICITY, TEXTURE & DEPTH

SMALL & MEDIUM SCALE 'FEATURE' BUILDING ELEMENTS APPROPRIATE FOR BAYSIDE NEIGHBORHOOD

MATERIAL TRANSITION OR SPECIAL DETAIL CAN ACT AS A SIGNIFIER

REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT

CURATE SPECIAL MOMENTS

NOT EVERY GESTURE HAS TO BE GRAND

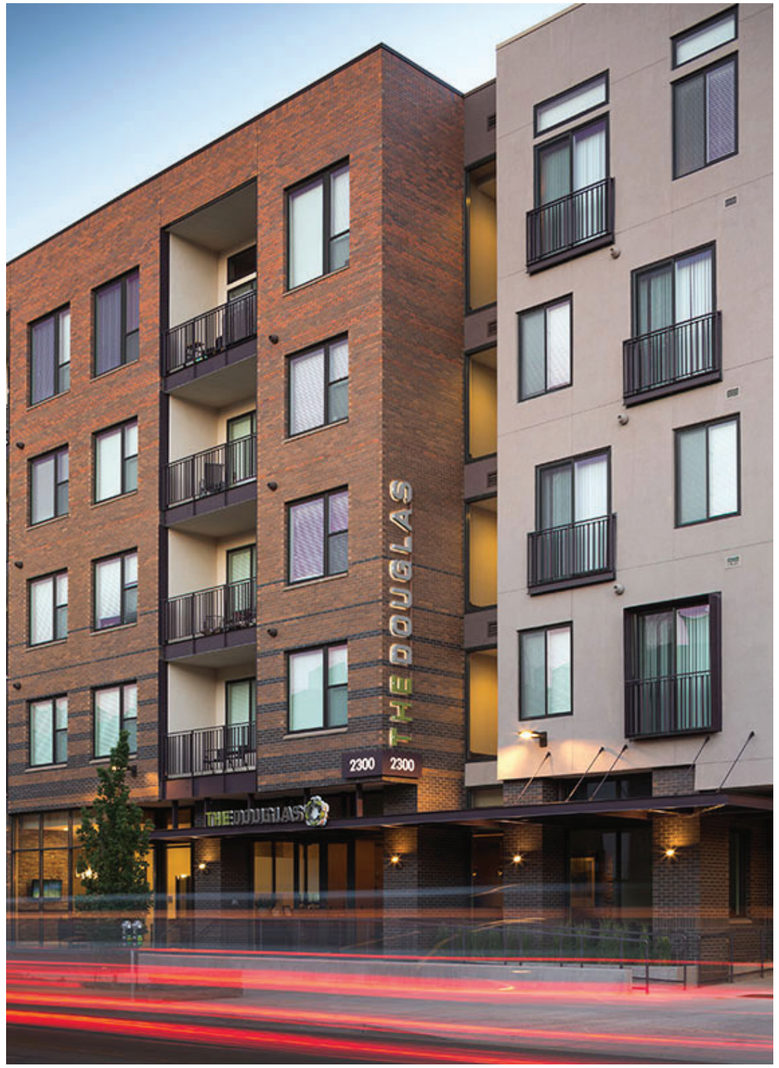
REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT

HUMAN-SCALED GROUND LEVEL

CLEARLY DEFINED, WITH ROOM FOR ‘SMALL MOMENTS’

ARCHITECTURAL DESIGN PRINCIPLES

REFERENCE IMAGE EXAMPLE, NOT FINAL DESIGN INTENT



INSIDE-OUTSIDE ACTIVATION

FIND ROOM FOR BAYS & BALCONIES

Natural Features & Open Space

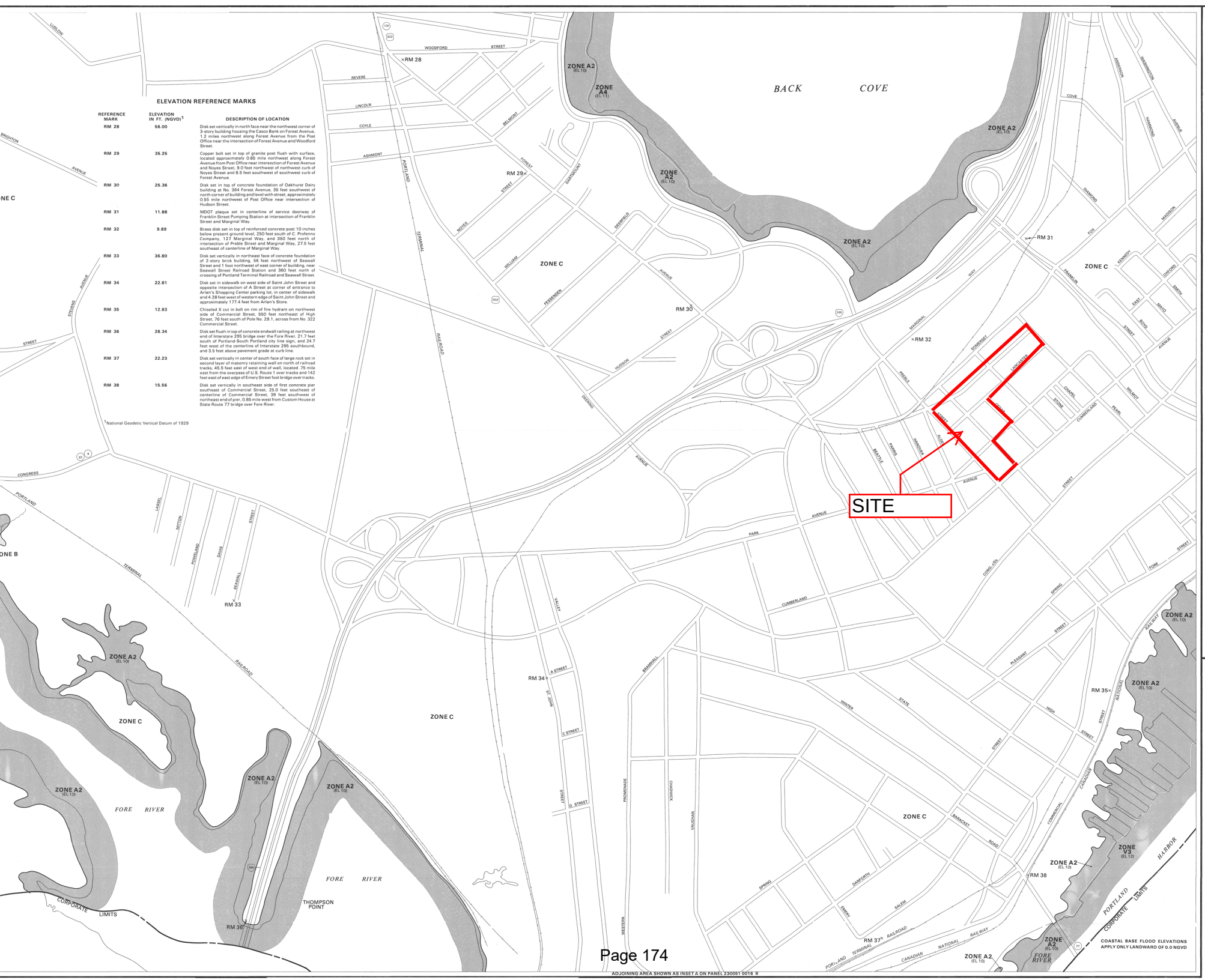
The project area is made up of urban parcels that are previously or currently developed with buildings & paved surface parking lots. The site is mostly impervious with only small limited vegetated areas & some existing street trees. There are no natural waterways or wetlands on or within the project area.

Effective FEMA FIRM maps have been reviewed & the project area is within Zone C. See attached effective FEMA FIRM map for the project area.

A base flood elevation of 12 is considered to protect against future flooding and sea level rise. All proposed building Finish Floor Elevations will be placed above this elevation. This elevation has been considered on recent similar projects in the City. Elevation 12 is seen highlighted on the attached Site Plan.

Open Space will be provided in the development with a shared street and linear park & plaza along Lancaster Street between Elm Street & Preble Street. See "Proposed Lancaster Shared Street Plan" prepared by Stantec. The area may be occupied by natural, landscaped, or hardscaped elements. The developer plans to work with the city to create a space that could be used for events, farmers markets, neighborhood celebrations, passive or active recreation, etc., with the possibility of restricting access at times to maximize the space for these uses. In addition, portions of the linear park and plaza could possibly be used by the retail spaces that occupy the 196 Lancaster Street development.

Additionally, the development is adjacent to the Bayside Trail, which is approximately 400 feet north of the northern edge of the project boundary. The development is also walkable to the Back Cove Trail, which is about 0.3 miles north of the site.


ELEVATION REFERENCE MARKS
REFERENCE MARK
ELEVATION IN FT. (NGVD)[1]
DESCRIPTION OF LOCATION
RM 28 56.00 Disk set vertically in north face near the northwest corner of 3-story building housing the Casco Bank on Forest Avenue, 1.2 miles northwest along Forest Avenue from the Post Office near the intersection of Forest Avenue and Woodford Street.
RM 29 35.25 Copper bolt set in top of granite post flush with surface, located approximately 0.85 mile northwest along Forest Avenue from Post Office near intersection of Forest Avenue and Noyes Street, 9.0 feet northwest of northwest curb of Noyes Street and 8.5 feet southwest of southwest curb of Forest Avenue.
RM 30 25.36 Disk set in top of concrete foundation of Oakhurst Dairy building at No. 364 Forest Avenue, 35 feet southwest of north corner of building and level with street, approximately 0.55 mile northwest of Post Office near intersection of Hudson Street.
RM 31 11.88 MDOT plaque set in centerline of service doorway of Franklin Street Pumping Station at intersection of Franklin Street and Marginal Way.
RM 32 9.89 Brass disk set in top of reinforced concrete post 10 inches below present ground level, 250 feet south of C. Profenno Company, 127 Marginal Way, and 350 feet north of intersection of Preble Street and Marginal Way, 27.5 feet southeast of centerline of Marginal Way.
RM 33 36.80 Disk set vertically in northeast face of concrete foundation of 2-story brick building, 58 feet northwest of Seawall Street and 1 foot northwest of east corner of building, near Seawall Street Railroad Station and 360 feet north of crossing of Portland Terminal Railroad and Seawall Street.
RM 34 22.81 Disk set in sidewalk on west side of Saint John Street and opposite intersection of A Street at corner of entrance to Arlan's Shopping Center parking lot, in center of sidewalk and 4.28 feet west of western edge of Saint John Street and approximately 177.4 feet from Arlan's Store.
RM 35 12.83 Chiseled X cut in bolt on rim of fire hydrant on northwest side of Commercial Street, 550 feet northeast of High Street, 76 feet south of Pole No. 29.1, across from No. 322 Commercial Street.
RM 36 28.34 Disk set flush in top of concrete endwall railing at northwest end of Interstate 295 bridge over the Fore River, 21.7 feet south of Portland-South Portland city line sign, and 24.7 feet west of the centerline of Interstate 295 southbound, and 3.5 feet above pavement grade at curb line.
RM 37 22.23 Disk set vertically in center of south face of large rock set in second layer of masonry retaining wall on north of railroad tracks, 45.5 feet east of west end of wall, located .75 mile east from the overpass of U.S. Route 1 over tracks and 142 feet east of east edge of Emery Street foot bridge over tracks.
RM 38 15.56 Disk set vertically in southeast side of first concrete pier southeast of Commercial Street, 25.0 feet southeast of centerline of Commercial Street, 39 feet southwest of northeast end of pier, 0.85 mile west from Custom House at State Route 77 bridge over Fore River.
[1]National Geodetic Vertical Datum of 1929
BACK COVE
FORE RIVER
ZONE A2 (EL 10)
ZONE A (EL 11)
ZONE C
ZONE V3 (EL 12)
SITE
RM 28
RM 29
RM 30
RM 31
RM 32
RM 33
RM 34
RM 35
RM 36
RM 37
RM 38
WOODFORD STREET
REVERE
LINCOLN
COYLE
ASHMONT
FOREST STREET
NOYES STREET
DIAMOND
DEERFIELD
WILLIAM
PESSENDEN
HUDSON
GERRISH
AVENUE
STREET
RAILROAD
TERMINAL
PORTLAND
CONGRESS
MARGINAL WAY
FRANKLIN
FOX
KENNEDY
OXFORD
SMITH
EAST
MAYO
BOYD
WILMOT
PEARL
CUMBERLAND
CHAPEL
STATE
CHERRY
ALDER
PARRIS
DANFORTH
PREBLE
SOMERSET
LANCASTER
CONG.-ISS.
PARK
VALLEY
A STREET
C STREET
D STREET
ST JOHN
BRAMHALL
PROMENADE
CHADWICK
VAUGHAN
WESTERN
WINTER
SPRING
PLEASANT
HIGH
CANADIAN NATIONAL RAILWAY
COMMERCIAL
BARRACKET
ROAD
DANFORTH
EMERY
SALEM
HARBOR
CORPORATE LIMITS
THOMPSON POINT
ADJOINING AREA SHOWN AS INSET A ON PANEL 230051 0016 B
COASTAL BASE FLOOD ELEVATIONS APPLY ONLY LANDWARD OF 0.0 NGVD
KEY
500-Year Flood Boundary
100-Year Flood Boundary
Zone Designations*
100-Year Flood Boundary
500-Year Flood Boundary
Base Flood Elevation Line With Elevation In Feet**
Base Flood Elevation in Feet Where Uniform Within Zone**
Elevation Reference Mark
Zone D Boundary
River Mile
**Referenced to the National
*EXPLANATION OF
ZONE
A
A0
AH
A1-A30
A99
B
C
D
V
V1-V30
NOTES
Certain areas not in the special
may be protected by flood con
This map is for flood insurance
poses only; it does not necessa
ing in the community or all
flood hazard areas. The coas
differ significantly from those
Service for hurricane evacuation
For adjoining map panels, see
Panels.
Coastal base flood elevations sh
of wave action.
Coastal base flood elevations ag
INITIAL ID
APRI
FLOOD HAZARD BOU
FLOOD INSURANCE
JULY
FLOOD INSURANCE
Refer to the FLOOD INSURA
shown on this map to deter
structures in the zones where e
lished.
To determine if flood insura
contact your insurance agent,
Program, at (800) 638-6620.
APPROXI
400
NATIONAL
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FLOOD
CITY OF
PORTL
CUMBER
PANEL 13
(SEE MAP I
CON
Federal Em

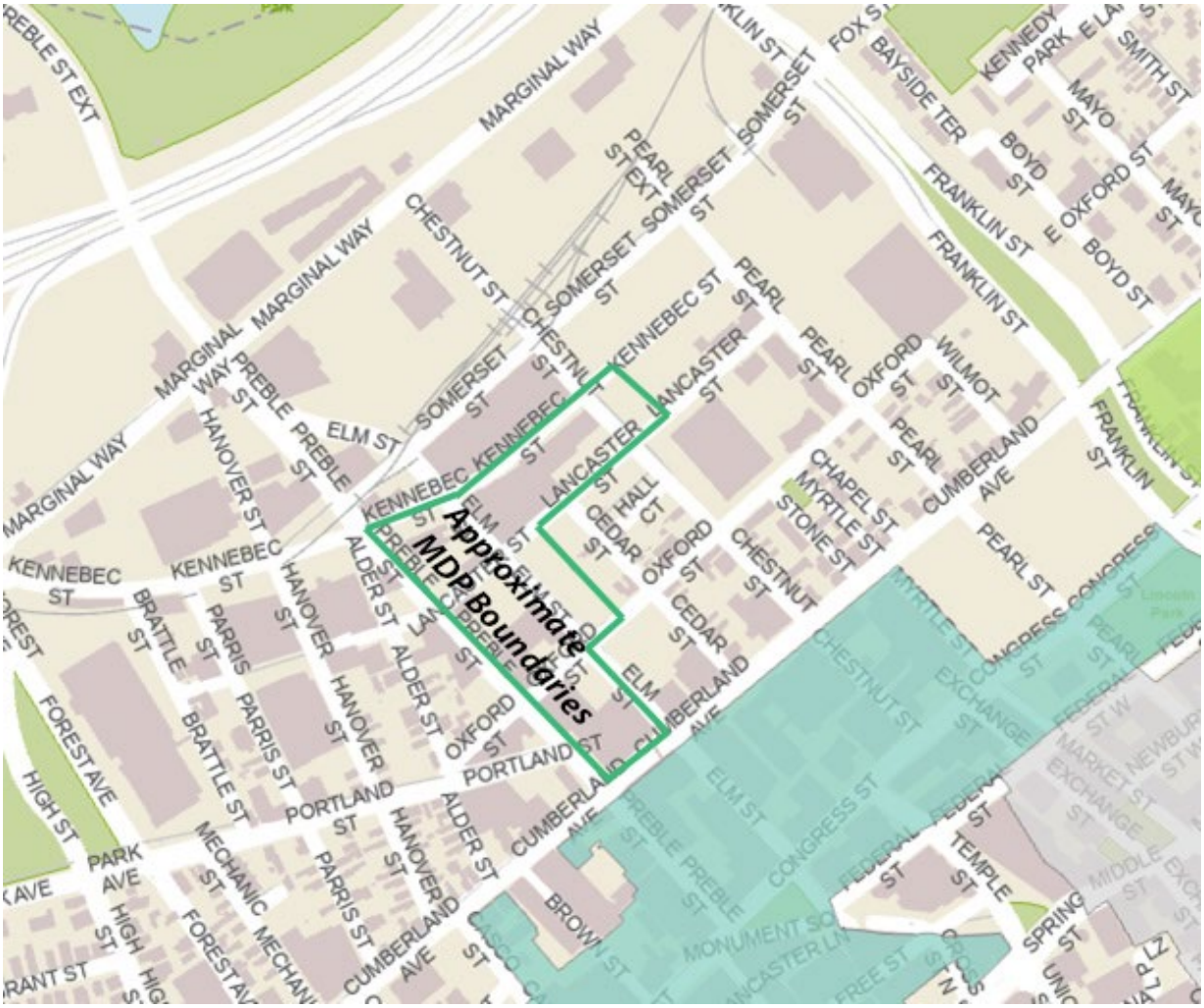
LEVINE PLANNING STRATEGIES
Tools for Building Communities

Levine Planning Strategies, LLC
PO Box 7215
Portland, ME 04112-7215
jlevine@levineplans.com
617-817-0424

View and Historic Features

A study of the designated view corridors, historic resources, and archaeological resources associated with the site.

As a phased project located on the downslope of West Bayside, this project will have minimal impacts on designated view corridors, historic resources, and archaeological resources in the area.



Congress Street Local Historic District (Source: City of Portland)

Historic and Archaeological Features

Congress Street Local Historic District

This Master Development Plan (MDP) is located north of the Congress Street Local Historic District. The new construction components of the MDP are located behind the Public Market garage, approximately 200' north of the district. As shown above, the concept plan locates much of the building height behind the existing Public Market garage. For this reason, the visual impact of these new buildings on the Congress Street LHD will be minimal.

National Register Buildings

The MDP is located just to the south of the Schlotterbeck & Foss Building at 117 Preble Street. That 1927 building, designed by John Calvin Stevens and John Howard Stevens, is on the National Register of Historic Places as maintaining a "high degree of historic integrity":

> *"The Schlotterbeck & Foss Building at 117 Preble Street in Portland, Maine is significant under Criterion A, for Industry on the local level between 1927 and 1966; and under Criterion C, Architecture, as a rare surviving industrial building by Maine's most-noted architect John Calvin Stevens and a rare example of the Art Deco style of architecture in Portland. The less well-known Portland architectural and engineering firm Webster & Libby played an important role in designing the building." (Source: 117 Preble Street National Register of Historic Places Registration Form)*

117 Preble Street has been redeveloped in housing using historic tax credits. Its parking lot is located closest to the proposed MDP, with a slight grade change on the parcel line.

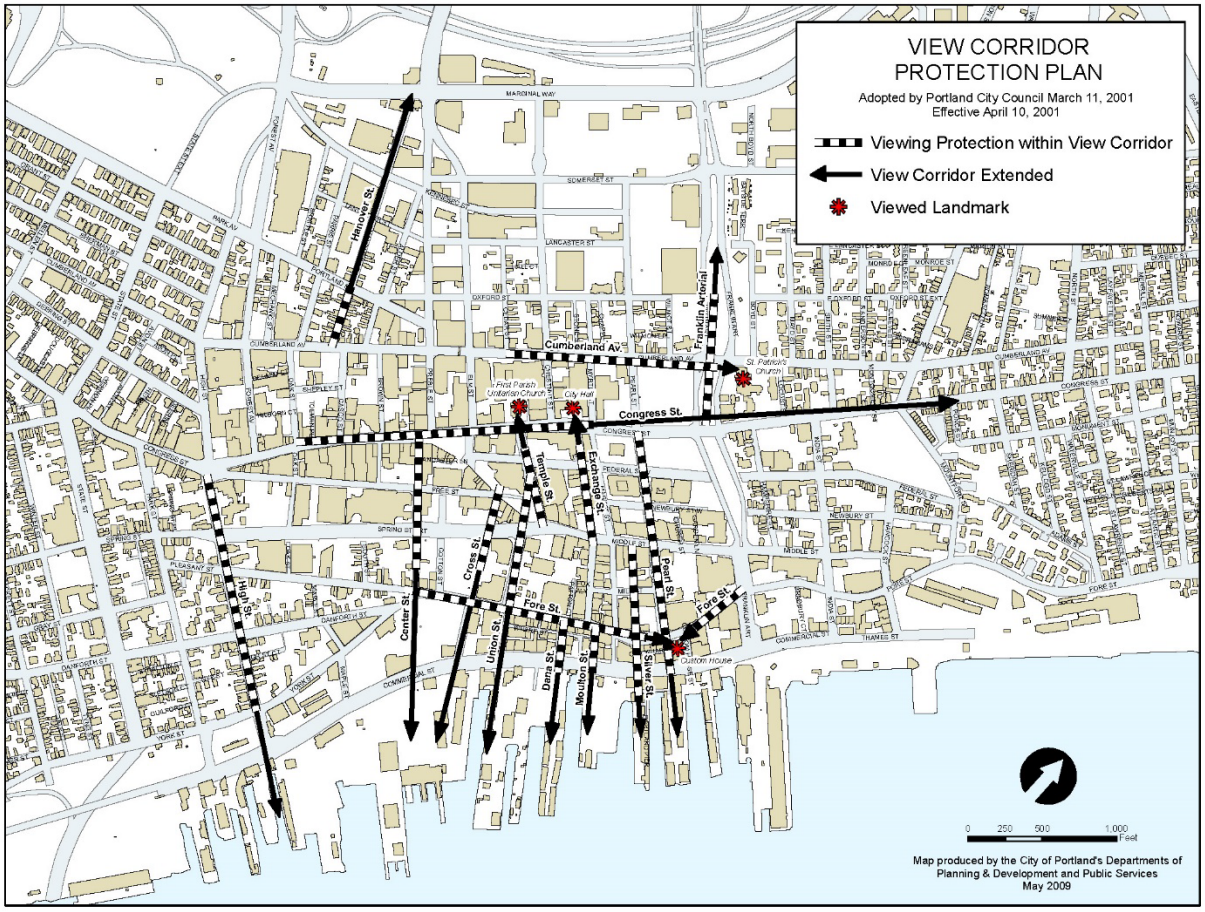
117 Preble Street (Source: National Register of Historic Places Registration Form)

While the development will clearly be visible from 117 Preble, the grade change and existing parking lot should minimize those impacts. In addition, the visual impacts may be positive given the existing condition of many of the current parcels that are included in the MDP.

Designated View Corridors

The City of Portland approved a view corridor protection plan in 2001. While not part of the current Comprehensive Plan, the plan still serves some planning goals. In addition, view corridor protections have been added as parts of zoning language in other parts of Portland, though not near this MDP.

This MDP has no significant impact on any of these view corridors. The closest identified view corridors are on Hanover Street and Franklin Street heading down to the Back Cove. The parcels in this MDP are in between those two corridors and will not impact them.



View Corridor Protection Plan (Source: City of Portland)

Memorandum

To: City of Portland

Date: December 23, 2022

Project #: 55678.00

From: Jennifer Conley, PE, PTOE

Re: West Bayside Redevelopment
Transportation Materials

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been requested to provide technical transportation data to support the Master Development Plan for a mixed-use development in Portland, Maine. The project is to be constructed on multiple streets in the West Bayside neighborhood including Preble Street, Elm Street, Lancaster Street, and Oxford Street. The existing space to be developed includes predominately surface lots and a few existing buildings. The proposed development program includes the following components:

- Multi-Family Housing – 603 Dwelling Units
- Affordable Housing – 201 Dwelling Units
- Commercial Space – 28,500 SF

At this point, tenants have not been identified for the retail space, however a mix of tenants similar to the tenant mix at 52 Hanover Street are anticipated. If so, those uses may include:

- 1,500 sf Art Gallery
- 4,500 sf Restaurant and Coffee Shop
- 4,500 sf Bar and Eatery
- 6,500 sf Brewery
- 4,000 sf Fitness Center
- 7,500 sf General Retail

Parking for these land uses is expected use the 595 space Public Market Garage which is now controlled by this developer and largely vacant.

This memorandum has been prepared to summarize the transportation context for the site development area and the expected trip generation of the proposed development. It is important to note that program listed above represents the master development as a whole and that this project is intended to be phased moving forward. VHB will meet with the City of Portland and discuss the findings outlined below for the Master Development Plan.

Existing Conditions

VHB reviewed the existing conditions in the site vicinity including transit, vehicular, bicycle and pedestrian infrastructure and current commuting patterns.

Public Transit

As illustrated in Figure 1 the site is located along several METRO bus stops. Route #8 and H both stop on Preble Street and Elm Street just south of the site. Numerous other METRO bus routes also run along Oxford Street (Routes 2, 4, 5) and Congress Street (1, 2, 5, 8, 9A, 9B) which is a 5-minute walk away.

Roadways

The West Bayside area is just south of I-295 on the Portland peninsula. Major roads adjacent to the site are classified as minor arterial (Preble Street and Elm Street), and major collector (Portland Street and Cumberland Ave). There are also numerous one-way streets intertwined in a grid system around the site. Figure 2 below represents the existing roadway network.

Bicycle and Pedestrians

As illustrated in Figure 3, existing one-way bike lanes are present on Preble Street and Elm Street and two-way bike lanes present on part of Portland Street, and Marginal Way along with the Bayside Trail multi-use path north of the site for both pedestrian and bicyclist users.

As illustrated in Figure 4, pedestrians are well accommodated in this urban environment. Most roadways surrounding the site provide sidewalks on each side of the street and crosswalks at each major intersection.

Past Permitting for this Area

As indicated above, the Public Market parking garage is anticipated to accommodate the vehicles associated with the proposed residential units. The Public Market parking garage was permitted in 1996 to accommodate the parking demand associated with the office development in the immediate area. As such, the trips to the proposed garage were calculated based on the trip generation characteristics of the office space in the area and resulted in 357 evening peak hour trips. The garage is now largely vacant, outside of a few lease agreements, and able to instead accommodate the uses now proposed for the area.

Historic Traffic Volume Data

The existing traffic volume data available in the vicinity of the site was researched. MaineDOT traffic volume data is available for Elm Street, Preble Street and Cumberland Avenue. Data from October 2016 indicates that the evening peak hour traffic volume on Elm Street south of Cumberland Avenue was 498 vehicles. In September 2016, the evening peak hour traffic volume on Preble Street south of Cumberland Avenue was 251 vehicles. The two-way volume on Cumberland Avenue was 820 vehicles in September 2016. These volumes vary inconsistently from the traffic volumes associated with the garage permitting with some higher and some lower. Turning movement count data included in that filing indicated that evening peak hour volumes at those same locations on Elm Street were 396 vehicles, approximately 100 lower than the 2016 data. The 1996 volume on Preble Street was 316 vehicles, approximately 60 vehicles higher than the 2016 data. Cumberland Avenue traffic volumes were 739 vehicles in 1996, approximately 81 vehicles lower than the 2016 data.

Trip Generation of Existing Uses on Redevelopment Properties

The existing properties slated for redevelopment are currently occupied by a mix of land uses. Trip generation estimates for these existing land uses were calculated based on standard Institute of Transportation Engineers' (ITE)

Memorandum

data[1]. The ITE Trip Generation Manual categorizes various land uses and provides weekday daily, weekday morning peak hour, and weekday evening peak hour unadjusted vehicle trip generation estimates for each use. Trip generation estimates for the existing uses were calculated using data published in the ITE Trip Generation Manual based on the metrics and land use codes presented in Table 1.

Table 1 Existing Site Properties ITE Land Use Codes

Land Use Code	***Size***	***Unit***
LUC 221- Multifamily Housing (Mid-Rise)	30	Dwelling units
LUC 538 – Charter School	400	Students
LUC 710 – General Office	148	KSF
LUC 720 – Medical-Dental Office Building	18.1	KSF
LUC 822 - Strip Retail Plaza (<40k)	6.6	KSF
LUC 936 – Coffee/Donut Shop w/o Drive-thru	2.5	KSF

A number of these land uses will be removed as a part of the redevelopment of the area. The following land uses (Table 2) are anticipated to be removed.

Table 2 Existing Site Properties ITE Land Use Codes – to be removed

Land Use Code	***Size***	***Unit***
LUC 710- General Office	4.3	KSF
LUC 720 – Medical-Dental Office Building	14.1	KSF
LUC 822 - Strip Retail Plaza (<40k)	4.2	KSF
LUC 936 – Coffee/Donut Shop w/o Drive-thru	2.5	KSF

The total trips associated with the land uses being removed as a part of the development is 293 morning peak hour trips and 97 evening peak hour trips.

Current West Bayside Commuting Characteristics

With the surrounding urban environment, it is expected that a significant portion of site traffic will use alternative modes of transportation to get to and from the site including walking, biking and using transit. The Portland Plan illustrates information from the American Community Survey (ACS) Five-Year Estimate by Census Tract for the City of Portland. The data includes an estimated percentage of workers living in the Bayside area that use each mode of transportation to travel to work. The mode shares are presented in Table 3.

Table 3 Mode Share Percentages for Work Trips

Mode of Transportation	***Size(%)***
Drove Alone	44%
Public Transit	13%
Walked	43%

Source: ACS 5-Year Estimate by Census Tract: Workers 16 yrs and over

[1] *Trip Generation Manual –11th Edition; Institute of Transportation Engineers; Washington, D.C.; 2017*

Memorandum

Project Trip Generation

The walking, biking, transit and vehicular trips associated with the West Bayside redevelopment were calculated. The trip rates for each land use were determined, mode splits applied, and resulting trips were calculated.

ITE Trip Generation Rates

Trip generation estimates for the Project are based on standard Institute of Transportation Engineers' (ITE) data. The ITE Trip Generation Manual categorizes various land uses and provides weekday daily, weekday morning peak hour, and weekday evening peak hour unadjusted vehicle trip generation estimates for each use. Trip generation estimates for the proposed uses were projected using data published in the ITE Trip Generation Manual based on the metrics and land use codes presented in Table 4.

Table 4 ITE Land Use Code Assumptions – Proposed Site

Land Use Code	*Size*	Unit
LUC 221- Multifamily Housing (Mid-Rise)	603	Dwelling units
LUC 223 – Affordable Housing	201	Dwelling Units
LUC 492 – Health / Fitness Club	4.0	KSF
LUC 822 - Strip Retail Plaza (<40k)	9.0	KSF
LUC 932 - High-Turnover (Sit-Down) Restaurant	15.5	KSF

The unadjusted trips anticipated to be generated by the proposed site were 535 morning peak hour trips and 569 evening peak hour trips. For comparison, the existing land uses that are being removed are estimated to generate 293 morning peak hour trips and 97 evening peak hour unadjusted trips.

Trip Adjustments

As the Project proposes a mixture of uses, the trip generation characteristics of the Project will be different from a single-use project. Some of the traffic to be generated by the Project will be contained among the components of the site as "internal" or "shared vehicle" trips. This concept means that some patrons could visit more than one of the uses on the Project Site. For example, residents who live in the development may also be patrons of the sites retail and restaurant uses. While these shared trips represent new traffic to the individual uses, they would not necessarily register as new vehicle trips on the surrounding roadway network.

As described in the ITE Trip Generation Handbook,[2] "*because of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the Development Site has the net effect of reducing vehicle trip generation between the overall Development Site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites) an internal capture rate can generally be defined as the percentage of total person trips generated by a site that are made entirely within the Development Site. The trip origin, destination, and travel path are all within the site.*" To be conservative, for this Master Development Plan analysis, only five percent of trips were estimated as internal capture trips between development land uses.

The future mode shares for the Project were developed based on existing travel patterns summarized in Table 3 previously. The project mode shares applied to the project were 44% driving alone, 13% using public transit and 43%

2 Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington, D.C., 2017.

walking. At the time of the survey, the bicycle infrastructure in this area was minimal which likely contributed to the lack of bicycle trips. Since that time, bicycle infrastructure has been added to key links and it is anticipated that the City will continue to improve bicycle connections as paving is completed, increasing that mode share. To be conservative, no bicycling trips were included in the calculations.

Adjusted Trip Generation

The mode shares presented in Table 3 were applied to the adjusted vehicle trips for the proposed development to generate the adjusted Redevelopment person trips by mode. The adjusted trips are shown in Table 5 for the proposed site.

Table 5 Trip Generation – Proposed Site

Time Period / Direction	*Transit Trips*	Walk, Bike, Other Trips	Vehicle Trips
Weekday Morning			
Enter	24	81	73
Exit	45	149	135
Total	**69**	**230**	**208**
Weekday Evening			
Enter	44	144	131
Exit	30	100	91
Total	**74**	**244**	**222**

Notes: Trip generation estimates by land use with mode share and internal capture credits applied.

Trip Distribution

To determine the likely travel patterns of trips to the redevelopment area, census journey to work data was reviewed. Based on that data, most of the employees in Portland work in either Portland or point to the north and south along the interstate. The distribution of these Portland resident work trips presented in Table 6. A regional trip distribution graphic is provided in Figure 5. The likely travel patterns to and from the redevelopment area were determined for if the site trips were to follow these same patterns. The local assignment graphic is provided in Figure 6.

Table 6 Distribution Trip Assignments

Route	***Proposed Distribution[1]***
I-295 points north	28%
I-95 points north	7%
26/100 points north/west	9%
302 points north/west	8%
25 points west	2%
I-295 points south	41%
Marginal Way	1%
Casco Bay Bridge points south	3%
High or State streets (local)	1%
Cumberland Ave (local)	1%

1. Trip distribution based on journey to work information sorted by Portland residence.

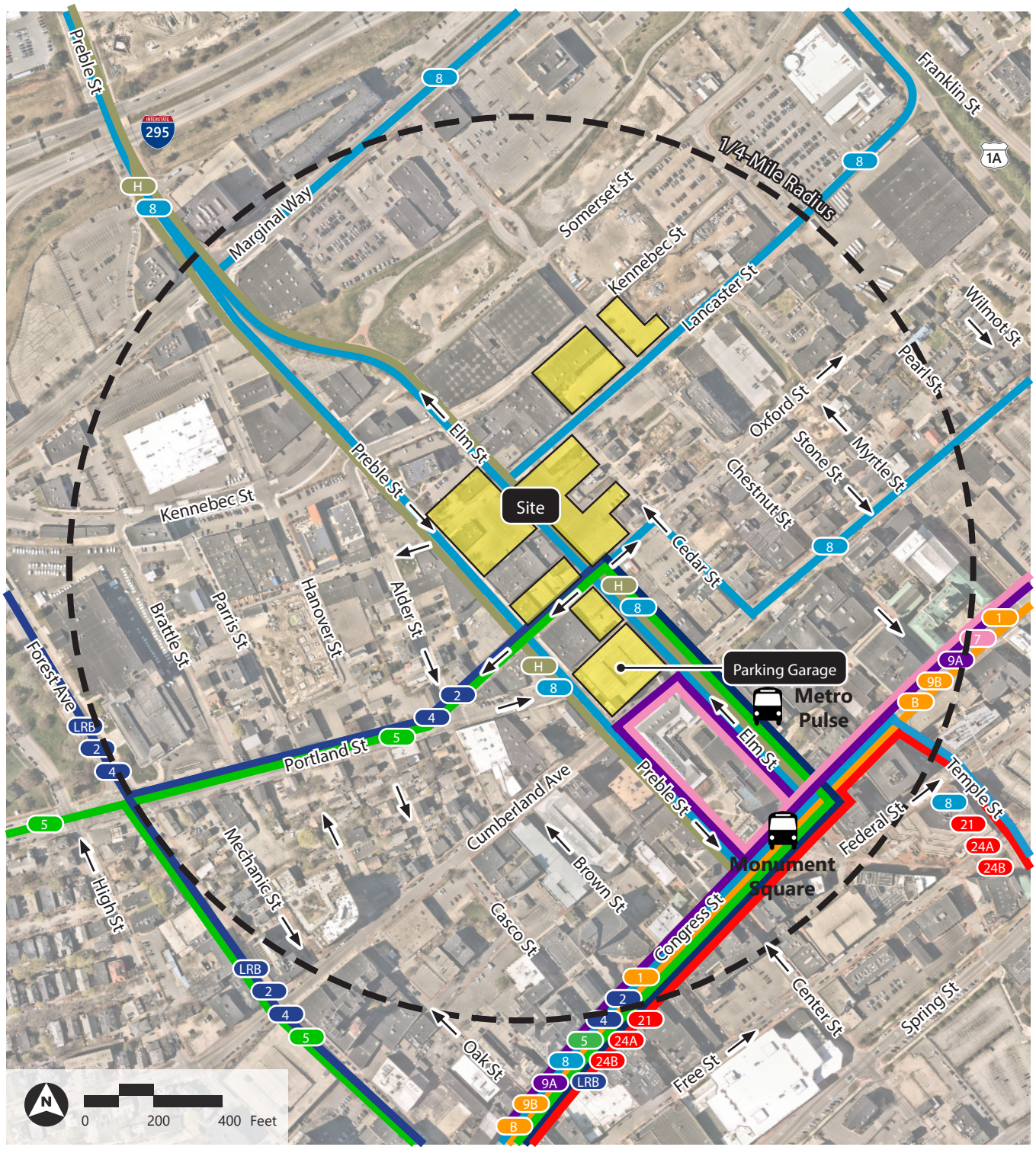
Findings

As shown above, the full redevelopment program as proposed is anticipated to produce 208 vehicle trips (73 entering and 135 exiting) during the morning peak hour and 222 vehicle trips (131 entering and 91 exiting) during the evening peak hour. The site is located in an urban environment, allowing site users to take advantage of alternative modes of transportation to get to and from the site including walking, biking and transit aligning with existing travel characteristics of the site today. The analysis does not account for the existing site uses and trips that would be removed to support the project or the inclusion of trips in the permitting of the garage to support those uses, so this trip generation exercise is conservative as compared to actual net-new trip generation.

The site takes advantage of accessibility to the regional roadway network and many routes both in and out of the site. The memorandum including Figures 5 and 6 suggest that the vehicle trips arriving to and departing the garage would disperse to both the local destination routes or quickly traverse to the regional network (i.e. 295, 95, 302).

Figure 1. Existing Public Transit Services

West Bayside Master Development Plan | Portland, Maine



Source: Nearmap Aerial, Greater Portland Metro

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Figure 2. Existing Street Network

West Bayside Master Development Plan | Portland, Maine

Source: Nearmap Aerial, MaineDOT Public Roads

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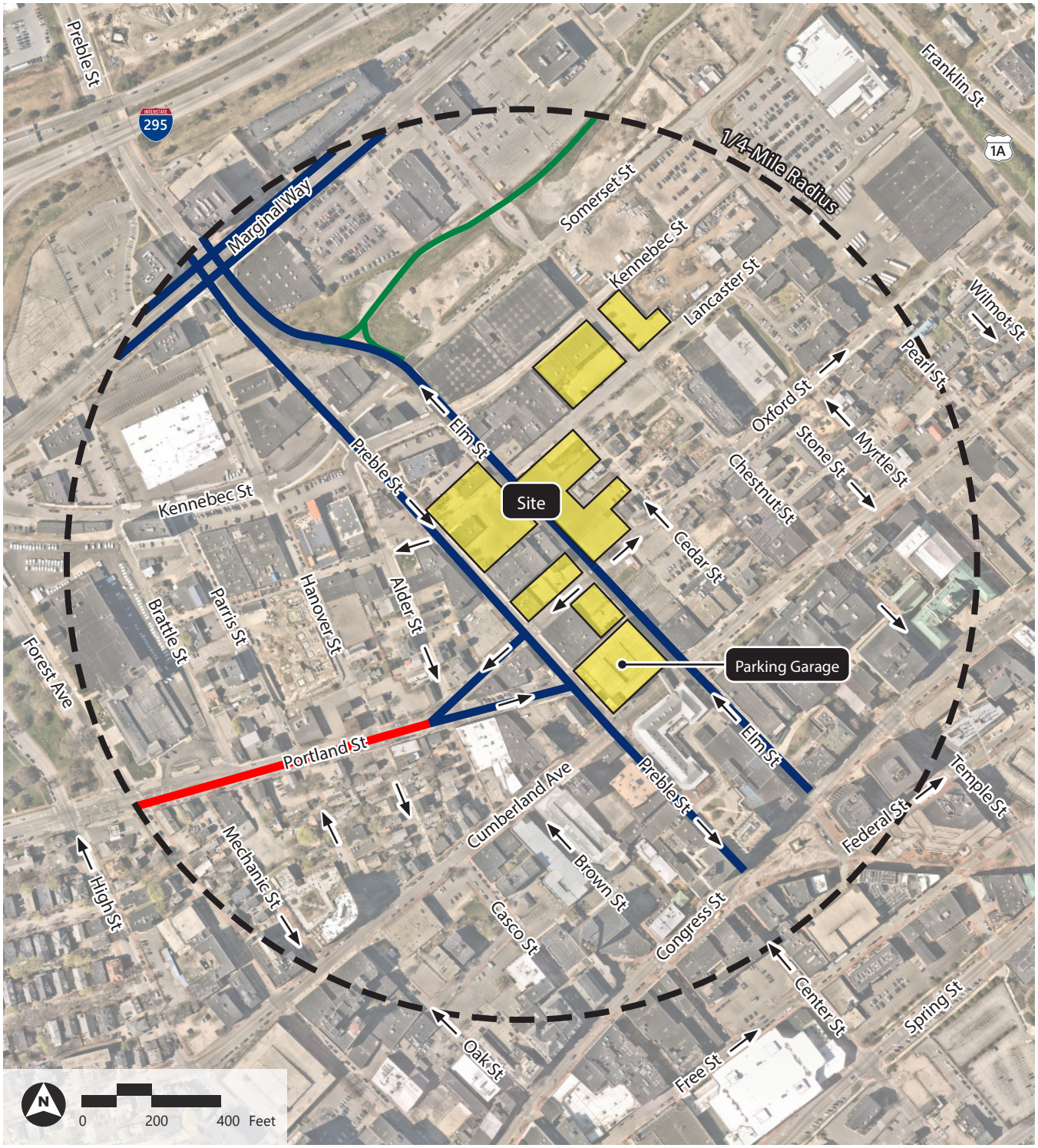
Figure 3. Existing Bicycle Network

West Bayside Master Development Plan | Portland, Maine



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Source: Nearmap Aerial, City of Portland Bikeway Network Map

Figure 4. Existing Pedestrian Infrastructure

West Bayside Master Development Plan | Portland, Maine

Source: Nearmap Aerial, BTD Bicycle Level of Traffic Stress Map 2022

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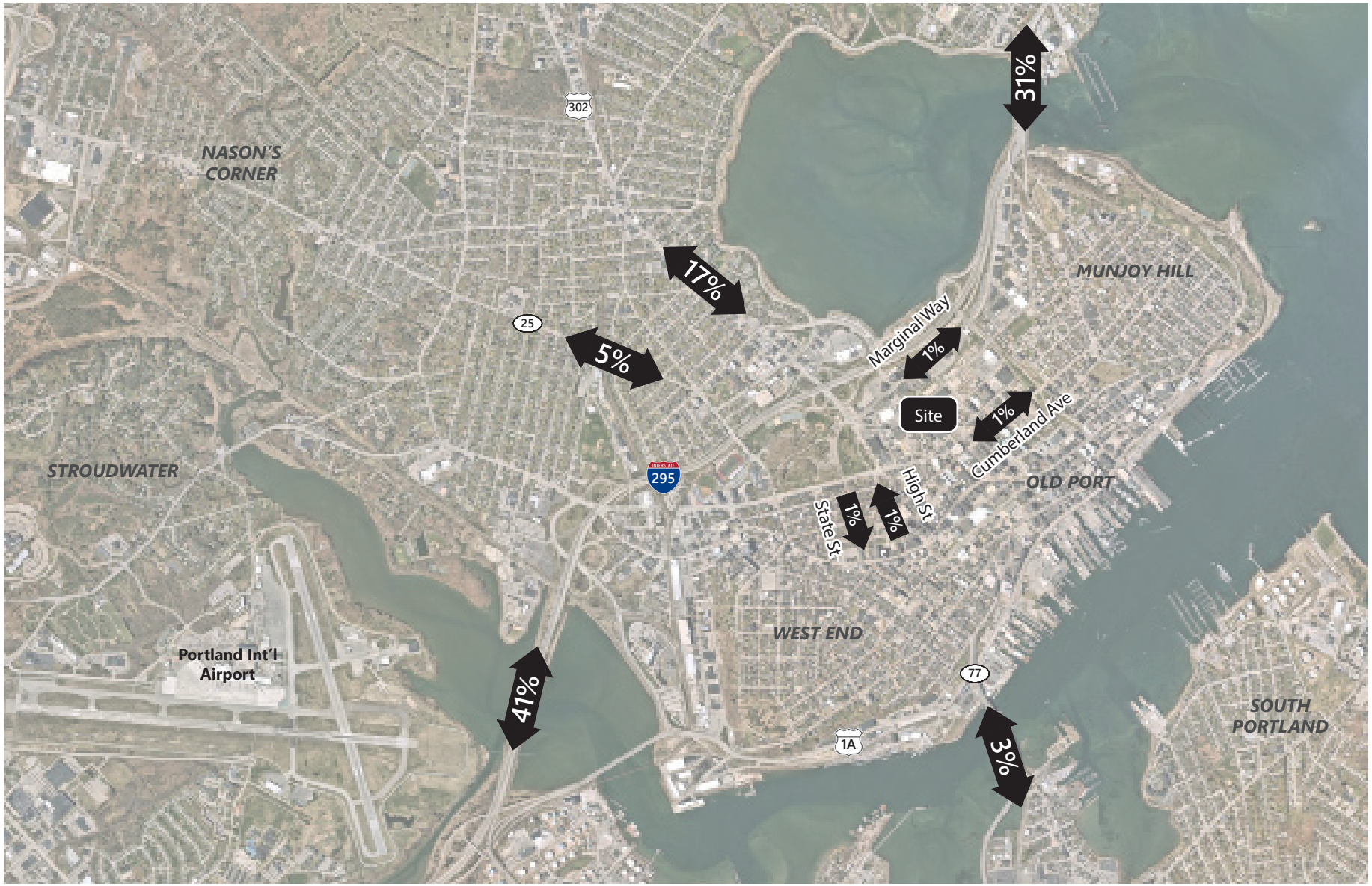
Figure 5. Project Traffic Distribution

West Bayside Master Development Plan | Portland, Maine



% Project Traffic In/Out

Source: Nearmap Aerial

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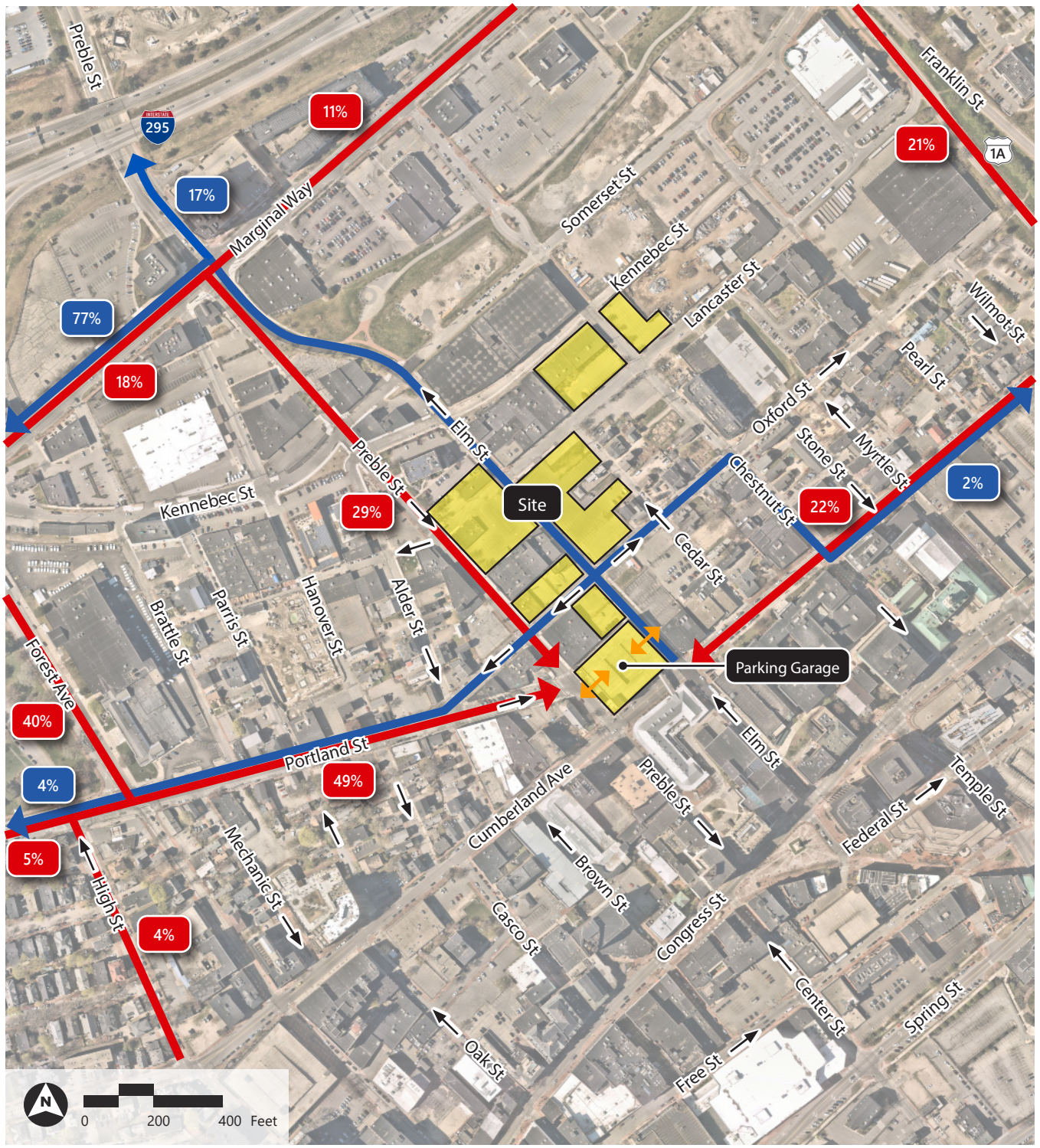
Figure 6. Project Traffic Assignment

West Bayside Master Development Plan | Portland, Maine



Source: Nearmap Aerial

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ITE Trip Generation 11th Edition - Existing To Be Replaced

Total Site generated trips (not accounting for internal, pass-by, or diverted trips)

Site Land Uses and Descriptions				AM PK HR OF ADJACENT STREET TRAFFIC										PM PK HR OF ADJACENT STREET TRAFFIC									
				directional dist.		average				regression		# trips			directional dist.		average				regression		# trips		
Code	Land Use	Size	Unit	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting
710	Medical-Dental Office Building	4.3	1000 SF GFA	88%	12%	221	1.52	0.58	7	0.78	11	Regression	11	10	1	17%	83%	232	1.44	0.60	6	0.77	12	Regression	12	2	10
720	Medical-Dental Office Building	14.1	1000 SF GFA	79%	21%	24	3.10	1.49	44	0.80	41	Average	44	35	9	30%	70%	30	3.93	1.86	55	0.77	54	Average	55	17	39
822	Strip Retail Plaza (<40k)	4.2	1000 SF GFA	60%	40%	5	2.36	0.94	10	0.57	16	Regression	16	10	6	50%	50%	25	6.59	2.94	28	0.56	42	Regression	42	21	21
936	Coffee/Donut Shop w/o Drive	2.5	1000 SF GFA	51%	49%	25	93.08	42.71	233	N/A	N/A	Average	233	119	114												

	total	entering	exiting
AM Peak Hour Total Site Trips:	293	163	130

	total	entering	exiting
PM Peak Hour Total Site Trips:	97	38	60

Existing To Be Replaced

Trip Generation Summary

	Total Peak Hour Site Generated Trips					Net New Trips
Peak Period	Total	Transit	Bike & Pedestrian	Internal Capture	External Vehicles	Total
Weekday Morning		*13%*	*43%*	*5%*		
Enter	163	21	70	8	63	63
Exit	130	17	56	6	50	50
Total	293	38	126	15	113	113
Weekday Evening		13%	43%	*5%*		
Enter	38	5	16	2	14	14
Exit	60	8	26	3	23	23
Total	97	13	42	5	37	37

ITE Trip Generation 11th Edition - Proposed

Total Site generated trips (not accounting for internal, pass-by, or diverted trips)

Site Land Uses and Descriptions				AM PK HR OF ADJACENT STREET TRAFFIC												PM PK HR OF ADJACENT STREET TRAFFIC											
				directional dist.		average				regression		# trips				directional dist.		average				regression		# trips			
Code	Land Use	Size	Unit	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting
221	Multifamily Housing (Mid-Rise)	603	Dwelling Units	23%	77%	30	0.37	0.09	223	0.91	254	Regression	254	58	196	61%	39%	31	0.39	0.08	235	0.91	236	Regression	236	144	92
223	Affordable Housing	201	Dwelling Units	29%	71%	7	0.50	0.39	101	0.73	91	Average	101	29	72	59%	41%	8	0.46	0.28	92	0.67	86	Average	92	54	38
492	Health/Fitness Club	4	1000 SF GFA	51%	49%	6	1.31	0.64	5	N/A	N/A	Average	5	3	2	57%	43%	8	3.45	1.57	14	0.67	29	Regression	29	17	12
822	Strip Retail Plaza (<40k)	9	1000 SF GFA	60%	40%	5	2.36	0.94	21	0.57	27	Regression	27	16	11	50%	50%	25	6.59	2.94	59	0.56	72	Regression	72	36	36
932	High-Turnover (Sit-Down)	15.5	1000 SF GFA	55%	45%	37	9.57	11.61	148	N/A	N/A	Average	148	81	67	61%	39%	104	9.05	6.18	140	N/A	N/A	Average	140	85	55

Based on ITE 11th Edition

Brewery is included in LUC 932

	total	entering	exiting
AM Peak Hour Total Site Trips:	535	188	347

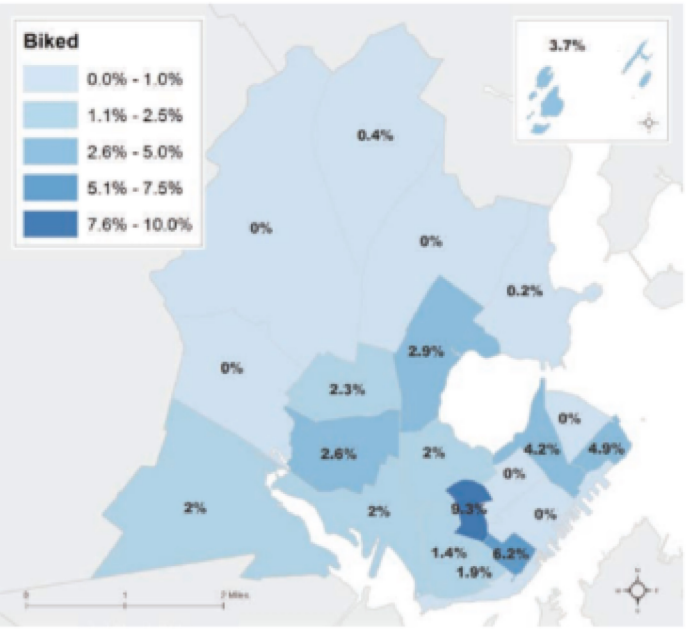
	total	entering	exiting
PM Peak Hour Total Site Trips:	569	336	233

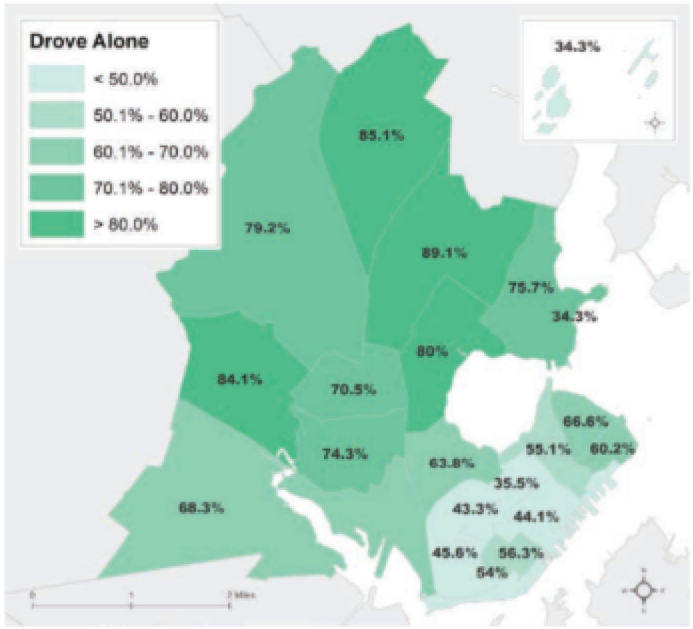
Proposed

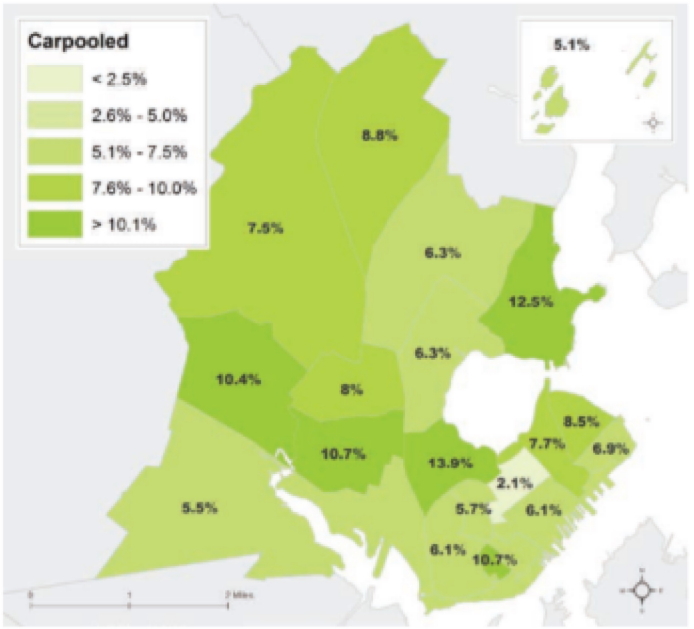
Trip Generation Summary

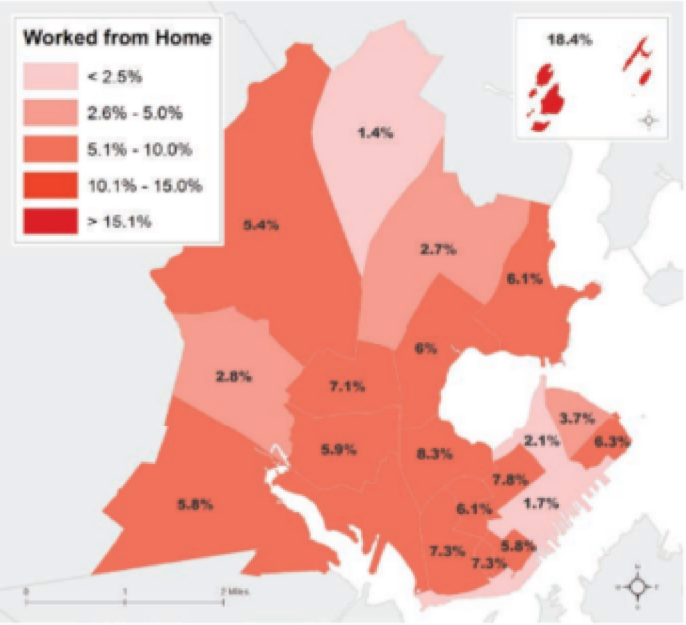
Peak Period	Total Peak Hour Site Generated Trips: Total	Transit	Bike & Pedestrian	Internal Capture	External Vehicles	Existing Trip Generation Total	Net New Trips Total
Weekday Morning		*13%*	*43%*	*5%*			
Enter	188	24	81	9	73	63	10
Exit	347	45	149	17	135	50	85
Total	535	70	230	27	208	113	95
Weekday Evening		13%	43%	*5%*			
Enter	336	44	144	17	131	14	117
Exit	233	30	100	12	91	23	67
Total	569	74	245	28	222	37	184

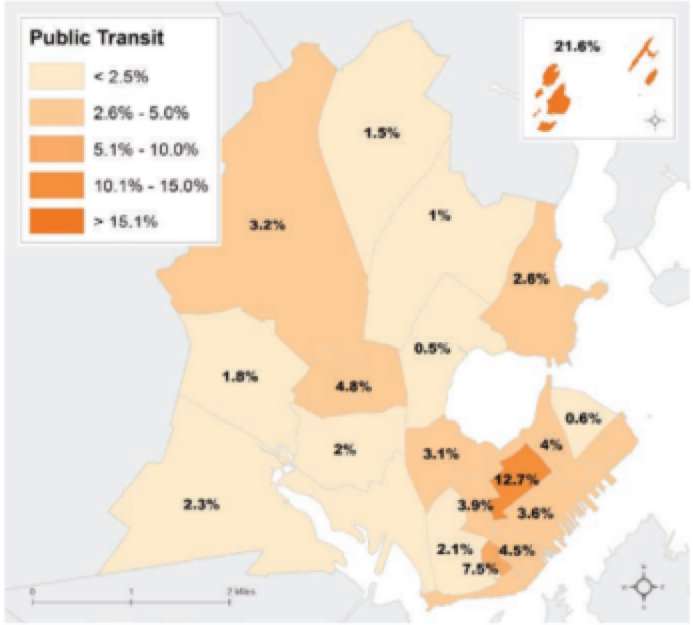
Means of Transportation to Work (2010 - 2014)

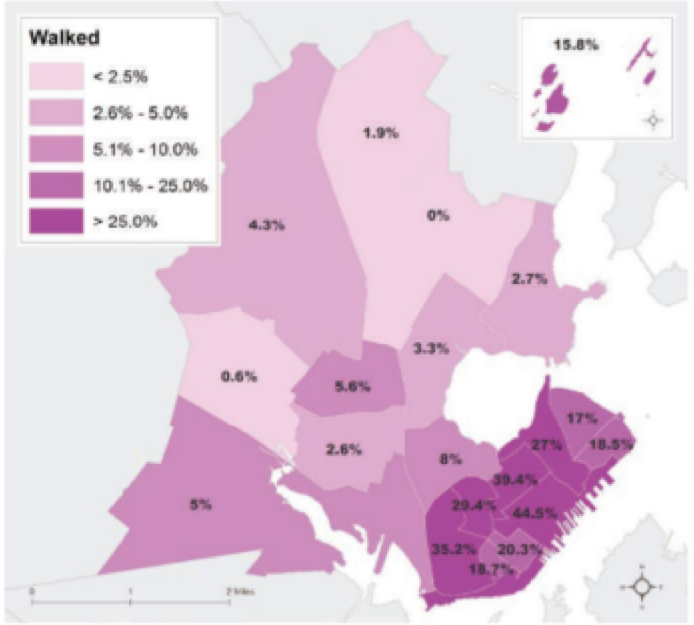












Source: ACS 5-Year Estimate by Census Tract: Workers 16 yrs and over

ATTACHMENT D-1

Traffic Impact Study

MONUMENT SQUARE ASSOCIATES PARKING GARAGE

CUMBERLAND STREET @ PREBLE & ELM STREETS ■ Portland, Maine

Prepared for
Criterium-Mooney Engineers
Portland, Maine

ete EATON TRAFFIC ENGINEERING
Brunswick, Maine

April 1996

MONUMENT SQUARE ASSOCIATES PARKING GARAGE
Portland, Maine
Traffic Impact Study

Introduction

Monument Square Associates proposes to construct a 648± space parking garage on the north side of Cumberland Street between Preble and Elm Streets (see Figure 1 on the following page). Proposed access to the facility will be provided via two-way access drives on both Preble and Elm Streets. The access points will be located at the northerly end of the property, and are constrained to these points due to structural column spacing and the circulation plan for the garage. The Preble Street access drive is essentially aligned with Portland Street.

The construction of the parking garage will replace existing buildings along Cumberland Street and a surface parking lot (Seroco Parking). To serve drop-off and pick-up activities associated with the garage, two on-street parking spaces are proposed on the east side of Preble Street south of the Preble Street entrance to the garage. On-street parking currently is allowed on the west side of Preble Street north of the Preble Street/ Portland Street intersection. Of the 648 ± spaces planned for this garage, approximately 498 are expected to be leased spaces to serve employees in the immediate area. The remaining 150 spaces are to be "live" parking, available to the general public.

The purpose of this traffic impact study is to assess the impact of additional traffic associated with the increase in parking supply at the site. Clearly this parking is primarily intended to support the occupancy of existing vacant office and retail space in the immediate area. Accordingly, parking/traffic demand will be based upon increased employment in the area, less the traffic already associated with the existing surface parking lot. Discussions with the City Traffic Engineer and Deputy Public Works Director indicated that this was a reasonable approach to the study, and that the study should focus analysis on the intersections of Cumberland Street @ Preble Street, Cumberland Street @ Elm Street, and Preble Street @ Marginal Way. In addition, City staff indicated a concern with the Preble Street garage access being located at the Preble/ Portland Streets intersection, and tentatively indicated that through movements between Portland Street and the Preble Street garage access may need to be prohibited through use of a properly designed median island on Portland Street @ Preble Street.

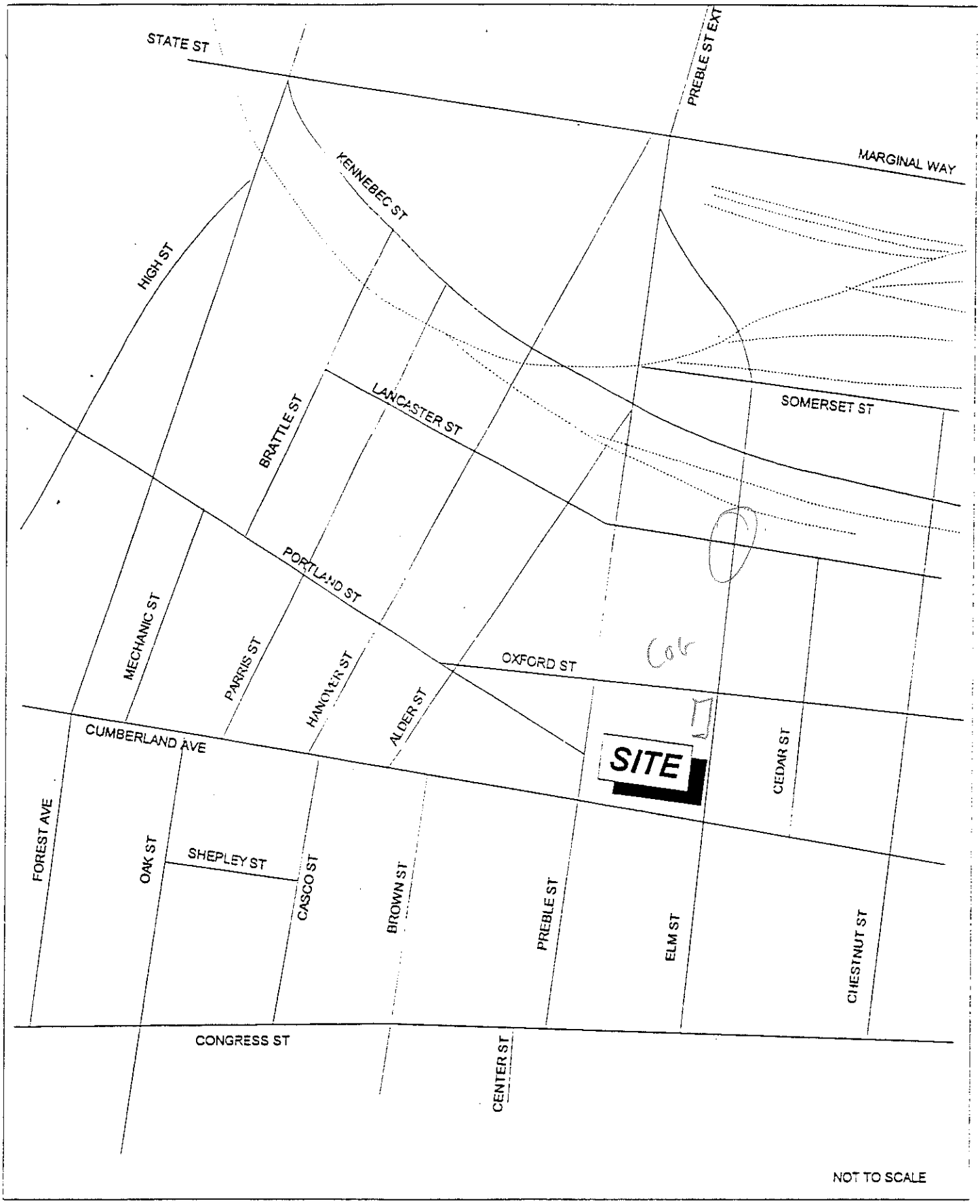


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Figure 1
SITE LOCATION

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

Subsequent review of the accident history at this location, discussed more fully in the **Safety** section of this report, indicates that there is currently no safety problem associated with vehicle movements between Portland Street and the existing surface parking lot. Accordingly, this study will proceed on the basis that such movements could be safely allowed to continue, which, in addition to providing flexibility and convenience to garage users, also should help disperse traffic entering and exiting the facility.

Existing AM and PM Peak Hour Traffic

Manual turning movement counts were performed for the periods 6:00 - 9:00 AM and 3:00 - 6:00 PM during February 1996 for the following locations:

- Cumberland @ Preble
- Cumberland @ Elm
- Preble @ Marginal Way
- Preble @ Portland/Existing Seroco Parking Lot

Figures 2 and 3 on the following pages present the AM and PM peak hour traffic volumes for the first three locations noted above respectively. Figure 4 presents AM and PM traffic volumes at the Portland/Preble/Seroco Lot intersection, and includes information on the pattern of traffic entering and exiting the existing Seroco Lot, which can be used to assist in assigning access routes for the proposed facility. As can be seen in Figure 4, the Portland Street access pattern serves a significant proportion of traffic to/from the existing surface lot, with 40 percent of the vehicles entering from this route in the AM peak hour, and 55 percent exiting via this route during the PM peak hour.

Projected 1996 AM and PM Design Hour Traffic Volumes

Typically, traffic volumes vary seasonally, with the highest volumes occurring during the summer months of July and August. Traffic impact analysis generally evaluates peak traffic flows for the seasonal high (usually referred to as the "design hour"), thus it was necessary to "adjust" the February AM and PM peak hour traffic volumes shown in Figures 2 and 3 to reflect summer conditions. Factors provided by MDOT, based upon their statewide continuous traffic

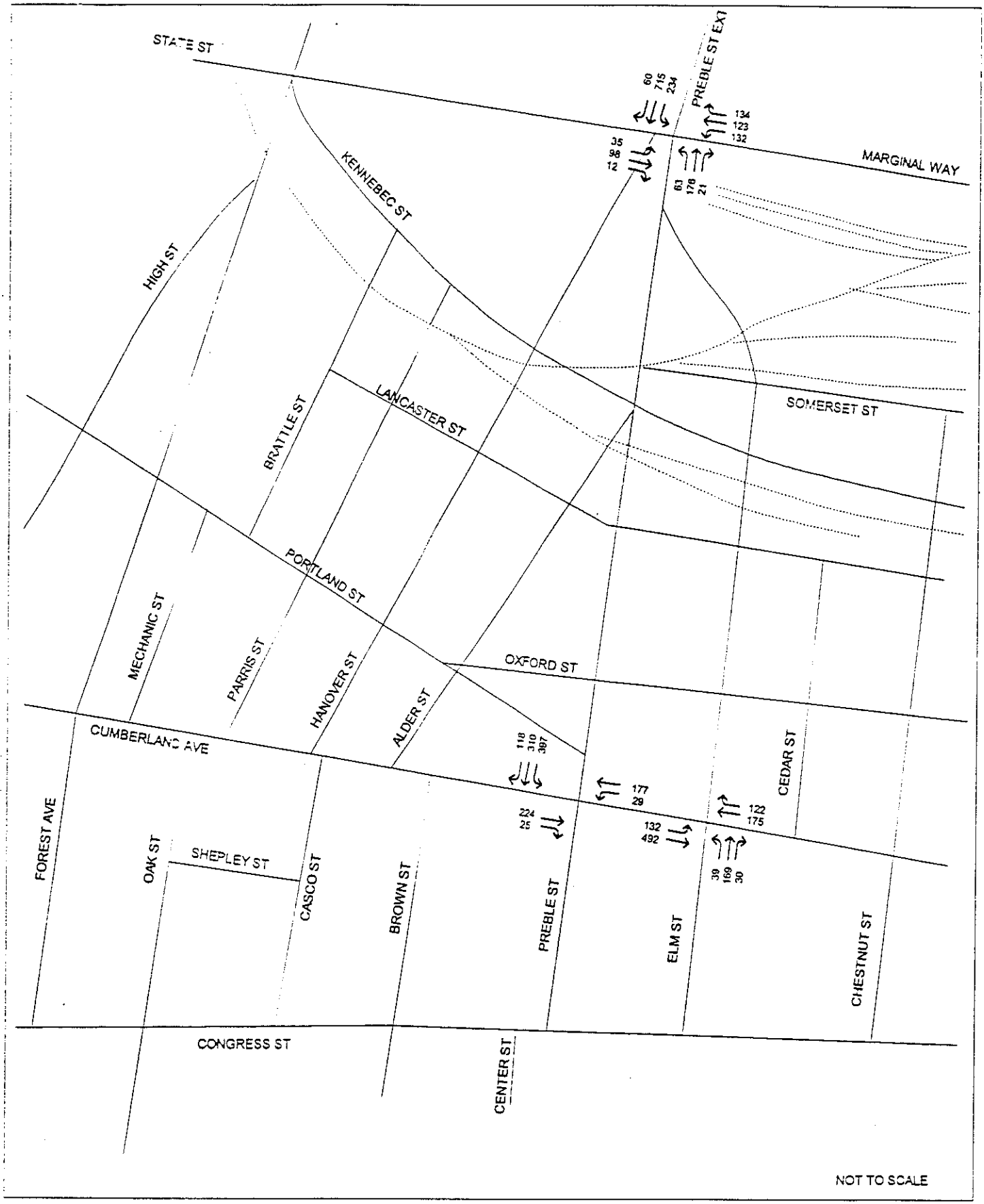

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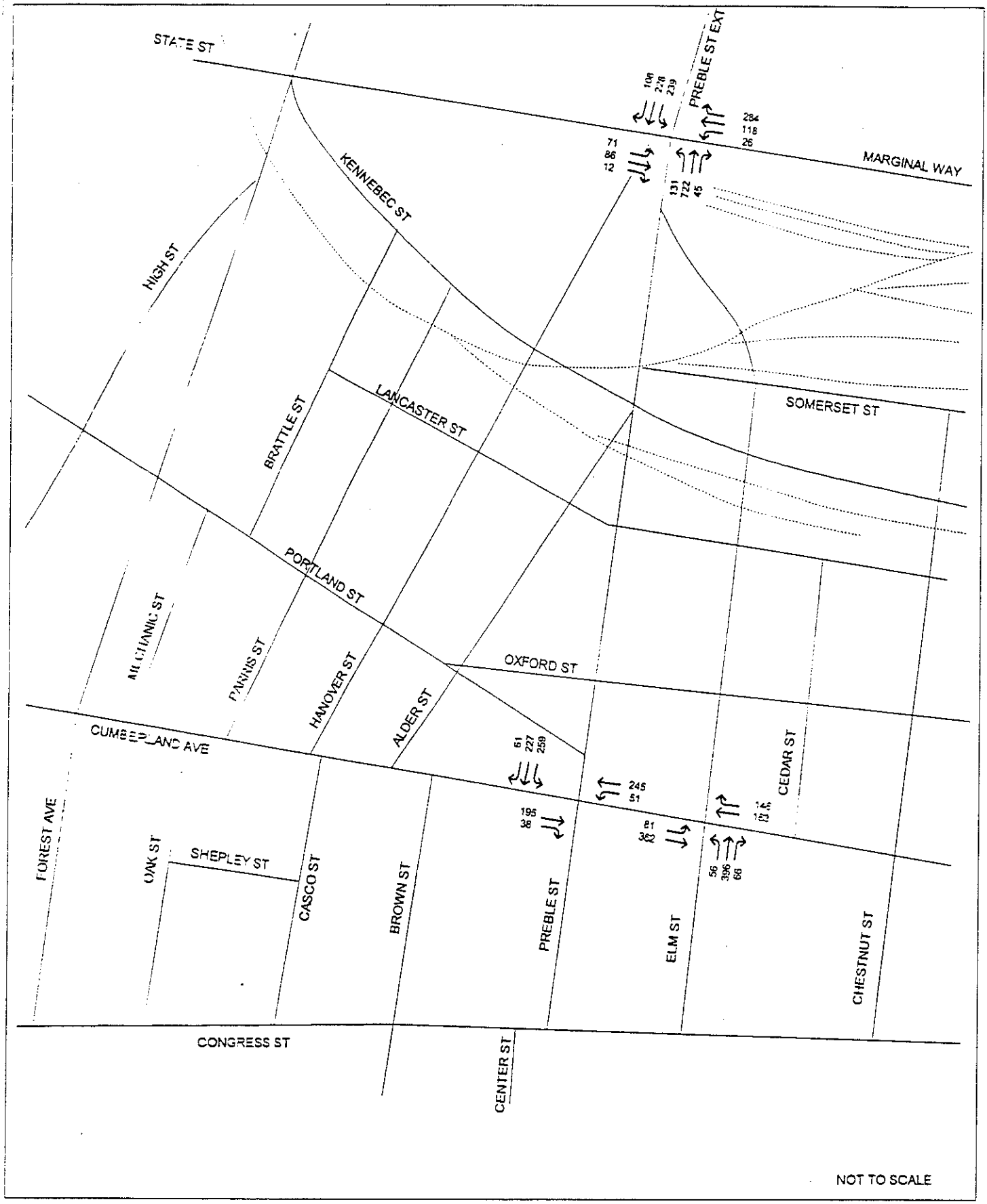
Figure 2
1996 AM PEAK HOUR TRAFFIC - FEBRUARY 1996

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE



ete EATON TRAFFIC ENGINEERING 2 Monroe St. - Brunswick, Maine (207) 725-8805 Fax (207) 725-8775	Figure 3 1996 PM PEAK HOUR TRAFFIC - FEBRUARY 1996
	MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

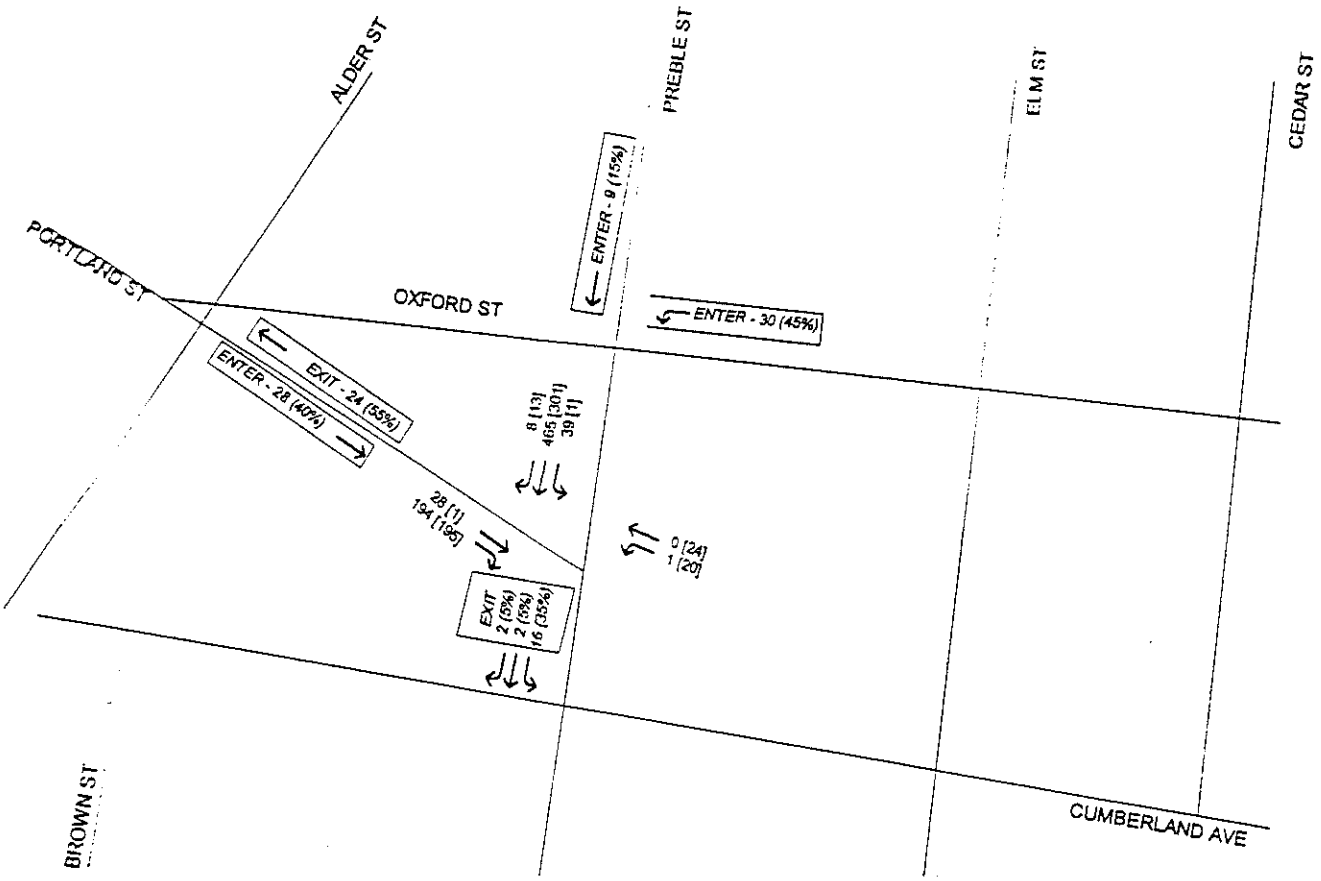


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Figure 4
AM & PM PEAK HOUR TRAFFIC TO/FROM EXISTING SURFACE PARKING LOT

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

counting program, indicate that the February traffic volumes collected for this study would have to be increased by 25± percent to reflect peak seasonal volumes. Because the area of Portland in the vicinity of the proposed garage is not particularly likely to be travelled by tourists (one of the key factors in higher summer traffic), this level of increase is likely to result in traffic volumes higher than will actually be experienced; however, to provide a conservative assessment of potential impacts, the February AM and PM peak hour traffic volumes were increased by 25± percent to estimate AM and PM design hour volumes. In addition to the seasonal adjustment. the projected PM peak hour traffic volumes also incorporate the PM peak hour traffic associated with the proposed Maine Bank and Trust project (addition of drive through teller and ATM facilities) on the corner of Preble Street and Congress Street (it was assumed that this project would have little if any impact on AM peak hour traffic). Figures 5 and 6 present the estimated AM and PM design hour traffic volumes for the pre-development condition.

Site Generated AM and PM Peak Hour Traffic Volumes

The development of estimated AM and PM peak hour traffic associated with the proposed parking garage was accomplished using trip rates for the land uses to be served by the facility, combined with observation of the existing surface lot and its entering and exiting characteristics. Site generated peak hour traffic was first estimated using the statistics contained in the publication Trip Generation - Fifth Edition[1]. For the AM peak hour (typically 7:00 - 8:00 AM) it was assumed that the traffic to/from the garage would be restricted to the 498 spaces to be leased to employees in the area. Retail and other service related trips to the facility was assumed to be insignificant during the AM peak hour. The 498 leased spaces would support approximately 200,000 square feet of office type use at a parking demand rate of 2.5 spaces per 1000 square feet of office floor area. This translates into estimated AM peak hour traffic generation (for ITE Land Use Code 710 - General Office Building) of 327 trips - 291 entering and 36 exiting. The existing surface parking lot (all leased spaces) evidenced only one vehicle exiting the lot during the AM peak hour, and it is considered unlikely that any significant exiting parking would occur at the proposed garage. The exiting trips reflected in the ITE trip generation estimate may well represent drop-off trips or employees leaving for early

[1] Institute of Transportation Engineers, 1991 and February 1995 Update

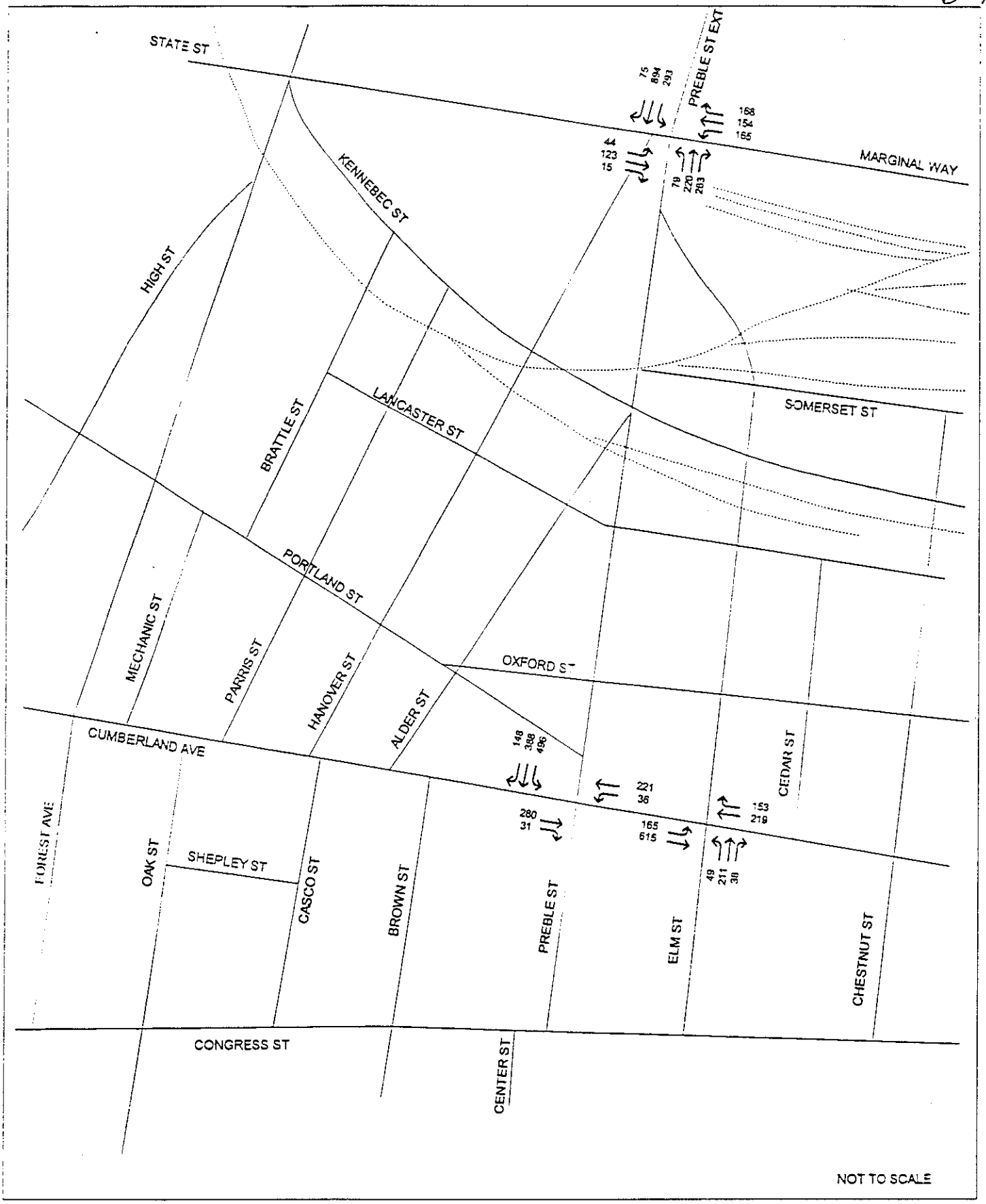

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Figure 5
ESTIMATED AM PEAK HOUR TRAFFIC - PRE-DEVELOPMENT

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

D-10

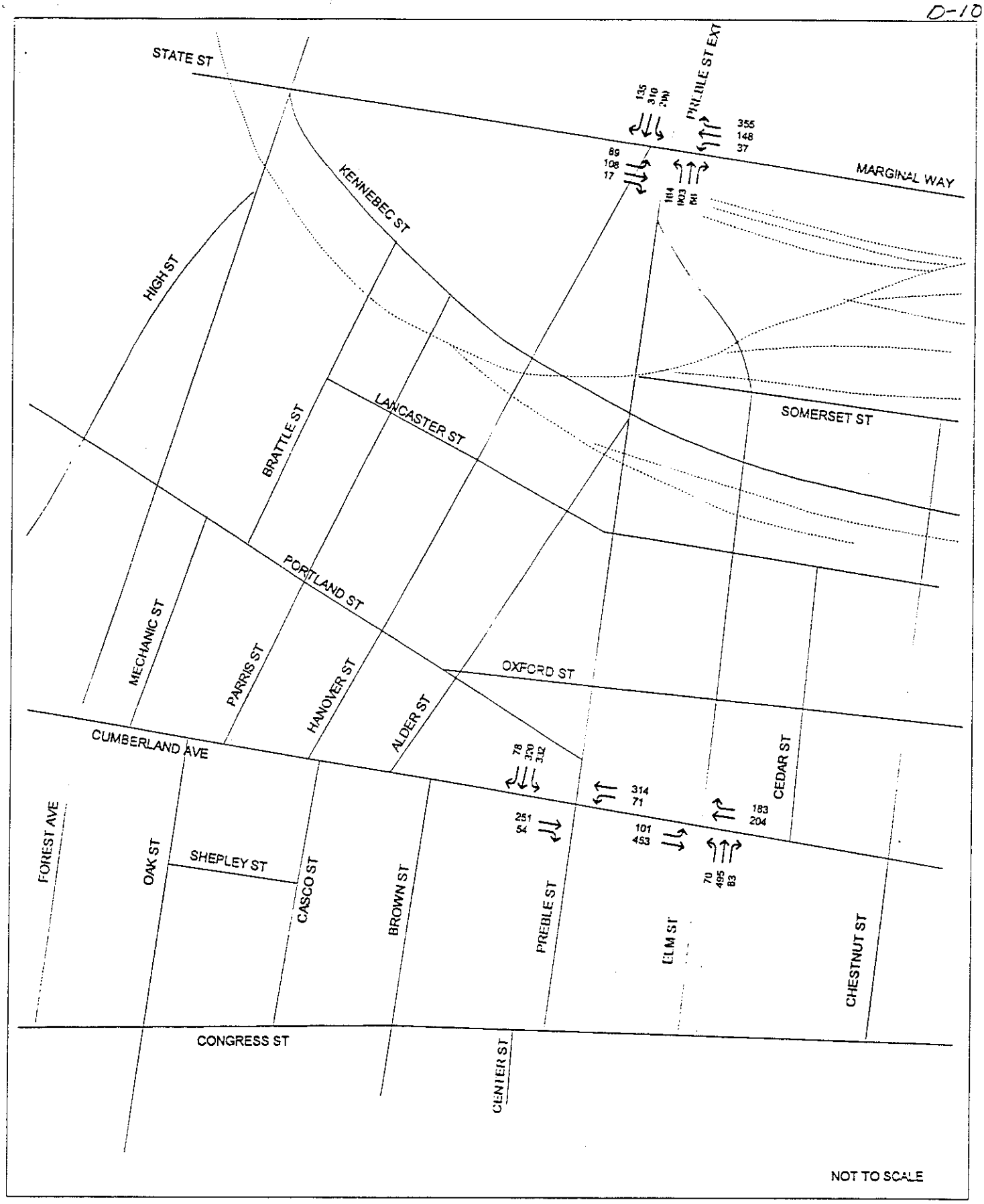

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Figure 6
ESTIMATED 1996 PM PEAK HOUR TRAFFIC - PRE-DEVELOPMENT

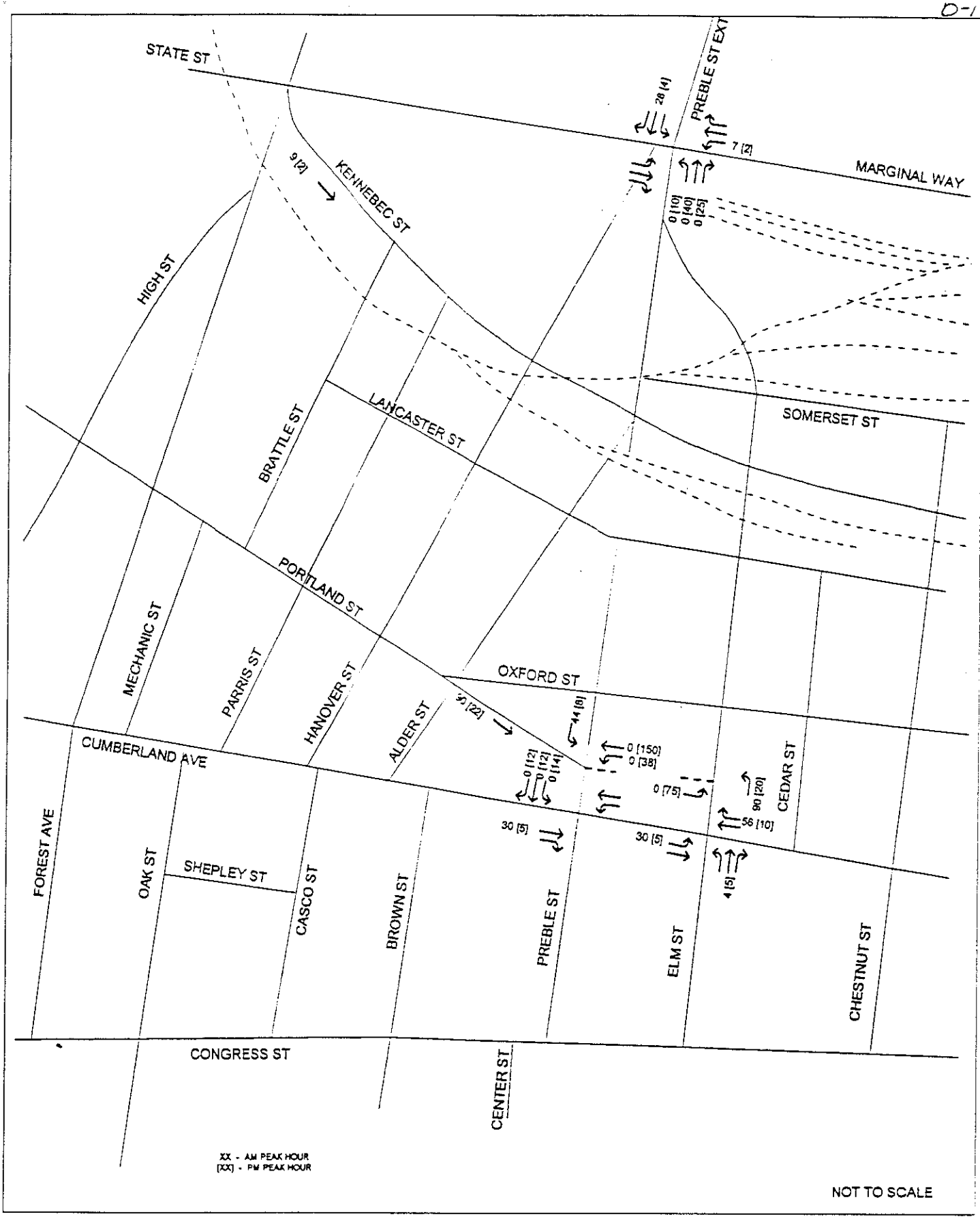
MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

appointments. These would generally not be significant for the proposed facility, thus AM peak hour traffic generation for the facility is estimated at 219± trips entering.

For the PM peak hour, all 648 spaces would be in use for trips associated with office and retail/service land uses in the area. For this analysis it was assumed that the ITE rate for general office buildings would apply again to the 498 leased spaces, and a generic retail/service rate based upon typical land uses in the ITE manual would be applied for the 150 live parking spaces. The office component of the PM peak hour (200,000 square feet) is projected to generate 310 trips - 53 entering and 257 exiting. Again, assuming the entering proportion would not apply for leased parking, the office component would generate 257 trips exiting the facility. For the retail/service component of demand, an average parking demand of 3.00 spaces per 1000 square feet of floor area would indicate that the 150 live spaces serve approximately 50,000 square feet of floor area. A review of a number of retail/service land uses contained in the ITE manual was conducted. Based upon this review, a generic average rate of 2 trips per 1000 square feet of floor area was used to estimate PM peak hour traffic generation of 100 trips - 50 entering and 50 exiting. This yields estimated PM peak hour traffic generation of 357± trips, 50 entering and 307 exiting.

In reviewing the trip generation estimates above and comparing them to the existing surface parking lot, the projected AM peak hour compares quite well with existing patterns of arrival, with about 60 percent of the capacity of each facility arriving during the AM peak hour. For the PM peak hour, the existing lot indicates a much less pronounced rate of departure, with approximately 40 percent of capacity departing during the PM peak hour. The projected PM peak hour based upon all 648 spaces and ITE office and retail/service trip rates would empty over 55 percent of the capacity of the proposed garage. While this estimate may be somewhat high, it will be carried through the analysis to provide a conservative measure of impacts during the PM peak hour.

Projected site generated AM and PM peak hour traffic was assigned to the roadway system in the vicinity of the proposed garage on the basis of the general arrival/departure patterns for the existing surface lot, as depicted in Figure 4. Figure 7 presents the net new traffic generated to the proposed facility (i.e. traffic to the existing surface lot is not included).



EATON TRAFFIC ENGINEERING

Figure 7
ESTIMATED NET AM & PM PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

Operational Assessment of Pre- and Post-Development Conditions

Projected post-development AM and PM peak hour traffic volumes were estimated by combining pre-development volumes with net site generated traffic. Figures 8, 9, and 10 present these projections.

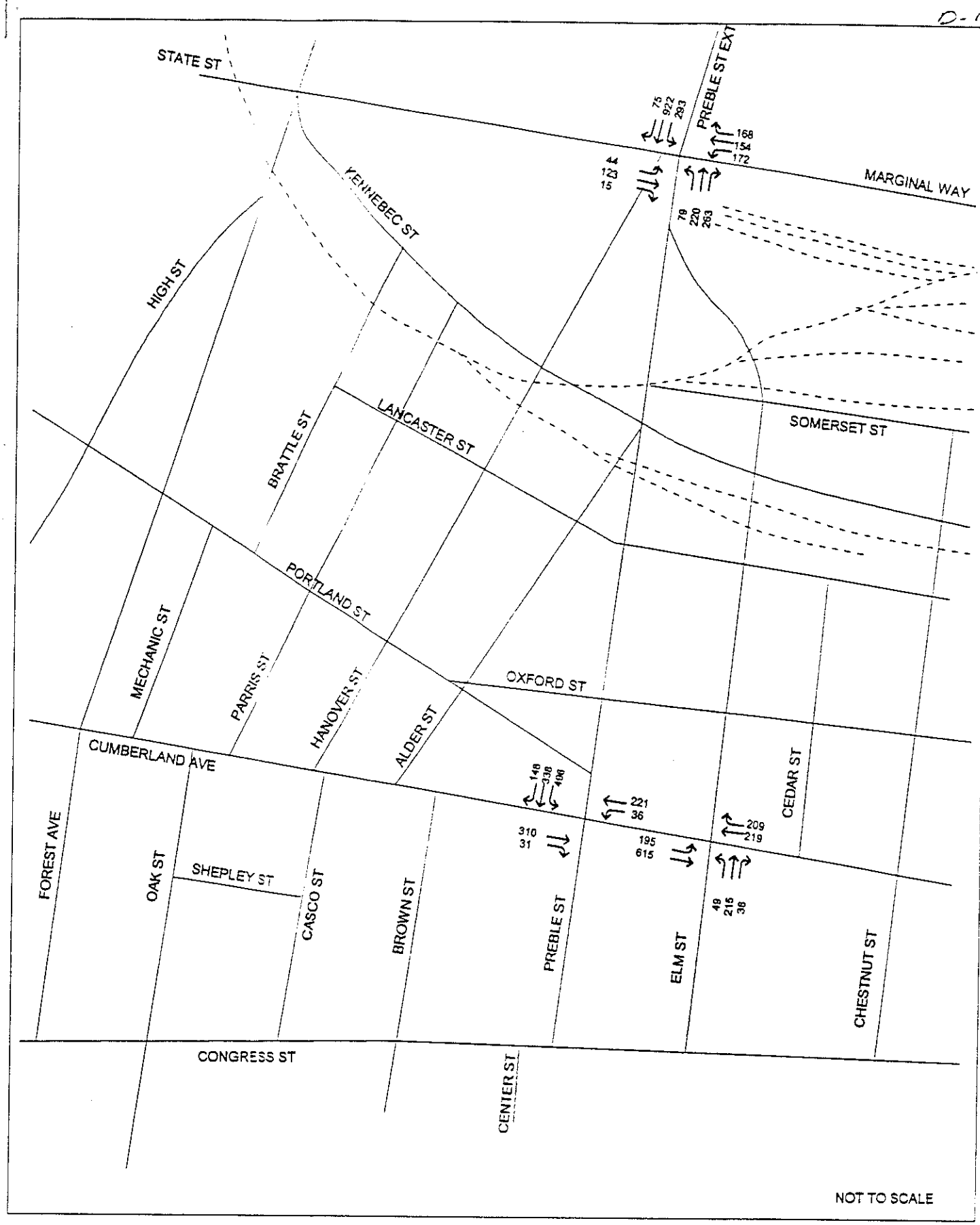
Capacity analysis was performed for the 1996 pre- and post-development PM peak hour condition for the study area signalized (Cumberland @ Preble, Cumberland @ Elm, Preble @ Marginal Way) and unsignalized intersection (Garage Access @ Preble/Portland) per the procedures contained in the Highway Capacity Manual[2]. Capacity analysis provides a quantitative assessment of the quality of traffic flow at an intersection, and "rates" this quality in terms of its Level of Service (LOS). LOS ratings range from A to F, and much like a school rank card, A indicates very good conditions, and F indicates extremely congested conditions. LOS for signalized intersections is based upon the average stopped delay for all vehicles using the intersection. The relationship between LOS and average stopped delay is shown in the table below.

Signalized Intersection Level of Service Measures

Level of Service	Average Stopped Delay Per Vehicle
A	≤ 5.0 Seconds
B	5.1 - 15.0 Seconds
C	15.1 - 25.0 Seconds
D	25.1 - 40.0 Seconds
E	40.1 - 60.0 Seconds
F	≥ 60.0 Seconds

For unsignalized intersections, such as the proposed access driveways, analysis procedures are different than those used for signalized intersections, and have recently been updated. LOS for unsignalized intersections is based upon average total delay, which takes into account the

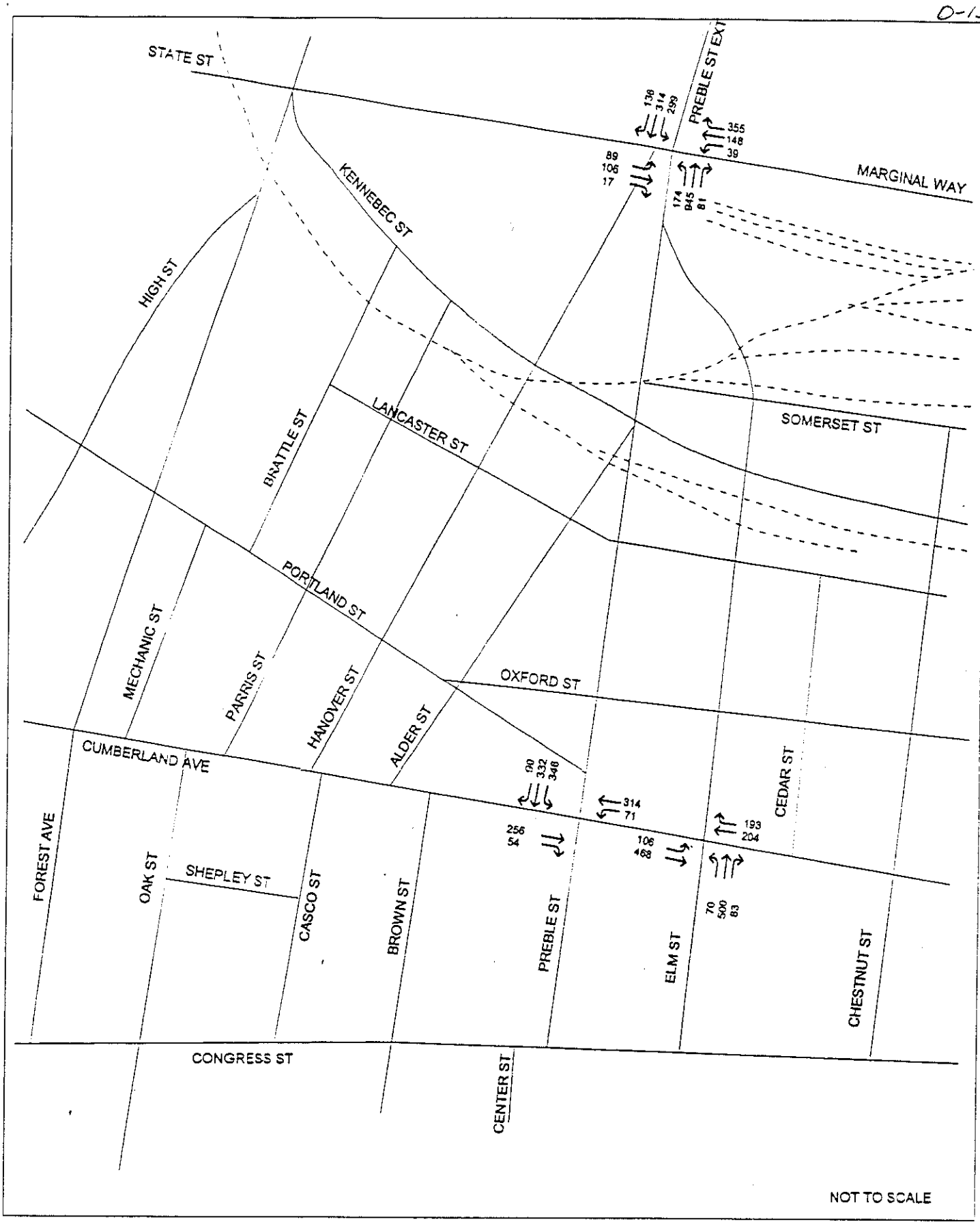
[2] Special Report 209, Highway Capacity Manual, Transportation Research Board, 1994



EATON TRAFFIC ENGINEERING

Figure 8
PROJECTED AM PEAK HOUR TRAFFIC - POST-DEVELOPMENT

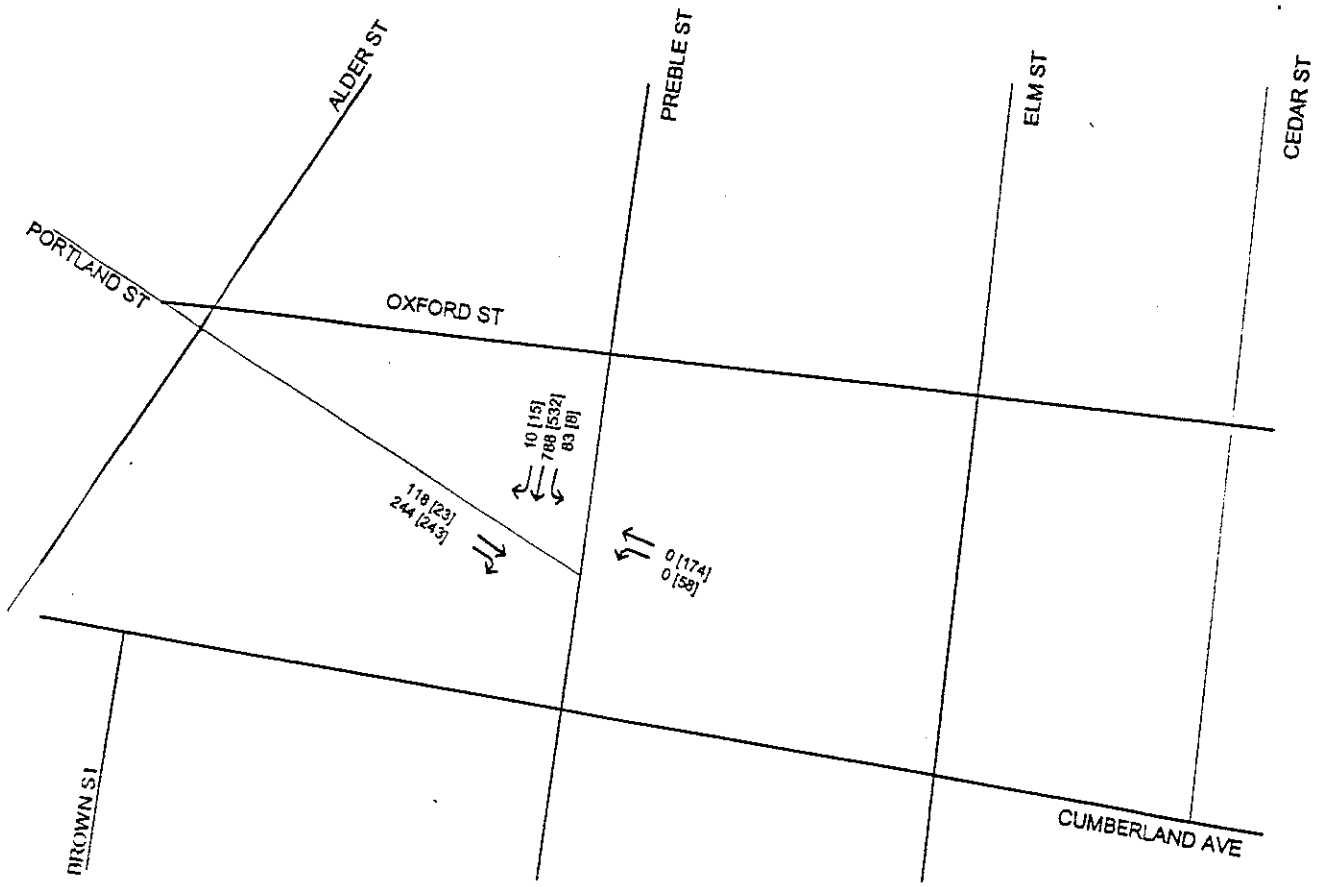
MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE



EATON TRAFFIC ENGINEERING

Figure 9
PROJECTED PM PEAK HOUR TRAFFIC - POST-DEVELOPMENT

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE



EATON TRAFFIC ENGINEERING

Figure 10
PROJECTED AM & PM PEAK HOUR TRAFFIC AT PREBLE STREET ACCESS - POST-DEVELOPMENT

MONUMENT SQUARE ASSOCIATES PARKING GARAGE - PORTLAND, MAINE

delay involved in waiting in a vehicle queue. The relationship between LOS and average total delay is shown below:

Level of Service Measurement for Unsignalized Intersections

Level of Service	Average Total Delay Per Vehicle
A	≤ 5.0 Seconds
B	5.1 - 10.0 Seconds
C	10.1 - 20.0 Seconds
D	20.1 - 30.0 Seconds
E	30.1 - 45.0 Seconds
F	≥ 45.0 Seconds

To establish basic conditions for analysis of the three signalized intersections in the study area analyzed, current phasing and timing was observed in the field, and average phase timing during the AM and PM peak period was used as a starting point for this analysis. The results of the analysis for pre- and post-development traffic are summarized below.

Signalized Intersection Analysis

Location	Pre-Development		Post-Development	
	LOS	Stopped Delay (sec)	LOS	Stopped Delay (sec)
		AM Peak Hour		
Cumberland @ Preble	C	16.2	C	16.1
Cumberland @ Elm	B	14.5	B	14.4
Preble @ Marginal	C	18.6	C	18.7
		PM Peak Hour		
Cumberland @ Preble	B	13.1	B	13.3
Cumberland @ Elm	B	12.4	B	12.5
Preble @ Marginal	D	26.8	D	27.1

As can be seen, the impact of site generated traffic on the Cumberland/Preble and Cumberland/Elm intersections is minimal. At Marginal Way @ Preble Street, the impact is also quite small - an increase in delay of under 0.5 seconds per vehicle - but the intersection is experiencing low levels of service on some of the movements. While it is felt that the adjusted peak hour volumes used in this analysis are somewhat higher than will actually occur (see **Projected 1996 AM and PM Design Hour Traffic Volumes**), there are clear indications that the intersection is heavily loaded for short periods of time during the PM peak hour. This is perhaps a supplementary reason to provide direct access between the Preble Street access to the proposed garage and Portland Street. If this access route were not available, vehicles bound for I-295 would likely exit via the Elm Street access and further increase traffic at the Marginal Way @ Preble Street Intersection.

Unsignalized intersection analysis was performed for the proposed entrance/exit drive from the site to Preble Street @ Portland Street. The table below summarizes the results of the analysis.

Unsignalized Intersection Analysis
Preble @ Portland Street/Garage Access

Movement	Pre-Development		Post-Development	
	LOS	Total Delay (sec)	LOS	Total Delay (sec)
		AM Peak Hour		
Portland St Thru	C	11.5	D	19.6
Portland St Right	B	6.0	B	6.0
Preble St Left	A	2.2	A	2.2
Total Intersection		6.7		8.0
		PM Peak Hour		
Portland St Thru	B	6.8	B	7.3
Portland St Right	A	4.9	A	4.9
Preble St Left	A	2.1	A	2.1
Garage Exit	B	9.8	D	26.2
Total Intersection		8.4		12.6

As would be expected, the LOS and delay associated with movements into the garage during the AM peak hour, and movements out of the garage during the PM peak hour increases significantly. While delay increases and LOS is reduced, these operational measures are felt to be acceptable for the short periods of time involved. Overall, the Preble/Portland/Garage intersection is projected to operate with reasonable delay and LOS.

Safety

Safety data for the most recent available 3 year period (1992-94) was obtained from the Accident Records Section of the MDOT Bureau of Planning for roadways in the vicinity of the site. A summary of the accident history in the area is presented in the table on the next page.

MDOT guidelines for identification of a High Accident Location (HAL - indicating a potential safety deficiency) is that a location must experience 8 or more accidents in a 3 year period and have a Critical Rate Factor of 1.00 or greater. Seven locations in the study area satisfy these criteria. Detailed accident collision diagrams for these locations were prepared from accident records on file at MDOT and analyzed. The findings of the analysis are summarized below:

Preble Street @ Kennebec Street: Of the 13 accidents occurring at this location, 10 involved cross traffic collisions between eastbound Kennebec Street and southbound Preble. Failure to yield the right of way (Kennebec Street is stop sign controlled) and disregarding a traffic control device were the primarily contributing factors cited in the reports. It is likely that speed on Preble Street might also be a factor. Given the number of cross traffic collisions, this location may warrant an intersection hazard beacon (flashing red and yellow).

Preble Street @ Lancaster Street: Of the 8 accidents at this location, 6 were cross traffic collisions, similar to those occurring at Preble @ Kennebec. Failure to yield the right of way was most commonly cited as the primary contributing factor. This location is a "borderline" HAL, but accident frequency has been increasing - from 2 in 1992, to 3 in 1993, to 4 in 1994. It is suggested that accident occurrence be monitored to determine if this trend on increasing accident frequency continues.

1992-94 Accident History in Site Vicinity

LOCATION	1992-94 ACCIDENTS	ANNUAL AVERAGE	CRITICAL RATE FACTOR[3]
Preble Street @ Marginal Way	30*	10.00	0.73
Preble Street/Marginal to Somerset	0	0	0
Preble Street @ Somerset	0	0	0
Preble Street/ Somerset to Kennebec/Alder	2	0.67	2.33
Preble Street @ Kennebec	13	4.33	2.51
Preble Street/Kennebec to Lancaster	0	0	0
Preble Street @ Lancaster	8	2.67	1.60
Preble Street/Lancaster to Oxford	3	1.00	0.68
Preble Street @ Oxford	13	4.33	0.80
Preble Street/Oxford to Portland	0	0	0
Preble Street @ Portland	6	2.00	0.80
Preble Street/Portland to Cumberland	0	0	0
Preble Street @ Cumberland	16	5.33	0.71
Preble Street/Cumberland to Congress	8	2.67	2.50
Elm Street/Congress to Cumberland	4	1.33	1.33
Elm Street @ Cumberland	25	8.33	1.29
Elm Street/Cumberland to Oxford	6	2.00	3.54
Elm Street @ Oxford	0	0	0
Elm Street/Oxford to Lancaster	2	0.67	1.18
Elm Street @ Lancaster	8	2.67	3.36
Elm Street/Lancaster to Kennebec	3	1.00	2.32
Elm Street @ Kennebec	18	6.00	8.25
Elm Street/Kennebec to Somerset	3	1.00	4.85
Elm Street @ Somerset	1	0.33	0.46
Elm Street/Somerset to Marginal	2	na	na
Cumberland Ave/Brown to Preble	2	0.67	0.69
Cumberland Ave/Preble to Elm	2	0.67	0.59
Cumberland Ave/Elm to Cedar	1	0.33	0.21

[3] The Critical Rate Factor is a statistical measure which compares the accident frequency at a location to similar locations throughout the State. A Critical Rate Factor of 1.00 or greater indicates that the location has a higher frequency of accidents than would be expected due to random occurrence, with a 99 percent level of confidence.

1992-94 Accident History in Site Vicinity (cont)

LOCATION	1992-94 ACCIDENTS	ANNUAL AVERAGE	CRITICAL RATE FACTOR
Portland Street @ Forest Ave*	30	10.00	0.93
Portland Street/Forest to Mechanic*	6	2.00	2.85
Portland Street @ Mechanic*	0	0	0
Portland Street/Mechanic to Brattle*	1	0.33	0.65
Portland Street @ Brattle*	1	0.33	0.23
Portland Street/Brattle to Parris*	3	1.00	1.64
Portland Street @ Parris*	8	2.67	1.78
Portland Street/Parris to Hanover*	0	0	0
Portland Street @ Hanover*	6	2.00	1.27
Portland Street/Hanover to Oxford*	2	0.67	0.95
Portland Street @ Oxford*	2	0.67	0.52
Portland Street/Oxford to Preble*	5	1.67	0.94

* 1993-95 Data

Preble Street/ Cumberland to Congress Street: Of the 8 accidents on this segment of Preble Street, 4 clearly involve collisions with vehicles entering or exiting an on-street parking space. Two of the remaining accidents are lane change/sideswipe accidents that could also be related to on street parking. The primary trend indicates that on-street parking activity is a major contributing factor. Other than prohibiting on-street parking, which is not likely to be feasible, no recommendation can be made to address this section of Preble Street.

Elm Street @ Cumberland Street: Cross traffic collisions between eastbound Cumberland Street and northbound Elm Street constitute the primary accident pattern at this location, with 15 of the 24 accidents being of this type. The remainder of the accidents are generally disparate in nature and indicate no pattern. All but two of the 15 cross traffic collisions occurred during the late night or early morning when the traffic signal was operating in a flashing mode. To address this problem it is recommended that the traffic signal at this location be operated in full "stop and go" mode 24 hours a day.

Elm Street @ Lancaster Street: Of the eight accidents at this location, 6 were cross traffic collisions between eastbound Lancaster Street and northbound Elm Street. The remaining two accidents were lane change sideswipe collisions on Elm Street northbound. As was the case for the Preble/Kennebec and Preble/Lancaster intersections, disregard of the traffic control device (stop sign control on Lancaster) was cited as the primary contributing factor. It is somewhat strange that no accidents occurred at this location in 1993, with 4 occurring for both 1992 and 1994. Because of the cross traffic collision pattern, this intersection may be a candidate for an intersection hazard beacon.

Elm Street @ Kennebec Street: The primary collision pattern at this intersection is lane change/sideswipe accidents on Elm Street northbound, with 13 of the 18 total accidents being this type. The remaining 5 accidents were cross traffic collisions, 4 of these between eastbound Kennebec and northbound Elm Street. The major contributing factors cited included driver inattention, unsafe/improper turn, and unsafe lane change. It is recommended that pavement markings be improved in this area, and that overhead lane assignment signs be considered to address the lane change/sideswipe pattern.

Portland Street @ Parris Street: Of the 8 accidents occurring at this location, 4 accidents were cross traffic collisions, 3 of these occurring during icy conditions. An additional 3 accidents were rear-end collisions, with 2 of these occurring on an icy roadway. Overall it appears that environmental conditions are the prime contributing factor in accident occurrence at this location.

Although not meeting the criteria for a HAL, the intersection of Forest Avenue @ ParkAve/Portland Street was analyzed due to the number of accidents (30) that occurred.

Forest Avenue @ Park-Portland: The primary collision patterns at this location include cross traffic collisions (7), left turn collisions (7) and rear-end collisions (9). In addition, two accidents involving pedestrians occurred (1 involving a pedestrian violation). Overall the accident experience at this heavily travelled intersection is fairly typical. It is interesting that 12 of the 30 accidents occurred after 6:00 PM, after peak traffic flow periods have subsided. Cross traffic and rear-end collisions were most common for these evening accidents (4 each). Accident frequency is increasing (6 in 1993, 9 in 1994

and 15 in 1995), and this location should be monitored. In addition, it is suggested that vehicle clearance intervals be reviewed and modified if necessary.

An overall pattern that seems to emerge from the accident analysis is that unsignalized intersections on both Preble and Elm Streets are experiencing a significant number of cross traffic collisions. While failure to yield, disregarding traffic control devices and driver inattention were cited as primary contributing factors, it is likely that vehicle speeds on Preble and Elm Street are also factors. Both streets are one-way facilities that serve as a direct north/south routing to/from downtown Portland. Once a vehicle on Elm Street clears the Elm/Cumberland intersection it has "clear sailing" to Marginal Way. The same is true - in the opposite direction - for Preble Street (the Preble/Oxford signal does not typically stop traffic on Preble very often due to low vehicle demand on Oxford. To compound the potential speed problem, the locations of cross street intersections on Elm and Preble are often difficult to see due to the closeness of adjacent buildings and/or on-street parking. Overall, it appears that improving the visibility of cross streets would assist or at least help warn drivers on Elm and Preble that a potential conflict is present.

Access and Circulation

As noted in the introduction of this report, preliminary discussions with City of Portland staff raised the issue as to whether vehicles entering and exiting the Preble Street access should be allowed to do so to/from Portland Street. AM and PM peak period traffic counts at the intersection of Preble @ Portland/Seroco Lot indicates that a significant proportion of existing parking lot traffic uses a Portland Street routing. A review of accident history at this location reveals that only 6 accidents occurred at this location over the 3 year period 1992-94. Three of the accidents were collisions with bicyclists. The accident reports did not specify whether the bicyclists were travelling in the wrong direction on Preble Street, but it is a likely explanation for the accidents, since drivers would be looking north (left) to see oncoming traffic, and would not expect any traffic to be approaching from the south. The remaining accidents included 2 rear-end collisions, and 1 lane change/sideswipe collision. No cross traffic accidents involving traffic entering or exiting the existing access to the Seroco parking lot were recorded.

Portland Street is approximately 50 feet in width near Preble Street. It is suggested that two approach lanes be provided on Portland Street at its intersection with Preble Street to provide a through lane for access into the garage, and a right turn lane for vehicles turning on to Preble Street. Figure 11 on the following page provides a schematic layout of the suggested lane configuration.

Summary of Findings

The proposed Monument Square Associates parking garage will provide 648 parking spaces in the Portland Central Business District. Access to the facility will be provided by two-way entrance/exits on Preble Street and Elm Street. The facility is projected to generate 291 vehicle trips during the AM peak hour, and 357 trips during the PM peak hour. Analysis of the impact of the net increase in AM and PM peak hour traffic indicates that the key intersections in the study area (Cumberland @ Preble, Cumberland @ Elm, and Preble @ Marginal Way) will operate at acceptable levels of service. The capacity analysis did indicate that the Preble @ Marginal Way intersection is heavily loaded during the PM peak hour, and that maintaining access to the Preble Street entrance/exit via Portland Street will help minimize the impact of exiting PM peak hour traffic on that intersection.

Safety analysis indicates that there are currently 7 High Accident Locations in the study area. Detailed review of these locations is contained in the **Safety** section of this report, and will not be repeated here.

Site Name PORTLAND 07908 **Site ID** 230517007908 **Description** PREBLE ST (OW) NW/O CONGRESS ST

Exclude data: None

	Volume	Total
12:00 am	-	0
01:00 am	-	0
02:00 am	-	0
03:00 am	-	0
04:00 am	-	0
05:00 am	-	0
06:00 am	-	0
07:00 am	-	0
08:00 am	-	0
09:00 am	-	0
10:00 am	194	194
11:00 am	243	243
12:00 pm	225	225
01:00 pm	251	251
02:00 pm	232	232
03:00 pm	232	232
04:00 pm	216	216
05:00 pm	201	201
06:00 pm	162	162
07:00 pm	148	148
08:00 pm	106	106
09:00 pm	60	60
10:00 pm	38	38
11:00 pm	45	45
7am-7pm	1956	1956
6am-10pm	2270	2270
6am-12am	2353	2353
12am-12am	2353	2353
am Peak	11:00 am	11:00 am
Peak Volume	243	243
pm Peak	01:00 pm	01:00 pm
Peak Volume	251	251

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Holidays & Events:
None

Site Name PORTLAND 07808 **Site ID** 230517007808 **Description** ELM ST (OW) NW/O CONGRESS ST

Exclude data: None

	Volume	Total
12:00 am	-	0
01:00 am	-	0
02:00 am	-	0
03:00 am	-	0
04:00 am	-	0
05:00 am	-	0
06:00 am	-	0
07:00 am	-	0
08:00 am	-	0
09:00 am	-	0
10:00 am	-	0
11:00 am	281	281
12:00 pm	335	335
01:00 pm	368	368
02:00 pm	297	297
03:00 pm	351	351
04:00 pm	439	439
05:00 pm	498	498
06:00 pm	246	246
07:00 pm	155	155
08:00 pm	140	140
09:00 pm	125	125
10:00 pm	64	64
11:00 pm	50	50
7am-7pm	2815	2815
6am-10pm	3235	3235
6am-12am	3349	3349
12am-12am	3349	3349
am Peak	11:00 am	11:00 am
Peak Volume	281	281
pm Peak	05:00 pm	05:00 pm
Peak Volume	498	498

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Holidays & Events:
None

Site Name PORTLAND 13204 **Site ID** 230517013204 **Description** ELM ST (OW) SE/O MARGINAL WAY

Exclude data: None

	Northwestbound	Total
12:00 am	22	22
01:00 am	25	25
02:00 am	12	12
03:00 am	2	2
04:00 am	12	12
05:00 am	21	21
06:00 am	54	54
07:00 am	144	144
08:00 am	261	261
09:00 am	221	221
10:00 am	263	263
11:00 am	321	321
12:00 pm	333	333
01:00 pm	397	397
02:00 pm	445	445
03:00 pm	446	446
04:00 pm	612	612
05:00 pm	-	-
06:00 pm	-	-
07:00 pm	-	-
08:00 pm	-	-
09:00 pm	-	-
10:00 pm	-	-
11:00 pm	-	-
7am-7pm	3443	3443
6am-10pm	3497	3497
6am-12am	3497	3497
12am-12am	3591	3591
am Peak	11:00 am	11:00 am
Peak Volume	321	321
pm Peak	04:00 pm	04:00 pm
Peak Volume	612	612

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Holidays & Events:
None

Site Name PORTLAND 13205 **Site ID** 230517013205 **Description** PREBLE ST (OW) S/O MARGINAL WAY

Exclude data: None

	Southbound	Total
12:00 am	-	0
01:00 am	-	0
02:00 am	-	0
03:00 am	-	0
04:00 am	-	0
05:00 am	-	0
06:00 am	-	0
07:00 am	-	0
08:00 am	-	0
09:00 am	-	0
10:00 am	-	0
11:00 am	-	0
12:00 pm	-	0
01:00 pm	-	0
02:00 pm	-	0
03:00 pm	195	195
04:00 pm	177	177
05:00 pm	162	162
06:00 pm	108	108
07:00 pm	79	79
08:00 pm	54	54
09:00 pm	34	34
10:00 pm	19	19
11:00 pm	11	11
7am-7pm	642	642
6am-10pm	809	809
6am-12am	839	839
12am-12am	839	839
am Peak	-	-
Peak Volume	-	-
pm Peak	03:00 pm	03:00 pm
Peak Volume	195	195

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Holidays & Events:
None

Site Name PORTLAND 21102 **Site ID** 230517021102 **Description** CUMBERLAND AVE NE/O PREBLE ST

Exclude data: None

	NB	SB	Total
12:00 am	-	-	0
01:00 am	-	-	0
02:00 am	-	-	0
03:00 am	-	-	0
04:00 am	-	-	0
05:00 am	-	-	0
06:00 am	-	-	0
07:00 am	-	-	0
08:00 am	-	-	0
09:00 am	-	-	0
10:00 am	321	225	546
11:00 am	354	265	619
12:00 pm	415	254	669
01:00 pm	372	276	648
02:00 pm	391	311	702
03:00 pm	381	297	678
04:00 pm	418	341	759
05:00 pm	472	348	820
06:00 pm	337	269	606
07:00 pm	225	186	411
08:00 pm	191	150	341
09:00 pm	107	106	213
10:00 pm	85	64	149
11:00 pm	71	55	126
7am-7pm	3461	2586	6047
6am-10pm	3984	3028	7012
6am-12am	4140	3147	7287
12am-12am	4140	3147	7287
am Peak	11:00 am	11:00 am	11:00 am
Peak Volume	354	265	619
pm Peak	05:00 pm	05:00 pm	05:00 pm
Peak Volume	472	348	820

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Holidays & Events:
None

Utilities

The proposed project will include installation of multiple utility services to each new building. Letters have been sent to each utility provider for the development area to inquire about their ability to serve the proposed developments. The utility providers contacted are as follows:

- Water: Portland Water District
- Sewer: Portland Department of Public Works
- Electricity: Central Maine Power
- Gas: Unitil
- Communications: Charter
- Communications: Consolidated
- Communications: First Light

See enclosed the letters sent to each utility provider specified & proposed Utility Plan. Revisions to the Utility Plan & the utility provider's ability to serve each project will be forwarded to the city upon receipt.

ACORN ENGINEERING, INC.

Charter Communications
Attn: Mark Pelletier
118 Johnson Road
Portland, ME 04102

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Mr. Pelletier:

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for Charter's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by Charter. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
- 196 Lancaster Street
  - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
  - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.

- 60 Elm Street

- Demolition of existing parking lot.
- Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.

- 79-89 Elm Street
  - Demolition of the existing parking lot.
  - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
- 235 Oxford Street
  - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
  - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
149 Lancaster Street	125	56	56	13	4,500	119,610	12,411	124,110
163 Lancaster Street	142	64	64	14	2,500	135,190	13,769	137,690
195 Lancaster Street	59	26	26	6	6,500	27,450	6,790	33,950
196 Lancaster Street	111	50	50	11	5,000	86,320	11,415	91,320
60 Elm Street	85	38	38	8	1,500	62,690	6,419	64,190
79-89 Elm Street	201	91	91	20	4,500	195,404	24,988	199,904
235 Oxford Street	81	37	37	8	4,000	67,028	11,838	71,028
Existing to Remain	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**209,000**	**693,692**	**87,630**	**722,192**

On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
2. Alternative connection locations from the property to the existing communication system.
3. Charter's proposed infrastructure improvements within the project vicinity.
4. Charter's ability to serve the project.

I have attached two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

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

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Mr. Cough,

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for CMP's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by CMP. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
- 196 Lancaster Street
  - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
  - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.
- 60 Elm Street

- Demolition of existing parking lot.
- Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.

- 79-89 Elm Street
  - Demolition of the existing parking lot.
  - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
- 235 Oxford Street
  - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
  - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
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196 Lancaster Street	111	50	50	11	5,000	86,320	11,415	91,320
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79-89 Elm Street	201	91	91	20	4,500	195,404	24,988	199,904
235 Oxford Street	81	37	37	8	4,000	67,028	11,838	71,028
Existing to Remain	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**209,000**	**693,692**	**87,630**	**722,192**

On behalf of the client, we are requesting the following information:

1. Existing easements for services currently crossing the proposed development.
2. Additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
3. Alternative connection locations from the area of interest to the existing system.
4. CMP's proposed infrastructure improvements within the project vicinity.
5. CMP's ability to serve the project.
6. Access requirements to the CMP meters & transformers. Specifically we are looking for information regarding locating transformers in building alcoves.
7. List of service providers currently located on existing utility poles.

I have attached two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Consolidated Communications
Attn: Patrick Morrison
5 Davis Farm Rd
Portland, Maine 04103

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Mr. Morrison,

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for Consolidated's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by Consolidated. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
- 196 Lancaster Street
  - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
  - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.

- 60 Elm Street
    - Demolition of existing parking lot.
    - Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.
- 79-89 Elm Street
    - Demolition of the existing parking lot.
    - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
- 235 Oxford Street
    - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
    - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
149 Lancaster Street	125	56	56	13	4,500	119,610	12,411	124,110
163 Lancaster Street	142	64	64	14	2,500	135,190	13,769	137,690
195 Lancaster Street	59	26	26	6	6,500	27,450	6,790	33,950
196 Lancaster Street	111	50	50	11	5,000	86,320	11,415	91,320
60 Elm Street	85	38	38	8	1,500	62,690	6,419	64,190
79-89 Elm Street	201	91	91	20	4,500	195,404	24,988	199,904
235 Oxford Street	81	37	37	8	4,000	67,028	11,838	71,028
Existing to Remain	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**209,000**	**693,692**	**87,630**	**722,192**

On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within Auburn Street.
2. Alternative connection locations from the property to the existing communication system.
3. Consolidated's proposed infrastructure improvements within the project vicinity.
4. Consolidated's ability to serve the project.

I have attached two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Department of Public Works
Attn: Bradley Roland
212 Canco Road
Portland, Maine 04103

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Mr. Roland:

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for DPW's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by DPW. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
    - This building will contribute approximately 22,500 GPD of flow from residential units to the existing sanitary sewer systems.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
    - This building will contribute approximately 22,560 GPD of flow from residential units to the existing sanitary sewer systems.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
    - This building will contribute approximately 10,620 GPD of flow from residential units to the existing sanitary sewer systems.

- 196 Lancaster Street
    - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
    - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.
        - This building will contribute approximately 19,980 GPD of flow from residential units to the existing storm sewer systems.
- 60 Elm Street
    - Demolition of existing parking lot.
    - Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.
        - This building will contribute approximately 15,300 GPD of flow from residential units to the existing storm sewer systems.
- 79-89 Elm Street
    - Demolition of the existing parking lot.
    - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
        - This building will contribute approximately 36,180 GPD of flow from residential units to the existing storm sewer systems.
- 235 Oxford Street
    - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
    - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.
        - This building will contribute approximately 14,580 GPD of flow from residential units to the existing storm sewer systems.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Design Flow (GPD)	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
149 Lancaster Street	125	56	56	13	22,500	4,500	119,610	12,411	124,110
163 Lancaster Street	142	64	64	14	22,560	2,500	135,190	13,769	137,690
195 Lancaster Street	59	26	26	6	10,620	6,500	27,450	6,790	33,950
196 Lancaster Street	111	50	50	11	19,980	5,000	86,320	11,415	91,320
60 Elm Street	85	38	38	8	15,300	1,500	62,690	6,419	64,190
79-89 Elm Street	201	91	91	20	36,180	4,500	195,404	24,988	199,904
235 Oxford Street	81	37	37	8	14,580	4,000	67,028	11,838	71,028
Existing to Remain	-	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**141,720***	**209,000**	**693,692**	**87,630**	**722,192**

Design flows were calculated based on the State of Maine Subsurface Wastewater Disposal Rules, Chapter 241, Section 4, Table 4A "Design Flows for Single Family Dwelling Units". *Design flows for commercial spaces are not included in the estimation as specific uses are to be determined at a later date.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
2. DPW's proposed infrastructure improvements within the project vicinity.
3. DPW's ability to serve the project.
4. Any project related offsite sewer main improvements.

Attached are two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

First Light
Attn: Jonathan Rovillard
14 Resilient Circle
Brunswick, ME 04011

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Mr. Rovillard:

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for First Light's ability to serve at the attached locations within the West Bayside area in Portland Maine. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
- 196 Lancaster Street
  - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
  - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.

- 60 Elm Street

- Demolition of existing parking lot.
- Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.

- 79-89 Elm Street
  - Demolition of the existing parking lot.
  - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
- 235 Oxford Street
  - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
  - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
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Existing to Remain	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**209,000**	**693,692**	**87,630**	**722,192**

On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
2. Alternative connection locations from the property to the existing communication system.
3. First Light's proposed infrastructure improvements within the project vicinity.
4. First Light's ability to serve the project.

I have attached two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Portland Water District
Attn: MEANS Department
225 Douglass Street
Portland, Maine 04104

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

To whom it may concern:

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for PWD's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by PWD. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
    - This building will contribute approximately 22,500 GPD of flow from residential units to the existing sanitary sewer systems.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
    - This building will contribute approximately 22,560 GPD of flow from residential units to the existing sanitary sewer systems.
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  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
    - This building will contribute approximately 10,620 GPD of flow from residential units to the existing sanitary sewer systems.

- 196 Lancaster Street
    - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
    - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.
        - This building will contribute approximately 19,980 GPD of flow from residential units to the existing storm sewer systems.
- 60 Elm Street
    - Demolition of existing parking lot.
    - Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.
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- 79-89 Elm Street
    - Demolition of the existing parking lot.
    - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
        - This building will contribute approximately 36,180 GPD of flow from residential units to the existing storm sewer systems.
- 235 Oxford Street
    - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
    - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.
        - This building will contribute approximately 14,580 GPD of flow from residential units to the existing storm sewer systems.

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Total	**804**	**362**	**362**	**80**	**141,720***	**209,000**	**693,692**	**87,630**	**722,192**

Design flows were calculated based on the State of Maine Subsurface Wastewater Disposal Rules, Chapter 241, Section 4, Table 4A "Design Flows for Single Family Dwelling Units". *Design flows for commercial spaces are not included in the estimation as specific uses are to be determined at a later date.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
2. PWD's proposed infrastructure improvements within the project vicinity.
3. Flow data for adjacent hydrants.
4. PWD's ability to serve the project.
5. Any project related offsite water main improvements.

Attached are two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Unitil Service Corp.
Attn: Scott Carpenter
1075 Forest Avenue
Portland, Maine 04103

December 20, 2022

Subject: West Bayside Master Development Plan, Portland, Maine
Re: Ability to Serve

Dear Mr. Carpenter:

On behalf of West Bayside Partners, LLC and Port Property, Acorn Engineering, Inc. (Acorn) is pleased to submit the following request for Unitil's ability to serve at the attached locations within the West Bayside area in Portland Maine. The area of interest is currently populated by multiple structures which are being served by Unitil. The proposed Master Development Plan will include construction and demolition at the following properties:

- 149 Lancaster Street
  - Demolition of existing parking lot.
  - Construction of a 10-story mixed-use building consisting of 125 residential units (56 studio, 56 1-bedroom and 13 2-bedroom) totaling 119,610 SF of residential space and 4,500 SF of commercial use space.
- 163 Lancaster Street
  - Demolition of the eastern portion of the existing building currently "Genoa Healthcare" and "Downeast Laser Services" and accompanying parking lots.
  - Construction of a 10-story mixed-use building consisting of 142 residential units (64 studio, 64 1-bedroom and 14 2-bedroom) totaling 135,190 SF of residential space and 2,500 SF of commercial use space.
- 195 Lancaster Street
  - Demolition of the existing retail building, currently "Two Fat Cats Bakery".
  - Construction of a 5-story mixed-use building consisting of 59 residential units (26 studio, 26 1-bedroom and 6 2-bedroom) totaling 27,450 SF of residential space and 6,500 SF of commercial use space.
- 196 Lancaster Street
  - Demolition of the existing commercial business building, currently "Complete Labor & Staffing" and accompanying parking lots.
  - Construction of an 8-story mixed-use building consisting of 111 residential units (50 studio, 50 1-bedroom and 11 2-bedroom) totaling 86,320 SF of residential space and 5,000 SF of commercial use space.

- 60 Elm Street
    - Demolition of existing parking lot.
    - Construction of a 10-story SF mixed-use building consisting of 85 residential units (38 studio, 38 1-bedroom and 8 2-bedroom) totaling 62,690 SF of residential space and 1,500 SF of commercial use space.
- 79-89 Elm Street
    - Demolition of the existing parking lot.
    - Construction of an 8-story SF mixed-use building consisting of 201 affordable residential units (91 studio, 91 1-bedroom and 20 2-bedroom) totaling 195,404 SF of residential space and 4,500 SF of commercial use space.
- 235 Oxford Street
    - Demolition of the existing commercial building currently "Am-At-Uer Service Shop" as well as the existing medical service building "Care Partners" and accompanying parking lots.
    - Construction of a 6-story, 11,838 SF mixed-use building consisting of 81 residential units (37 studio, 37 1-bedroom and 8 2-bedroom) totaling 67,028 SF of residential space and 4,000 SF of commercial use space.

A summary of all the proposed buildings is reflected in the following table:

Parcel	# Of Units	Studio	1-Bed	2-Bed	Commercial Use (SF)	Residential Use (SF)	Footprint (SF)	Floor Area (SF)
149 Lancaster Street	125	56	56	13	4,500	119,610	12,411	124,110
163 Lancaster Street	142	64	64	14	2,500	135,190	13,769	137,690
195 Lancaster Street	59	26	26	6	6,500	27,450	6,790	33,950
196 Lancaster Street	111	50	50	11	5,000	86,320	11,415	91,320
60 Elm Street	85	38	38	8	1,500	62,690	6,419	64,190
79-89 Elm Street	201	91	91	20	4,500	195,404	24,988	199,904
235 Oxford Street	81	37	37	8	4,000	67,028	11,838	71,028
Existing to Remain	-	-	-	-	180,500	-	-	-
Total	**804**	**362**	**362**	**80**	**209,000**	**693,692**	**87,630**	**722,192**

On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within the proposed development area along Preble Street, Elm Street, Cedar Street, Chestnut Street, Lancaster Street, Kennebec Street and Oxford Street.
2. Confirmation of any existing building service tap location & size.
3. Unitil's proposed infrastructure improvements within the project vicinity.
4. Unitil's ability to serve the project.
5. Any project related offsite main improvements.

Attached are two Topographic Surveys of the bayside parcels, prepared by Owen Haskell, Inc, dated 12/8/22 to facilitate your review, as well as a preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Mike Triglione, EI
Project Engineer
Acorn Engineering, Inc.

www.vhb.com

February 3, 2023

Mr. Zachary Powell
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Application for Traffic Movement Permit
West Bayside Development
Portland, Maine

Dear Zachary,

On behalf of West Bayside Partners, LLC (applicant), VHB is pleased to submit this Traffic Movement Permit Application for a mixed-use phased development located on Lancaster Street and Elm Street in Portland.

We have attached the following information in support of this application:

- Sections 1-6
- Signed Application Form
- Notice of Intent to File
- List of Abutters
- $500 application fee

We look forward to scheduling a Scoping Meeting in the near future.

Very truly yours,

Jennifer Conley, PE, PTOE
Director, Transportation Systems
Jconley@vhb.com

Engineers | Scientists | Planners | Designers

500 Southborough Drive
Suite 105B
South Portland, Maine 04106
P 207.889.3150
F 207.253.5596

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Traffic Movement Permit Application

Notice of Intent to File

Abutters List

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Attachment 4

Section 5

Section 6

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
ID #

Total Fees:

Date: Received

****

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for:

Traffic 100-200 PCE's	_X_
Traffic 100-200 PCE's (Expedited)	____
Traffic 200+ PCE's	____

Name of Applicant: West Bayside Partners, LLC

Address: 82 Hanover Street, Suite 5, Portland, ME 04101 Telephone: 207-761-0832

Name of local contact or agent: Michael Barton

Address: 82 Hanover Street, Suite 5, Portland, ME 04101 Telephone: 207-761-0832

Name and type of development: The development consists of 215 multi family housing units, 201 affordable housing units, 4,000 sf retail, 1,400 sf coffee shop, and 5,600 sf restaurant

Location of development including road, street, or nearest route number: The site is bounded by Preble Street to the southwest, Lancaster Street to the northwest, Cedar Street and Elm Street to the northeast, Cumberland and Oxford Street to the southeast.

City/~~Town/Plantation~~: Portland, County: Cumberland, Tax Map # 033, Lot # G003, G006, H005-7, H0018, M012001, M004001

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes ____ No __X__

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)? Yes ____ No _____

Is this project located within a compact area of an urban compact municipality? Yes __X__No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action? None Known

Existing DEP or MDOT permit number (if applicable): None Known

Name(s) of DOT staff person(s) contacted concerning this application: _____

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

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: Jennifer Conley Re/Cert/Lic No.: Maine PE #15652

Name (print): Jennifer Conley

Date: February 1, 2023

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

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

Signature of applicant 02/01/2022 Date

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

West Bayside Partners, LLC
82 Hanover Street, Suite 5
Portland, ME 04101

is intending to file a Traffic Movement Permit application with the City of Portland, who has delegated review authority to administer the application, pursuant to the provisions of 23 M.R.S.A. § 704 – A on or about February 3, 2023.

The application is for the development of 215 multi family housing units, 201 affordable housing units, and 11,000 sf of commercial space comprising of retail, restaurant, and a coffee shop. The project is forecast to generate 147 and 103 AM and PM weekday peak hour trip ends respectively based on ITE Trip Generation, 11th edition. Each of the uses described are anticipated to be constructed in 2025 and occupied in 2026.

at the following location:

The site is bounded by Preble Street to the southwest, Lancaster Street to the northwest, Cedar Street and Elm Street to the northeast, Cumberland Avenue and Oxford Street to the southeast.

Any interested party may request in writing to participate in the City of Portland scoping meeting for the subject project no later than 20 days after the application is found by the City to be complete and is accepted for processing. Requests shall be sent to the State Traffic Engineer, 16 State House Station, Augusta, ME 04333. Public comments on the application pertaining to either congestion or safety will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Region office in Scarborough (Region 1) during normal working hours. Addresses may be found at the following website: https://www.maine.gov/mdot/about/regions/ A copy of the application may also be seen at the municipal offices in Portland, Maine.

Written public comments concerning congestion or safety only, may be sent to the following address: Attention Zachary Powell, City of Portland, 389 Congress Street, Portland, ME 04101.

Jennifer Conley, PE, PTOE
VHB, Inc.

Parcel ID	Address	Owner	Owners Mailing Address
034 I001000	125 KENNEBEC STREET	125 KENNEBEC STREET CONDO	125 KENNEBEC STREET, PORTLAND, ME, 04101
034 I001001	125 KENNEBEC STREET	PORTLAND ARCITECTURAL SALVAGE INC	125 KENNEBEC STREET, PORTLAND, ME, 04101
034 I001002	125 KENNEBEC STREET	PD2 LLC	6 PHANTOM FARM RD, CAPE ELIZABETH, ME, 04107
025 E001001	71 KENNEBEC STREET	HOWLES CORPORATION	PO BOX 938, PORTLAND, ME, 04104
025 C002001	53 KENNEBEC STREET	HOWLES CORPORATION	PO BOX 938, PORTLAND, ME, 04104
025 D008001	145 LANCASTER STREET	PERRY E IRON & METAL CO	115 LANCASTER ST, PORTLAND, ME, 04101
026 E004504	75 CHESTNUT STREET	75 CHESTNUT STREET OWNER LLC	220 BROADWAY # 302, LYNNFIELD, MA, 01940
026 A001001	158 LANCASTER STREET	BAYSIDE II LLC	ONE CANAL PLAZA, PORTLAND, ME, 04101
033 H008001	178 LANCASTER STREET	BAYSIDE II LLC	ONE CANAL PLAZA, PORTLAND, ME, 04101
033 H009001	50 CEDAR STREET	BAYSIDE IV LLC	ONE CANAL PLAZA STE 500, PORTLAND, ME, 04101
033 H010001	48 CEDAR STREET	BAYSIDE II LLC	PO BOX 266, CAPRE ELIZABETH, ME, 04107
033 H011001	44 CEDAR STREET	LABRECK AMELIA A	87 MUNJOY ST, PORTLAND, ME, 04101
033 H012001	40 CEDAR STREET	BAYSIDE II LLC	PO BOX 266, CAPRE ELIZABETH, ME, 04107
033 H013001	36 CEDAR STREET	BAYSIDE II LLC	ONE CANAL PLAZA, PORTLAND, ME, 04101
033 H016001	215 OXFORD STREET	NOWLIN DAVID B	360 PLEASANT HILL RD, SCARBOROUGH, ME, 04074
033 N009001	18 CEDAR STREET	SALVATION ARMY THE	88 PREBLE ST, PORTLAND, ME, 04101
033 N003001	220 OXFORD STREET	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
033 N001001	67 ELM STREET	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
033 N002001	65 ELM STREET	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
033 N004001	61 ELM STREET	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
033 N006001	55 ELM STREET	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
033 N018001	307 CUMBERLAND AVE	AVESTA HOUSING DEVELOPMENT CORPORATION	307 CUMBERLAND AVE, PORTLAND, ME, 04101
027 A001001	320 CUMBERLAND AVE	EAST END CORP	PO BOX 10291, PORTLAND, ME, 04104
037 F020001	38 PREBLE STREET	PREBLE STREET	38 PREBLE ST, PORTLAND, ME, 04101
033 K010001	331 CUMBERLAND AVE	YOUTH AND FAMILY OUTREACH	331 CUMBERLAND AVE, PORTLAND, ME, 04101
033 L004001	9 PORTLAND STREET	PREBLE STREET RESOURCE CENTER INC	331 CUMBERLAND AVE, PORTLAND, ME, 04101
033 D015001	74 PREBLE STREET	SALVATION ARMY THE	88 PREBLE ST, PORTLAND, ME, 04101
033 D006001	98 PREBLE STREET	SALVATION ARMY THE	88 PREBLE ST, PORTLAND, ME, 04101
033 O002001	106 PREBLE STREET	114 PREBLE BLOCK LLC	PO BOX 779, PORTLAND, ME, 04104
033 O001001	114 PREBLE STREET	114 PREBLE BLOCK LLC	PO BOX 779, PORTLAND, ME, 04104
033 O004001	120 PREBLE STREET	114 PREBLE BLOCK LLC	PO BOX 779, PORTLAND, ME, 04104
033 O003001	75 ALDER STREET	STATE OF MAINE	16 STATE HOUSE STATION, AUGUSTA, ME, 04330
034 K004001	101 HANOVER STREET	KENNEBEC KROSSING LLC	PO BOX 779, PORTLAND, ME, 04104
027 B001001	284 CUMBERLAND AVE	CITY OF PORTLAND	389 CONGRESS ST, PORTLAND, ME, 04101

West Bayside Development

Traffic Movement Permit (Phase 1 & 2)

PREPARED FOR

West Bayside Partners, LLC
82 Hanover Street, Suite 5
Portland, ME 04101

PREPARED BY

500 Southborough Drive
Suite 105B
South Portland, ME 04106-6928

February 3, 2023

1

Section 1: Site and Traffic Information

1.A Site Description and Site Plan

The site is located on multiple streets in the West Bayside neighborhood including Preble Street, Elm Street, Lancaster Street, and Oxford Street in Portland, Maine. Existing space to be developed includes predominately surface lots and a few existing buildings. The site is identified on the following City Parcels:

- 196 Lancaster Street – 033 G003, G006 (Phase 1)
- 89 Elm Street – 033 H018, H005, H006, H007 (Phase 1)
- 60 Elm Street – 033 M012001 (Phase 2)
- 315 Cumberland Avenue – 033 M004001 (Existing Garage)

The site and boundary surveys, and proposed site plan are included in Attachment 1A.

1.B Existing and Proposed Site Uses

The following describes the existing and proposed uses:

Existing Uses

196 Lancaster Street is currently being used as a 4,250 sf office building. 89 and 60 Elm Street currently contains surface parking spaces. The Portland Public Market Garage provides 595 parking spaces. Vehicular access to and from the garage is provided on both Preble Street and Elm Street.

Proposed Site Uses

The Project consists of a mixed-use two-phase redevelopment of four sites. The following presents the land use program by phase.

Phase 1

- 215 Multi-family housing units
- 201 Affordable housing units
- 2,500 sf general retail

- 1,400 sf coffee shop
- 5,600 sf restaurant

Phase 2

- 85 Multi-family housing units
- 1,500 sf general retail

The existing 595 space Portland Public Market Garage will provide parking for these uses since it is controlled by the developer and is largely vacant. As it does today, the parking garage will continue to have access/egress on both Preble Street and Elm Street. A detailed site plan for 89 Elm Street and a master site plan level for 196 Lancaster Street and 60 Elm Street is provided in Attachment 1A. Parking allocated by site is presented in Table 1.

Table 1 Vehicle Parking Allocation in the Portland Public Market Garage

Site Location	Number of Parking Spaces Allocated
Phase 1	
196 Lancaster Street	73
89 Elm Street	40
Phase 2	
60 Elm Street	56
Total	**169**

1.C Regional Mapping

Site location maps showing the development area is included in Attachment 1A.

The site is bounded by Preble Street to the southwest, Lancaster Street to the northwest, Cedar Street and Elm Street to the northeast, Cumberland Avenue and Oxford Street to the southeast.

1.D Proposed Uses in the Study Area

Projects that have been approved but are not yet occupied as well as projects that have applied for approval are required to be included in the predevelopment traffic volumes. A mapping of locations of these projects is provided in Attachment 1C.

- 385 Congress Street (Mixed-Use Development) (PL001970-2022) This mixed-use development is approved and not yet constructed. A minimal number of trips may pass near the West Bayside proposed development.
- 477-481 Congress Street (PL-01003-2021) This project is a redevelopment of the existing building at 477 Congress Street into a 186-room hotel with retail space, restaurant, rooftop bar, and associated hotel amenities. There are existing uses in the building and a revised trip generation was reviewed by the City and found that the expected AM peak hour traffic will not change while the PM peak hour traffic reduces.

- 29 Marginal Way (PL-01879-2021) 29 Marginal Way is a multi-tenant commercial site with a total of six commercial buildings. The re-development of this site has been constructed and has been occupied.
- 343 Cumberland Street (PL-002095-2022) This project combines two existing facilities within 500' of each other and is not expected to increase traffic on the adjacent roadway network.

1.E Trip Generation

Trip generation estimates for the Project are based on the Institute of Transportation Engineers (ITE) publication, Trip Generation, 11th Edition. The ITE Trip Generation Manual categorizes various land uses and provides weekday daily, weekday morning peak hour, and weekday evening peak hour unadjusted vehicle trip generation estimates for each use. Trip generation estimates for the proposed uses were projected using data published in the ITE Trip Generation Manual based on the metrics and land use codes presented in Table 2.

Table 2 Project Program & ITE Land Use Codes

Land Use	Size	Land Use Code	
Multi-family housing	215 units	221	Multifamily Housing (Mid-Rise)
Affordable housing	201 units	223	Affordable Housing
General retail	4,000 sf	822	Strip Retail Plaza (<40k)
Coffee shop	1,400 sf	936	Coffee/Donut Shop without Drive-Through Window
Restaurant	5,600 sf	932	High-Turnover (Sit-Down)

Source: ITE Trip Generation 11th Edition

The unadjusted ITE vehicle trip generation was calculated for the weekday AM and PM peak hours as presented in Table 3. Trip generation calculations are provided in Attachment 1D.

Table 3 Unadjusted ITE Vehicle Trips

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Multi-family housing	19	64	83	51	33	84
Affordable housing	29	72	101	54	38	92
General retail	10	6	16	21	20	41
Coffee shop	66	64	130	23	22	45
Restaurant	30	24	54	31	20	51
Total	**154**	**230**	**384**	**180**	**133**	**313**

Source: ITE Trip Generation 11th Edition

Internal Capture Adjustment

As the Project proposes a mixture of uses, the trip generation characteristics of the Project will be different from a single-use project. Some of the traffic to be generated by the Project will be contained among the components of the site as "internal" or "shared vehicle" trips. This concept means that some patrons could visit more than one of the uses on the Project Site. For example, residents who live in the development may also be patrons of the sites retail and restaurant uses.

While these shared trips represent new traffic to the individual uses, they would not necessarily register as new vehicle trips on the surrounding roadway network.

As described in the ITE Trip Generation Handbook, *"because of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the Development Site has the net effect of reducing vehicle trip generation between the overall Development Site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites) an internal capture rate can generally be defined as the percentage of total person trips generated by a site that are made entirely within the Development Site. The trip origin, destination, and travel path are all within the site."*

Internal Capture adjustment calculations are presented in Attachment 1D. The internal and external trips are presented in Table 4.

Table 4 Internal Capture Analysis Trips

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Internal	26	25	51	39	39	78
External	128	205	333	141	94	235
Total	154	230	384	180	133	313

Source: NCHRP 684 Internal Trip Capture Tool

Mode Share

With the surrounding urban environment, it is expected that a significant portion of site trips will use alternative modes of transportation to get to and from the site including walking, biking and using transit. The Portland Plan illustrates information from the American Community Survey (ACS) Five-Year Estimate by Census Tract for the City of Portland. The data includes an estimated percentage of workers living in the Bayside area that use each mode of transportation to travel to work. The mode shares are presented in Table 5.

The project mode shares applied to the project trips were 44% auto, 13% public transit and 43% walk. At the time of the survey, the bicycle infrastructure in this area was minimal which likely contributed to the lack of bicycle trips. Since that time, bicycle infrastructure has been added to key links and it is anticipated that the City will continue to improve bicycle connections as paving is completed, increasing that mode share. To be conservative, no bicycling trips were included in the calculations.

The data also includes 0% working from home. In the Covid environment, we know that the percentage of workers working from home at least part of the time is significant. To be conservative, this number was not changed.

Table 5 Mode Share Percentages for Work Trips

Mode of Transportation	ACS 2010-2014 (Ans as presented in the Portland Plan) (%)
Auto	**44%**
Public Transit	**13%**
Bicycle	**0%**
Walked	**43%**
Taxicab, other	**0%**
Worked from Home[2]	**0%**

Source: ACS 5-Year Estimate by Census Tract 6: Workers 16 yrs and over

The mode share percentages were applied to the trips to estimate the project generated trips by mode. Table 6 presents the trip generation by mode share.

Table 6 Adjusted Trips by Mode Share

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	**57**	**90**	**147**	**62**	**41**	**103**
Public Transit	17	27	44	19	12	31
Bicycle	0	0	0	0	0	0
Walked	55	88	143	61	40	101

Notes: Trip generation estimates with mode share and internal capture calculations applied.

1.F Trip Distribution

To determine the likely travel patterns of trips to the redevelopment area, census journey to work data was reviewed. Based on that data, most of the residents in Portland work in either Portland or points to the north and south along the interstate. The distribution of these Portland resident work trips is presented in Table 7. The likely travel patterns to and from the redevelopment area are illustrated to follow these same patterns.

Table 7 Trip Distribution Percentages for Residents

Route	Proposed Distribution[1]
I-295 points north	28%
I-95 points north	7%
26/100 points north/west	9%
302 points north/west	8%
25 points west	2%
I-295 points south	41%
Marginal Way	1%
Casco Bay Bridge points south	3%
High or State streets (local)	1%
Cumberland Ave (local)	1%

1: Trip distribution based on journey to work information sorted by Portland residence.

1.G Trip Assignment

Based on ITE's Trip Generation Handbook, the pass-by trip composition anticipated for the site is approximately 50% for coffee shop and restaurant. Because approximately 13% of trips at the site during the AM peak hour and 33% during the PM peak hour were anticipated to be internally captured trips, the remaining 37% and 17% to the coffee shop and restaurant, to reach a total of 50%, was estimated to be pass-by trips. These trips are already on the roadway network and will visit the site and continue along to their final destination. All other uses are assumed to be primary.

The vehicle trips associated with the proposed development are anticipated to be oriented to and from the existing Portland Public Market Garage on Preble and Elm Street. The resulting site trip assignment is shown in Attachment 1D.

Attachment 1A

Boundary Survey

Overall Site Plan

MATCH LINE SHT. 2

LANCASTER STREET EAST (50' WIDE)

PREBLE STREET (56.5' WIDE)

ELM STREET (49.5' WIDE)

CEDAR STREET (33' WIDE)

CHESTNUT STREET (49.5' WIDE)

OXFORD STREET (49.5' WIDE)

PORTLAND ST.

CUMBERLAND AVE.

HALL COURT

PASSAGE

ONE WAY

196 LANCASTER ST.
196 LANCASTER STREET LLC
39779/232
28,591 S.F. ±
0.66 ACRES ±

89 ELM ST.
89 ELM STREET LLC
39779/246
4,691 S.F. ±

89 ELM STREET LLC
39779/236
38,462 S.F. ±
0.88 ACRES ±

81 PREBLE ST.
WBP COMMERCIAL LLC.
39779/227
38,301 S.F. ±
0.88 ACRES ±

73 ELM ST.
73 ELM STREET LLC
39779/234
14,879 S.F. ±
0.34 ACRES ±

60 ELM ST.
60 ELM STREET LLC
39779/230
11,535 S.F. ±
0.26 ACRES ±

62 ELM ST.
WBP COMMERCIAL LLC
39779/229
14,526 S.F. ±
0.33 ACRES ±

158 LANCASTER ST.
WBP COMMERCIAL LLC
39779/225
14,307 S.F. ±
0.33 ACRES ±

82 CHESTNUT ST.
WBP COMMERCIAL LLC
39779/221
3,442 S.F. ±
0.08 ACRES ±

78 CHESTNUT ST.
197 OXFORD STREET LLC
39779/243
12,721 S.F. ±
0.30 ACRES ±

193 OXFORD ST.
197 OXFORD STREET LLC
39779/239
11,550 S.F. ±
0.265 ACRES ±

31 CEDAR ST.
197 OXFORD STREET LLC
39779/241
3,674 S.F. ±
0.08 ACRES ±

N/F AMELIA A. LABRECK
37970/11

TM 26-A-12
N/F JAMES W. HALL
SARAH MICHNIEWICZ
23909/341

TM 26-A-11
N/F ROBERT HYDE
27470/68

TM 26-A-8
N/F ALBERT
BRESETTE
7951/275

TM 26-B-1
N/F ROBERT HYDE
27470/68

TM 26-B-2,3
N/F ALBERT
BRESETTE

TM 26-B-14
N/F MARY LEE
BENNISON
27956/297

TM 26-B-7
N/F FRANK E. DIDONATO
DONNA E. COX
24885/320

TM 33-H-16,17
N/F
DAVID B. NOWLIN
25148/336

TM 33-M-4
N/F
WBP GARAGE LLC
39746/216
PARKING GARAGE

OWNERS UNKNOWN

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- MB MAILBOX
- SIGN
- PM PARKING METER
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- GAS VALVE
- DECIDUOUS TREE
- FENCE
- CURB
- OHW OVERHEAD WIRES
- UGE UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- SS SANITARY SEWER
- 100 1' CONTOUR
- IPF/IRF IRON PIPE/ROD FOUND
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- TM TAX MAP–BLOCK–LOT
- CONC. CONCRETE

SCALE : 1" = 30'

0' 15' 30' 60'

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 SURVEY HAS NOT PHYSICALLY LOCATION THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES

ALTA/NSPS LAND TITLE SURVEYS, BAYSIDE I, LLC, BAYSIDE II, LLC, BAYSIDE III, LLC, BAYSIDE IV, LLC, CEDAR ST., LANCASTER ST. EAST, CHESTNUT ST., PREBLE ST. & OXOFRD ST., PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR BUSH–WATSON SEPT. 2022 BY OWEN HASKELL, INC.

GENERAL NOTES

1. *OWNERS OF RECORD: AS NOTED ON PLAN*
2. *BEARINGS ARE BASED ON MAINE STATE GRID WEST ZONE PER COORDINATES ON CONTROL POINTS PROVIDED BY THE CITY OF PORTLAND ENGINEERING DEPARTMENT.*
3. *ELEVATIONS BASED ON NGVD 1929. CITY BENCHMARK TBM 307 MDOT DISK "612–(1)–10 1983" IN CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER ELM/SOMERSET ELEVATION = 9.02.*
4. *STREET LINES SHOWN ARE BASED ON MONUMENTATION FOUND AND TIES TO BUILDINGS PER SURVEYED BY E.C. JORDAN CO.*
5. *OWNERSHIP OF FENCES AND RETAINING WALLS ALONG PROPERTY LINES HAS NOT BEEN DETERMINED.*

STATE OF MAINE
RANDY R. LOUBIER
2407
PROFESSIONAL LAND SURVEYOR

Topographic Survey
Bayside Parcels
Lancaster, Preble, Elm, Cedar, Chestnut and Oxford Streets, Portland, Maine
Made for
Bush-Watson
188 State Street, 3rd Floor, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RS / JLW	DATE: DEC. 8, 2022	JOB NO. 2022-162 P	
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO. 1	

SPACE AND BULK STANDARDS		
ZONING DISTRICT: B3	REQUIRED	PROPOSED
MINIMUM LOT AREA	N/A	.86 AC
MINIMUM STREET FRONTAGE	15 FT	132 FT
MAX FRONT YARD SETBACK	5 FT	6.66 FT
MINIMUM FRONT YARD SETBACK (LANCASTER ST)	N/A	5 FT
MINIMUM REAR YARD SETBACK (OXFORD ST)	N/A	3.85 FT
MINIMUM SIDE YARD SETBACK	N/A	2.91 FT
MAX LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT, EXCEPT 15 FT WITH PAD OVERLAY	< 30 FT
MAXIMUM BUILDING HEIGHT	80'*	< 80 FT

* PER THE BAYSIDE HEIGHT OVERLAY PLUS THE ADDITIONAL 25' FOR AFFORDABILITY IN SECTION 18

SPACE AND BULK STANDARDS		
ZONING DISTRICT: R6	REQUIRED	PROPOSED
MINIMUM LOT AREA	2,000 SF	.86 AC
MINIMUM STREET FRONTAGE	20 FT	132 FT
MINIMUM FRONT YARD SETBACK (LANCASTER ST)	5 FT	6.66 FT
MINIMUM REAR YARD SETBACK (OXFORD ST)	10 FT	10.88 FT
MINIMUM SIDE YARD SETBACK	5 FT	5.09 FT
LOT WIDTH	20 FT	89.51 FT
MAXIMUM BUILDING HEIGHT	45 FT	< 45'
STEPBACK	ADDITIONAL 5' SETBACK ABOVE 35'	–

GENERAL NOTES:
1. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
2. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE
3. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
5. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
6. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

REFERENCES:

1. PLAN REFERENCE
   1.1. PLAN TITLED "TOPOGRAPHIC SURVEY" PREPARED BY OWEN HASKELL, INC. DATED DECEMBER 8TH, 2022

LEGEND:
- PROPERTY LINE
- SETBACK LINE
- FLUSH GRANITE CURB
- VERTICAL GRANITE CURB

20 0 20 40
SCALE: 1" = 20'

PROPOSED MODIFICATION OF CURBLINE WITH VERTICAL GRANITE CURB PER DETAIL
PROPOSED CURB EXTENSION, CROSSWALK, AND DETECTABLE PAD
EXISTING CURB, CROSSWALK, AND DETECTABLE PAD
PROPOSED STREET TREE PER DETAIL AND LA, TYP.
PROPOSED PATIO PER LA
ZONE B7
ZONE B3
ZONE R6
ZONING DISTRICT BOUNDARY, TYP.
LANCASTER STREET
PROPOSED REINFORCED CONCRETE SIDEWALK
EXISTING CURB CUT TO REMAIN AND BE MODIFIED
EXISTING PARKING LOT TO REMAIN
PROPOSED SEAT WALL PER LA
CANOPY ABOVE, TYP.
RETAIL SPACE
SPRINKLER ROOM
RETAIL SPACE
EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED PER DETAIL
LOBBY
MECHANICAL ROOM
56 CEDAR STREET
PROPOSED PROPERTY LINE, TYP.
CURB CUT TO BE CLOSED
TM 26-A-12
N/F JAMES W. HALL
SARAH MICHNIEWICZ
23909/341
EXISTING LIGHT POLE TO REMAIN, TYP.
BIKE STORAGE
MAIL/PACKAGES
PROPOSED RETAINING WALL AND GUARDRAIL/FENCE PER STRUCTURAL ENGINEER
EX. RETAINING WALL TO REMAIN WITH MODIFICATIONS AS SHOWN
TM 26-A-11
N/F ROBERT HYDE
27470/68
MECHANICAL AND ELECTRICAL ROOM WITH FUTURE EV AND SOLAR PROVISIONS
SETBACK LINE, TYP.
COMMUNITY ROOM
STORAGE/ LAUNDRY
PR. LOCATION OF 9'X9' PADMOUNT TRANSFORMER
50 CEDAR STREET
EXISTING PARKING AND CURB CUT TO REMAIN
EXISTING HOME TO REMAIN
TM 26-A-8
N/F ALBERT
BRESETTE
7951/275
196 LANCASTER STREET LLC
39779/232
ELM STREET (ONE-WAY)
PROPOSED BUILDING:
89 ELM STREET
3 RETAIL UNITS
201 RESIDENTIAL UNITS
PROPOSED WOOD GUARDRAIL PER DETAIL
PR. PAVEMENT
N/F AMELIA A. LABRECK
37970/11
EX. STREET TREES TO REMAIN, TYP.
24'
89.51
2ND STORY
HALL COURT
EXISTING GRANITE CURB ALONG ELM STREET TO REMAIN. IF DISTURBANCE OCCURS DURING CONSTRUCTION, RESET PER DETAIL
12 PARKING STALLS TO BE STRIPED
EXISTING PARKING LOT TO REMAIN
TM 26-B-1
N/F ROBERT HYDE
27470/68
TM 26-B-2,3
N/F ALBERT
BRESETTE
3 STORY CONCRETE
R10'
CEDAR STREET (ONE-WAY)
46 CEDAR STREET
22'
PROPOSED DRIVEWAY AND MODIFIED CURB CUT
WBP COMMERCIAL LLC.
39779/227
38,301 S.F. ±
0.88 ACRES ±
PR. STAIRS AND RAMP WITH RAILINGS
R15'
PROPOSED RESURFACED PARKING LOT
SEAT WALL OR CURB AND DECORATIVE RAILING AT ELM STREET ENTRY, TYP. OF 3
PROPOSED 22' WIDE ACCESS AND UTILITY EASEMENT
PR. LOCATION OF SOLID WASTE
TM 26-B-14
N/F MARY LEE
BENNISON
27956/297
6' SIDEWALK PER DETAIL
EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED PER DETAIL
PR. MULCH AND SHRUBS
REFER TO LANDSCAPE ARCHITECTURE PLANS FOR PROPOSED PLANTING, TYP.
RESIDENTIAL
3RD STORY
TM 33-H-16,17
N/F
DAVID B. NOWLIN
25148/336
PR. RETAINING WALL
EXISTING OVERHEAD UTILITIES TO BE REROUTED, SEE SHEET C-20
RETAIL SPACE
10.36'
14.78'
2.91'
0.33'
8.92'
100.08'
OXFORD STREET LLC
39779/241
3,674 S.F. ±
2-1/2 STORY WOOD FRAME
1 STORY BRICK
EXISTING LIGHT POLE AND OVERHEAD WIRES TO BE REMOVED AND REROUTED
EXISTING TREE TO BE REMOVED
ABUTTER'S CURB CUT TO REMAIN
TEMP. CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL PLAN TO BE DEVELOPED BY CONTRACTOR AND SUBMITTED TO CITY PRIOR TO CONSTRUCTION
OXFORD STREET (ONE-WAY)

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CONCEPT	WHS	8/4/22
PRELIM SITE	SJL	2/13/23

DRAWING NAME: SITE PLAN
PROJECT NAME: 89 ELM STREET REDEVELOPMENT – PORTLAND
CLIENT: TOM WATSON & CO., LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL BE RETURNED UPON REQUEST OR, OTHERWISE, SHALL BE DESTROYED. ANY MODIFICATION OF THESE PLANS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
ACORN ENGINEERING, INC.
70 JOHN ROAD, SUITE 1
CAPE ELIZABETH, MAINE 04104
PO BOX 3372
(207) 775-2655

FILE: 1192.2_CIVIL
JN: 1192.2
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: DNM
CHECKED BY: WHS

STATE OF MAINE
SAMUEL J. LEBEL
10509
LICENSED PROFESSIONAL ENGINEER
2/13/23

DRAWING NO.
C-10

REFERENCES:

1. EXISTING CONDITIONS PROVIDED BY "TOPOGRAPHIC SURVEY BAYSIDE PARCELS LANCASTER, PREBLE, ELM, CEDAR, CHESTNUT AND OXFORD STREETS, PORTLAND, MAINE" PREPARED FOR BUSH WATSON DATED DECEMBER 6, 2022 BY OWEN HASKELL, INC.UTILITY INFORMATION OBTAINED FROM PORTLAND WATER DISTRICT MAPPING, UNITIL MAPPING, AND THE CITY OF PORTLAND GIS DATA CATALOG.
2. ADDITIONAL EXISTING INFORMATION FROM CAD FILE PROVIDED BY OWEN HASKELL, INC. OF "BOUNDARY & TOPOGRAPHIC SURVEY AT 117 PREBLE STREET, PORTLAND, MAINE" DATED SEPTEMBER 28, 2015.

SPACE AND BULK STANDARDS

ZONING DISTRICT	DOWNTOWN BUSINESS (B3)	MIXED DEVELOPMENT (B7)	RESIDENTIAL (R6)
MINIMUM LOT AREA	N/A	N/A	VARIES
MINIMUM STREET FRONTAGE	15 FT	N/A	20 FT
MAX FRONT YARD SETBACK	5 FT	10 FT	N/A
MINIMUM FRONT YARD SETBACK	N/A	N/A	5 FT
MINIMUM REAR YARD SETBACK	N/A	N/A	10 FT
MINIMUM SIDE YARD SETBACK	N/A	N/A	5 FT
LOT WIDTH	N/A	N/A	20 FT
MINIMUM LENGTH OF BUILDING WALL AT MAX SETBACK	N/A	75% OF STREET FRONTAGE OR 25% OF BUILDING PERIMETER	N/A
LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT, EXCEPT 15 FT WITH PAD OVERLAY	N/A	N/A
FLOOR AREA	NONE, EXCEPT 15,000 SF FOR EACH FLOOR ABOVE 125 FT		
MAXIMUM BUILDING HEIGHT	PER DOWNTOWN AND BAYSIDE OVERLAY MAPS	PER BAYSIDE OVERLAY MAP	45 FT
LOT COVERAGE (MAX)	N/A*	N/A	60%
LANDSCAPED OPEN SPACE RATIO	N/A	N/A	20%
*MAX 25% OF LOT AREA FOR PORTIONS OF STRUCTURES EXCEEDING 125 FEET IN HEIGHT			

LEGEND:

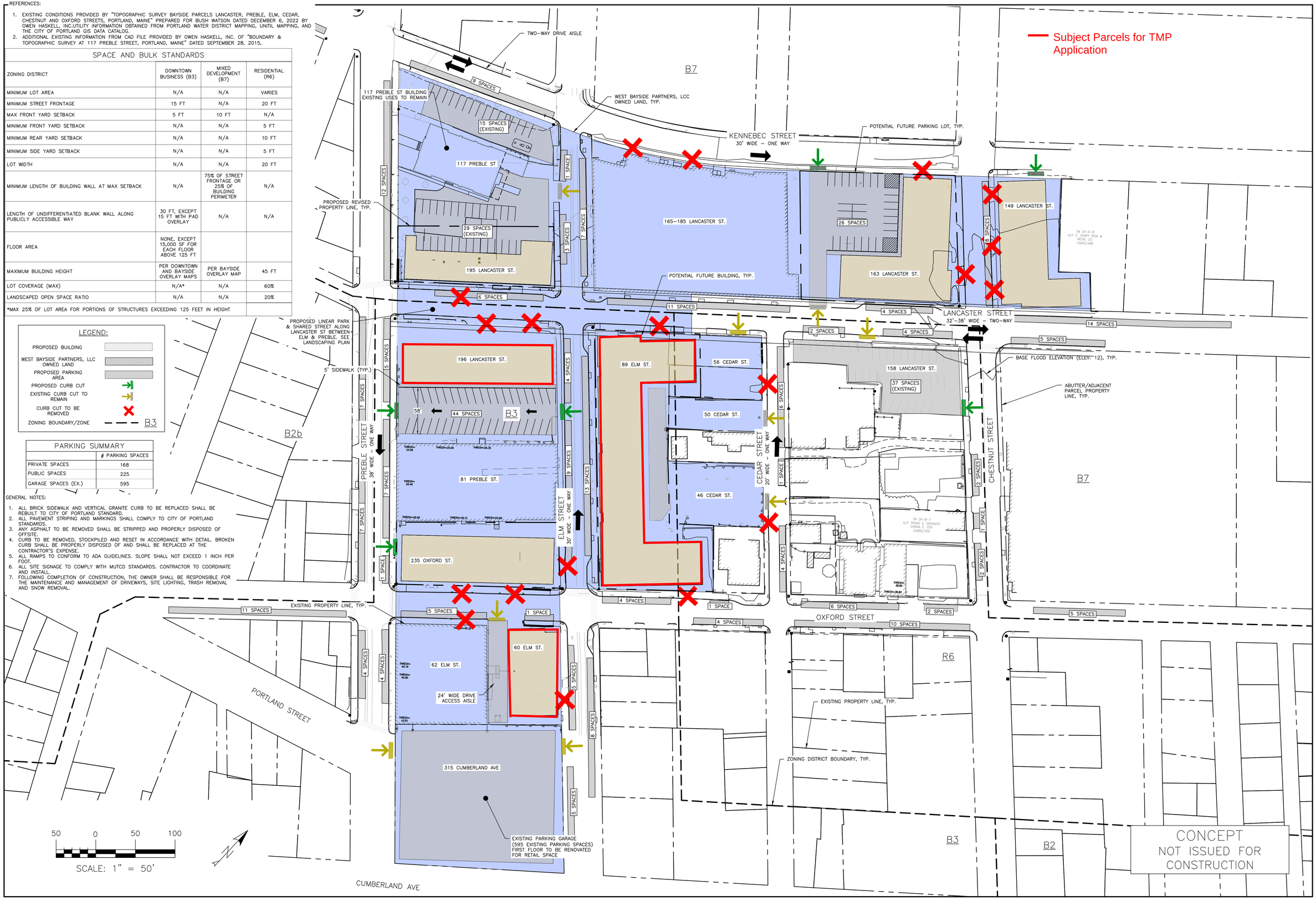
- PROPOSED BUILDING
- WEST BAYSIDE PARTNERS, LLC OWNED LAND
- PROPOSED PARKING AREA
- PROPOSED CURB CUT
- EXISTING CURB CUT TO REMAIN
- CURB CUT TO BE REMOVED
- ZONING BOUNDARY/ZONE — B3

PARKING SUMMARY

	# PARKING SPACES
PRIVATE SPACES	168
PUBLIC SPACES	225
GARAGE SPACES (EX.)	595

GENERAL NOTES:

1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.



ISSUED FOR	BY	DATE
MASTER DEVELOPMENT PLAN	WHS	12/23/22
TMP	WHS	2/2/23

DRAWING NAME: MASTER SITE PLAN

PROJECT NAME: WEST BAYSIDE MASTER DEVELOPMENT PLAN

CLIENT: WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
CIVIL ENGINEERING
© ALL RIGHTS RESERVED. UNPUBLISHED WORK. THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL NOT BE USED FOR ANY PROJECT OTHER THAN THAT SPECIFICALLY PLANNED FOR HEREIN. ANY MODIFICATION OR REUSE OF THESE PLANS FOR ANY OTHER PROJECT, EXTENSION TO THIS PROJECT, OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
P.O. BOX 3422
PORTLAND, MAINE 04104
(207) 775-2655

FILE:	1093.13_CIVIL
JN:	1093.13
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

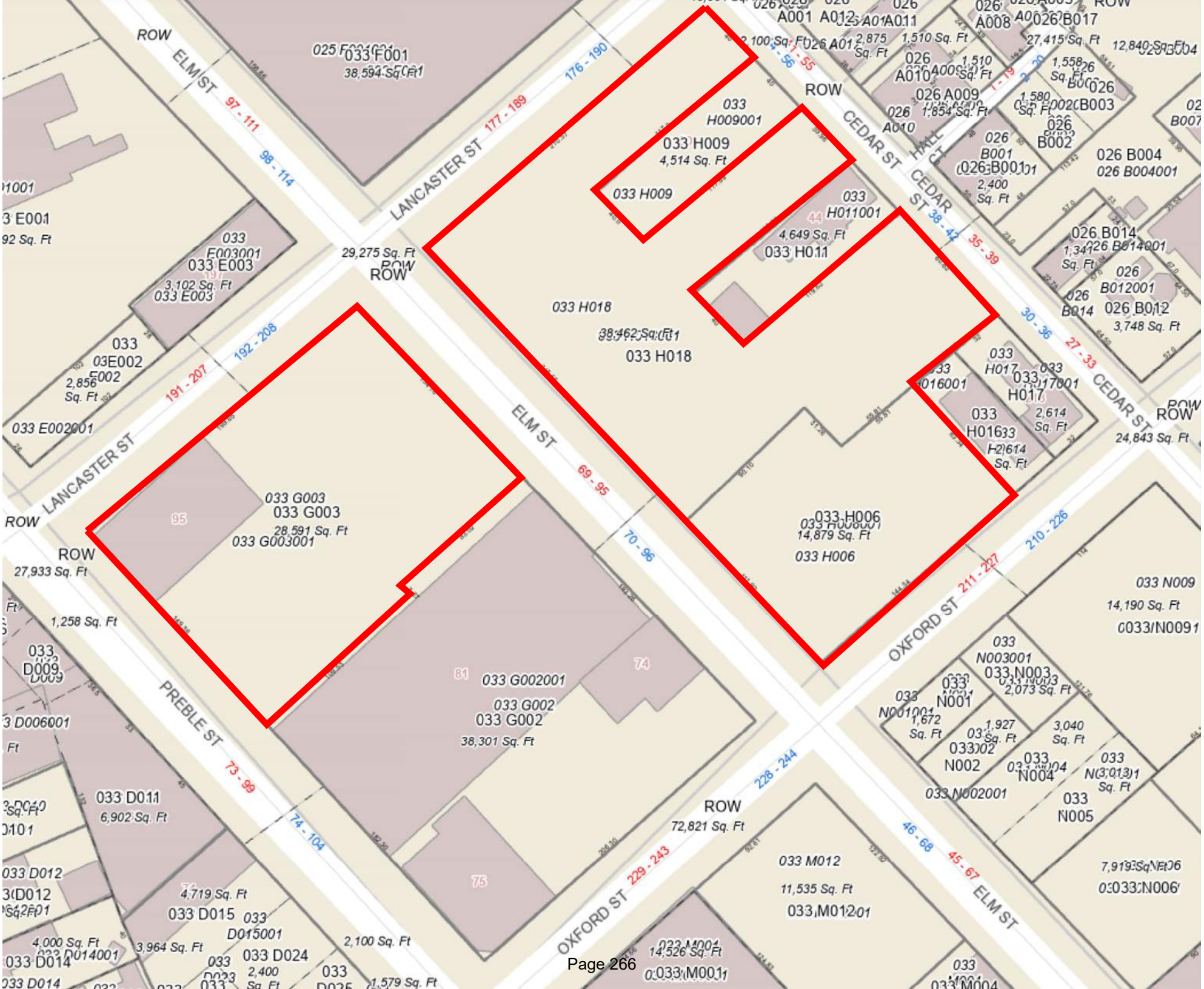
STATE OF MAINE
WILLIAM H. SAVAGE
11419
2/2/2023
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

Attachment 1B

Tax Maps

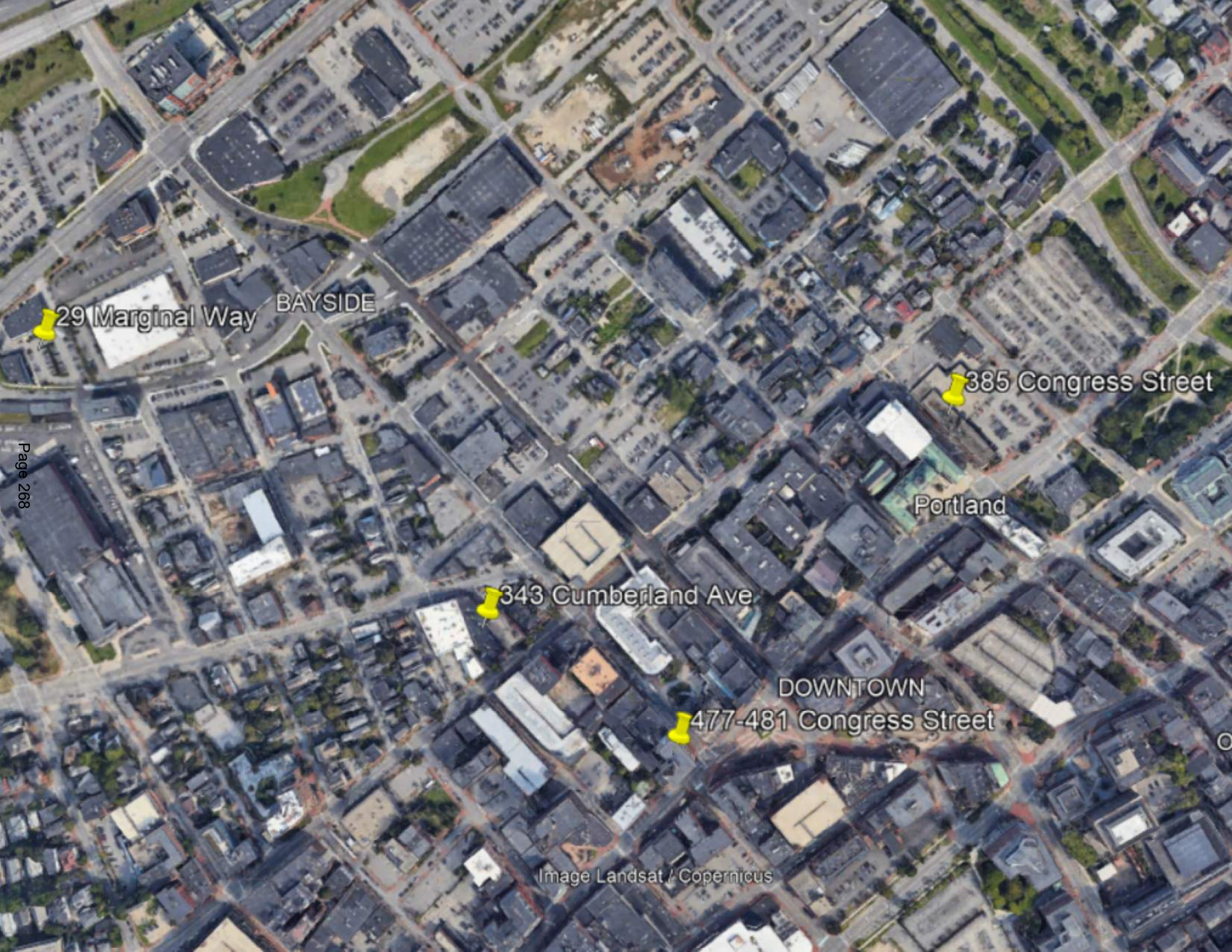
033 G002
033 G002
38,301 Sq. Ft
033 G002001
75
PREBLE ST
OXFORD ST
ROW
72,821 Sq. Ft
229 - 243
228 - 244
033 M012
11,535 Sq. Ft
033 M012
14,526 Sq. Ft
033 M001001
033 M001
033 M001
60
033 M004001
38,535 Sq. Ft
315
033 M004
033 M004
46 - 68
45 - 67
033 N001
033 N002
1,927 Sq. Ft
033 N002001
3,040 Sq. Ft
033 N004
033 N005
033 N016
2,156 Sq. Ft
033 N017
2,678 Sq. Ft
033 N020001
033 N020
033 N018
033 N018001
ROW
ROW
CUMBERLAND AVE
ELM ST
1,439 Sq. Ft
1,927 Sq. Ft
033 L007
033 L006
2,414 Sq. Ft
033 L009
1,049 Sq. Ft
033 L008
1,983 Sq. Ft
033 L005
2,108 Sq. Ft
55 - 71
58 - 72
246 - 262
PORTLAND ST
1 - 19
2 - 16
PREBLE ST
43 - 53
44 - 56
CUMBERLAND AVE
311 - 327
312 - 326
033 X001
033 K010001
8,087 Sq. Ft
033 K010
033 K010
1,815 Sq. Ft
2,269 Sq. Ft
2,339 Sq. Ft
033 K005
033 K006
033 K007
033 K009
26 Sq. Ft
11,578 Sq. Ft
20
62,422 Sq. Ft
ROW
ROW
027 A001
320
43,960 Sq. Ft
027 A001
027 A012001
ELM ST



ELM ST
LANCASTER ST
CEDAR ST
OXFORD ST
PREBLE ST
ROW
033 F001
38,594 Sq. Ft
033 H009001
033 H009
4,514 Sq. Ft
033 H011001
4,649 Sq. Ft
033 H011
033 H018
38,462 Sq. Ft
033 H018
033 E003
3,102 Sq. Ft
033 E002
2,856 Sq. Ft
033 E002001
29,275 Sq. Ft
033 G003
033 G003
28,591 Sq. Ft
033 G003001
27,933 Sq. Ft
1,258 Sq. Ft
033 G002001
033 G002
033 G002
38,301 Sq. Ft
72,821 Sq. Ft
033 H006
14,879 Sq. Ft
033 H006
033 H017
2,614 Sq. Ft
24,843 Sq. Ft
033 N009
14,190 Sq. Ft
033 N003001
033 N003
2,073 Sq. Ft
033 N001
1,672 Sq. Ft
1,927 Sq. Ft
3,040 Sq. Ft
033 N002
033 N004
033 N005
033 N002001
033 D009
033 D011
6,902 Sq. Ft
4,719 Sq. Ft
033 D015
033 D015001
4,000 Sq. Ft
3,964 Sq. Ft
033 D024
2,400 Sq. Ft
2,100 Sq. Ft
1,579 Sq. Ft
033 M012
11,535 Sq. Ft
033 M012
14,526 Sq. Ft
033 M001
7,919 Sq. Ft
033 N006

Attachment 1C

Other Project Locations Map


29 Marginal Way
BAYSIDE
385 Congress Street
Portland
343 Cumberland Ave
DOWNTOWN
477-481 Congress Street
Image Landsat / Copernicus

Attachment 1D

Trip Generation Calculations

Site Trip Diagrams

ITE Trip Generation 11th Edition - Proposed

Total Site generated trips (not accounting for internal, pass-by, or diverted trips)

Site Land Uses and Descriptions				AM PK HR OF ADJACENT STREET TRAFFIC										PM PK HR OF ADJACENT STREET TRAFFIC									
				directional dist.		average				regression		# trips			directional dist.		average				regression		# trips			
Code	Land Use	Size	Unit	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting	% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r^2	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting
221	Multifamily Housing (Mid-Rise)	215	Dwelling Units	23%	77%	30	0.37	0.09	80	0.91	83	Regression	83	19	64	61%	39%	31	0.39	0.08	84	0.91	84	Regression	84	51	33
223	Affordable Housing	201	Dwelling Units	29%	71%	7	0.50	0.39	101	0.73	91	Average	101	29	72	59%	41%	8	0.46	0.28	92	0.67	86	Average	92	54	38
936	Coffee/Donut Shop without Drive-Thrc	1.4	1000 SF GFA	51%	49%	25	93.08	42.71	130	N/A	N/A	Average	130	66	64	50%	50%	16	32.29	12.64	45	N/A	N/A	Average	45	23	23
822	Strip Retail Plaza (<40k)	4	1000 SF GFA	60%	40%	5	2.36	0.94	9	0.57	16	Regression	16	9	6	50%	50%	25	6.59	2.94	26	0.56	41	Regression	41	20	20
932	High-Turnover (Sit-Down)	5.6	1000 SF GFA	55%	45%	37	9.57	11.61	54	N/A	N/A	Average	54	30	24	61%	39%	104	9.05	6.18	51	N/A	N/A	Average	51	31	20

Based on ITE 11th Edition

	total	entering	exiting
AM Peak Hour Total Site Trips:	384	154	230

	total	entering	exiting
PM Peak Hour Total Site Trips:	313	180	133

Proposed

Trip Generation Summary

Total	Total Peak Hour Site Generated Trips								
Peak Period	Total Unadjusted ITE	Internal	External	**Vehicle Trips**	Transit	Bike	Pedestrian	Pass-By	Primary
Weekday Morning				***44%***	*13%*		*43%*		
Enter	154	26	128	**56**	17	0	55	12	44
Exit	230	25	205	**90**	27	0	88	18	72
Total	384	51	333	**146**	43	0	143	30	116
Weekday Evening									
Enter	180	39	141	**62**	18.3	0	61	6	56
Exit	133	39	94	**41**	12.2	0	40	1	40
Total	313	78	235	**103**	30.6	0	101	7	96

Mode Share Source: 2010-2014 ACS Data 5 year survey

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	West Bayside Phase 1&2	**Organization:**	VHB
Project Location:	Portland, ME	**Performed By:**	MH
Scenario Description:		**Date:**	1/10/2023
Analysis Year:	2023	**Checked By:**	MC
Analysis Period:	**AM Street Peak Hour**	**Date:**	1/11/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	4	1k sf	15.72032213	9	6
Restaurant	932/936	6	1K sf	184	96	88
Cinema/Entertainment				0		
Residential	221/223	416	ea	184	48	136
Hotel				0		
All Other Land Uses[2]				0		
Total				383.7203221	153.8121933	229.9081289

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	19	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	383	153	230
Internal Capture Percentage	13%	16%	11%
External Vehicle-Trips[3]	333	128	205
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	22%	33%
Restaurant	21%	3%
Cinema/Entertainment	N/A	N/A
Residential	6%	15%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	West Bayside Phase 1&2
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	9.432193276	9	1.00	6.288128851	6
Restaurant	1.00	96	96	1.00	88	88
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	48.38	48	1.00	135.62	136
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		1	0	1	0
Restaurant	27	12		0	4	3
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	27	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	22	0	0	0
Retail	0		48	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	19	0		0
Hotel	0	0	6	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	7	9	7	0	0
Restaurant	20	76	96	76	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	45	48	45	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	4	6	4	0	0
Restaurant	3	85	88	85	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	20	116	136	116	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	West Bayside Phase 1&2	**Organization:**	VHB
Project Location:	Portland, ME	**Performed By:**	MH
Scenario Description:		**Date:**	1/10/2023
Analysis Year:	2023	**Checked By:**	MC
Analysis Period:	**PM Street Peak Hour**	**Date:**	1/11/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	4	1k sf	40.62034284	20	20
Restaurant	932/936	6	1K sf	96	54	42
Cinema/Entertainment				0		
Residential	221/223	416	ea	176.19	106	71
Hotel				0		
All Other Land Uses[2]				0		
Total				312.8103428	179.5560714	133.2542714

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		6	0	5	0
Restaurant	0	10		0	8	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	8	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	313	180	133
Internal Capture Percentage	25%	22%	29%
External Vehicle-Trips[3]	235	141	94
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	60%	55%
Restaurant	26%	43%
Cinema/Entertainment	N/A	N/A
Residential	12%	14%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	West Bayside Phase 1&2
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	20.31017142	20	1.00	20.31017142	20
Restaurant	1.00	53.61	54	1.00	42.39	42
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	105.6359	106	1.00	70.5541	71
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		6	1	5	1
Restaurant	1	17		3	8	3
Cinema/Entertainment	0	0	0		0	0
Residential	3	30	15	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	4	0
Retail	0		16	0	49	0
Restaurant	0	10		0	17	0
Cinema/Entertainment	0	1	2		4	0
Residential	0	2	8	0		0
Hotel	0	0	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	12	8	20	8	0	0
Restaurant	14	40	54	40	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	93	106	93	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

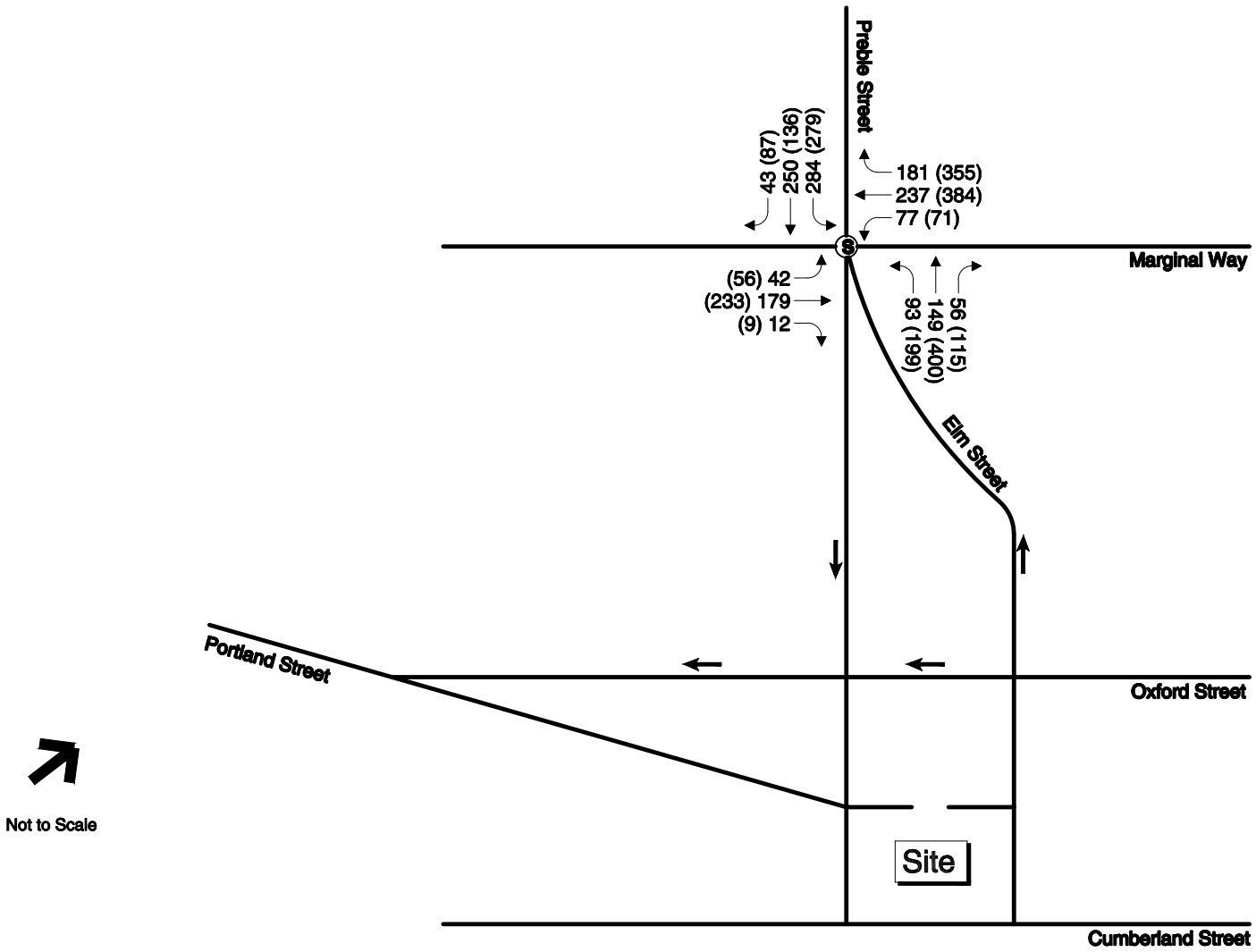
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	11	9	20	9	0	0
Restaurant	18	24	42	24	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	61	71	61	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.



Legend
AM Peak Hour
(PM Peak Hour)

Figure 1
2026 No Build
Weekday Peak Hour Traffic Volumes

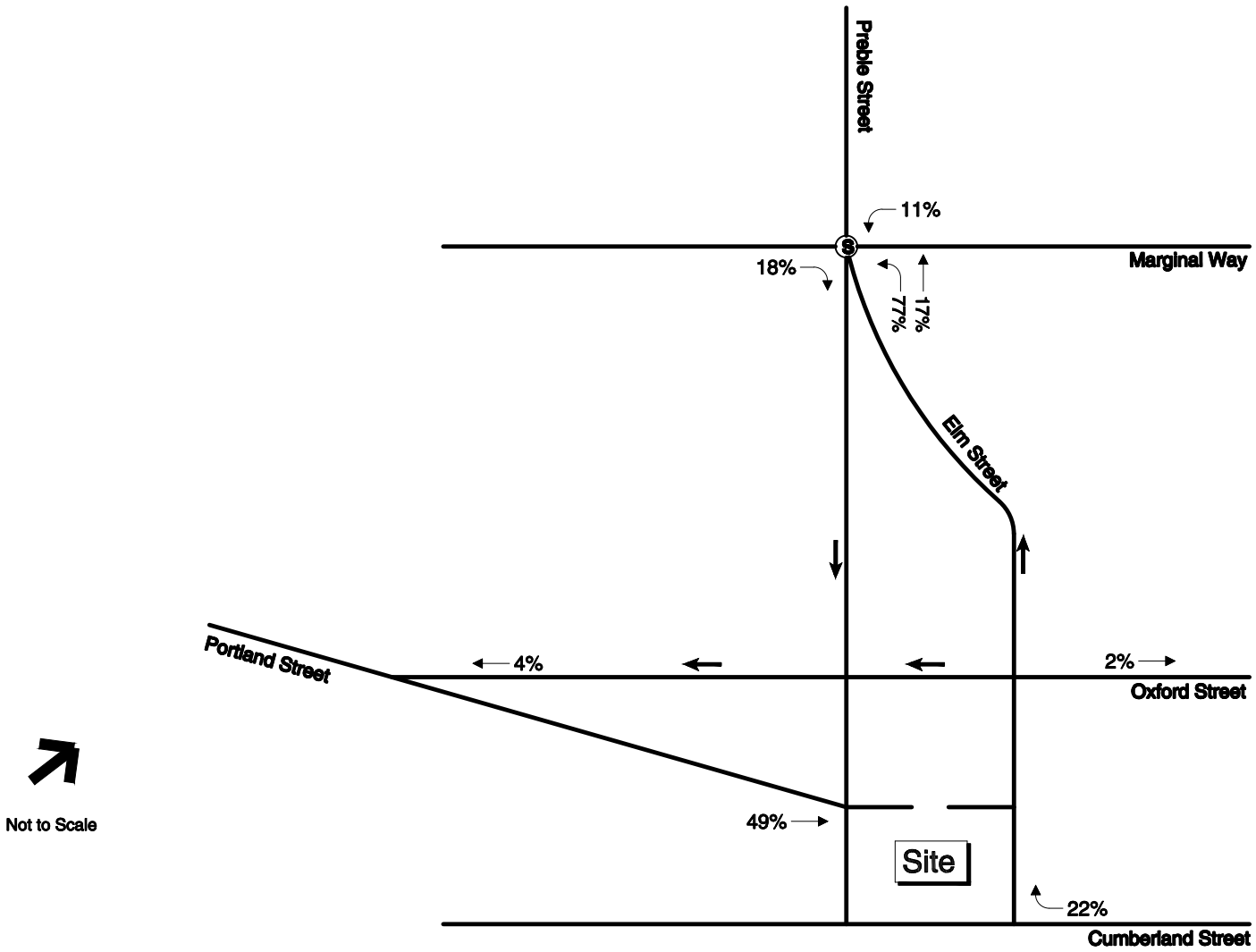
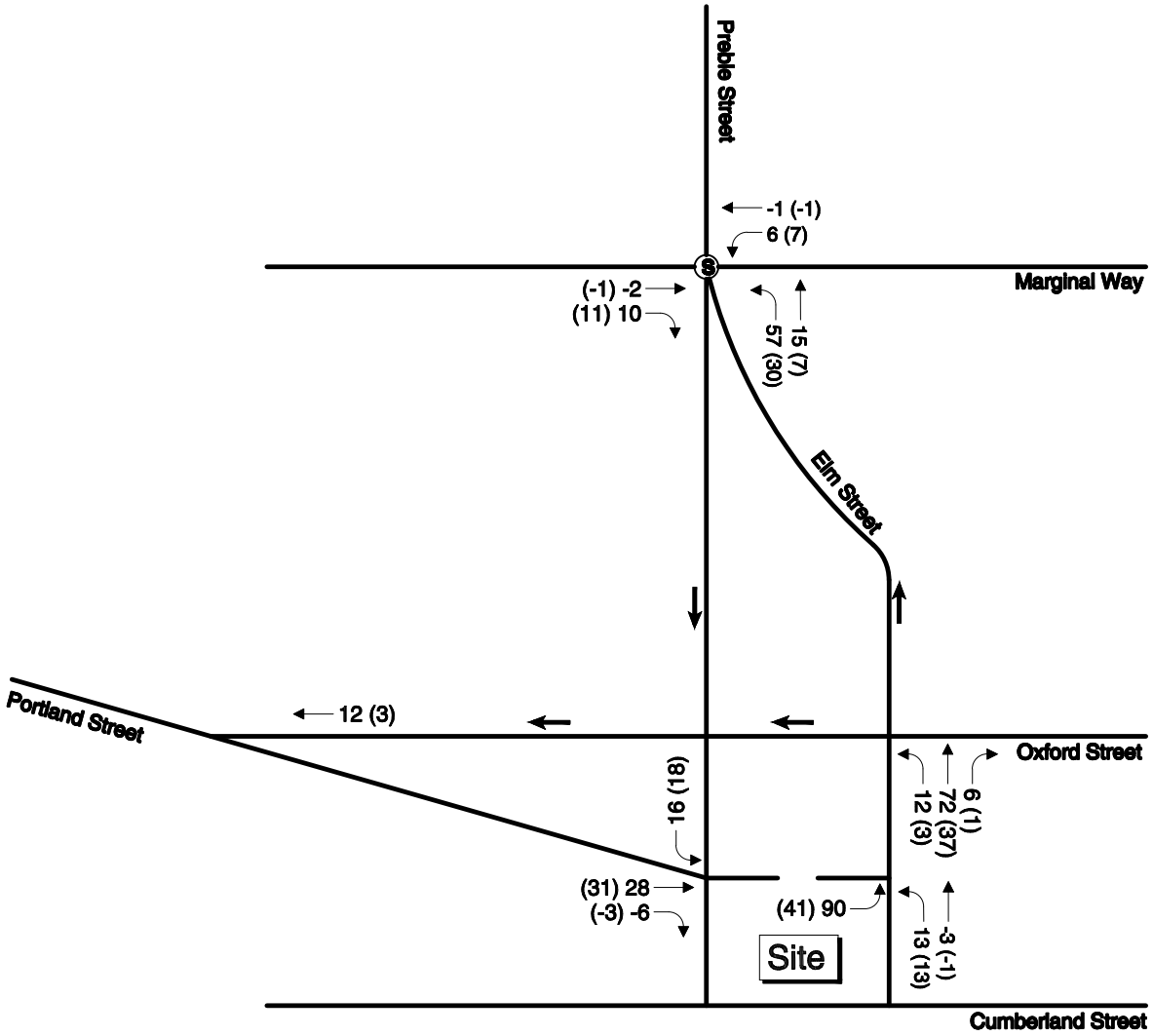


Figure 2
Trip Distribution Percentages



Not to Scale

Trip Assignment

	AM (PM)
Enter	57 (62)
Exit	90 (41)
Total	147 (103)

Legend

AM Peak Hour
(PM Peak Hour)

Figure 3
Trip Assignment
Site Generated Vehicle Trips

2

Section 2: Traffic Crashes

2.A Crash Summary Data

VHB obtained the crash data from MaineDOT for the period 2019-2021, the most recent three-year period available.

In order to evaluate whether a location has a crash problem, 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 indicated 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 site vicinity.

The crash information for the intersections in the site vicinity is provided in Attachment 2.

2.B Bicycle and Pedestrian Crashes

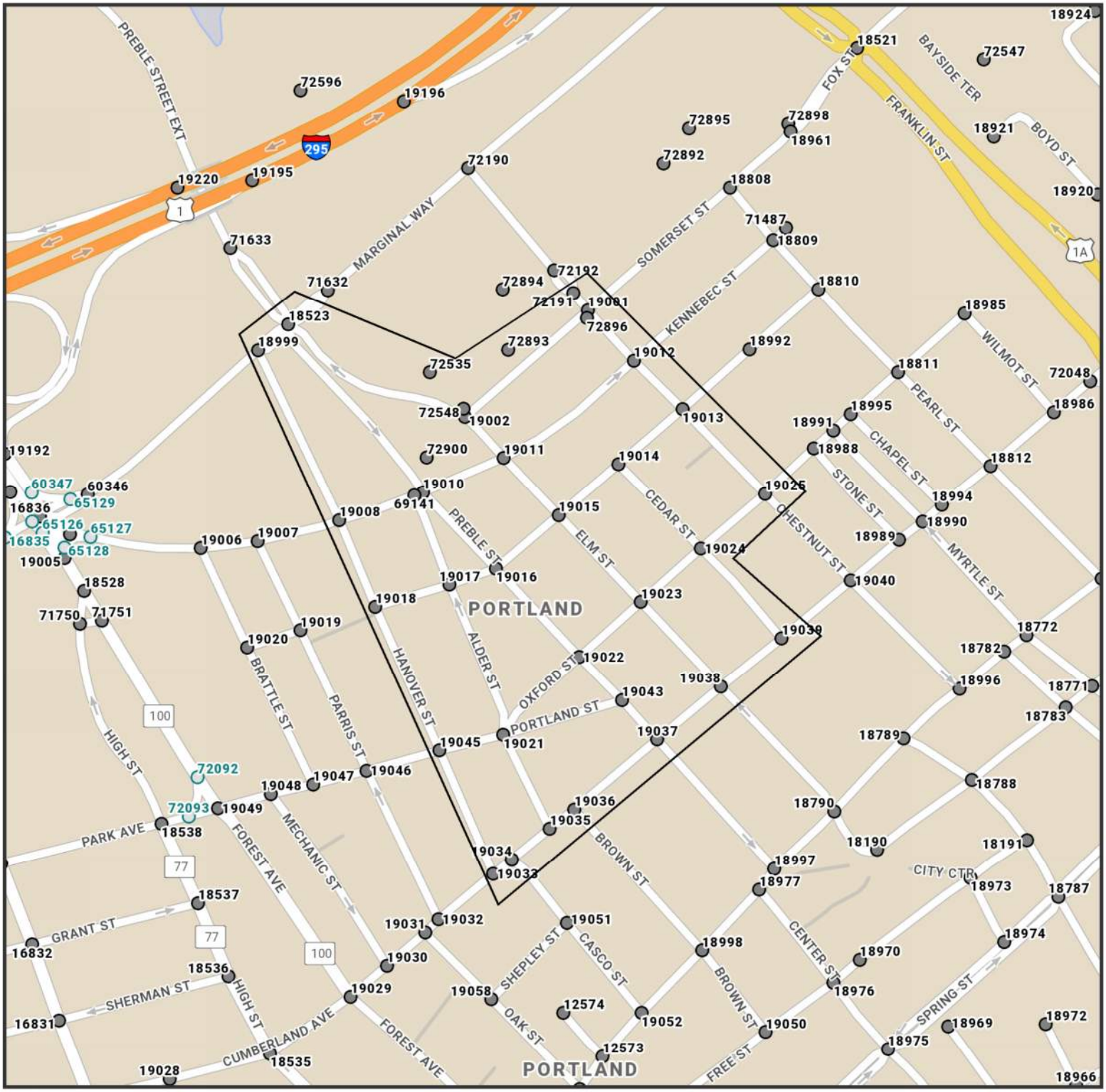
There have been 8 crashes involving bicycles and 6 crashes involving pedestrians in the past three years in the vicinity of the site. Six of the crashes involving bicycles occurred at numerous locations along Preble and Elm Street with 4 of them resulting in injury. Three of the crashes involving pedestrians occurred at the intersection of Cumberland Avenue and Elm Street, all resulting in injury and occurring during the afternoon.

Attachment 2

Node Map

Crash Summary

WEST BAYSIDE



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.1 Miles

1 inch = 0.11 miles

Date: 1/10/2023
Time: 2:54:21 PM

LEGEND

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Portland Area

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: **0560477**	Start Node: **18999**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **18523**	End Offset: **0**	☐ **Exclude Last Node**
Route: **3210331**	Start Node: **18523**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18999**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0561238**	Start Node: **19033**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **19039**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0560345**	Start Node: **18999**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19033**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560597**	Start Node: **18523**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19037**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560252**	Start Node: **19038**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18523**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560120**	Start Node: **19014**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **19039**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560135**	Start Node: **19025**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **72191**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0560008**	Start Node: **69141**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **19035**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560667**	Start Node: **19002**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19001**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560414**	Start Node: **19012**	Start Offset: **0**	☑ **Exclude First Node**

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Portland Area

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

	End Node: **19011**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560414**	Start Node: **19011**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19010**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560414**	Start Node: **19010**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **69141**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560414**	Start Node: **69141**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19008**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560426**	Start Node: **19013**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19014**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560426**	Start Node: **19014**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19015**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560426**	Start Node: **19015**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19016**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560426**	Start Node: **19016**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19017**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560426**	Start Node: **19017**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19018**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560560**	Start Node: **19021**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19022**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560560**	Start Node: **19022**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19023**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Portland Area

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: **0560560**	Start Node: **19023**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19024**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560560**	Start Node: **19024**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19025**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560593**	Start Node: **19045**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19021**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560593**	Start Node: **19021**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **19043**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18999	0560477 - 0.16	Int of HANOVER ST MARGINAL WY	2	4	0	0	0	0	4	0.0	4.035	0.33	0.36	0.00
												Statewide Crash Rate:	0.13	
18523	0560477 - 0.19	Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EX	9	20	0	0	1	4	13	27.8	8.927	0.75	1.03	0.72
												Statewide Crash Rate:	0.65	
19033	0561238 - 0.28	Int of CUMBERLAND AV HANOVER ST	2	3	0	0	0	0	3	0.0	2.699	0.37	0.39	0.00
												Statewide Crash Rate:	0.13	
19034	0561238 - 0.29	Int of CASCO ST CUMBERLAND AV	2	3	0	2	0	0	1	66.7	2.765	0.36	0.39	0.00
												Statewide Crash Rate:	0.13	
19035	0561238 - 0.32	Int of ALDER ST CUMBERLAND AV	2	1	0	0	0	1	0	100.0	2.571	0.13	0.40	0.00
												Statewide Crash Rate:	0.13	
19036	0561238 - 0.34	Int of BROWN ST CUMBERLAND AV	2	0	0	0	0	0	0	0.0	2.710	0.00	0.39	0.00
												Statewide Crash Rate:	0.13	
19037	0561238 - 0.41	Int of CUMBERLAND AV PREBLE ST	9	8	0	0	1	2	5	37.5	5.725	0.47	1.12	0.42
												Statewide Crash Rate:	0.65	
19038	0561238 - 0.46	Int of CUMBERLAND AV ELM ST	9	11	0	1	2	2	6	45.5	4.731	0.77	1.17	0.66
												Statewide Crash Rate:	0.65	
19039	0561238 - 0.51	Int of CEDAR ST CUMBERLAND AV	2	0	0	0	0	0	0	0.0	3.171	0.00	0.38	0.00
												Statewide Crash Rate:	0.13	
19008	0560345 - 0.11	Int of HANOVER ST KENNEBEC ST	2	0	0	0	0	0	0	0.0	1.167	0.00	0.45	0.00
												Statewide Crash Rate:	0.12	
19018	0560345 - 0.17	Int of HANOVER ST LANCASTER ST	2	1	0	0	0	0	1	0.0	0.401	0.83	0.52	1.61
												Statewide Crash Rate:	0.12	
19045	0560345 - 0.26	Int of HANOVER ST PORTLAND ST	2	1	0	0	0	0	1	0.0	1.513	0.22	0.46	0.00
												Statewide Crash Rate:	0.13	
19010	0560597 - 0.13	Int of KENNEBEC ST PREBLE ST	2	4	0	0	0	1	3	25.0	1.679	0.79	0.44	1.79
												Statewide Crash Rate:	0.13	
19043	0560597 - 0.30	Int of PORTLAND ST PREBLE ST	2	2	0	0	2	0	0	100.0	2.890	0.23	0.39	0.00
												Statewide Crash Rate:	0.13	
19022	0560597 - 0.26	Int of OXFORD ST PREBLE ST	2	3	0	0	0	0	3	0.0	2.545	0.39	0.40	0.00
												Statewide Crash Rate:	0.13	
19016	0560597 - 0.19	Int of LANCASTER ST PREBLE ST	2	2	0	0	1	0	1	50.0	1.838	0.36	0.43	0.00
												Statewide Crash Rate:	0.13	
19015	0560252 - 0.24	Int of ELM ST LANCASTER ST	2	3	0	0	0	1	2	33.3	1.336	0.75	0.47	1.59
												Statewide Crash Rate:	0.13	
19011	0560252 - 0.29	Int of ELM ST KENNEBEC ST	2	7	0	0	3	2	2	71.4	1.555	1.50	0.45	3.31
												Statewide Crash Rate:	0.13	
19023	0560252 - 0.17	Int of ELM ST OXFORD ST	2	1	0	0	0	0	1	0.0	1.741	0.19	0.44	0.00
												Statewide Crash Rate:	0.13	
19002	0560252 - 0.32	Int of ELM ST SOMERSET ST	2	0	0	0	0	0	0	0.0	2.075	0.00	0.42	0.00
												Statewide Crash Rate:	0.13	
19014	0560120 - 0	Int of CEDAR ST LANCASTER ST	2	0	0	0	0	0	0	0.0	0.907	0.00	0.48	0.00
												Statewide Crash Rate:	0.12	
19024	0560120 - 0.07	Int of CEDAR ST OXFORD ST	2	0	0	0	0	0	0	0.0	0.463	0.00	0.52	0.00
												Statewide Crash Rate:	0.12	

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19012	0560135 - 0.27	Int of CHESTNUT ST KENNEBEC ST	2	0	0	0	0	0	0	0.0	1.042	0.00	0.46	0.00
												Statewide Crash Rate:	0.12	
19001	0560135 - 0.31	Int of CHESTNUT ST SOMERSET ST	2	1	0	0	1	0	0	100.0	1.665	0.20	0.42	0.00
												Statewide Crash Rate:	0.12	
19013	0560135 - 0.23	Int of CHESTNUT ST LANCASTER ST	2	0	0	0	0	0	0	0.0	1.330	0.00	0.44	0.00
												Statewide Crash Rate:	0.12	
19025	0560135 - 0.16	Int of CHESTNUT ST OXFORD ST	2	0	0	0	0	0	0	0.0	0.874	0.00	0.48	0.00
												Statewide Crash Rate:	0.12	
72191	0560135 - 0.32	Non Int CHESTNUT ST	2	0	0	0	0	0	0	0.0	0.879	0.00	0.48	0.00
												Statewide Crash Rate:	0.12	
19017	0560008 - 0.06	Int of ALDER ST LANCASTER ST	2	0	0	0	0	0	0	0.0	0.384	0.00	0.52	0.00
												Statewide Crash Rate:	0.12	
19021	0560008 - 0.16	Int of ALDER ST, OXFORD ST, PORTLAND ST	2	1	0	0	0	0	1	0.0	1.264	0.26	0.48	0.00
												Statewide Crash Rate:	0.13	
69141	0560008 - 0	Int of ALDER ST KENNEBEC ST	2	0	0	0	0	0	0	0.0	0.412	0.00	0.52	0.00
												Statewide Crash Rate:	0.12	
Study Years:	3.00	**NODE TOTALS:**		76	0	3	11	13	47	35.5	65.294	0.39	0.38	1.03

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18523	18999	3106676	0 - 0.03	0560477 - 0.16	0.03	2	0	0	0	0	0	0	0.0	0.00052	0.00	765.88	0.00
Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT				RD INV 05 60477											Statewide Crash Rate: 189.30		
18523	18999	4210645	0 - 0.02	3210331 - 0.03	0.02	2	0	0	0	0	0	0	0.0	0.00035	0.00	807.42	0.00
Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT				RD INV 3210331											Statewide Crash Rate: 189.30		
19033	19034	3130203	0 - 0.01	0561238 - 0.28	0.01	2	0	0	0	0	0	0	0.0	0.00026	0.00	677.25	0.00
Int of CUMBERLAND AV HANOVER ST				RD INV 05 61238											Statewide Crash Rate: 158.39		
19034	19035	3123316	0 - 0.03	0561238 - 0.29	0.03	2	0	0	0	0	0	0	0.0	0.00075	0.00	619.52	0.00
Int of CASCO ST CUMBERLAND AV				RD INV 05 61238											Statewide Crash Rate: 158.39		
19035	19036	3122300	0 - 0.02	0561238 - 0.32	0.02	2	0	0	0	0	0	0	0.0	0.00049	0.00	663.08	0.00
Int of ALDER ST CUMBERLAND AV				RD INV 05 61238											Statewide Crash Rate: 158.39		
19036	19037	3106839	0 - 0.07	0561238 - 0.34	0.07	2	5	0	0	0	0	5	0.0	0.00166	1005.57	517.59	1.94
Int of BROWN ST CUMBERLAND AV				RD INV 05 61238											Statewide Crash Rate: 158.39		
19037	19038	3122301	0 - 0.05	0561238 - 0.41	0.05	2	0	0	0	0	0	0	0.0	0.00162	0.00	520.37	0.00
Int of CUMBERLAND AV PREBLE ST				RD INV 05 61238											Statewide Crash Rate: 158.39		
19038	19039	3117970	0 - 0.05	0561238 - 0.46	0.05	2	2	0	0	0	0	2	0.0	0.00158	420.85	523.46	0.00
Int of CUMBERLAND AV ELM ST				RD INV 05 61238											Statewide Crash Rate: 158.39		
18999	19008	194689	0 - 0.11	0560345 - 0	0.11	2	2	0	0	0	0	2	0.0	0.00115	580.98	1028.96	0.00
Int of HANOVER ST MARGINAL WY				RD INV 05 60345											Statewide Crash Rate: 351.30		
19008	19018	5080409	0 - 0.06	0560345 - 0.11	0.06	2	0	0	0	0	0	0	0.0	0.00029	0.00	1411.88	0.00
Int of HANOVER ST KENNEBEC ST				RD INV 05 60345											Statewide Crash Rate: 351.30		
19018	19045	5080405	0 - 0.09	0560345 - 0.17	0.09	2	7	0	1	0	1	5	28.6	0.00026	9129.81	1442.85	6.33
Int of HANOVER ST LANCASTER ST				RD INV 05 60345											Statewide Crash Rate: 351.30		
19033	19045	194749	0 - 0.08	0560345 - 0.26	0.08	2	0	0	0	0	0	0	0.0	0.00007	0.00	1287.57	0.00
Int of CUMBERLAND AV HANOVER ST				RD INV 05 60345											Statewide Crash Rate: 351.30		
18523	19010	3940497	0 - 0.13	0560597 - 0	0.13	2	1	0	0	0	0	1	0.0	0.00179	185.75	579.47	0.00
Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT				RD INV 05 60597											Statewide Crash Rate: 189.30		
19010	19016	3106835	0 - 0.06	0560597 - 0.13	0.06	2	1	0	0	0	0	0	0.0	0.00104	320.77	663.69	0.00
Int of KENNEBEC ST PREBLE ST				RD INV 05 60597											Statewide Crash Rate: 189.30		
19016	19022	3106836	0 - 0.07	0560597 - 0.19	0.07	2	1	0	0	0	0	0	0.0	0.00143	232.43	613.43	0.00
Int of LANCASTER ST PREBLE ST				RD INV 05 60597											Statewide Crash Rate: 189.30		
19022	19043	3117969	0 - 0.04	0560597 - 0.26	0.04	2	0	0	0	0	0	0	0.0	0.00071	0.00	722.78	0.00
Int of OXFORD ST PREBLE ST				RD INV 05 60597											Statewide Crash Rate: 189.30		
19037	19043	3124005	0 - 0.03	0560597 - 0.30	0.03	2	1	0	0	0	0	1	0.0	0.00088	380.66	690.47	0.00
Int of CUMBERLAND AV PREBLE ST				RD INV 05 60597											Statewide Crash Rate: 189.30		
19023	19038	3122299	0 - 0.07	0560252 - 0.10	0.07	2	2	0	0	0	0	2	0.0	0.00122	546.90	638.66	0.00
Int of ELM ST OXFORD ST				RD INV 05 60252											Statewide Crash Rate: 189.30		
19015	19023	3123553	0 - 0.07	0560252 - 0.17	0.07	2	1	0	0	0	0	1	0.0	0.00065	512.02	735.27	0.00
Int of ELM ST LANCASTER ST				RD INV 05 60252											Statewide Crash Rate: 189.30		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
19011	19015	3119283	0 - 0.05	0560252 - 0.24	0.05	2	1	0	0	0	0	1	0.0	0.00070	475.15	724.29	0.00
Int of ELM ST KENNEBEC ST				RD INV 05 60252											Statewide Crash Rate: 189.30		
19002	19011	3129301	0 - 0.03	0560252 - 0.29	0.03	2	1	0	0	0	0	1	0.0	0.00055	611.15	759.91	0.00
Int of ELM ST SOMERSET ST				RD INV 05 60252											Statewide Crash Rate: 189.30		
18523	19002	3106678	0 - 0.12	0560252 - 0.32	0.12	2	0	0	0	0	0	0	0.0	0.00257	0.00	528.34	0.00
Int of ELM ST MARGINAL WY PREBLE ST PREBLE ST EXT				RD INV 05 60252											Statewide Crash Rate: 189.30		
19014	19024	194713	0 - 0.07	0560120 - 0	0.07	2	1	0	0	0	0	0	0.0	0.00016	2100.86	1513.88	1.39
Int of CEDAR ST LANCASTER ST				RD INV 05 60120											Statewide Crash Rate: 351.30		
19024	19039	5080414	0 - 0.07	0560120 - 0.07	0.07	2	1	0	0	0	0	1	0.0	0.00012	2842.33	1504.22	1.89
Int of CEDAR ST OXFORD ST				RD INV 05 60120											Statewide Crash Rate: 351.30		
19013	19025	5080419	0 - 0.07	0560135 - 0.16	0.07	2	1	0	0	0	0	1	0.0	0.00045	745.93	1297.00	0.00
Int of CHESTNUT ST LANCASTER ST				RD INV 05 60135											Statewide Crash Rate: 351.30		
19012	19013	194709	0 - 0.04	0560135 - 0.23	0.04	2	1	0	0	0	1	0	100.0	0.00033	1004.00	1379.16	0.00
Int of CHESTNUT ST KENNEBEC ST				RD INV 05 60135											Statewide Crash Rate: 351.30		
19001	19012	5080420	0 - 0.04	0560135 - 0.27	0.04	2	1	0	0	0	0	1	0.0	0.00029	1153.67	1414.40	0.00
Int of CHESTNUT ST SOMERSET ST				RD INV 05 60135											Statewide Crash Rate: 351.30		
19001	72191	4348461	0 - 0.01	0560135 - 0.31	0.01	2	0	0	0	0	0	0	0.0	0.00009	0.00	1428.41	0.00
Int of CHESTNUT ST SOMERSET ST				RD INV 05 60135											Statewide Crash Rate: 351.30		
69141	19017	3525695	0 - 0.06	0560008 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00013	0.00	1513.73	0.00
Int of ALDER ST KENNEBEC ST				RD INV 05 60008											Statewide Crash Rate: 351.30		
19017	19021	194719	0 - 0.10	0560008 - 0.06	0.10	2	2	0	0	0	0	2	0.0	0.00021	3215.64	1483.38	2.17
Int of ALDER ST LANCASTER ST				RD INV 05 60008											Statewide Crash Rate: 351.30		
19021	19035	194725	0 - 0.06	0560008 - 0.16	0.06	2	1	0	0	0	0	1	0.0	0.00005	6646.59	964.27	6.89
Int of ALDER ST, OXFORD ST, PORTLAND ST				RD INV 05 60008											Statewide Crash Rate: 351.30		
19001	19002	194691	0 - 0.10	0560667 - 0	0.10	2	1	0	0	0	0	1	0.0	0.00051	649.07	1256.84	0.00
Int of CHESTNUT ST SOMERSET ST				RD INV 05 60667											Statewide Crash Rate: 351.30		
19011	19012	194707	0 - 0.10	0560414 - 0.11	0.10	2	0	0	0	0	0	0	0.0	0.00019	0.00	1498.08	0.00
Int of ELM ST KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 351.30		
19010	19011	194704	0 - 0.05	0560414 - 0.21	0.05	2	0	0	0	0	0	0	0.0	0.00015	0.00	1515.93	0.00
Int of KENNEBEC ST PREBLE ST				RD INV 05 60414											Statewide Crash Rate: 351.30		
69141	19010	3509369	0 - 0.01	0560414 - 0.26	0.01	2	0	0	0	0	0	0	0.0	0.00003	0.00	-166.94	0.00
Int of ALDER ST KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 351.30		
19008	69141	5094277	0 - 0.05	0560414 - 0.27	0.05	2	0	0	0	0	0	0	0.0	0.00016	0.00	1514.46	0.00
Int of HANOVER ST KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 351.30		
19013	19014	5080418	0 - 0.05	0560426 - 0.10	0.05	2	1	0	0	0	0	0	0.0	0.00033	1020.38	1383.40	0.00
Int of CHESTNUT ST LANCASTER ST				RD INV 05 60426											Statewide Crash Rate: 351.30		
19014	19015	194712	0 - 0.05	0560426 - 0.15	0.05	2	0	0	0	0	0	0	0.0	0.00035	0.00	1362.02	0.00
Int of CEDAR ST LANCASTER ST				RD INV 05 60426											Statewide Crash Rate: 351.30		
19015	19016	5080410	0 - 0.05	0560426 - 0.20	0.05	2	0	0	0	0	0	0	0.0	0.00005	0.00	1020.97	0.00
Int of ELM ST LANCASTER ST				RD INV 05 60426											Statewide Crash Rate: 351.30		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
19016	19017	194716	0 - 0.03	0560426 - 0.25	0.03	2	0	0	0	0	0	0	0.0	0.00003	0.00	87.16	0.00
Int of LANCASTER ST PREBLE ST				RD INV 05 60426											Statewide Crash Rate: 351.30		
19017	19018	194718	0 - 0.05	0560426 - 0.28	0.05	2	0	0	0	0	0	0	0.0	0.00002	0.00	-3401.07	0.00
Int of ALDER ST LANCASTER ST				RD INV 05 60426											Statewide Crash Rate: 351.30		
19021	19022	3106837	0 - 0.07	0560560 - 0	0.07	2	1	0	0	0	0	1	0.0	0.00054	621.25	655.82	0.00
Int of ALDER ST, OXFORD ST, PORTLAND ST				RD INV 05 60560											Statewide Crash Rate: 158.39		
19022	19023	3122298	0 - 0.05	0560560 - 0.07	0.05	2	0	0	0	0	0	0	0.0	0.00025	0.00	674.98	0.00
Int of OXFORD ST PREBLE ST				RD INV 05 60560											Statewide Crash Rate: 158.39		
19023	19024	194730	0 - 0.05	0560560 - 0.12	0.05	2	0	0	0	0	0	0	0.0	0.00015	0.00	1516.58	0.00
Int of ELM ST OXFORD ST				RD INV 05 60560											Statewide Crash Rate: 351.30		
19024	19025	194732	0 - 0.05	0560560 - 0.17	0.05	2	1	0	0	0	0	1	0.0	0.00012	2823.00	1505.11	1.88
Int of CEDAR ST OXFORD ST				RD INV 05 60560											Statewide Crash Rate: 351.30		
19021	19045	3122297	0 - 0.04	0560593 - 0.14	0.04	2	2	0	0	2	0	0	100.0	0.00040	1675.67	677.87	2.47
Int of ALDER ST, OXFORD ST, PORTLAND ST				RD INV 05 60593											Statewide Crash Rate: 158.39		
19021	19043	3129954	0 - 0.07	0560593 - 0.18	0.07	2	6	0	0	0	1	4	20.0	0.00078	2554.76	614.47	4.16
Int of ALDER ST, OXFORD ST, PORTLAND ST				RD INV 05 60593											Statewide Crash Rate: 158.39		
Study Years: 3.00				**Section Totals:**	2.68		45	0	1	2	3	34	13.3	0.02640	568.17	342.01	1.66
				Grand Totals:	2.68		121	0	4	13	16	81	27.3	0.02640	1527.73	464.84	3.29

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18523	18999	3106676	0 - 0.03	0560477 - 0.16	0	0	0	0	0	0				
18523	18999	4210645	0 - 0.02	3210331 - 0.03	0	0	0	0	0	0				
19033	19034	3130203	0 - 0.01	0561238 - 0.28	0	0	0	0	0	0				
19034	19035	3123316	0 - 0.03	0561238 - 0.29	0	0	0	0	0	0				
19035	19036	3122300	0 - 0.02	0561238 - 0.32	0	0	0	0	0	0				
19036	19037	3106839	0 - 0.07	0561238 - 0.34	5	0	0	0	0	5	2019-67019	10/03/2019	0.35	PD
											2019-46162	03/13/2019	0.37	PD
											2019-58617	07/18/2019	0.38	PD
											2019-1495	01/14/2019	0.39	PD
											2019-73097	11/24/2019	0.40	PD
19037	19038	3122301	0 - 0.05	0561238 - 0.41	0	0	0	0	0	0				
19038	19039	3117970	0 - 0.05	0561238 - 0.46	2	0	0	0	0	2	2019-69195	10/25/2019	0.47	PD
											2019-48636	04/10/2019	0.50	PD
18999	19008	194689	0 - 0.11	0560345 - 0	2	0	0	0	0	2	2019-58618	07/18/2019	0.03	PD
											2021-8903	04/11/2021	0.06	PD
19008	19018	5080409	0 - 0.06	0560345 - 0.11	0	0	0	0	0	0				
19018	19045	5080405	0 - 0.09	0560345 - 0.17	7	0	1	0	1	5	2020-18215	07/31/2020	0.18	PD
											2020-11372	04/20/2020	0.18	PD
											2021-13760	05/09/2021	0.21	C
											2019-2633	01/18/2019	0.21	PD
											2019-47842	03/29/2019	0.23	PD
											2019-44843	03/01/2019	0.23	PD
											2019-72752	11/21/2019	0.25	A
19033	19045	194749	0 - 0.08	0560345 - 0.26	0	0	0	0	0	0				
18523	19010	3940497	0 - 0.13	0560597 - 0	1	0	0	0	0	1	2019-44220	02/27/2019	0.12	PD
19010	19016	3106835	0 - 0.06	0560597 - 0.13	1	0	0	0	0	0	2019-1870	01/17/2019	0.17	
19016	19022	3106836	0 - 0.07	0560597 - 0.19	1	0	0	0	0	0	2019-52933	05/23/2019	0.23	
19022	19043	3117969	0 - 0.04	0560597 - 0.26	0	0	0	0	0	0				
19037	19043	3124005	0 - 0.03	0560597 - 0.30	1	0	0	0	0	1	2021-12331	05/21/2021	0.31	PD
19023	19038	3122299	0 - 0.07	0560252 - 0.10	2	0	0	0	0	2	2021-16503	07/01/2021	0.13	PD
											2021-32496	11/18/2021	0.15	PD
19015	19023	3123553	0 - 0.07	0560252 - 0.17	1	0	0	0	0	1	2019-58250	07/15/2019	0.18	PD
19011	19015	3119283	0 - 0.05	0560252 - 0.24	1	0	0	0	0	1	2019-67929	10/14/2019	0.28	PD
19002	19011	3129301	0 - 0.03	0560252 - 0.29	1	0	0	0	0	1	2020-29957	12/02/2020	0.30	PD
18523	19002	3106678	0 - 0.12	0560252 - 0.32	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
19014	19024	194713	0 - 0.07	0560120 - 0	1	0	0	0	0	0	2021-1478	01/03/2021	0.05	
19024	19039	5080414	0 - 0.07	0560120 - 0.07	1	0	0	0	0	1	2019-52185	05/20/2019	0.11	PD
19013	19025	5080419	0 - 0.07	0560135 - 0.16	1	0	0	0	0	1	2020-20337	08/25/2020	0.19	PD
19012	19013	194709	0 - 0.04	0560135 - 0.23	1	0	0	0	1	0	2020-23199	09/29/2020	0.24	C
19001	19012	5080420	0 - 0.04	0560135 - 0.27	1	0	0	0	0	1	2019-45592	02/26/2019	0.30	PD
19001	72191	4348461	0 - 0.01	0560135 - 0.31	0	0	0	0	0	0				
69141	19017	3525695	0 - 0.06	0560008 - 0	0	0	0	0	0	0				
19017	19021	194719	0 - 0.10	0560008 - 0.06	2	0	0	0	0	2	2021-27344	10/09/2021	0.10	PD
											2019-67248	10/08/2019	0.11	PD
19021	19035	194725	0 - 0.06	0560008 - 0.16	1	0	0	0	0	1	2021-33319	11/29/2021	0.21	PD
19001	19002	194691	0 - 0.10	0560667 - 0	1	0	0	0	0	1	2019-71683	11/14/2019	0.03	PD
19011	19012	194707	0 - 0.10	0560414 - 0.11	0	0	0	0	0	0				
19010	19011	194704	0 - 0.05	0560414 - 0.21	0	0	0	0	0	0				
69141	19010	3509369	0 - 0.01	0560414 - 0.26	0	0	0	0	0	0				
19008	69141	5094277	0 - 0.05	0560414 - 0.27	0	0	0	0	0	0				
19013	19014	5080418	0 - 0.05	0560426 - 0.10	1	0	0	0	0	0	2019-59865	07/26/2019	0.13	
19014	19015	194712	0 - 0.05	0560426 - 0.15	0	0	0	0	0	0				
19015	19016	5080410	0 - 0.05	0560426 - 0.20	0	0	0	0	0	0				
19016	19017	194716	0 - 0.03	0560426 - 0.25	0	0	0	0	0	0				
19017	19018	194718	0 - 0.05	0560426 - 0.28	0	0	0	0	0	0				
19021	19022	3106837	0 - 0.07	0560560 - 0	1	0	0	0	0	1	2019-74264	12/03/2019	0.04	PD
19022	19023	3122298	0 - 0.05	0560560 - 0.07	0	0	0	0	0	0				
19023	19024	194730	0 - 0.05	0560560 - 0.12	0	0	0	0	0	0				
19024	19025	194732	0 - 0.05	0560560 - 0.17	1	0	0	0	0	1	2019-47012	03/24/2019	0.18	PD
19021	19045	3122297	0 - 0.04	0560593 - 0.14	2	0	0	2	0	0	2019-54997	06/07/2019	0.15	B
											2021-8970	04/01/2021	0.15	B
19021	19043	3129954	0 - 0.07	0560593 - 0.18	6	0	0	0	1	4	2019-59213	07/19/2019	0.21	PD
											2021-23574	09/06/2021	0.21	PD
											2019-58068	07/09/2019	0.22	PD
											2019-1375	01/12/2019	0.23	
											2020-26608	10/22/2020	0.23	C
											2020-19411	08/07/2020	0.23	PD
				Totals:	45	0	1	2	3	34				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	8
MONDAY	0	0	0	0	0	0	0	0	4	1	2	0	1	1	1	2	1	3	0	1	1	1	0	0	0	19
TUESDAY	1	0	0	0	0	0	0	2	0	1	0	2	1	2	1	4	5	0	2	0	1	0	0	0	0	22
WEDNESDAY	0	0	0	0	0	0	0	0	1	2	0	0	2	1	2	2	2	2	2	1	0	0	1	0	0	18
THURSDAY	0	0	0	0	0	0	0	2	0	0	0	1	4	3	3	2	2	3	0	0	2	0	0	0	0	22
FRIDAY	1	0	0	0	0	0	0	0	0	1	1	1	2	6	2	0	2	3	0	1	2	1	1	0	0	24
SATURDAY	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	2	0	0	0	0	1	1	0	0	0	8
Totals	2	2	0	1	0	0	0	4	5	7	3	5	10	14	11	12	13	13	4	3	7	3	2	0	0	**121**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	135
2-(Sport) Utility Vehicle	43
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	4
5-Pickup	16
6-Motor Home	0
7-School Bus	2
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	1
11-Motorcycle	1
12-Moped	2
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	4
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	6

Unit Type	Total
23-Bicyclist	8
24-Witness	24
25-Other	9
26-Construction	1
27-Farm Vehicle	0
Total	**260**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	31	57	1	0	0	0	89
Ran Off Roadway	4	0	0	0	0	0	4
Failed to Yield Right-of-Way	18	6	0	0	0	0	24
Ran Red Light	4	1	0	0	0	0	5
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	0	0	0	0	0	1
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	10	2	0	0	0	0	12
Improper Backing	8	1	0	0	0	0	9
Improper Passing	0	1	0	0	0	0	1
Wrong Way	2	0	0	0	0	0	2
Followed Too Closely	9	2	0	0	0	0	11
Failed to Keep in Proper Lane	7	2	0	0	0	0	9
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	3	0	0	0	0	0	3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	2	0	0	0	0	0	2
Over-Correcting/Over-Steering	2	1	0	0	0	0	3
Other Contributing Action	9	3	1	0	0	0	13
Unknown	0	0	0	0	0	0	0
Total	**110**	**76**	**2**	**0**	**0**	**0**	**188**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	102	74	2	0	0	12	190
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	0	0	0	0	0	1
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	2	0	0	0	0	0	2
Under the Influence of Medications/Drugs/Alcohol	4	1	0	0	0	2	7
Other	0	0	0	0	0	0	0
Total	**109**	**75**	**2**	**0**	**0**	**14**	**200**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	11	0	0	0	0	11
20-24	22	0	0	0	0	22
25-29	18	0	0	0	0	18
30-39	40	0	0	0	0	40
40-49	37	0	0	0	0	37
50-59	33	0	0	0	0	33
60-69	17	0	0	0	0	17
70-79	14	0	0	0	0	14
80-Over	6	0	0	0	0	6
Unknown	24	8	0	6	0	38
Total	**222**	**8**	**0**	**6**	**0**	**236**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**211**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	2		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	182		
14-Parked Motor Vehicle	22		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	3		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	1		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	4	4
B	13	13
C	16	20
PD	81	0
Total	**114**	**37**

Road Character

Road Grade	Total
1-Level	76
2-On Grade	36
3-Top of Hill	4
4-Bottom of Hill	4
5-Other	1
Total	**121**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	44
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	4
5-Stop Signs - Other	22
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	46
14-Other	2
Total	**121**

Light

Light Condition	Total
1-Daylight	94
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	25
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**121**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2019	2020	2021	Total
JANUARY	6	2	3	11
FEBRUARY	3	2	2	7
MARCH	5	1	2	8
APRIL	4	1	4	9
MAY	5	0	9	14
JUNE	2	1	0	3
JULY	10	3	3	16
AUGUST	0	3	2	5
SEPTEMBER	3	3	6	12
OCTOBER	5	3	3	11
NOVEMBER	7	1	2	10
DECEMBER	7	4	4	15
Total	**57**	**24**	**40**	**121**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	26	0	4	23	1	4	0	0	0	0	0	0	0	0	58
Head-on - Sideswipe	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
Intersection Movement	0	0	6	24	0	3	0	0	0	0	0	0	0	0	33
Pedestrians	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	1	5	0	1	0	0	0	0	0	0	0	0	9
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	1	5	0	1	0	0	0	0	0	0	0	0	8
Other	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**36**	**0**	**14**	**61**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	13	0	0	0	0	0	1	0	0	0	5	19
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	72	2	0	0	0	0	1	0	0	0	1	76
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	12	0	0	0	0	0	0	0	0	0	0	12
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	1	0	0	0	0	0	0	0	4	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**101**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**14**	**121**

3

Section 3: Development Entrances and Exits

3.A Entrance and Exit Locations

The site is bounded by Preble Street to the southwest, Lancaster Street to the northwest, Cedar Street and Elm Street to the northeast, Cumberland Avenue and Oxford Street to the southeast. All driveway locations are illustrated on the site plans as attachments to Section 1.

Project generated vehicle trips are expected to use the 595 space Public Market Garage for parking which is now controlled by this developer and is largely vacant. Vehicular access and egress are provided via both Preble Street and Elm Street. There are also supplemental surface parking proposed at 196 Lancaster Street (44 proposed spaces) with an entrance / exit on both Preble Street and Elm Street, surface parking proposed at 89 Elm Street on both Lancaster Street (15 proposed spaces) and Cedar Street (39 proposed spaces) with one entrance / exit and two entrance /exits respectively. Although surface parking will be present on these parcels, this parking is largely occupied by nearby uses and it is assumed all vehicles associated with this TMP will use the garage.

The garage access on Preble and Elm Street are located 175' from Cumberland Avenue and 200' from Oxford Street.

Existing one-way bike lanes are present on Preble Street and Elm Street and two-way bike lanes present on part of Portland Street, and Marginal Way along with the Bayside Trail multi-use path north of the site for both pedestrian and bicyclist users.

Pedestrians are well accommodated in this urban environment. Most roadways surrounding the site provide sidewalks on each side of the street and crosswalks at each major intersection.

3.B Plan View of Entrance and Exit Locations

Attachment 1A of Section 1 shows the proposed site plan. As shown, the garage site fronts onto Preble Street and Elm Street.

3.C Stopping Sight Distances

VHB followed the MaineDOT evaluation of sight distance. Sight distance is measured to and from the point of centerline of the proposed access that is located 10 feet from the edge of the traveled way. The speed limit is posted as 25 mph on Preble and Elm Street and assumed to be 25 mph on Lancaster Street and Cedar Street. The minimum allowable sight distances can be seen in Table 1 below:

Table 1 MaineDOT Sight Distance Requirements

Posted Speed (MPH)	Sight Distance (Feet)
20	155
25	**200**
30	250
35	305
40	360
45	425
50	495
55	570
60	645

Based on a field visit, the Portland Public Market Garage sight distance exceeds the minimum 200 feet on Elm Street. However, when exiting the garage on Preble Street, the sight distance is blocked by the existing building. As in most urban areas, in actuality, vehicles pull up further than 10 feet behind the edge of pavement. If existing vehicles pull up to edge of roadway, beyond the impact of the adjacent building, sight lines increase dramatically, because parking is prohibited in this area.

Sight distance along Preble and Elm Street for the proposed parking at 196 Lancaster Street both exceed 400 feet and sight distance along Lancaster Street and Cedar Street for 89 Elm Street parking all exceed 300 feet.

3.D Entrance/Exit Compliance with Design Requirements

Entrances and exits were designed to meet all the criteria specified in the MaineDOT's Chapter 299 Highway Driveway and Entrance Rules.

Attachment 3

Entrance/Exit Locations

SPACE AND BULK STANDARDS		
ZONING DISTRICT: B3	REQUIRED	PROPOSED
MINIMUM LOT AREA	N/A	.86 AC
MINIMUM STREET FRONTAGE	15 FT	132 FT
MAX FRONT YARD SETBACK	5 FT	6.66 FT
MINIMUM FRONT YARD SETBACK (LANCASTER ST)	N/A	5 FT
MINIMUM REAR YARD SETBACK (OXFORD ST)	N/A	3.85 FT
MINIMUM SIDE YARD SETBACK	N/A	2.91 FT
MAX LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT, EXCEPT 15 FT WITH PAD OVERLAY	< 30 FT
MAXIMUM BUILDING HEIGHT	80'*	< 80 FT

* PER THE BAYSIDE HEIGHT OVERLAY PLUS THE ADDITIONAL 25' FOR AFFORDABILITY IN SECTION 18

SPACE AND BULK STANDARDS		
ZONING DISTRICT: R6	REQUIRED	PROPOSED
MINIMUM LOT AREA	2,000 SF	.86 AC
MINIMUM STREET FRONTAGE	20 FT	132 FT
MINIMUM FRONT YARD SETBACK (LANCASTER ST)	5 FT	6.66 FT
MINIMUM REAR YARD SETBACK (OXFORD ST)	10 FT	10.88 FT
MINIMUM SIDE YARD SETBACK	5 FT	5.09 FT
LOT WIDTH	20 FT	89.51 FT
MAXIMUM BUILDING HEIGHT	45 FT	< 45'
STEPBACK	ADDITIONAL 5' SETBACK ABOVE 35'	–

GENERAL NOTES:
1. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
2. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE
3. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
5. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
6. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

REFERENCES:

1. PLAN REFERENCE
   1.1. PLAN TITLED "TOPOGRAPHIC SURVEY" PREPARED BY OWEN HASKELL, INC. DATED DECEMBER 8TH, 2022

LEGEND:
- PROPERTY LINE
- SETBACK LINE
- FLUSH GRANITE CURB
- VERTICAL GRANITE CURB

20 0 20 40
SCALE: 1" = 20'

PROPOSED MODIFICATION OF CURBLINE WITH VERTICAL GRANITE CURB PER DETAIL
PROPOSED CURB EXTENSION, CROSSWALK, AND DETECTABLE PAD
EXISTING CURB, CROSSWALK, AND DETECTABLE PAD
PROPOSED STREET TREE PER DETAIL AND LA, TYP.
PROPOSED PATIO PER LA
ZONE B7
ZONE B3
ZONE R6
ZONING DISTRICT BOUNDARY, TYP.
25 mph
LANCASTER STREET
300'
PROPOSED REINFORCED CONCRETE SIDEWALK
EXISTING CURB CUT TO REMAIN AND BE MODIFIED
EXISTING PARKING LOT TO REMAIN
PROPOSED SEAT WALL PER LA
CANOPY ABOVE, TYP.
RETAIL SPACE
SPRINKLER ROOM
RETAIL SPACE
27.32'
EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED PER DETAIL
LOBBY
MECHANICAL ROOM
56 CEDAR STREET
PROPOSED PROPERTY LINE, TYP.
CURB CUT TO BE CLOSED
TM 26-A-12
N/F JAMES W. HALL
SARAH MICHNIEWICZ
23909/341
EXISTING LIGHT POLE TO REMAIN, TYP.
BIKE STORAGE
MAIL/PACKAGES
10.18'
PROPOSED RETAINING WALL AND GUARDRAIL/FENCE PER STRUCTURAL ENGINEER
EX. RETAINING WALL TO REMAIN WITH MODIFICATIONS AS SHOWN
TM 26-A-11
N/F ROBERT HYDE
27470/68
MECHANICAL AND ELECTRICAL ROOM WITH FUTURE EV AND SOLAR PROVISIONS
SETBACK LINE, TYP.
COMMUNITY ROOM
STORAGE/ LAUNDRY
PR. LOCATION OF 9'X9' PADMOUNT TRANSFORMER
50 CEDAR STREET
EXISTING PARKING AND CURB CUT TO REMAIN
EXISTING HOME TO REMAIN
TM 26-A-8
N/F ALBERT
BRESETTE
7951/275
PROPOSED BUILDING:
89 ELM STREET
3 RETAIL UNITS
201 RESIDENTIAL UNITS
PROPOSED WOOD GUARDRAIL PER DETAIL
PR. PAVEMENT
N/F AMELIA A. LABRECK
37970/11
24'
89.51
2ND STORY
EX. STREET TREES TO REMAIN, TYP.
EXISTING GRANITE CURB ALONG ELM STREET TO REMAIN. IF DISTURBANCE OCCURS DURING CONSTRUCTION, RESET PER DETAIL
HALL COURT
12 PARKING STALLS TO BE STRIPED
EXISTING PARKING LOT TO REMAIN
TM 26-B-1
N/F ROBERT HYDE
27470/68
TM 26-B-2,3
N/F ALBERT
BRESETTE
CEDAR STREET (ONE-WAY)
25 MPH
46 CEDAR STREET
22'
PROPOSED DRIVEWAY AND MODIFIED CURB CUT
PR. STAIRS AND RAMP WITH RAILINGS
R15'
PROPOSED RESURFACED PARKING LOT
PROPOSED 22' WIDE ACCESS AND UTILITY EASEMENT
PR. LOCATION OF SOLID WASTE
6' SIDEWALK PER DETAIL
PR. MULCH AND SHRUBS
TM 26-B-14
N/F MARY LEE
BENNISON
27956/297
TM 33-H-16,17
N/F
DAVID B. NOWLIN
25148/336
PR. RETAINING WALL
RESIDENTIAL
3RD STORY
RETAIL SPACE
10.36'
14.78'
2.91'
0.33'
8.92'
100.00'
196 LANCASTER STREET LLC
39779/232
3 STORY CONCRETE
WBP COMMERCIAL LLC.
39779/227
38,301 S.F. ±
0.88 ACRES ±
ELM STREET (ONE-WAY)
SEAT WALL OR CURB AND DECORATIVE RAILING AT ELM STREET ENTRY, TYP. OF 3
EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED PER DETAIL
REFER TO LANDSCAPE ARCHITECTURE PLANS FOR PROPOSED PLANTING, TYP.
EXISTING OVERHEAD UTILITIES TO BE REROUTED, SEE SHEET C-20
EXISTING TREE TO BE REMOVED
OXFORD STREET (ONE-WAY)
EXISTING LIGHT POLE AND OVERHEAD WIRES TO BE REMOVED AND REROUTED
ABUTTER'S CURB CUT TO REMAIN
TEMP. CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL PLAN TO BE DEVELOPED BY CONTRACTOR AND SUBMITTED TO CITY PRIOR TO CONSTRUCTION
OXFORD STREET LLC
39779/241
3,674 S.F. ±
2-1/2 STORY WOOD FRAME
1 STORY BRICK

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CONCEPT	WHS	8/4/22
PRELIM SITE	SJL	2/13/23

DRAWING NAME: SITE PLAN
PROJECT NAME: 89 ELM STREET REDEVELOPMENT – PORTLAND
CLIENT: TOM WATSON & CO., LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL NOT BE USED FOR ANY PROJECT OTHER THAN THAT SPECIFICALLY INTENDED BY ACORN ENGINEERING, INC. ANY MODIFICATION OR REUSE OF THESE PLANS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
70 FORE RIVER PARKWAY, SUITE 104
PO BOX 3294 PORTLAND, ME 04104
(207) 775-2655

FILE: 1192.2_CIVIL
JN: 1192.2
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: DNM
CHECKED BY: WHS

STATE OF MAINE
SAMUEL J. LEBEL
10509
LICENSED PROFESSIONAL ENGINEER
2/13/23

DRAWING NO.
C-10

REFERENCES:

1. EXISTING CONDITIONS PROVIDED BY "TOPOGRAPHIC SURVEY BAYSIDE PARCELS LANCASTER, PREBLE, ELM, CEDAR, CHESTNUT AND OXFORD STREETS, PORTLAND, MAINE" PREPARED FOR BUSH WATSON DATED DECEMBER 6, 2022 BY OWEN HASKELL, INC.UTILITY INFORMATION OBTAINED FROM PORTLAND WATER DISTRICT MAPPING, UNITIL MAPPING, AND THE CITY OF PORTLAND GIS DATA CATALOG.
2. ADDITIONAL EXISTING INFORMATION FROM CAD FILE PROVIDED BY OWEN HASKELL, INC. OF "BOUNDARY & TOPOGRAPHIC SURVEY AT 117 PREBLE STREET, PORTLAND, MAINE" DATED SEPTEMBER 28, 2015.

SPACE AND BULK STANDARDS

ZONING DISTRICT	DOWNTOWN BUSINESS (B3)	MIXED DEVELOPMENT (B7)	RESIDENTIAL (R6)
MINIMUM LOT AREA	N/A	N/A	VARIES
MINIMUM STREET FRONTAGE	15 FT	N/A	20 FT
MAX FRONT YARD SETBACK	5 FT	10 FT	N/A
MINIMUM FRONT YARD SETBACK	N/A	N/A	5 FT
MINIMUM REAR YARD SETBACK	N/A	N/A	10 FT
MINIMUM SIDE YARD SETBACK	N/A	N/A	5 FT
LOT WIDTH	N/A	N/A	20 FT
MINIMUM LENGTH OF BUILDING WALL AT MAX SETBACK	N/A	75% OF STREET FRONTAGE OR 25% OF BUILDING PERIMETER	N/A
LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT, EXCEPT 15 FT WITH PAD OVERLAY	N/A	N/A
FLOOR AREA	NONE, EXCEPT 15,000 SF FOR EACH FLOOR ABOVE 125 FT		
MAXIMUM BUILDING HEIGHT	PER DOWNTOWN AND BAYSIDE OVERLAY MAPS	PER BAYSIDE OVERLAY MAP	45 FT
LOT COVERAGE (MAX)	N/A*	N/A	60%
LANDSCAPED OPEN SPACE RATIO	N/A	N/A	20%
*MAX 25% OF LOT AREA FOR PORTIONS OF STRUCTURES EXCEEDING 125 FEET IN HEIGHT			

LEGEND:

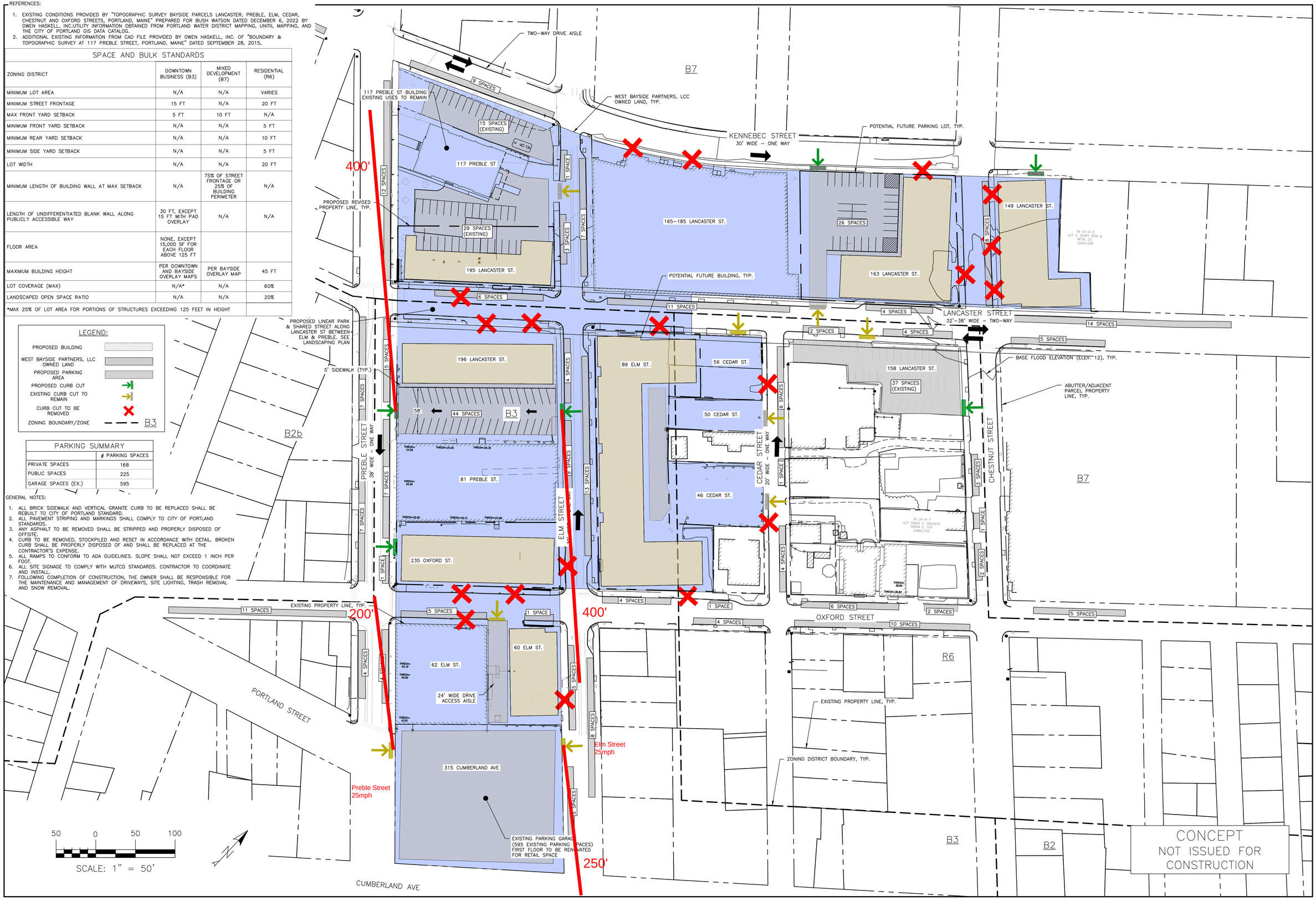
- PROPOSED BUILDING
- WEST BAYSIDE PARTNERS, LLC OWNED LAND
- PROPOSED PARKING AREA
- PROPOSED CURB CUT
- EXISTING CURB CUT TO REMAIN
- CURB CUT TO BE REMOVED
- ZONING BOUNDARY/ZONE — B3

PARKING SUMMARY

	# PARKING SPACES
PRIVATE SPACES	168
PUBLIC SPACES	225
GARAGE SPACES (EX.)	595

GENERAL NOTES:

1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.



ISSUED FOR	BY	DATE
MASTER DEVELOPMENT PLAN	WHS	12/23/22
TMP	WHS	2/2/23

DRAWING NAME: MASTER SITE PLAN

PROJECT NAME: WEST BAYSIDE MASTER DEVELOPMENT PLAN

CLIENT: WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
PO BOX 3427 PORTLAND, ME 04104
(207) 775-2655

FILE: 1093.13_CIVIL
JN: 1093.13
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: ZMS
CHECKED BY: WHS

STATE OF MAINE
WILLIAM H. SAVAGE
11419
2/2/2023
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

ALL PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE TO THESE PLANS, WHETHER INTENTIONAL OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

4

Section 4: Title, Right, or Interest

4.A Evidence of Title, Right, or Interest

The proposed development is located on properties owned by the Applicant and identified as the following:

- 60 Elm Street – 033 M012001
- 89 Elm Street – 033 H018, H005, H006, H007
- 196 Lancaster Street – 033 G003, G006
- 315 Cumberland Avenue (Garage) – 033 M004001

Attached are copies of the deeds associated with the property.

Attachment 4

Deeds

Evidence of Right, Title and Interest

See attached deeds showing ownership for the proposed development parcels.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **73 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By_____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

Doc#: 51977 Bk:39779 Pg: 235

Received
Recorded Register of Deeds
Oct 13,2022 02:29:58P
Cumberland County
Jessica M. Spaulding

EXHIBIT A
(Legal Description, Parcel to 73 Elm Street LLC)

A CERTAIN LOT OR PARCEL OF LAND WITH THE IMPROVEMENTS THEREON SITUATED ON THE NORTHEASTERLY SIDELINE OF ELM STREET AND THE NORTHWESTERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE II, LLC" MADE FOR RECORD OWNER BAYSIDE II, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY SIDELINE OF OXFORD STREET AND THE NORTHEASTERLY SIDELINE OF ELM STREET;

THENCE, N 43° 45' 13" W ALONG SAID SIDELINE OF SAID ELM STREET 111.92 FEET; THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

N 46° 08' 15" E A DISTANCE OF 90.10 FEET;

S 43° 54' 25" E A DISTANCE OF 31.26 FEET;

N 49° 53' 31" E A DISTANCE OF 55.81 FEET TO THE WESTERLY CORNER OF LAND NOW OR FORMERLY OF DAVID B. NOWLIN AS DESCRIBED IN DEED BOOK 25148, PAGE 336;

THENCE, S 42° 36' 35" E ALONG THE LAND OF SAID NOWLIN 83.34 FEET TO THE NORTHWESTERLY SIDELINE OF SAID OXFORD STREET;

THENCE, S 48° 38' 53" W ALONG THE SIDELINE OF OXFORD STREET 144.34 FEET TO THE POINT OF BEGINNING, CONTAINING 14,879 S.F. OR 0.34 ACRES. MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **89 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 2)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON SITUATED ON THE NORTHEASTERLY SIDELINE OF ELM STREET, THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST AND THE SOUTHWESTERLY SIDELINE OF CEDAR STREET AND IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AS SHOWN ON A PLAN TITLED "LAND DIVISION PLAN BAYSIDE II, LLC" MADE FOR RECORD OWNER BAYSIDE II, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST AND THE NORTHEASTERLY SIDELINE OF ELM STREET;

THENCE, N 49° 39' 27" E ALONG SAID SIDELINE OF LANCASTER STREET EAST 210.57 FEET TO THE SOUTHWESTERLY SIDELINE OF CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG SAID SIDELINE OF CEDAR STREET 40.00 FEET TO THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF BAYSIDE IV, LLC AS DESCRIBED IN DEED BOOK 35293, PAGE 78;

THENCE, THE FOLLOWING COURSES AND DISTANCES ALONG SAID BAYSIDE IV, LLC LAND:

S 49° 39' 26" W A DISTANCE OF 117.00 FEET;

S 42° 13' 00" E A DISTANCE OF 39.96 FEET;

N 49° 39' 26" E A DISTANCE OF 117.89 FEET TO THE SOUTHWESTERLY SIDELINE OF SAID CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG THE SIDELINE OF CEDAR STREET 39.34 FEET TO THE NORTHERLY CORNER OF LAND NOW OR FORMERLY OF AMELIA A. LABRECK AS DESCRIBED IN DEED BOOK 37970, PAGE 11;

THENCE, BY THE FOLLOWING COURSES AND DISTANCES ALONG SAID LABRECK LAND:

S 48° 42' 12" W A DISTANCE OF 118.73 FEET;
S 42° 13' 00" E A DISTANCE OF 40.00 FEET;

N 48° 41' 30" E A DISTANCE OF 119.62 FEET TO THE SIDELINE OF SAID CEDAR STREET;

THENCE, S 43° 29' 51" E ALONG THE SIDELINE OF CEDAR STREET 80.62 FEET TO THE NORTHERLY CORNER OF LAND NOW OR FORMERLY OF DAVID B. NOWLIN AS DESCRIBED IN DEED BOOK 25148, PAGE 336;

THENCE, S 48° 41' 30" W ALONG SAID NOWLIN LAND 63.30 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

S 49°53'31" W A DISTANCE OF 55.81 FEET;

N 43°54'25" W A DISTANCE OF 31.26 FEET;

S 46°08'15" W A DISTANCE OF 90.10 FEET TO THE NORTHEASTERLY SIDELINE OF SAID ELM STREET;

THENCE, N 43°45'13" W ALONG THE SIDELINE OF ELM STREET 215.15 FEET TO THE POINT OF BEGINNING, CONTAINING 38,462 S.F. OR 0.88 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

Received
Recorded Register of Deeds
Oct 13,2022 02:30:55P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE III, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **197 OXFORD STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside III, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE III, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside III, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, CHESTNUT STREET, ELM STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE III, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY Of DEEDS IN PLAN BOOK 200, PAGE 42 (THE "PLAN'), BOUNDED AND DESCRIBED AS FOLLOWS:

THENCE S 48° 37' 47" W ALONG THE SIDELINE OF OXFORD STREET 167.19 FEET;

THENCE N 43° 29' 51" W 67.00 FEET;

THENCE N 48° 37' 47" E 35.54 FEET;

THENCE N 00° 14' 40" E 2.72 FEET;

THENCE N 52° 33' 00" E 18.73 FEET;

THENCE N 41° 16' 13" W 3.10 FEET;

THENCE N 49° 06' 44" E 109.65 FEET TO THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E 70.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE PREMISES CONVEYED TO BAYSIDE III, LLC BY QUITCLAIM DEED FROM OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 193.

Received
Recorded Register of Deeds
Oct 13,2022 02:32:29P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **89 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 5- 50 Cedar Street)

A CERTAIN LOT OR PARCEL OF LAND WITH ALL THE BUILDINGS THEREON, SITUATED ON THE SOUTHWESTERLY SIDE OF CEDAR STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A STAKE ON THE LINE OF SAID STREET DISTANT TWO HUNDRED FORTY-FOUR AND FOUR TENTHS (244.4) FEET NORTHWESTERLY FROM OXFORD STREET AT THE NORTHERLY CORNER OF LAND SOLD BY THE ADMINISTRATOR OF WILLIAM WEBB'S ESTATE TO JOSIAH M. HASKELL AND RUNNING THENCE NORTHWESTERLY BY SAID CEDAR STREET FORTY (40) FEET TO A STAKE;

THENCE SOUTHWESTERLY ON A LINE PARALLEL WITH THE NORTHWESTERLY SIDE OF SAID HASKELL'S LAND ONE HUNDRED SEVENTEEN (117) FEET, MORE OR LESS, TO THE SOUTHWESTERLY SIDELINE OF LAND OF WHICH THE SAID WEBB DIED SEIZED;

THENCE SOUTHEASTERLY BY SAID SOUTHWESTERLY SIDELINE OF SAID WEBB'S LAND TO MOST WESTERLY CORNER OF SAID HASKELL'S LOT;

THENCE NORTHEASTERLY BY SAID HASKELL'S LAND ONE HUNDRED SEVENTEEN (117) FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

BEING THE SAME PREMISES CONVEYED BY DEED DATED NOVEMBER 16, 2018 FROM 50 CEDAR STREET, LLC, TO BAYSIDE IV, LLC, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35293, PAGE 77, AND BY DEED RECORDED IN SAID REGISTRY AT BOOK 35293, PAGE 78.

Received
Recorded Register of Deeds
Oct 13,2022 02:35:36P
Cumberland County
Jessica M. Spaulding

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **149 LANCASTER STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

MAINE REAL ESTATE TAX PAID

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN LOT OR PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF LANCASTER STREET AND THE NORTHEASTERLY SIDE OF CHESTNUT STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY SIDE OF SAID CHESTNUT STREET AND THE NORTHWESTERLY SIDE OF LANCASTER STREET;

THENCE BY THE NORTHEASTERLY SIDE OF CHESTNUT STREET N 44° 38' 26" W, A DISTANCE OF 165.33 FEET, TO THE SOUTHEASTERLY SIDE OF KENNEBEC STREET;

THENCE BY THE SOUTHEASTERLY SIDE OF SAID KENNEBEC STREET N 49° 02' 07' E, A DISTANCE OF 84.95 FEET, TO THE NORTHWESTERLY CORNER OF LAND CONVEYED TO E. PERRY IRON AND METAL CO. AS DESCRIBED IN THE DEED RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 12604 PAGE 268;

THENCE BY LAND NOW OR FORMERLY OF SAID E. PERRY IRON AND METAL CO. ON THE FOLLOWING COURSES:

S 40° 57' 53" E, A DISTANCE OF 117.11 FEET;
N 49° 02' 47" E, A DISTANCE OF 40.11 FEET;
S 43° 43' 01" E, A DISTANCE OF 47.93 FEET, TO THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET;

THENCE BY THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET S 49° 02' 07" W, A DISTANCE OF 116.76 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:34:34P
Cumberland County
Jessica M. Spaulding

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **197 OXFORD STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

MAINE REAL ESTATE TAX PAID

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By_____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 4)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE NORTHWESTERLY SIDE OF OXFORD STREET, AND THE NORTHEASTERLY SIDE OF CEDAR STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND STATE OF MAINE AND SHOWN AS PARCEL 4 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL. INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY SIDELINE OF OXFORD STREET AND THE NORTHEASTERLY SIDELINE OF CEDAR STREET;

THENCE N 43° 29' 51" W ALONG THE SIDELINE OF CEDAR STREET 64.50 FEET;
THENCE N 48° 37' 47" E 57.00 FEET;
THENCE S 43° 29' 51" E 64.50 FEET TO THE NORTHWESTERLY SIDELINE OF OXFORD STREET;
THENCE S 48° 37' 47" W ALONG SAID SIDELINE 57.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 4 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

EXHIBIT A
(Legal Description, Parcel 3)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON. SITUATED ON THE SOUTHWESTERLY SIDE OF CHESTNUT STREET AND THE SOUTHEASTERLY SIDE OF HALL'S COURT, SO CALLED, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 3 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET AND THE SOUTHEASTERLY SIDELINE OF HALL'S COURT;

THENCE S 44° 38' 26" E ALONG THE SIDELINE OF CHESTNUT STREET 78.04 FEET;
THENCE S 49° 06' 44" W 108.67 FEET;
THENCE S 43° 14' 05" E 39.95 FEET;
THENCE S 41°16' 13" E 3.10 FEET;
THENCE S 52° 33' 00" W 18.73 FEET;
THENCE S 00°14' 40" W 2.72 FEET;
THENCE S 48° 37' 47" W 35.54 FEET;
THENCE N 43° 29' 51" W 33.00 FEET;
THENCE S 48° 37' 47" W 57.00 FEET TO THE NORTHEASTERLY SIDELINE OF CEDAR STREET;
THENCE N 43° 29' 51" W ALONG SAID SIDELINE 23.00 FEET;
THENCE N 48°37' 47" E 113.42 FEET;
THENCE N 43° 14' 05' W 58.51 FEET TO THE SOUTHEASTERLY SIDELINE OF HALL'S COURT;
THENCE ALONG SAID SIDELINE THE FOLLOWING COURSES AND DISTANCES:
N 33° 50' 09" E 19.40 FEET;
N 42° 14' 19" E 19.88 FEET;
N 49° 19' 48" E 68.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 3 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:33:19P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **60 ELM STREET LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE I, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, 60 Elm Street)

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY SIDE OF ELM STREET AND SOUTHERLY SIDE OF OXFORD STREET, THENCE, S 43° 40' 43" E ALONG THE WESTERLY SIDELINE OF ELM STREET A DISTANCE OF 122.92 FEET TO LAND NOW OR FORMERLY OF NORTHEAST INVESTORS, LLC (aka NORTHEAST INVESTORS (MAINE), LLC) AS DESCRIBED IN DEED BOOK 32422, PAGE 197;

THENCE, S 47° 21' 26" W ALONG LAND OF SAID NORTHEAST INVESTORS, LLC A DISTANCE OF 93.70 FEET;

THENCE, N 43° 08' 59" W BY THE NORTHERLY FACE OF THE EXISTING BRICK BUILDING A DISTANCE OF 124.83 FEET TO THE SOUTHERLY SIDELINE OF SAID OXFORD STREET;

THENCE N 48° 33' 13" E ALONG THE SIDELINE OF OXFORD STREET A DISTANCE OF 92.61 FEET TO THE POINT OF BEGINNING, CONTAINING 11,535 S.F. OR 0.26 ACRES, MORE OR LESS.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

Received
Recorded Register of Deeds
Oct 13,2022 02:25:54P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **196 LANCASTER STREET LLC** a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

_____

BAYSIDE I, LLC

By _____

Thomas A. Toye, III

Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____

Attorney at Law/~~Notary Public~~

_____

Printed Name Jason G. Howe, Esq.
Bar No. 0004860

Doc#: 51976 Bk:39779 Pg: 233

Received
Recorded Register of Deeds
Oct 13,2022 02:28:31P
Cumberland County
Jessica M. Spaulding

EXHIBIT A
(Legal Description, 196 Lancaster Street East)

A CERTAIN PARCEL OF LAND WITH THE BUILDINGS THEREON SITUATED ON SOUTHEASTERLY SIDE OF LANCASTER STREET EAST, THE SOUTHWESTERLY SIDE OF ELM STREET AND THE NORTHEASTERLY SIDE OF PREBLE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE Of MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE I, LLC' MADE FOR RECORD OWNER BAYSIDE I, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY SIDELINE OF PREBLE STREET AND THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET EAST;

THENCE, N 49° 39' 27" E ALONG THE SIDELINE OF SAID LANCASTER STREET EAST 199.65 FEET TO THE SOUTHWESTERLY SIDELINE OF ELM STREET;

THENCE, S 43° 45' 13" E ALONG THE SIDELINE OF SAID ELM STREET 134.76 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

S 47° 34' 12" W A DISTANCE OF 93.02 FEET;

S 44° 45' 38" E A DISTANCE OF 7.27 FEET;

S 47° 31' 17" W A DISTANCE OF 109.53 FEET TO THE NORTHEASTERLY SIDELINE Of SAID PREBLE STREET;

THENCE, N 42° 34' 18" W ALONG THE SIDELINE OF PREBLE STREET 149.36 FEET TO THE POINT OF BEGINNING, CONTAINING 28,591 S.F. OR 0.66 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE I, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101,with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside I, LLC has caused this instrument to be executed by Thomas A Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

_____

BAYSIDE I, LLC

By _____

Thomas A. Toye, III

Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside I, LLC.

_____

Attorney at Law/Notary Public

_____

Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, 190 Lancaster Street East)

A CERTAIN PARCEL OF LAND WITH THE BUILDINGS THEREON SITUATED ON THE SOUTHWESTERLY SIDE OF ELM STREET, THE NORTHWESTERLY SIDE OF OXFORD STREET AND THE NORTHEASTERLY SIDE PREBLE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AS SHOWN PLAN TITLED "LAND DIVISION PLAN BAYSIDE I, LLC" MADE FOR RECORD OWNER BAYSIDE I, LLC BY OWEN HASKELL, INC. DATED SEPTEMBER 14, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY SIDELINE OF PREBLE STREET AND THE NORTHWESTERLY SIDELINE OF OXFORD STREET;

THENCE, N 42°34'18" W ALONG THE SIDELINE OF SAID PREBLE STREET 182.30 FEET;

THENCE THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR:

N 47° 31' 17" E A DISTANCE OF 109.53 FEET;

N 44° 45' 38" W A DISTANCE OF 7.27 FEET;

N 47° 34' 12" E A DISTANCE OF 93.02 FEET TO THE SOUTHWESTERLY SIDELINE OF ELM STREET;

THENCE, S 43° 45' 13" E ALONG THE SIDELINE OF SAID ELM STREET 193.26 FEET TO THE NORTHWESTERLY SIDELINE OF SAID OXFORD STREET;

THENCE, S 48° 33' 13" W ALONG THE SIDELINE OF OXFORD STREET 206.30 FEET TO THE POINT OF BEGINNING. CONTAINING 38,301 S.F. OR 0.88 ACRES, MORE OR LESS.

BEARINGS ARE REFERENCED TO CITY GRID.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

EXHIBIT A
(Legal Description 62 Elm Street)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE BUILDINGS THEREON, SITUATED ON THE EASTERLY SIDE OF PREBLE STREET AND SOUTHERLY SIDE OF OXFORD STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY SIDE OF PREBLE STREET AND SOUTHERLY SIDE OF OXFORD STREET, THENCE N 48° 33' 13" E ALONG THE SOUTHERLY SIDE OF OXFORD STREET A DISTANCE OF 114.66 FEET;

THENCE, S 43° 08' 59" E BY THE NORTHERLY FACE OF THE EXISTING BRICK BUILDING A DISTANCE OF 124.83 FEET TO LAND NOW OR FORMERLY OF NORTHERN INVESTORS LLC AS DESCRIBED IN DEED BOOK 32422, PAGE 197;

THENCE, S 47° 21' 26" W ALONG LAND OF SAID NORTHERN INVESTORS LLC AND BY THE FACE OF THE SAID BRICK BUILDING A DISTANCE OF 115.91 FEET TO THE EASTERLY SIDELINE OF SAID PREBLE STREET;

THENCE, N 42° 34' 00" W ALONG THE SIDELINE OF PREBLE STREET A DISTANCE OF 127.22 FEET TO THE POINT OF BEGINNING, CONTAINING 14,526 S.F. OR 0.33 ACRES, MORE OR LESS.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING A PORTION OF THE LAND DESCRIBED AS PARCEL 1 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE I, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 91.

Received
Recorded Register of Deeds
Oct 13,2022 02:23:43P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE II, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside II, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE II, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside II, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 1)

A CERTAIN LOT OR PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON, SITUATED IN THE BLOCK BOUNDED BY ELM, KENNEBEC, CHESTNUT AND LANCASTER STREETS, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE AND SHOWN AS PARCEL 1 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION MARKING THE NORTHWESTERLY SIDE OF LANCASTER STREET AND THE NORTHEASTERLY SIDE OF ELM STREET;

THENCE, BY THE NORTHEASTERLY SIDE OF ELM STREET N 43° 46' 33" W, A DISTANCE OF 158.86' TO AN ANGLE IN SAID STREET;

THENCE, N 40° 53' 33" W, A DISTANCE OF 31.49' TO THE SOUTHEASTERLY SIDE OF KENNEBEC STREET, MARKING A NON-TANGENT POINT ON A CURVE, IN SAID STREET;

THENCE, NORTHEASTERLY BY THE SOUTHEASTERLY SIDE OF SAID KENNEBEC STREET AND BY A CURVE TO THE LEFT WHOSE RADIUS IS 695.00', AN ARC DISTANCE OF 210.01', TO A POINT OF TANGENCY;

THENCE CONTINUING BY SAID KENNEBEC STREET N 48° 56' 54' E, A DISTANCE OF 251.30', TO THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET;

THENCE BY THE SOUTHWESTERLY SIDE OF SAID CHESTNUT STREET S 44° 38' 26" E, A DISTANCE OF 164.71' TO THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET;

THENCE BY THE NORTHWESTERLY SIDE OF SAID LANCASTER STREET S 49° 39' 27" W, A DISTANCE OF 461.02', TO THE POINT OF BEGINNING.

THE PROPERTY IS SUBJECT TO A NOTICE OF ABANDONED UNDERGROUND OIL STORAGE FACIUTY OR TANK NOTICE, DATED APRIL 6, 2011 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 28629, PAGE 238.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 1 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM

DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

EXHIBIT A
(Legal Description, Parcel 3)

A CERTAIN PARCEL OF LAND, WITH THE OF IMPROVEMENTS THEREON SITUATED ON THE SOUTHEASTERLY SIDE OF LANCASTER STREET, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 3 ON ALTA/ACSM LAND TITLE SURVEY ON KENNEBEC STREET, LANCASTER STREET EAST, ELM STREET, CEDAR STREET AND OXFORD STREET, PORTLAND, MAINE MADE FOR BAYSIDE II, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 41 (THE PLAN), BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET AND THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E ALONG THE SIDELINE OF CHESTNUT STREET 88.08 FEET;
THENCE S 49° 39' 27" W 107.40;
THENCE N 45° 57' 49" W 3.67 FEET;
THENCE S 31° 29' 21" W 4.67 FEET;
THENCE N 43° 29' 51" W 23.77 FEET;
THENCE S 49° 39' 27" W 35.69 FEET;
THENCE N 43° 29' 51" W 28.00 FEET;
THENCE S 49° 39' 27" W 72.00 FEET TO THE NORTHEASTERLY SIDELINE OF CEDAR STREET;
THENCE N 43° 29' 51" W ALONG SAID SIDELINE 34.00 FEET TO THE SOUTHEASTERLY SIDELINE OF LANCASTER STREET;
THENCE N 49° 39' 27" E ALONG SAID SIDELINE 218.00 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE SAME LAND DESCRIBED AS PARCEL 3 CONVEYED TO BAYSIDE II, LLC BY QUITCLAIM DEED OF OCTOBER CORPORATION, DATED JANUARY 26, 2000 AND RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 15298, PAGE 144.

Received
Recorded Register of Deeds
Oct 13,2022 02:22:36P
Cumberland County
Jessica M. Spaulding

MAINE REAL ESTATE TAX PAID

DLN:_____

QUITCLAIM DEED WITH COVENANT

Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **BAYSIDE IV, LLC,** a Maine limited liability with a principal place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WBP COMMERCIAL LLC**, a Maine limited liability company with an address of 82 Hanover Street, Portland, Maine 04101, with **QUITCLAIM COVENANT**, the land, together with any buildings and improvements thereon, in Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said Bayside IV, LLC has caused this instrument to be executed by Thomas A. Toye, III, its Sole Member thereunto duly authorized as of this 12th day of October, 2022.

WITNESS:

BAYSIDE IV, LLC

By _____
Thomas A. Toye, III
Its: Sole Member

STATE OF MAINE
COUNTY OF CUMBERLAND

October 12, 2022

Then personally appeared the above named Thomas A. Toye, III, Sole Member as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Bayside IV, LLC.

_____
Attorney at Law/Notary Public

_____
Printed Name

Jason G. Howe, Esq.
Bar No. 0004860

EXHIBIT A
(Legal Description, Parcel 2)

A CERTAIN PARCEL OF LAND, TOGETHER WITH THE IMPROVEMENTS THEREON, SITUATED ON THE SOUTHWESTERLY SIDE OF CHESTNUT STREET AND THE NORTHWESTERLY SIDE OF HALL'S COURT, SO CALLED, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE AND SHOWN AS PARCEL 2 ON ALTA/ACSM LAND TITLE SURVEY ON CEDAR STREET, LANCASTER STREET EAST, CHESTNUT STREET AND OXFORD STREET, PORTLAND, MAINE FOR BAYSIDE IV, LLC BY OWEN HASKELL, INC., DATED JANUARY 24, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 200, PAGE 43 (THE PLAN), BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET AND THE NORTHWESTERLY SIDELINE OF HALL'S COURT;

THENCE S 49° 19' 48" W ALONG THE SIDELINE OF HALL'S COURT 112.65 FEET;

THENCE N 43° 29' 51" W 31.09 FEET;

THENCE N 49° 39' 27" E 112.08 FEET TO THE SOUTHWESTERLY SIDELINE OF CHESTNUT STREET;

THENCE S 44° 38' 26" E 30.48 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO CONVEY AND HEREBY CONVEYING THE LAND DESCRIBED AS PARCEL 2 IN DEED FROM OCTOBER CORPORATION TO BAYSIDE IV, LLC DATED JANUARY 26, 2000 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15298, PAGE 242.

Received
Recorded Register of Deeds
Oct 13,2022 02:21:12P
Cumberland County
Jessica M. Spaulding

5

Section 5: Public or Private Right-of-Way

5.A Public or Private Rights–of–Way

The site is proposed to be accessed as described in Section 3. No additional public or private rights of way are proposed.

6

Section 6: Schedule

6.A Schedule

Phases 1 and 2 are anticipated to be constructed by 2025. The proposed uses are anticipated to be fully occupied in 2026.

ACORN ENGINEERING, INC.

Dear Neighbor: February 10th, 2023

On behalf of West Bayside Partners, LLC and Port Property, we are pleased to invite you to a neighborhood meeting to discuss Port Property's 10-year Master Development Plan for the proposed redevelopment of the West Bayside area. A Master Development Plan is an optional planning tool that can be used to outline large, multi-phase projects in the early stages. The 10-year plan includes five phases of development that, taken together, include the construction of seven new buildings, 200+ affordable housing units, 600+ market-rate units, and 28,500 square feet of new commercial space. Along with this new construction, the plan also outlines the retention and renovation of existing commercial and institutional buildings, as well as the retrofitting of the Public Market parking garage with infill retail and amenity uses.

A key feature of the development plan is the prioritization of pedestrian networks and connectivity within the surrounding neighborhood. Port Property aims to optimize streetscapes for walkability with widened sidewalks, enhanced lighting, and additional landscaping.

Meeting Location: 190 Lancaster Street, Portland, ME 04101
Meeting Date/Time: Tuesday, February 21, 2023 at 5:30 p.m.

A sign-in sheet will be circulated and a record of the meeting will be taken. Both the sign-in sheet and record will be submitted to the Planning Board. If you have any questions, please call (207) 775-2655.

Note: Under the City of Portland land use code, an applicant for a major site plan, master development plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting within 30 days of an application being deemed complete and no less than seven calendar days before a public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101.

ACORN ENGINEERING, INC.

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

February 22, 2023

Subject: West Bayside Master Development Plan Neighborhood Meeting

I, Mike Triglione, hereby certify that a neighborhood meeting was held on February 21, 2023 at 190 Lancaster Street at 5:30 pm.

I also certify that on February 10, 2023, 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.

2. Residents on the "interested parties" list.

Sincerely,

Mike Triglione, P.E.
Project Engineer
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

Sign-in Sheet

Name	Email
Holly Picotte	hpicotte@gmail.com
Jenepher Cliffe	jeni.cliffe@gmail.com
Patrick-Thernault	patrick@thernault@gmail.com
Sophie Hamblett	Sophie.c.hamblett@gmail.com
Jay York	jay@jayyork.biz
Kristin Ricciardone	kristin.ricciardone@opportunityalliance.org
Michelle Hensen	michelle.hansen@opportunityalliance.org
Jim Hall	MTJIMHALL@GMAIL.COM
Andrew Rosenstein	andrew718@mac.com
Heidi Souerwine	heidisouerwine@gmail.com

Sign-in Sheet

Name	Email
Carol Hutchins	hutchinscarol54@gmail.com
Jed Nitzberg	jednitzberg2gmail.com
PAT PINTO	alwaysgaboomer@gmail.com
ANNETTE ELOWITCH	annette.elowitch@gmail.com
Alec Jaegerman	alecjaegerman@gmail.com
Deborah Fell	dffell@yahoo.com
Tex Haeuser	tex@haeuserplanning.com
Taylor Gray	tgray@preblestreet.org
Homeless Voices for Justice	hvj@preblestreet.org
Cheryl Harkins (HVJ, Ha4ALL, Statewide Homeless Council, Me CoC	cherylharkins5@gmail.com
Amy Geren	amy.m.geren@gmail.com
Scott McMullin + Shirley Navarro	mcmullin.scott@gmail.com sknavarro@gmail
DAVID NOWLIN	ARCHC3@GMAIL.COM
Christine Nickerson	ChrisLNick@gmail.com
SARAH MICHNIEWICZ	SARAHMICHNIEWICZ@MAC.COM

Sign-in Sheet

Name	Email
Madeleine Weatherhead	mweather@protonmail.com
Stacy Begin	sbegin@twofatcatsbakery.com
Christine Arsenault ☆	carsenault3@gmail.com
Ned Payne	NedPayne@gmail.com
Colette Bouchard	colette.bouchard@goodwillnne.org
Carrie Swarthout	carrie.swarthout@opportunityalliance.org
Sarah Hansen	shansen@portlandlandmarks.org
Alex Landry	alex@citymouse.us
Susan McCluskey	smccluskey@maine.rr.com

Sign-in Sheet

Name	Email
Peter Markoe	pjmarkoe@gmail.com
Sam Rhys	portlandgm@batsonriver.com
James King	jfk1757@gmail.com
Klayton Brewer	Klaytonbrewer@Gmail.com
Hilda Taylor	hilda@urbancatsitters.com
George Rheault	george.rheault@gmail.com
Jim Devine	JamesWDevine@yahoo.com
Avery Yale Kamila	avery.kamila@gmail.com
Bruce Daigle	bdaigle@smcme.edu

West Bayside Development Vision

Vision for Lancaster Street, as seen from Preble Street.

Tom Watson & Co. PORT PROPERTY Stantec ACORN ENGINEERING, INC vhb

Master Development Plan Process

Anticipated Timeline:

- Application Submission – December 23, 2022
- Neighborhood Meeting – February 21, 2023
- 1st Planning Board Workshop – March 14, 2023
- 2nd Planning Board Workshop – TBD
- Planning Board Public Hearing - TBD

City of Portland Planner: Zach Powell (zpowell@portlandmaine.gov)

Introduction

In keeping with Portland's goals, Bayside will foster a community that is:

Bayside will source inspiration from other walkable, mixed-use community spaces. This image is from the recently completed The Landing, in Fort Wayne, IN.

The Development will:

- Establish the Lancaster corridor as Bayside's "Main Street," lined with retail, food and beverage, and other amenities from Parris Street to Whole Foods.
- Introduce 800+ total and 200+ affordable new rental homes for the Portland community to accommodate the City's growing need for mixed-income housing.
- Create a signature public space between Preble and Elm where the neighborhood can come together.
- Convert numerous surface parking lots into vibrant new developments.
- Retain social services and other established community organizations in refurbished historic buildings.
- Consolidate parking at the Public Market garage to manage traffic, promote pedestrian access, and strengthen the connection between Bayside and downtown Portland.
- Source inspiration from cities that have successfully followed a similar path, prioritizing pedestrian access, mixed-use community spaces, and sustainable initiatives.
- Promote a thoughtful development process that helps Portland achieve its Comprehensive Plan goals and addresses affordability, accessibility, connectivity, and climate resiliency.

Translating Portland's plan into a diverse neighborhood that celebrates shared community

Build a neighborhood heart for the entire community

Develop a Main Street and public realm that reflects what makes Bayside special.

Create places that connect people

Promote walkable connections across Bayside and to the surrounding city.

Establish a genuine common ground

Introduce an inclusive, accessible place where the community can come together.

Foster real walkability

Develop a critical mass of density and mix of uses that invite pedestrians.

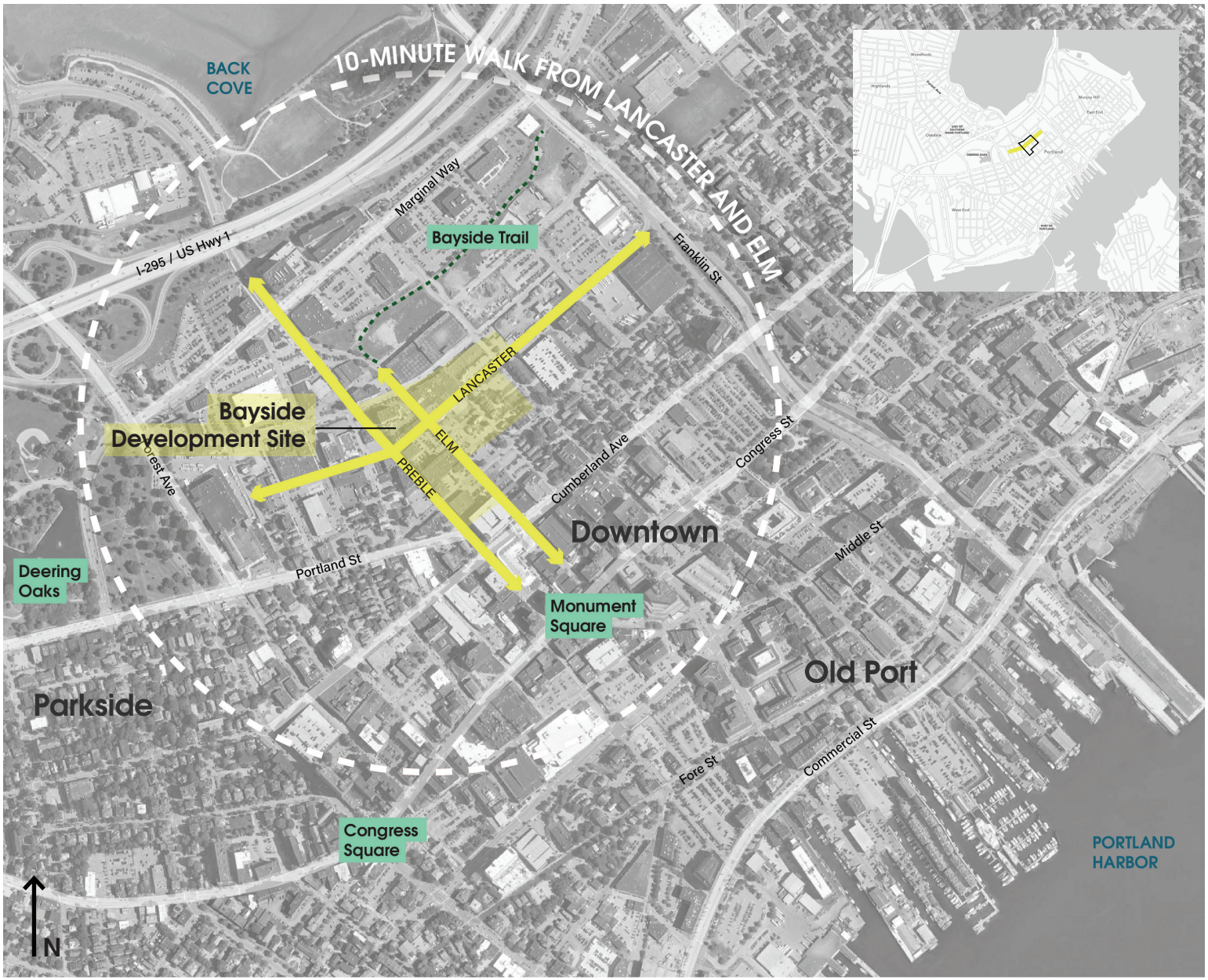
Celebrate living culture and local heritage

Reinforce the neighborhood's diverse architectural character and community values.

Curate the street

Integrate food/beverage and other neighborhood amenities that bring the streets to life.

A Centrally Located Portland Neighborhood

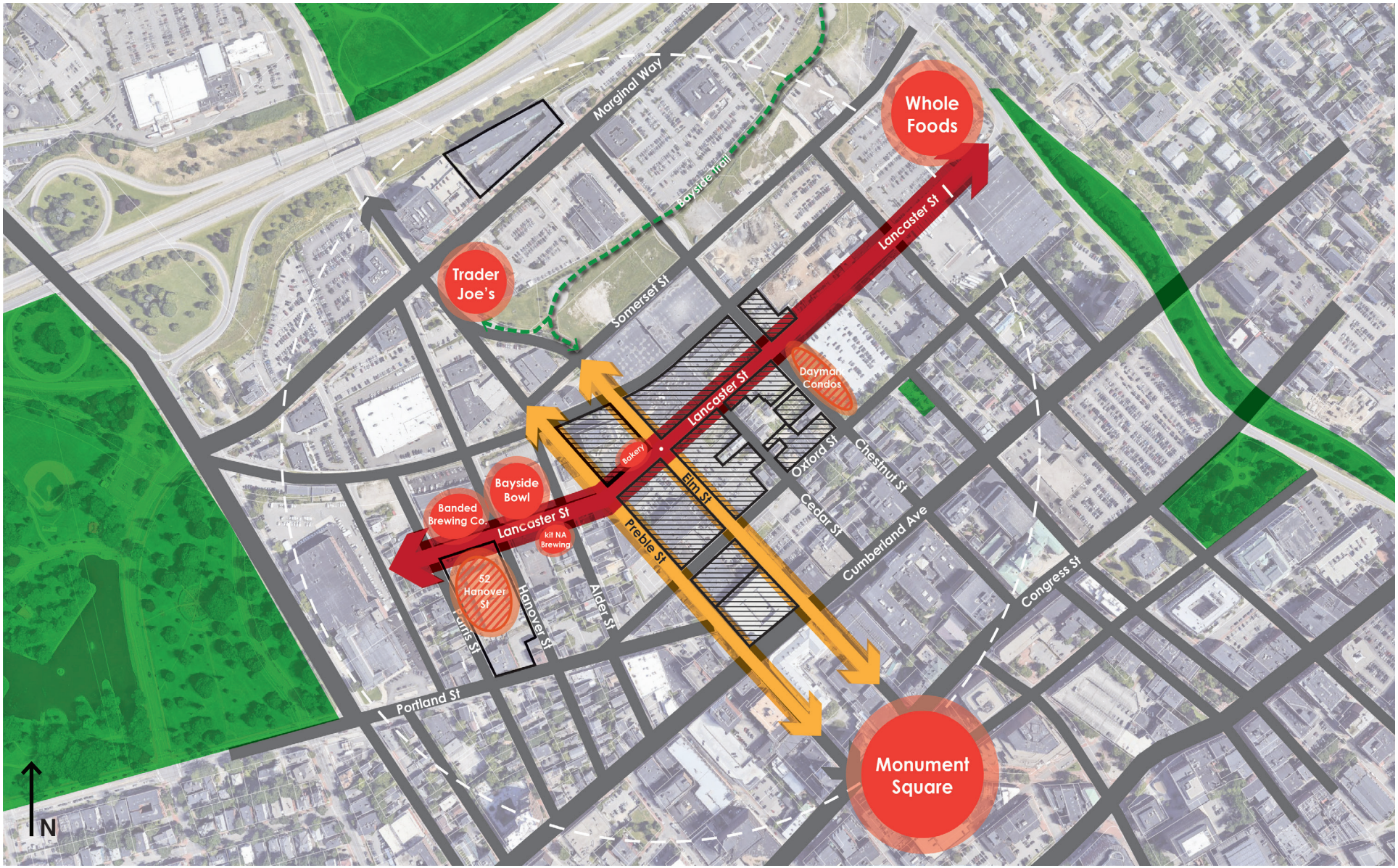


The Bayside neighborhood is situated near Portland's scenic Back Cove and the historic Deering Oaks Park area, all while being minutes away from Downtown.

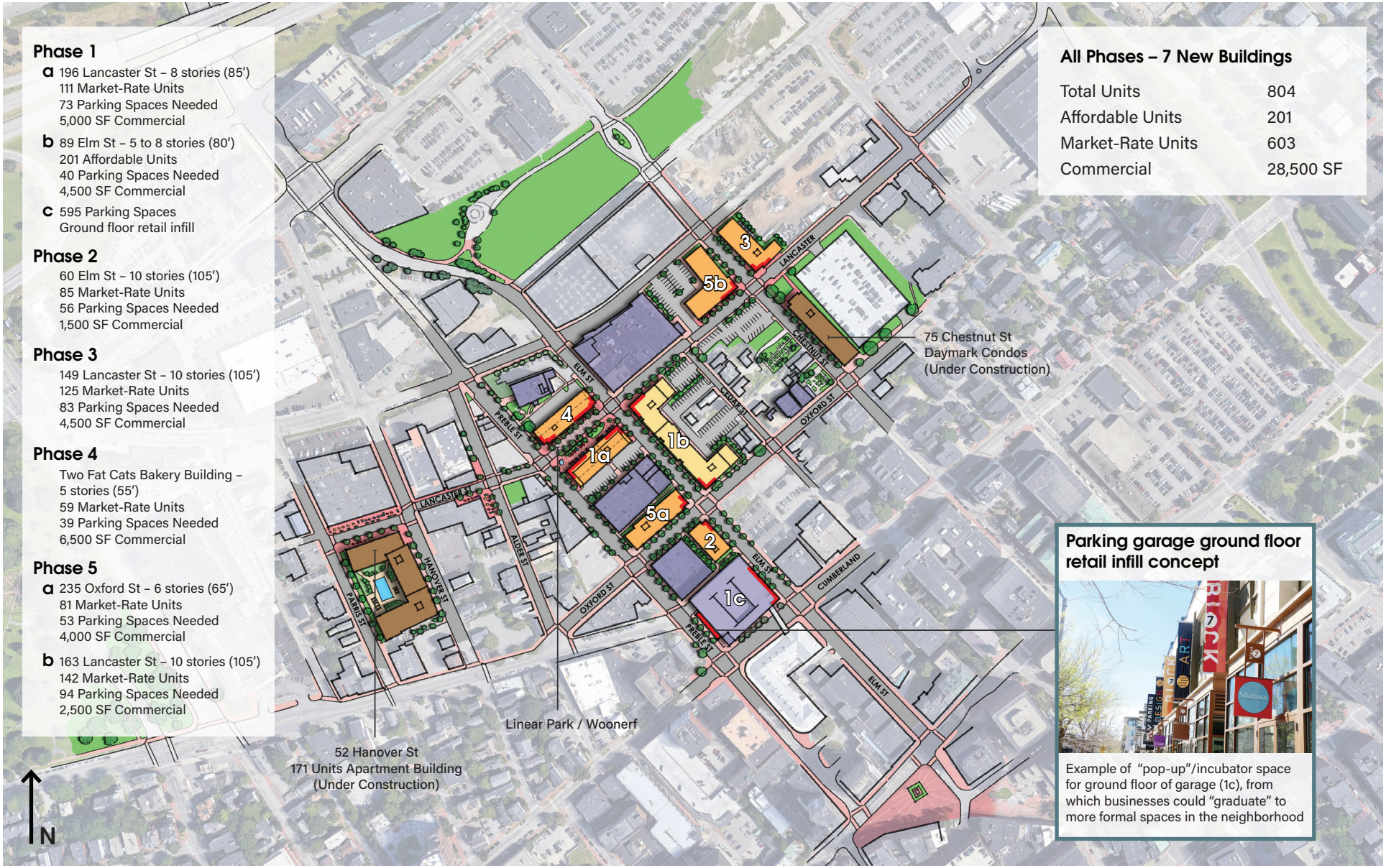
Bayside offers residents and neighbors a unique, distinctive feel with local cafes, restaurants, and craft breweries to experience.

The Heart of Bayside

The site resides at the crossroads of West Bayside's key streets and corridors and introduces a new heart to the neighborhood.



Site Plan


Phase 1
a 196 Lancaster St – 8 stories (85')
111 Market-Rate Units
73 Parking Spaces Needed
5,000 SF Commercial
b 89 Elm St – 5 to 8 stories (80')
201 Affordable Units
40 Parking Spaces Needed
4,500 SF Commercial
c 595 Parking Spaces
Ground floor retail infill
Phase 2
60 Elm St – 10 stories (105')
85 Market-Rate Units
56 Parking Spaces Needed
1,500 SF Commercial
Phase 3
149 Lancaster St – 10 stories (105')
125 Market-Rate Units
83 Parking Spaces Needed
4,500 SF Commercial
Phase 4
Two Fat Cats Bakery Building –
5 stories (55')
59 Market-Rate Units
39 Parking Spaces Needed
6,500 SF Commercial
Phase 5
a 235 Oxford St – 6 stories (65')
81 Market-Rate Units
53 Parking Spaces Needed
4,000 SF Commercial
b 163 Lancaster St – 10 stories (105')
142 Market-Rate Units
94 Parking Spaces Needed
2,500 SF Commercial
All Phases – 7 New Buildings
Total Units 804
Affordable Units 201
Market-Rate Units 603
Commercial 28,500 SF
75 Chestnut St
Daymark Condos
(Under Construction)
Linear Park / Woonerf
52 Hanover St
171 Units Apartment Building
(Under Construction)
Parking garage ground floor retail infill concept
Example of "pop-up"/incubator space for ground floor of garage (1c), from which businesses could "graduate" to more formal spaces in the neighborhood
N
Planned affordable housing
Planned market-rate housing
Existing buildings remain
Existing or planned retail
Housing currently under construction

The Lancaster Street Corridor

Banded Brewing

Schlotterbeck & Foss Building

Baxter Academy

Two Fat Cats Bakery

Whole Foods

Batson River Brewing

Bayside Bowl

There is already a lot going on along Lancaster Street, but gaps in activity between Preble and Pearl detract from the street's overall liveliness.

The Lancaster Street Corridor

Banded Brewing

Schlotterbeck & Foss Building

Baxter Academy

Coffee shop

Whole Foods

Two Fat Cats Bakery

Batson River Brewing

Bayside Bowl

Cafe

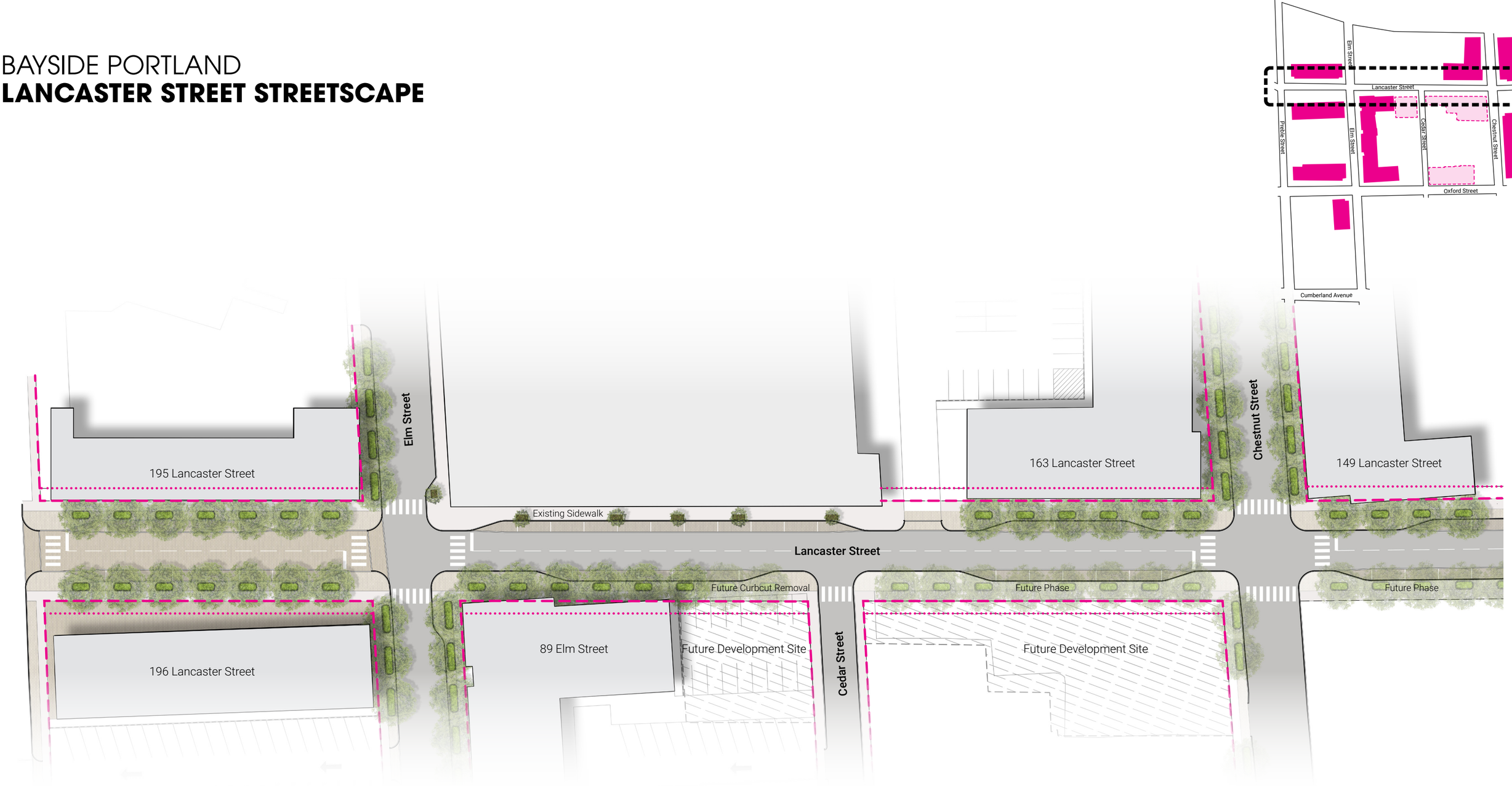
Restaurant

Bookstore

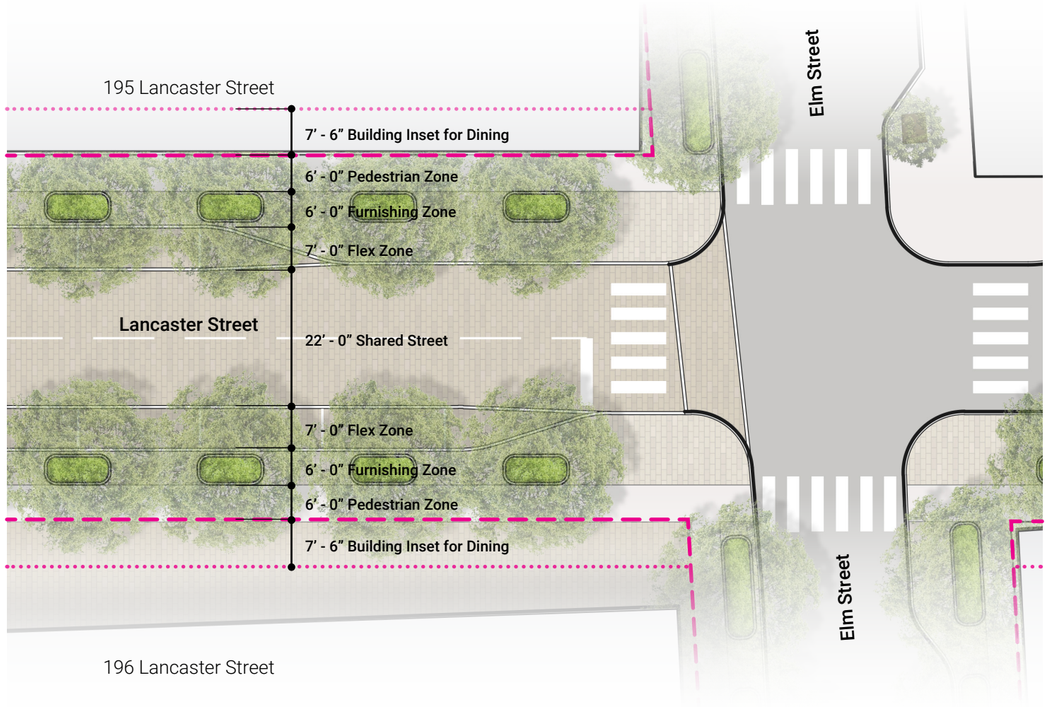
Ice cream shop

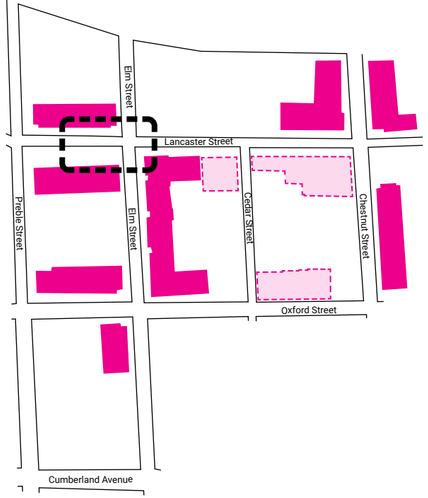
BAYSIDE PORTLAND

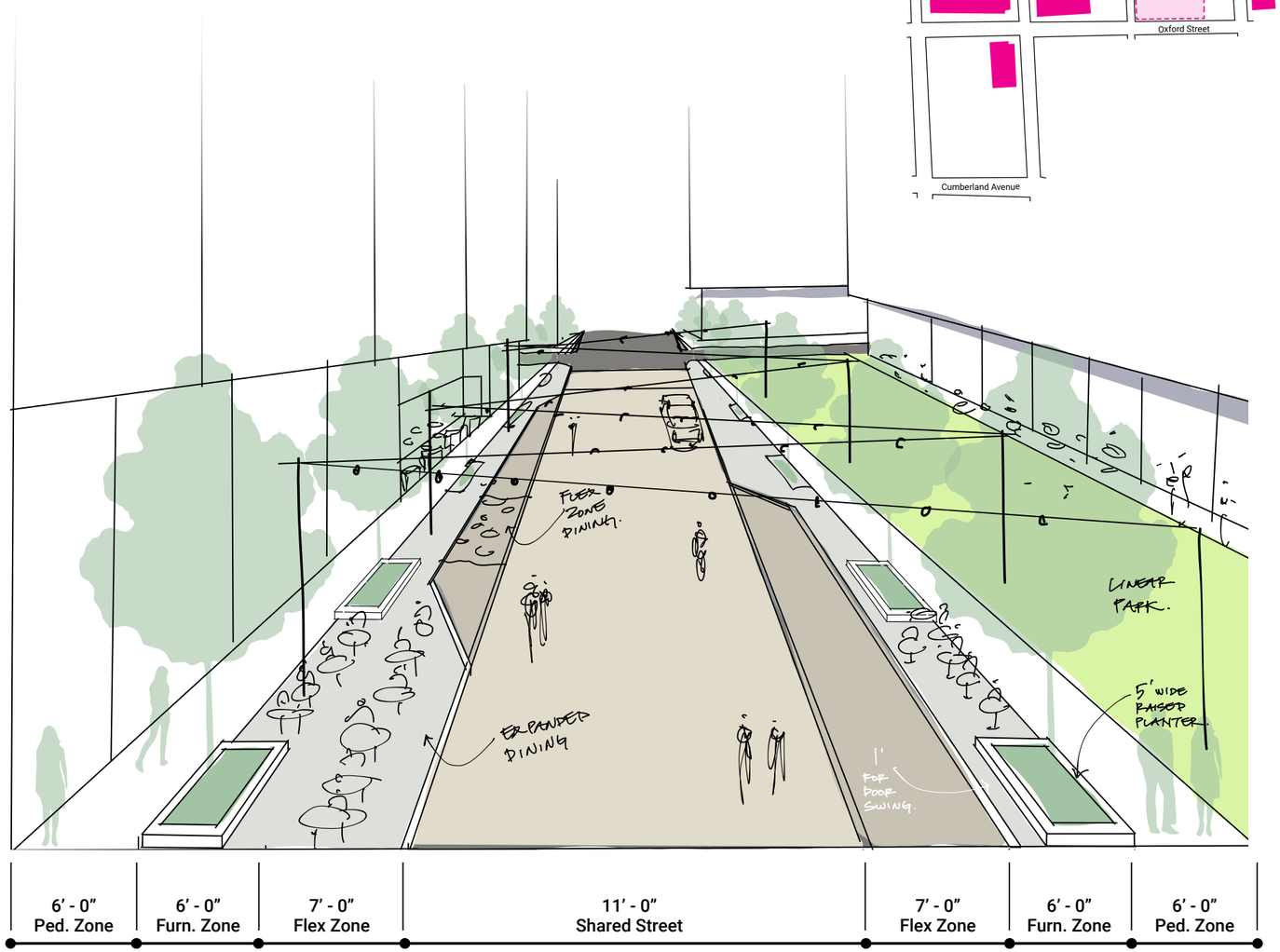
LANCASTER STREET STREETSCAPE



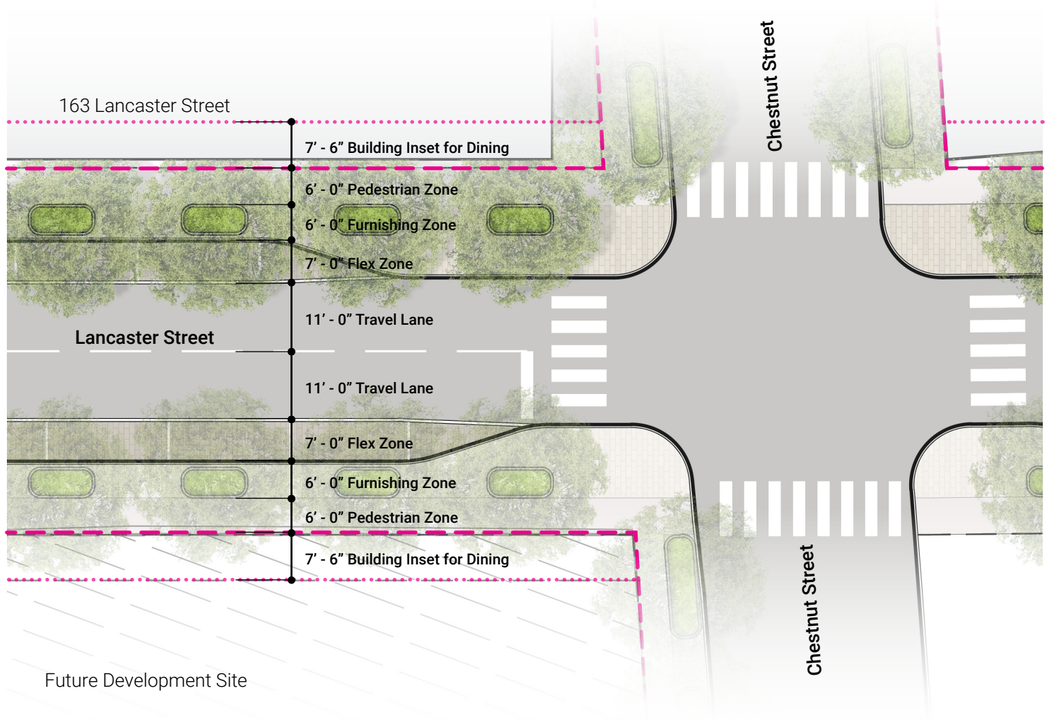
LANCASTER STREETSCAPE
195 -196 LANCASTER STREET

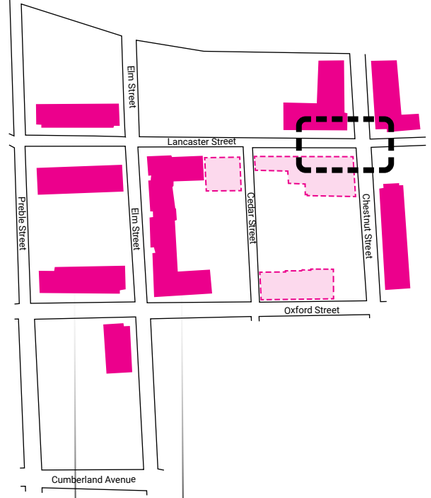


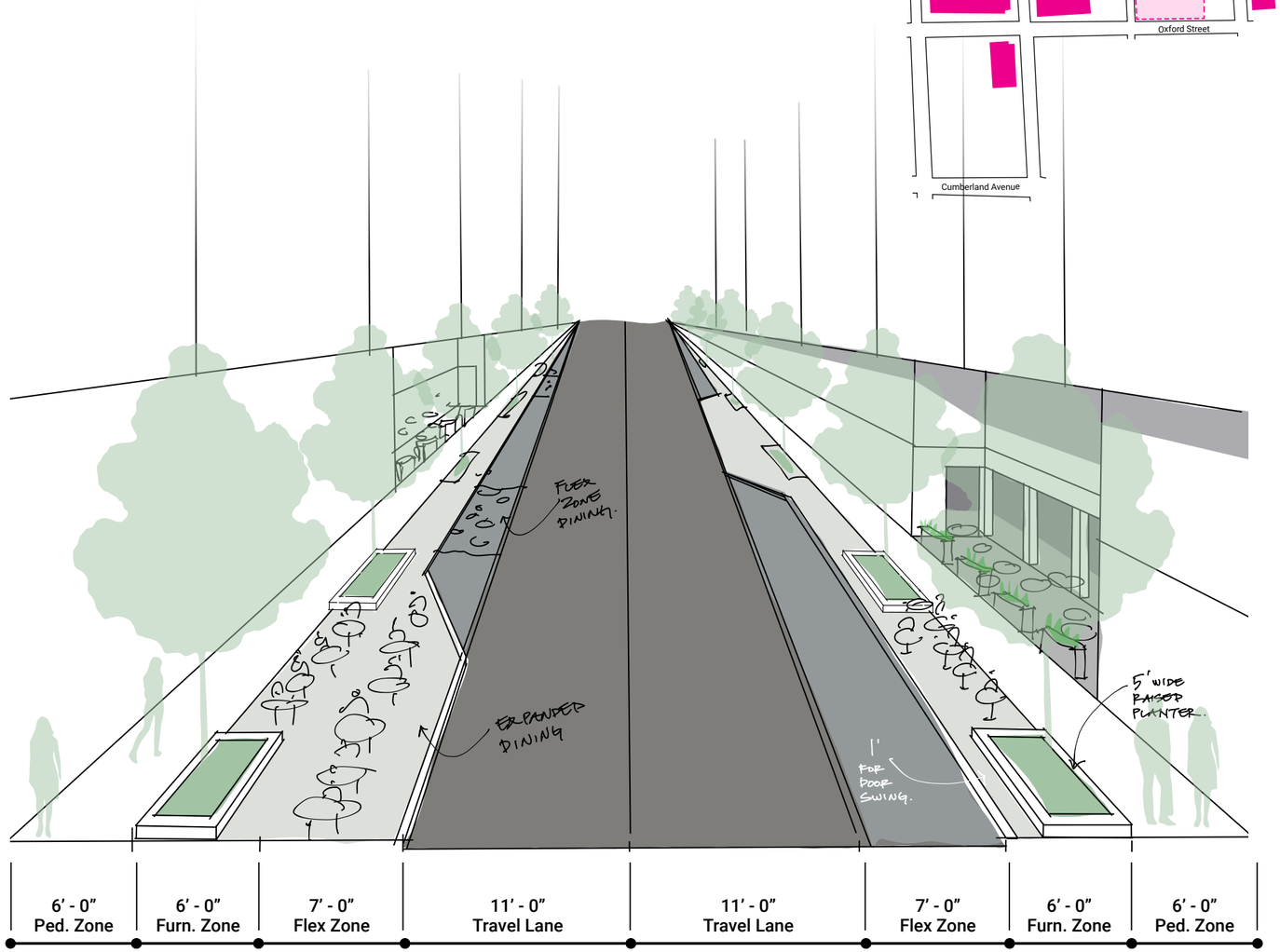




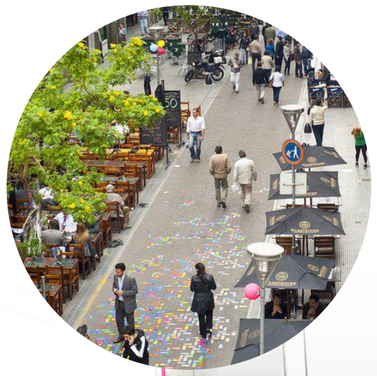
LANCASTER STREETSCAPE
163 -149 LANCASTER STREET

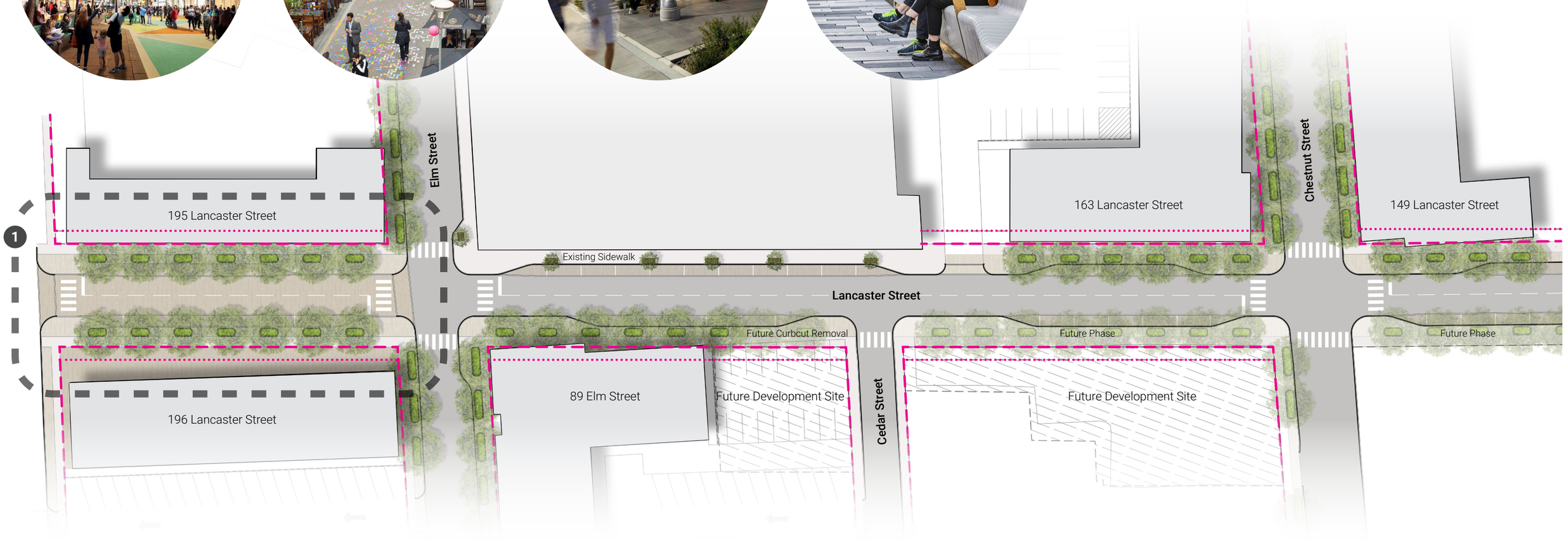






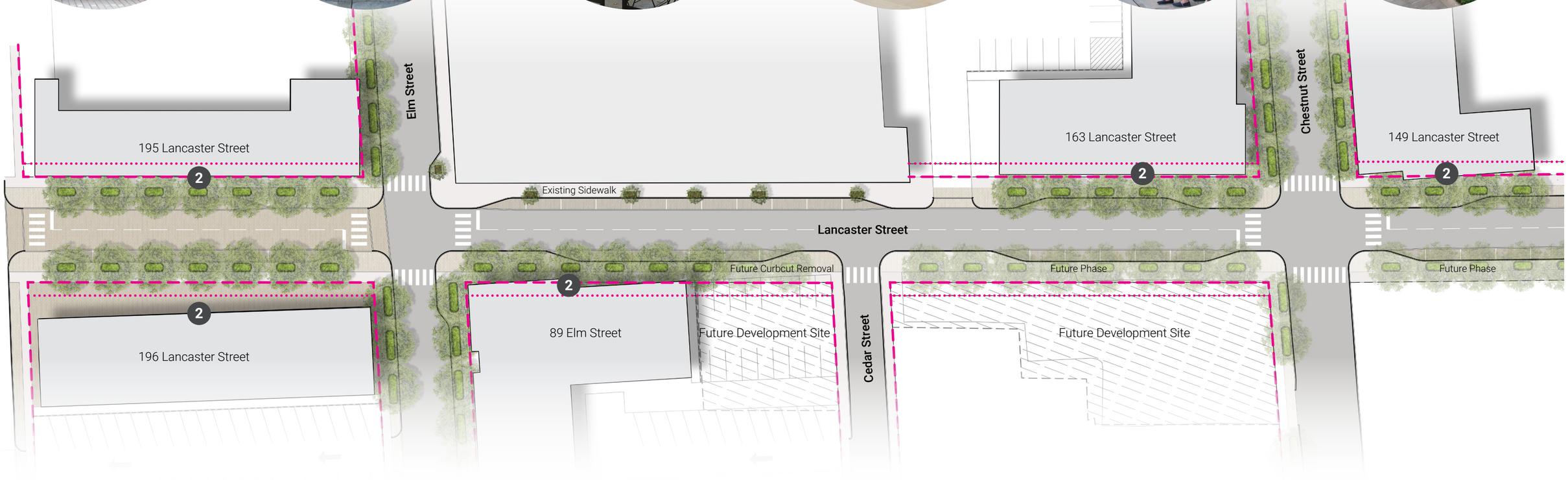
LANCASTER STREETSCAPE PRECEDENTS
1. SHARED STREET





LANCASTER STREETSCAPE PRECEDENTS

2. ECLECTIC COMMERCIAL FRONTAGE

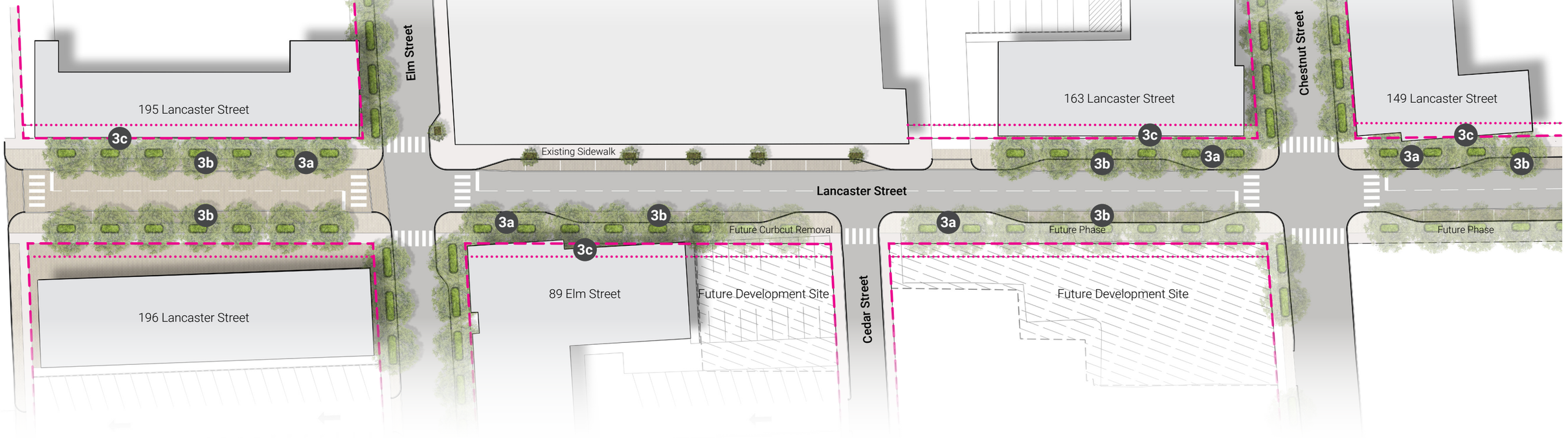


LANCASTER STREETSCAPE PRECEDENTS
3. OUTDOOR DINING

a.) Expanded Furnishing Zone

b.) Flex Zone

c.) Inset Buildng Face



LANCASTER STREETSCAPE PRECEDENTS
4. LIGHTING

a.) catenary

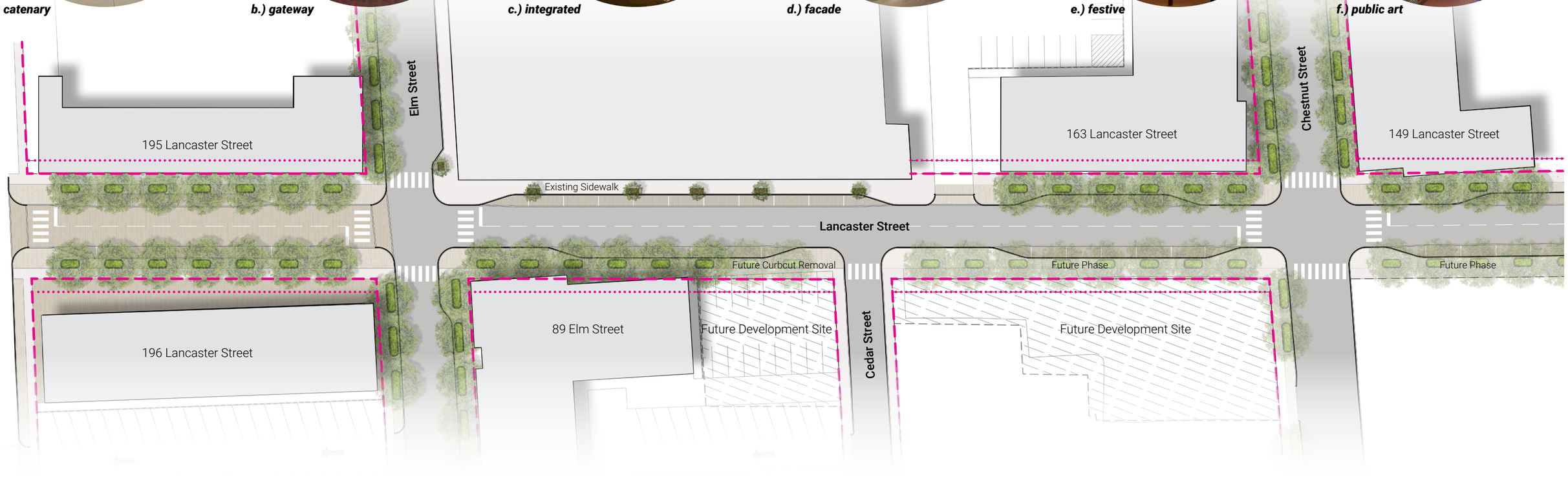
b.) gateway

c.) integrated

d.) facade

e.) festive

f.) public art



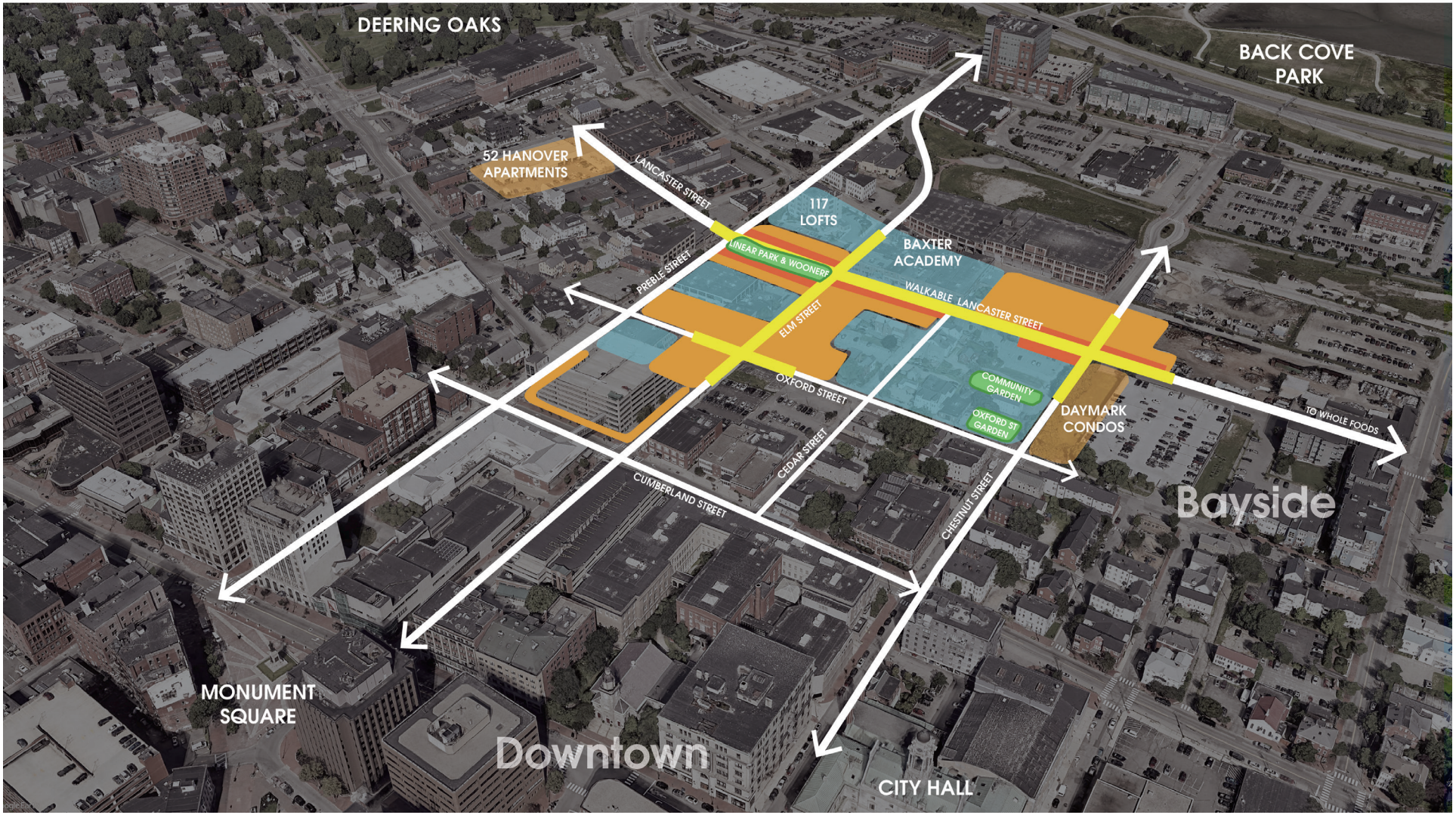
BAYSIDE PORTLAND

RETAIL & OUTDOOR DINING OPPORTUNITIES

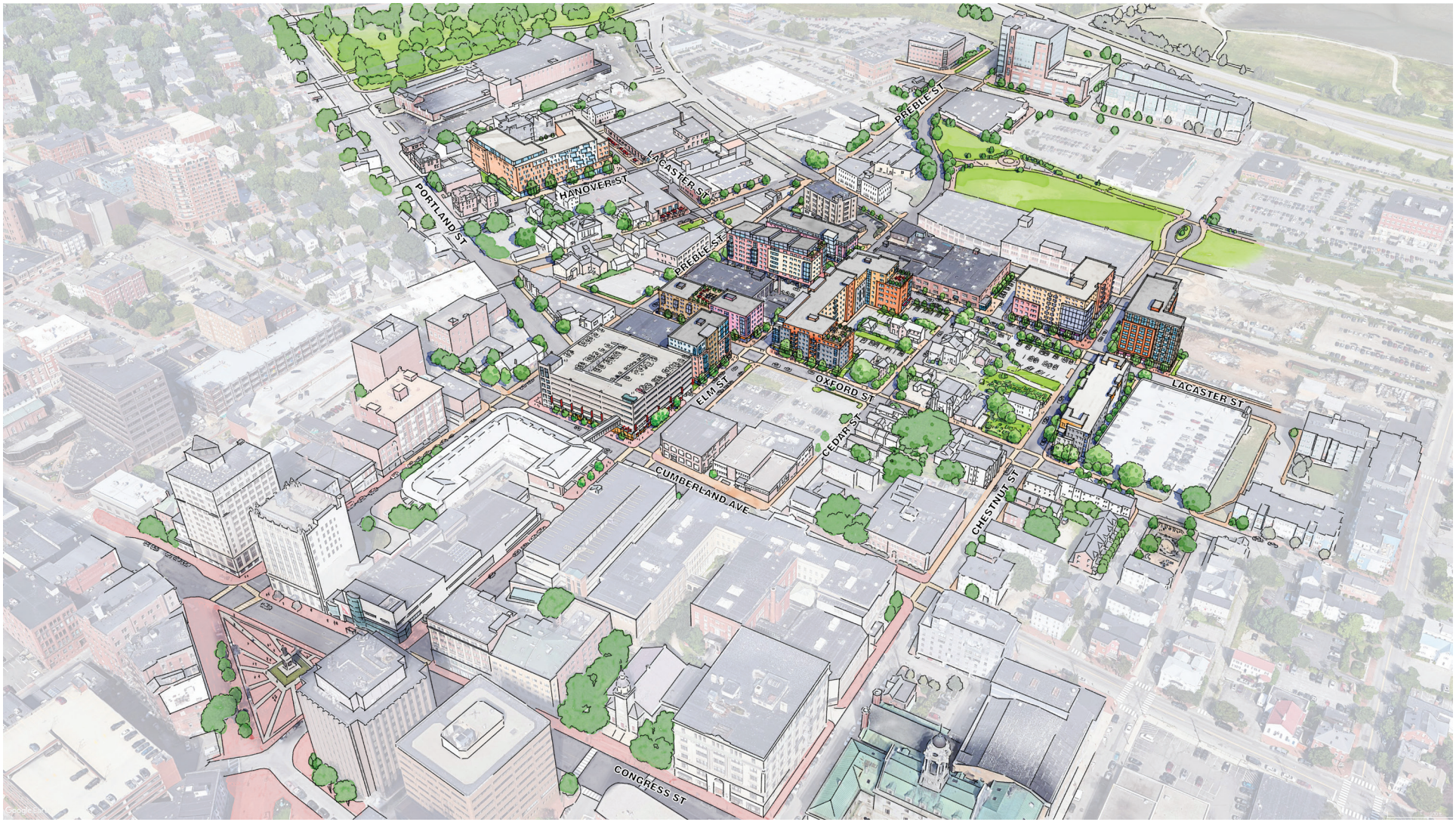
Placemaking Framework

Applying the Master Plan Principles:

- Build a neighborhood heart for the entire community
- Create places that connect people
- Establish a genuine common ground
- Foster real walkability
- Celebrate living culture and local heritage
- Curate the street

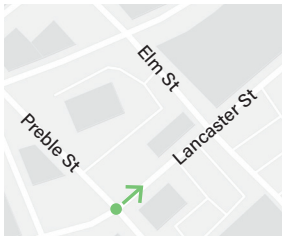


Bayside From Above



Lancaster Street Transformed

The development vision imagines a Lancaster Street brought to life by a new linear greenspace, walkable shared street, and vibrant mix of retail, food, and beverage destinations.



View from Preble St, looking east down Lancaster St

Creating an 18-hour live work play neighborhood

Note: Lighting will be designed to meet city dark sky requirements

West Bayside Master Development Plan

Neighborhood Meeting Minutes

February 21, 2023 / 5:30 pm
190 Lancaster St, Portland, ME

Project Team Attendees:

Will Savage (WS): Civil Engineer/Presenter (Acorn Engineering)

Mike Triglione (MT): Civil Engineer/Note Taker (Acorn Engineering)

Jeff Sauser (JS): Urban Designer/Presenter (Stantec)

Mike Barton (MB): Developer/Applicant (Bush Watson)

John Laliberte (JL): Developer/Applicant (Bush Watson)

Meeting started at approximately 5:30 pm.

Presentation:

Will Savage:

- Team introduction
- Overview of MDP process
- Project introduction

Jeff Sauser:

- Stantec introduction
- Master Plan Principles
    - Neighborhood context
    - Phasing
    - Lancaster Street corridor & streetscape
    - Retail & outdoor dining opportunities
    - Placemaking & overall vision

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Neighbor: Why are all the affordable units located in one building? Is there a time limit on the affordable designation of the apartments?

- **JL**: All of the affordable units located in one building is a function of the financing. The units will be affordable in perpetuity. The buildings will be held to Maine Housing standards as part of the financing.

Neighbor: Please consider further partnership with HUD or Portland Housing to make very low income housing.

Neighbor: Tom Toye had formerly owned most of these parcels and regularly attended Bayside neighborhood meetings. It seems the neighborhood has been the solution to City's homeless/drug problems in the past and is now the solution to the City's housing problem. Developer should consider concessions for property owners on Cedar St where an 8 story building will be in their backyard.

South Portland Resident: Consider a facility locally that acts as a community center.

Neighbor: Will the mental health services that currently occupy the area be displaced?

- **JL**: Current leases are to be honored.

Neighbor: What will be the impact to the existing 190 Lancaster Parking lot?

- **JS**: The parking lot will be reconstructed with double-loaded head-in parking.

Neighbor: What is the amount of income the affordable housing is intended for?

- **MB**: Housing is based on income of 60% of area median income.
- **Neighbor**: Is there any consideration for lower income housing?
- **MB**: Not at this time.

Robert S. from Bayside Neighborhood Association: Voiced concerns regarding the Bayside Community Garden, as it is the only community garden in the city that is not owned by the city.

Neighbor: What is the proposed height of the buildings?

- **MB**: Buildings currently planned are to be 5-8 stories. Future phases could be as tall as 10 stories as zoning rules allow.

Neighbor: Advocating for greenspace within the neighborhood.

Neighbor: How was the retail to housing ratio determined? It appears there is a portion of Elm Street with no retail. Preference for smaller retail spaces.

- **MB**: There was no formula used; most retail spaces were determined by the topography of the site. It can be challenging to make good retail with ADA accessible spaces along the steep slopes like Elm St. Retail spaces are more focused on Lancaster & Oxford St, where the entrances can be more level.
- **WS**: Retail spaces currently planned are will likely be 2,000 sf or less.

Neighbor: Advocating for ground floor retail space.

Neighbor: Has concerns that some recent developments in Portland act as "gated communities", having lots of amenities such that are for residents only. Advocating for buildings that serve the whole community.

- **JL**: Retail spaces are to be public and buildings are not planned to be highly amenitized apartments.

Neighbor: What is the typical bedroom count of the apartments?

- **MB**: Most of the apartments are to be studios and 1-bedrooms. The affordable building will be 1- and 2-bedrooms.

Neighbor: Voicing concerns for how much parking is provided for the proposed development.

Neighbor: How is mobility for disabled or elderly people being considered? Concerns for parking at parking garage & going down steep slopes of Elm & Preble Streets.

- **MB**: Handicapped spaces will be provided as streetside parking.
- **JS**: Sidewalk condition will be improved & brought up to ADA & City standards.

Neighbor: Have there been any discussions on improving connections from this neighborhood to other neighborhoods in the city?

- **MB**: Coordination of this project with city traffic engineers is ongoing. The project is in the immediate vicinity of the Metro Pulse & bike lanes have been recently striped on Elm & Preble to have better connectivity for bicycles.

Neighbor: Voicing concerns about parking impacts of the development.

Neighbor: 190 Lancaster building was the first reinforced concrete building in the state of Maine, the former Chrysler dealership. Advocating for preservation of it as it is a historic building. Is there any plan for the building at the corner of Oxford & Preble?

- **JL**: Future uses of the building are still being considered.

Heidi from Bayside: This is the biggest development in Portland in a generation. Voiced concerns on greenspace. Bayside Trail park is shown on site plan, but is not a pleasant usable park currently. Also, looking for more info on neighborhood pride and architectural details. A good example of architecture for the neighborhood would be the building housing Batson River. A bad example would be 409 Cumberland. Also voicing concerns on complete, walkable neighborhood with amenities for community members.

- **JS**: The team is looking for feedback regarding the open space on the plan. With regard to architecture, the Master Development plan is intended to show overall themes as oppose to showing finished architectural plans.

Sarah from Greater Portland Landmarks: We have just completed surveys of the Armenian and Chinese Heritage of the neighborhood and it will be shared with the project team shortly. In addition, voicing concerns for environmental impacts and climate and flooding resiliency of the development.

- **WS**: Each site will have a soil management plan to deal with the urban fill that is currently on site. Sites will have designs to minimize environmental impact soil export, such as buildings without basements. In reference to flooding, elevation 12' is typically the elevation that Acorn uses as a minimum Finished Floor Elevation to give buildings resiliency against future flooding and sea level rise. There are two portions of the site that are below that elevation, along the north portion of Elm & at the corner of Chestnut & Lancaster.

Neighbor: What have been the conversations with other stakeholders in the area? Namely Avesta, who owns a lot near the project.

- **MB**: Conversations are being had with Avesta, but no plans have been presented from Avesta at this point. Other abutters are being reached out to.

Neighbor: Are the unit counts subject to change and would that be reviewed by the Board or Staff?

- **WS**: The current unit count is based on the maximum feasible amount. We will need to check with planner to see the process for changing unit counts post-approval if that occurs. Typically, a reduction of units is limited to staff review/approval.

Neighbor: Is there consideration for making Lancaster Street pedestrian only?

- **JS**: Not at this time, as traffic can make retail spaces more desirable.
- **WS**: There have been discussions on closing the street to traffic at certain times for neighborhood festivals, etc.

Neighbor: Complaints about how difficult it is to drive around neighborhood, namely Oxford Street.

Neighbor: Expressing a need for community gathering spaces and more greenspace in the area, and possibly a community center. Also voicing encouragement for more affordable housing. Consideration and outreach to immigrant & underprivileged members of the communities should be conducted.

- **JS**: It is the intention to make a plan for a diverse neighborhood.
- **WS**: We are open to suggestions for more outreach. Requested the neighbor provide outreach opportunities to the team following the meeting.

Owner of Two Fat Cats Bakery: Want to bring up that Baxter Academy is an important part of the local community and the kids there do not have a cafeteria in their building. At lunchtime all the kids are released onto the streets to find a place to eat lunch. Baxter Academy has chosen this location intentionally to be an urban school, and they should be considered in the master plan. Also, I have moved my business to here from India Street to be in a more authentic Portland neighborhood. Having formerly been on India Street, I moved from that location due to new development changing the character of the neighborhood.

Neighbor: The neighborhood has been historically dis-invested by the city and the developers should consider the role they have to help the community. Voicing of concerns for 1-way streets in the neighborhood that are hard to navigate.

Parris Street Resident: Concerns about disruptions from construction, parking, and density of proposed development.

Portland Protectors Representative: Concerns about how difficult to drive around the area is, namely Oxford Street. Also concerns about parking spaces. Concerns voiced about greenspace & the condition of the Bayside trail. This area has the least trees in the city. There is also no publicly owned community garden.

- **JS**: Gave example of street trees to be planted as part of development.

Neighbor: 3 of the buildings to be demolished are brick and future buildings should be brick to match the neighborhood. Also support for maximizing ground space retail.

Neighbor: Will tenants be displaced as part of this project?

- **MB:** Intention is to honor existing commercial leases & move displaced tenants to other spaces in the area. There is no residential displacement.

Cedar St Resident: Is there any plan for the Cedar St homes? A shadow study should be done for the 89 Elm development. The project residential density, height and scale should be reduced.

Closing Comments

Will Savage:

- Thanks everyone for coming, provided planner, Zach Powell's email as the final slide.

Meeting concluded at approximately 7:30 pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

Recorded by,

Mike Triglione, PE
Project Engineer, Acorn Engineering, Inc.
mtriglione@acorn-engineering.com

PC1

Heidi Souerwine <heidi.souerwine@gmail.com> Feb 8, 2023, 3:14:01 PM (17 hours ago)

to Zachary Powell, Anna Trevorrow, azarro@portlandmaine.gov, rrodriguez@portlandmaine.gov, vpelletier@portlandmaine.gov, Kate Snyder, Pious Ali, mdion@portlandmaine.gov, afournier@portlandmaine.gov, rphillips@portlandmaine.gov, sustainabilityoffice@portlandmaine.gov, planning@portlandmaine.gov

Dear Mr. Powell (& Council members),

I have recently dug into the site plan proposed for an upcoming project in (west) Bayside, where I live. Although I hope there will be real opportunities for citizen feedback that can influence this project's vision, I know from past projects that stage in the process often occurs too far down the line for substantive change or human-centered design. So, I'm sharing my feedback as soon as possible, with as many people as possible, and will continue to watch for other avenues to engage in the process. Although I try to be an engaged citizen, I am still unclear about the processes and order of actions overall that contribute to new developments in our city (and what elements City officials can influence), so I apologize in advance for any naivety.

I would like to respectfully raise a few questions and concerns for the pending 7 block, 13 parcel development project (Site Plan PL-002315-2022) for early consideration:

1) **Green space** - There is no green space built into this plan, which is necessary for all neighborhoods, and is part of what makes Portland such a wonderful home for us. Bayside has seen an incredible loss of trees in the last 5 years, and increasing tree canopy and green space in the neighborhood is crucial to this being a livable, healthy, whole neighborhood. The large swath of green space shown at the edge of the site plan is not part of the project, and is primarily abandoned dirt lots. How can we add green space to this project in a meaningful way to mitigate environmental impact, support healthy citizenry in the future, and ensure Bayside is a welcoming environment?

2) **Neighborhood Pride & Built Environment** - The plans for the built environment in Bayside should take into consideration the history of the neighborhood and downtown Portland as they do in the West End, Munjoy Hill, and other historic neighborhoods. West Bayside has historical significance - it is one of the only areas that didn't burn in Portland's many fires and it has long been a working class neighborhood supporting many of the businesses and industries that draw people to downtown Portland. Bayside also has significance to Portland today - it represents the struggle for the heart and future of this city. Replacing its character-filled brick buildings with more of the disconnected ugly boxes that have been popping up of late would be a huge misstep. The City and the process must insist that the built environment respect the visual identity of the neighborhood overall (not a couple new misstep buildings as a reference point) and respect the history of the neighborhood. It's been done successfully in other neighborhoods. The Parkside Cumberland Ave project is a **good** example of the way new construction developments can seamlessly fit with and even *enhance* a neighborhood (something Bayside's existing population should benefit from). The 178 Kennebec project, in contrast, is a **bad** example and 7 blocks of similarly built buildings would be the wrong direction.

3) **Complete neighborhoods & human centered design** - The footprint and scope of this project makes it crucially important that its vision be held tightly to the concept of complete neighborhoods. Will the traffic plan allow easy access to public transportation? Are there enough public spaces and retail space for services and practical things that neighborhoods need with 800 new residents (& the several hundred more that will be there shortly) when there are dead zones all around it? The couple restaurants & bars over at the Batson River/Wilson Co/etc development may be a **good** example of a built environmental but are not enough for community growth of its size, or likely affordable enough for 1/4 of the new residents. Will the sidewalks and street design be done holistically (unlike disparate development in Bayside done so far) - so it can really be a walkable neighborhood and reflect Portland's climate goals? Are there places for families & children to be in community together? Do the building heights work against (desperately needed) tree canopy efforts to ensure the area is healthy and breathable?

This is possibly the most significant development in Portland in decades. All of these things should be considerations for us to ensure Bayside residents - both old and new Mainers - have equitable access to the opportunities for growth, health, and long-term residency in Portland. Bayside is often forced to accept things that would never be accepted elsewhere. The greater community knows its residents are disadvantaged and often unempowered. I'm thrilled to see a quarter of the housing allocated for affordable housing, and I'm thrilled for so much needed housing inventory to be added to the market. But for future generations to thrive in Bayside as Portlanders do in other neighborhoods, this project needs to be thoughtfully considered, and we as a City can't be afraid to challenge the developers to improve their vision.

I look forward to engaging in the process further. I recognize how challenging a project of this scope is. And, as always, I remain grateful for all of your public service.

All the best,
Heidi Souerwine, (west) Bayside resident

Gerry Greenberg <gerrygreenberg2018@gmail.com> 9:20 AM (19 minutes ago)
to planningboard@portlandmaine.gov

I am writing to support the Bayside project on Chestnut and Elm. I have some concerns which the Planning Board could deal with.

1. The small area for green park space.

2. The lack of trees which improve the air and provide some recreational space.

3 Having one building for affordable housing. This would create a poor persons building and it would get stigmatized by both its residents and the community. Affordable housing should be integrated within the whole development

Thank you. Gerry Greenberg, Portland resident

PC3

Stephanie Towns <stephtowns@gmail.com> 11:21 AM (3 hours ago)

to planningboard@portlandmaine.gov

For the love of … NO. Please don't overdevelop Portland. This area can't handle traffic in this area of that many more people. Already that shit show that is the bm bean development is going to hit the environment and community hard. Already our infrastructure can't handle traffic and drainage. Please stop trying to grow this area. Greedy developers should move on!!!

Thomas Blackburn <teb@mainemechanics.org> Mar 9, 2023, 3:20:32 PM (17 hours ago)

to planningboard@portlandmaine.gov

My name is Thomas Blackburn and I have resided in Bayside on Hanover Street for over 20 years and have observed the transition of this neighborhood from the proposal of a new civic center on the land proposed for this development.

Frankly I am very concerned. Parking has become a huge issue in Portland, especially in Bayside. When the PB approved the development of the maintenance garage into 170 housing units this project contained parking for a single car per unit.

My concern for the proposed project is the fact that the parking garage at the corner of Elm and Cumberland may or may not accommodate the needs of the new tenants.However, where are the cars that now park on those surface lots park when this development is built? I would assume they will look for street parking.

Several years ago the city borrowed $10 million from HUD to build a large parking garage near Whole Foods. Why is that not being built? We have the money and in fact we are now paying it back. If this were built it would help. My understanding is that given that the city is seeking a more pedestrian and bike friendly environment some of that parking was intended for commuters.who would then use public transportation to get downtown. I think the approval of this project should be conditioned on the completion of this garage, Perhaps this developer could build it to expedite the process.

I am supportive of the more housing, certainly low income or affordable housing for our workforce. Another option to alleviate parking issues is to condition of the approval is having the developer build the first 2 floors for parking. And possibly include some space for retail .

I oppose the heights that are being mentioned 10 Stories? That is too much. However if a parking component were included I realize that with some space for retail and a couple of floors for parking that supports the need for upper stories

This city is losing the character and reputation which Portland has cultivated, with the parking hassles one now experiences even before this project is developed.

Thanks you T

--

Thomas Blackburn

Superintendent of Hall

Mechanics' Hall

PC5

Port Property proposal for Bayside neighborhood 0 views

Aaron Chase <cejsko@gmail.com> 9:07 AM (3 minutes ago)

to planningboard@portlandmaine.gov

I am concerned about Port Property's proposed development in the Bayside neighborhood. Specifically, I'm concerned that the project segregates all 200 units of housing for people making 60% of Portland's median income in a single building. I believe the widening income gap is one of the gravest threats to our country. One meager tool the City of Portland has to combat the ill-effects of that widening gap is the use of the Planning Board process to ensure that people on opposite sides of the gap maintain contact and common interests.

I am further concerned by the lack of small retail spaces, green spaces, and community spaces in Port Property's proposal.

I encourage the Planning Board to require revisions to Port Property's plans, including a requirement that housing for people making 60% of Portland's median income be more evenly distributed throughout the project's buildings.

Aaron Chase
Portland Maine

Zachary Powell <zpowell@portlandmaine.gov>

Fwd: 800 unit in Bayside

jmy <jmy@portlandmaine.gov> Fri, Mar 10, 2023 at 12:38 PM
To: Zachary Powell <zpowell@portlandmaine.gov>

---------- Forwarded message ---------
From: Robert Kahn <rhkahnme@gmail.com>
Date: Friday, March 10, 2023 at 11:42:35 AM UTC-5
Subject: 800 unit in Bayside
To: planningboard@portlandmaine.gov <planningboard@portlandmaine.gov>

Planning Board Members - The impact of 800 units on several city blocks in Bayside requires careful, thoughtful and long range planning. This project should not move forward until a serious long range impact analysis has been thoroughly studied and resolved.

Planning Board history has included a rush to approve large projects, breaking city zoning ordinances to satisfy developers, ignoring traffic impacts and lack of overall concern for quality of life in established neighborhoods.

Also a historical problem has been developers bamboozling our city by promising commitments and then breaking those commitments after ground is broken. This has been willful and often behind the backs of city leaders.

Please accept my comments as public record and move on to the City Council, if necessary. Thank you - Robert Kahn, Portland resident

PC7

John Leddy <ledj16@gmail.com>
to planningboard@portlandmaine.gov

2:17 PM (13 minutes ago)

Re: 800-unit Bayside development - I read with interest in the PPH(Thurs. 03/09)**Maine Voices** about future housing plans of Port Property. I could hardly believe my eyes when I read the “low-income units will be segregated into a single build”. Have we not learned this lesson yet ? Segregation is segregation ! Whether it is by skin color or the amount of money a family earns. …and if you think about this arrangement, it is NOT the low-income folks that lose out,”the poor you always have with you”, but rather the folks who will live in the other buildings.

John Leddy

MATCH LINE SHT. 2

LANCASTER STREET EAST (50' WIDE)

PREBLE STREET (56.5' WIDE)

ELM STREET (49.5' WIDE)

CEDAR STREET (33' WIDE)

CHESTNUT STREET (49.5' WIDE)

OXFORD STREET (49.5' WIDE)

PORTLAND ST.

HALL COURT

PASSAGE

CUMBERLAND AVE.

CUMBERLAND AVE.

196 LANCASTER ST.
196 LANCASTER STREET LLC
39779/232
28,591 S.F. ±
0.66 ACRES ±

89 ELM ST.
89 ELM STREET LLC
39779/246
4,691 S.F. ±

89 ELM STREET LLC
39779/236
38,462 S.F. ±
0.88 ACRES ±

81 PREBLE ST.
WBP COMMERCIAL LLC.
39779/227
38,301 S.F. ±
0.88 ACRES ±

62 ELM ST.
WBP COMMERCIAL LLC
39779/229
14,526 S.F. ±
0.33 ACRES ±

60 ELM ST.
60 ELM STREET LLC
39779/230
11,535 S.F. ±
0.26 ACRES ±

73 ELM ST.
73 ELM STREET LLC
39779/234
14,879 S.F. ±
0.34 ACRES ±

158 LANCASTER ST.
WBP COMMERCIAL LLC
39773/225
14,307 S.F. ±
0.33 ACRES ±

82 CHESTNUT ST.
WBP COMMERCIAL LLC
39779/221
3,442 S.F. ±
0.08 ACRES ±

78 CHESTNUT ST.
197 OXFORD STREET LLC
39779/243
12,721 S.F. ±
0.30 ACRES ±

193 OXFORD ST.
197 OXFORD STREET LLC
39779/239
11,550 S.F. ±
0.265 ACRES ±

31 CEDAR ST.
197 OXFORD STREET LLC
39779/241
3,674 S.F. ±
0.08 ACRES ±

N/F AMELIA A. LABRECK
37970/11

TM 26-B-1
N/F ROBERT HYDE
27470/68

TM 26-B-2,3
N/F ALBERT
BRESETTE

TM 26-B-7
N/F FRANK E. DIDONATO
DONNA E. COX
24885/320

TM 26-B-14
N/F MARY LEE
BENNISON
27956/297

TM 26-A-12
N/F JAMES W. HALL
SARAH MICHNIEWICZ
23909/341

TM 26-A-11
N/F ROBERT HYDE
27470/68

TM 26-A-8
N/F ALBERT
BRESETTE
7951/275

TM 33-H-16,17
N/F
DAVID B. NOWLIN
25148/336

TM 33-M-4
N/F
WBP GARAGE LLC
39746/216
PARKING GARAGE

OWNERS UNKNOWN

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- MB MAILBOX
- SIGN
- PM PARKING METER
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- GAS VALVE
- DECIDUOUS TREE
- FENCE
- CURB
- OHW OVERHEAD WIRES
- UGE UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- SS SANITARY SEWER
- 100 1' CONTOUR
- IPF/IRF IRON PIPE/ROD FOUND
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- TM TAX MAP–BLOCK–LOT
- CONC. CONCRETE

SCALE : 1" = 30'

0' 15' 30' 60'

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 SURVEY HAS NOT PHYSICALLY LOCATION THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES

ALTA/NSPS LAND TITLE SURVEYS, BAYSIDE I, LLC, BAYSIDE II, LLC, BAYSIDE III, LLC, BAYSIDE IV, LLC, CEDAR ST., LANCASTER ST. EAST, CHESTNUT ST., PREBLE ST. & OXOFRD ST., PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR BUSH–WATSON SEPT. 2022 BY OWEN HASKELL, INC.

GENERAL NOTES

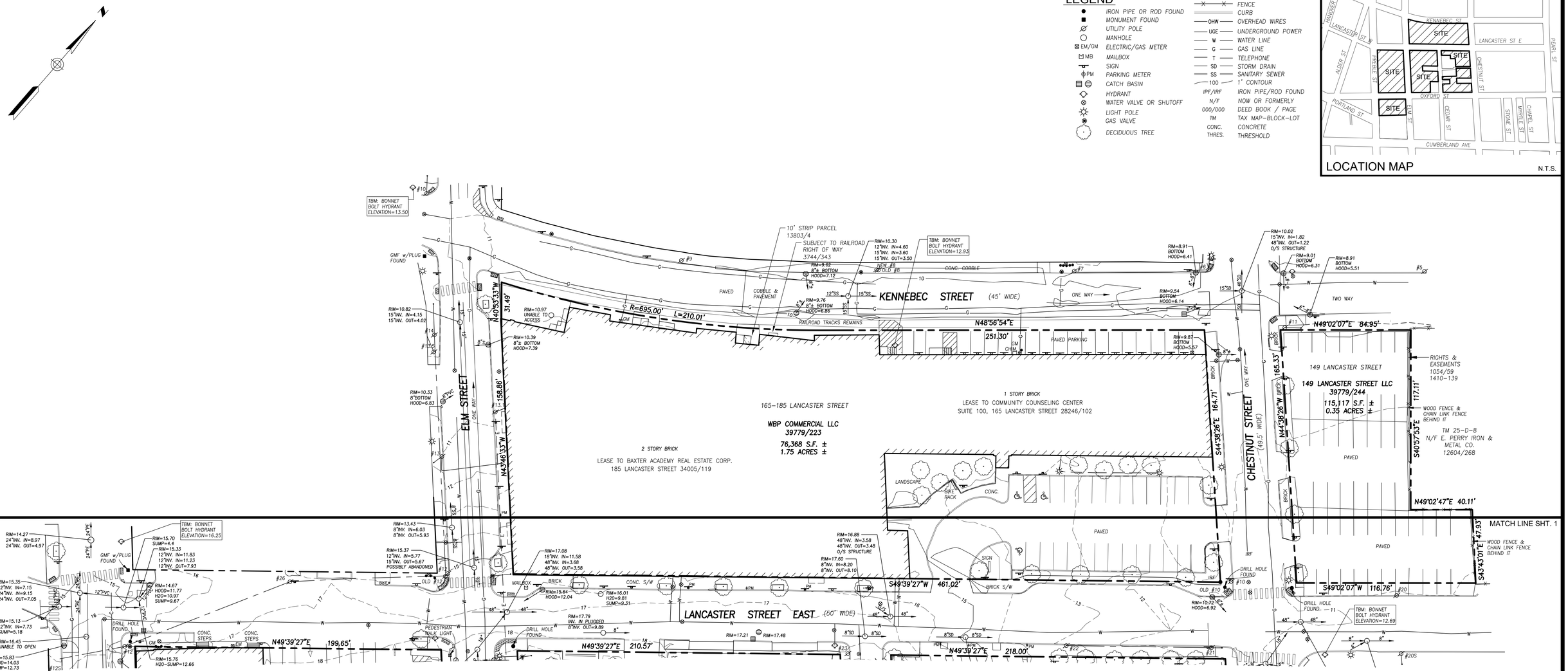
1. *OWNERS OF RECORD: AS NOTED ON PLAN*
2. *BEARINGS ARE BASED ON MAINE STATE GRID WEST ZONE PER COORDINATES ON CONTROL POINTS PROVIDED BY THE CITY OF PORTLAND ENGINEERING DEPARTMENT.*
3. *ELEVATIONS BASED ON NGVD 1929. CITY BENCHMARK TBM 307 MDOT DISK "612–(1)–10 1983" IN CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER ELM/SOMERSET ELEVATION = 9.02.*
4. *STREET LINES SHOWN ARE BASED ON MONUMENTATION FOUND AND TIES TO BUILDINGS PER SURVEYED BY E.C. JORDAN CO.*
5. *OWNERSHIP OF FENCES AND RETAINING WALLS ALONG PROPERTY LINES HAS NOT BEEN DETERMINED.*

STATE OF MAINE
RANDY R. LOUBIER
2407
PROFESSIONAL LAND SURVEYOR

Topographic Survey
Bayside Parcels
Lancaster, Preble, Elm, Cedar, Chestnut and Oxford Streets, Portland, Maine
Made for
Bush-Watson
188 State Street, 3rd Floor, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RS / JLW	DATE: DEC. 8, 2022	JOB NO. 2022-162 P	
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO. 1	



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SCALE : 1" = 30'

0' 15' 30' 60'

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STATE OF MAINE
RANDY R. LOUBIER 2407
PROFESSIONAL LAND SURVEYOR

Topographic Survey
Bayside Parcels
Lancaster, Preble, Elm, Cedar, Chestnut and Oxford Streets, Portland, Maine
Made for
Bush-Watson
188 State Street, 3rd Floor, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RS / JLW	DATE: DEC. 8, 2022	JOB NO. 2022-162 P	
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO. 2	

WEST BAYSIDE MASTER DEVELOPMENT PLAN

WEST BAYSIDE PARTNERS, LLC
PORTLAND, MAINE

LEGEND

EXISTING		PROPOSED
REFER TO THE EXISTING CONDITIONS PLAN FOR ADDITIONAL INFORMATION		
	UNDERDRAIN	
	GREEN SPACE	
	UTILITY PAVEMENT CUTS	
	STRIPING	
	SEDIMENTATION BARRIER	
	EDGE OF EX. PAVEMENT	
	CURB	
	SIGN	
	LAMP OR LIGHT POLE	
	UTILITY POLE	
	GUY WIRE	
	WATER VALVE	
	FIRE HYDRANT	
	SEWER MANHOLE	
	CATCH BASIN	
	DRAIN MANHOLE	
UE UE	UNDERGROUND ELECTRIC LINE	UGE
W W	UNDERGROUND WATER LINE	1"W 1"W
64	MINOR CONTOURS (1 FT)	64
65	MAJOR CONTOURS (5 FT)	65
G G	GAS LINE	
SD SD	STORM DRAIN LINE	
S S	SEWER LINE	S S
	EXISTING/PROPOSED BUILDING	
OHE/T/C	OVERHEAD ELECTRICAL/TELEPHONE/CABLE	
	PROPERTY LINE	
	SETBACKS	

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L-1	LANDSCAPE PLAN
C-20	UTILITY PLAN
C-30	GRADING & DRAINAGE PLAN

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

PROJECT TEAM

DEVELOPER
WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR
PORTLAND, MAINE, 04101
CONTACT: MIKE BARTON

CIVIL ENGINEER
ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: WILLIAM SAVAGE, P.E.
(207) 775-2655

SURVEYOR
OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: RANDY R. LOUBIER, P.L.S.
(207) 774-0424

ARCHITECT/ LANDSCAPE ARCHITECT
STANTEC
BOSTON, MA
CONTACT: JEFF SAUSER
(404) 583-8735

TRAFFIC ENGINEER
VHB
SOUTH BURLINGTON, VT
CONTACT: JENN CONLEY, P.E., P.T.O.E.
(802) 497-6191

PLANNER
LEVINE PLANNING STRATEGIES
PORTLAND, MAINE
CONTACT: JEFF LEVINE, AICP
(617) 817-0424

UTILITIES

SEWER
DEPARTMENT OF PUBLIC WORKS (DPW)
212 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: BRADLEY ROLAND
(207) 874-8834

WATER
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961

ELECTRIC
CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: JAMIE COUGH
(207) 828-2882

TELEPHONE
CONSOLIDATED COMMUNICATIONS
(FORMERLY FAIRPOINT)
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: PAT MORRISON
(207) 745-9363

CABLE
CHARTER COMMUNICATIONS
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(207) 631-1618

CABLE
FIRST LIGHT FIBER
14 RESILIENT CIRCLE
BRUNSWICK, MAINE, 04011
CONTACT: JONATHAN ROVILLARD
(207) 631-1618

NATURAL GAS
UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: SCOTT CARPENTER
(207) 541-2543

VICINITY MAP
SCALE: 1:300

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
HDPE	HIGH DENSITY POLY ETHYLENE
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDEP	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
MASTER DEVELOPMENT PLAN	WHS	12/23/22

DRAWING NAME: COVER SHEET & LEGEND
PROJECT NAME: WEST BAYSIDE MASTER DEVELOPMENT PLAN
CLIENT: WEST BAYSIDE PARTNERS, LLC, 188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.

THE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ANY UNAUTHORIZED USE OF OR CHANGES TO THE PLANS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PORTLAND, MAINE 04104
PO BOX 3422 (207) 775-2655

FILE: 1192.1_CIVIL
JN: 1192.1
SCALE: AS NOTED
DESIGNED BY: MKT
DRAWN BY: MKT
CHECKED BY: WHS

STATE OF MAINE
WILLIAM H. SAVAGE
11419
12/23/2022
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-01

REFERENCES:

1. EXISTING CONDITIONS PROVIDED BY "TOPOGRAPHIC SURVEY BAYSIDE PARCELS LANCASTER, PREBLE, ELM, CEDAR, CHESTNUT AND OXFORD STREETS, PORTLAND, MAINE" PREPARED FOR BUSH WATSON DATED DECEMBER 6, 2022 BY OWEN HASKELL, INC.UTILITY INFORMATION OBTAINED FROM PORTLAND WATER DISTRICT MAPPING, UNITIL MAPPING, AND THE CITY OF PORTLAND GIS DATA CATALOG.
2. ADDITIONAL EXISTING INFORMATION FROM CAD FILE PROVIDED BY OWEN HASKELL, INC. OF "BOUNDARY & TOPOGRAPHIC SURVEY AT 117 PREBLE STREET, PORTLAND, MAINE" DATED SEPTEMBER 28, 2015.

SPACE AND BULK STANDARDS

ZONING DISTRICT	DOWNTOWN BUSINESS (B3)	MIXED DEVELOPMENT (B7)	RESIDENTIAL (R6)
MINIMUM LOT AREA	N/A	N/A	VARIES
MINIMUM STREET FRONTAGE	15 FT	N/A	20 FT
MAX FRONT YARD SETBACK	5 FT	10 FT	N/A
MINIMUM FRONT YARD SETBACK	N/A	N/A	5 FT
MINIMUM REAR YARD SETBACK	N/A	N/A	10 FT
MINIMUM SIDE YARD SETBACK	N/A	N/A	5 FT
LOT WIDTH	N/A	N/A	20 FT
MINIMUM LENGTH OF BUILDING WALL AT MAX SETBACK	N/A	75% OF STREET FRONTAGE OR 25% OF BUILDING PERIMETER	N/A
LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT, EXCEPT 15 FT WITH PAD OVERLAY	N/A	N/A
FLOOR AREA	NONE, EXCEPT 15,000 SF FOR EACH FLOOR ABOVE 125 FT		
MAXIMUM BUILDING HEIGHT	PER DOWNTOWN AND BAYSIDE OVERLAY MAPS	PER BAYSIDE OVERLAY MAP	45 FT
LOT COVERAGE (MAX)	N/A*	N/A	60%
LANDSCAPED OPEN SPACE RATIO	N/A	N/A	20%
*MAX 25% OF LOT AREA FOR PORTIONS OF STRUCTURES EXCEEDING 125 FEET IN HEIGHT			

LEGEND:

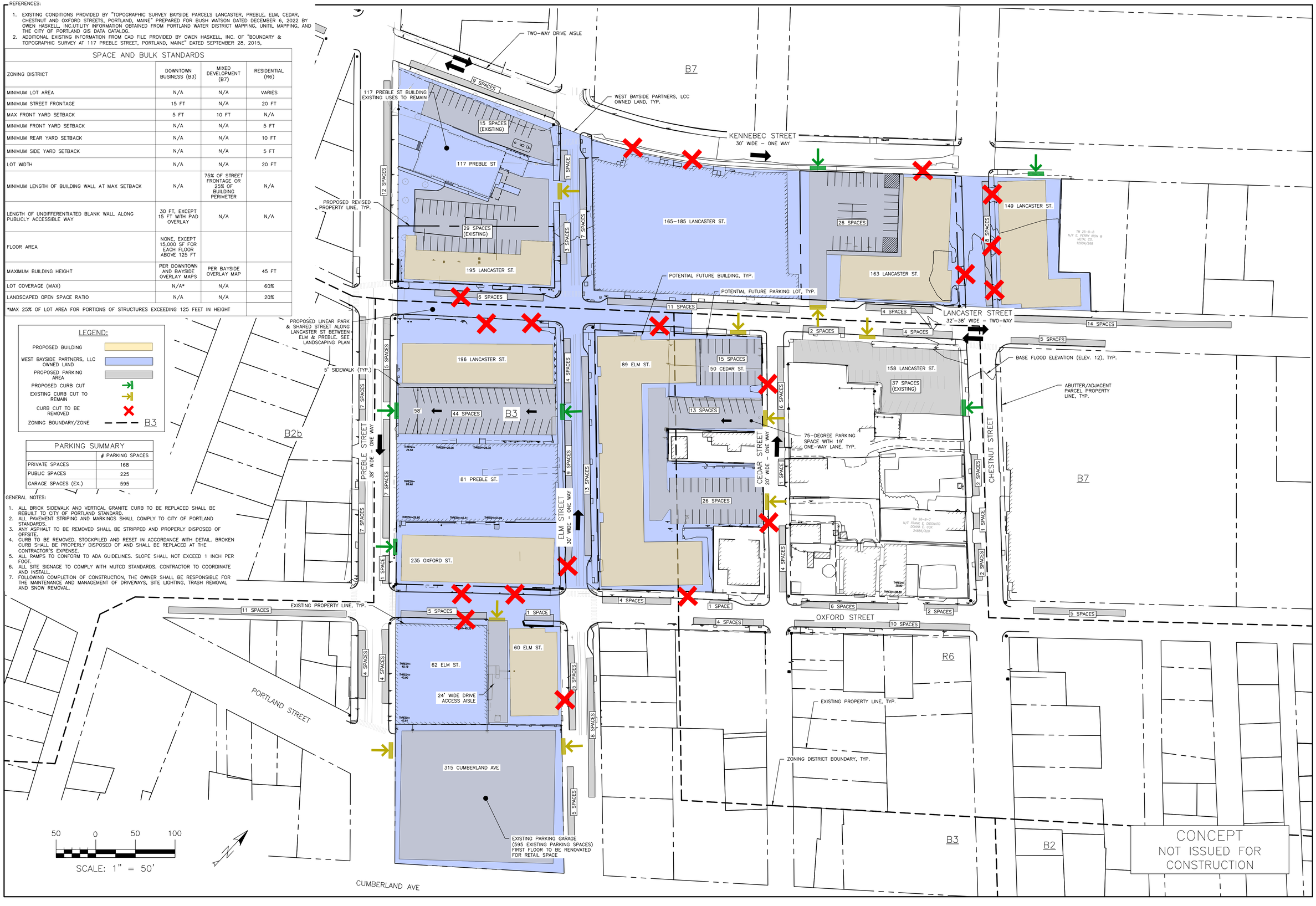
- PROPOSED BUILDING
- WEST BAYSIDE PARTNERS, LLC OWNED LAND
- PROPOSED PARKING AREA
- PROPOSED CURB CUT
- EXISTING CURB CUT TO REMAIN
- CURB CUT TO BE REMOVED
- ZONING BOUNDARY/ZONE — B3

PARKING SUMMARY

	# PARKING SPACES
PRIVATE SPACES	168
PUBLIC SPACES	225
GARAGE SPACES (EX.)	595

GENERAL NOTES:

1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.



ISSUED FOR	BY	DATE
CONCEPT	WHS	12/9/22
MASTER DEVELOPMENT PLAN	WHS	12/23/22

DRAWING NAME: MASTER SITE PLAN

PROJECT NAME: WEST BAYSIDE MASTER DEVELOPMENT PLAN

CLIENT: WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
PO BOX 3287 PORTLAND, MAINE 04104
(207) 775-2655

THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ANY UNAUTHORIZED MODIFICATIONS OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1093.13_CIVIL
JN:	1093.13
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
11419
12/23/2022
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

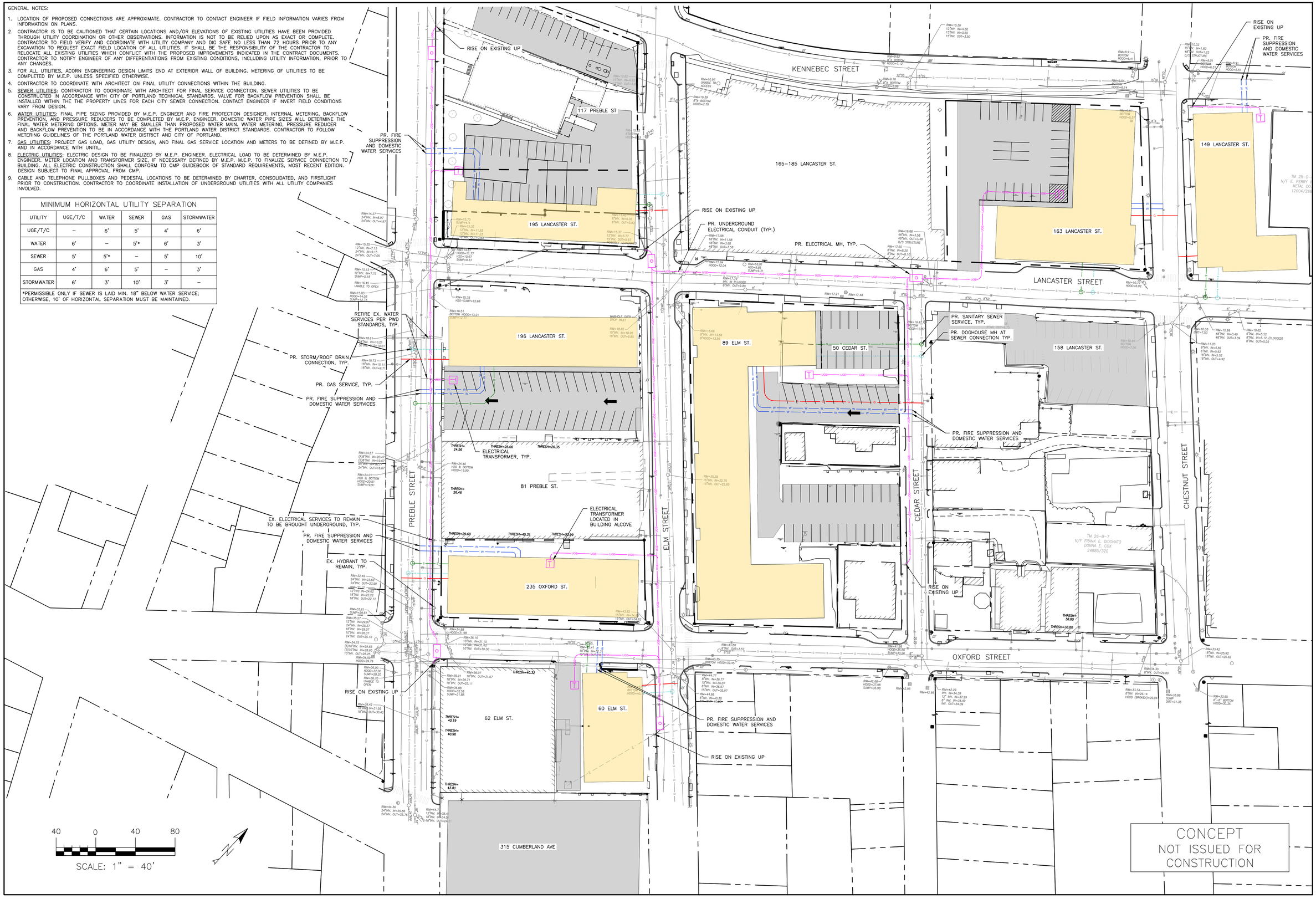
GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER, CONSOLIDATED, AND FIRSTLIGHT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.

MINIMUM HORIZONTAL UTILITY SEPARATION

UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	–	6'	5'	4'	6'
WATER	6'	–	5'*	6'	3'
SEWER	5'	5'*	–	5'	10'
GAS	4'	6'	5'	–	3'
STORMWATER	6'	3'	10'	3'	–

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



ISSUED FOR	BY DATE
CONCEPT ATS	WHS 12/20/22
MASTER DEVELOPMENT PLAN	WHS 12/23/22

DRAWING NAME: PRELIMINARY UTILITY PLAN

PROJECT NAME: WEST BAYSIDE MASTER DEVELOPMENT PLAN

CLIENT: WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

ACORN ENGINEERING, INC.

THE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE TO THESE PLANS WITHOUT THE WRITTEN PERMISSION OF ACORN ENGINEERING, INC. OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
ACORN ENGINEERING, INC.
PO BOX 3200 PORTLAND, MAINE 04104
(207) 775-2655

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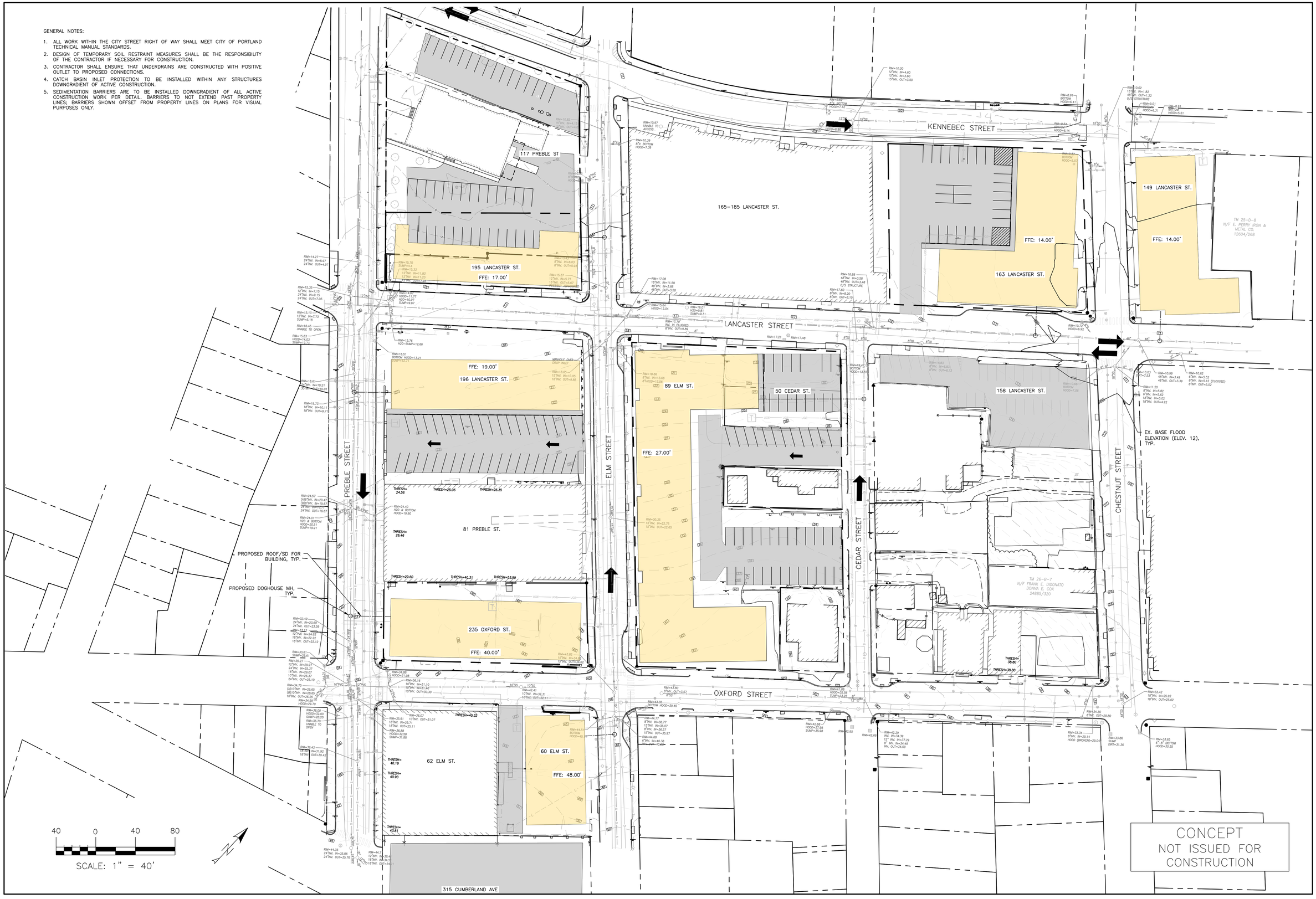
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
11419
12/23/2022
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-20

GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.



ISSUED FOR	BY	DATE
CONCEPT	WHS	12/9/22
MASTER DEVELOPMENT PLAN	WHS	12/23/22

DRAWING NAME: **PRELIMINARY GRADING PLAN**

PROJECT NAME: **WEST BAYSIDE MASTER DEVELOPMENT PLAN**

CLIENT: WEST BAYSIDE PARTNERS, LLC
188 STATE STREET, 3RD FLOOR, PORTLAND, ME 04101

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ACORN ENGINEERING, INC.
PO BOX 3257 PORTLAND, MAINE 04104
(207) 775-2655

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DRAWN BY:	ZMS
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
11419
12/23/2022
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-30

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

General impact

The master plan has been developed to reflect and reinforce priorities from the City's recent comprehensive plan. The exhibit at right introduces these goals and summarizes the project's key community benefits.

In keeping with Portland's goals, Bayside will foster a community that is:

Bayside will source inspiration from other walkable, mixed-use community spaces. This image is from the recently completed The Landing, in Fort Wayne, IN.

The Development will:

- Establish the Lancaster corridor as Bayside's "Main Street," lined with retail, food and beverage, and other amenities from Parris Street to Whole Foods.
- Introduce 800+ total and 200+ affordable new rental homes for the Portland community to accommodate the City's growing need for mixed-income housing.
- Create a signature public space between Preble and Elm where the neighborhood can come together.
- Convert numerous surface parking lots into vibrant new developments.
- Retain social services and other established community organizations in refurbished historic buildings.
- Consolidate parking at the Public Market garage to manage traffic, promote pedestrian access, and strengthen the connection between Bayside and downtown Portland.
- Source inspiration from cities that have successfully followed a similar path, prioritizing pedestrian access, mixed-use community spaces, and sustainable initiatives.
- Promote a thoughtful development process that helps Portland achieve its Comprehensive Plan goals and addresses affordability, accessibility, connectivity, and climate resiliency.

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

General impact
The project translates the City's comprehensive plan priorities into planning and design strategies that reflect and reinforce local community goals and shared values.

MASTER PLAN PRINCIPLES

5

Translating Portland's plan into a diverse neighborhood that celebrates shared community

Build a neighborhood heart for the entire community

Develop a Main Street and public realm that reflects what makes Bayside special.

Create places that connect people

Promote walkable connections across Bayside and to the surrounding city.

Establish a genuine common ground

Introduce an inclusive, accessible place where the community can come together.

Foster real walkability

Develop a critical mass of density and mix of uses that invite pedestrians.

Celebrate living culture and local heritage

Reinforce the neighborhood's diverse architectural character and community values.

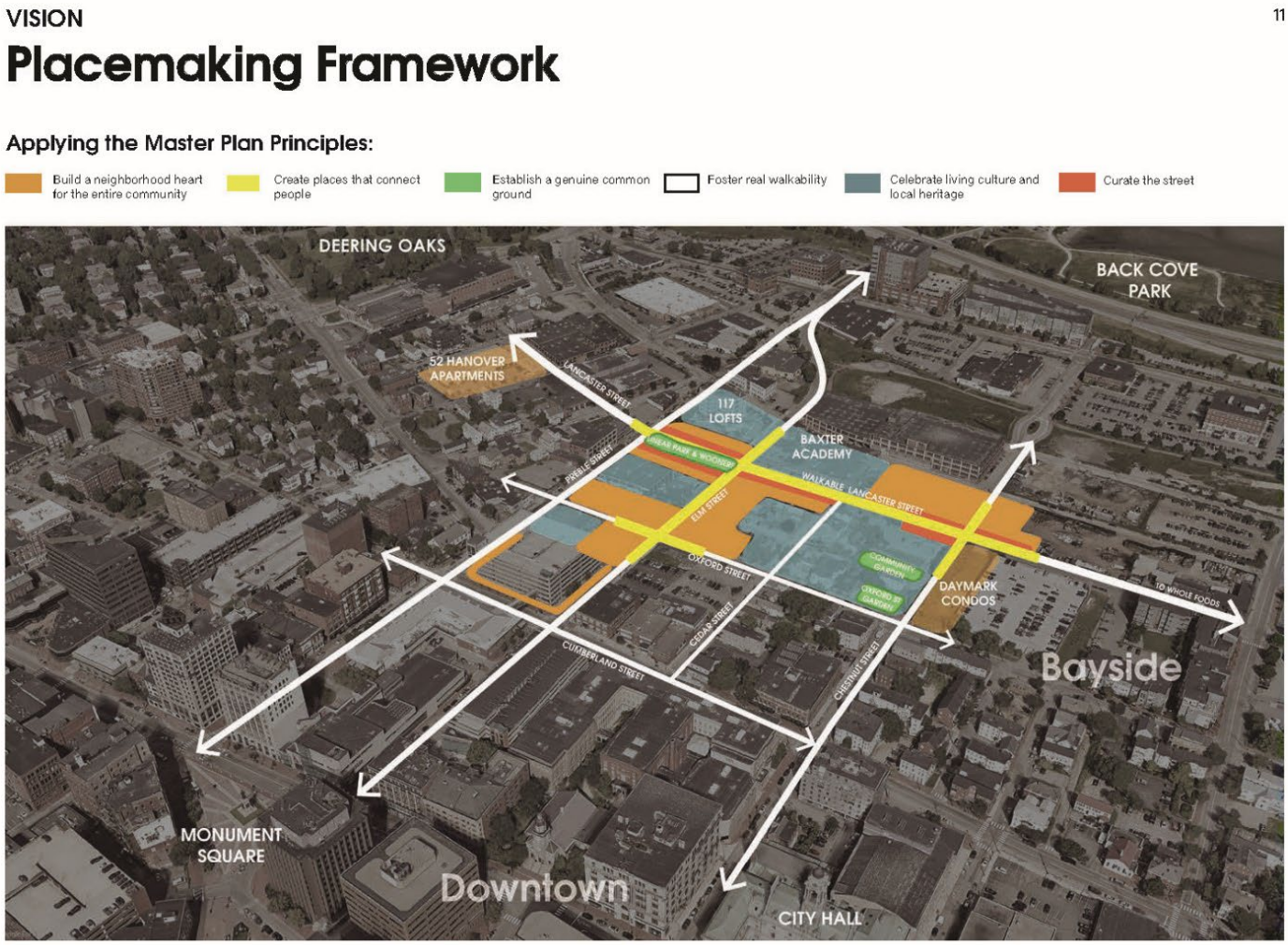
Curate the street

Integrate food/beverage and other neighborhood amenities that bring the streets to life.

Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

Relationship to surrounding properties

The master plan envisions a development knit into and helping strengthen the neighborhood fabric through its relationship with and connection to surrounding structures and places. The project's placemaking framework applies the master planning principles to the West Bayside context, emphasizing community connection, diversity, walkability, local heritage, and vibrant streets.

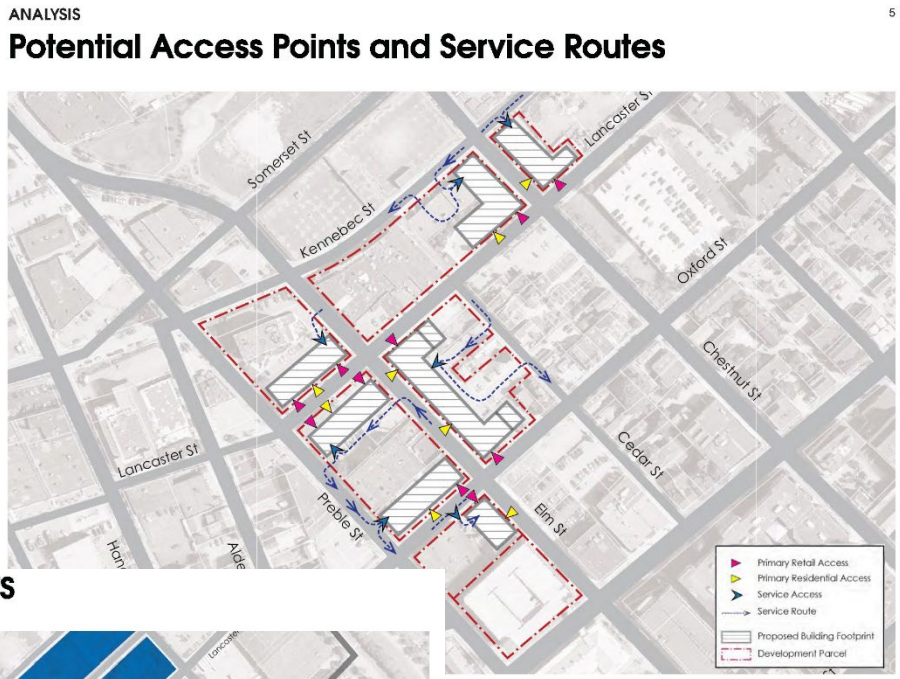


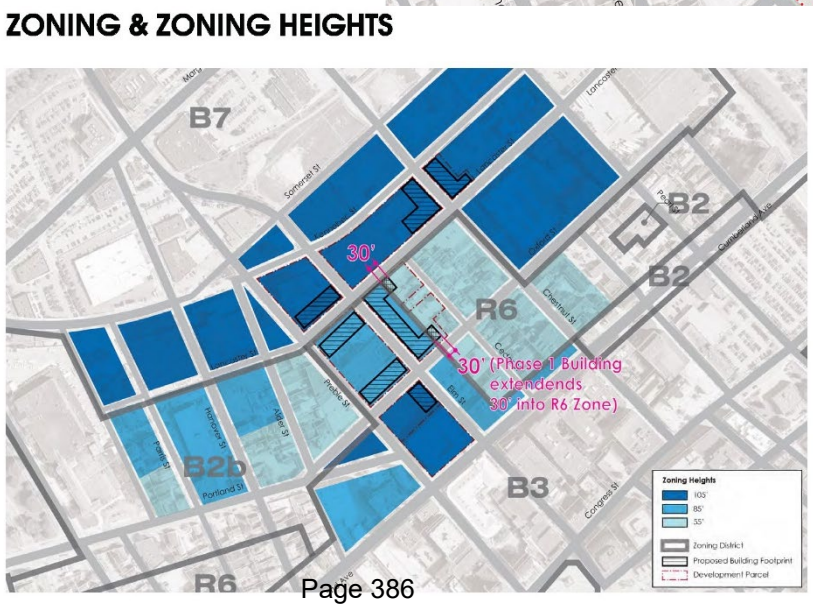
Neighborhood Context Statement. *Provide a statement and/or plan as to the general impact of the proposed Master Development Plan upon the area, indicating how the Master Development Plan relates to surrounding properties and what measures will be taken to create appropriate transitions and access from the subject property to abutting public properties (i.e. parks, waterfront, etc.) or other neighboring tracts (if applicable)*

Measures to create appropriate transitions and access to abutting public properties / neighboring tracts

The master plan does not abut public properties but does take care to provide access to new buildings without disrupting access to existing properties.

Planned buildings all conform to currently approved height limits. The buildings adjacent to the lower R6 zone include a step down at the zone border, helping transition the massing from taller construction to lower context.





Integration with the surrounding context. *A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.*

Land use

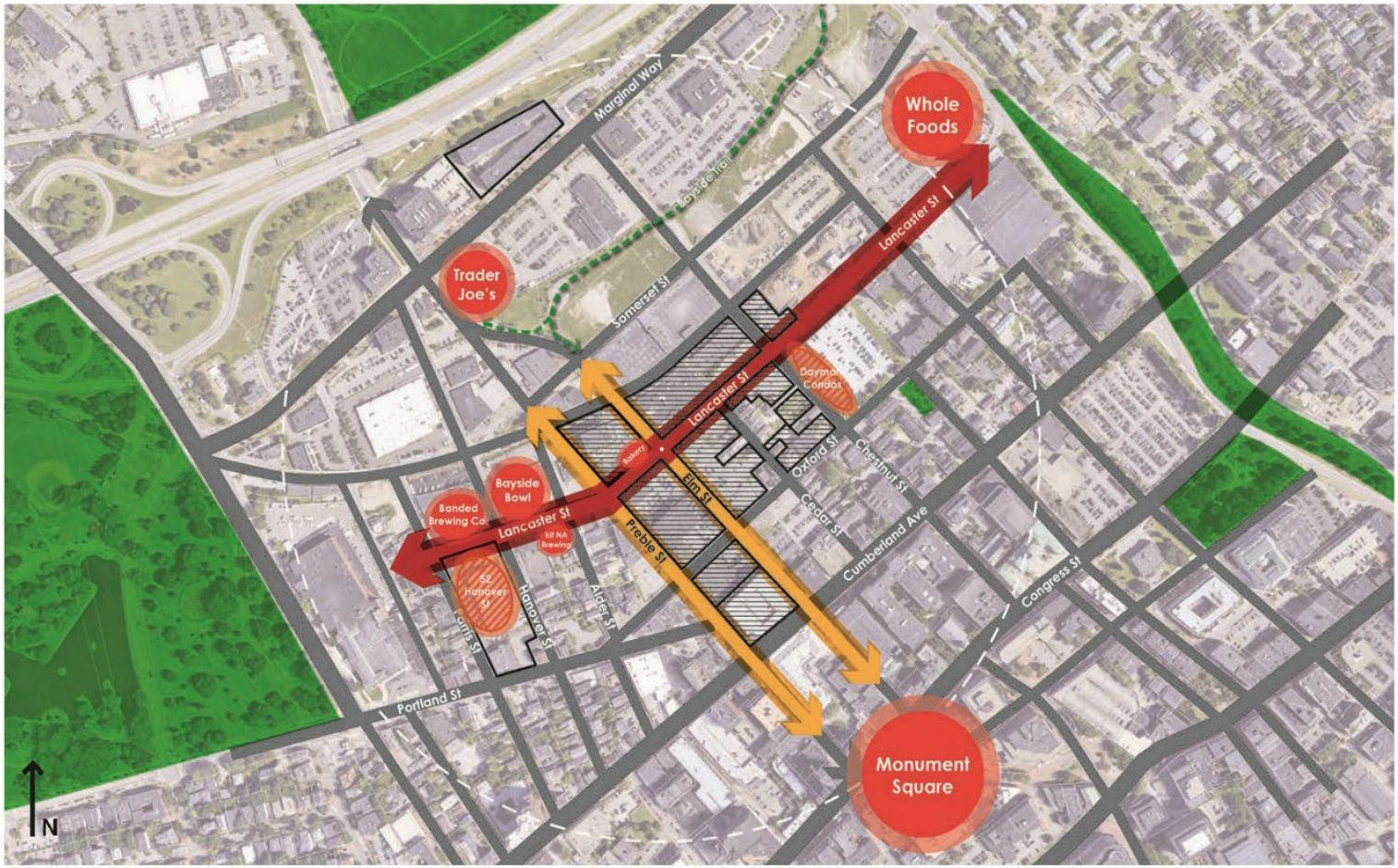
The master plan's housing program represents and extension of West Bayside's residential neighborhood land uses.

Additionally, the project connects emerging and established local amenities and landmarks to the east/west along Lancaster Street and north/south to downtown along Elm and Preble Streets.

CONTEXT 7

The Heart of Bayside

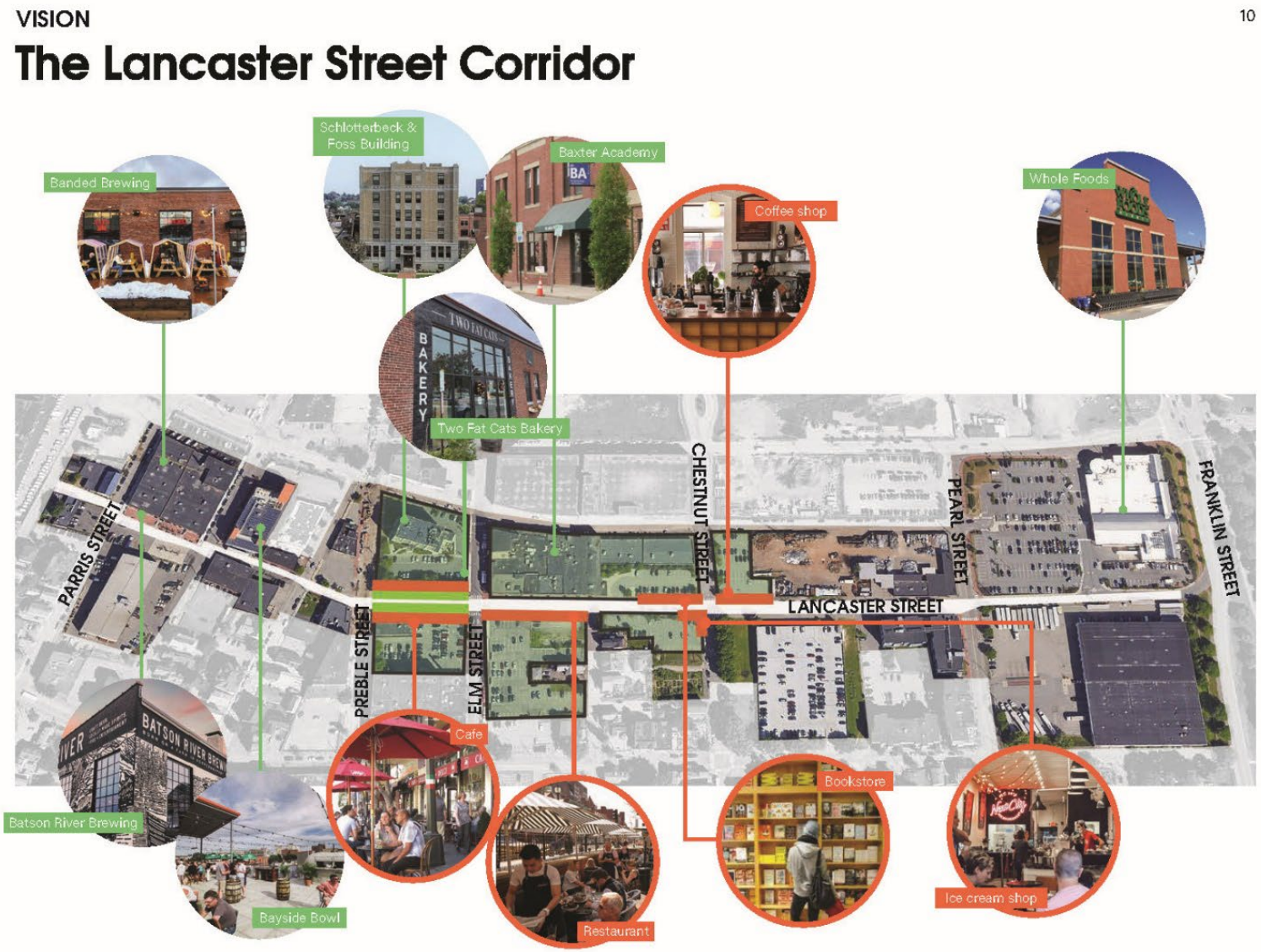
The site resides at the crossroads of West Bayside's key streets and corridors and introduces a new heart to the neighborhood.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Land use (cont.)

The master plan extends and infills the emerging corridor of amenities and destinations along Lancaster Street, connecting recent developments at the Parris Street end with Whole Foods at the Franklin Street end for a consistent and cohesive pedestrian experience from end to end.



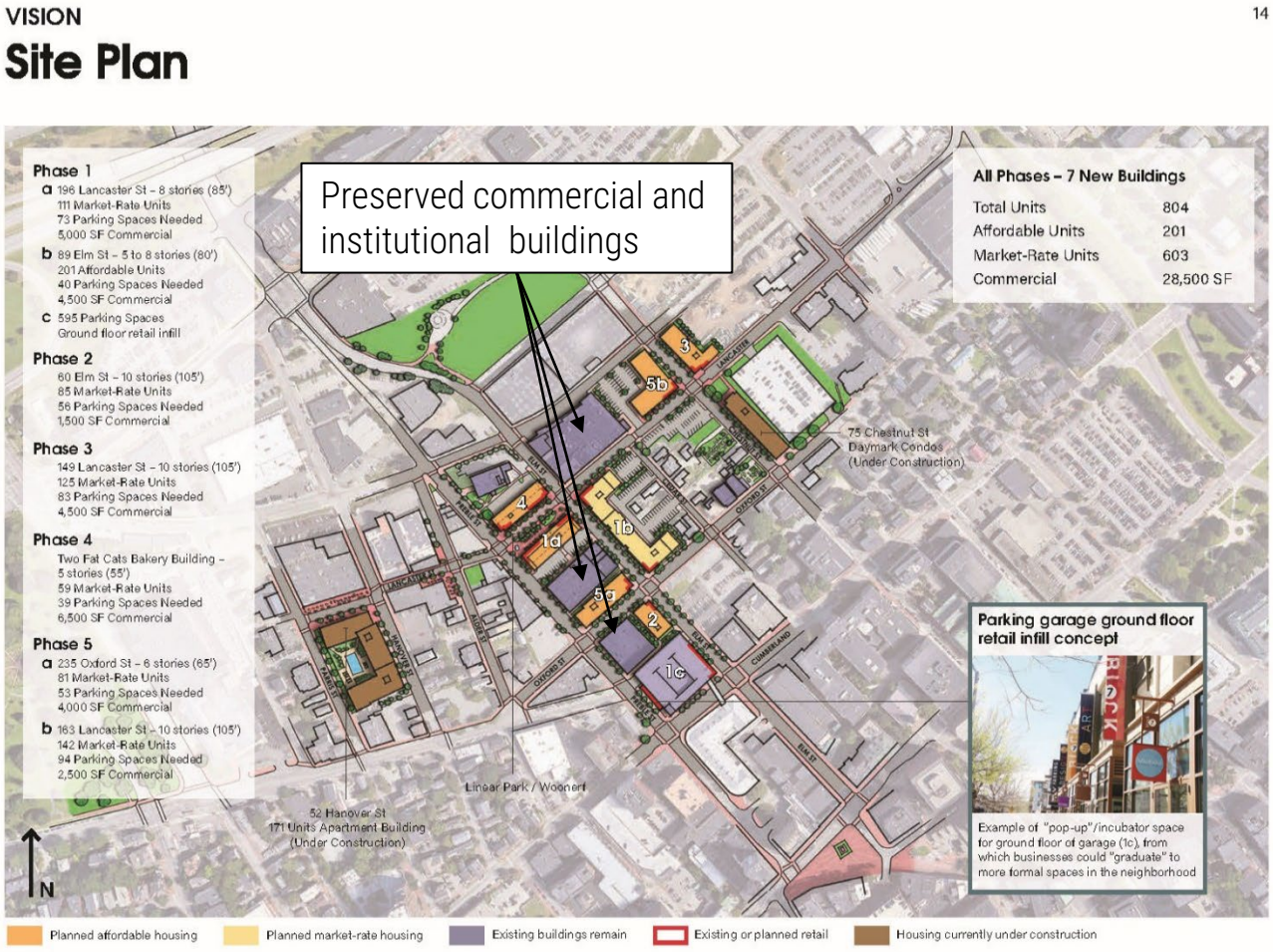
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Land use (cont.)

The master plan includes retaining and, in some cases, renovating multiple existing commercial and institutional buildings within the master plan area. The developer intends to maintain leases with willing local community service providers that occupy these spaces and consolidate those displaced from demolished buildings into preserved buildings.

This approach will help continue the Bayside neighborhood's role as a home for important community resources serving both the local neighborhood and the City more broadly.

The plan also envisions retrofitting the Public Market parking garage with infill retail and amenity uses, strengthening the experiential connection to downtown along Preble and Elm Streets.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Architecture

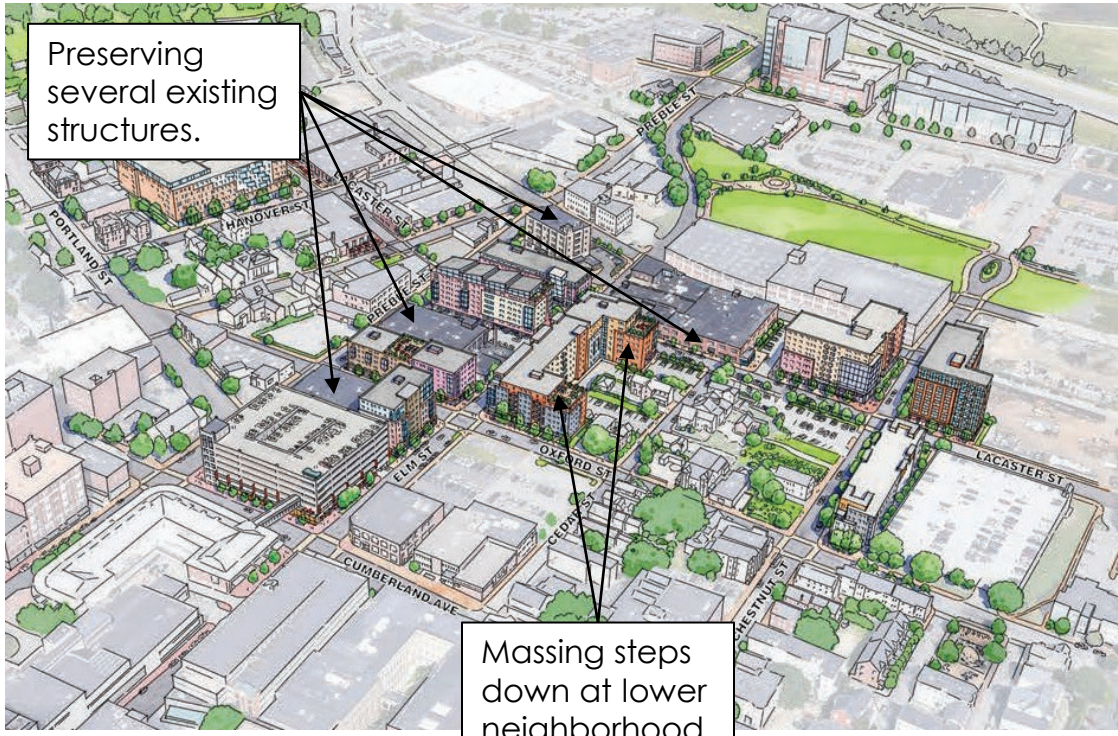
Buildings will be designed to incorporate visual diversity between new structures and avoid a monolithic appearance across the parcels. Their architectural style will blend contemporary and contextual elements to add new visual interest while resonating with existing neighborhood character. Architectural design will be consistent with the Bayside Design Standards.

Several existing structures will be retained throughout the master plan, complementing new buildings with their established neighborhood character.

Most new buildings will be sited on surface parking lots, adding infill development to the neighborhood with reduced displacement of existing structures.

Building heights are all consistent with current zoning, requiring no variances or waivers that would drive heights above currently approved limits.

Buildings step down in height to transition to lower existing neighborhood fabric, such as along Oxford Street.



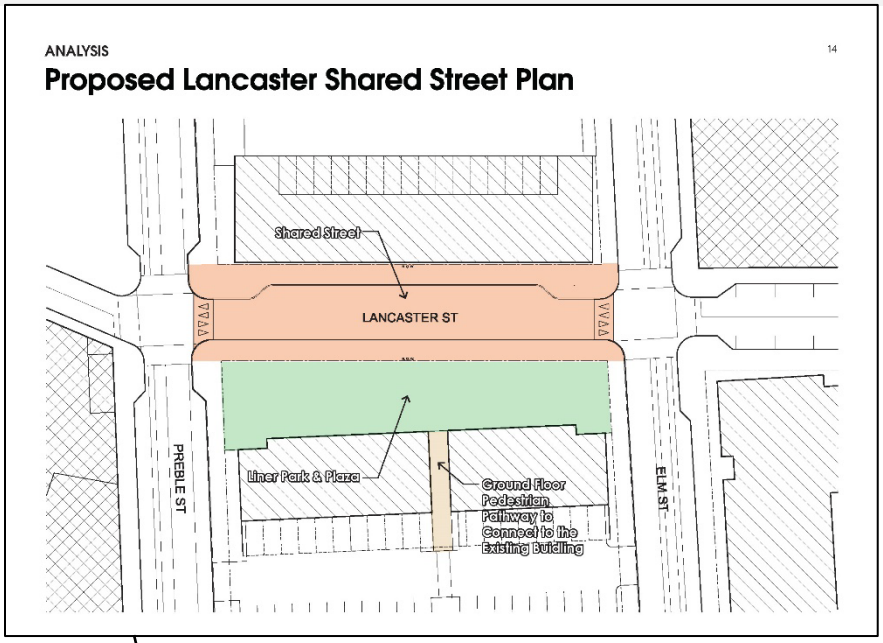
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Open space and pedestrian networks

The master plan's open space and pedestrian networks are designed to integrate seamlessly with the surrounding neighborhood and public spaces.

All streetscapes will be optimized for walkability, incorporate Bayside lighting fixtures, and include street trees that contribute to the district's growing canopy. Planned streetscape improvements include reducing curb cut counts and widening sidewalks along several blocks, extending and enhancing the pedestrian network through and around the development.

The shared street and linear park planned for the segment of Lancaster Street between Preble and Elm represents a signature moment within the development's public realm network and adds a vibrant and inviting new open space to the neighborhood's collection of unique public places and spaces.



Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Vehicular access and circulation

The plan does not envision significant changes to local vehicular access or circulation patterns

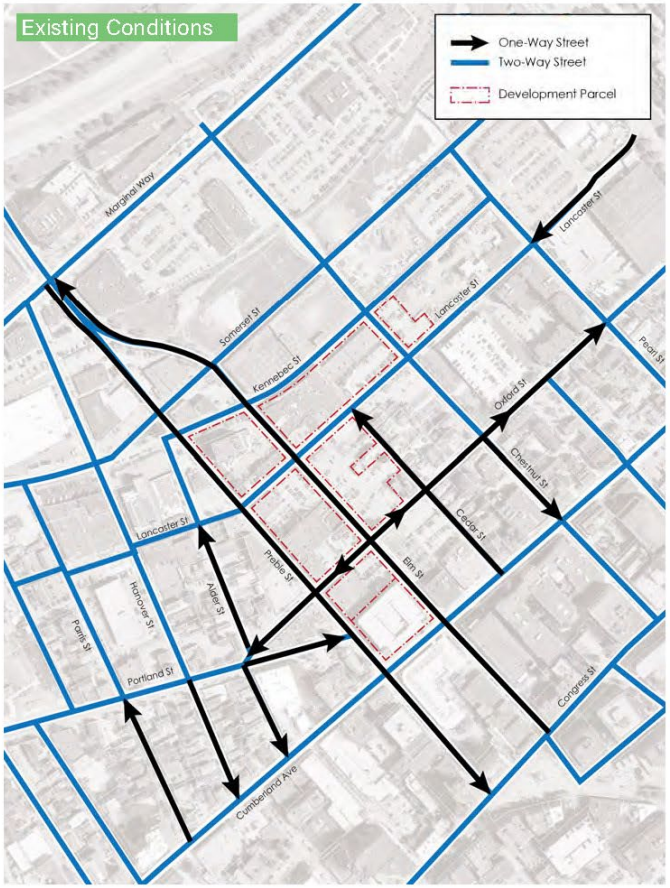
The shared street planned for one block of Lancaster will retain its existing two-way vehicular flow. Given very low current and expected volumes on this street segment, the slight modification of the roadway to a shared street design should not disrupt local traffic circulation. This shared street configuration is also referenced as a planned future condition of the segment in the Bayside Master Transportation Plan.

The plan anticipates Oxford Street's conversion to two-way operation as identified in the Transportation Master Plan.

ANALYSIS

2

One-Way & Two-Way Streets



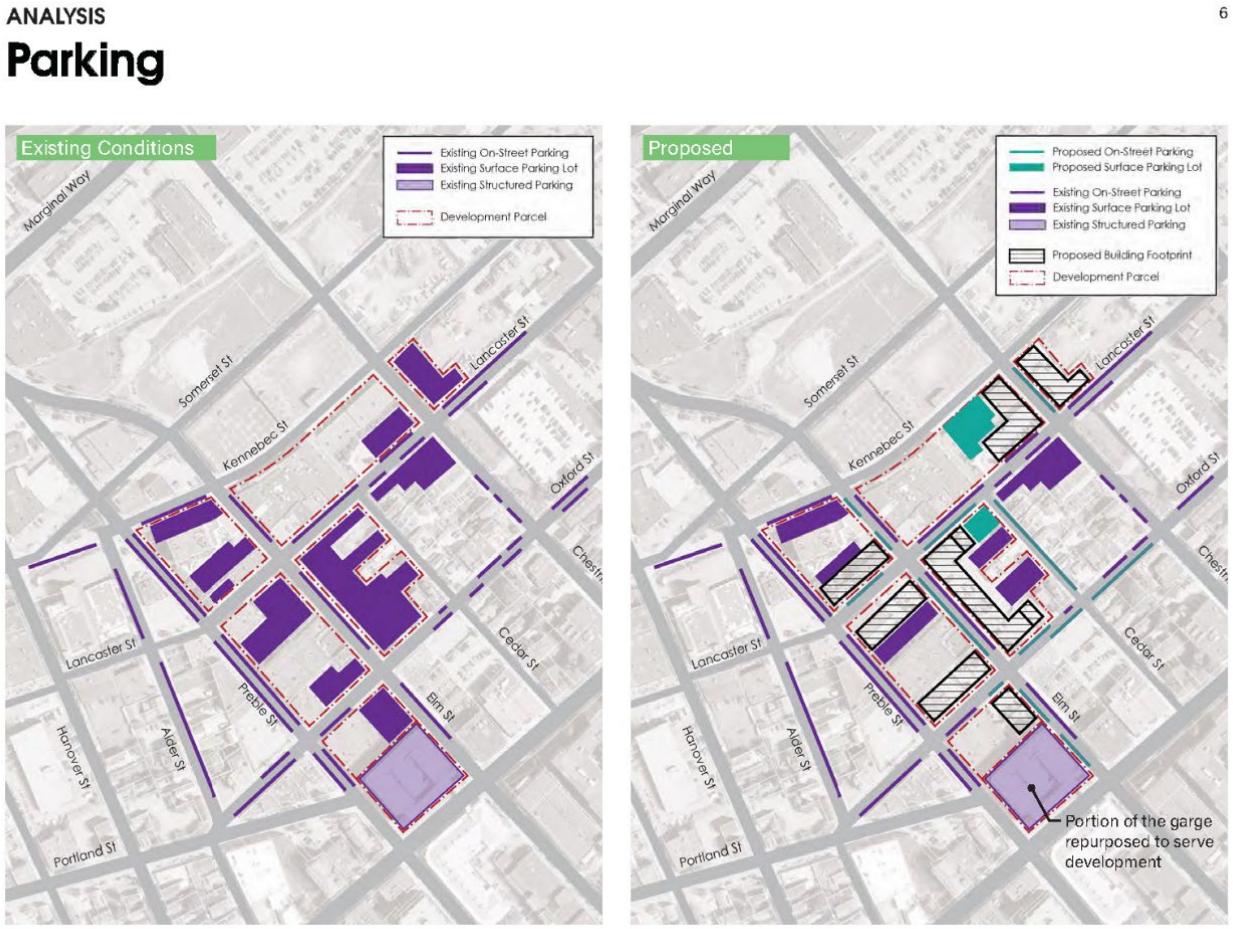
Integration with the surrounding context. A master development plan shall be designed to integrate with the surrounding context with respect to land use, architecture, open space and pedestrian networks, vehicular access and circulation, off-site public facilities and all other infrastructure.

Vehicular access and circulation (cont.)

New housing development will utilize the existing Public Market parking garage, diverting residential traffic from the local streets within the heart of the neighborhood.

Consistent with established patterns across the neighborhood, retail uses will utilize on-street parking which will be provided along all blocks.

All new buildings will be located on what are currently surface parking lots, transferring parking capacity to on-street and garage locations. This transition will help restore the neighborhood's urban fabric by converting pervious paved surfaces to mixed-income housing development and vibrant, walkable streets and open spaces.



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

Building scale, massing, and articulation.

The master plan's buildings support a cohesive sense of neighborhood identify with a consistent approach to building scale, massing, and articulation. Though no two buildings will be identical, all will share a common architectural language and material palette to help tie the district together visually.

The plan's approach to architectural design will be informed by and relate to the existing neighborhood fabric, though it will also include modern elements to complement rather than mimic the adjacent structures it infills between.

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

Use of quality exterior materials and architectural detailing at pedestrian scale.

Creating a vibrant, walkable, pedestrian-oriented environment is a top master plan priority. To support this goal, all buildings will include high-quality materials and detailing along edges facing and framing the public realm.

The master plan will also coordinate façade design with streetscape and open space design to maximize overall neighborhood legibility, navigability, and accessibility for pedestrians. In particular, architecture and landscape architecture along the Lancaster Street corridor will be tightly coordinated to create a cohesive and engaging pedestrian experience.

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

Consistency of design and materials for streetscape and pedestrian amenities.
The master plan organizes streets into "typologies" based on their role in the development's placemaking framework and the land uses they flank. Though typologies will vary in dimension and organization from street to street, they will all draw from a common palette of materials and design strategies to create a cohesive appearance and pedestrian experience overall.

Framing of outdoor open space and linkages
Lancaster's shared street and linear park between Preble and Elm Streets, the project's primary new open space, will be framed by new buildings with high quality materials and articulation on both sides. The plan also explores gateway elements key Lancaster intersections to indicate its elevated significance as a signature pedestrian corridor.

BAYSIDE PORTLAND
STREET TYPOLOGIES

BAYSIDE PORTLAND
OPEN SPACE TYPOLOGIES

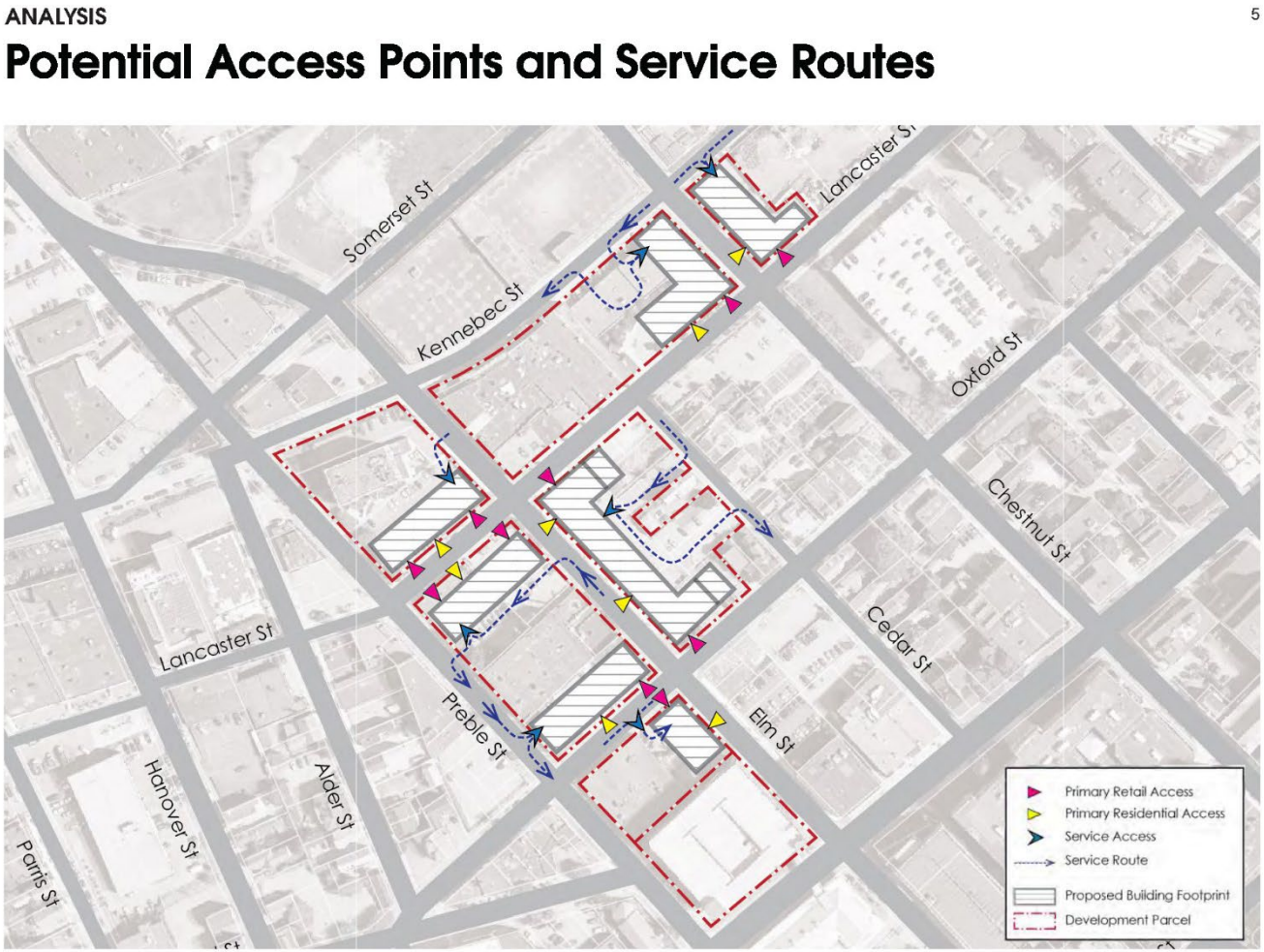
Creation of a cohesive identity. *A master development plan shall be designed to create a cohesive identity through building scale, massing, and articulation; use of quality exterior materials and architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian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

Clear conveyance of the function and significance of various buildings, entrances, and features

The master plan organizes building access, servicing, and circulation for pedestrians and vehicles to avoid conflicts between the modes.

In general, the pedestrian experience along public streets has been prioritized with resident and customer entrances along primary streetscapes and vehicular service access behind buildings, along secondary streets, and off-street altogether when possible.

The access and circulation plan also entails reducing the site's total curb cut count, especially along primary pedestrian streets such as Lancaster.



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Generally, comply with design and development standards of the zone in which it is located.

The development is directly informed by previous plans and regulatory guidelines for the City and Bayside neighborhood, including:

- Zoning and Land Use Code
- Bayside Design Standards
- Public works technical manual
- Bayside Transportation Plan
- Portland 2030 Plan

As detailed design takes shape, buildings and open spaces will continue to reference and reflect these guiding documents.

Landscape Plan

- *Major landscaping elements, features, and open space*
- *Plans for preservation of natural features*

The diagram below summarizes the development's approach to open space organization and design. Major landscaping elements include a shared street and linear park along Lancaster Street between Preble and Elm Streets; enhanced sidewalks and pedestrian amenities flanking new buildings; and potential pocket and pop-up parks in smaller spaces between buildings on permanent or temporary bases. The plan includes substantial street tree planting to expand the Bayside tree canopy throughout the site.

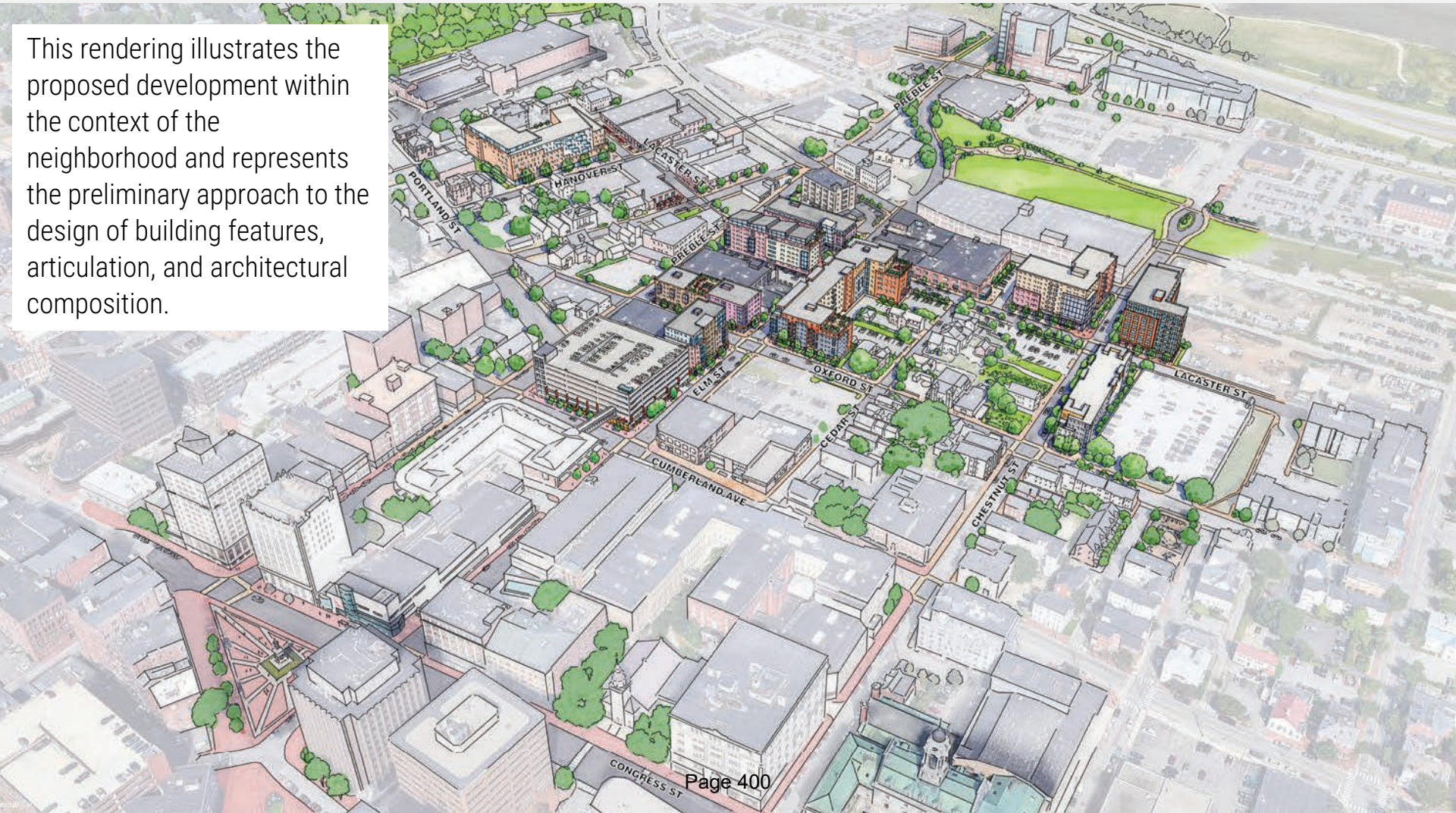
ARCHITECTURAL PLANS AND RENDERINGS

• Context drawings, perspective renderings, photographic montages, and/or computer-generated graphics depicting proposed development within context of neighborhood

• Elevations showing all sides of the structures, views of major entries or prominent building features, building articulation and elements, and finish composition

• Digital three-dimensional model of development site showing buildout for each phase, if applicable

This rendering illustrates the proposed development within the context of the neighborhood and represents the preliminary approach to the design of building features, articulation, and architectural composition.



ARCHITECTURAL PLANS AND RENDERINGS

• Context drawings, perspective renderings, photographic montages, and/or computer-generated graphics depicting proposed development within context of neighborhood

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• Digital three-dimensional model of development site showing buildout for each phase, if applicable

A view of the project's signature Lancaster Street corridor, this exhibit introduces the plan's preliminary approach to the design of major entries, building articulation, and architectural composition.

The development vision imagines a Lancaster Street brought to life by a new linear greenspace, walkable shared street, and vibrant mix of retail, food, and beverage destinations.

View from Preble St, looking east down Lancaster St

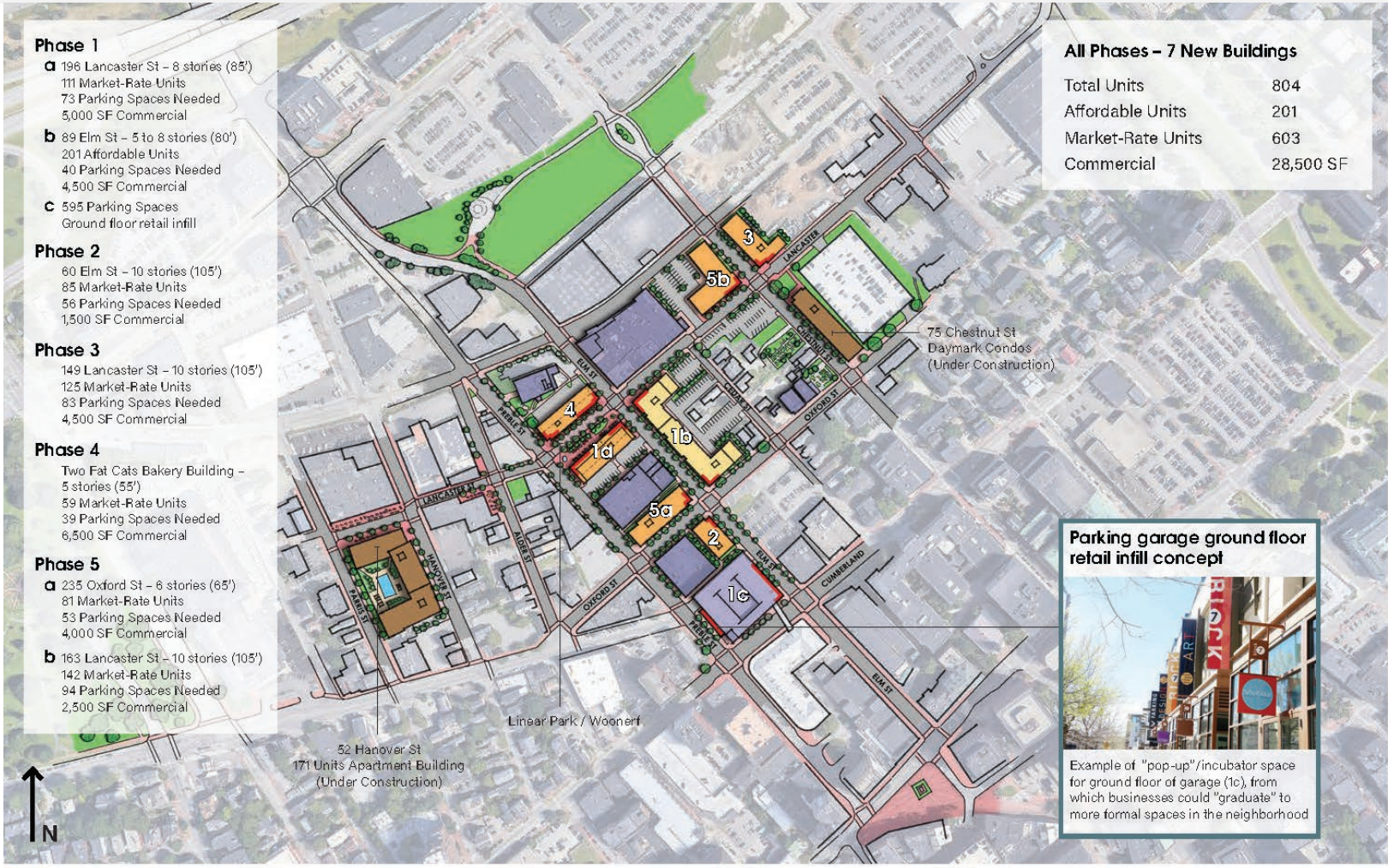
ARCHITECTURAL PLANS AND RENDERINGS

• Context drawings, perspective renderings, photographic montages, and/or computer-generated graphics depicting proposed development within context of neighborhood

• Elevations showing all sides of the structures, views of major entries or prominent building features, building articulation and elements, and finish composition

• Digital three-dimensional model of development site showing buildout for each phase, if applicable

This site plan indicates buildout for each phase of the development.



Planning Board Report
Planning and Urban Development Department

Dougherty Commons Redevelopment
57 Douglass Street
Major Site Plan Amendment Application (PL-002271-2022)
Maine Cooperative Development Partners, Applicants

Submitted to:	Portland Planning Board	**Prepared By:**	Sean King, Urban Designer
Public Hearing Date:	March 14, 2023	**Date:**	March 10, 2023

I. INTRODUCTION

Maine Cooperative Development Partners are seeking a Major Site Plan Amendment to amend the previously approved Major Site Plan (PL-001888-2021), that was approved by the Planning Board on May 24, 2022. The proposed amendment to Phase 2 would replace the three, 2-story townhomes with two, 3-story rowhouses resulting in nine additional housing units. A full background discussion and description of the overall proposal and surrounding area appears in the Planning Board Report for the original site plan approval (PL-001888-2021) Attachment 3.

Figure 1: Approximate Development Site

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1 and Inclusionary Zoning Conditional Use Standards, Section 18.2.3.

The Planning and Urban Development Department mailed 101 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the March 3 and 4, 2023 editions of the *Portland Press Herald*.

Applicants:	Maine Cooperative Development Partners
Engineer:	Sam Lebel, Acorn Engineering
Architects:	Adam Wallace, Kaplan Thompson Architects
Landscape Architect:	Seth Kimball, Aceto Landscape Architects

Figure 2: Aerial View of Site (facing north)

II. REQUIRED REVIEWS

Review	*Applicable Standards*
Site Plan	Section 14.6
Inclusionary Zoning Conditional Use	Section 18.2.3
Design Review	City of Portland Design Manual Section (h) Planned Residential Unit Development (PRUD)

III. PROJECT DATA

Existing Zoning	R-5a Residential
Property Size	146,011 square feet (3.34 acres)
Existing Use	Vacant Lot
Proposed Use	Planned Residential Unit Development (PRUD), Multi-family housing

	2022 Approval (PL-001888-2021)	*Proposed Amendment*	*Net Change*
Building Footprint	33,510 SF	33,165 SF	-345 SF
Building Floor Area	120,345 SF	124,816 SF	+4,471 SF
Impervious Surface Area	80,382 SF	80,037SF	-+345 SF
Parking Spaces	78	78	0 spaces
Bicycle Parking Spaces	50	50	0 spaces
EV Charging Stations	16	16	0 stations

IV. BACKGROUND

On May 24, 2022, the Planning Board approved Maine Cooperative Development Partners and the Szanton Company's Major Site Plan application (PL-001888-2021) to construct seven new buildings creating a total of 120 residential units, including 61 affordable units combined and intended to be built-out over two phases.

Phase 1, is led by the Szanton Company and includes constructing a five-story apartment building with 63 residential units (approximately 64,615 SF) with 46 deed restricted workforce housing units toward the eastern portion of the site along the I-295 interchange. Phase 1 includes building a total of 56 parking spaces—including 11 electric vehicle charging stations.

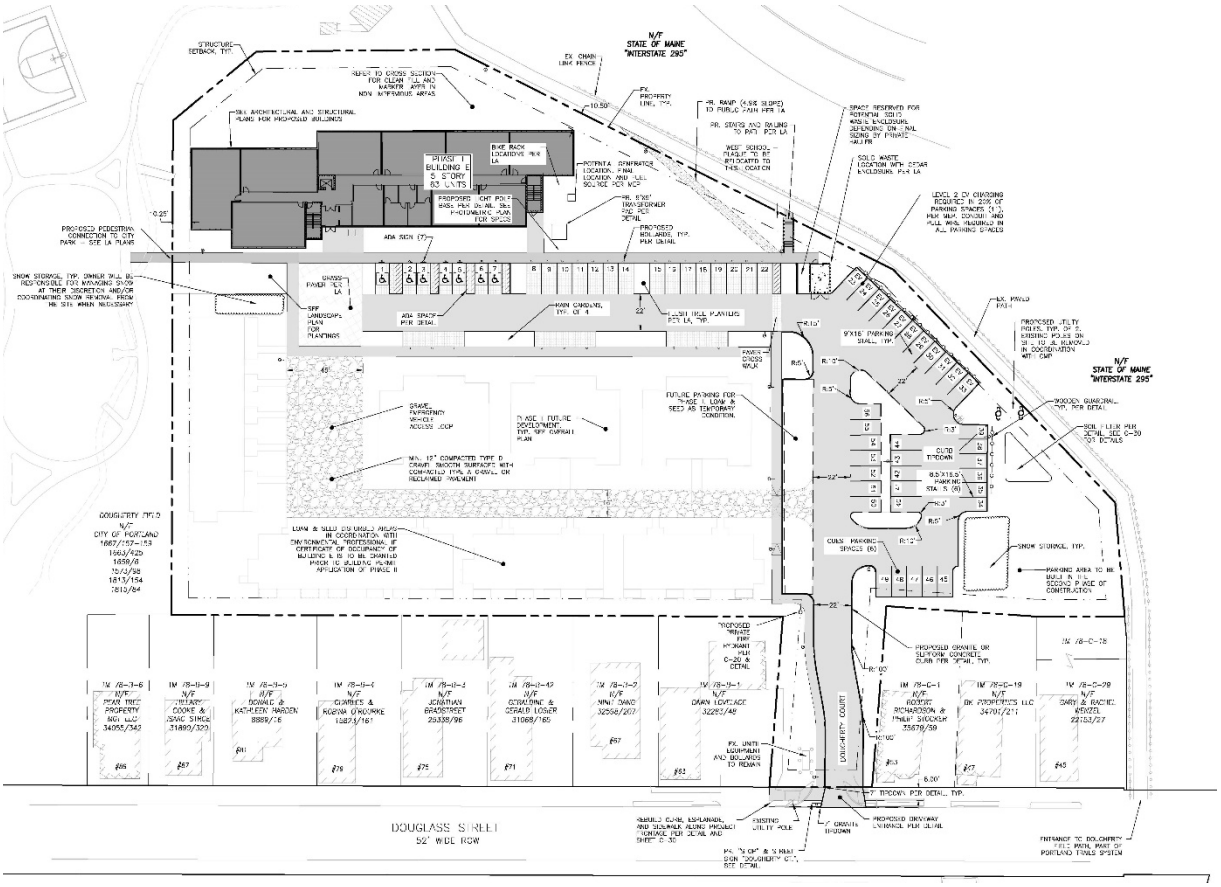


Figure 3: Phase 1 site plan of Major Site Plan PL-001888-2021 approved by Planning Board

Phase 2, is led by Maine Cooperative Development Partners, and included the construction of seven townhome-style buildings totaling 57 residential units (approximately 55,730 square feet) with 15 deed restricted workforce housing units under a limited equity cooperative model managed by Maine Cooperative Development Partners. Phase 2 included a total of 22 parking spaces and five EV charging stations.

As a condition of approval, the applicant was required to submit an updated site plan modifying their parking layout to provide four additional parking spaces to meet the minimum required 82 parking spaces on site, for review and approval by the planning authority or as an alternative the applicant may pay a fee-in-lieu into the Sustainable Transportation Fund for some or all the required parking spaces or submit sufficient documentation to the Planning Authority that demonstrates providing 73 affordable units (as documentation of a weekday peak hour average parking demand of 78 parking spaces).

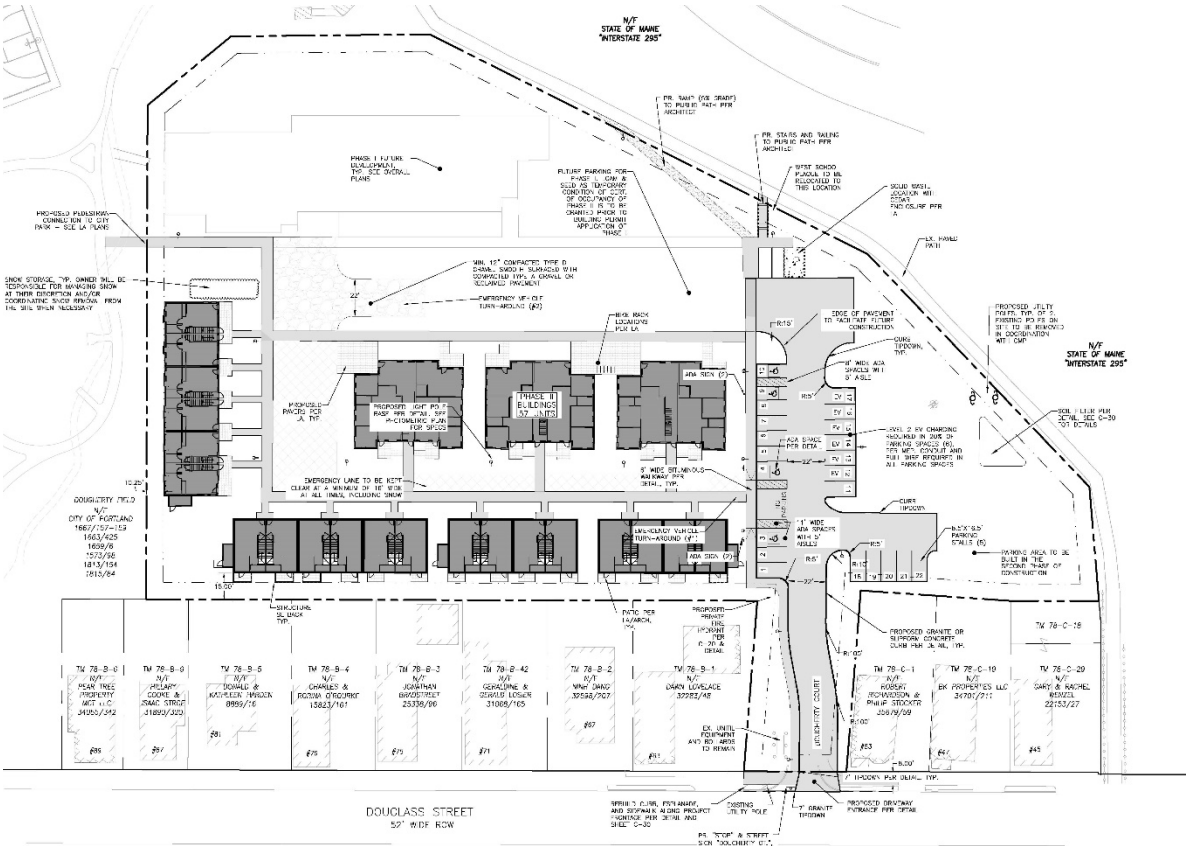


Figure 4: Phase 2 site plan of Major Site Plan PL-001888-2021 approved by Planning Board

V. PROPOSED DEVELOPMENT (AMENDMENT)

Maine Cooperative Development Partners proposes to modify the Phase 2 development plan (Plan 6a) by replacing the three, 2-story townhomes for two, 3-story rowhouses of comparable scale and architectural character. This would result in an additional nine residential units, increasing the total number of residential units for Phase 2 from 57 to 66 and from 120 to 129 for the overall site (Phase 1 & Phase 2 combined).

The Rowhomes each include 12 units. The Community Flats each include 10 units at the center of the site. The amended Phase 2 plan would include a total of 30 one-bedroom, 14 two-bedroom, and 22 three-bedroom units, as well as 22,234 square feet of common open recreation space.

The applicant has submitted plans and documents for the Planning Board with revised distribution of 112 affordable units and reinterpretation of the parking analysis (Attachment C.) throughout the development. The City's Consulting traffic engineer has reviewed the parking and traffic analysis and finds the increase in units will have little impact on traffic and does not expect to create mobility or safety concerns. Based on parking demand of 76 spaces in the ITE parking generation summary – alternative LUC analysis table, the City's Consulting Traffic Engineer finds the applicant's proposal for 78 parking spaces is sufficient.

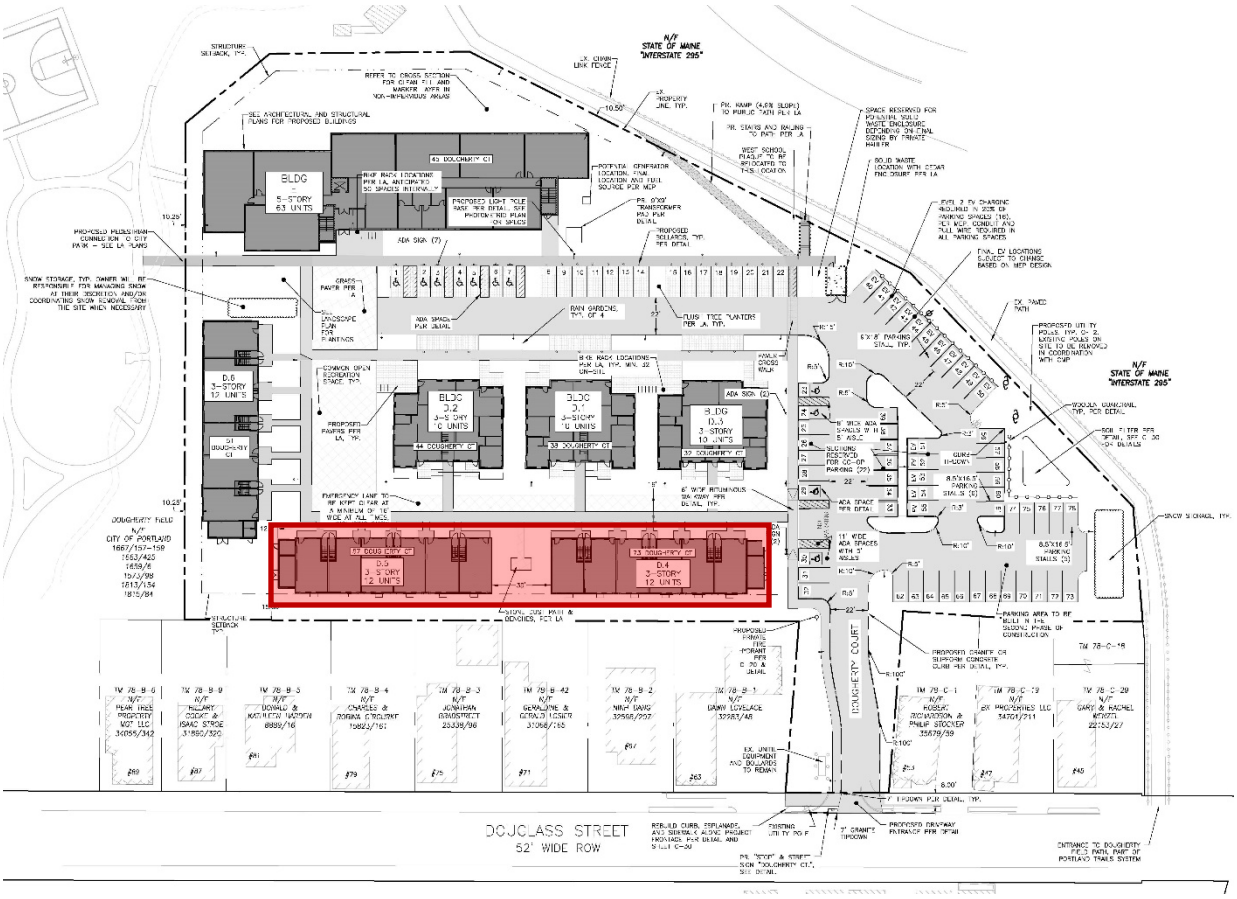


Figure 5: Overall site plan for Major Site Plan Amendment.

VI. RIGHT, TITLE, & INTEREST

The owner of the property is currently the City of Portland. The applicant has entered into a Purchase and Sale Agreement with the City which serves as sufficient right-title-interest documentation for the purposes of reviewing a site plan application.

The applicant's existing conditions survey (Plan 3) indicates the property has one easement present on site which was granted by Public Works in 2016 to Northern Utilities, Inc. for an anode bed (Book 33292, Page 266) which provides corrosion protection for underground metal gas pipelines. The anode bed easement is currently in the process of being amended by the City's attorney to accommodate the development proposal as part of the sale of the property.

VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter of financial capacity from each applicant's financial institutions as well as documentation from the Secretary of State stating both applicants are in good standing.

The applicant's representatives have also provided descriptions and examples of technical capacity demonstrating their ability to undertake the project.

VIII. ZONING ANALYSIS

The subject property is located in the R-5a Residential zone.

The proposed multi-family building and PRUD are permitted uses in the R-5a Residential Zone according to Land Use Code Table 6-A.

Under Table 7-A of the City's Land Use Code, in the R-5a zone PRUD standards apply to multi-family development of four or more units, so the proposal is subject to Table 7-A except where superseded by Table 7-B with PRUD dimensional standards.

The project provides more than 50% of the units as low-income or workforce units for rent or for sale and therefore it may utilize dimensional bonuses available to PRUD developments under Article 18 of the City's Land Use Code, which is incorporated into the zoning review. Staff analyzed the proposal and found that the project complies with all dimensional requirements which are summarized below:

R-5a Residential Zone	*Permitted*	*PRUD Dimensional Bonus Applied*[1]	*Proposed*
Street Frontage (min.)	50 feet	N/A	60 feet
Lot Width (min.)	60 feet	N/A	247 feet
Front Setback (min.)	25 feet	10 feet	10 feet
Rear Setback (min.)	25 feet	10 feet	10 feet
Right Side Setback (min.)	14-16 feet (varies)	10 feet	10 feet
Left Side Setback (min.)	14-16 feet (varies)	10 feet	10 feet
Stepbacks	N/A	N/A	N/A
Lot Coverage (max.)	30%	N/A	23%
Off Street Parking Spaces	129 spaces	N/A	78 spaces
Lot Area (min.)	2 acres	N/A	3.34 acres
Net land area per dwelling unit (min.)	1,600 sq. ft.	800 sq. ft.	1,132 sq. ft.
Units per building (max)	N/A	N/A	N/A
Average number of units per building	N/A	N/A	N/A
Structure Height	55 feet	N/A	53 feet
Building length	N/A	N/A	N/A
Bldg setback from external subdivision property lines (min.) for bldg. length 100 ft. or less	25 ft.	10 feet	10 feet
Bldg setback from external subdivision property lines (min.) for bldg.. length greater than 100 ft.	35 ft.	10 feet	10 feet
Distance between detached PRUD dwelling units (min.)	N/A	N/A	N/A
Common recreation open space area (min.)	200 sq.ft./D.U	(200 sq. ft./D.U - Minimum contiguous size and setbacks do not apply and shall be set through site plan review)	300 sq. ft./D.U.

[1] Planned Residential Unit Developments (PRUD) developments with more than 50% of the units as low-income or workforce units for rent or for sale may utilize dimensional bonuses and changes listed under Land Use Code Section 18.2.4.B.

IX. CONDITIONAL USE INCLUSIONARY ZONING (IZ)

As required by Section 18.2.3 of the City's Land Use Code, the City's Inclusionary Zoning Ordinance, residential developments with ten or more units are required to provide a minimum of twenty-five percent of the dwelling units as Workforce Housing units. Alternatively, the applicant may pay a fee-in-lieu for those units.

The approved plans for application PL-001888-2021 included a total of 120 units, with a minimum of 30 workforce housing units are required to meet the IZ requirement. Phase 1 was approved to include 46 (73%) of units at or below 60 percent AMI and Phase 2 was approved to include 15 (26%) of units at or below 80 percent AMI, for a combined total of 61 (51%) of units as workforce housing units and 59 (49%) as market rate units.

The applicant proposes to add 9 units to Phase 2 for a total of 66 units to include 47 (71%) of units at or below 100 percent AMI and 19 (29%) of units at or below 80 percent AMI. A minimum of 17 workforce housing units are required to meet the IZ requirement. The proposed amendment would meet the minimum requirements set forth in Section 18.2 providing the term of affordability for the workforce units shall have a minimum term of affordability of 30 years and recommends the applicant enter into an Affordable Housing Agreement (AHA) - detailing the affordability restrictions - with the City prior to issuance of a building permit.

Given that the project is proposing more than 50 percent of the units as workforce units for sale or rent, the project is eligible for the following dimensional bonuses and changes outlined in Section 18.2.4.B:

- Minimum lot area per dwelling unit is reduced by 50%.
    - R-5a PRUD Net land area per dwelling unit: 1,600 SF
    - R-5a PRUD Net land area per dwelling unit with Affordable Bonus: 800 SF
- Maximum number of units and maximum length of buildings do not apply but may be set through site plan review.
- Minimum building setbacks may be reduced to 10 feet.
- The PRUD may cross public rights of way provided that the right of way does not count towards minimum lot size nor towards any open space requirements.
- Minimum recreation open space area is reduced to 200 square feet per dwelling unit of common area designated for recreational purposes by the residents. Minimum contiguous size setbacks do not apply and shall be set through site plan review.
- The Planning Board's *Design Manual*, design standards, and guidelines with respect to PRUDs shall apply in full to PRUDs utilizing this subsection.

X. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

    A. Impact on surrounding street systems

    The proposed development is located off of Douglass Street, a local street, which connects two principal arterial roadways, Congress Street to the south and Brighton Avenue to the north. Both arterials are priority corridors identified in the City's Comprehensive Plan.

The application anticipates increasing traffic by moderate levels and peak hour trips occurring on the weekend, primarily on Saturday with 54 peak hours trips expected. The applicant's traffic analysis has been reviewed by the City's Consulting Traffic Engineer who finds it to be reasonable, and reports that there are no high crash locations in the vicinity. In general, the City's traffic consultant finds the increase in overall residential units by nine will have little impact on changes to traffic impacts from the previously approved project. The project would not be expected to create mobility or safety concerns and a MaineDOT Traffic Movement Permit is not required (Attachment 4).

B. Access and circulation

No proposed amendments to approved plans on 5/24/2022 to this particular review standards.

C. Public transit access

Not applicable.

D. Parking

The applicant proposes evaluation of the parking requirement by the Planning Board based on reinterpretation to the parking generation based on Institute of Transportation Engineers (ITE) affordability definition to allow for 78 off-street parking stalls.

The application includes providing 112 affordable units and 17 market rate units. In addition, for major site plans, the Planning Board shall establish the off-street parking requirement based on a parking study.

The application on the whole proposes 78 parking spaces to meet the overall demand of the proposed units — a ratio of 0.53 spaces per affordable housing unit and a ratio of 0.71 per market rate mid-rise multi-family units. As part of the total parking space allotment, Phase 1 includes 37 spaces and Phase 2 includes 35 spaces, which the applicant believes is an appropriate amount of parking to serve each phase of the development, given that more than half of the units will be offered as affordable. As a basis for determining the reinterpretation for adequate parking amount, the applicant has provided a parking analysis (Attachment C) calculating parking generation based on industry parking generation rates (per Transportation Engineers (ITE) publication, Parking Generation, 5th Edition).

The City's Consulting Traffic Engineer has reviewed the applicant's updated parking analysis and estimates a parking demand of 76 spaces, the parking supply provided with 78 parking spaces is reasonable.

E. Transportation demand management (TDM)

Not Applicable.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

Not applicable. The applicant has indicated that there are no significant natural features present on site.

B. Landscape preservation

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

C. Site landscaping and buffers

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

D. Water quality/storm water management/erosion control

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

B. Public safety and fire prevention

The applicant has stated that the site has been designed to promote safe and inviting public access connections to walking trails within Dougherty Field, as well as providing adequate emergency access to new buildings via the restricted access loop road.

The proposal includes a new private hydrant to serve the buildings onsite and will be within 450 feet from the furthest structure.

The City's Fire Marshall has reviewed the application materials, and finds the project has incorporated the Fire Department's feedback by providing access for emergency vehicles into both phases.

Department of Public Works staff has no comments related to the major site plan amendment.

C. Availability and capacity of public utilities

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The massing of the proposed townhouse, rowhouses, and courtyard flats are generally consistent with the existing 2-3 story buildings found in the vicinity.

B. Shadows

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

C. Snow and ice loading

No proposed amendments to the approved plans for Application PL-001888-2021 related to this particular review standard.

D. View corridors

Not applicable. There are no designated view corridors within the project vicinity.

E. Historic resources

Not applicable. The proposed development is not located in or within 100 feet of a historic district or historic landmark.

F. Exterior lighting

The applicant has submitted an updated lighting plan (Attachment E) and lighting cut sheets. Staff have reviewed the applicant's lighting plan and associated information and find that all lighting onsite meets the requirements contained in Section 12 of the City's Technical Manual.

Based on a staff recommendation the applicant has elected to provide additional lighting on their site directed toward the adjacent Dougherty Field Path so as to provide better lighting during evening hours given the expectation that more pedestrians will begin utilizing the pathway. Although site lighting trespass from the site exceeds 0.1-foot candles at the property line, staff have determined that where site lighting crosses the property line exceeding allowable levels, it is directed toward the I-295-offramp, which is considered a non-sensitive use, and therefore areas of lighting along the trail are exempted from the lighting trespass standards of Technical Manual Section 12.3.4.

G. Noise and vibration

No adverse impacts related to noise and vibration are anticipated as mechanical equipment is either screened and located away from residential properties. The applicant has stated that the HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.

H. Signage and wayfinding

No wayfinding signage is currently proposed, and only signage shown on plans is related to vehicular access.

I. Zoning-related design standards

Figure 6: Rendering of Major Site Plan PL-001888-2021 approved by Planning Board

Figure 7: Rendering provided by Applicant for Major Site Plan Amendment with Rowhomes at west site.

The proposal is subject to meeting the applicable PRUD design standards under Section (h) of the City's Design Manual. The applicant has submitted updated elevations and renderings with an accompanying architectural narrative (Plans 24-35e; Attachment B).

The amendment plans were reviewed to meet all applicable PRUD design standards which replace the 2-story Townhouse building type along the west property line with the 3-story Rowhomes that provide sufficient architectural variation, sufficient separation distance between buildings and ample windows and storage for each unit.

XI. PUBLIC COMMENT

Planning staff have received two written comments (PC1, 2). In general feedback included concerns for the increase of units and generation of parking throughout the neighborhood.

XII. STAFF RECOMMENDATION

Subject to the proposed motions listed below, Planning & Urban Development Department staff recommends that the Planning Board approve application #PL-002271-2022 to amend the phase 2 building design resulting in the addition of nine residential units.

XIII. PROPOSED MOTIONS

A. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on March 14, 2023 for application # PL-002271-2022 relevant to Portland's Inclusionary Zoning Conditional Use Standards and other regulations, and the testimony presented at the Planning Board public hearing, the

Planning Board, [finds/does not find] the proposed conditional use for workforce housing meets the standards of Section 18.2 with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for workforce housing units.

B. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on March 14, 2023 for application # PL-002271-2022 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the site plan standards of the Land Use Code

XIV. ATTACHMENTS

REPORT ATTACHMENTS

1. Request for Proposals #2020-2
2. City Council Order 72-21_22
3. 57 Douglass St Approval letter 05-24-2022
4. Consulting Traffic Engineer Comments (dated 02-13-2023)
5. DPW comments (dated 02-15-2023)

APPLICANT'S SUBMITTAL

A. Site plan amendment cover letter
B. Architectural narrative amendment
C. Parking analysis
D. Traffic memorandum
E. Site lighting amendment

PLANS

Plan 1. Cover Sheet & Legend
Plan 2. General Notes
Plan 3. Boundary & Topographic Survey
Plan 4. Construction Management Plan
Plan 4a. Construction Management Plan Phase I
Plan 4b. Construction Management Plan Phase II
Plan 5. Site Plan
Plan 6. Interim Phase I Site Plan
Plan 6a. Interim Phase II Site Plan
Plan 7. Utility Plan
Plan 8. Interim Phase I Utility Plan
Plan 8a. Interim Phase II Utility Plan
Plan 9. Grading & Drainage Plan
Plan 10. Interim Phase I Grading & Drainage Plan

Plan 10a. Interim Phase II Grading & Drainage Plan
Plan 11. Site Details - 1
Plan 12. Site Details - 2
Plan 13. Utility Details - 1
Plan 14. Utility Details - 2
Plan 15. Drainage Details - 1
Plan 16. Drainage Details - 2
Plan 17. Erosion & Sedimentation Details & Control Notes
Plan 18. Erosion & Sedimentation Details & Control Notes
Plan 19. Landscaping Materials Plan
Plan 19a. Landscaping Materials Plan Phase 1
Plan 19b. Landscaping Materials Plan Phase 2
Plan 20. Landscaping Planting Plan
Plan 20a. Landscaping Planting Plan Phase 1
Plan 20b. Landscaping Planting Plan Phase 2
Plan 24. Community Flats Ground Floor Plan A1
Plan 24a. Community Flats Ground Floor Plan A2
Plan 25. Community Flats Ground Floor Plan A3
Plan 26. Community Flats Second Floor Plan A1-A3
Plan 27. Community Flats Third Floor Plan A1-A3
Plan 29. Rowhome Ground Floor Plan A1
Plan 29a. Rowhome Ground Floor Plan A2
Plan 29b. Rowhome Ground Floor Plan A3
Plan 30. Community Flats Elevations
Plan 31. Rowhome Elevations
Plan 33. Cooperative Rending 1
Plan 34. Cooperative Rending 2
Plan 35. Cooperative Rending 3
Plan 35a. Cooperative Rending 4
Plan 35b. Cooperative Rending 5
Plan 35c. Cooperative Rending 6
Plan 35d. Cooperative Rending 7
Plan 35e. Cooperative Rending 8
Plan 36. Site Lighting layout plan

PUBLIC COMMENT

PC1. Frank Sanfilippo 02-14-2023
PC2. Mary DiDonato 02-2232023

CITY of PORTLAND, MAINE
Request for Proposals for Disposition of City-Owned Property
Located at 43 & 91 Douglass Street
RFP #2020-2

I. NOTICE AND SPECIFICATIONS

The City of Portland, Maine seeks proposals from qualified developers for the creation of residential housing at 43 & 91 Douglass Street. The site is designated on the City of Portland Tax Assessor's Map as lot CBL 078 C002 & 078 B007.

Sealed proposals for the project, including an original, seven (7) copies, and one (1) digital copy, as specified herein, will be received by the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, until 3:15 p.m., Tuesday, June 16, 2020, at which time they will be publicly opened.

Proposals shall be submitted, and returned in sealed envelopes plainly marked on the outside "Disposition and Development of Property Located at 43 & 91 Douglass Street".

Proposals that are late, unsigned or submitted via fax will not be accepted. Proposals from individuals not registered with the Purchasing Office may be rejected; receipt of this document directly from the City of Portland indicates registration. Should a person receive this Request from a source other than the City, please contact 207-874-8654 to ensure that you are listed as a recipient for this proposal.

All questions must be submitted in writing to the Purchasing Office. These may be mailed, hand delivered, faxed to (207) 874-8652 or e-mailed to mff@portlandmaine.gov and be received no later than five (5) business days prior to the opening date. Questions received after this time will not be addressed. Any interpretation, correction, or change of this document will be made only by written addenda. Changes in any other manner will not be binding on the City and proposers should not rely on. Proposers should not have contact with any City staff with regard to this proposal unless to obtain general public information as specified in the document.

The disposal of this real estate shall be on the basis of a negotiated proposal, with the City of Portland reserving the right to refuse any and all proposals. *All proposers are advised that the property will be sold "as-is" and "where is", in its existing condition, with no warranties either expressed or implied.* The City makes no representations or warranties about of any of the information about the property set forth herein, which is provided to proposers for their convenience only. The successful proposer shall be responsible to inspect the property, or to hire its own professionals to do so. The City, and its agents, make no representations or warranties with respect to the title of the property, the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the property, or as to the fitness of the property for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the property. The City disclaims any and all responsibility for injury to proposers, their agents or others while examining the property or at any other time. The City will not be responsible for any broker's commission.

Any and all improvements made to said property must be done in accordance with existing City Codes and Ordinances.

II. GENERAL INFORMATION

Summary of Request:

The City of Portland is committed to providing housing opportunities and has set a goal to evaluate the use of City-owned property to construct housing. As one-step in accomplishing this goal, the City of Portland will accept proposals for the development of housing on the lot located at 43 & 91 Douglass Street, which currently is a vacant lot but was the former site of the West School.

This request for proposals results from the December 16, 2019 approval by the Portland City Council (Resolve 10-19/20) on the recommendation of the Housing Committee to market the City-owned vacant property located at 43 and 91 Douglass Street.

The City of Portland uses the RFP process to ensure that public resources are utilized for maximum public benefit while accomplishing specific objectives and providing fair access to all applicants.

Site Information:

a. Location: 43 & 91 Douglass Street, as identified in the City of Portland Assessor's records as lot CBL 078 C002 and 078 B007, in the R-5 zone. The lot includes the former site of the West School. The site for disposition includes a portion of 91 Douglass Street, but not the entire lot (See Attachment 2).

b. Existing Conditions: 43 & 91 Douglass Street is located on two parcels with frontage on Douglass Street in the Libbytown neighborhood. A right-of-way bisects the two parcels. The surrounding context is predominantly residential with the majority of homes in the area being one and multi-family structures. Dougherty Play Field abuts the property to the north.

c. Current use: Vacant lot.

d. General Dimensions: 43 Douglass Street (estimated at .3981 acres), and an estimated 2.85-acre portion of 91 Douglass Street.

e. Current Zoning: R-5. The minimum lot size in the R-5 zone is 6,000 square feet for residential development (single-family and two-family), 9,000 square feet for a multi-plex development (three-family or more), and 2 acres for a planned residential unit development (PRUD). This parcel would allow for residential, multi-family, and PRUD development. The minimum lot area per unit in a PRUD is 3,000 square feet; the maximum units per building is 12 units. At an estimated 141,570 square feet, the maximum number of residential units that could be developed within a PRUD is 47 units. For complete zoning requirements, please refer to Chapter 14, Land

Use, of the City Code.

f. Rezoning: Higher density zoning that furthers exceptional projects and other city goals as outlined in Section III may be considered. It should be noted that changes to zoning require both Planning Board and City Council approval.

g. Condition of the property at the time of sale: This parcel is the location of a former city-dump, and later the West School. A natural gas line and gas company easement are located in the right-of-way and the 43 Douglass Street parcel thus precluding development over these sites. A 40' wide sewer easement is also identified in the unbuildable portion of the site.

h. Environmental Conditions: A Phase II Environmental Site Assessment (ESA) has been completed to evaluate current environmental conditions. Based on findings, special soil disposal restrictions may be required. Participation in the Maine DEP Voluntary Response Action Program (VRAP) should be considered. The Phase II ESA will be available on-line.

i. Proposers are urged to investigate water sources and utility connection requirements with the Department of Public Works.

III. CITY GOALS

The City's primary goals for the use of the property are:

1. Developments shall provide mixed income units. All units must be affordable to households earning 60% to 120% of the area median income (AMI). Currently, 60% AMI for a family of four is $55,800 and 120% AMI for a family of four is $111,600.

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

   Restrictions on the affordability of units must be in place for a minimum of 30 years for homeownership units, and the longest period allowed by law for rental units.

2. Development of mixed income homeownership or rental housing of excellent building and site design. Design principles should promote efficient use of land to create a development that is compatible with the existing pattern, scale, massing, and materials of the surrounding neighborhood. The development's buildings shall be designed to meet the City's Green Building Code.

3. Rezoning may be considered to support increase housing development opportunities or maximize the number of allowable housing units on the property.

4. Developments shall create housing options that are age inclusive.

The general terms for this real estate transaction include:

- Units must be used as the principal residence of the owner/tenant and owner/tenant shall not use the unit for the conduct of business (except for a home occupation allowed under the City of Portland zoning ordinance) or as an investment property. Units shall not be rented for short-term periods of one to thirty days.
- Property Sale Price. The City expects to receive Fair Market Value ("FMV") for the property.
- Alternative Ownership Models. Alternative ownership models that will encourage a mixed income community with long term affordability for the maximum number of units, such as limited equity units, co-housing, cooperative, or a community land trust, may be considered in order to ensure the units affordability over time.
- Proposals must outline how they will maintain affordability.
- Other City Incentives. Other city financial incentives may be considered to support increase housing development opportunities or maximize the number of allowable housing units on the property.

IV. PROPOSED SCORING

An internal staff Committee will review proposals received, and will apply the following selection criteria in reviewing and scoring the applications.

Proposed use to achieve the City of Portland's goals

40 points

1. Market Demand - 20 points
    a. 20 points - all units meet the City's Goals and Terms noted in Section III
    b. 15 points - at least 75% of the units meet the City's Goals and Terms noted in Section III
    c. 10 points - at least 50% of the units meet the City's Goals and Terms noted in Section III
    d. 0 points - project does not does not meet the City's Goals and Terms noted in Section III
2. Economic diversity - 10 points
    a. 10 points - creates housing options which promote economic diversity in the neighborhood in which the development is located
    b. 0 points - does not promote economic diversity
3. Age Inclusive – 10 points
    a. 10 points – creates housing which is age inclusive
    b. 0 points – does not create housing which is age inclusive

Impact on surrounding neighborhood, including design. **25 points**

1. Project Design -15 points
    a. 15 points - the proposal is consistent with design characteristics
    b. 10 points - the proposal is an adequate fit with neighborhood characteristics
    c. 0 points - the design is a significant outlier
2. Amenities and unit design - 10 points
    a. 10 points - amenities & unit design are well thought out and appropriate for residents
    b. 5 points - amenities & unit design are adequate

c. 0 points - amenities and unit design raise significant concerns that resident needs will not be adequately addressed

Applicant's ability to complete project, including financial feasibility, development team experience, capacity, and timeframe for completion. 35 points

1. Readiness to proceed - 15 points
    a. 15 points - all projected sources of funding include letters of commitment or interest are projected at terms and conditions consistent with the City's prior experience with the funder
    b. 10 points - most projected sources of funding include letters of commitment, letters of interest, or, if no letter is included, are projected at terms and conditions consistent with the City's prior experience with this funder
    c. 0 points - one or more sources are projected on terms that are not consistent with the City's prior experience with the funder and are not documented by letter(s) from funder(s)
2. Track record of development team - 10 points
    a. 10 points - every development team member has a successful track record with this type of project and at this scale
    b. 8 points - all but one development team members have a successful track record with this type of project and at this scale; one development team member has relevant experience but at a smaller scale or not of this project type
    c. 5 points - two development team members, while having relevant experience, are new to this type of project or this scale of development
    d. 0 points - the development team does not meet the criteria above
3. Current Capacity of development team - 10 points
    a. 10 points - development team members have exceptional depth of human and financial resources to complete this project
    b. 8 points - development team members have the human and financial resources to complete this project
    c. 5 points - development team has a staffing gap in a significant role and a plan to address that gap, OR there are some concerns about the financial resources of the team to move the development forward
    d. 0 points - the development team does not meet the criteria described above

SUBMISSION INFORMATION

Interested parties are asked to submit a concept development (including preliminary drawings) and a brief description of the project, no longer than two pages, to include the number and type of units, occupants (owners/renters) to be served, special features, the impact on the neighborhood and other ways the proposal meets the primary goals of the City. A general project budget with projected funding sources, development timeline, and development team qualifications and financial capabilities is also required. This RFP does not require detailed architectural drawings or development pro formas.

Photographs and maps of the site and area are required.

a) **Developer:** Name, address, telephone, email, fax number of the proposed owner/developer and the name(s) of an alternative contact person(s).

b) **Proposal:** Each proposal submitted must specifically outline the proposed use of the property and any proposed rezoning requests.

c) **Financial Feasibility:** Provide a business plan, which shall include prospective and committed sources of funding, development and operating budgets; a letter from a lending institution indicating the applicant's ability to finance the projected costs; and provide examples of prior projects that indicate the proven ability to develop a project of similar type and scale from a fiscal perspective.

d) **Timetable:** Provide an overview of how the proposal will be implemented. Include approximate schedule for completion of each element, closing, construction start-up, substantial completion, final completion, and occupancy. Include applications for public or private financing.

e) **Developer Capacity:** Identify the qualifications and experience of the development team for the project including a list of previously completed projects similar to the proposed project. This team may include key staff of the developer, architect, general contractor and future property management. Also, discuss the ability to complete the project including the qualifications of the development team, management plan, experience, capacity, project readiness to proceed, and timeframe for completion.

f) **Occupancy and Management Plan:** Present a plan detailing the ownership structure (condominium, cooperative, etc.), resale restrictions and resale process, to ensure mixed income and long-term affordability.

g) **Purchase Price:** Proposed purchase price for the property.

h) **Copies:** Seven (7) copies, with the original so marked, and one (1) digital copy of each proposal shall be submitted.

V. SALE INFORMATION

After proposals are opened, city staff will make a recommendation to the City Council's Economic Development Committee (EDC) and the Housing Committee (HC). The EDC and HC will make a recommendation to the City Council.

VI. OTHER INFORMATION

Confidentiality: Proposals received by the City shall become a matter of public record, subjectto public inspection, except to the extent, which an applicant designates in writing, proprietary data to be confidential and submits that data under separate cover, such information, may, to the extent permitted by law, be held from public inspection, as provided in applicable Maine law, including, without limitation, 5 MRS Sections 13119-A and 13119-B.

VII. LEGAL REQUIREMENTS

The contract for the disposition of the property will be executed only after review and final approval by the City Council.

VIII. RESERVATION of RIGHTS

The City of Portland reserves the right, at its sole discretion, to award as well as reject any and all proposals for the city-owned property, based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City may extend deadlines and timeframes, as needed.

The City reserves the right to substantiate any proposer's qualifications, capability to perform, availability, past performance records, and to verify that the proposer is current in its financial obligations to the City.

The City of Portland, Maine, reserves the right to waive any informalities in proposals, to accept any proposal or portion thereof, and, to reject any and all proposals, as well as negotiate with the successful proposer(s) should it be in the best in the best interest of the City to do so for a final purchase and sale agreement and ultimate sale of the property.

Pursuant to City procurement policy and ordinance, the City is unable to contract with businesses or individuals who are delinquent in their financial obligations to the City. These obligations may include but are not limited to real estate and personal property taxes and sewer user fees.

Proposers who are delinquent in their financial obligations to the City must do one of the following: bring the obligation current, negotiate a payment plan with the City's Treasury office, or agree to an offset, which shall be established by the contract, which shall be issued to the successful proposer

April 10, 2020

Matthew F. Fitzgerald
Purchasing Manager

Attachments:
A. Proposal Signature
B. Portland Assessor's Record
C Site Map
D Phase II ESA available online

PROPOSAL
NOTE: THIS PAGE IS TO BE COMPLETED AND RETURNED

The UNDERSIGNED hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, which it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same.

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the Request for Proposals, and that the proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits which may be derived therefrom has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City employee who would be paid to perform services under this proposal. An example of an indirect interest would be a City employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

The proposer acknowledges the receipt of Addenda numbered _____
If Applicable

COMPANY NAME: _____
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: _____ DATE: _____
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: _____

ADDRESS: _____

TELEPHONE: _____ E-MAIL: _____

FEDERAL TAX ID #: _____ DUNS #: _____

STATE OF INCORPORATION _____
(If incorporated in another State, businesses must be authorized to do business in the State of Maine.)

In your organizations preceding completed fiscal year, did the organization receive:
(1) 80 percent or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; AND
(2) $25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements? ☐ Yes ☐ No

Does the public have access to information about the compensation of the executives in the organization through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (18 U.S.C. 78m(a), 78o(d) or section 6104 of the Internal Revenue Code of 1986? ☐ Yes ☐ No

NOTE: All bids must bear the handwritten signature of a duly authorized member or employee of the organization making the bid. **This sheet must be signed and returned with the application package**.

This page contains a detailed description of the Parcel ID you selected.

New Search!

Current Owner Information:

CBL	078 C002001
Land Use Type Verify legal use with Inspections Division	GOVERNMENTAL
Property Location	43 DOUGLASS ST
Owner Information	CITY OF PORTLAND 389 CONGRESS ST PORTLAND ME 04101
Book and Page	
Legal Description	78-C-2 DOUGLASS ST 43-53 REAR PROPOSED ST 17340SF
Rental Registration	No
Acres	0.3981

Current Assessed Valuation:

TAX ACCT NO.	10005	**OWNER OF RECORD AS OF APRIL 2019**
LAND VALUE	$49,000.00	CITY OF PORTLAND
BUILDING VALUE	$0.00	389 CONGRESS ST
MUNICIPAL TYPE	($49,000.00)	PORTLAND ME 04101
NET TAXABLE - REAL ESTATE	$0.00	
TAX AMOUNT	$0.00	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or e-mailed.

This page contains a detailed description of the Parcel ID you selected.

New Search!

Current Owner Information:

CBL	078 B007001
Land Use Type Verify legal use with Inspections Division	GOVERNMENTAL
Property Location	91 DOUGLASS ST
Owner Information	CITY OF PORTLAND 389 CONGRESS ST PORTLAND ME 04101
Book and Page	
Legal Description	78-B-7 DOUGLASS ST 91-105 195648 SF
Rental Registration	No
Acres	4.4915

Current Assessed Valuation:

TAX ACCT NO.	10005	**OWNER OF RECORD AS OF APRIL 2019** CITY OF PORTLAND
LAND VALUE	$489,100.00	
BUILDING VALUE	$0.00	389 CONGRESS ST
MUNICIPAL TYPE	($489,100.00)	PORTLAND ME 04101
NET TAXABLE - REAL ESTATE	$0.00	
TAX AMOUNT	$0.00	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or e-mailed.

ArcGIS Web Map

Estimated Site Area
Preliminary Survey Work Underway

3/10/2020, 12:45:58 PM

Override 1

1:1,685

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.09 km

City of Portland, DPS

Web AppBuilder for ArcGIS
City of Portland, Maine

Order 72-21/22
Passage: 7-0 (Fournier absent) on 10/18/2021 Effective 10/28/2021

KATE SNYDER (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
TAE Y. CHONG (3)
ANDREW ZARRO (4)

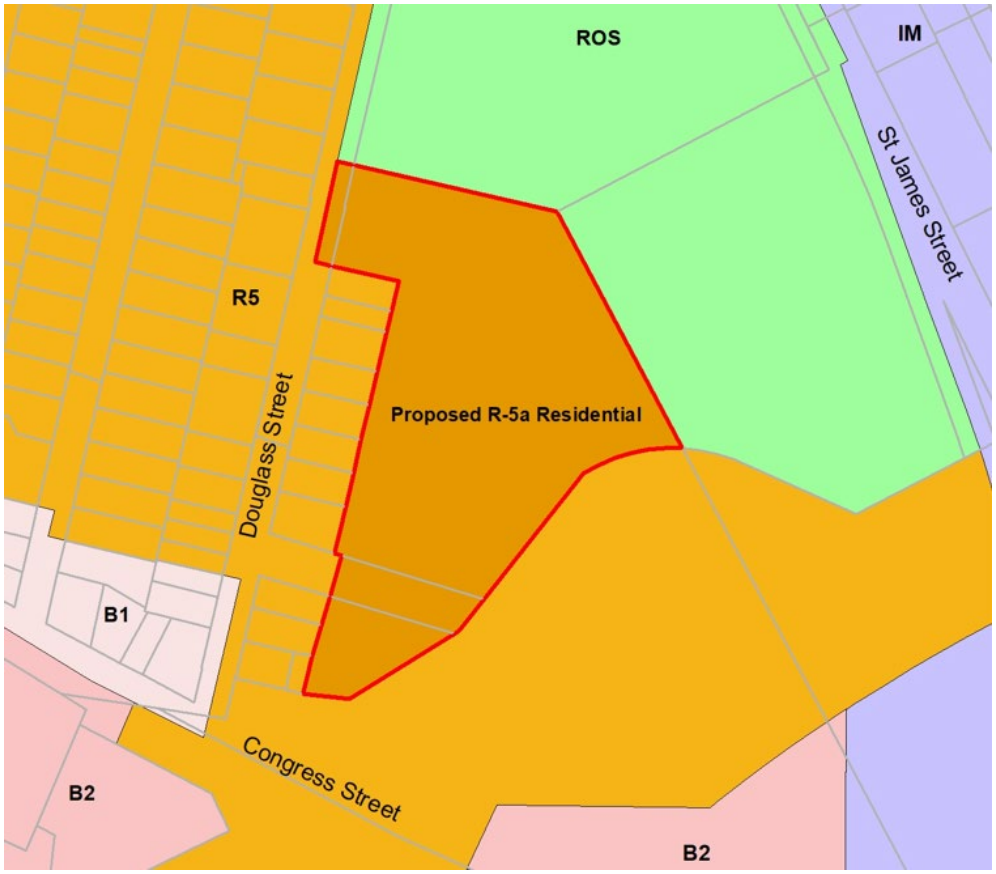
CITY OF PORTLAND
IN THE CITY COUNCIL

MARK DION (5)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

AMENDMENT TO ZONING MAP
RE: 43 AND 91 DOUGLASS STREET
FROM R-5 RESIDENTIAL TO R-5A RESIDENTIAL

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND, MAINE IN CITY COUNCIL ASSEMBLED AS FOLLOWS:

That the Zoning Map of the City of Portland, dated December 2000, as amended and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by §14-49, be and hereby is amended by adopting the attached map change amendment and specifically rezoning property at 43 and 91 Douglass Street from R-5 Residential to R-5a Residential as shown in the bordered area in the map below.



CITY OF PORTLAND, MAINE

PLANNING BOARD

Maggie Stanley, Chair
Brandon Mazer, Vice Chair
Justin Barker
Marpheen Chann
Sean Murphy
David Silk
Austin Smith

May 26, 2022

The Szanton Company c/o Carl Szanton 482 Congress Street, Ste 203 Portland, ME 04101	Maine Cooperative Development Partners c/o Liz Trice; Matthew Peters 6 City Center, Floor 3 Portland, ME 04101	Acorn Engineering c/o Sam Lebel 65 Hanover Street Portland, ME 04101

Project Name: Dougherty Commons Redevelopment
Project ID: PL-001888-2021; CU-001900-2022
Address: 57 Douglass Street **CBL:** 078 B007; 078 C002
Applicants: The Szanton Company (Phase 1);
Maine Cooperative Development Partners (Phase 2)
Planner: Jimmy Dealaman

Dear Mr. Szanton, Ms. Trice, and Mr. Peters:

On May 24, 2022, the Planning Board approved a Major Site Plan and Inclusionary Zoning Conditional Use application for the Dougherty Commons Redevelopment to construct two separate phases of residential development including 63 units (Phase 1) and 57 units (Phase 2) for a combined total of 120 new residential units (120,345 square feet) at 57 Douglass Street located in the R-5a Residential zone. The decision is based upon the application, documents and plans as submitted. The Planning Board reviewed the proposal for conformance with the standards of the Conditional Use Review for Inclusionary Zoning and Site Plan Ordinance. The Planning Board voted (5-0, Stanley and Chann absent) to approve the application with the following waiver and conditions as presented below.

Waivers

The Planning Board voted (5-0, Stanley and Chann absent) to waive the following Technical Manual standard:

1. Parking Lot Drive Aisle Width
   The Planning Board finds based upon the Consulting Traffic Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 1.14.3 which requires parking lot layouts provide a minimum drive aisle width of 24 feet, that substantial justice and the public interest are secured with the proposed

variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board waives the Technical Standard, Section 1.14.3 to allow a reduced parking lot drive aisle width of 22 feet.

Inclusionary Zoning Conditional Use

The Planning Board voted (5-0, Stanley and Chann absent) to find the proposed conditional use for workforce housing does meet the standards of Land Use Code Section 18.2 with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for workforce housing units as described in the memorandum from Housing Program Manager dated May 16, 2022.

PRIOR TO ISSUANCE OF CERTIFCATE OF OCCUPANCY

2. That the Affordable Housing Agreement (AHA) be filed as covenant to the 57 Douglass Street (i.e. 43 and 91 Douglass Street) property's deed with the Cumberland County Registry of Deeds.

Site Plan Review

The Planning Board voted (5-0, Stanley and Chann absent) to find that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall submit an updated site plan modifying their parking layout to provide four (4) additional parking spaces to meet the required 82 parking spaces on site, for review and approval by the Planning Authority or as an alternative the applicant may pay a fee-in-lieu into the Sustainable Transportation Fund pursuant to Land Use Code Section 19.1.7 for some or all the required parking spaces, which shall be paid on or before the date upon which certificate of occupancy is issued. Should the applicant submit sufficient documentation to the Planning Authority that demonstrates providing 73 affordable units (as documentation of a weekday peak hour average parking demand of 78 parking spaces), then this condition will not apply.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

2. The applicant shall provide a letter from the Portland Water District showing ability to serve.

3. The applicant shall submit an updated Construction Management Plan (CMP) for review and approval by the Planning Authority that specifies additional information regarding coordination of grading and sequencing between phases, updated plans for any modification to the stormwater treatment system, and documentation demonstrating the responsibilities of each owner to maintain stormwater infrastructure.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

4. Due to site constraints preventing the planting of required street trees, the remaining forty-three (43) street trees as required in Land Use Code Section 14.6.2.C.4 cannot be met, and the applicant shall contribute to the tree fund in the amount of $400 per tree for a total of $17,200.

Pursuant to Land Use Code Section 14.9.1 each phase of the project shall be independent of subsequent phases and shall conform to all standards contained under Article 6 of the City's Land Use Code in the event that subsequent phases do not go forward.

The approval is based on the submitted plans and findings related to site plan review as contained in the Planning Board report dated May 20, 2022 for application #PL-001888-2021, which is attached.

Standard Procedures
Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.

2. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

3. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

4. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

5. Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction 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 Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy 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 pre-

construction meeting.

6. Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

7. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

8. Stormwater Management The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements.

   A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

9. Third Party Inspections For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.

   The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.

10. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

11. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.

12. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.

13. Impact Fees New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit https://www.portlandmaine.gov/2409/Impact-Fees

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at (207)874-8984. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact James Rather at (207) 874-8699 or via jrather@portlandmaine.gov.

Sincerely,

Maggie Stanley, Chair

Attachments:
1. Planning Board Report (5-20-2022)
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet
5. Housing Program Manager Memo (5-16-2022)

Planning Board Report
Planning and Urban Development Department

Dougherty Commons Redevelopment
57 Douglass Street
Major Site Plan and Inclusionary Zoning Application
PL-001888-2021; CU-001900-2022
Maine Cooperative Development Partners; The Szanton Company, Applicants

Submitted to:	Portland Planning Board	**Prepared By:**	Jimmy Dealaman, Planner
Public Hearing Date:	May 24, 2022	**Date:**	May 20, 2022

I. INTRODUCTION

Figure 1: Approximate Development Site

Maine Cooperative Development Partners and the Szanton Company is seeking a Major Site Plan and Inclusionary Zoning Conditional Use approval to facilitate construction of eight new residential buildings totaling approximately 120,345 square feet of floor area and creating a total of 120 residential units including 61 affordable units at 43 and 91 Douglass Street (57 Douglass Street). The proposed development includes two separate phases of construction including 1) a 63-unit, five-story multifamily residential building and; 2) seven two to three-story townhome-style buildings comprising 57 units. Each phase includes associated site improvements including but not limited to parking, landscaping, and a new shared-street "woonerf" along the center of the site. The site is located in the Libbytown neighborhood and within the R-5a Residential zone.

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1 and Inclusionary Zoning Conditional Use Standards, Section 18.2.3.

The Planning and Urban Development Department mailed 101 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the May 13 and 14, 2022 editions of the *Portland Press Herald*. The Planning Board held a first workshop on March 22, 2022, and a second workshop on May 10, 2022.

Applicants:	Maine Cooperative Development Partners; The Szanton Company
Engineer:	Sam Lebel, Acorn Engineering
Architects:	Kaplan Thompson Architects; Archetype Architects
Landscape Architect:	Seth Kimball, Aceto Landscape Architects

Figure 2: Aerial View of Site (facing north)

II. REQUIRED REVIEWS

Review	*Applicable Standards*
Site Plan	Section 14.6
Inclusionary Zoning Conditional Use	Section 18.2.3
Design Review	City of Portland Design Manual Section (h) Planned Residential Unit Development (PRUD)

Waiver Requests	*Applicable Standards*
Request: To reduce drive aisle width from 24 feet to 22 feet	Technical Manual, Section 1.14.3.: Parking lot layout shall provide a minimum drive aisle of 24 feet.

III. PROJECT DATA

Existing Zoning	R-5a Residential
Property Size	146,011 square feet (3.34 acres)
Existing Use	Vacant Lot
Proposed Use	Planned Residential Unit Development (PRUD), Multi-family housing

	Existing	*Proposed*	*Net Change*
Building Footprint	0	33,510 SF	+33,510 SF
Building Floor Area	0	120,345 SF	+120,345 SF
Impervious Surface Area	94,185 SF	80,382SF	-13,803 SF
Parking Spaces	0	78	+78 spaces
Bicycle Parking Spaces	0	50	+50 spaces
EV Charging Stations	0	16	+16 stations

IV. BACKGROUND

On December 16, 2019, the City Council approved the sale of the property (Resolve 10-19/20) located at 43 and 91 Douglass Street based on a recommendation from the City's Housing Committee to market the property to help meet the City's goals of constructing housing.

A. RFP for Disposition of 43 & 91 Douglass Street
In 2020, the City of Portland released an RFP to dispose of three separate City-owned properties, with the property at 43 and 91 Douglass Street being among them (Attachment 1). The criteria for consideration centered around the ability to provide high quality and age-inclusive affordable housing at-scale, and integrated with the surrounding community.

Aside from affordability requirements, the RFP requires that the development be designed in accordance with Portland's Green Building Code, and in a manner that is compatible with the pattern, scale, massing and materials of surrounding development.

The Szanton Company was selected as the winning bid, and Douglass Commons LLC entered into a purchase and sale agreement with the City on May 21, 2021 for development of this site.

B. Purchase and Sales Agreement for 43 & 91 Douglass Street
On May 21st, 2021 the applicant entered into a Purchase and Sale agreement with the City, and shortly after identified that a zoning map amendment was necessary to complete the project as presented in their bid. The Purchase and Sale Agreement (Attachment C) has been signed and both Environmental Assessments are now completed. The sale is contingent upon a number of conditions, one of which requires an 18-month due diligence period, so the transfer of the property from the City to the applicant is expected to occur no later than November of 2022.

The agreement specifies that the developer shall be responsible for the creation of a certain number of residential units, with a portion of those being deed restricted for affordability.

C. Zoning Map Amendment
On September 14th, 2021 the Planning Board recommended to the City Council a zoning map amendment application (#ZN-001640-2021) to change the existing R-5 Residential zoning to R-5a Residential to facilitate an increase in density in a transit accessible location with access to services.

On October 18, 2021 the City Council approved an amendment to the City's Zoning Map (Order 72-21/22) as recommended by the Planning Board for both parcels located at 43 and 91 Douglass Street (Attachment 2). The zoning map amendment became effective October 28th, 2021.

V. EXISTING CONDITIONS AND SURROUNDING AREA

The subject property is comprised of two vacant city-owned parcels at 91 and 43 Douglass Street (Plan 3). The property is bounded by City-owned Dougherty Field to the north, property owned by Maine Department of Transportation (MDOT) to the east and south, and to the west the site is bordered by a mix of 11 residential properties made up of four 3-Family, two 2 Family, and five single family homes built between 1850 and 1930s.

Historically, the site consisted of salt marches and wetlands until sometime prior to 1866. Until 1900 the site was used as a brick yard, with a portion of the site also containing a residential structure. The City acquired both parcels around the late 1930s through mid-1940s. In 1962, the West School was built and used as an elementary school until being used as an adult educational facility beginning in the mid-1980s,

which was eventually vacated in 2013, as the building had reportedly fallen into significant disrepair. The West School building was eventually demolished in 2016.

The site is proximate to a number of commercial uses (zoned B-2 Community Business) which are along Congress Street to the south. The surrounding area also includes the Kiwanis Community Pool on the upper portion of Dougherty Field to the north. A B-1 Neighborhood Business zone is mapped at the intersection of Douglass Street, Brighton Avenue, and St. John Street. There are also a number of commercial/industrial land use types that exist along St James Street to the north east which are zoned I-M Industrial. To the west there are approximately four blocks of mid density (R-5) residential neighborhood that becomes lower density (R-3) residential zoning heading further west, which together provide a primarily residential context. Also serving these neighborhoods, at the end of Stevens Avenue, a priority corridor identified in the City's Comprehensive Plan, is the Westgate Shopping Center (zoned B-2 Community Business), a roughly 13-minute walk from the development site.

The site is accessible to public transit and is in close proximity to Portland METRO bus routes 1, 5, 9A, and 9B, which run along Congress Street, Park Avenue, and the Fore River Parkway. The site is also 0.5 miles from the Portland Transportation Center – Amtrak Downeaster and Concord Coach Station. Further south, beyond the Portland Transportation Center is Thompson's Point, a large-scale mixed-use development including light industrial, restaurant, and venue space as well as the Portland Children's Museum.

Prior to this application, there was a recent zoning map amendment in the vicinity approved by the City Council on May 3, 2021 (Order No. 226-20/21) rezoning a property at 1217 Congress Street and adjacent parcels from a B-1 Neighborhood Business zone to a B-2 Community Business zone.

The adjacent Dougherty Field park complex at 107 Douglass Street was also recently administratively approved for site work (PL-001867-2021) involving a new basketball court and playground replacements which will have a pathway connection coordinated with the development at 57 Douglass Street.

Figure 3: Aerial View (facing West) Showing Surrounding Uses

Figure 4: Perspective Rendering Facing North (Co-op buildings on left and 5-story building on right)

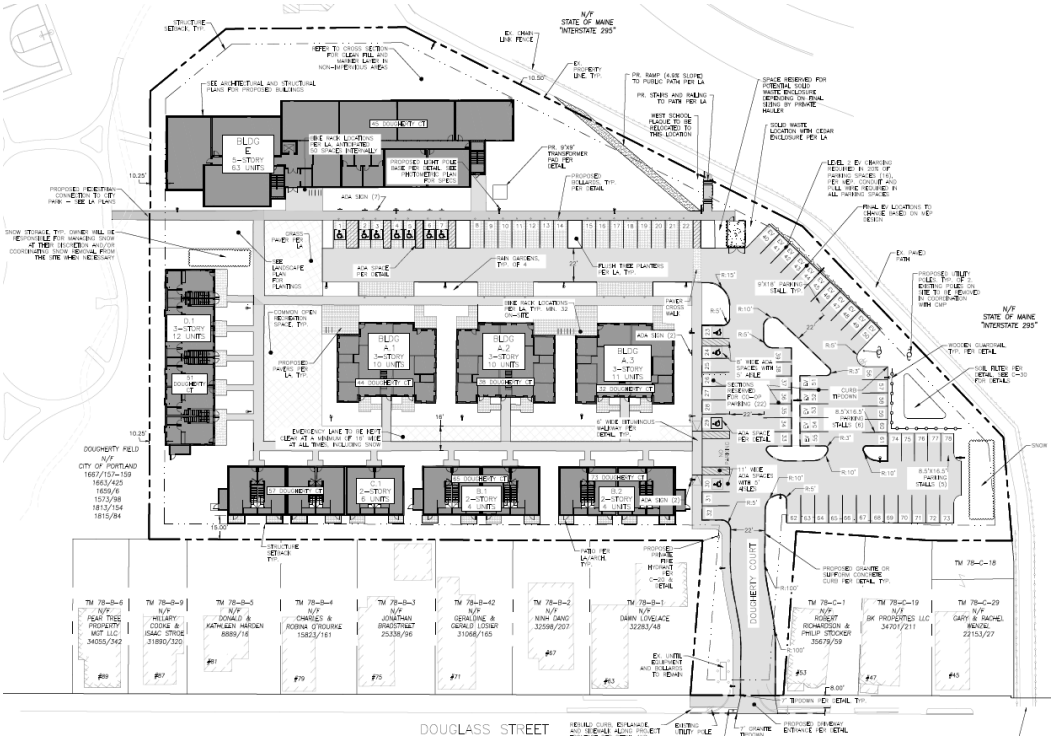


Figure 5: Overall Site Plan (Phase 1 & Phase 2 Shown)

VI. PROPOSED DEVELOPMENT

The applicant has provided an overall development plan (Plan 5) proposing a joint infill development of eight new buildings creating a total 120 residential units including 61 affordable units combined. Maine

Cooperative Development Partners and the Szanton Company are each developing a portion of the project, and proposing a phased site plan in order for each phase to be independent of subsequent phases. Section 14.9.1 of the City's Land Use Code allows for phasing major site plans and requires that each phase of the project must demonstrate being at least 20 percent of the total development, show the entire tract/parcel, and demonstrate that each phase conforms to all applicable site plan standards in the event that subsequent phases do not go forward (e.g. providing all necessary infrastructure, landscaping, parking, etc.).

The applicant has submitted a Phase 1 and Phase 2 plan which have been reviewed by staff. The full development proposal includes a combined total of 120 residential units, 78 parking spaces, 16 EV charging stations, and 36,325 square feet of open space area which may be accomplished with either Phase 1 or Phase 2 being constructed individually in any order or concurrently. Each segmented phase of the applicant's development proposal is described below:

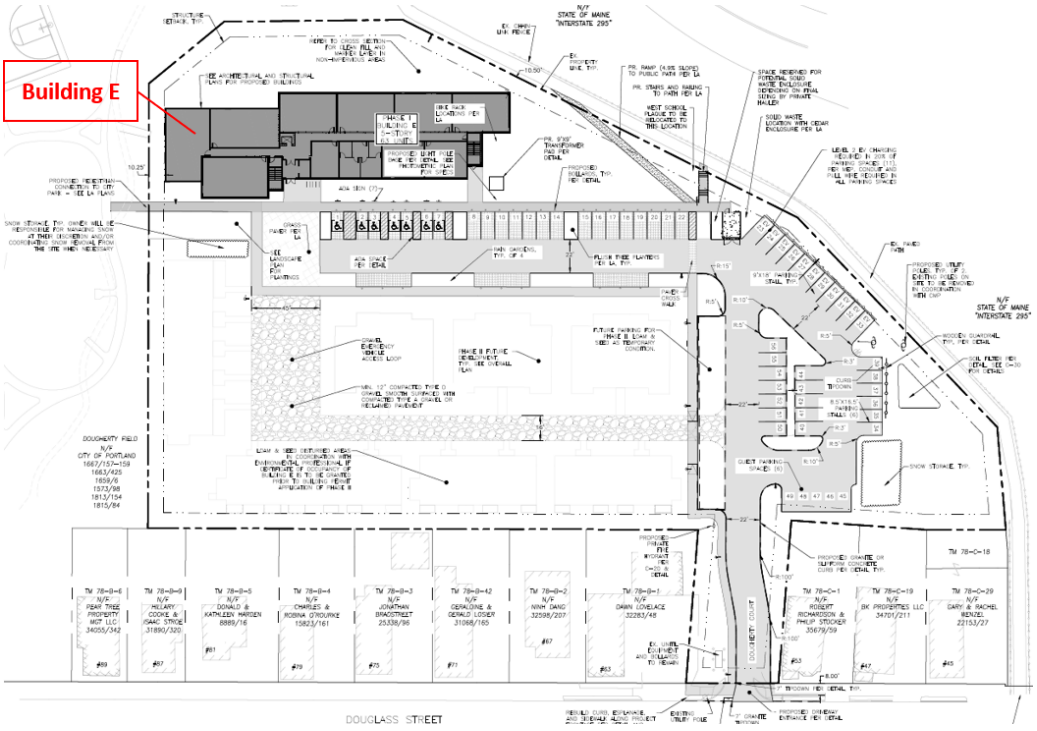


Figure 6: Phase 1 Development Plan

A. PHASE 1 – BUILDING E

Phase 1 of the proposal includes constructing a five-story apartment building (Building E) with 63 residential units (approximately 64,615 SF) with all-in-one heating/cooling units that combine high-efficiency heat pumps, ERVs, MERV 13 filters, and a bathroom exhaust inside the unit. The building is located toward the eastern portion of the site along the I-295 interchange (Plan 6). The building will be comprised of a mix of 35 one-bedroom, 18 two-bedroom, and 10 three-bedroom rental units managed by the Szanton Company.

The proposal includes constructing a private street ("Dougherty Court") which leads into the center of the site between each phase and is intended to function as a shared-street or 'woonerf' to *'encourage community gathering and prioritize the pedestrian experience.'* Phase 1 includes building a total of 56 parking spaces—including six compact spaces as well as 11 electric vehicle charging stations. Other site

improvements include stormwater management by way of a soil filter, approximately 15,339 square feet of common open recreation space, a gravel emergency vehicle access loop as well as loaming and seeding of the disturbed area should Phase 1 be constructed prior to Phase 2. Additionally, Phase 1 provides a walkway connection to adjacent Dougherty Field, with stairs and a sloped walkway connecting the site to the adjacent trail system, which is managed by Portland Trails, as well as providing lighting along the trail to promote safety of trail users.

Phase 1 proposes 46 deed restricted workforce housing units at or below 60% AMI) pursuant to the Inclusionary Zoning requirements (Section 18.2.3).

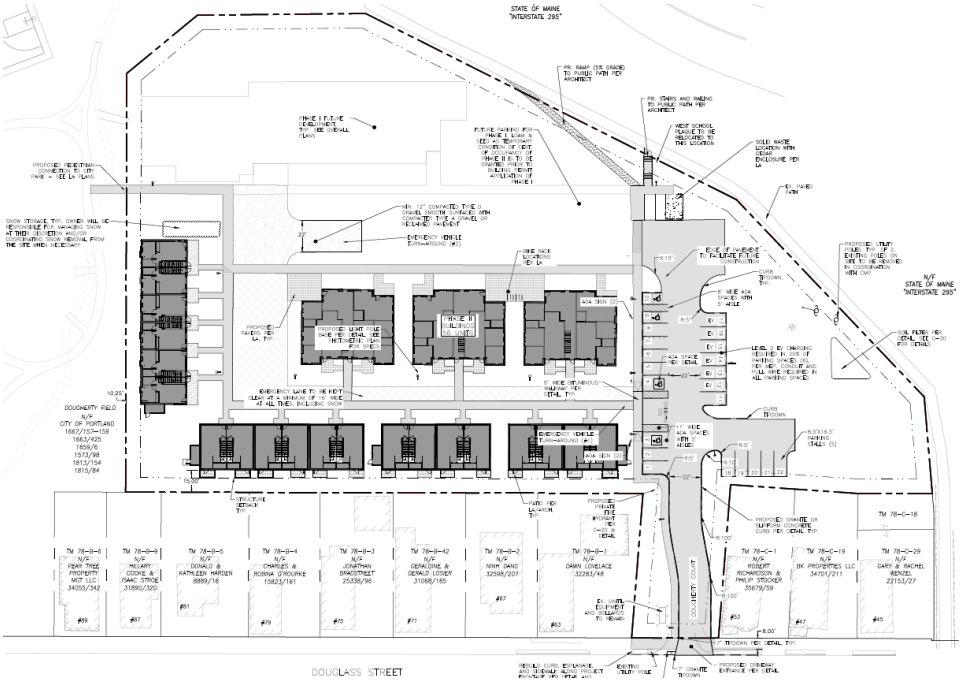


Figure 7: Phase 2 Development Plan

B. PHASE 2 – BLDGS. A1, A2, A3, B1, B2, C1, D1

Phase 2 of the proposal includes constructing a collection of seven townhome-style buildings totaling 57 residential units with approximately 55,730 square feet under a limited equity cooperative model managed by Maine Cooperative Development Partners (Plan 6a). The buildings include three new 2-story townhouses each with six units behind the existing Douglass Street houses, three 3-story courtyard flats each with 10 to 11 units at the center of the site, and one 3-story building with row houses made up of 12 units off of Dougherty Park to the north of the site. Phase 2 includes a total of 19 one-bedroom, 15 two-bedroom, and 23 three-bedroom units, 22,234 square feet of common open recreation space, and loaming and seeding of the remaining disturbed area onsite should Phase 2 be constructed prior to Phase 1. Additionally, this portion of development provides a hammerhead turnaround for emergency vehicle access in the event that Phase 1 is not yet constructed.

A six-foot pedestrian-only walkway is proposed running through the Phase 2 site leading to an open-space common area and connecting back to the shared-street portion of the site. Whichever phase commences site work first will be required to provide internal site circulation including but not limited to providing

acceptable turnaround for emergency vehicle to/from the site. Phase 2 also includes providing site improvements in order to meet site plan requirements such as providing required landscaping, stormwater management, and a total of 22 parking spaces and five electric vehicle charging stations. It also includes providing trail and park connections and trail lighting described above in Phase 1, should Phase 2 be constructed first.

Phase 2 proposes to provide 15 deed restricted workforce housing units (at or below 80% AMI) pursuant to the Inclusionary Zoning requirements (Section 18.2.3).

VII. PREVIOUS PUBLIC MEETINGS

WORKSHOP 1 – MARCH 22, 2022

The project was introduced to the Planning Board by the applicant and staff at a workshop held on March 22, 2022. The Board provided initial feedback about the design, requested parking aisle waiver, and parking requirement, which is as follows:

Design – The Board expressed general support for the design and layout of both phases. The Board asked questions about reviewing both phases under PRUD standards and if there needed to be continuity between both portions of the development. Staff responded that PRUD design standards do provide for some flexibility for each portion of the overall development because Phase 2 is being developed as a PRUD, while Phase 1 is a multi-family building, which is required to follow the PRUD standards per Table 7-B footnote 3. There should be some cohesion to the whole development overall, however, the different uses and building types may provide for variation between the two. The Board also asked if window mounted air conditioning units could be restricted and if there was sufficient storage area available to units. Some Board members expressed interest in providing occupiable outdoor ground level space, and more uniqueness between the designs of the co-op unit buildings. The Board requested the applicant revisit the cornice of the five-story apartment building in order to fit with detailing proposed on other buildings and questioned the material choices proposed on the stair towers and seeing more variety in windows to improve the fenestration.

Parking Aisle and Compact Parking Waiver – The Board generally supported a reduced parking aisle width of 22 feet. The Board supported the extent of proposed compact parking spaces provided, however since the first workshop the applicant now proposes less than 20 percent compact spaces and the waiver request has been withdrawn.

Parking Requirement – The Board were generally supportive of considering a reduced parking amount for the overall development due to the sites access to public transit but requested a parking analysis to understand the parking demand generated by the proposal. The applicant answered Board questions explaining that parking spaces would require tags and would be offered by each phase on a first come first serve basis. The Board requested more information about how parking spaces and EV charging station spaces would be provided by each individual phase. Some Board members were interested in the site providing guest parking, as well as better understanding the quality of transit options available in the vicinity of the site.

WORKSHOP 2 – MAY 10, 2022

The Planning Board held a second workshop on May 10, 2022. The Board provided additional feedback about the application materials, including input about the proposed design, parking analysis, and requested parking aisle waiver. Some of the Board requested the elevations show the location of vents. Other Board members expressed support for the reduced parking amount proposed and were supportive of the waiver for reduced parking aisle width. The Board also expressed concern with the absence of centralized cooling within the phase 1 multi-family building and expressed a desire to restrict the use of window AC units. The Board encouraged the applicant to explore alternative options for cooling units in the building. Since this workshop, staff have received an Autoturn analysis for emergency vehicles, additional trail lighting, finalized parking analysis, updated HVAC designs, and additional information justifying what site constraints necessitate a waiver for reduced drive aisle width. All other outstanding staff comments are addressed in this report.

VIII. RIGHT, TITLE, & INTEREST

The owner of the property is currently the City of Portland. The applicant has entered into a Purchase and Sale Agreement with the City (Attachment C) which serves as sufficient right-title-interest documentation for the purposes of reviewing a site plan application.

The applicant's existing conditions survey (Plan 3) indicates the property has one easement present on site which was granted by Public Works in 2016 to Northern Utilities, Inc. for an anode bed (Book 33292, Page 266) which provides corrosion protection for underground utility lines. The anode bed easement is currently in the process of being amended by the City's attorney to accommodate the development proposal as part of the sale of the property.

IX. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter of financial capacity from each applicant's financial institutions as well as documentation from the Secretary of State stating both applicants are in good standing (Attachment G).

The applicant's representatives have also provided descriptions and examples of technical capacity demonstrating their ability to undertake the project (Attachment H).

X. ZONING ANALYSIS

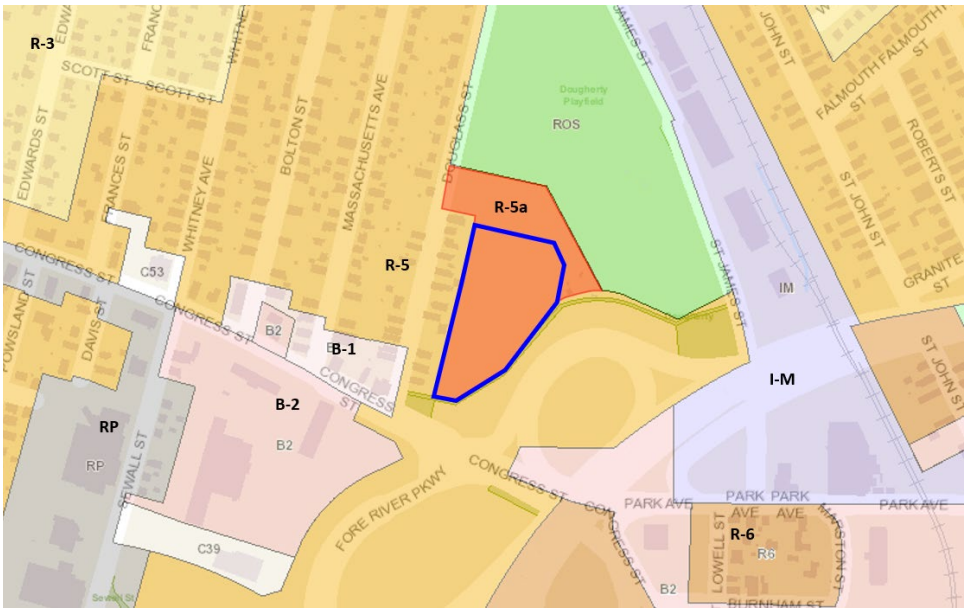


Figure 8: Zoning Map with Subject Parcel Outlined in Blue

The subject property is located in the R-5a Residential zone (Figure 8).

The proposed development proposes two uses; Phase 1 proposes a building with 63 units of housing which falls under the multifamily use and Phase 2 proposes seven buildings with 57 units under a Planned Residential Unit Development (PRUD) use. According to Land Use Code Table 6-A, both multifamily and PRUDs are permitted uses in the R-5a Residential zone.

Under Table 7-A of the City's Land Use Code, in the R-5a zone PRUD standards apply to multi-family development of four or more units, so the proposal is subject to Table 7-A except where superseded by Table 7-B with PRUD dimensional standards.

The project provides more than 50% of the units as low-income or workforce units for rent or for sale (See Section XI below) and therefore it may utilize dimensional bonuses available to PRUD developments under Article 18 of the City's Land Use Code, which is incorporated into the zoning review. Staff analyzed the proposal and found that the project complies with all dimensional requirements for principal structures which are summarized below:

R-5a Residential Zone	*Permitted*	*PRUD Dimensional Bonus Applied*[1]	*Proposed*
Street Frontage (min.)	50 feet	N/A	60 feet
Lot Width (min.)	60 feet	N/A	247 feet
Front Setback (min.)	25 feet	10 feet	10 feet
Rear Setback (min.)	25 feet	10 feet	10 feet
Right Side Setback (min.)	14-16 feet (varies)	10 feet	10 feet

[1] Planned Residential Unit Developments (PRUD) developments with more than 50% of the units as low-income or workforce units for rent or for sale may utilize dimensional bonuses and changes listed under Land Use Code Section 18.2.4.B.

Left Side Setback (min.)	14-16 feet (varies)	10 feet	10 feet
Stepbacks	N/A	N/A	N/A
Lot Coverage (max.)	30%	N/A	23%
Off Street Parking Spaces	120 spaces	N/A	78 spaces
Lot Area (min.)	2 acres	N/A	3.34 acres
Net land area per dwelling unit (min.)	1,600 sq. ft.	800 sq. ft.	1,217 sq. ft.
Units per building (max)	N/A	N/A	N/A
Average number of units per building	N/A	N/A	N/A
Structure Height	55 feet	N/A	53 feet
Building length	N/A	N/A	N/A
Bldg setback from external subdivision property lines (min.) for bldg. length 100 ft. or less	25 ft.	10 feet	10 feet
Bldg setback from external subdivision property lines (min.) for bldg.. length greater than 100 ft.	35 ft.	10 feet	10 feet
Distance between detached PRUD dwelling units (min.)	N/A	N/A	N/A
Common recreation open space area (min.)	200 sq.ft./D.U	(200 sq. ft./D.U - Minimum contiguous size and setbacks do not apply and shall be set through site plan review)	280 sq. ft./D.U.

XI. CONDITIONAL USE INCLUSIONARY ZONING (IZ)

As required by Section 18.2.3 of the City's Land Use Code, the City's Inclusionary Zoning Ordinance, residential developments with ten or more units are required to provide a minimum of twenty-five percent of the dwelling units as Workforce Housing units. Alternatively, the applicant may pay a fee-in-lieu for those units.

Given the project proposes a total of 120 units, a minimum of 30 workforce housing units are required to meet the IZ requirement. The applicant proposes making 46 (73%) of units at or below 60 percent AMI for Phase I, and 15 (26%) of units at or below 80 percent AMI for Phase II, for a combined total of 61 (51%) of units as workforce housing units and 59 (49%) as market rate units.

The City's Housing Program Manager reviewed the application (Attachment 4) and determined that the proposed project would meet the minimum requirements set forth in Section 18.2 providing the term of affordability for the workforce units shall have a minimum term of affordability of 30 years and recommends the applicant enter into an Affordable Housing Agreement (AHA) - detailing the affordability restrictions - with the City prior to issuance of a building permit.

Given that the project is proposing more than 50 percent of the units as workforce units for sale or rent, the project is eligible for the following dimensional bonuses and changes outlined in Section 18.2.4.B:

- Minimum lot area per dwelling unit is reduced by 50%.
    - R-5a PRUD Net land area per dwelling unit: 1,600 SF
    - R-5a PRUD Net land area per dwelling unit with Affordable Bonus: 800 SF
- Maximum number of units and maximum length of buildings do not apply but may be set through site plan review.

- Minimum building setbacks may be reduced to 10 feet.
- The PRUD may cross public rights of way provided that the right of way does not count towards minimum lot size nor towards any open space requirements.
- Minimum recreation open space area is reduced to 200 square feet per dwelling unit of common area designated for recreational purposes by the residents. Minimum contiguous size setbacks do not apply and shall be set through site plan review.
- The Planning Board's *Design Manual*, design standards, and guidelines with respect to PRUDs shall apply in full to PRUDs utilizing this subsection.

XII. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on surrounding street systems

The proposed development is located off of Douglass Street, a local street, which connects two principal arterial roadways, Congress Street to the south and Brighton Avenue to the north. Both arterials are two priority corridors identified in the City's Comprehensive Plan.

The site is proximate to transit lines with METRO bus routes 5, 9A, and 9B on Congress Street and the 4-line on Brighton Avenue which operate within a half mile of the site. The site has several bus stops immediately available within a block along Congress Street. The applicant indicated that these services run every half hour at peak times and every hour off-peak, and that the Portland Transportation Center, a regional transit hub, is less than a half mile away and provides connections to METRO's Breeze and 1-line, as well as regional connections via the Downeaster and Concord Coach Lines (Attachment V).

The application anticipates increasing traffic by moderate levels, with 78 parking spaces proposed, and peak hour trips occurring on the weekend, primarily on Saturday with 54 peak hours trips expected.

The applicant's traffic analysis has been reviewed by the City's Consulting Traffic Engineer who finds it to be reasonable, and reports that there are no high crash locations in the vicinity. Based on the applicant's trip generation estimate he does not recommend a traffic study being required (Attachment 3). In general, the City's traffic consultant finds the egress and circulation to be acceptable for vehicles and pedestrians and based on these findings staff do not expect the proposed development to substantially increase congestion or provide hazard to the surrounding street network.

B. Access and circulation

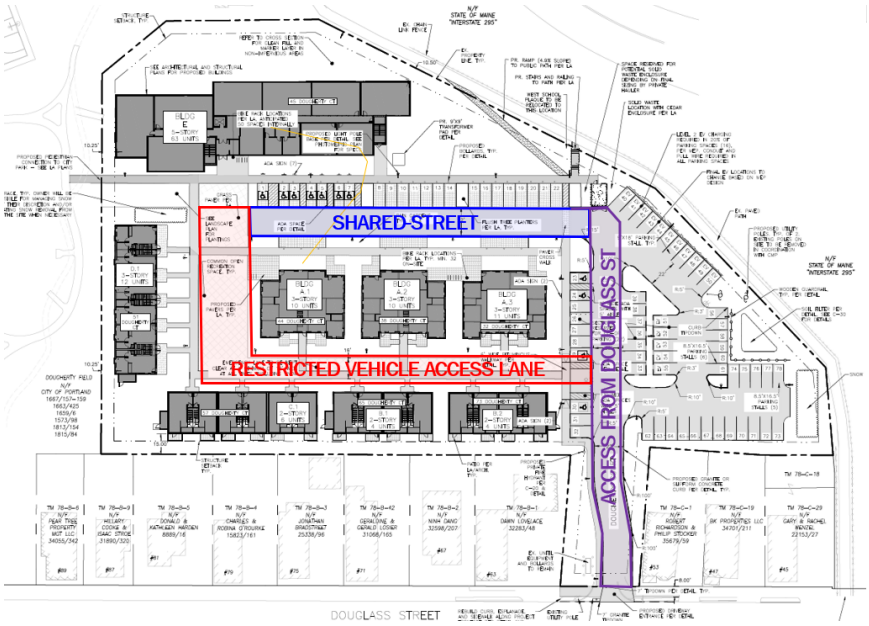


Figure 9: Overall Site Plan with Internal Circulation Highlighted

The application proposes to continue using the existing access drive entrance which will become a two-way private street, Douglass Court, for access to the site, and discontinuing egress via the existing drive to the north. New site circulation through the site includes a main drive aisle connecting to a shared street and parking areas throughout the site, as well as a restricted access lane kept clear for emergency vehicles and pedestrians which runs through the site looping back to the shared street. (Figure 9). No drive-up services or loading needs are proposed except in three flexible, non-parking areas along the courtyard flats and shared-street where residents can use as gathering space or as a five-minute unloading zone for drop-offs. The application also includes providing common open recreation areas with grass pavers, pathway connection to Dougherty Field, stair and path connection to the adjacent trail system, and bituminous pavement sidewalks throughout the site connecting to the existing sidewalk on Douglass Street for pedestrian access.

The applicant has requested one waiver relevant to the parking lot and space design:

Technical Manual Section 1.14.3 – Parking Lot Drive Aisle Width

The applicant is requesting to reduce the drive aisle width from the required 24 feet to 22 feet, a two foot reduction. Section 1.14.3 of the City's Technical Manual requires a minimum drive aisle width of 24 feet. The applicant has provided additional justification as a basis for waiving the standard explaining:

'Specific constraints include existing gas and electrical infrastructure that drive the overall parking layout geometry as well as elevation challenges when matching back into the abutting land. As seen, there is little room between the edge of pavement property line in several instances. Additionally, there is a strong desire to incorporate landscape islands and vegetation within the parking field to break up parking and providing shading. By reducing two drive aisles to 22', we gain four feet to be put towards screening/shading which is not only a policy goal of the City, but a Site Plan standard.'

Additionally, the applicant has stated that given residents' tendency to become familiar with their parking spot and low rate of turnover that the 22 foot width is sufficient to accommodate a functional

parking lot as well as allow the site to decrease impervious area. The applicant has provided turning templates as demonstration of adequate maneuvering (Plan 56 & Figure 10), and stated that the proposed 22 feet is sufficient in a residential setting and allows for less impervious area and pavement-to-pavement opening to help motorists drive slower which is consistent with the goals of a woonerf space.

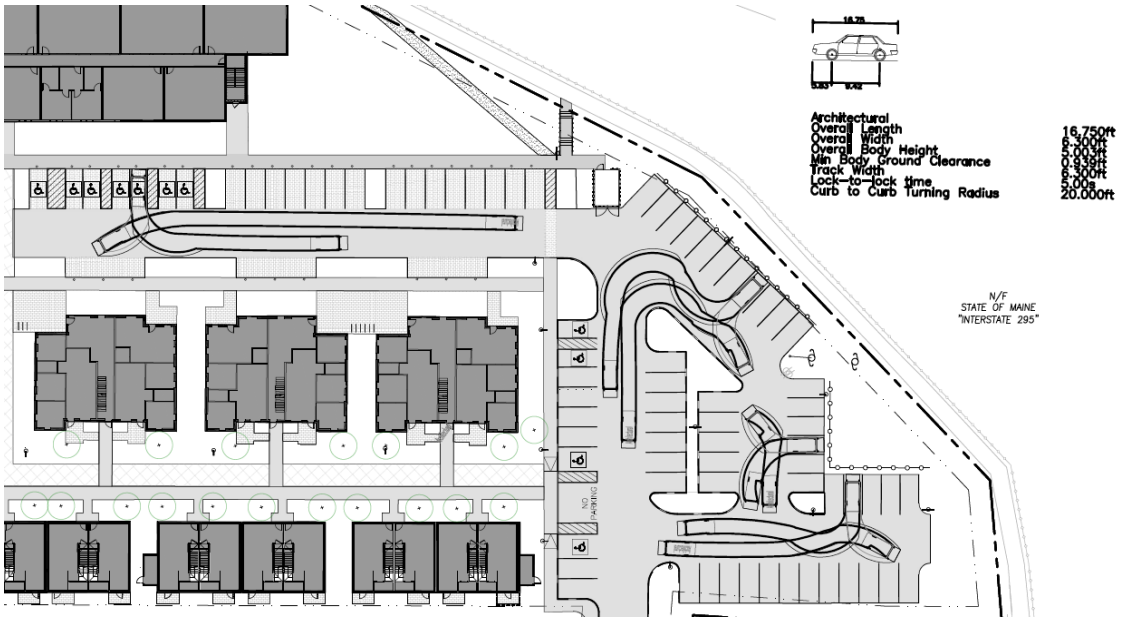


Figure 10: Automobile Turn Templates

City staff and the City's Consulting Traffic Engineer reviewed the applicant's submitted Autoturn analysis and waiver request and believes this waiver is appropriate because of the documented site constraints including underground utilities and topography. Staff also believe the reduction in driveway width allows for sufficient landscaped islands and planted buffer to be accommodated within and adjacent to the parking lot to support screening and an enhanced tree canopy.

C. Public transit access

Not applicable. Please see Section A above for additional information regarding public transit options available to site.

D. Parking

In general, residential units are required to provide one parking space per dwelling unit unless the project is eligible for parking requirement exceptions listed in Table 19-B of the Land Use Code. Per Table 19-B the Planning Board may establish a parking requirement that is less than one space per workforce or low-income housing unit, regardless of the size of the structure for affordable housing projects. The application includes providing 61 affordable units and 59 market rate units. In addition, for major site plans, the Planning Board shall establish the off-street parking requirement based on a parking study. Furthermore, as described in Table 19-B no off-street parking shall be required for developments within ¼ mile of fixed route transit service. If the applicant were to take advantage of this exception, they would be required to provide a TDM plan.

The application on the whole proposes 78 parking spaces to meet the overall demand of the proposed units — a ratio of 0.65 spaces per unit. As part of the total parking space allotment, Phase 1 includes 56 spaces (0.89 spaces per unit) and Phase 2 includes 22 spaces (0.39 spaces per unit), which the applicant believes is an appropriate amount of parking to serve each phase of the development, given that more than half of the units will be offered as affordable. As a basis for determining an adequate parking amount, the applicant has provided a parking analysis (Attachment V) calculating parking generation based on industry parking generation rates (per Transportation Engineers (ITE) publication, Parking Generation, 5th Edition).

Due to the unbundling of the Phase 2 co-op parking from unit ownership as well as the finding made by the applicant's engineer that transit-oriented developments (TOD) generally have approximately 44 percent fewer vehicle trips than the industry parking generation standard, the applicant believes the respective parking amounts are sufficient. Additionally, the applicant has noted the site's close proximity to multimodal transportation services (See Section A above) as well as the site's pedestrian connections to the Dougherty Field Path and the applicant's intention to install 50 bicycle parking spaces onsite, which exceeds the required bicycle parking requirements.

The applicant's parking analysis for the full development anticipates an average parking demand of 70 parking spaces during the weekday peak hour, and the overall plan provides 78 spaces to address overall demand from the combined development.
The City's Parking Director has raised that 78 parking spaces is insufficient for 120 residential units and noted that the proposed development will increase demand for on-street parking (Attachment 6).

The City's Consulting Traffic Engineer has reviewed the applicant's updated parking analysis and estimates that parking demand is approximately 82 spaces (Attachment 3). The City's Consulting Traffic Engineer finds that the demand of 82 parking spaces is slightly above the supply of 78 parking spaces proposed., however, staff recommend that prior to issuance of a building permit the applicant revise and resubmit their plan to accommodate four additional parking spaces on site, or alternatively they may provide a fee-in-lieu payment into the Sustainable Transportation Fund pursuant to Section 19.1.7 for some or all of the required spaces, to sufficiently meet the projected demand for the project.

E. Transportation demand management (TDM)
Not Applicable.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features
Not applicable. The applicant has indicated that there are no significant natural features present on site.

B. Landscape preservation
The project includes removing 13 existing trees onsite — five of which are greater than 10-inch caliper but are outside the building setback area, therefore no tree replacement is required. The City Arborist has no concerns with the plan for tree removals, and finds that the applicant's stormwater maintenance agreement will help ensure vegetation located within rain garden areas will be monitored to ensure survival in the future.

C. Site landscaping and buffers

The applicant has submitted Landscape/Planting (Plans 19-23) plans which include planting approximately 110 trees and 400 shrubs throughout the site. The site includes a landscaped buffer of sugar maple trees along the adjacent trail to the east. To the west of the site, at the rear of the townhouse buildings, the landscaping plan provides a landscaped buffer from the existing Douglass Street residences proposing 10 upright Armstrong maple trees, and a dense mix of evergreen trees and other shrubs. An existing tree buffer at the rear of the existing Douglass Street properties is expected to remain to further buffer the development from the existing neighborhood.

Various other plantings and landscaping are proposed throughout the site including grass paver common areas and deciduous plantings along the main access roadway and throughout the parking lot areas.

The proposal includes screening the proposed transformer with a combination of trees and evergreen landscaping. The proposed solid waste container will be screened by a cedar fence as well as tree planting and arborvitae landscaping.

The creation of 120 residential units requires either planting a total of 120 street trees or an acceptable alternative as recommended by the City Arborist. The current plan proposes planting 25 trees along the public trail to the north, 19 adjacent to Dougherty Park, and 33 trees within the portions of the proposed street that provide a public benefit for a total of 77 trees eligible to count toward the street tree requirement. The applicant is required to provide an alternative for the remaining 43 required trees. The applicant has agreed to contribute to the tree fund for the remaining trees, which is supported by the City's Arborist.

D. Water quality/storm water management/erosion control

The project proposes managing stormwater by a series of systems including an underdrained soil filter, proprietary rain gardens, and routing all stormwater from the site to a separated storm drain on Douglass Street. Overall, the applicant has stated that the site improvements will decrease the amount of impervious area on the site and reduce the overall runoff levels.

The applicant has submitted a Stormwater Management Report and Erosion and Sedimentation Control Report, which has been reviewed by the City's consulting civil engineer for compliance with MDEP Chapter 500 requirements as part of the City's delegated stormwater review. The City's consulting civil engineer has no concerns regarding the proposal's ability to meet stormwater standards, however recommends the applicant revise the construction management plan once more information is available regarding sequencing of phases in order for each phased plan to consider the construction management requirements associated with the other phase being constructed or in operation, and to clarify what coordination is necessary between phases. Additionally, the City's consulting engineer recommends the applicant submit clear documentation demonstrating the responsibilities for maintaining stormwater infrastructure by each entity. Planning staff are recommending a condition of approval to ensure the above comments will be addressed prior to issuance of a building permit.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

Portland's Plan 2030

Comprehensive Plan goals and policies (state and local) relevant to the proposed development are included below. The development proposal aligns with these vision statements and goals, by creating a new opportunity for an affordable, and well-connected new housing development accessible to public transit and within walking distance to a variety of services supporting the Plans goal of *Complete Neighborhoods, and increasing, preserving, and modifying the overall supply of housing city-wide*. In addition, the proposed project supports the City's desire to *leverage underused properties* owned by the City. The proposed development allows for maximizing development on an underutilized lot, which creates the opportunity to provide affordable homes, with access to public transit, services, and open space. Relevant Comprehensive Plan goals have been excerpted below:

Vision Statements:

- Secure - We will be committed to accessible housing and healthy food for all our residents.
- Authentic - The uniqueness and integrity of our neighborhoods will be maintained and enhanced.
- Connected - We will foster accessible linkages between where we live, work, shop, and play.
- Connected - We will enable meaningful access to the natural world and recreational opportunities as a central component of community health.

Housing: A Livable City

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Reinforce existing housing tools, policies, and programs while continuing to explore emerging best practices.
- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density, and/or use, as well as whether it allows for priority growth areas.
- Consider the sale of City-owned land that may be appropriate for housing development.
- Consider incentivizing affordability restrictions as part of City-owned property transactions, as well as the potential to return improved properties to the City's tax rolls.
- Create, promote, and facilitate safe, affordable, and practical housing solutions that will meet the evolving needs of Portland residents as they age.

Recreation & Open Space

- 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.
- Prioritize open space acquisition and programming toward creating linkages where there are gaps in the network, particularly between Stroudwater and the Fore River; Evergreen Cemetery and the Presumpscot River; Portland Transportation Center and Bayside; Martin's Point and the Back Cove; and the Western Waterfront and the Fore River.

Future Land Use

- *Complete Neighborhood* – Portland's Plan recognizes that strong, complete neighborhoods are fundamental to the city's overall health. Portland's intent for its predominantly residential neighborhoods is one where all residents regardless of age, ability, or income have access to the basic necessities of daily life - high quality and affordable housing, schools and other civic functions, food, open space, other amenities and services - within a walkable, bikeable distance.
- *Connecting the Chain* – Portland's Plan recognizes that physically integrated transportation systems, utilities, and open spaces provide the structure for the city's growth, and that a well-connected system is more efficient and more resilient. An integrated transportation system allows residents to access jobs, food, healthcare, and recreation from their homes while planning for an unbroken network of open space connects neighborhoods and improves access to the outdoors.
- *One Portland* - Portland's Plan is a vision for One Portland, where the form and characteristics of neighborhoods vary, but the city functions as a cohesive whole. No one area of the city carries all the expectations for accommodating development and all areas can expect appropriate City services and amenities.

B. Public safety and fire prevention

The applicant has stated that the site has been designed to promote safe and inviting public access connections to walking trails within Dougherty Field, as well as providing adequate emergency access to new buildings via the restricted access loop road.

The proposal includes a new private hydrant to serve the buildings onsite and will be within 450 feet from the furthest structure.

The City's Fire Marshall has reviewed the application materials, and finds the project has incorporated the Fire Department's feedback by providing access for emergency vehicles into both phases.

Department of Public Works staff have provided a recommendation that the applicant install a cobrahead lighting fixture on an existing utility pole at the corner of Douglass and Congress Street immediately adjacent to the trail entrance which leads into the site, in order to improve the street lighting for pedestrian safety in the area. Due to the development's direct impact on the existing trail and bus stop caused by the increased use of public transit and other multimodal transport methods as the primary mode of transportation to and from the site, the request is being made. In addition, Public Works believes that the increase in residents to the area that will be accessing the site via Congress Street will necessitate additional lighting along pedestrian routes to the site. However, the applicant disagrees with the finding that this off-site public improvement should fall onto their project and posits that '*there are multiple neighbors and businesses with consistent lighting in addition to the adjacent utility pole/cobra head and Turnpike/Congress Street spillover lighting that contributes to illumination.*' While the applicant has demonstrated meeting CPTED standards for the majority of the site, staff recommends installation of the cobrahead lighting fixture to enhance safety for its residents coming to and from the site.

C. Availability and capacity of public utilities

The applicant proposes installing a new 8 inch PVC lateral throughout the site with a doghouse manhole to accept wastewater from each unit. In addition to the submitted utilities plan, the applicant has obtained a Wastewater Capacity Authorization from Public Works confirming capacity to manage wastewater.

The applicant proposes retiring the existing 2 inch service line to the site and proposing to tap an 8 inch fire line as well as a 4 inch domestic line off the existing 8 inch ductile iron water main within Douglass Street. A private fire hydrant will be installed to serve the buildings on site. The applicant has written the Portland Water District requesting an Ability to Serve letter to confirm adequate water is available to support the development, and this documentation is still pending. Planning staff is recommending a condition of approval that confirmation of ability to serve be provided prior to issuance of a building permit.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The massing of the proposed townhouse, rowhouses, and courtyard flats are generally consistent with the existing 2-3 story buildings found in the vicinity. The proposed five-story building is separated by a street and the site design provides permeability between other structures to accommodate ventilation between structures. Staff do not have concerns that the proposed structures will result in unsafe ventilation or wind impact to users of the site or adjacent public spaces.

B. Shadows

The applicant's shadow study (Plan 59) was submitted and staff do not find that the proposal will result in adverse impacts of shadows cast from the new five-story structure on the adjacent public open space areas.

C. Snow and ice loading

The applicant has indicated respective snow storage areas and stated that structures will not distribute snow and ice onto adjacent properties. Staff will continue to review the application for compliance with this standard in conjunction with reviewing the stormwater management standards above.

D. View corridors

There are no designated view corridors within the project vicinity.

E. Historic resources

The proposed development is not located in or within 100 feet of a historic district or historic landmark.

F. Exterior lighting

The applicant has submitted an updated lighting plan (Attachment O) and lighting cut sheets. Staff have reviewed the applicant's lighting plan and associated information and find that all lighting onsite meets the requirements contained in Section 12 of the City's Technical Manual.

Based on a staff recommendation the applicant has elected to provide additional lighting on their site directed toward the adjacent Dougherty Field Path so as to provide better lighting during evening hours given the expectation that more pedestrians will begin utilizing the pathway. Although site lighting trespass from the site exceeds 0.1-foot candles at the property line, staff have determined that where site lighting crosses the property line exceeding allowable levels, it is directed toward the I-295-

offramp, which is considered a non-sensitive use, and therefore areas of lighting along the trail are exempted from the lighting trespass standards of Technical Manual Section 12.3.4.

G. Noise and vibration

No adverse impacts related to noise and vibration are anticipated as mechanical equipment is either screened and located away from residential properties. The applicant has stated that the HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.

H. Signage and wayfinding

No wayfinding signage is currently proposed, and only signage shown on plans is related to vehicular access.

I. Zoning-related design standards

Figure 11: Rending Provided by Applicant as Viewed from Douglass St.

The proposal is subject to meeting the applicable PRUD design standards under Section (h) of the City's Design Manual. The applicant has submitted updated elevations and renderings with an accompanying architectural narrative (Plans 30-42 & 47-54; Attachment Y).

The project was reviewed by a design review team made up of three Planning staff (Attachment 5). The current design reflects updates made in response to Planning Board's feedback at the March 22, 2022 and May 10th, 2022 workshops, and staff design review comments. In response to the Board's most recent comments the applicant's elevations for Phase 2 now show vents shown on the elevations.

Staff have no further comments and finds the project meets the applicable design standards (Attachment 5).

XIII. PUBLIC COMMENT

Planning staff have received three written comments over the course of the project's public review process (PC1-3). Since the last workshop no additional comments have been received.

In general feedback included concerns of an overabundance of parking, supporting repurposing parking areas for a community space such as a parklet, seeking more information about snow management operations, and concerns about past uses on the site posing geotechnical complications for future development. The Libbytown Neighborhood Association recommends a professional TDM study be conducted giving special attention to utilizing on-street parking and reducing parking onsite. Staff note that a TDM is not required as part of the site plan review standards for this project.

XIV. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends that the Planning Board approve application #PL-001888-2021 to construct two separate phases of residential development including 63 units (Phase 1) and 57 units (Phase 2) for a combined total of 120 new residential units at 57 Douglass Street which both meet the applicable standards of Portland's Land Use Code.

XV. 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 held on May 24, 2022 for application # PL-001888-2021 relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and testimony presented at the Planning Board public hearing:

1. Parking Lot Drive Aisle Width

   The Planning Board [finds/does not find] based upon the Consulting Traffic Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 1.14.3 which requires parking lot layouts provide a minimum drive aisle width of 24 feet, that substantial justice and the public interest are secured with the proposed variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board [waives/does not waive] Technical Manual Section 1.14.3 to allow a reduced parking lot drive aisle width of 22 feet.

B. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on May 24, 2022 for application # PL-001888-2021 relevant to Portland's Inclusionary Zoning Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board, [finds/does not find] the proposed conditional use for workforce housing meets the standards of Section 18.2 with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for workforce housing units as described in the memorandum from Housing Program Manager dated May 18, 2022, or as an alternative to providing workforce housing units, the project may pay a fee-in-lieu for some or all of the required units;

PRIOR TO ISSUANCE OF CERTIFCATE OF OCCUPANCY

2. That the Affordable Housing Agreement (AHA) be filed as covenant to the 57 Douglass Street (i.e. 43 and 91 Douglass Street) property's deed with the Cumberland County Registry of Deeds.

C. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on May 24, 2022 for application # PL-001888-2021 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the site plan standards of the Land Use Code subject to the following conditions of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall submit an updated site plan modifying their parking layout to provide four (4) additional parking spaces to meet the required 82 parking spaces on site, for review and approval by the Planning Authority or as an alternative the applicant may pay a fee-in-lieu into the Sustainable Transportation Fund pursuant to Land Use Code Section 19.1.7 for some or all the required parking spaces, which shall be paid on or before the date upon which certificate of occupancy is issued.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

2. The applicant shall provide a letter from the Portland Water District showing ability to serve.

3. The applicant shall submit an updated Construction Management Plan (CMP) for review and approval by the Planning Authority that specifies additional information regarding coordination of grading and sequencing between phases, updated plans for any modification to the stormwater treatment system, and documentation demonstrating the responsibilities of each owner to maintain stormwater infrastructure.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

4. Due to site constraints preventing the planting of required street trees, the remaining forty-three (43) street trees as required in Land Use Code Section 14.6.2.C.4 cannot be met, and the applicant shall contribute to the tree fund in the amount of $400 per tree for a total of $17,200.

XVI. ATTACHMENTS

REPORT ATTACHMENTS

1. Request for Proposals #2020-2
2. City Council Order 72-21_22
3. Consulting Traffic Engineer Comments (dated 5.18.2022)
4. Housing Program Manager Memo (dated 5.16.2022)
5. Updated Design Memo (dated 5.18.2022)
6. Parking Director Comments (dated 5.3.2022)
7. Public Works Engineer Comments (dated 5.19.2022)

APPLICANT'S SUBMITTAL

A. Douglass Commons Cover Letter
B. Major Site Plan Checklist
C. Douglass Commons Purchase and Sale Agreement
D. Zoning Assessment
E. Easements
F. Waivers
G. Financial Capacity
H. Technical Capacity
I. Conformity with Land Use Ordinance
J. Soil Survey
K. Stormwater Management Report
L. Erosion & Sedimentation Control
M. Fire Department Letter
N. Wastewater Capacity
O. Lighting
P. Architectural Narrative
Q. Utilities
R. Construction Management Plan
S. Solid Waste
T. Traffic Memo
U. Stormwater Management Law Delegated Review Application
V. Parking Analysis and METRO Bus Route and Multimodal Map
W. Permeable Grass Paver Manual
X. Stormwater Maintenance Agreement
Y. Response to Staff comments, dated 4.27.2022
Z. Response to Staff Comments, dated 5.13.2022

PLANS

Plan 1. Cover Sheet & Legend
Plan 2. General Notes
Plan 3. Boundary & Topographic Survey
Plan 4. Construction Management Plan
Plan 4a. Construction Management Plan Phase I
Plan 4b. Construction Management Plan Phase II
Plan 5. Site Plan
Plan 6. Interim Phase I Site Plan
Plan 6a. Interim Phase II Site Plan

Plan 7. Utility Plan
Plan 8. Interim Phase I Utility Plan
Plan 8a. Interim Phase II Utility Plan
Plan 9. Grading & Drainage Plan
Plan 10. Interim Phase I Grading & Drainage Plan
Plan 10a. Interim Phase II Grading & Drainage Plan
Plan 11. Site Details - 1
Plan 12. Site Details - 2
Plan 13. Utility Details - 1
Plan 14. Utility Details - 2
Plan 15. Drainage Details - 1
Plan 16. Drainage Details - 2
Plan 17. Erosion & Sedimentation Details & Control Notes
Plan 18. Erosion & Sedimentation Details & Control Notes
Plan 19. Landscaping Materials Plan
Plan 19a. Landscaping Materials Plan Phase 1
Plan 19b. Landscaping Materials Plan Phase 2
Plan 20. Landscaping Planting Plan
Plan 20a. Landscaping Planting Plan Phase 1
Plan 20b. Landscaping Planting Plan Phase 2
Plan 21. Landscaping Planting Details
Plan 22. Landscaping Site Details - 1
Plan 23. Landscaping Site Details – 2
Plan 24. Community Flats Ground Floor Plan A1-A2
Plan 25. Community Flats Ground Floor Plan A3
Plan 26. Community Flats Second Floor Plan A1-A3
Plan 27. Community Flats Third Floor Plan A1-A3
Plan 28. Townhomes Floor Plans B1-B2-C1
Plan 29. Rowhome Floor Plans D1
Plan 30. Community Flats and Rowhome Elevations
Plan 31. Cooperative Buildings Materials Options
Plan 32. Site Elevations
Plan 33. Townhome Elevations
Plan 34 Sections A1-A3
Plan 35 Sections B-C-D
Plan 36. Cooperative Rending 1
Plan 37. Cooperative Rending 2
Plan 38. Cooperative Rending 3
Plan 39. Cooperative Rending 4
Plan 40. Cooperative Rending 5
Plan 42. Cooperative Rending 7
Plan 43. Five-Story Basement Plan
Plan 44. Five-Story First Floor Plan
Plan 45. Five-Story Typical Floor Plan
Plan 46. Five-Story Fifth Floor Plan
Plan 47. Five-Story Building Elevations - 1
Plan 48. Five-Story Building Elevations - 2

Plan 49. Five-Story Rendering 1
Plan 50. Five-Story Rendering 2
Plan 51. Five-Story Rendering 3
Plan 52. Five-Story Rendering 4
Plan 53. Five-Story Rendering 5
Plan 54. Five-Story Rendering 6
Plan 55. Subdivision Plat
Plan 56. Automobile Turn Templates
Plan 57. Open Space Exhibit
Plan 58. Multi-Modal Exhibit
Plan 59. Shadow Study
Plan 60. Rendering from Offsite Douglass St.
Plan 61. Rendering From Congress St
Plan 62. Rendering from I-295

PUBLIC COMMENT

PC1. Maureen Morse 1-26-2022
PC2. George Rheault 3-22-2022
PC3. George Rheault 3-22-2022

CHAPTER 32 STORM WATER

Art. I. Prohibited Discharges, §§ 32-1--32-15
Art. II. Prohibited Discharges, §§ 32-16--32-35
Art. III. Post-Construction Stormwater Management, §§32-36—32-40

ARTICLE I. IN GENERAL

Sec. 32-1. Definitions.

For the purposes of this article, the terms listed below are defined as follows:

Applicant. "Applicant" means a person with requisite right, title or interest or an agent for such person who has filed an application for a development project that requires a post-construction stormwater management plan under this article.

Best management practices ("BMP"). "Best management practices" or "BMPs" means schedules or activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the state. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

Clean Water Act. "Clean Water Act" means the federal Water Pollution Control Act (33 U.S.C. § 1251 *et seq.*, also known as the "Clean Water Act"), and any subsequent amendments thereto.

Discharge. "Discharge" means any spilling, leaking, pumping, pouring, emptying, dumping, disposing or other addition of pollutants to "waters of the state." "Direct discharge" or "point source" means any discernable, confined and discrete conveyance, including, but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation or vessel or other floating craft, from which pollutants are or may be discharged.

Enforcement authority. "Enforcement authority" means the person(s) or department authorized under section 32-3 of this article to administer and enforce this article.

Exempt person or discharge. "Exempt person or discharge" means any person who is subject to a multi-sector general permit for industrial activities, a general permit for construction activity, a general permit for the discharge of storm water from the Maine department of transportation and the Maine turnpike authority

municipal separate storm sewer systems, or a general permit for the discharge of storm water from state or federally owned authority municipal separate storm sewer system facilities; and any non-storm water discharge permitted under a NPDES permit, waiver, or waste discharge license or order issued to the discharger and administered under the authority of the U.S. environmental protection agency ("EPA") or the Maine department of environmental protection ("DEP").City of Portland

Municipality. "Municipality" means the city of Portland.

Municipal separate storm sewer system, or MS4. "Municipal separate storm sewer system" or "MS4," means conveyances for storm water, including, but not limited to, roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels or storm drains (other than publicly owned treatment works and combined sewers) owned or operated by any municipality, sewer or sewage district, fire district, state agency or federal agency or other public entity that discharges directly to surface waters of the state.

National pollutant discharge elimination system (NPDES) storm water discharge permit. "National pollutant discharge elimination system (NPDES) storm water discharge permit" means a permit issued by the EPA or by the DEP that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

Non-storm water discharge. "Non-storm water discharge" means any discharge to an MS4 that is not composed entirely of storm water.

Person. "Person" means any individual, firm, corporation, municipality, quasi-municipal corporation, state agency or federal agency or other legal entity which creates, initiates, originates or maintains a discharge of storm water or a non-storm water discharge.

Pollutant. "Pollutant" means dredged spoil, solid waste, junk, incinerator residue, sewage, refuse, effluent, garbage, sewage sludge, munitions, chemicals, biological or radiological materials, oil, petroleum products or by-products, heat, wrecked or discarded equipment, rock, sand, dirt and industrial, municipal, domestic, commercial or agricultural wastes of any kind.

Post-construction stormwater management plan. "Post-construction stormwater management plan" means BMPs employed by a development project to meet the stormwater standards of Section V of the department of planning and urban development's Technical and Design Standards and Guidelines.

Premises. "Premises" means any building, lot, parcel of land, or portion of land, whether improved or unimproved, including adjacent sidewalks and parking strips, located within the municipality from which discharges into the storm drainage system are or may be created, initiated, originated or maintained.

Qualified post-construction stormwater inspector. "Qualified post-construction stormwater inspector" means a person who conducts post-construction stormwater best management practice inspections for compensation and who has received the appropriate training for the same from DEP or otherwise meets DEP requirements to perform said inspections.

Regulated small MS4. "Regulated small MS4" means any small MS4 regulated by the State of Maine "general permit for the discharge of storm water from small municipal separate storm sewer systems" dated July 1, 2008 ("general permit") or the general permits for the discharge of storm water from the Maine department of transportation and Maine turnpike authority small MS4s or state or federally owned or operated small MS4s, including all those located partially or entirely within an urbanized area (UA).

Small municipal separate storm sewer system, or small MS4. "Small municipal separate storm sewer system", or "small MS4," means any MS4 that is not already covered by the phase I MS4 storm water program including municipally owned or operated storm sewer systems, state or federally-owned systems, such as colleges, universities, prisons, Maine department of transportation and Maine turnpike authority road systems and facilities, and military bases and facilities.

Storm drainage system. "Storm drainage system" means the City of Portland's regulated small MS4 and other conveyances for storm water located in areas outside the UA that drain into the regulated small MS4.

Storm water. "Storm water" means any storm water runoff, snowmelt runoff, and surface runoff and drainage; "Stormwater" has the same meaning as "storm water".

Urbanized area ("UA"). "Urbanized area" or "UA" means the areas of the State of Maine so defined by the latest decennial (2000) census by the U.S. Bureau of Census.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-2. Reserved.
Sec. 32-3. Reserved.

Sec. 32-4. Reserved.

Sec. 32-5. Reserved.
Sec. 32-6. Reserved.
Sec. 32-7. Reserved.
Sec. 32-8. Reserved.
Sec. 32-9. Reserved.
Sec. 32-10. Reserved.
Sec. 32-11. Reserved.
Sec. 32-12. Reserved.
Sec. 32-13. Reserved.
Sec. 32-14. Reserved.
Sec. 32-15. Reserved.

ARICLE II. PROHIBITED DISCHARGES

Sec. 32-16. Applicability.

This Article shall apply to all persons discharging storm water and/or non-storm water discharges from any premises into the storm drainage system.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-17. Responsibility for administration.

The department of public services is the enforcement authority who shall administer, implement, and enforce the provisions of this article.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10; 8-17-09)

Sec. 32-18. Prohibition of non-storm water discharges.

(a) *General prohibition.* Except as allowed or exempted herein, no person shall create, initiate, originate or maintain a non-storm water discharge to the storm drainage system. Such non-storm water discharges are prohibited notwithstanding the fact that the city may have approved the connections, drains or conveyances by which a person discharges un-allowed non-storm water discharges to the storm drainage system.

(b) *Allowed non-storm water discharges.* The creation, initiation, origination and maintenance of the following non-storm water discharges to the storm drainage system is allowed:

(1) Landscape irrigation; diverted stream flows; rising ground waters; uncontaminated flows from foundation drains; air conditioning and compressor condensate; irrigation water; flows from uncontaminated springs; uncontaminated water from crawl space pumps; uncontaminated flows from footing drains; lawn watering runoff; flows from riparian habitats and wetlands; residual street wash water (where spills/leaks of toxic or hazardous materials have not

occurred, unless all spilled material has been removed and detergents are not used); hydrant flushing and fire fighting activity runoff; water line flushing and discharges from potable water sources; individual residential car washing; and de-chlorinated swimming pool discharges.

(2) Discharges specified in writing by the enforcement authority as being necessary to protect public health and safety.

(3) Dye testing, with verbal notification to the enforcement authority prior to the time of the test.

(c) *Exempt person or discharge.* This article shall not apply to an exempt person or discharge, except that the enforcement authority may request from exempt persons and persons with exempt discharges copies of permits, notices of intent, licenses and orders from the EPA or DEP that authorize the discharge(s).
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-19. Suspension of access to the city's small MS4.

The enforcement authority may, without prior notice, physically suspend discharge access to the storm drainage system to a person when such suspension is necessary to stop an actual or threatened non-storm water discharge to the storm drainage system which presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, or to the storm drainage system, or which may cause the city to violate the terms of its environmental permits. Such suspension may include, but is not limited to, blocking pipes, constructing dams or taking other measures, on public ways or public property, to physically block the discharge to prevent or minimize a non-storm water discharge to the storm drainage system. If a person fails to comply with a suspension order issued in an emergency, the enforcement authority may take such steps as deemed necessary to prevent or minimize damage to the storm drainage system, or to minimize danger to persons.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-20. Monitoring of discharges.

In order to determine compliance with this article, the enforcement authority may enter upon and inspect premises subject to this article at reasonable hours to inspect the premises and connections thereon to the storm drainage system; and to conduct monitoring, sampling and testing of the discharge to the storm drainage system.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-21. Enforcement.

It shall be unlawful for any person to violate any provision of or to fail to comply with any of the requirements of this article. Whenever the enforcement authority believes that a person has violated this article, the enforcement authority may enforce this article in accordance with 30-A M.R.S.A. § 4452.

(a) *Notice of violation.* Whenever the enforcement authority believes that a person has violated this article, the enforcement authority may order compliance with this article by written notice of violation to that person indicating the nature of the violation and ordering the action necessary to correct it, including, without limitation:

(1) The elimination of non-storm water discharges to the storm drainage system, including, but not limited to, disconnection of the premises from the MS4.

(2) The cessation of discharges, practices, or operations in violation of this article.

(3) At the Person's expense, the abatement or remediation (in accordance with best management practices in DEP rules and regulations) of non-storm water discharges to the storm drainage system and the restoration of any affected property; and/or

(4) The payment of fines, of the city's remediation costs and of the city's reasonable administrative costs and attorneys' fees and costs. If abatement of a violation and/or restoration of affected property is required, the notice shall set forth a deadline within which such abatement or restoration must be completed.

(b) *Penalties/fines/injunctive relief.* In addition to the imposition of any other costs or penalties provided for herein, any person who violates this section shall be subject to fines, penalties and orders for injunctive relief and shall be responsible for the city's attorney's fees and costs, all in accordance with 30-A M.R.S.A. § 4452. Each day such violation continues shall constitute a separate violation. Moreover, any person who violates this section also shall be responsible for any and all fines, penalties, damages and costs, including, but not limited to attorneys' fees and costs, incurred by the city for violation of federal and State environmental laws and

regulations caused by or related to that person's violation of this article; this responsibility shall be in addition to any penalties, fines or injunctive relief imposed under this section.

(c) *Consent agreement.* The enforcement authority may, with the approval of the city manager, enter into a written consent agreement with the violator to address timely abatement of the violation(s) of this article for the purposes of eliminating violations of this article and of recovering fines, costs and fees without court action.

(d) *Appeal of notice of violation.* Any person receiving a notice of violation or suspension notice may appeal the determination of the enforcement authority to the city manager or his or her designee. The notice of appeal must be received within 30 days from the date of receipt of the notice of violation. The city manager shall hold a hearing on the appeal within 30 days from the date of receipt of the notice of appeal, except that such hearing may be delayed by agreement of the city manager and the appellant. The city manager may affirm, reverse or modify the decision of the enforcement authority. A suspension under Section 32-5 of this article remains in place unless or until lifted by the city manager or by a reviewing court. A party aggrieved by the decision of the city manager may appeal that decision to the Maine superior court within 45 days of the date of the city manager's decision pursuant to Rule 80B of the Maine Rules of Civil Procedure.

(e) *Enforcement measures.* If the violation has not been corrected pursuant to the requirements set forth in the notice of violation, or, in the event of an appeal to the city manager, within 45 days of a decision of the city manager affirming the enforcement authority's decision, then the enforcement authority may recommend that the corporation counsel's office file an enforcement action in a Maine court of competent jurisdiction under Rule 80K of the Maine Rules of Civil Procedure.

(f) *Ultimate responsibility of discharger.* The standards set forth herein are minimum standards; therefore this article does not intend nor imply that compliance by any person will ensure that there will be no contamination, pollution, nor unauthorized discharge of pollutants into waters of the U.S. caused by said person. This article shall not create liability on the part of the city, or any officer agent or employee thereof for any damages that

result from any person's reliance on this article or any administrative decision lawfully made hereunder.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-22. Severability.

The provisions of this article are hereby declared to be severable. If any provision, clause, sentence, or paragraph of this article or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions, clauses, sentences, or paragraphs or application of this article.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-23. Reserved.
Sec. 32-24. Reserved.
Sec. 32-25. Reserved.
Sec. 32-26. Reserved.
Sec. 32-27. Reserved.
Sec. 32-28. Reserved.
Sec. 32-29. Reserved.
Sec. 32-30. Reserved.
Sec. 32-31. Reserved.
Sec. 32-32. Reserved.
Sec. 32-33. Reserved.
Sec. 32-34. Reserved.
Sec. 32-35. Reserved.

ARTICLE III. POST-CONSTRUCTION STORMWATER MANAGEMENT.

Sec. 32-36. Applicability.

This article applies to all development projects that require a stormwater management plan pursuant to section V of the department of planning and urban development's Technical and Design Standards and Guidelines.
(Ord. No. 35-09/10, 8-17-09)

Sec. 32-37. Post-construction stormwater management plan approval.

Notwithstanding any ordinance provision to the contrary, no applicant for a development project to which this article is applicable shall receive approval for that development project unless the applicant also receives approval for its post-construction stormwater management plan and for the best management practices ("BMPs") for that development project.
(Ord. No. 35-09/10, 9-17-09)

Sec. 32-38. Post-construction stormwater management plan compliance.

Any person owning, operating, or otherwise having control over a BMP required by a post construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that plan as follows:

(a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.

(c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that the yare adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.

(d) *Filing fee.* Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.

(e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

Sec. 32-39. Enforcement.

It shall be unlawful for any person to violate any provision of or to fail to comply with any of the requirements of this article or of the post-construction stormwater management plan. Whenever the enforcement authority believes that a person has violated this article, DPS may enforce this article in accordance with 30-A M.R.S.A. § 4452. Each day on which a violation exists shall constitute a separate violation for purposes of this section.

(a) *Notice of violation.* Whenever DPS believes that a person has violated this article or the post-construction stormwater management plan, DPS may order compliance by written notice of violation to that person indicating the nature of the violation and ordering eh action necessary to correct it, including, without limitation:

(1) The abatement of violations, and the cessation of practices or operations in violation of this article or of the post-construction stormwater management plan;

(2) At the person's expense, compliance with BMPs required as a condition of approval of the development project, the repair of BMPs and/or the restoration of any affected property; and/or

(3) The payment of fines, of the City's remediation costs and of the City's reasonable administrative costs and attorneys' fees and costs.

(4) If abatement of a violation, compliance with BMPs, repair of BMPs and/or restoration of affected property is required, the notice shall set forth a deadline within which such abatement, compliance, repair and/or restoration must be completed.

(b) *Penalties/fines/injunctive relief.* In addition to the imposition of any other costs or penalties provided for herein, any person who violates this section shall be subject to fines, penalties and orders for injunctive relief and shall be responsible for the city's attorney's fees and costs, all in accordance with 30-A M.R.S.A. § 4452. Each day such violation continues shall constitute a separate violation. Moreover, any person who violates this section also shall be responsible for any and all fines, penalties, damages and costs, including, but not limited to

attorneys' fees and costs, incurred b y the city for violation of federal and state environmental laws and regulations caused by or related to that person's violation of this article; this responsibility shall be in addition to any penalties, fines or injunctive relief imposed under this section.

(c) *Consent agreement.* The enforcement authority may, without approval of the city manager, enter into a written consent agreement with the violator to address timely abatement of the violation(s) of this article for the purposes of eliminating violations of this article and of recovering fines, costs and fees without court action.

(d) *Appeal of notice of violation.* Any person receiving a notice of violation or suspension notice may appeal the determination of the enforcement authority to the city manager or his or her designee. The notice of appeal must be received within 30 days from the date of receipt of the notice of violation. The city manager shall hold a hearing on the appeal within 30 days from the date of receipt of the notice of appeal, except that such hearing may be delayed by agreement of the city manager and the appellant. The city manager may affirm, reverse or modify the decision of the DPS. A party aggrieved by the decision of the city manager may appeal that decision to the Maine superior court within forty-five (45) days of the date of the city manager's decision pursuant to Rule 80B of the Maine Rules of Civil Procedure.

(e) *Enforcement measures.* If the violation has not been corrected pursuant to the requirements set forth in the notice of violation, or , in the event of an appeal to the city manger, within forty-five (45) days of a decision of the city manager affirming the enforcement authority's decision, then the enforcement authority may recommend that the corporation counsel's office file an enforcement action in a Maine court of competent jurisdiction under Rule 80K of the Maine Rules of Civil Procedure.

(Ord. No. 35-09/10, 8-17-09)

Sec. 32-40. Severability.

The provisions of this article are hereby declared to be severable. If any provision, clause, sentence, or paragraph of this article or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions, clauses, sentences, or paragraphs or application of this article.

(Ord. No. 35-09/10, 8-17-09)

STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT

For SITE PLANS (THAT ARE NOT SUBDIVISIONS)

IN CONSIDERATION OF the site plan approval granted by the Planning Board/Planning Authority of the City of Portland to the proposed _____ (*name of development and project number)*), and the associated Grading, Drainage & Erosion Control Plan (*insert correct name of plan)* (Exhibit A) submitted by_____, prepared by _____ (*engineer/agent*) of _____(address) dated _____, and pursuant to a condition thereof, _____ (*name of owner*) a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of _____, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the _____ (*details of the system such as underdrained subsurface sand filter BMP system, rain gardens, storm drain pipes, underdrain pipes, catch basins*), (hereinafter collectively referred to as the "stormwater system"), as shown on the _____Plan in Exhibit A and in strict compliance with the approved Stormwater Maintenance and Inspection Agreement (*insert correct name of document)* prepared for the Owner by _____ (copy attached at Exhibit B) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the site plan most recently and formally approved by the Planning Board/Planning Authority of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any Condominium Association or management company, and to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2014.

_____
(*name of company*)

_____
(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss. Date: _____

Personally appeared the above-named _____(*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

_____
Notary Public/Attorney at Law

Print name: _____

Exhibit A: Approved Grading and Drainage Plan *(name of the plan showing the Stormwater System in detail)*

Exhibit B: Approved Stormwater Maintenance and Inspection Agreement

Performance Guarantee, Inspection Fee, and Infrastructure Financial Contribution Packet Portland, Maine

Planning and Urban Development Department

A. Site Plan/Subdivision Performance GuaranteesRequired

Portland's Land Use Code requires all developers with approved site plan and/or subdivision applications to submit a performance guarantee to the City prior to the start of any construction or site improvements. The performance guarantee represents 100% of the total cost of site improvements, as determined by the City.
The code further requires developers to pay an inspection fee of 2% of the performance guarantee amount to the City for the administrative costs associated with inspecting construction activity to ensure that it conforms with plans and specifications.
(Portland's Land Use Code, Sections 14.11.3 and 14.11.4)

B. Cost Estimate Form and Inspection Fee

The performance guarantee covers major site improvements related to site plan and subdivision review, such as paving, roadway, utility connections, drainage, landscaping, lighting, etc. Please submit an itemized cost estimate form to determine the detailed costs of both public and private site improvements to the Planning office for review and approval. The cost estimate form (excel format) can be downloaded from the city's website here: http://portlandmaine.gov/costestimate The approved amount on the Cost Estimate form is the amount to be covered by the performance guarantee and is the basis for calculating the 2% inspection fee.

C. Acceptable Types of Performance Guarantees

The accepted forms of a performance guarantee, covering the amount approved on the Cost Estimate form, must be one of the following options consistent with the attached templates, with **NO** exceptions. The templates and instructions be located on our website at: https://www.portlandmaine.gov/2157/Performance-Guarantee

1. A letter of credit from a bank/credit union
2. A deposit into a bank-held escrow account
3. A deposit into a City-held escrow account

NOTE: No land use application of any kind shall be processed, reviewed or issued, no signed subdivision plat shall be released or recorded, and no building permit of any kind shall be issued unless all fees have been paid and every aspect of the proposed development is in compliance with City Codes as determined by the Development Review Coordinator in the Planning office.

The developer is eligible to receive up to three reductions from the performance guarantee in a calendar year equal to the estimated cost of the completed improvements. In no case, however, shall any performance guarantee be reduced 1) in any line item where improvements remain to be completed; or 2) to a value which is less than the estimated cost of completing all remaining required improvements; or 3) to a value less than 10% of the Performance Guarantee. *(The Cost Estimate Form can also be used during the construction phase to submit reductions of fully completed site work items)*

At the conclusion of the project, the City will release 90% of the performance guarantee after the Development Review Coordinator determines that site improvements have been satisfactorily completed at the time of the final inspection. The City will then retain a 10% defect guarantee to cover the workmanship and durability of materials used in construction. The defect guarantee will be released one
(1) year from date of acceptance, subject to the Development Review Coordinator inspecting the site and finding it in compliance with the approved site plan.

D. Housing Replacement Performance Guarantees

For those projects that are subject to Portland's Housing Preservation and Replacement Ordinance (Section 18.1) and have an approved plan, then a performance guarantee is required for housing replacement. An owner or developer must post a performance guarantee in the form of a letter of credit in the amount equivalent to the amount the applicant would have been required to contribute to the City's Housing Fund, if the applicant had chosen that option. The guarantee shall be valid for no more than three years, after which the full amount shall be provided to the City's Housing Trust Fund, if replacement units meeting the code do not have certificates of occupancy. The guarantee can be released upon the issuance of a certificate of occupancy for the replacement units. A suggested template for a Housing Replacement Performance Guarantee is included as Attachment 4.

E. Infrastructure Accounts

Contributions to infrastructure accounts may be required as part of the conditions of site plan approval. The contributions must be submitted prior to the issuance of any permits, unless stated otherwise in the approval. The form for submitted required contributions is included as Attachment 5.

F. Administrative Process for Submitting Performance Guarantee

- **Step 1 – Submit a Cost Estimate for Review**

  Submit completed cost estimate form to the Planning Division for review and approval. Once approved, use this total amount as the performance guarantee amount in Step 2.

- **Step 2 – Drafting a Performance Guarantee**

  Complete a draft of 1 of the 3 attached performance guarantee templates, inputting project specific information (Reference Guide for Drafting for help) into blank and bracketed areas, and submit to the Planning Division for final approval. Submit a draft to **planning@portlandmaine.gov** to

ensure fields are correctly entered. Once staff approved the draft, the applicant shall submit the official signed original performance guarantee document, which for option 1) or 2) must be on Bank/Credit Union letterhead with original signatures.

□ **Step 3 - Submit Performance Guarantee, Inspection Fee, and Infrastructure Contributions** Submit the final original Performance Guarantee, the required inspection fee, and any infrastructure contributions (Include Attachment 6 form) to the Planning Division. The Planning Division will confirm that the final documents are accurate and acceptable.

□ **Step 4 - Release of Recording Plat and Permits**
Only after the performance guarantee is issued, fees paid, and all other conditions of site plan approval and compliance are met, will the recording plat be released for recording at the Cumberland County Registry of Deeds and/or City permits issued.

Contact: Please email the Cost Estimate Form to Max Martin at **mjmartin@portlandmaine.gov** After the cost estimate is approved, all Performance Guarantees and Infrastructure Contributions can be submitted by mail to: **City of Portland Planning and Urban Development, 389 Congress Street, 4th Floor, Portland, ME 04101**.

housing & economic development

To: Jimmy Dealaman, Planner, Planning & Urban Development Department
From: Victoria Volent, Housing Program Manager, Housing & Community Development Division
Date: May 16, 2022
Subject: 57 Douglass– 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 Chapter 14, Section 18.2 of the Zoning Ordinance.

Chapter 14, Section 18.2, Affordable Housing, requires at least twenty-five percent (25%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 18.2.3 C (5) also requires the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

57 Douglass Street proposes the construction of 120 units of housing over two phases. The project triggers Inclusionary Zoning as it would create ten or more new dwelling units through new construction. Per Section 18.2.3 C 3, "projects shall not be segmented or phases to avoid compliance with these provisions."

Phase I proposes the construction of one five-story building with 63 units of housing containing 35 one-bedroom, 18 two-bedroom, and 10 three-bedroom units.

Phase II proposes the construction of; one three-story townhouse containing 6 one-bedroom units and 6 three-bedroom units for a total of 12 units; three townhouses the first of which would contain 6 units (with 6 three-bedrooms), the second and third building would contain 4 units each for a total of 8 units (with a total of 8 three-bedroom units); three courtyard flats made up of 2 three-story building containing a total of 20 units (with 8 one-bedroom, 10 two-bedroom and 2 three-bedroom units) and a third three-story building containing 11 units (with 1 studio, 4 one-bedroom, 5 two-bedroom, and 1 three-bedroom units). The total bedroom count for Phase II is: 1 studio unit, 18 one-bedroom units, 15 two-bedroom units, and 23 three-bedroom units.

Phase I proposes to provide 46 units at or below 60% AMI (23 one-bedroom and 14 two-bedroom units) and 17 units at market rate. 46 out of 63 units equals 74% of the total units as deed restricted.

Phase II proposes to provide 25% of the cooperative units (15 units) deed restricted to households at or below 80% AMI.

The term of affordability for the workforce units provided shall be defined as set forth in Table 18-B. At 25% of workforce units provided, the minimum term of affordability is thirty (30) years.

Staff recommends the Planning Board Approve this Conditional Use provided the Applicant, Maine Cooperative Development Partners, and the City enter into an agreed upon Affordable Housing Agreement (AHA) for 15 (fifteen) workforce units before a Building Permit may be issued.

The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as a covenant to the property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager

Sean King <sking@portlandmaine.gov>

57 Douglas Street - Major Site Plan Amendment

Tom Errico <thomas.errico@tylin.com> Mon, Feb 13, 2023 at 3:33 PM
To: Sean King <sking@portlandmaine.gov>
Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Sean – The proposed amendment will add 9 residential units to the project and increase the number of affordable housing units to 112. I have reviewed the Parking and Traffic analyses conducted for the project and have the following comments.

- The increase in units will have little impact on changes to traffic impacts from the previously approved project. The project would not be expected to create mobility or safety concerns and a MaineDOT Traffic Movement Permit is not required.
- Based upon the parking analysis provided I would estimate a parking demand of 76 spaces. Given that the project will provide 78 parking spaces, the parking supply seems reasonable.

Please contact me if you have any questions.

Best regards,

Tom Errico, PE
NE TRAFFIC ENGINEERING DIRECTOR
T +1 207.347.4354
M +1 207.400.0719
E thomas.errico@tylin.com
TYLin
12 Northbrook Drive Building A, Suite One
Falmouth, ME 04105, United States
TYLin.com

Sean King <sking@portlandmaine.gov>

PL-002271-2022 57 Douglass Street DPW Comments

Janine Ba <janineba@portlandmaine.gov> Wed, Feb 15, 2023 at 8:54 PM
To: Sean King <sking@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Benjamin Pearson <bnp@portlandmaine.gov>, Justin Pellerin <jrp@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Tom Errico <thomas.errico@tylin.com>

Good afternoon Sean,

Below are DPW's comments for PL-002271-2022 57 Douglass Street. Let me know if you have any questions.

Project Number: PL-002271-2022

57 Douglass Street

DPW Development Review Comments

02/15/2023

- DPW Transportation
  - No comment
- DPW Water Resources
  - No comment

Regards,

--
Janine Ba
Project Engineer
City of Portland Department of Public Works
212 Canco Rd. Suite B
Portland, ME 04103
janineba@portlandmaine.gov
207-874-8463

ACORN ENGINEERING, INC.

November 17, 2022

Subject: Site Plan Amendment Narrative
Dougherty Commons Redevelopment

On behalf of the Maine Cooperative Housing Development Partners, we are pleased to provide this narrative for an amendment to the approved site plan for the Dougherty Commons redevelopment in the Libbytown neighborhood.

After receiving more information regarding building typology construction costs, the project team has decided to alter the building layouts in the western and northern rows of the Phase II redevelopment. Overall, the changes will result in an increase from 120 to 129 housing units and a decrease in impervious area.

The originally proposed 3 buildings of 2-story "townhome" typology would be replaced by 2 buildings of the 3-story "rowhouse" typology. This change will add an additional 9 housing units and an outdoor space between the buildings with a walking path and stone benches. Project phasing will not be affected due to these changes. Parking provisions for the site are linked to the eventual affordable unit count per the conditions of approval. The parking analysis document has been updated to reflect the changing affordable unit counts and a reinterpretation of the Institute of Transportation Engineers (ITE) affordability definitions. Please note that based upon this clarification, the condition of approval related to additional parking on site no longer appears to be necessary. This is based upon the fact that a maximum of 17 units will be considered market rate according to the ITE statistics and Land Use Categories.

The entirety of plan sets along with any documents that changed as a result of this amendment will be resubmitted to the City for review. Please refer to the additional documents from the project architects for further information. Please let us know if you have any additional questions or comments.

Sincerely,

Samuel J. Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

102 Exchange Street Portland, ME 04101 | (207) 842-2888 | kaplanthompson.com

November 14, 2022

DOUGHERTY COMMONS
Architectural Narrative – Amendment | Planning Board

We have made a handful of changes to the original, approved submission. These include increasing the total number of units by nine (9), but reducing the total number of buildings by one (1). Through the replacement of three (3) Townhouse buildings with two (2) Rowhouse buildings, we are increasing the density and overall efficiency of the community.

We've also advanced a number of architectural elements, which we feel add to the richness of the design.

We have added a variation to the rear of the rowhouse roof eave condition, lifting it up at certain locations. The intent is to further accentuate the rhythm and interest of the repeated units as they might typically appear in an urban setting, with occasional variation along the length of a streetscape. In addition, we are increasing window heights in those locations to respond to the added façade heights and add additional variation between units.

We are now recessing all the window units back from the face of the siding to provide a more robust shadow line, and increase the effective depth within the façade. Additionally, we are reducing the height of the kitchen window on the front of the rowhouse and adding variation to fenestration at the second level through a large, picture window from the main living space. This increases the connectivity of occupants to other homeowners within the community.

Other minor changes include:

- adding one (1) ANSI/ADAAG unit on the end of north rowhouse
- adding tenant storage spaces to the ends of all the rowhouses
- making all three community flats buildings 10-units
- changing the Southern Community flats building, ground floor 2-bedroom unit to a three-bedroom

Original text below for reference:

We are proposing three different building types on the site in addition to the five-story building to the east. The two-story Townhouses are arranged along the western property line behind the current residential neighborhood. Three-story Rowhouses line the northern edge, while the three-story Community Flats buildings occupy the central portion of the site. The intent is to gradually increase the scale of the buildings from west to east as you move through the site, keeping the shortest buildings closer to Douglass Street and the existing two-to-three-story homes.

Our approach to the roof form of the height-limited Community Flats building is to develop a series of low-pitched roof planes that undulate across the facade of the buildings and are occasionally tipped down to denote the entrances below. This undulating roof form carries across the site from building to building, which establishes a language that is reflected in the Townhouses and Rowhouses where roofs are occasionally tipped up to highlight corners and connections. The Townhouse entrances are highlighted by a simple entry canopy that matches the pitch of the larger Community Flats buildings. The Rowhouse has a more elaborate series of similarly pitched entrance canopies that dance along the facade to individualize the unit entries as well as to help reduce the scale of the overall building.

We intend to use common siding materials and alter their installation methods to help break up the facades by a change in texture, spacing, and orientation. There are shared cladding materials between buildings that reinforce

their connection and establish the rhythm of textural and material changes at the unit entrances. We've also altered the heights of the windows at various locations in reference to the undulating roof forms.

The Community Flats buildings provide exterior deck spaces on the upper levels which add visual interest and provide a recessed area for a specific cladding treatment. The entry spaces are clad with a locally sourced natural Eastern White Cedar in locations where the building is experienced in close proximity.

The building's architectural design details, along with the careful attention to landscape design and public circulation spaces will provide a welcoming and interactive neighborhood experience for this unique site.

Phil Kaplan
Maine Licensed Architect, AIA
Kaplan Thompson Architects

Parking Analysis

Dougherty Commons
Portland, Maine

Introduction

The project proposes 129 dwelling units within seven (7) buildings at Dougherty Commons, the former West School in the Libbytown neighborhood. With the project triggering a major site plan, the Planning Board shall establish the off-street parking requirement based on a parking study per Table 19-B of the Zoning Ordinance.

Definitions

The parking generation for the project has been calculated using the Institute of Transportation Engineers (ITE) publication, *Parking Generation*, 5th Edition. The following Land Use Codes (LUC) were used to model the parking generation from the redevelopment:

- The 5-story apartment building 17 market-rate units were modeled as LUC 221 (Multifamily Housing – Mid-Rise). This LUC is defined as "Mid-Rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors)." The setting/location category is considered Dense Multi-Use Urban (less than a half mile to rail transit).

- The remaining units in the apartment building and the totality of Phase II units were modelled as LUC 223 (Affordable Housing – Income Limits). These units will be deed restricted for affordability based upon the tenants' income <100% AMI (area median income) and thus by ITE definition considered affordable housing.

  This is a notable change from the original submission based on new information from ownership regarding the income-restrictions on the units in question and reinterpretation of the ITE affordability definition that is based on AMI statistics instead of the City's definitions of affordability. As "market rate" rent is broadly determined by >120% AMI, it follows that anything under that threshold is applicable to the ITE definition "Affordable housing includes all multifamily housing rented at below market rate." Therefore, all proposed units, with the exception of 17 units reserved for market rate rentals are considered affordable. Accordingly, the parking generation numbers have been recalculated. The proposed parking supply is sufficient when compared to the demand and a condition of approval to demonstrate the remaining spaces between supply and demand no longer appears to be necessary.

Parking Generation

In accordance with Table 19-B of the City's Code, a parking analysis has been prepared to project the parking requirement for the site. As such, this analysis estimates the peak parking demand using the industry standard ITE Parking Generation Manual (5th Edition).

The number of dwelling units of the development (129) was used to determine the parking rates, with (112) of the dwellings units designated to be priced below market rate.

The following table summarizes the ITE parking generation for the site. Please refer to the attached excepts from the ITE manual for the peak parking rates.

ITE Parking Generation Summary – Full Site

LUC	Units	Rate	Weekday Peak Hour Average Parking Demand
Mid-Rise Multi-Family	17	0.71	12
Affordable Housing – Income Limits	112	0.53	60
Total	**129**		**72**

ITE Parking Generation Summary – Alternative LUC Analysis

LUC	Units	Rate	Weekday Peak Hour Average Parking Demand
Mid-Rise Multi-Family	17	0.90	16
Affordable Housing – Income Limits	112	0.53	60
Total	**129**		**76**

As seen in the above table, using the industry standard parking generation rates and based upon the floor plans developed thus far, the project anticipates a total of 72 required parking spaces at the peak hour of parking demand. The plan for the development provides for 78 possible parking spaces with 56 spaces reserved for the apartment building and 22 reserved for the cooperative buildings.

The alternative analysis above was recommended by the City's peer reviewer using a land-use category with higher rates based on his comment that the Portland Transportation Center and the Amtrak service do not qualify for a commuter rail station. This alternative calculation effectively provides the upper limit of parking demand. Therefore with a range of 72-76, the proposed 78 parking spaces is sufficient. Furthermore, given the project is in close vicinity to downtown and multimodal opportunities, we believe these are conservative estimates for the parking demand at the development.

ITE Parking Generation Summary – Phase I (63 Units)

LUC	Units	Rate	Weekday Peak Hour Average Parking Demand
Market Rate Mid-Rise Multi-Family	17	0.71	12.1
Affordable Housing – Income Limits	46	0.53	24.4
Total			**37**

As seen in the above table, using the industry standard parking generation rates and based upon the floor plans developed thus far, the project anticipates a total of 37 required parking spaces at the peak hour of parking demand. The plan for the development provides for 56 possible parking spaces, with the additional spaces provided for guest parking.

ITE Parking Generation Summary – Phase II (66 Units)

LUC	Units	Rate	Weekday Peak Hour Average Parking Demand
Affordable Housing – Income Limits	66	0.53	35
Total			**35**

As seen in the above table, utilizing the industry standard parking generation rates based upon the floor plans developed thus far, the project anticipates a total of 35 required parking spaces at the peak hour of parking demand. The plan for the development provides for 22 parking spaces.

It should also be noted that a specific land use category does not exist for the cooperative housing model. Based on the experience of our clients with similar urban housing projects, parking demand is typically less than what is predicted by the industry standard models. This is reinforced by the Co-Op unbundling parking from ownership.

Adjacent On Street Parking

On-street parking is available on Douglass Street except during local sporting events. Although the study above does not rely on on-street parking to supplement the parking count, at most times of the week, on-street parking is generally available for both tenants and guests.

Unbundling Rent and Parking Fees

As an incentive to reduce parking demand, the cooperative housing applicant proposes to unbundle rent and parking. Parking spaces will be rented at competitive market rates, and not discounted significantly for tenants. This strategy has been shown to effectively reduce demand as tenants usually opt for alternative modes of travel or simply choose not to buy parking when parking spaces are charged as a separate fee.

Bicycle Parking

The applicant proposes abundant bicycle parking both internally, in a storage room specifically for bicycles within the apartment building, and externally on a multitude of bike hoops congregated in three locations throughout the development. In total, at least 50 bicycle parking spaces will be provided, far exceeding the 40% of parking required per City Ordinance.

METRO Bus Service Access / Portland Transportation Center

Transit stops for the Route 9 bus are currently located on either side of Congress Street and is located 150 ft. away from the Dougherty Field Path. Information on the METRO's bus routes and schedule will be posted throughout the buildings and A map of the Route 9A/B transit map has been attached to this report. The Portland Transportation Center is a 0.4 mile walk from the development. This transportation hub features connections to regional and long-distance bus networks as well as the Amtrak Downeaster train. Overall, this site is extremely well-positioned to offer multimodal transportation opportunities to residents.

Pedestrian Access

Dougherty Field Path will connect the development to Congress and St. James St, which leads to the system of well-maintained and accessible public sidewalks. This network connects the site with the many proximate businesses and services in the area. Additional lighting has also been provided as part of the plan to make this segment of the trail a more attractive option for accessing the surrounding options during nighttime.

Conclusion

Given the project is representative of a TOD, provides 78 off-street parking spaces vs the 129 units, and is slated primarily for affordability, this parking analysis serves to demonstrate the project's parking adequacy. Several transportation demand management (TDM) strategies have been implemented and while the project has not prepared a formal TDM, it should be noted the zoning code specifically allows for transit proximate development to forego parking: *"No off-street parking shall be required within ¼ mile of fixed route transit service. New uses or changes of use of more than 10,000 SF taking advantage of this exception shall be required to provide a Transportation Demand Management Plan if they use this provision in lieu of parking requirements."* Not only do several bus stops exist within a quarter mile of the site, but the Transportation Center is less than a half mile from the site. Given the overall 0.65 parking ratio provided and the many multimodal opportunities, it is our professional opinion that the 78 proposed parking spaces are sufficient for the development.

ATTACHMENTS

A. METRO Bus Route #9 and Schedule
B. Multimodal Transportation Exhibit

METRO ROUTE 9A

Effective Date: November 14, 2021

MONDAY THROUGH FRIDAY
NORTH DEERING VIA STEVENS AVENUE

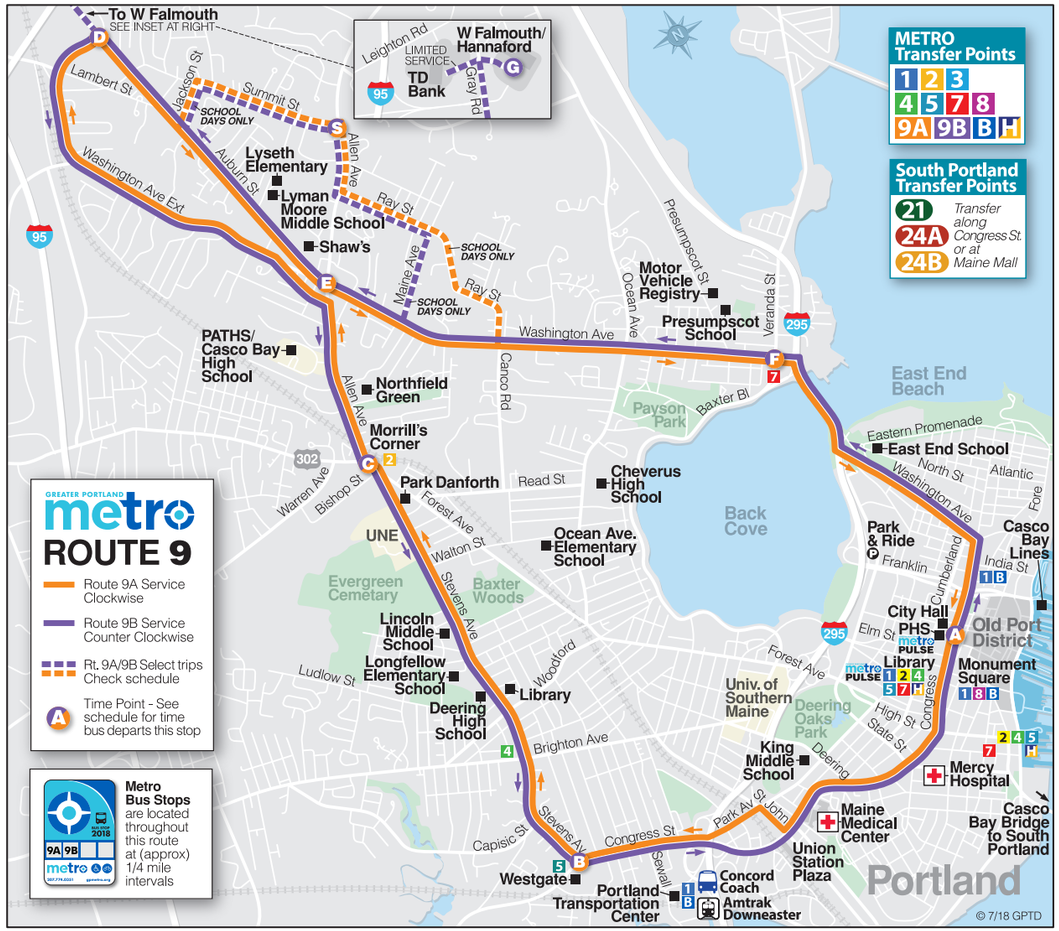
City Hall A	Westgate B	Morrill's Corner C	Washington Auburn D	Summit Allen S	Allen's Corner E	Washington Veranda F	City Hall A
5:35	5:44	5:54	6:10	X	6:14	6:22	6:30
6:05	6:15	6:25	6:40	X	6:44	6:52	7:00
6:30	6:42	6:52	7:08	X	7:13	7:21	7:30
X	X	X	X	X	X	7:30*	7:40*
X	7:03*	7:13*	7:25*	X	7:30*	7:40*	7:50*
7:00	7:13	7:23	7:35	X	7:40	7:50	8:00
X	7:18*	7:29*	7:40*	7:46*	X	7:56*	8:08*
7:30	7:43	7:53	8:08	X	8:13	8:21	8:30
7:40*	7:53*	8:03*	8:18*	X	8:23*	8:31*	8:40*
7:50*	8:03*	Trip ends at DHS 8:10		X	X	X	X
8:00	8:14	8:24	8:38	X	8:43	8:51	9:00
8:08*	8:22*	Trip ends at DHS 8:29		X	X	X	X
8:30	8:44	8:54	9:08	X	9:13	9:21	9:30
9:30	9:42	9:52	10:08	X	10:13	10:21	10:30
10:30	10:42	10:52	11:08	X	11:13	11:21	11:28
11:30	11:43	11:53	**12:12**	**X**	**12:17**	**12:25**	**12:35**
12:35	**12:48**	**12:58**	**1:15**	**X**	**1:20**	**1:28**	**1:35**
1:35	**1:47**	**1:57**	**2:17**	**X**	**2:22**	**2:30**	**2:40**
2:05	**2:17**	**2:27**	**2:47**	**X**	**2:52**	**3:00**	**3:10**
2:40	**2:52**	**3:02**	**3:21**	**X**	**3:26**	**3:35**	**3:45**
X	**2:57***	**3:07***	**3:26***	**3:31***	**X**	**3:40***	**3:50***
3:10	**3:22**	**3:32**	**3:51**	**X**	**3:56**	**4:05**	**4:15**
3:45	**3:58**	**4:08**	**4:26**	**X**	**4:31**	**4:40**	**4:50**
4:15	**4:29**	**4:39**	**4:57**	**X**	**5:02**	**5:12**	**5:25**
4:50	**5:04**	**5:14**	**5:31**	**X**	**5:36**	**5:45**	**5:55**
5:25	**5:39**	**5:49**	**6:06**	**X**	**6:11**	**6:20**	**6:30**
5:55	**6:10**	**6:20**	**6:35**	**X**	**6:40**	**6:48**	**6:55**
6:30	**6:43**	**6:53**	**7:10**	**X**	**7:14**	**7:22**	**7:30**
7:30	**7:42**	**7:52**	**8:08**	**X**	**8:12**	**8:20**	**8:30**
8:30	**8:42**	**8:52**	**9:08**	**X**	**9:12**	**9:20**	**9:30**
9:30	**9:40**	**9:50**	**10:08**	**X**	**10:12**	**10:20**	**10:25**

* Trips operate on school days only.

On early release days, trips will operate one hour early

SATURDAY
NORTH DEERING VIA STEVENS AVENUE

City Hall A	Westgate B	Morrill's Corner C	Washington Auburn D	Allen's Corner E	Washington Veranda F	City Hall A
7:30	7:45	7:55	8:10	8:15	8:23	8:30
8:30	8:45	8:55	9:10	9:15	9:23	9:30
9:30	9:45	9:55	10:10	10:15	10:23	10:30
10:30	10:45	10:55	11:10	11:15	11:23	11:30
11:30	11:45	11:55	**12:10**	**12:15**	**12:23**	**12:30**
12:30	**12:45**	**12:55**	**1:10**	**1:15**	**1:23**	**1:30**
1:30	**1:45**	**1:55**	**2:10**	**2:15**	**2:23**	**2:30**
2:30	**2:45**	**2:55**	**3:10**	**3:15**	**3:23**	**3:30**
3:30	**3:45**	**3:55**	**4:10**	**4:14**	**4:22**	**4:30**
4:30	**4:45**	**4:55**	**5:10**	**5:14**	**5:22**	**5:30**
5:30	**5:45**	**5:55**	**6:10**	**6:14**	**6:22**	**6:30**
6:30	**6:45**	**6:55**	**7:10**	**7:14**	**7:22**	**7:30**
7:30	**7:45**	**7:52**	**8:08**	**8:12**	**8:20**	**8:30**
8:30	**8:45**	**8:52**	**9:08**	**9:12**	**9:20**	**9:30**
9:30	**9:45**	**9:53**	**10:08**	**10:12**	**10:20**	**10:25**



Routes and schedules subject to change.

SUNDAY
NORTH DEERING VIA STEVENS AVENUE

City Hall A	Westgate B	Morrill's Corner C	Washington Auburn D	Allen's Corner E	Washington Veranda F	City Hall A
8:30	8:45	8:55	9:10	9:15	9:23	9:30
9:30	9:45	9:55	10:10	10:15	10:23	10:30
10:30	10:45	10:55	11:10	11:15	11:23	11:30
11:30	11:45	11:55	**12:10**	**12:15**	**12:23**	**12:30**
12:30	**12:45**	**12:55**	**1:10**	**1:15**	**1:23**	**1:30**
1:30	**1:45**	**1:55**	**2:10**	**2:15**	**2:23**	**2:30**
2:30	**2:45**	**2:55**	**3:10**	**3:15**	**3:23**	**3:30**
3:30	**3:45**	**3:55**	**4:08**	**4:12**	**4:20**	**4:25**

SUNDAY
NORTH DEERING VIA WASHINGTON AVE

Monument Square A	Washington Veranda F	Allen's Corner E	W. Falmouth Hannaford G	Morrill's Corner C	Westgate B	Monument Square A
9:10	9:18	9:25	9:35	9:48	9:57	10:10
10:10	10:18	10:25	10:35	10:48	10:57	11:10
11:10	11:18	11:25	11:35	11:48	11:57	**12:10**
12:10	**12:18**	**12:25**	**12:35**	**12:48**	**12:57**	**1:10**
1:10	**1:18**	**1:25**	**1:35**	**1:48**	**1:57**	**2:10**
2:10	**2:18**	**2:25**	**2:35**	**2:48**	**2:57**	**3:10**
3:10	**3:18**	**3:25**	**3:35**	**3:48**	**3:57**	**4:10**
4:10	**4:18**	**4:25**	**4:35**	**4:48**	**4:57**	**5:10**

METRO ROUTE 9B

MONDAY THROUGH FRIDAY
NORTH DEERING VIA WASHINGTON AVENUE

Monument Square A	Washington Veranda F	Allen's Corner E	Summit Allen S	W. Falmouth Hannaford G	Morrill's Corner C	Westgate B	Monument Square A
5:40	5:48	5:56	X	X	6:17	6:27	6:40
6:05	6:13	6:20	X	6:28	6:42	6:52	7:05
6:40	6:48	6:56	X	X	7:16	7:26	7:40
7:05	7:13	7:21	X	7:29	7:44	7:55	8:10
7:12*	7:20*	X	7:31*	X	7:50*	8:00*	8:12*
7:40	7:48	7:56	X	X	8:16	8:26	8:40
8:10	8:20	8:27	X	8:34 TD	8:50	9:00	9:15
9:15	9:25	9:32	X	9:39	9:54	10:05	10:20
10:20	10:30	10:40	X	X	10:55	11:06	11:20
11:20	11:30	11:37	X	11:44 TD	**12:00**	**12:11**	**12:25**
12:25	**12:35**	**12:45**	**X**	**X**	**1:03**	**1:14**	**1:30**
12:55	**1:05**	**1:12**	**X**	**1:19**	**1:35**	**1:46**	**2:00**
1:30	**1:40**	**1:47**	**X**	**1:54**	**2:09**	**2:20**	**2:35**
2:00	**2:10**	**2:17**	**X**	**2:25**	**2:40**	**2:55**	**3:10**
X	**X**	**X**	**X**	Trip starts at DHS at 2:55*		**3:00***	**3:15***
X	**X**	**X**	Trip starts at CBHS at 2:55*		**3:00***	**3:10***	**3:25***
2:35	**2:45**	**2:55**	**X**	**X**	**3:14**	**3:25**	**3:40**
2:55*	**3:05***	**X**	**3:16***	**X**	**3:35***	**3:45***	**3:57***
3:10	**3:20**	**3:30**	**X**	**X**	**3:49**	**4:00**	**4:15**
3:15*	**3:23***	**3:30***	**X**	**X**	**X**	**X**	**X**
3:25*	**3:35***	**X**	**3:46***	**X**	**4:05***	**4:15***	**4:27***
3:40	**3:50**	**4:00**	**X**	**4:08 TD**	**4:24**	**4:35**	**4:50**
4:15	**4:25**	**4:35**	**X**	**X**	**4:54**	**5:05**	**5:20**
4:50	**5:02**	**5:12**	**X**	**5:20 TD**	**5:35**	**5:45**	**6:00**
5:20	**5:32**	**5:42**	**X**	**X**	**6:00**	**6:10**	**6:25**
6:00	**6:10**	**6:20**	**X**	**6:28**	**6:42**	**6:51**	**7:00**
6:25	**6:34**	**6:41**	**X**	**X**	**6:58**	**7:08**	**7:20**
7:20	**7:29**	**7:36**	**X**	**7:44**	**7:56**	**8:03**	**8:15**
8:15	**8:24**	**8:30**	**X**	**X**	**8:48**	**8:53**	**9:05**

On early release days, trips will operate one hour early

* Trips operate on school days only.

TD - Route travels to TD Bank after stopping at Hannaford.

SATURDAY
NORTH DEERING VIA WASHINGTON AVE

Monument Square A	Washington Veranda F	Allen's Corner E	W. Falmouth Hannaford G	Morrill's Corner C	Westgate B	Monument Square A
8:10	8:18	8:25	8:35	8:48	8:57	9:10
9:10	9:18	9:25	9:35	9:48	9:57	10:10
10:10	10:18	10:25	10:35	10:48	10:57	11:10
11:10	11:18	11:25	11:35	11:48	11:57	**12:10**
12:10	**12:18**	**12:25**	**12:35**	**12:48**	**12:57**	**1:10**
1:10	**1:18**	**1:25**	**1:35**	**1:48**	**1:57**	**2:10**
2:10	**2:18**	**2:25**	**2:35**	**2:48**	**2:57**	**3:10**
3:10	**3:18**	**3:25**	**3:35**	**3:48**	**3:57**	**4:10**
4:10	**4:18**	**4:25**	**4:35**	**4:48**	**4:57**	**5:10**
5:10	**5:18**	**5:25**	**5:35**	**5:48**	**5:57**	**6:10**
6:10	**6:18**	**6:25**	**6:35**	**6:48**	**6:57**	**7:10**
7:10	**7:18**	**7:25**	**7:35**	**7:48**	**7:57**	**8:10**
8:10	**8:18**	**8:25**	**8:35**	**8:42**	**8:47**	**9:00**

ISSUED FOR	BY	DATE
COMMENT RESPONSE	WHS	4/29/22

DRAWING NAME: MULTIMODAL TRANSPORTATION EXHIBIT

PROJECT NAME: DOUGHERTY COMMONS

CLIENT: DOUGLASS COMMONS, LLC. PORTLAND, ME

ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
65 HANOVER ST, PORTLAND MAINE 04101
(207) 775-2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
EX-1

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

	Percent of Peak Parking Demand		
Hour Beginning	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

		Parking Supply Ratio	
Setting	**Proximity to Rail Transit**	**Per Dwelling Unit**	**Per Bedroom**
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

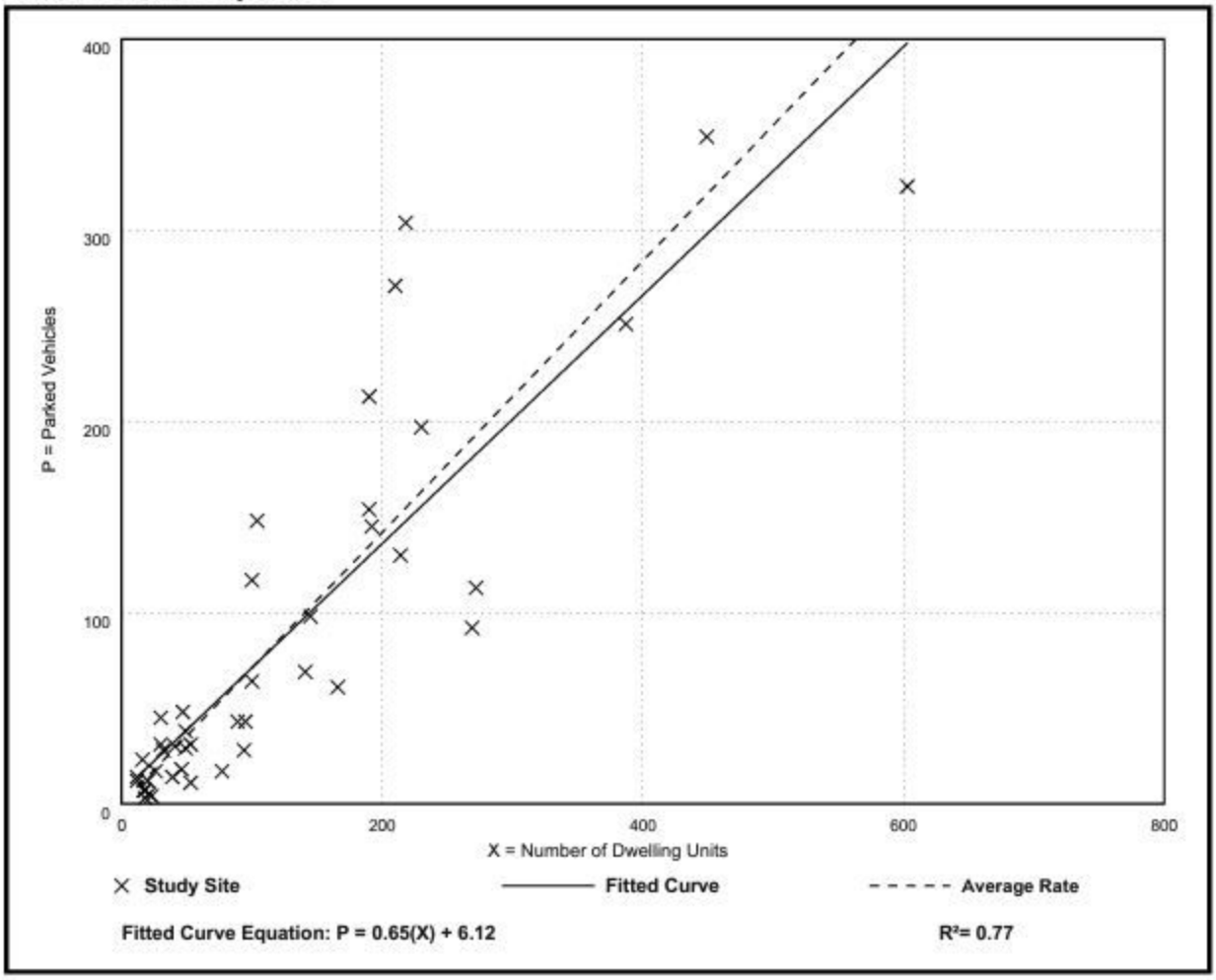
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
Number of Studies: 43
Avg. Num. of Dwelling Units: 121

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.71	0.17 - 1.50	0.47 / 1.17	0.61 - 0.81	0.32 (45%)

Data Plot and Equation



Fitted Curve Equation: P = 0.65(X) + 6.12

R^2= 0.77

Land Use: 223 Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Additional Data

For the majority of study sites in this land use code, 100 percent of the dwelling units are considered affordable. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

Separate data plots and statistics are presented for subsets of the affordable housing database: sites with income limitations for its tenants, sites with minimum age thresholds for its tenants (i.e., senior housing), and sites comprised entirely of single-room-only units.

The average parking supply ratios for the study sites with parking supply information are as follows:

- In a general urban/suburban setting, 1.3 spaces per dwelling unit (28 sites) and 0.7 spaces per bedroom (9 sites)
- In a dense multi-use urban setting, 0.6 spaces per dwelling unit (28 sites) and 0.3 spaces per bedroom (26 sites)
- In a center city core setting, 0.3 spaces per dwelling unit (6 sites) and 0.3 spaces per bedroom (6 sites)

The sites were surveyed in the 1990s and the 2010s in California, Connecticut, District of Columbia, Maryland, Massachusetts, New Jersey, and Oregon.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

314, 514, 533, 535, 536, 537, 539, 541, 579, 582, 585, 586

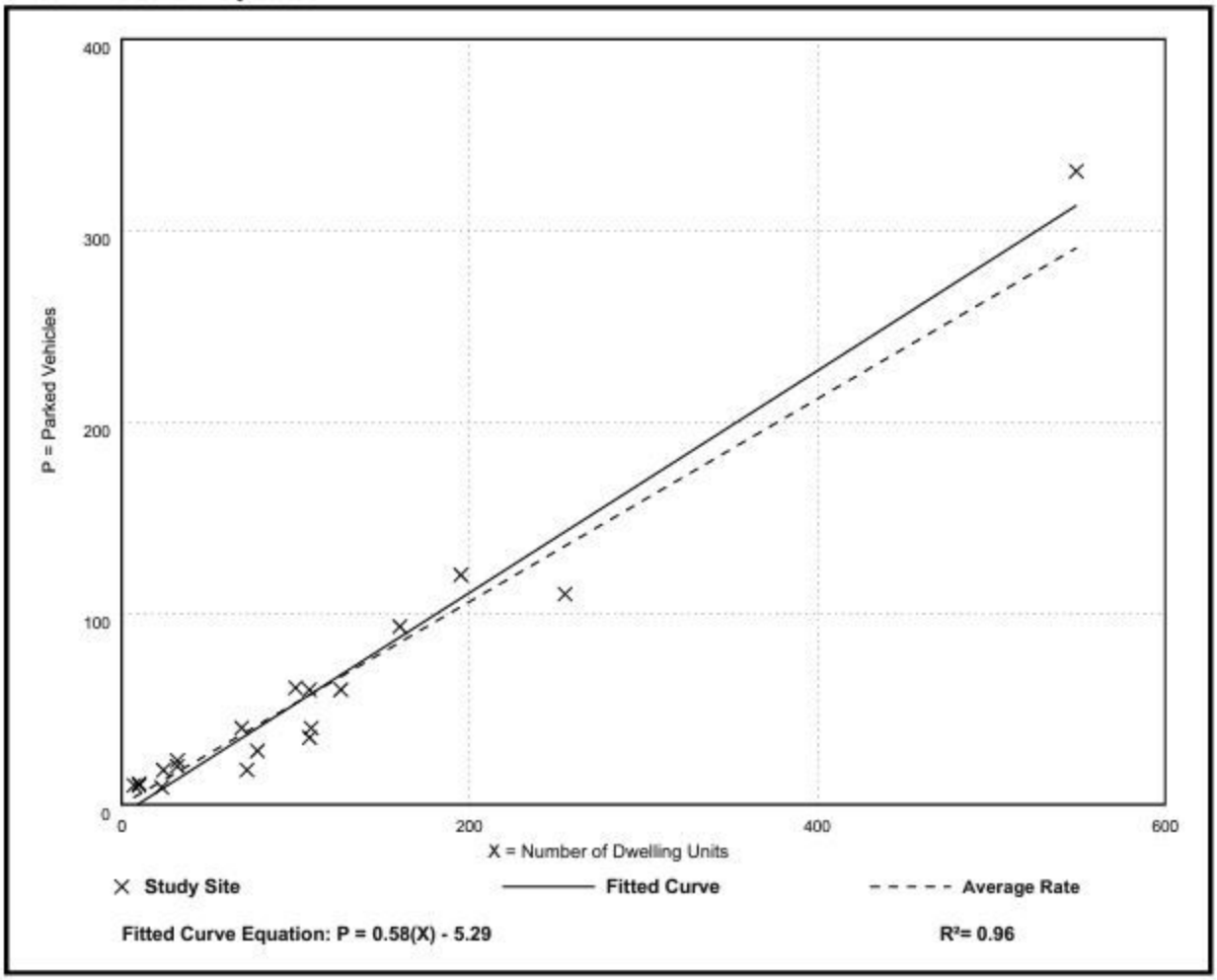
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban**
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
Number of Studies: 19
Avg. Num. of Dwelling Units: 109

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.53	0.25 - 1.43	0.46 / 1.00	***	0.14 (26%)

Data Plot and Equation



ACORN ENGINEERING, INC.

Traffic Memo

The proposed 129-unit development is located at 57 Douglass Street and provides 78 parking spaces throughout the site via the paved parking and woonerf area. Pedestrian access to the site is provided with a connection to the Douglass St sidewalk. The site will be connected to the Portland Trails Network (Dougherty Field Path) by providing a hardscaped walking path to the east of the site for residents, additionally further pedestrian routes are provided as the internal sidewalk will connect to the public sidewalk along Douglass Street. Further multimodal transportation opportunities exist with multiple Metro Bus Lines making stops in proximity of the site along Congress Street. This will offer site users with a variety of transportation options other than standard vehicular travel. Also given the site's proximity to the Portland peninsula, we expect bicycle travel to be another major form of transportation for site users.

The trip generation for the proposed project has been estimated using the Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition publication. The land uses utilized in the calculations consists of residential low and mid-rise apartments, as well as a private K-12 school to model the previous and proposed trip generation produced from the site. Please note that this analysis slightly overestimates the total trip generation as 74 of the dwelling units will be workforce housing. Although the ITE has not yet published trip generation values for affordable housing, it's our understanding that these rates are forthcoming, consistent with the ITE parking generation for affordable housing that was recently added to the latest parking publication (Parking Generation 5th Edition). The parking generation for market rate vs affordable housing features a factor of 1.3. Based upon this factor, as well as demonstrated built affordable housing in the Greater Portland area, the following trip generation numbers are determined to be inflated to an extent due to lack of industry standard trip generation rates for affordable housing.

Trip Generation

Trip generation is based upon tables presented in the tenth edition of the Institute of Transportation's Engineers "TRIP GENERATION" manual. The following trip rates were applied:

Existing Land-Use #536: Private School

Weekday AM Peak Hour (Street)	= 0.80 trips/unit
Weekday PM Peak Hour (Street)	= 0.17 trips/unit
Weekday AM Peak Hour (Generator)	= 0.81 trips/unit
Weekday PM Peak Hour (Generator)	= 0.58 trips/unit

Proposed Land-Use #220: Multi-family Housing (Low-Rise)

Weekday AM Peak Hour (Street)	= 0.46 trips/unit
Weekday PM Peak Hour (Street)	= 0.56 trips/unit
Weekday AM Peak Hour (Generator)	= 0.56 trips/unit
Weekday PM Peak Hour (Generator)	= 0.67 trips/unit
Saturday Peak Hour (Generator)	= 0.70 trips/unit
Sunday Peak Hour (Generator)	= 0.67 trips/unit

Proposed Land-Use #221: Multi-family Housing (Mid-Rise)

Weekday AM Peak Hour (Street)	= 0.36 trips/unit
Weekday PM Peak Hour (Street)	= 0.44 trips/unit
Weekday AM Peak Hour (Generator)	= 0.32 trips/unit
Weekday PM Peak Hour (Generator)	= 0.41 trips/unit
Saturday Peak Hour (Generator)	= 0.44 trips/unit
Sunday Peak Hour (Generator)	= 0.39 trips/unit

Table 1, below, provides a summary of the trip generation for the proposed development. This analysis also accounts for the estimated trip generation for the former school system that existed on site within the last 10 years. It was assumed that an average of 38 students attended the "West Program" school, based upon a Bangor Daily News article that stated the 2014 enrollment and capacity.

Table 1 – Peak Hour Trip Generation		
	Peak Hour PCE Trip Generation	**Net Peak Hour PCE Trip Generation[1]**
AM Peak Hour (Street)	53 trips	23 trips
PM Peak Hour (Street)	65 trips	58 trips
AM Peak Hour (Generator)	57 trips	26 trips
PM Peak Hour (Generator)	70 trips	48 trips
Saturday Peak Hour (Generator)	74 trips	74 trips
Sunday Peak Hour (Generator)	69 trips	69 trips
[1] Accounts for trip credits from prior site use		

Crash Data

Crash data was obtained from MaineDOT for the most recent available three-year period (2018 to 2021). As seen in the appendix, there have been six crashes on Douglass Street and two crashes at the intersection of Douglass and Brighton Ave. Of the eight crashes recorded, only one of them resulted in an injury and this occurred at the intersection of Douglass and Brighton Ave. The seven other crashes were side swipes or rear ends and were property damage only. The intersection of Douglass and Brighton Ave allows left and right hand turns from both roads and is mediated by a stop sign at the end of Douglass. The intersection of Douglass and Congress does not have any reported crashes in the specified time window and has a curbed median in the middle of Congress Street to prohibit left-hand turns. Based on the relative minor nature of reported crashes and existing intersection conditions, the project's generated trips will not exacerbate an existing issue.

N. Lighting

Please find attached the cut sheets and photometric plans for the proposed site lighting.

PLAN VIEW

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Calculation Summary					
Label	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
SITE	0.79	5.5	0.0	N.A.	N.A.

Luminaire Schedule (note fixture catalogue numbers are not complete)

Type	Qty	Lumens	LLF	Watts	BUG Rating	Mounting Ht (FT)	Description
A	42	1051	0.900	14.906	B1-U0-G1	10	P810015-030-30
B	24	311	0.900	9.32	B0-U0-G0	9	P5634 prorated
C1	4	1805	0.900	14.9	B0-U0-G1	9	GEO1-24L-15-3K7-3-UNV-DBT
C2	2	1718	0.900	14.9	B0-U0-G1	9	GEO1-24L-15-3K7-4-UNV-DBT
S24	4	4297	0.900	45.9	B1-U0-G1	16	TWIN - K4X-T4-MO-5030
S3	9	3863	0.900	46.1	B1-U0-G1	16	K4X-T3-MO-5030
S4	8	4297	0.900	45.9	B1-U0-G1	16	K4X-T4-MO-5030
SP3	6	2563	0.900	32.7	B1-U0-G0	12	MK4-T3-MO-3030

site 4-22-22.AGI

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

TITLE
DOUGLASS STREET
PORTLAND, ME
SITE LIGHTING LAYOUT

Date:5/12/2022

GENERATED FOR:
ACETO LA

SCALE NOT TO SCALE

Page 1 of 1

SWANEY LIGHTING ASSOCIATES, INC.

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED IN WRITING BY SWANEY LIGHTING ASSOCIATES AND IS NOT TO BE LOANED, COPIED OR RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED; EXCEPT AS NECESSARY FOR THE PURPOSE OF THE PROJECT AS DETAILED IN WRITING. THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY THE MANUFACTURER. ANY MODIFICATIONS TO THE DESIGN MADE IN THE FIELD, AFFECTING PERFORMANCE SHOWN IN IES FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT'S USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.

PROGRESS LIGHTING™

Project:

Fixture Type:

Location:

Contact:

LED Flush Mount EdgeLit

Surface mounted • Wet location listed PROGRESS LED

P810015-030-30

Description:

EVERLUME Edgelit technology provides a large glare free, bright, and evenly illuminated surface for a variety of applications for both residential and commercial settings. Offering a very slim profile, the LED Edgelit flush mount is available in three sizes. The 7" fixture gives 1056 lumens (delivered), 90CRI and is 3000K. The integrated driver does not recess into junction box, allowing for easy install in 4" octoganal, 4" round PVC and 4-1/2" ceiling pan junction boxes. This fixture is wet location listed and offers a 50,000 hour LED life.

Images:

Specifications:

- White (-030) (painted)
- Polycarbonate Construction
- Frosted Polycarbonate lens
- 7 " EVERLUME Edgelit flush mount with LED technology 3,000K, 90 CRI, 1056 lumens (delivered)
- Simple installation to steel mounting plate
- Light weight non-conductive polycarbonate luminaire construction
- Polycarbonate diffuser controls glare and provides an evenly illuminated surface
- Integrated DC LED power supply capable of flicker-free dimming to 10% brightness with many Triac/Forward Phase dimmers
- Can be installed to 4" octagonal j-box, 4x1/2" round shallow j-box, 4" round PVC j-box and single gang switch boxes
- Can be mounted on ceiling or wall
- Suitable for use in clothes closets when installed in accordance with the NEC 410.16 spacing requirements.
- Suitable for use in IC or Non-IC applications
- Dimmable to 10% brightness (See Dimming Notes)
- Fixture covers a standard 4" octagonal recessed outlet box
- Mounting mounting plate for outlet box included
- 6" of wire supplied
- Complies with "Americans with Disabilities Act" - ADA
- ENERGY STAR® qualified
- Meets California Title 24 JA8-2016

Dimensions:

Diameter: 7"
Length: 7"
Height: 1-1/16"

Lens
Width: 6.03"
Length: 6.03"
Height: 0.039"

Performance:

Number of Modules	1
Input Power	15w
Input Voltage	120 V
Input Frequency	60 Hz
Lumens/LPW (Source)	
Lumens/LPW (Delivered)	1056/70.4 (LM-79)
CCT	3000 K
CRI	90 CRI
Life (hours)	54,000 (L70/TM-21)
FCC	FCC Part 15 Class B
Min. Start Temp	-30 °C
Max. Operating Temp	30 °C
Warranty	5 Year Warranty
Labels	cCSAus Wet location listed
	ENERGY STAR® qualified
	Meets California Title 24 JA8-2016

LED Flush Mount EdgeLit

Surface mounted • Wet location listed PROGRESS LED ENERGY STAR

Photometrics:

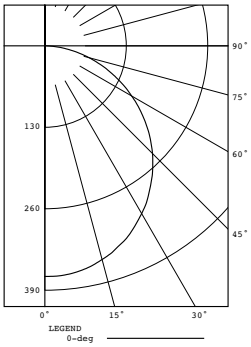
P810015-030-30

ELECTRICAL DATA	P810015-030-30
Input Voltage	120 V
Input Frequency	60 Hz
Input Current	0.128 A
Input Power	15
Power Factor	0.968
THD	<20%
FCC	FCC Part 15 Class B
Operating Temperature	-30 °C to 30 °C
Dimming	Yes*

Over-voltage, over-current, short-circuit protected

*See Dimming Notes for more information

P810015-030-30
LED Light Engine: 3000K 90
System Wattage: 15
Fixture delivered lumens: 1051
Fixture Efficacy: 70
Spacing Criteria: 1.25



Test **18.01777** Test Date **12/10/18**

CANDELA DISTRIBUTION

DEG	CANDELA	LUMENS
0	368	
5	367	35
15	353	100
25	327	151
35	289	181
45	243	187
55	189	169
65	131	130
75	73	77
85	20	22
90	0	

ZONAL ZONE	LUMEN LUMENS	SUMMARY %FIXT
0-30	285	27.1
0-40	466	44.3
0-60	822	78.2
0-90	1051	100.0
90-180	0	0.0
0-180	1051	100.0

P810015-030-30

Dimming Notes:

P810015 is designed to be compatible with many Triac/Forward Phase or ELV/Reverse Phase controls.

The following is a partial list of known compatible dimmer controls.

Dimming Controls

Idevices_IDEV009
Leviton_IPI06-1LZ
Leviton_6672
Lutron_NTEVL-300
Lutron_DVELV-300P
Lutron_Caseta_Wireless
Lutron_AYCL-153P
Lutron_TGCL-153-PH-WH

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation.
Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

Dimmer control brand names where identified above are trade names or registered trademarks of each respective company.

PROGRESS LIGHTING™

Project:

Fixture Type:

Location:

Contact:

One-Light Wall Sconce W/HAL AC LED Module

Wall mounted • Wet location listed PROGRESS LED

P5634-3130K9

Description:

Modern geometric outdoor LED sconces are designed to complement a range of residential and commercial architectural styles. ADA compliant. 9w LED is 3000K, 90+ CRI in a Black cast aluminum shade. Dark Sky compliant.

Images:

Specifications:

- Black (-31) (powder coat paint)
- Cast aluminum Construction
- Black cast aluminum shade, White acrylic Diffuser
- LED Module is replaceable (part # 93054049)
- Modern geometric outdoor LED sconces.
- Designed to complement a range of residential and commercial architectural styles.
- Dark Sky compliant.
- 623 lumens 69.2 lumens/watt per module (source)
- 3000K color temperature, 90+ CRI.
- Dimmable to 10% brightness (See Dimming Notes)
- Unit covers a standard 4" octagonal recessed outlet box
- Mounting strap for outlet box included
- 6" of wire supplied
- Complies with "Americans with Disabilities Act" - ADA
- ENERGY STAR® qualified
- Meets California Title 24 high efficacy requirements for outdoor use only

Performance:

Number of Modules	1
Input Power	9w
Input Voltage	120 V
Input Frequency	60 Hz
Lumens/LPW (Delivered)	388/49.7 (LM-79)
CCT	3000 K
CRI	90+
Life (hours)	60,000 (L70/TM-21)
FCC	Meets FCC Title 47, Part 15 Class B
Min. Start Temp	-30 °C
Max. Operating Temp	30 °C
Warranty	5 year warranty
Labels	cCSAus Wet location listed
	ENERGY STAR® qualified
	Meets California Title 24 high efficacy requirements
	for outdoor use only

Dimensions:

Width: 5-1/4"
Depth: 4"
Height: 4-3/4"
H/CTR: 2-3/8"

Glass
Width: 4-1/16"
Length: 5-3/16"
Height: 4-11/16"
Glass 2
Width: 2-7/8"
Length: 2-7/8"
Height: 0-11/16"

P5634-3130K9

Dimming Notes:

P5634 is designed to be compatible with many ELV/Reverse Phase controls.

The following is a partial list of known compatible dimmer controls.

Dimming Controls

Lutron Nova T NTELV-300
Lutron Vierti VTELV-600
Lutron Ariadni AYCL-153P
Lutron Diva DVCL-153P
Lutron Maestro MAELV-600
Lutron spacer/system SPSELV-600
Leviton Renoir II AWRMG-EAW

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation.
Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

Dimmer control brand names where identified above are trade names or registered trademarks of each respective company.

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GEOPAK SERIES 1

SIZE 1 - TRP1/QSP1/RDI1

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

GEOPAK™

FEATURES

- GeoPak Series consists of three compact Geometric wall-pack shapes in four popular finishes
- 24 mid-power LEDs create 3115 lumens in AC and 1628 lumens in emergency mode
- Environmentally friendly, long-life Lithium Iron Phosphate battery
- Standard Battery Temperature Range: 0°C to 40°C, Optional Heater: -30°C to 40°C
- Zero uplight distributions

C US

SPECIFICATIONS

CONSTRUCTION

- Housing is made from die-cast aluminum with a hinged back-plate for ease of installation and maintenance
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating.
- Wet Location Listed to UL924 and UL1598 Standard

OPTICS

- 24 mid power LEDs delivering up to 3,000 lumens
- Up to 118 lumens per watt
- Type III and IV distributions for a wide variety of applications
- Zero uplight (UO), dark sky, neighbor friendly

INSTALLATION

- Universal plate for mounting to standard 3 1/2" and 4" square electrical boxes. All connections are made from connections at the rear of the unit
- Optional back-box accessory available for surface conduit application.

ELECTRICAL

- 120-277 and 347-480V operation, 50/60Hz
- 0-10V dimming driver standard. Dimming leads are extended from the product.
- 10kA surge protector
- Photocell and occupancy sensor options available for complete on/off and dimming control
- Intergral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Includes a long-life Lithium Iron Phosphate battery with optional battery heater for cold temperature application
- Ambient operating temperature -40˚C to 40˚C
- Button photocontrol is suitable for 120-277V operation
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.

CERTIFICATIONS

- Drivers IP66 and RoHS compliant
- Listed to UL1598 and CSAC22.2#250.0-24 for wet location

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	1720-2896
Wattage Range	15-25
Efficacy Range (LPW)	107-131
Weights lbs. (kg)	10.5–11.5 (4.8–5.2)

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

GEOPAK SERIES 1

SIZE 1 - TRP1/QSP1/RDI1

ORDERING GUIDE

Example: TRP2-24L30-3K7-2-UNV-DBT

CATALOG #

ORDERING INFORMATION

SELECT SHAPE

Series		# LEDs		Wattage		CCT/CRI		Distribution		Voltage	
TRP1	Trapezoid	**24L**	24 LEDs	**15**	15 watts	**3K7**	3000K, 70 CRI	**3**	TYPE III	**UNV**	120-277V
RDI1	Radius			**20**	20 watts	**4K7**	4000K, 70 CRI	**4W**	TYPE IV	**120**	120V
QSP1	Qtr-sphere			**25**	25 watts	**5K7**	5000K, 70 CRI			**208**	208V
						3K8	3000K, 80 CRI			**240**	240V
						4K8	4000K, 80 CRI			**277**	277V
						5K8	5000K, 80 CRI			**347**	347V
										480	480V

Color		Control Options Network		Options	
BLT	Black Matte Textured	**PC**	Button Photocontrol	**F**[4]	Fusing (only available with STD fixture configuration, 120-277V only)
BLS	Black Gloss Smooth	**SCP**[2,3]	Programmable occupancy sensor, factory default is 10% light output	**E**[1,5]	Battery pack (0°C)
DBT	Dark Bronze Matte Textured	**Spec SCP/SCO & SWPM Mount Height**		**EH**[1,5]	Battery pack (-30°C) with heater
DBS	Dark Brone Gloss Smooth	**-8F**	Up to 8ft mount height		
GTT	Graphite Matte Textured	**-20F**	Up to 20ft mount height		
LGS	Light Grey Gloss Smooth				
PSS	Platinum Silver Smooth				
WHT	White Matte Textured				
WHS	White Gloss Smooth				
VGT	Verde Green Textured				
Color Option					
CC	Custom Color				

Notes:

1 Voltage specific (120 or 277V only)

2 Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only

3 PCU option not applicable, included in sensor

4 Must specify input voltage (120, 208, 240 or 277)

5 PCU and EH cannot be combined in the QSP1 because of space constraints

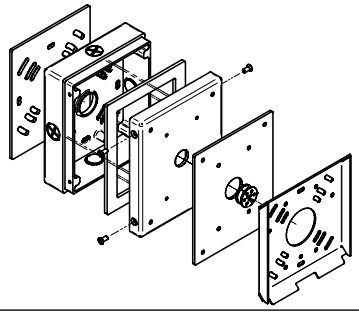
ACCESSORIES (ORDERED SEPARATELY)

	Catalog Number	Description
☐	**SCP-REMOTE***	Remote control for SCP option. Order at least one per
☐	**WP-BB-XXX**	Accessory for conduit entry, replace "xxx" with color option

Notes:

* Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings.

WB-BB Wallpack Back Box



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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

GEOPAK SERIES 1

SIZE 1 - TRP1/QSP1/RDI1

PERFORMANCE DATA

Description	Drive Current	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 80 CRI)				
				Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
24L	350 mA	15	3	1888	127	0	0	1	1879	126	0	0	1	1807	121	0	0	1
	350 mA	15	4W	1797	121	0	0	1	1789	120	0	0	1	1720	115	0	0	1
	500 mA	20	3	2607	131	1	0	1	2594	130	1	0	1	2495	125	1	0	1
	500 mA	20	4W	2481	125	1	0	1	2469	124	1	0	1	2374	119	1	0	1
	600 mA	25	3	2896	113	1	0	1	2884	112	1	0	1	2773	110	1	0	1
	600 mA	25	4W	2756	107	1	0	1	2754	107	1	0	1	2640	108	1	0	1

ELECTRICAL DATA

INPUT POWER CONSUMPTION

System Watts	Input Voltage (V)	System Power (W)	Current (Amps)
15W	120	14.9	0.125
	277		0.053
	347		0.043
	480		0.031
20W	120	20.6	0.172
	277		0.074
	347		0.059
	480		0.043
25W	120	25.3	0.216
	277		0.091
	347		0.073
	480		0.053

Battery backup units consume additional power during charging (maximum 32.2 watts for E, 50.7 watts for EH)

INPUT POWER CONSUMPTION

Ambient Temperature	OPERATING HOURS					
	0	25,000	50,000	TM-21-11* L96 60,000	100,000	L70 (Hours)
25C	1	0.97	0.95	0.94	0.91	4,25,000
40C	0.99	0.96	0.94	0.93	0.9	3,70,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0C	32F	1.03
10C	50F	1.01
20C	68F	1
25C	77F	1
30C	86F	0.99
40C	104F	0.98

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

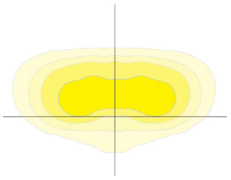
GEOPAK SERIES 1

SIZE 1 - TRP1/QSP1/RDI1

PHOTOMETRY

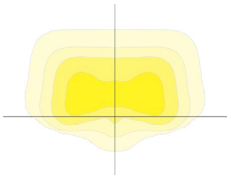
The following diagrams represent the general distribution options offered for this product.

Type III



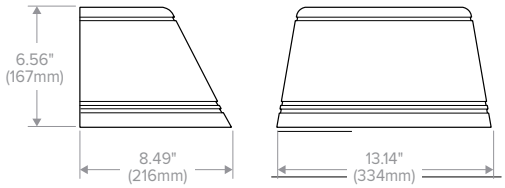
Mounting Height: 10'

Type IV (Forward throw)

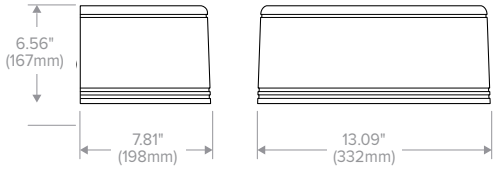


Mounting Height: 10'

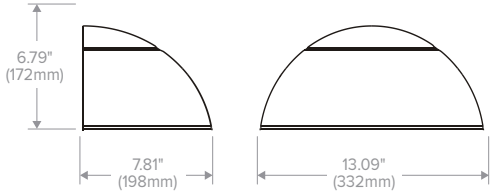
DIMENSIONS



Trapezoid
(TRP1)



Round
(RDI1)



Quartersphere
(QSP1)

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GEOPAK SERIES 1

SIZE 1 - TRP1/QSP1/RDI1

DATE: LOCATION:

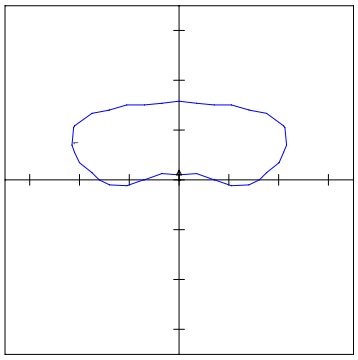
TYPE: PROJECT:

CATALOG #:

ADDITIONAL INFORMATION

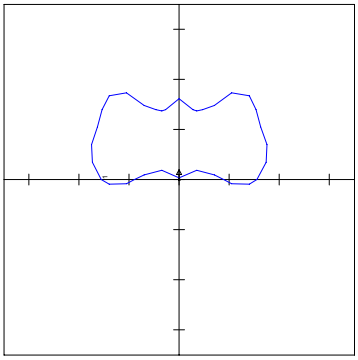
GEOPAK - BATTERY BACK UP

Type 3 Emergency Mode



13W battery when powered covers 20' throw to either side of fixture and 15' throw forward at a 10' mounting height.

Type 4 Emergency Mode



13W battery when powered covers 18' throw to either side of fixture and 15' throw forward at a 10' mounting height.

Provides Life Safety Code average illuminance of 1.0 fc. Assumes open space with no obstructions.

Diagrams for illustration purposes only, please consult factory for application layout.

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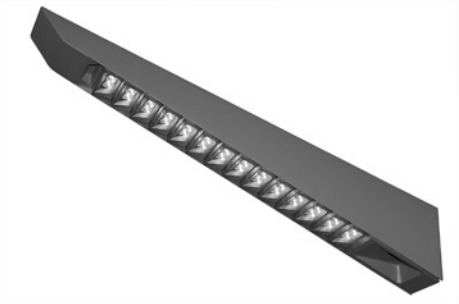
architectural arealighting

K4

ARCHITECTURAL AREA LIGHTING

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

KICK™



Kick Small

FEATURES

- Integral Motion Sensor
- Staggered twin mounting
- ANSI C136.31-2010 4G Rated
- IES Type II, III and IV distributions
- 3000K , 4000K, 5000K CCT
- Integral thermal protection

3000K and warmer CCTs only

See Certification Specifications

RELATED PRODUCTS

K5 KM5 KB6

SPECIFICATIONS

CONSTRUCTION

- Housing shroud is made of fabricated 5052-H32 aluminum alloy with a rear mounting interface that is made of fabricated 304 stainless steel
- Housing mounting interface is a stamped silicone gasket
- Luminaire housing is free of any visible heat fins, hardware or fasteners
- Bracketry and hardware is made of stainless steel
- Base is made of cast aluminum #356 alloy and heat treated to a T-6 condition
- Shaft is extruded aluminum 6061 alloy and heat treated to a T-6 condition
- Anchor bolts are hot dip galvanized steel. Eight galvanized hex nuts and flat washers,and a bolt circle template are provided. Anchor bolt for poles are 3/4" x 24" x 3"
- Luminaire finish consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish
- Luminaire finish meets the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance

LED/OPTICS

- LEDs are mounted to a metal printed circuit board assembly (MCPCB) with a uniform conformal coating over the panel surface and electrical features
- Optical lenses is made of clear injection molded PMMA acrylic
- Each MCPCB and optic are sealed to an extruded 6063-T6 aluminum alloy heat spreader and sealed with a continuous one piece injection molded silicone rubber gasket. IP66

LED/OPTICS (CONTINUED)

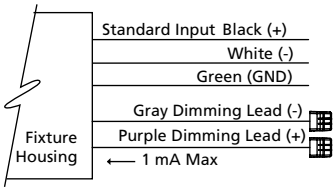
- Patent Pending design of optical array is independently shielding each LED optic across the length of the aperture
- Optical surfaces are painted white unless the optional fixture finish (FO) or matte black finish (MO) is selected
- Optional matte black finish optics (MO) are required to meet UO classification with zero percent uplight
- Optional fixture finish optical surfaces (FO) do not exceed BUG ratings of the standard white finish and will be greater than or equal to the delivered lumens of the optional matte black optical surface finish (MO)

INSTALLATION

- Integral pole mount luminaires require assembly of fixture(s) to the pole, mounting hardware, anchor bolts and anchor bolt template is included. See page 6 for additional considerations specific to the integral pole
- Tenon mount luminaires require assembly of fixture(s) to the tenon adapter, mounting hardware is included. Tenon adapter secures to the tenon with eight 5/16-18 stainless steel set screws
- Side mount luminaires are supplied with hardware compatible with AAL mountings.
- Twin mounted staggered height fixtures are configured separately
- Service access to the optical array and driver assembly is via a tool-less internal latch and have an audible click.
- Optical array has to hang freely in an open service position for inspection of internal wire connections. Once in service position, the optical array is able to be removed for service by lifting the assembly up off the rear hinge and disconnecting the wiring plugs.
- Driver assembly is mounted to a prewired internal tray with quick disconnects for removal

ELECTRICAL

- Drivers are in direct contact with the aluminum housing across the entire surface area of the widest face for maximum thermal transfer
- Luminaires have integral surge protection that is U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J. Surge protection device is wired in series
- Drivers are U.L recognized
- Drivers are not compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV
- Luminaire are capable of operating at 100% brightness in a 40°C environment. Both driver and optical array have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C
- Luminaires not configured with a control system or ANSI C136 receptacle option are provided with 0-10 purple and gray dimming leads



continued on page 3

KEY DATA	
LUMEN RANGE	3,820–7,691
WATTAGE RANGE	46–64
EFFICACY RANGE (LPW)	79–120
WEIGHT	15 lbs 6.8 kg
EPA	1.03

DELIVERED LUMENS
DIMENSIONAL DRAWINGS

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HUBBELL Lighting

K4

ARCHITECTURAL AREA/SITE

ORDERING GUIDE

Example: K41-T2-FO-5040-MCPCR-SF-347-PS412-125-SBC-BLT

CATALOG #

Model (4" wide luminaire)		Optics (Distribution)		Optics Finish		Light Engine [1]		Control	
K41	Single Fixture	**T2**	IES Type II	**WO**	Standard White Finish	**5030**	3000K CCT, CRI 70, 46 Watts	**MCPCR**	Multi-Channel 7-Pin Photocell Receptacle
K42	Two Fixtures 180° Apart	**T3**	IES Type III	**FO**	Optics in Fixture Finish	**5040**	4000K CCT, CRI 70, 46 Watts	**WIR**	wiScape Connectivity Ready
K43	Three Fixtures 90° Apart	**T4**	IES Type IV	**MO**	Optics in Matte Black Finish	**5050**	5000K CCT, CRI 70, 46 Watts	**WIRSC**	wiScape + Motion Sensor
K44	Four Fixtures 90° Apart					**7030**	3000K CCT, CRI 70, 64 Watts	**SCP**	Motion Sensor + Photocell [2]
						7040	4000K CCT, CRI 70, 64 Watts	**SWP**	SiteSync Pre-commissioned [3]
						7050	5000K CCT, CRI 70, 64 Watts	**SWF**	SiteSync Field Commission [3]
								SWPM	SiteSync Pre-commissioned + Motion Sensor [3]
								SWFM	SiteSync Field Commission + Sensor [3]
								SCPREMOTE	Handheld Commissioning Tool [2]
								SWUSB	SiteSync loaded on USB flash drive (Windows® operating system only [4]
								SWTAB	SiteSync Window® based Tablet [4]
								SWBRG	SiteSync Wireless Bridge Node [4]
								SW7PR	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

Fuse (may choose one)		Voltage		Mounting		Mounting Options		Fixture Finish	
SF	120, 277, 347 Volt Input	**120–277V**	120–277V	**Integral Pole**		**Twin mount at staggered heights**		**Standard Color**	
DF	208, 240, 480 Volt Input	**347**	347V	**PS410-125**	10' Luminaire Height	Mounting holes for a fixture at 180°, K41-...PS4... only, may choose one		**BLS**	Black Gloss Smooth
		480	480V	**PS412-125**	12' Luminaire Height	**TS8**	8' from bottom	**BLT**	Black Matte Textured
				PS414-125	14' Luminaire Height	**TS10**	10' from bottom	**DBS**	Dark Bronze Gloss Smooth
				PS416-125	16' Luminaire Height	**TS12**	12' from bottom	**DBT**	Dark Bronze Matte Textured
				PS418-125	18' Luminaire Height	**TS14**	14' from bottom	**GTT**	Graphite Matte Texture
				PS420-125	20' Luminaire Height	**TS16**	16' from bottom	**LGS**	Light Grey Gloss Smooth
				Tenon Mount		**TS18**	18' from bottom	**LGT**	Light Grey Matte Textured
				TA23	Slips over a 2 3/8" / 60mm Ø x 4" / 102mm tall tenon	**Base Options**		**PSS**	Platinum Silver Gloss Smooth
				Side Mount		**SBC**	Standard Base Cover	**VGT**	Verde Green Matte Textured
				SMK	Mounts to the side of a square pole, K41 only	**Pole Accessories(may choose one)**		**WHS**	White Gloss Smooth
				Wall Mount		**GFI**	GFCI receptacle, 24" from top of pole	**WHT**	White Matte Textured
				WMK	K41 only	**RBC**	Duplex receptacle box with clear cover, wiring device(s) not included	**CC**	Custom Color [5]

Notes:

1 595nm monochromatic amber and or custom lumen package available by request

2 Handheld commissioning tool is required to separately configure or adjust any number of SCP sensors

3 Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node

4 When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node

5 Consult factory for custom color, marine and corrosive finish

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HUBBELL® Lighting

SPECIFICATIONS (CONTINUED)

MODEL	HEIGHT OVERALL	POLE	SHAFT SECTION	WT	MAXIMUM ALLOWABLE EPA (MPH) 85	90	100	110	120	130	140	150
K4X-PS410-125	10’ 7.5” / 3.24m	10’	4” SQ x .125”	28 lbs	15.4	13.5	10.4	8.1	6.4	5.0	4.0	3.1
K4X-PS412-125	12’ 7.5” / 3.85m	12’	4” SQ x .125”45	32 lbs	11.8	10.2	7.6	5.7	4.3	3.2	2.3	1.6
K4X-PS414-125	14’ 7.5” / 4.46m	14’	4” SQ x .125”	37 lbs	9.1	7.7	5.5	3.9	2.6	1.7	0.95	0.33
K4X-PS416-125	16’ 7.5” / 5.07m	16’	4” SQ x .125”	42 lbs	6.9	5.7	3.8	2.3	1.3	0.46	-	-
K4X-PS418-125	18’ 7.5” / 5.68m	18’	4” SQ x .125”	48 lbs	4.9	3.9	2.2	0.95	0.01	-	-	-
K4X-PS420-125	20’ 7.5” / 6.29m	20’	4” SQ x .125”	53 lbs	3.2	2.2	0.75	-	-	-	-	-

* - Consult factory for thicker shaft profiles and or custom heights not shown above.

CONTROLS

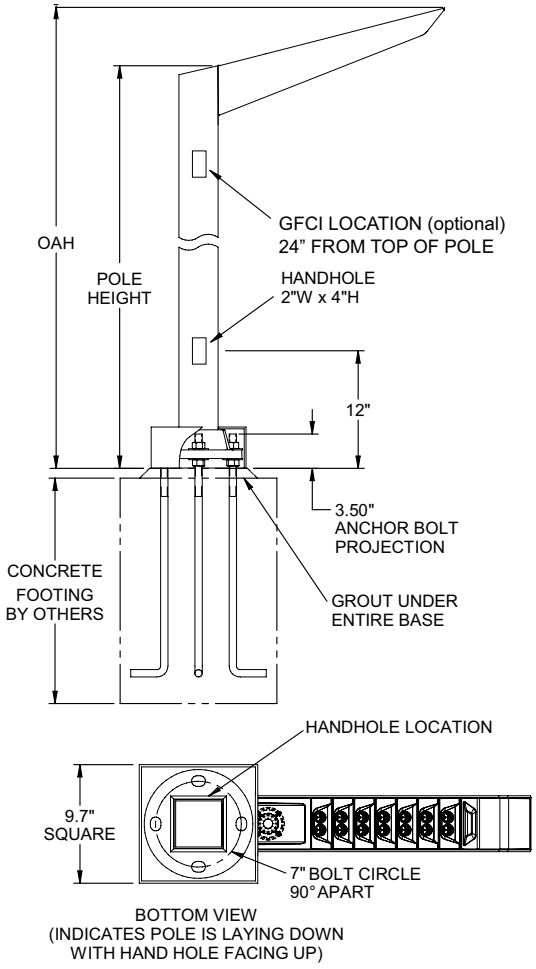
- Wireless enabled fixtures shall support bi-directional radio frequency (RF) communications utilizing IEEE 802.15.4 operating in the 2.4GHZ ISM band.
- Up to 1000’ wireless range may be reduced by physical obstructions between lighting fixtures.
- Motion Sensor shall use passive infrared (PIR) sensing technology that reacts to changes in infrared energy (moving body heat) within the coverage area. Careful consideration must be given to obstructions that may block the sensor’s line of sight.
- Factory default settings for SCP option shall be:
- High mode: 10V
- Low mode: 1V
- Ramp-up rate: disabled
- Fade-down rate: disabled
- Photocell: Off
- Sensitivity: Full
- Time Delay: Fade to low: 5 minutes
- Time Delay: Fade to off: 1 hour

CERTIFICATIONS

- Luminaire is listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250
- ANSI C136.31-2010 4G Vibration tested and compliant
- IEC 66262 Mechanical Impact Code IK10
- IDA approved, 3000K and warmer CCTs only
- This product qualifies as a “designated country construction material” per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. See Buy American Solutions

WARRANTY

- See HLI Standard Warranty for additional information



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HUBBELL Lighting

DELIVERED LUMENS

System Watts	Optical Finish	Distribution	Ordering Code	3000K 70CRI					4000K 70CRI					5000K 70CRI				
				Lumen	Bug Rating			Efficancy (Lm/W)	Lumen	Bug Rating			Efficancy (Lm/W)	Lumen	Bug Rating			Efficancy (Lm/W)
					B	U	G			B	U	G			B	U	G	
46	Standard White	Type 2	T2	4999	1	2	1	108	5234	2	2	1	114	5239	1	2	1	113
		Type 3	T3	4895	1	2	1	106	5125	1	2	1	112	5130	1	2	1	111
		Type 4	T4	5207	1	2	1	113	5451	1	2	1	118	5456	1	2	1	118
	Fixture Match	Type 2	T2-FO	3820	1	2	1	83	4010	2	2	1	87	4003	1	2	1	87
		Type 3	T3-FO	3863	1	2	1	84	4044	1	2	1	88	4048	1	2	1	88
		Type 4	T4-FO	4297	1	2	1	93	4524	1	2	1	98	4503	1	2	1	98
	Matte Black	Type 2	T2-MO	3820	1	0	1	83	4000	1	0	1	87	4003	1	0	1	87
		Type 3	T3-MO	3863	1	0	1	84	4045	1	0	1	88	4048	1	0	1	88
		Type 4	T4-MO	4297	1	0	1	93	4499	1	0	1	98	4503	1	0	1	98
64	Standard White	Type 2	T2	6536	2	2	2	102	6775	2	2	2	106	6932	2	2	2	108
		Type 3	T3	6554	1	2	1	102	6795	1	2	1	106	6952	1	2	1	108
		Type 4	T4	7250	2	2	1	113	7516	2	2	2	117	7691	2	2	2	120
	Fixture Match	Type 2	T2-FO	5292	2	2	2	83	5486	2	2	2	85	5614	2	2	2	87
		Type 3	T3-FO	5456	1	2	1	79	5646	1	2	1	82	5788	1	2	1	84
		Type 4	T4-FO	5780	2	2	1	90	5992	2	2	2	94	6131	2	2	2	96
	Matte Black	Type 2	T2-MO	5281	1	0	1	83	5475	2	0	1	86	5602	2	0	1	88
		Type 3	T3-MO	5442	1	0	1	85	5656	1	0	1	88	5773	1	0	1	90
		Type 4	T4-MO	5767	2	0	1	90	5979	2	0	1	93	6117	2	0	1	96

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K4

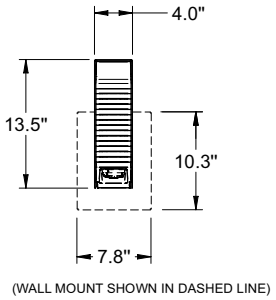
ARCHITECTURAL AREA/SITE

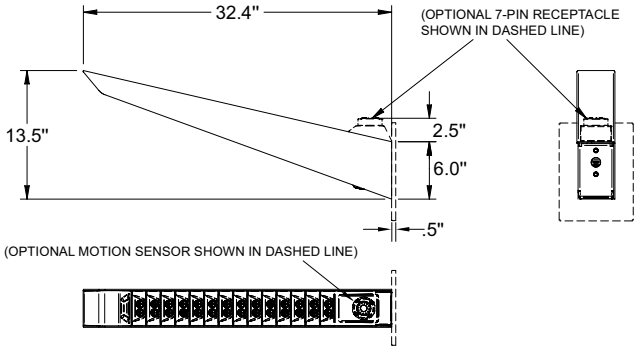
DIMENSIONS

SIDE MOUNTED LUMINAIRE

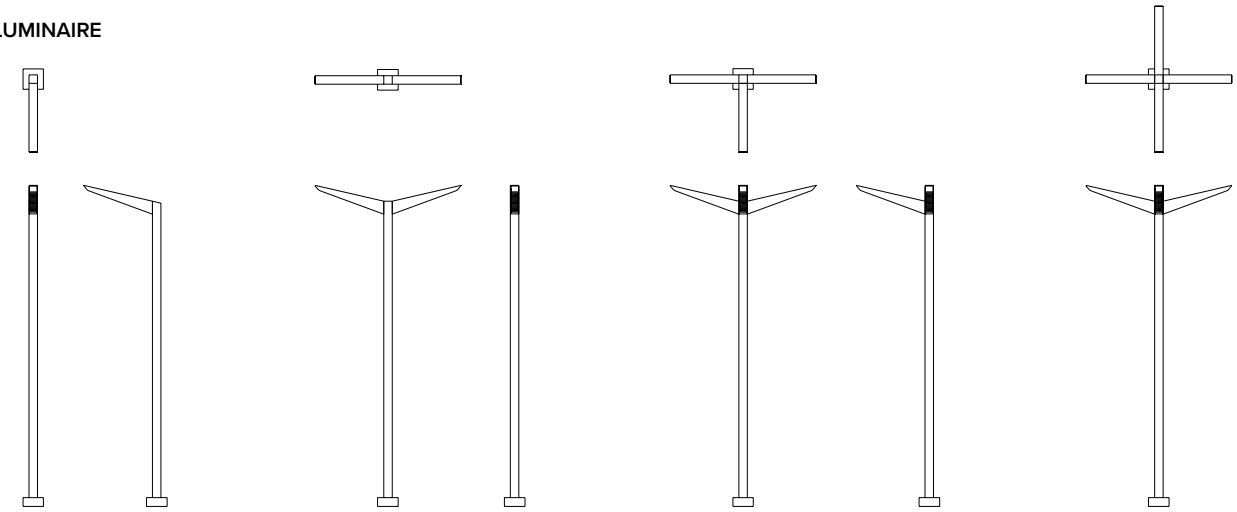
Mounts to the side of 4"/102mm square pole.

MODEL	K41-...-SMK
OVERALL HEIGHT	13.5" / 343mm
OVERALL LENGTH	32.4" / 823mm
OVERALL WIDTH	4" / 102mm
WEIGHT	15 lbs.
EPA	1.03





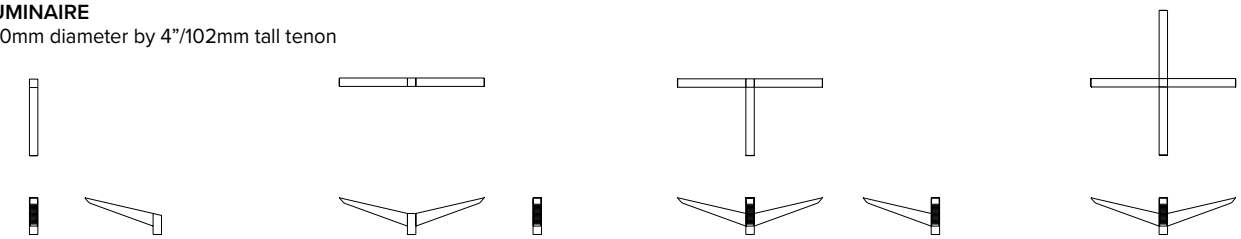
INTEGRAL POLE LUMINAIRE



MODEL	K41-...-PS4XX-125	K42-...-PS4XX-125	K43-...-PS4XX-125	K44-...-PS4XX-125
OVERALL LENGTH	36.4" / 925MM	10" / 254MM	36.4" / 925MM	68.9" / 1750MM
OVERALL WIDTH	10" / 254MM	68.9" / 1750MM	68.9" / 1750MM	68.9" / 1750MM
WEIGHT	15 LBS.	30 LBS.	45 LBS.	60 LBS.
EPA*	1.03	2.06	2.61	2.61

TENON MOUNT LUMINAIRE

Slips over a 2 3/8"/60mm diameter by 4"/102mm tall tenon



MODEL	K41-...-TA23	K42-...-TA23	K43-...-TA23	K44-...-TA23
OVERALL HEIGHT	17.5" / 445MM	17.5" / 445MM	17.5" / 445MM	17.5" / 445MM
OVERALL LENGTH	36.4" / 925MM	10" / 254MM	36.4" / 925MM	68.9" / 1750MM
OVERALL WIDTH	4" / 102MM	68.9" / 1750MM	68.9" / 1750MM	68.9" / 1750MM
WEIGHT	18.5 LBS.	33.5 LBS.	48.5 LBS.	63.5 LBS.
EPA*	1.33	2.42	2.61	2.61

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architectural area lighting

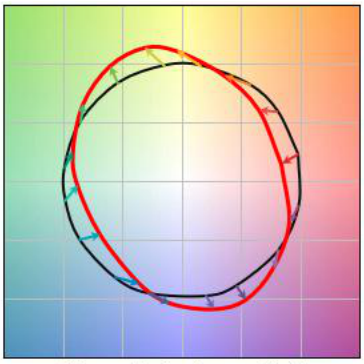
K4

ARCHITECTURAL AREA/SITE

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

TM-30 DATA

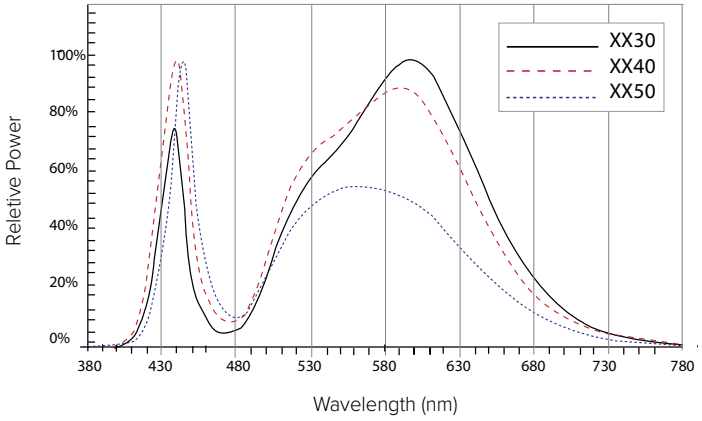
COLOR VECTOR GRAPHIC



TEST SOURCE

VALUE	ORDERING CODE		
	XX30	XX40	XX50
Rf	69	69	71
Rg	99	99	98
CCT(K)	3122	3852	5020
Duv	0.001	0.0004	0.0005
CIE Ra	74	73	74

SPECTRAL POWER DISTRIBUTION COMPARISON



ELECTRICAL CHARACTERISTICS

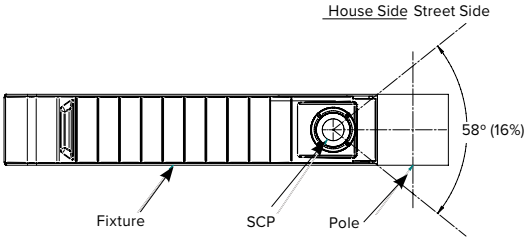
ORDERING CODE	LED CURRENT (MA)	SYSTEM WATTAGE (W)	INPUT					MIN. POWER FACTOR	MAX THD (%)	DIMMING RANGE (V)	SOURCE/ SINK CURRENT (MA)	INRUSH CURRENT PEAK							
			AMPS AC				HZ					(A)				T@50% (MS)			
			120	277	347	480						120	277	347	480	120	277	347	480
50XX	500	46	0.4	0.17	0.1	0.10	50/60	>0.9	20	0-10	1	15	32	41	63	50		155	
70XX	700	64	0.5	0.23	0.2	0.13													

TM-21 LIFETIME CALCULATION (500MA)

LUMEN PACKAGE	AMBIENT ENVIRONMENT °C	PROJECTED LUMEN MAINTENANCE (KHRS)					REPORTED L70
		25	50	60 (TM-21)	75	100	
2,500	25	98%	95%	94%	92%	90%	>60Khrs.
	40	98%	96%	95%	93%	91%	

SENSOR DETECTION RANGE

		SENSOR MOUNTING HEIGHT							RATIO
		8'	10'	12'	14'	16'	18'	20'	
COVERAGE DIAMETER	SCP	20'	25'	30'	35'	40'	45'	50'	1:2.5
	WIRSC	16'	20'	24'	28'	32'	36'	40'	1:2



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KM4

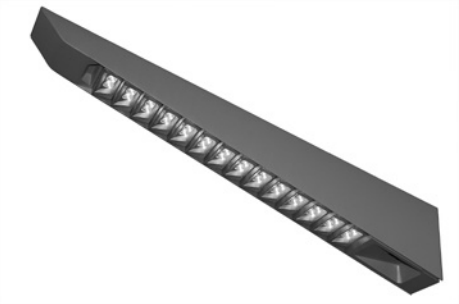
ARCHITECTURAL AREA LIGHTING

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

KICK™



Mini Small

FEATURES

- Integral Motion Sensor
- Staggered twin mounting
- ANSI C136.31-2010 4G Rated
- IES Type II, III and IV distributions
- 3000K , 4000K, 5000K CCT
- Integral thermal protection

3000K and warmer CCTs only

See Certification Specifications

RELATED PRODUCTS

K5 KM5 KB6

SPECIFICATIONS

CONSTRUCTION

- Housing shroud is made of fabricated 5052-H32 aluminum alloy with a rear mounting interface that is made of fabricated 304 stainless steel
- Housing mounting interface is a stamped silicone gasket
- Luminaire housing is free of any visible heat fins, hardware or fasteners
- Bracketry and hardware is made of stainless steel
- Base is made of cast aluminum #356 alloy and heat treated to a T-6 condition
- Shaft is extruded aluminum 6061 alloy and heat treated to a T-6 condition
- Anchor bolts are hot dip galvanized steel. Eight galvanized hex nuts and flat washers,and a bolt circle template are provided. Anchor bolt for poles are 3/4" x 24" x 3"
- Luminaire finish consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish
- Luminaire finish meets the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance

LED/OPTICS

- LEDs are mounted to a metal printed circuit board assembly (MCPCB) with a uniform conformal coating over the panel surface and electrical features
- Optical lenses is made of clear injection molded PMMA acrylic
- Each MCPCB and optic are sealed to an extruded 6063-T6 aluminum alloy heat spreader and sealed with a continuous one piece injection molded silicone rubber gasket. IP66

LED/OPTICS (CONTINUED)

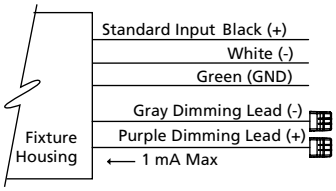
- Patent Pending design of optical array is independently shielding each LED optic across the length of the aperture
- Optical surfaces are painted white unless the optional fixture finish (FO) or matte black finish (MO) is selected
- Optional matte black finish optics (MO) are required to meet UO classification with zero percent uplight
- Optional fixture finish optical surfaces (FO) do not exceed BUG ratings of the standard white finish and will be greater than or equal to the delivered lumens of the optional matte black optical surface finish (MO)

INSTALLATION

- Integral pole mount luminaires require assembly of fixture(s) to the pole, mounting hardware, anchor bolts and anchor bolt template is included. See page 6 for additional considerations specific to the integral pole
- Tenon mount luminaires require assembly of fixture(s) to the tenon adapter, mounting hardware is included. Tenon adapter secures to the tenon with eight 5/16-18 stainless steel set screws
- Side mount luminaires are supplied with hardware compatible with AAL mountings.
- Twin mounted staggered height fixtures are configured separately
- Service access to the optical array and driver assembly is via a tool-less internal latch and have an audible click.
- Optical array has to hang freely in an open service position for inspection of internal wire connections. Once in service position, the optical array is able to be removed for service by lifting the assembly up off the rear hinge and disconnecting the wiring plugs.
- Driver assembly is mounted to a prewired internal tray with quick disconnects for removal

ELECTRICAL

- Drivers are in direct contact with the aluminum housing across the entire surface area of the widest face for maximum thermal transfer
- Luminaires have integral surge protection that is U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J. Surge protection device is wired in series
- Drivers are U.L recognized
- Drivers are not compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NFTV and NTFTV
- Luminaire are capable of operating at 100% brightness in a 40°C environment. Both driver and optical array have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C
- Luminaires not configured with a control system or ANSI C136 receptacle option are provided with 0-10 purple and gray dimming leads



continued on page 3

KEY DATA	
LUMEN RANGE	1,9090–3,576
WATTAGE RANGE	24–33
EFFICACY RANGE (LPW)	77–115
WEIGHT	8.95 lbs 4.05 kg
EPA	0.56

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KM4

ARCHITECTURAL AREA/SITE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE

Example: KM41-T2-FO-2050-MCPCR-SF-347-PS412-125-SBC-BLT

CATALOG #

Model (4" wide luminaire)		Optics (Distribution)		Optics Finish		Light Engine [1]		Control	
KM41	Single Fixture	**T2**	IES Type II	**WO**	Standard White Finish	**2030**	3000K CCT, CRI 70, 24 Watts	**MCPCR**	Multi-Channel 7-Pin Photocell Receptacle
KM42	Two Fixtures 180° Apart	**T3**	IES Type III	**FO**	Optics in Fixture Finish	**2040**	4000K CCT, CRI 70, 24 Watts	**SCP**	Motion Sensor + Photocell [2]
KM43	Three Fixtures 90° Apart	**T4**	IES Type IV	**MO**	Optics in Matte Black Finish	**2050**	5000K CCT, CRI 70, 24 Watts	**SWPM**	SiteSync Pre-commissioned + Motion Sensor [3]
KM44	Four Fixtures 90° Apart					**3030**	3000K CCT, CRI 70, 33 Watts	**SCPREMOTE**	Handheld Commissioning Tool [2]
						3040	4000K CCT, CRI 70, 33 Watts		
						3050	5000K CCT, CRI 70, 33 Watts		

Fuse (may choose one)		Voltage		Mounting		Mounting Options		Fixture Finish	
SF	120, 277, 347 Volt Input	**120–277V**	120–277V	**Integral Pole**		**Twin mount at staggered heights**		**Standard Color**	
DF	208, 240, 480 Volt Input	**347**	347 VAC input	Square Straight Aluminum, 10.5" Ø Bolt Circle		Mounting holes for a fixture at 180°, KM41-...PS4... only, may choose one		**BLS**	Black Gloss Smooth
		480	480 VAC input	**PS410-125**	10' Luminaire Height	**TS8**	8' from bottom	**BLT**	Black Matte Textured
				PS412-125	12' Luminaire Height	**TS10**	10' from bottom	**DBS**	Dark Bronze Gloss Smooth
				PS414-125	14' Luminaire Height	**TS12**	12' from bottom	**DBT**	Dark Bronze Matte Textured
				PS416-125	16' Luminaire Height	**TS14**	14' from bottom	**GTT**	Graphite Matte Texture
				PS418-125	18' Luminaire Height	**TS16**	16' from bottom	**LGS**	Light Grey Gloss Smooth
				PS420-125	20' Luminaire Height	**TS18**	18' from bottom	**LGT**	Light Grey Matte Textured
				Tenon Mount		**Base Options**		**PSS**	Platinum Silver Gloss Smooth
				TA23	Slips over a 2 3/8" / 60mm Ø x 4" / 102mm tall tenon	**SBC**	Standard Base Cover	**VGT**	Verde Green Matte Textured
				Side Mount		**Pole Accessories(may choose one)**		**WHS**	White Gloss Smooth
				SMK	Mounts to the side of a square pole, KM41 only	**GFI**	GFCI receptacle, 24" from top of pole	**WHT**	White Matte Textured
				Wall Mount		**RBC**	Duplex receptacle box with clear cover, wiring device(s) not included	**CC**	Custom Color [4]
				WMK	KM41 only				

Notes:

1 595nm monochromatic amber and or custom lumen package available by request

2 Handheld commissioning tool is required to separately configure or adjust any number of SCP sensors

3 Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node

4 Consult factory for custom color, marine and corrosive finish

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SPECIFICATIONS (CONTINUED)

MODEL	HEIGHT OVERALL	POLE	SHAFT SECTION	WT	MAXIMUM ALLOWABLE EPA (MPH) 85	90	100	110	120	130	140	150
KM4X-PS410-125	10’ 7.5” / 3.24m	10’	4” SQ x .125”	28 lbs	15.4	13.5	10.4	8.1	6.4	5.0	4.0	3.1
KM4X-PS412-125	12’ 7.5” / 3.85m	12’	4” SQ x .125”45	32 lbs	11.8	10.2	7.6	5.7	4.3	3.2	2.3	1.6
KM4X-PS414-125	14’ 7.5” / 4.46m	14’	4” SQ x .125”	37 lbs	9.1	7.7	5.5	3.9	2.6	1.7	0.95	0.33
KM4X-PS416-125	16’ 7.5” / 5.07m	16’	4” SQ x .125”	42 lbs	6.9	5.7	3.8	2.3	1.3	0.46	-	-
KM4X-PS418-125	18’ 7.5” / 5.68m	18’	4” SQ x .125”	48 lbs	4.9	3.9	2.2	0.95	0.01	-	-	-
KM4X-PS420-125	20’ 7.5” / 6.29m	20’	4” SQ x .125”	53 lbs	3.2	2.2	0.75	-	-	-	-	-

* - Consult factory for thicker shaft profiles and or custom heights not shown above.

CONTROLS

- Wireless enabled fixtures shall support bi-directional radio frequency (RF) communications utilizing IEEE 802.15.4 operating in the 2.4GHZ ISM band.
- Up to 1000’ wireless range may be reduced by physical obstructions between lighting fixtures.
- Motion Sensor shall use passive infrared (PIR) sensing technology that reacts to changes in infrared energy (moving body heat) within the coverage area. Careful consideration must be given to obstructions that may block the sensor’s line of sight.
- Factory default settings for SCP option shall be:
- High mode: 10V
- Low mode: 1V
- Ramp-up rate: disabled
- Fade-down rate: disabled
- Photocell: Off
- Sensitivity: Full
- Time Delay: Fade to low: 5 minutes
- Time Delay: Fade to off: 1 hour

CERTIFICATIONS

- Luminaire is listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250
- ANSI C136.31-2010 4G Vibration tested and compliant
- IEC 66262 Mechanical Impact Code IK10
- IDA approved, 3000K and warmer CCTs only
- This product qualifies as a “designated country construction material” per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. See Buy American Solutions

WARRANTY

- See HLI Standard Warranty for additional information

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KM4

ARCHITECTURAL AREA/SITE

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

DELIVERED LUMENS

System Watts	Optical Finish	Distribution	Ordering Code	3000K 70CRI					4000K 70CRI					5000K 70CRI				
				Lumen	Bug Rating			Efficancy (Lm/W)	Lumen	Bug Rating			Efficancy (Lm/W)	Lumen	Bug Rating			Efficancy (Lm/W)
					B	U	G			B	U	G			B	U	G	
24	Standard White	Type 2	T2	2507	1	2	1	106	2613	1	2	1	111	2647	1	2	1	112
		Type 3	T3	2447	1	1	1	104	2555	1	1	1	108	2589	1	1	1	110
		Type 4	T4	2561	1	1	1	109	2670	1	1	1	113	2704	1	1	1	115
	Fixture Match	Type 2	T2-FO	1909	1	2	1	81	2058	1	2	1	87	2015	1	2	1	85
		Type 3	T3-FO	1930	1	1	1	82	2061	1	1	1	87	2038	1	1	1	86
		Type 4	T4-FO	2174	1	1	1	92	2343	1	1	1	99	2295	1	1	1	97
	Matte Black	Type 2	T2-MO	1909	1	0	0	81	2058	1	0	0	87	2015	1	0	0	85
		Type 3	T3-MO	1930	1	0	0	82	2081	1	0	0	88	2038	1	0	0	86
		Type 4	T4-MO	2174	1	0	0	92	2343	1	0	0	99	2295	1	0	0	97
33	Standard White	Type 2	T2	3315	1	2	1	101	3455	1	2	1	105	3500	1	2	1	106
		Type 3	T3	3242	1	2	1	99	3379	1	2	1	103	3423	1	2	1	104
		Type 4	T4	3387	1	1	1	103	3530	1	1	1	107	3576	1	1	1	109
	Fixture Match	Type 2	T2-FO	2535	1	2	1	77	2716	1	2	1	83	2676	1	2	1	81
		Type 3	T3-FO	2563	1	2	1	78	2746	1	2	1	83	2706	1	2	1	82
		Type 4	T4-FO	2886	1	1	1	88	3093	1	1	1	94	3047	1	1	1	93
	Matte Black	Type 2	T2-MO	2535	1	0	1	77	2716	1	0	1	83	2676	1	0	1	81
		Type 3	T3-MO	2563	1	0	0	78	2746	1	0	0	83	2706	1	0	0	82
		Type 4	T4-MO	2886	1	0	1	88	3093	1	0	1	94	3047	1	0	1	93

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KM4

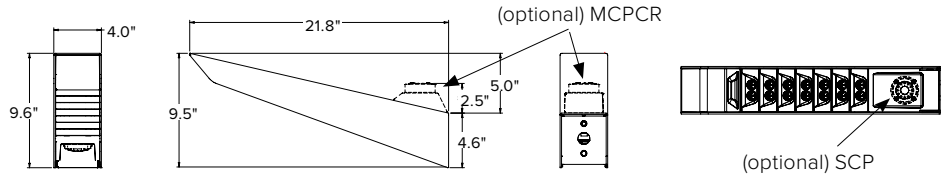
ARCHITECTURAL AREA/SITE

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

DIMENSIONS

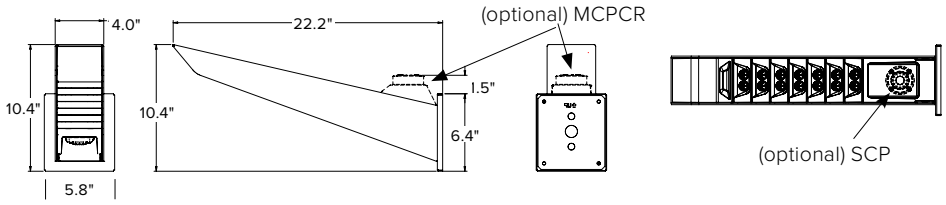
SIDE MOUNTED LUMINAIRE (S)

MODEL	KM4X-...-SMK
OVERALL HEIGHT	9.6” / 244mm
OVERALL LENGTH	21.8” / 554mm
OVERALL WIDTH	4” / 102mm
WEIGHT	8.95 lbs.
EPA	0.56

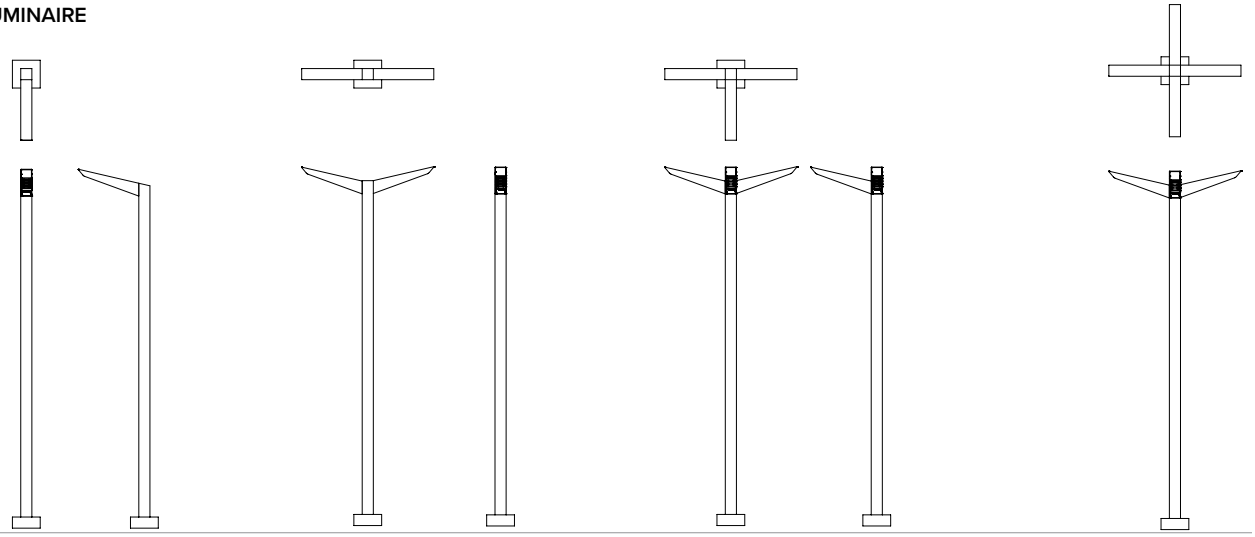


WALL MOUNTED LUMINAIRE (S)

MODEL	KM41-...-WMK
OVERALL HEIGHT	10.4” / 264mm
OVERALL LENGTH	22.2” / 564mm
OVERALL WIDTH	5.8” / 147mm
WEIGHT	10 lbs.



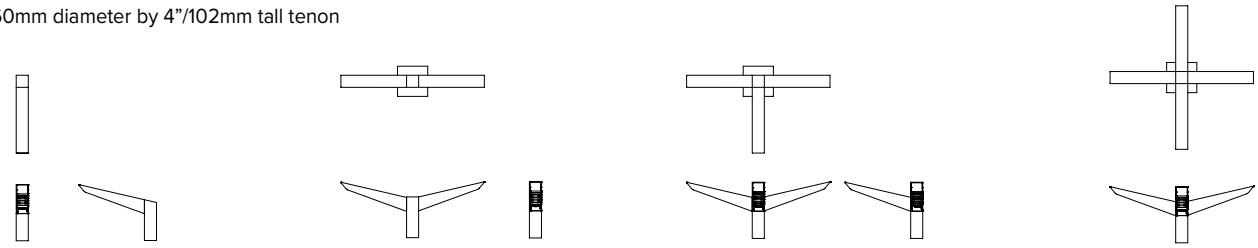
INTEGRAL POLE LUMINAIRE



MODEL	**KM41-...-PS4XX-125**	**KM42-...-PS4XX-125**	**KM43-...-PS4XX-125**	**KM44-...-PS4XX-125**
OVERALL LENGTH	25.8" / 655MM	10" / 254MM	25.8" / 655MM	47.5" / 1206MM
OVERALL WIDTH	10" / 254MM	47.5" / 1206MM	47.5" / 1206MM	47.5" / 1206MM
WEIGHT	8.95 LBS.	8.95 LBS.	8.95 LBS.	8.95 LBS.
EPA*	0.56	1.12	1.44	1.44

TENON MOUNT LUMINAIRE

Slips over a 2 3/8”/60mm diameter by 4”/102mm tall tenon



MODEL	**KM41-...-TA23**	**KM42-...-TA23**	**KM43-...-TA23**	**KM44-...-TA23**
OVERALL HEIGHT	13.5” / 343MM	13.5” / 343MM	13.5” / 343MM	13.5” / 343MM
OVERALL LENGTH	25.8” / 655MM	10” / 254MM	25.8” / 655MM	47.5” / 1206MM
OVERALL WIDTH	4” / 102MM	47.5” / 1206MM	47.5” / 1206MM	47.5” / 1206MM
WEIGHT	8.95 LBS.	8.95 LBS.	8.95 LBS.	8.95 LBS.
EPA*	0.87	1.44	1.62	1.62

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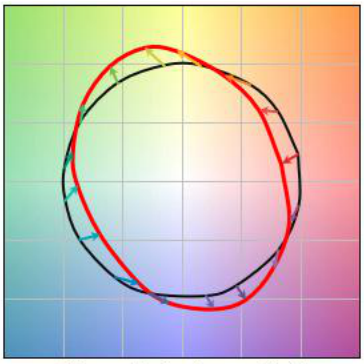
TM-30 DATA

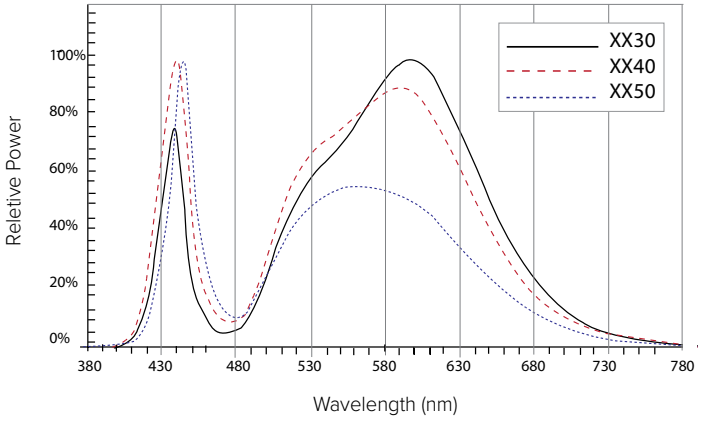
COLOR VECTOR GRAPHIC



TEST SOURCE

VALUE	ORDERING CODE		
	XX30	XX40	XX50
Rf	69	69	71
Rg	99	99	98
CCT(K)	3122	3852	5020
Duv	0.001	0.0004	0.0005
CIE Ra	74	73	74

SPECTRAL POWER DISTRIBUTION COMPARISON



ELECTRICAL CHARACTERISTICS

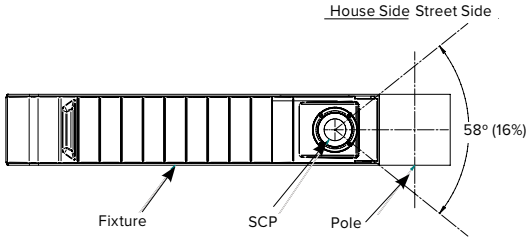
ORDERING CODE	LED CURRENT (MA)	SYSTEM WATTAGE (W)	LINE INPUT		INPUT		MIN. POWER FACTOR	MAX THD (%)	MIN. POWER	INRUSH CURRENT PEAK				DIMMING	
					AMPS AC					(A)		T@50% (MS)		DIMMING RANGE (V)	SOURCE/ SINK CURRENT (MA)
			VAC	HZ	120	277				120	277	120	277		
20XX	500	24	120-277	50/60	0.2	0.1	>0.9	20		65		100		0-10	1
30XX	700	33	120-277		0.3	0.1									

TM-21 LIFETIME CALCULATION (500MA)

AMBIENT ENVIRONMENT °C	PROJECTED LUMEN MAINTENANCE (KHRS)					REPORTED L70
	25	50	60 (TM-21)	75	100	
25	98%	95%	94%	93%	90%	>60Khrs.
40	98%	96%	95%	93%	90%	

SENSOR DETECTION RANGE

		SENSOR MOUNTING HEIGHT											RATIO
		8'	10'	12'	14'	16'	18'	20'	25'	30'	35'	40'	
COVERAGE DIAMETER	SCP	20'	25'	30'	35'	40'	45'	50'	62.5'	75'	87.5'	100'	1:2.5



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ACORN ENGINEERING, INC.

Planning Division
City of Portland, Maine
Attn: Jimmy Dealaman
389 Congress Street, 4th Floor
Portland, ME 04101

March 2, 2023

Subject: Douglass Commons Redevelopment Plan – Notice of Public Meeting Certification

I, Sam Lebel, hereby certify that (1) notice of neighborhood meeting sign was posted on March 2, 2023, prior to the March 14, 2023 Planning Board Meeting for the proposed project PL-001888-2021 located in the vicinity of 57 Douglass Street. Photo documentation of sign in-situ:

Sign Location Along Douglass Street

Note that it is the applicant's responsibility to remove the notice of public meeting sign within three days following the date of the meeting.

Sincerely,

Samuel J. Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

PC1

Frank Sanfilippo <frank.sanfilippo@icloud.com> 11:11 AM (5 minutes ago)
to planningboard@portlandmaine.gov, Sean King, libbytown@googlegroups.com

To Whom It May Concern:

The purpose of this letter is to express our displeasure of Libbytown Commons' (LC) desire to expand.

We are in favor of LC providing more outdoor space and a walking path, but we think expanding LC from 120 to 129 units puts us at risk in various ways, as it is certain to make our neighborhood more unsafe from the increased chance of vehicles accidentally running into people or other vehicles, while increasing air, noise and visual pollution.

Nine more units may not seem like a big deal, but it is already a big deal to have this project altering our streetscape and community in a major way.

Historically, the lack of parking has been a problem, especially when it is game season and when Thompson's Point holds concerts. The buildings that will be going up will be replacing approx. 20 spots that are well-used.

In addition, there are more parking spots being used by families that are visiting the new Adventure Playground, so we anticipate even less parking on our streets.

AND, I haven't even included the traffic and parking issues that will accumulate once the skateboard park is expanded.

Density as it relates to a lack of safety and aesthetics is a major concern; we haven't seen any information on how much the public infrastructure can hold; it needs to be clear that people are part of the infrastructure as opposed to being an after-thought.

Again, expanding the Commons will not only increase the traffic, making it unsafe for all of us, but it will also add air, noise, and visual pollution.

We are AT MAX right now. We hope you reconsider and think with your heart (not self-interest) about the overall health of those who live here and of those who visit to enjoy Portland's amenities.

Please do not allow any further expansion of Libbytown Commons.

Sincerely,
Susannah and Frank Sanfilippo
Douglass St.
Portland, ME

Sean King <sking@portlandmaine.gov>

Fwd: Housing development on Douglass st

jmy <jmy@portlandmaine.gov> Fri, Feb 24, 2023 at 8:34 AM
To: Sean King <sking@portlandmaine.gov>

I saved this to the project file.

---------- Forwarded message ---------
From: Mary DiDonato <mdidonato49@gmail.com>
Date: Thursday, February 23, 2023 at 10:52:29 PM UTC-5
Subject: Housing development on Douglass st
To: planning@portlandmaine.gov <planning@portlandmaine.gov>

I am now aware the developers wish to add more housing to their proposal. I hope you will not ok this. I am a long time resident of Libbytown and I don't feel we can handle any more traffic in neighborhood. Congress st and area is already overwhelmed. There is parking in neighborhood from Thompson Point the skate park and the all the soccer and baseball games. And the new long awaited playground (been asking for 45 years) and we love it. It is a quiet neighborhood and we love it, but this is too much. Most of on street parking is used and honestly don't know how much we can absorb. I feel it is unfair for developers to make a proposal and change it as an after thought. How is the fact that this was a dump and the West school sank onto ground, how is this fact being addressed? Please don't ok this change. Mary Didonato.

Sent from my iPhone

DOUGHERTY COMMONS

DOUGLASS COMMONS, LLC.
PORTLAND, MAINE

LEGEND

EXISTING

REFER TO THE EXISTING CONDITIONS PLAN FOR ADDITIONAL INFORMATION

PROPOSED

	UNDERDRAIN
	GREEN SPACE
	UTILITY PAVEMENT CUTS
	STRIPING
	SEDIMENTATION BARRIER
	EDGE OF EX. PAVEMENT
	CURB
	SIGN
	LAMP OR LIGHT POLE
	UTILITY POLE
	GUY WIRE
	WATER VALVE
	FIRE HYDRANT
	SEWER MANHOLE
	CATCH BASIN
	DRAIN MANHOLE
UE UE	UNDERGROUND ELECTRIC LINE
W W	UNDERGROUND WATER LINE
	MINOR CONTOURS (1 FT)
	MAJOR CONTOURS (5 FT)
G G	GAS LINE
SD SD	STORM DRAIN LINE
S S	SEWER LINE
	EXISTING/PROPOSED BUILDING
OHE/T/C	OVERHEAD ELECTRICAL/TELEPHONE/CABLE
	PROPERTY LINE
	SETBACKS
	GRADE BREAK

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CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

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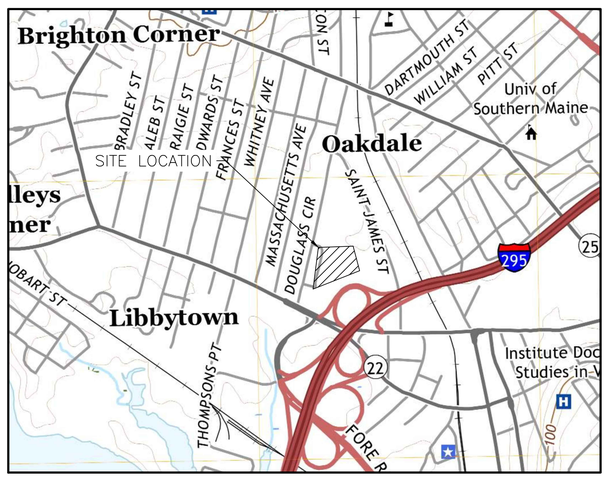

VICINITY MAP
NTS

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EEMP.	ENVIRONMENTAL MEDIA MANAGEMENT PLAN
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: COVER SHEET & LEGEND
PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS
CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. AND ANY UNAUTHORIZED USE OF THIS PLAN SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC
65 HANOVER STREET, PORTLAND, MAINE 04101
PO BOX 4237, 04101 (207) 775-2655

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WILLIAM H. SAVAGE
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1/11/22
LICENSED PROFESSIONAL SURVEYOR/ENGINEER

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
1/11/22

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

DRAWING NO.
C-01

GENERAL NOTES:

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.

3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.

4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.

5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED ''AS–BUILT''. IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.

6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.

7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED BOUNDARY & TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC FOR THE SZANTON COMPANY, LLC, DATED 8/11/2021.

8. SUBSURFACE DATA HAVE BEEN OBTAINED BY SUMMIT ENGINEERING, INC. AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORT PRIOR TO SUBMITTING A BID.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.

10. CONSTRUCTION MANAGEMENT PLAN NARRATIVE PREPARED BY ACORN ENGINEERING, INC. SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

11. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.

12. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT–OF–WAY.

13. THE CONTRACTOR SHALL CONDUCT A PRE–CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM FOR STRUCTURES IMMEDIATELY ABUTTING THE SITE. A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.

2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON–STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.

3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.

4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.

5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.

6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.

8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.

9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.

10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILL, PROVIDE CURING OF CONCRETE FOR 28 DAYS OR AS DIRECTED BY MATERIALS TESTING ENGINEER.

11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.

12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.

13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650–.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAVER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

SPECIAL INSPECTION NOTES

1. ALL SITE SOILS–RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.

2. ALL SITE DRAINAGE–RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.

3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.

4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.

5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.

5.1. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.

5.2. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.

5.3. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.

5.4. SPECIAL INSPECTOR SHALL BE EMPLOYED BY THE OWNER AND COORDINATED BY THE CONTRACTOR.

LAYOUT NOTES:

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A REGISTERED LAND SURVEYOR.

2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.

3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.

6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF MAJOR SITE PLAN, SUBDIVISION, CONDITIONAL USE FOR INCLUSIONARY ZONING FROM THE CITY OF PORTLAND AND MAINE DEP STORMWATER PERMIT UNDER DELEGATED REVIEW.

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.

3. ALL WORK WITHIN THE PUBLIC RIGHT–OF–WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

GRADING AND DRAINAGE NOTES:

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.

2. 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. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS. SEE BORING LOGS FOR ADDITIONAL INFORMATION.

3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.

4. THE CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.

5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.

6. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS.

7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N=0.012 OR LESS.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

9. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.

10. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER, IF APPLICABLE.

EROSION CONTROL NOTES:

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.

2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.

3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.

4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.

5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.

7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

UTILITY NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.

2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.

3. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR–16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

4. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.

5. CONTRACTOR TO PROVIDE 5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.

6. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.

7. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT ''WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE'', MOST RECENT REVISION.

8. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.

9. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.

10. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.

11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

12. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.

13. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.

14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.

15. 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.

16. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.

17. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.

18. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.

19. WHENEVER POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER LINES. A MINIMUM SEPARATION OF 18 INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER LINE SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A WATER LINE CROSSES UNDER THE WASTEWATER LINE, A FULL LENGTH OF WASTEWATER PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE,

20. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.

21. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.

22. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.

23. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

DEMOLITION NOTES:

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
   - ROCK AND CONCRETE FOUNDATIONS
   - CONCRETE SLABS
   - BITUMINOUS ASPHALT PAVEMENT
   - CONCRETE PADS AND BLOCKS
   - FENCE POST AND FENCING
   - UNDERGROUND UTILITY LINES
   - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
   - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
   - OTHER TRASH & MISCELLANEOUS SOLID WASTES

2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED

3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

4. CONTRACTOR TO REFER TO PHASE 1 ENVIRONMENTAL SITE ASSESSMENT BY CREDERE ASSOCIATES, INC. AND PHASE 2 ENVIRONMENTAL ASSESSMENT BY WOODARD AND CURRAN.

5. CONTRACTOR TO REFER TO AND ABIDE BY VRAP DOCUMENTS PREPARED BY CREDERE ASSOCIATES.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY	DATE
SITE PLAN APP	SJL	1/11/22
COMMENT RESPONSE	SJL	4/27/22
COMMENT RESPONSE	SJL	5/13/22
SITE PLAN AMENDMENT	SJL	11/14/22

DRAWING NAME: GENERAL NOTES
PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS
CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.
ENGINEERING, INC.
ACORN ENGINEERING, INC
70 CENTRAL AVENUE, FARMINGDALE, MAINE 04101
PO BOX 428 (207) 775-2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE WITHOUT SUCH PERMISSION SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

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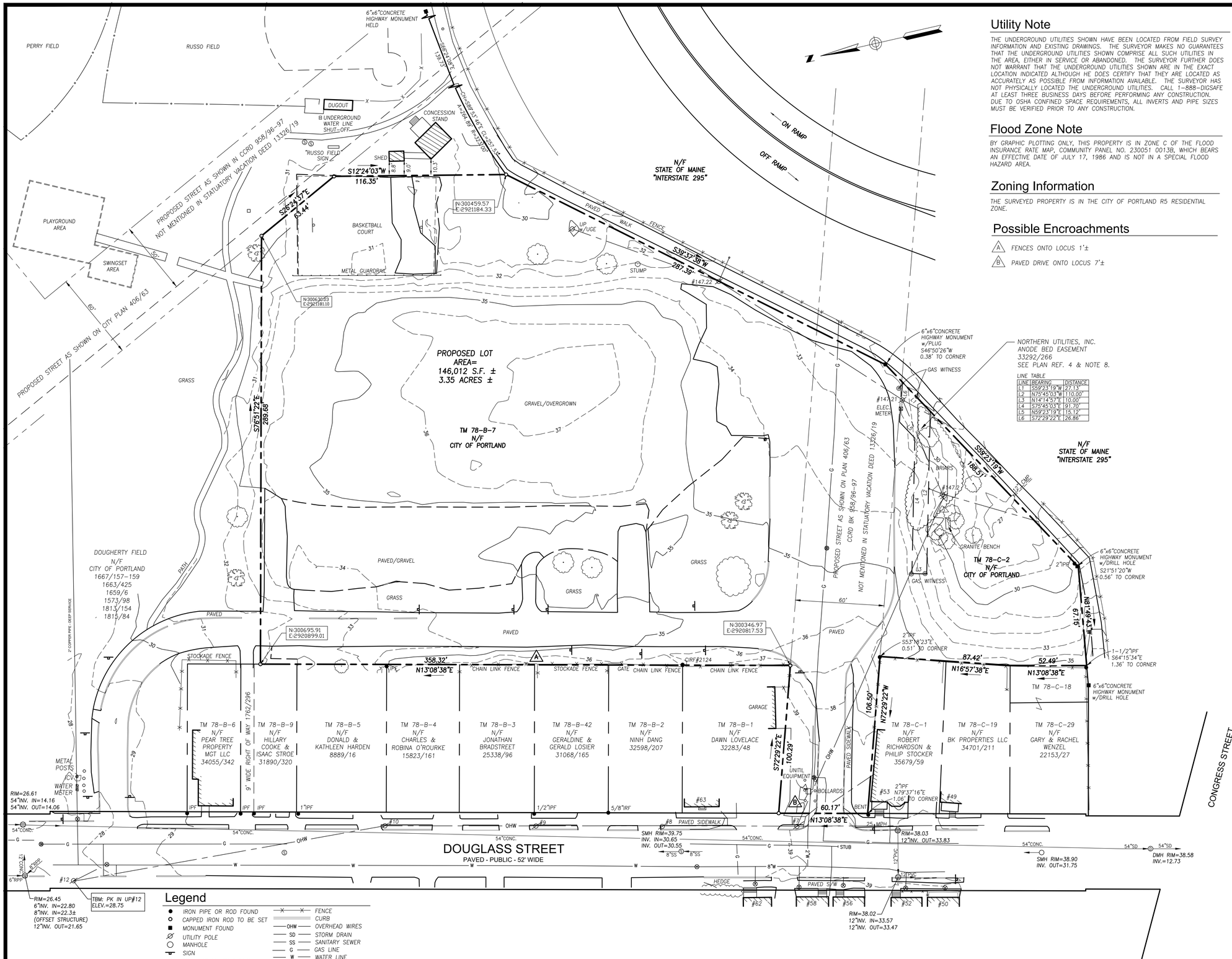
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-02



Legend

- IRON PIPE OR ROD FOUND
- CAPPED IRON ROD TO BE SET
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- SIGN
- WATER VALVE OR SHUTOFF
- DECIDUOUS TREE
- CONIFEROUS TREE
- IPF/IRF IRON PIPE OR ROD FOUND
- FENCE
- CURB
- OHW OVERHEAD WIRES
- SD STORM DRAIN
- SS SANITARY SEWER
- G GAS LINE
- W WATER LINE
- 35 1' CONTOUR
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE

Utility Note

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

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

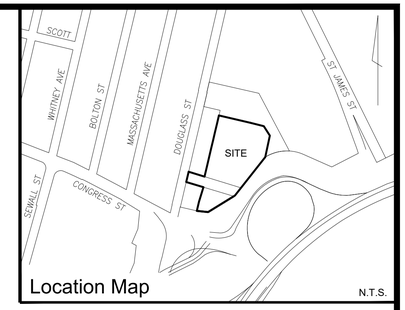
Zoning Information

THE SURVEYED PROPERTY IS IN THE CITY OF PORTLAND R5 RESIDENTIAL ZONE.

Possible Encroachments

A FENCES ONTO LOCUS 1'±

B PAVED DRIVE ONTO LOCUS 7'±



Plan References

1. BOUNDARY WORKSHEET OF DOUGHERTY FIELD DOUGLASS STREET, ST. ST. JAMES ST. AND INTERSTATE 295, BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED MARCH 2006, CITY PLAN 991/3.
2. PLAN OF PROPERTY IN PORTLAND, MAINE BELONGING TO THE J.B. BROWN & SONS CORP & HEIRS OF ST JOHN SMITH BY E.C. JORDAN & CO., CITY PLAN 463/5.
3. PLAN OF LAND CONGRESS AND DOUGLASS STREETS OWNED BY CITY OF PORTLAND PARK COMMISSION BY CHANDLER H. BARRON C.E. DATED NOVEMBER 1946, CITY PLAN 799/8.
4. ANODE BED EASEMENT DOUGLASS STREET AT DOUGHERTY FIELD BY CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION DATED 09/30/2016, CITY PLAN 882/53.
5. MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "295" PORTLAND CUMBERLAND COUNTY FEDERAL AID PROJECT NO. I-295-3(24)8(25) DATED MAY 1967.
6. BOUNDARY SURVEY AT 43 & 91 DOUGLASS STREET, PORTLAND, MAINE MADE FOR THE SZANTON COMPANY MARCH 4, 2021, REVISED APRIL 8, 2021 BY OWEN HASKELL, INC.
7. CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS CONTRACT DRAWINGS DOUGLASS STREET RECONSTRUCTION PHASE 1 – WEST SCHOOL TO JAMES STREET APPROVED 2001, ON FILE AT THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT AS PLAN NUMBER 970/13.

General Notes

1. OWNER OF RECORD: CITY OF PORTLAND
   389 CONGRESS STREET, PORTLAND, MAINE
   TAX MAP 78 BLOCK C LOT 2
   TAX MAP 78 BLOCK B LOT 7
2. BEARINGS AND COORDINATES ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 83 PER PLAN REFERENCE 1.
3. ELEVATIONS ARE BASED ON CITY DATUM, PK NAIL IN UP#12 DOUGLASS ST. ELEVATION 28.75 PER PLAN REFERENCE 7.
4. THERE WERE NO DELINEATED PARKING SPACES OBSERVED.
5. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.
6. NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.
7. THERE WERE NO DELINEATED PARKING SPACES OBSERVED ON SITE.
8. THIS EASEMENT LOCATION IS TO BE RELOCATED. THERE ARE CURRENT NEGOTIATIONS BETWEEN THE CITY OF PORTLAND AND NORTHERN UTILITIES.
9. THIS SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF A TITLE COMMITMENT.

ALTA / NSPS Land Title Survey

43 & 91 Douglass Street, Portland, Maine
Portland, Cumberland County, Maine
Made For
The Szanton Company
482 Congress Street, Suite. 203, Portland, Maine

Surveyor's Certification

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B), 7(C), 8, 9, 10, 11(A), 13, 16, 17, AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 9, 2021.

RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: AUGUST 11, 2021
DATE OF LAST REVISION: JANUARY 14, 2022

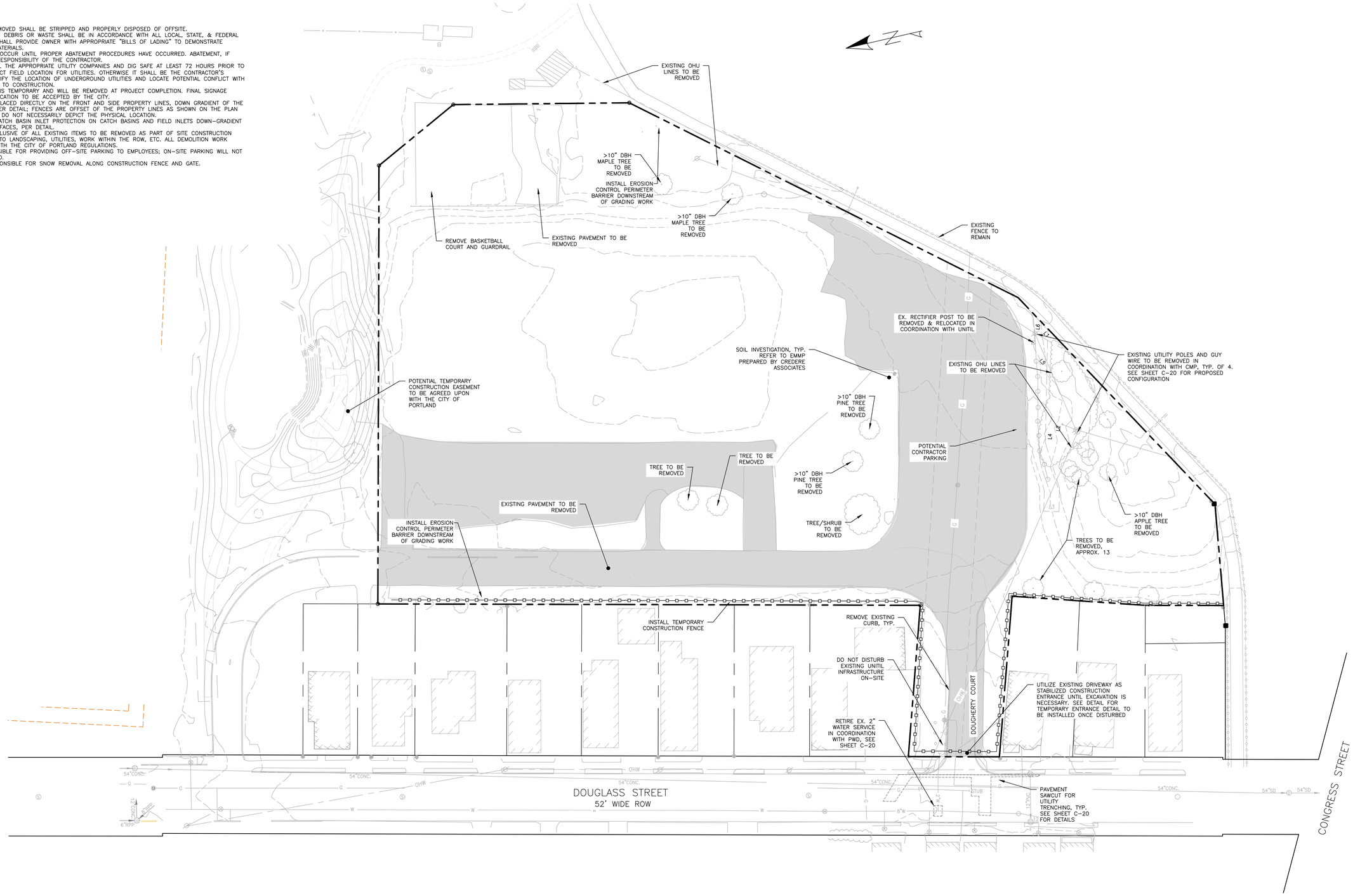
STATE OF MAINE · RANDY R. LOUBIER 2407 · PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RRL / JLW	FIELD BOOK: FILE	JOB NO.	2021-026 P
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO.	1

GENERAL NOTES:

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
5. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE ACCEPTED BY THE CITY.
6. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE PHYSICAL LOCATION.
7. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
8. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS..
9. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.



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SCALE: 1" = 30'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **OVERALL CONSTRUCTION MANAGEMENT PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, WITHOUTED AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC. SHALL AND

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-03

GENERAL NOTES:

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
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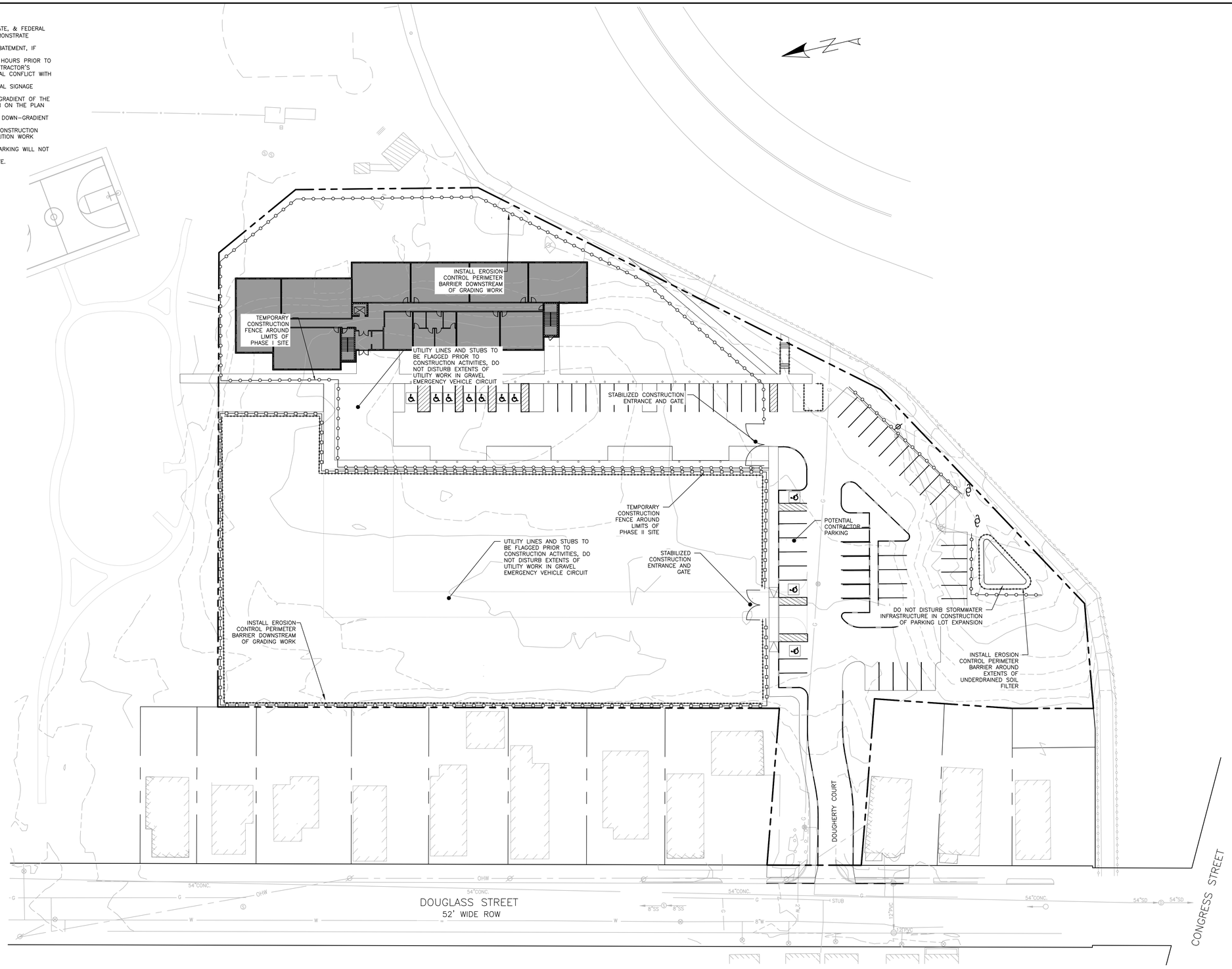
9. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.



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SCALE: 1' = 30'

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SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **INTERIM PHASE II CONSTRUCTION MANAGEMENT PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

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PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

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DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
4/4/22

DRAWING NO.
C-04

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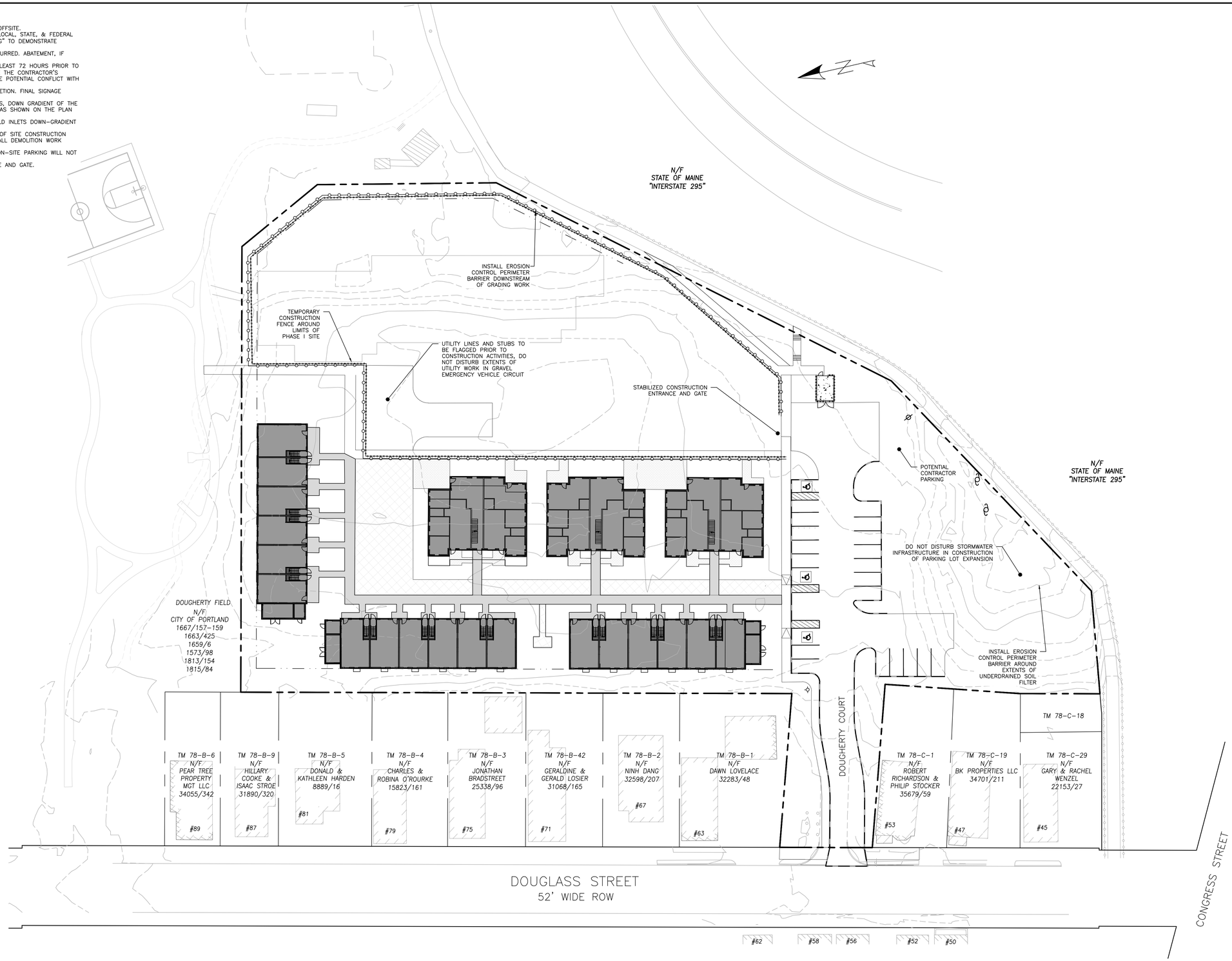

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COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: PHASE II CONSTRUCTION MANAGEMENT PLAN

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
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STATE OF MAINE
SAMUEL J. LEBEL
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LICENSED PROFESSIONAL ENGINEER
11/14/22

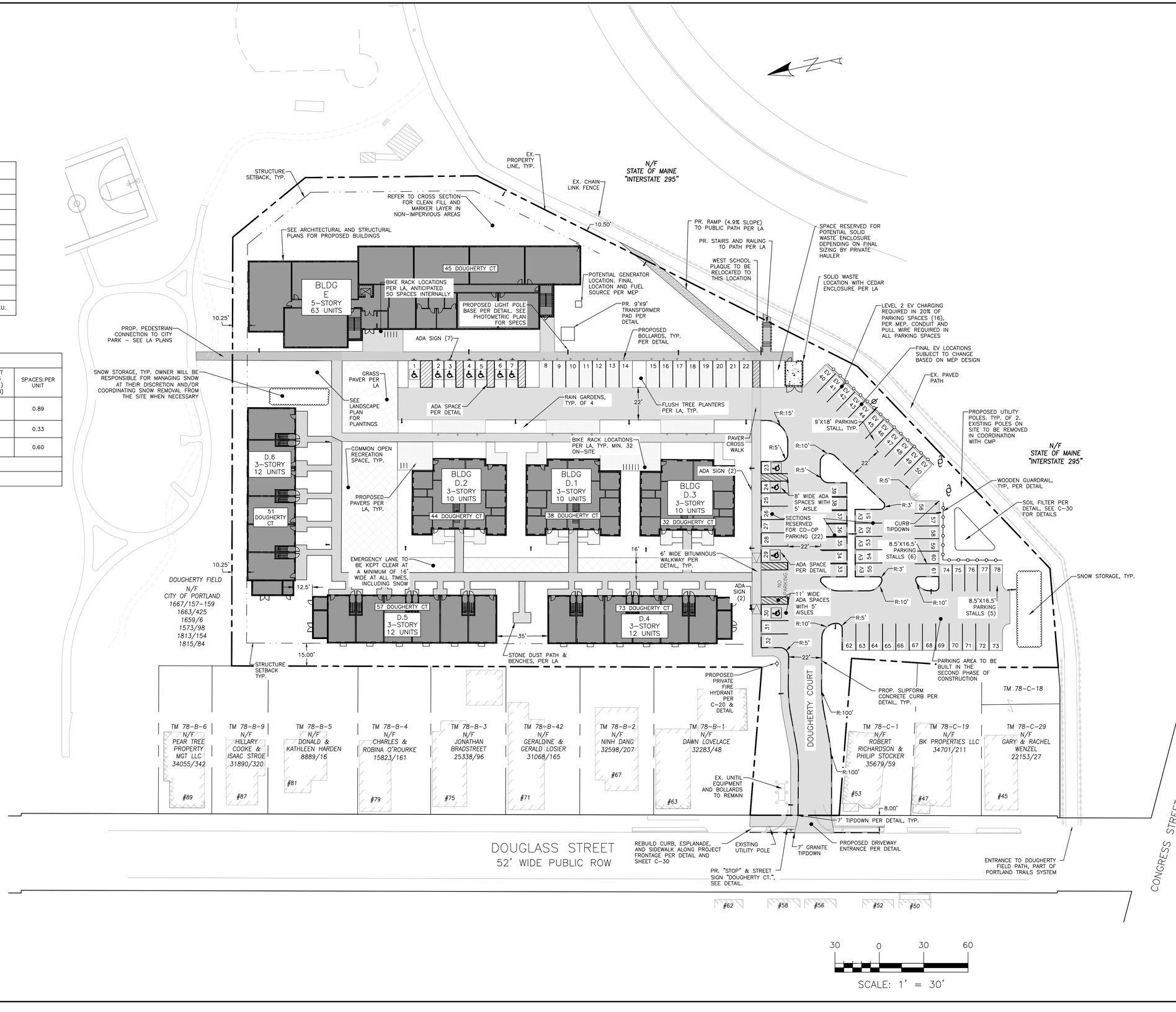
DRAWING NO.
C-05

GENERAL NOTES:

1. ALL VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

SPACE AND BULK STANDARDS		
R-5A PRUD ZONE	REQUIRED	PROVIDED
MINIMUM LOT SIZE	2.00 AC	3.34 AC
MINIMUM STREET FRONTAGE	50'	60'
FRONT YARD SETBACK	10'	15'
SIDE YARD SETBACK	10'	10.25'
REAR YARD SETBACK	10'	10.5'
MAXIMUM BUILDING HEIGHT	55'	53'
MAX. # OF DWELLING UNITS ON PROPERTY	182	129
COMMON RECREATION OPEN SPACE	200 SF / D.U.	268 SF / D.U.

PARKING TABLE					
AREA	PARKING SPACES	UNIT COUNT	EV CHARGING (20%)	COMPACT SPACES (#56-61) (#74-78)	SPACES: PER UNIT
5-STORY (#1-22, #40-50, #56-78)	56	63	11	11	0.89
2 & 3-STORIES (#23-#39, #51-#55)	22	66	5	0	0.33
TOTAL	78	129	16	11	0.60
* ALL SPACES 9'X18' UNLESS OTHERWISE NOTED					
** OFF-STREET PARKING REQUIREMENTS WAIVED PER SEC. 14-332.2.b					



ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **OVERALL SITE PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, MAY BE SIGNED AND STAMPED BY ACORN ENGINEERING, INC. WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2625

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE SAMUEL J. LEBEL 16505 LICENSED PROFESSIONAL ENGINEER 4/13

DRAWING NO.

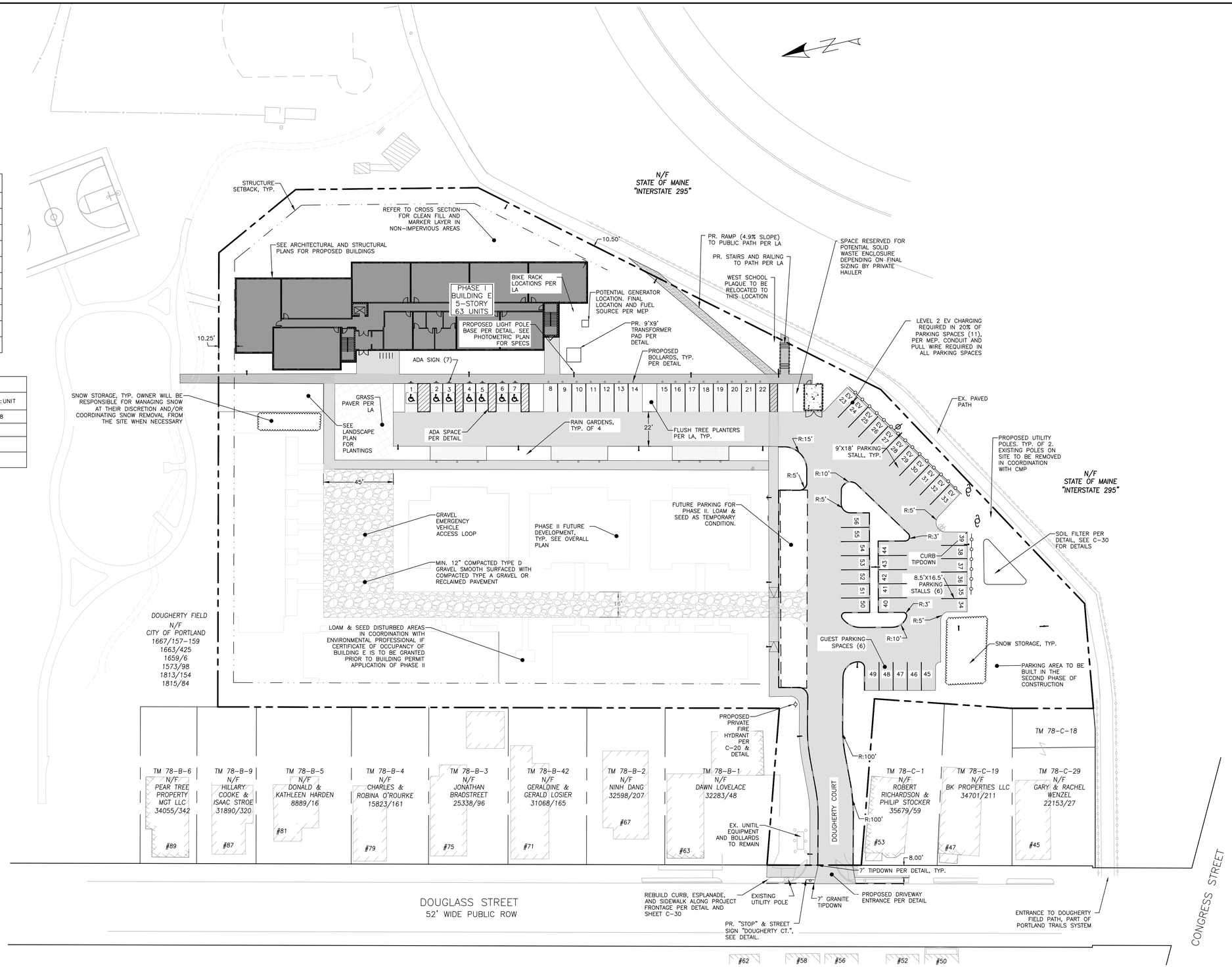
C-10

GENERAL NOTES:

1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

SPACE AND BULK STANDARDS		
R5A ZONE	REQUIRED	PROVIDED
MINIMUM LOT SIZE	2.00 AC	3.34 AC
MINIMUM STREET FRONTAGE	50'	60'
FRONT YARD SETBACK	10'	215'
SIDE YARD SETBACK	10'	10.25'
REAR YARD SETBACK	10'	10.5'
MAXIMUM BUILDING HEIGHT	55'	53'
MAX. # OF DWELLING UNITS ON PROPERTY	182	63
COMMON RECREATION OPEN SPACE	200 SF / D.U.	256 SF / D.U.
** R5A PRUD STANDARDS		

PARKING TABLE				
AREA	PARKING SPACES	UNIT COUNT	EV CHARGING (20%)	SPACES: UNIT
5-STORY	56	63	12	0.88
COMPACT (#34-39)	6	–	–	–
* ALL SPACES 9'X18' UNLESS OTHERWISE NOTED				
** OFF-STREET PARKING REQUIREMENTS WAIVED PER SEC. 14-332.2.b				



30 0 30 60

SCALE: 1' = 30'

ISSUED FOR	BY DATE
SITE PLAN/CUP APP	SJL 1/25/2022
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: INTERIM PHASE I SITE PLAN

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND, MAINE 04101
(207) 775-2655

FILE: 1154_CIVIL
JN: 1154
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: AWG
CHECKED BY: SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
3/9/23

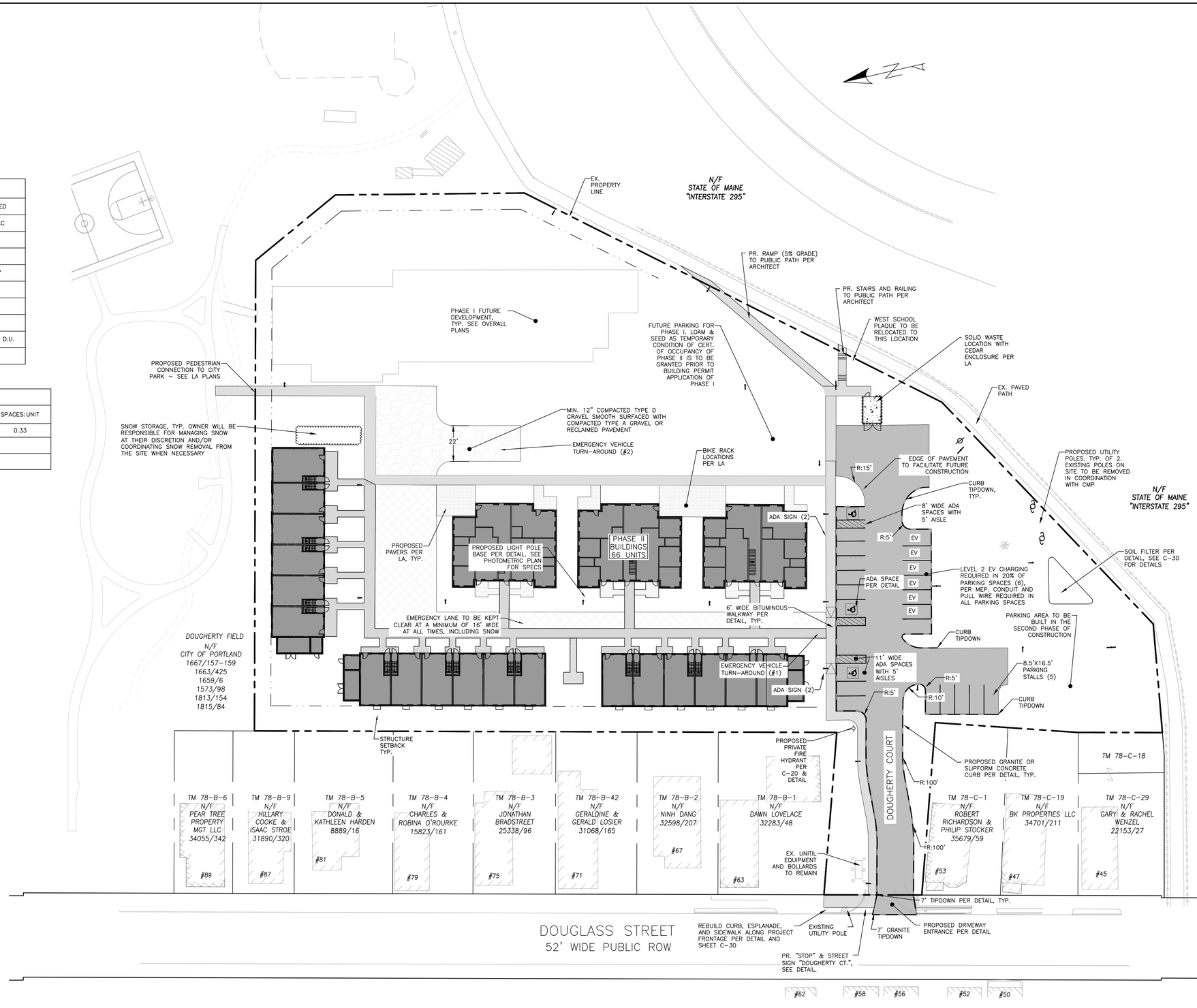
DRAWING NO.
C-11

GENERAL NOTES:

1. ALL VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

SPACE AND BULK STANDARDS		
R5A ZONE	REQUIRED	PROVIDED
MINIMUM LOT SIZE	2.00 AC	3.34 AC
MINIMUM STREET FRONTAGE	50'	60'
FRONT YARD SETBACK	10'	15'
SIDE YARD SETBACK	10'	10.25'
REAR YARD SETBACK	10'	10.5'
MAXIMUM BUILDING HEIGHT	55'	35'
MAX. # OF DWELLING UNITS ON PROPERTY	182	66
COMMON RECREATION OPEN SPACE	200 SF / D.U.	300 SF / D.U.
** R5A PRUD STANDARDS		

PARKING TABLE				
AREA	PARKING SPACES	UNIT COUNT	EV CHARGING (20%)	SPACES: UNIT
COOPERATIVE BUILDINGS	22	66	5	0.33
* ALL SPACES 9'X18' UNLESS OTHERWISE NOTED				
** OFF-STREET PARKING REQUIREMENTS WAIVED PER SEC. 14-332.2.b				



ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **OVERALL SITE PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, WITHOUT AUTHORIZATION, SHALL BE AT USER'S RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2625

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

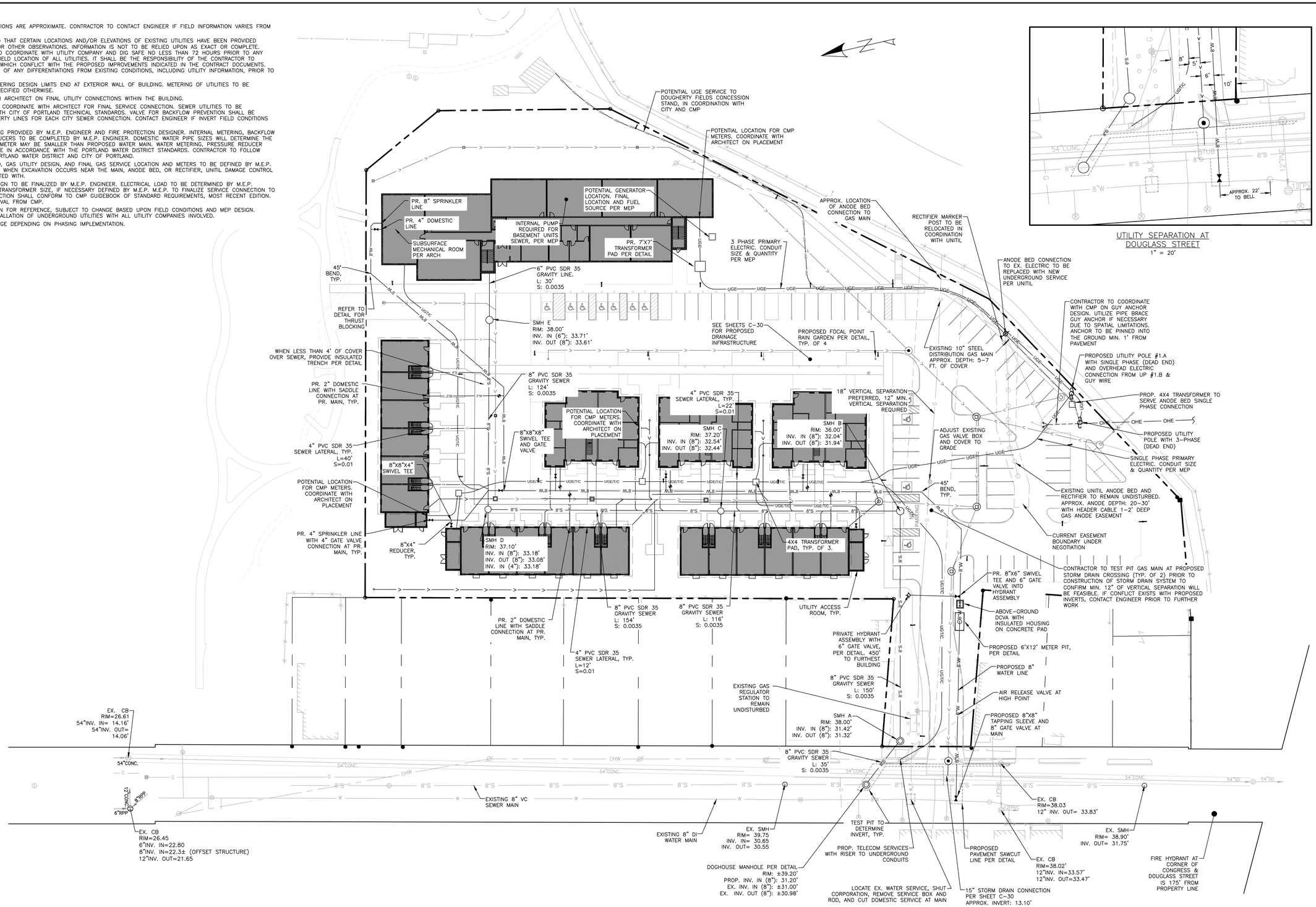
STATE OF MAINE SAMUEL J. LEBEL 16505 LICENSED PROFESSIONAL ENGINEER 11/14

DRAWING NO.

C-12

GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL. WHEN EXCAVATION OCCURS NEAR THE MAIN, ANODE BED, OR RECTIFIER, UNITIL DAMAGE CONTROL DEPARTMENT SHALL BE COORDINATED WITH.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. SECONDARY CONDUIT RUNS SHOWN FOR REFERENCE, SUBJECT TO CHANGE BASED UPON FIELD CONDITIONS AND MEP DESIGN. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
10. UTILITY LAYOUT SUBJECT TO CHANGE DEPENDING ON PHASING IMPLEMENTATION.



UTILITY SEPARATION AT DOUGLASS STREET
1" = 20'

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **OVERALL UTILITY PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, BY ANYONE OTHER THAN ACORN ENGINEERING, INC., MUST BE CLEARLY NOTED AS SUCH AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2635

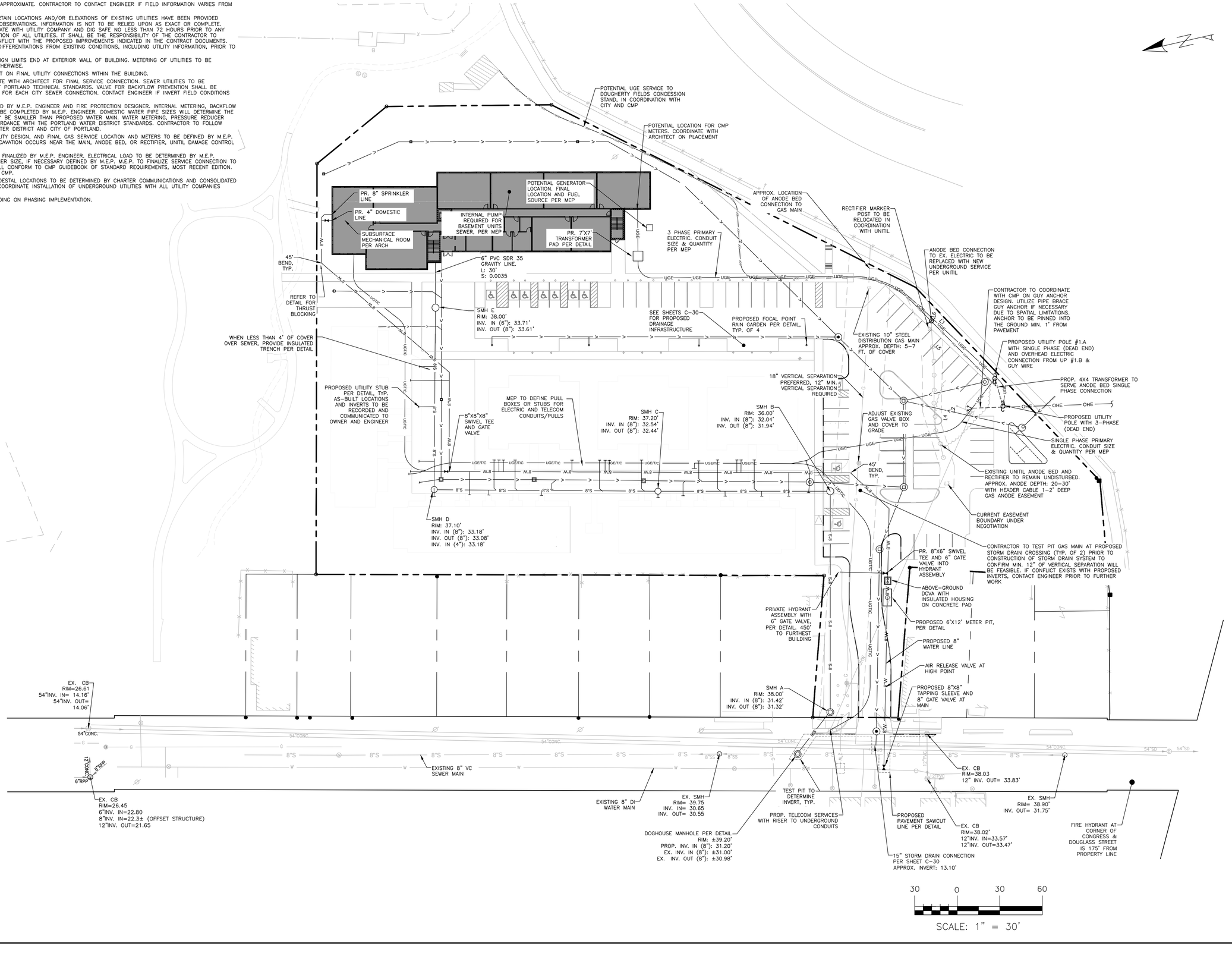
FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE SAMUEL J. LEBEL 16505 LICENSED PROFESSIONAL ENGINEER 4/27/22

DRAWING NO.
C-20

GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL. WHEN EXCAVATION OCCURS NEAR THE MAIN, ANODE BED, OR RECTIFIER, UNITIL DAMAGE CONTROL DEPARTMENT SHALL BE COORDINATED WITH.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS AND CONSOLIDATED PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
10. UTILITY LAYOUT SUBJECT TO CHANGE DEPENDING ON PHASING IMPLEMENTATION.



ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: PHASE I UTILITY PLAN

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND IF SO MODIFIED, ANY ALTERATIONS, ADDITIONS OR DELETIONS WITHOUT LABELLING TO ACORN ENGINEERING, INC. SHALL NOT BE BINDING ON ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND, MAINE 04101
(207) 775-2635

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
3/15

DRAWING NO.
C-21

GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
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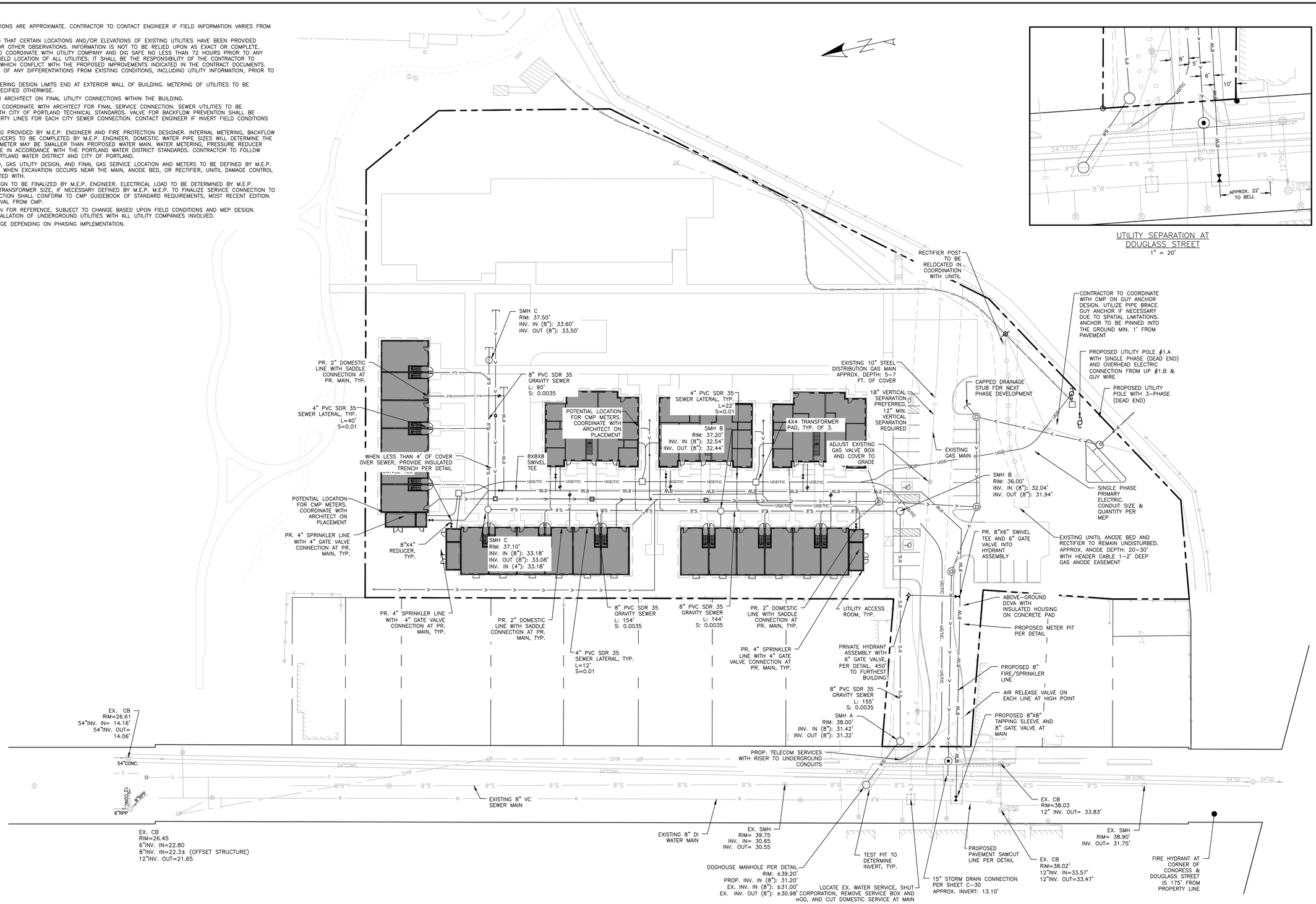
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. SECONDARY CONDUIT RUNS SHOWN FOR REFERENCE, SUBJECT TO CHANGE BASED UPON FIELD CONDITIONS AND MEP DESIGN. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
10. UTILITY LAYOUT SUBJECT TO CHANGE DEPENDING ON PHASING IMPLEMENTATION.

UTILITY SEPARATION AT DOUGLASS STREET
1" = 20'



ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: PHASE II UTILITY PLAN

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
9/15

DRAWING NO.
C-22

GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.

STRUCTURE TABLE

NAME	RIM	INV. IN / PIPE (SIZE)	INV. OUT / PIPE (SIZE)
CB–1	36.50'	25.55' (15")	25.45' (15")
CB–2	35.15'	25.90' (12") 27.65' (12")	25.80' (15")
CB–3	35.15'	26.70' (12") 26.30' (12") 29.70' (12")	26.20' (12")
CB–4	33.69'		30.00' (12")
CB–5	32.35'	27.40' (12") 27.20' (4")	27.10' (12")
CB–6	36.00'	28.30' (12")	28.30' (12")
DB–1	35.70'	31.00' (10")	30.90' (10")
DB–2	35.90'	31.50' (10")	31.40' (10")
DB–3	36.10'	32.00' (10")	31.90' (10")
DB–4	36.04'		32.35' (10")
DMH–1	38.70'	24.80' (15")	20.00' (15")
DMH–2	31.85'	27.60' (8")	27.40' (10")
DMH–3	36.75'	30.50' (10") 26.58' (10")	26.58' (12")
FB–1	37.00'		29.25' (12")
FB–2	67.88'		
FB–3	37.10'	31.35' (10") 31.35' (4")	31.25' (10")

FB = 2'X2' CONCRETE "F" BASIN
DB = 12" DIAMETER INLINE PVC DRAIN BASIN

AVERAGE GRADES AND BUILDING HEIGHT – E 5–STORY

NORTH CORNER ELEVATION	31.17'
EAST CORNER ELEVATION	31.17'
SOUTH CORNER ELEVATION	38.35'
WEST CORNER ELEVATION	33.20'
AVERAGE GRADE PLANE	33.48'
ELEVATION AT ROOF	86.50'
BUILDING HEIGHT	53.02'

AVERAGE GRADES AND BUILDING HEIGHT – A 1–3

NORTH CORNER ELEVATION	37.60'
EAST CORNER ELEVATION	37.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.60
ELEVATION AT ROOF	70.93'
BUILDING HEIGHT	33.33'

AVERAGE GRADES AND BUILDING HEIGHT – B 1–2

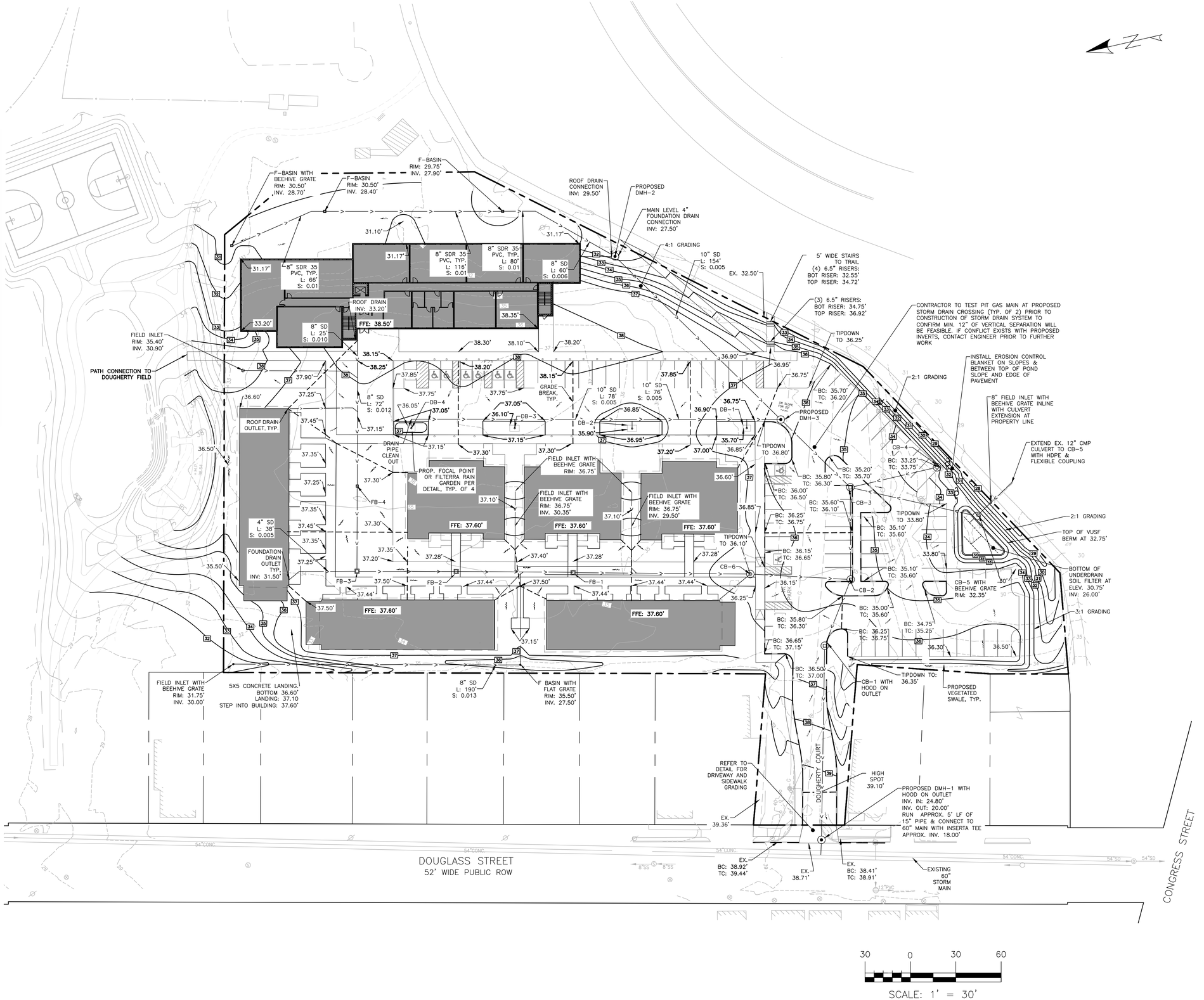
NORTH CORNER ELEVATION	37.60'
EAST CORNER ELEVATION	37.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.60
ELEVATION AT ROOF	62.60'
BUILDING HEIGHT	25.00'

AVERAGE GRADES AND BUILDING HEIGHT – C–1

NORTH CORNER ELEVATION	36.10'
EAST CORNER ELEVATION	37.50'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.20
ELEVATION AT ROOF	62.60'
BUILDING HEIGHT	25.40'

AVERAGE GRADES AND BUILDING HEIGHT – D–1

NORTH CORNER ELEVATION	35.50'
EAST CORNER ELEVATION	36.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.50'
AVERAGE GRADE PLANE	36.80'
ELEVATION AT ROOF	70.93''
BUILDING HEIGHT	34.13'



ISSUED FOR

	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **OVERALL GRADING & DRAINAGE PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, MADE WITHOUT LIABILITY TO ACORN ENGINEERING, INC. SHALL BE

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775–2655

FILE: 1154_CIVIL
JN: 1154
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: AWG
CHECKED BY: SJL/WHS

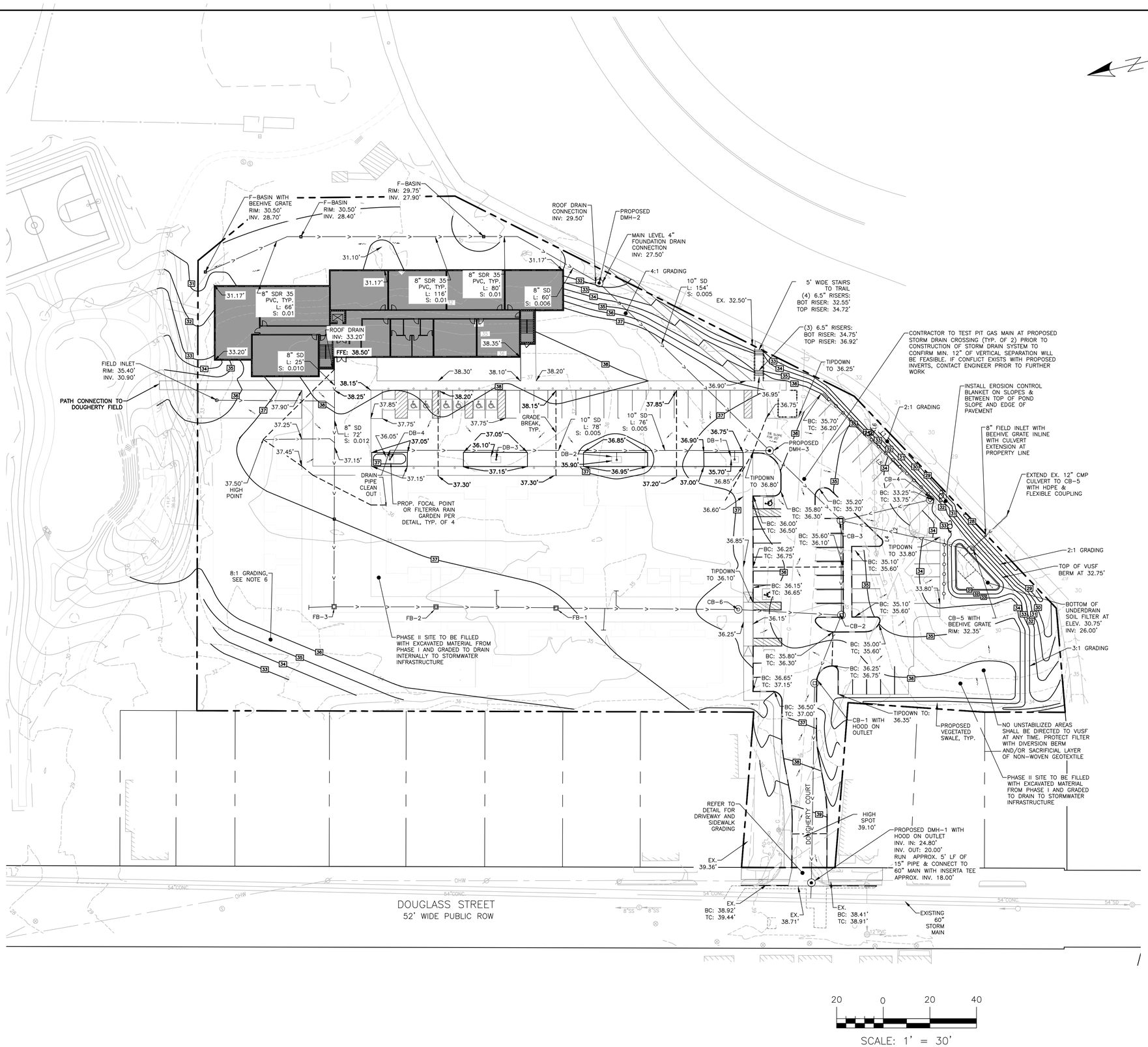
STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-30

GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.
6. APPROXIMATE LOCATION OF CONTOURS, SLOPE TO TIE IN BASED ON FINAL CUT/FILL ANALYSIS. NO MATERIAL IS ANTICIPATED TO LEAVE THE SITE AND NO IMPORTS ARE ANTICIPATED BESIDES LOAM AND AGGREGATES.

AVERAGE GRADES AND BUILDING HEIGHT – E 5–STORY	
NORTH CORNER ELEVATION	31.17'
EAST CORNER ELEVATION	31.17'
SOUTH CORNER ELEVATION	38.35'
WEST CORNER ELEVATION	33.20'
AVERAGE GRADE PLANE	33.48'
ELEVATION AT ROOF	86.50'
BUILDING HEIGHT	53.02'



20 0 20 40

SCALE: 1' = 30'

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **INTERIM PHASE 1 GRADING & DRAINAGE PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE DONE AT THE SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775–2655

FILE: 1154_CIVIL
JN: 1154
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: AWG
CHECKED BY: SJL/WHS

STATE OF MAINE SAMUEL J. LEBEL 16505 LICENSED PROFESSIONAL ENGINEER 11/15

DRAWING NO.

C-31

GENERAL NOTES:

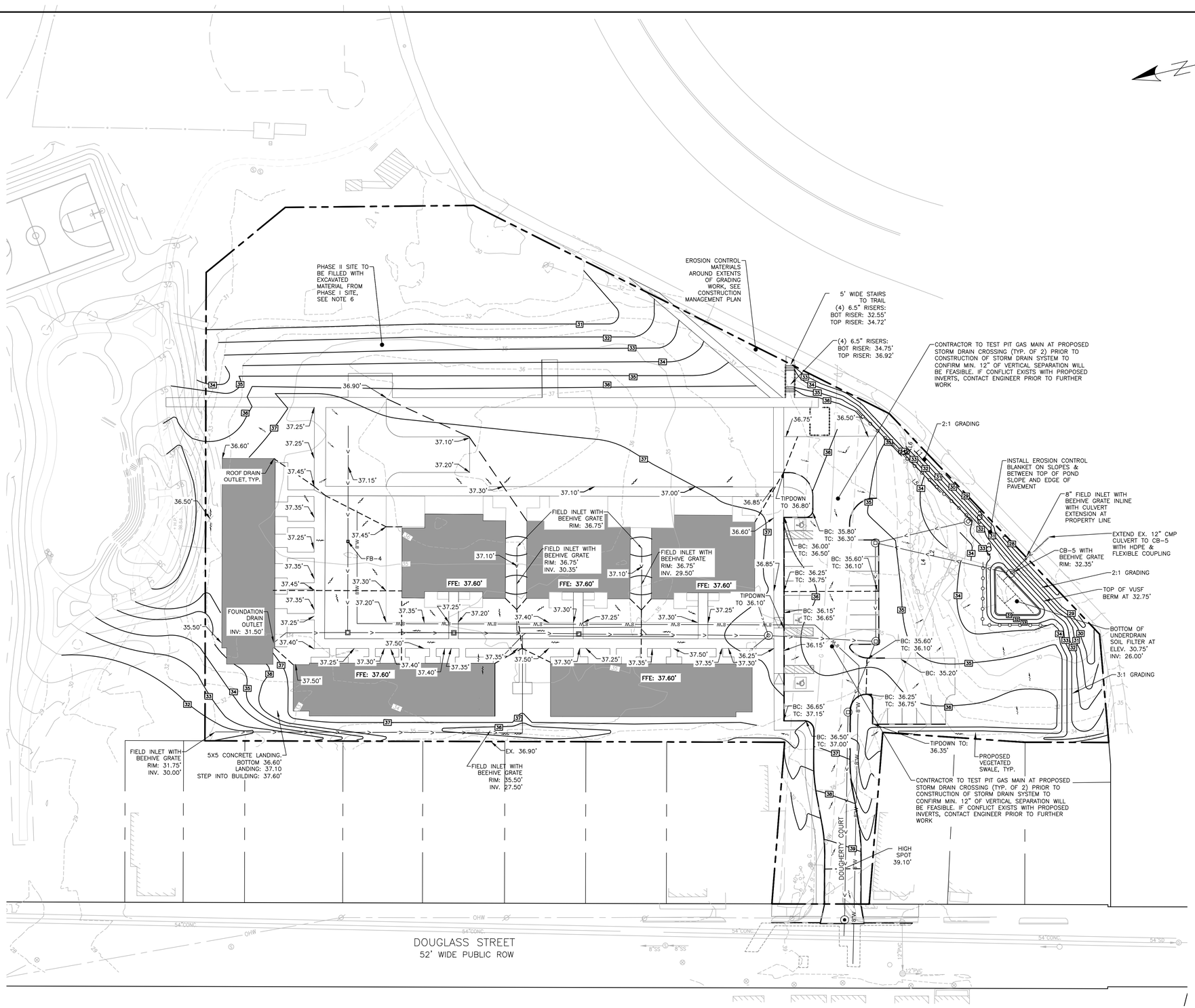
1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.
6. APPROXIMATE LOCATION OF CONTOURS, SLOPE TO TIE IN BASED ON FINAL CUT/FILL ANALYSIS. NO MATERIAL IS ANTICIPATED TO LEAVE THE SITE AND NO IMPORTS ARE ANTICIPATED BESIDES LOAM AND AGGREGATES.

AVERAGE GRADES AND BUILDING HEIGHT – A 1–3	
NORTH CORNER ELEVATION	37.60'
EAST CORNER ELEVATION	37.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.60
ELEVATION AT ROOF	70.93'
BUILDING HEIGHT	33.33'

AVERAGE GRADES AND BUILDING HEIGHT – B 1–2	
NORTH CORNER ELEVATION	37.60'
EAST CORNER ELEVATION	37.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.60
ELEVATION AT ROOF	62.60'
BUILDING HEIGHT	25.00'

AVERAGE GRADES AND BUILDING HEIGHT – C–1	
NORTH CORNER ELEVATION	36.10'
EAST CORNER ELEVATION	37.50'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.60'
AVERAGE GRADE PLANE	37.20
ELEVATION AT ROOF	62.60'
BUILDING HEIGHT	25.40'

AVERAGE GRADES AND BUILDING HEIGHT – D–1	
NORTH CORNER ELEVATION	35.50'
EAST CORNER ELEVATION	36.60'
SOUTH CORNER ELEVATION	37.60'
WEST CORNER ELEVATION	37.50'
AVERAGE GRADE PLANE	36.80'
ELEVATION AT ROOF	70.93"
BUILDING HEIGHT	34.13'



ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: **INTERIM PHASE 1 GRADING & DRAINAGE PLAN**

PROJECT NAME/ ADDRESS: **DOUGHERTY COMMONS**

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ALTERATIONS, AUTHORIZED BY OTHERS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

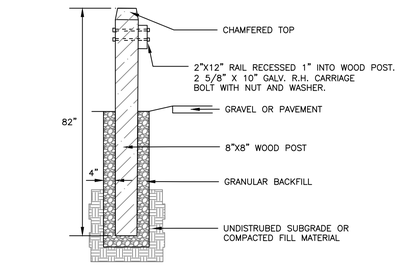
ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775–2635

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

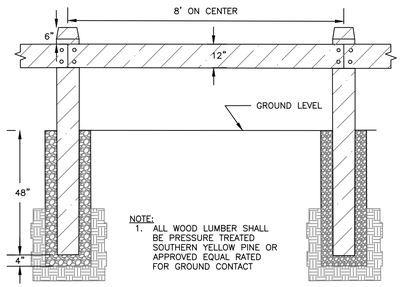
STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
3/13

DRAWING NO.

C-32



SIDE ELEVATION

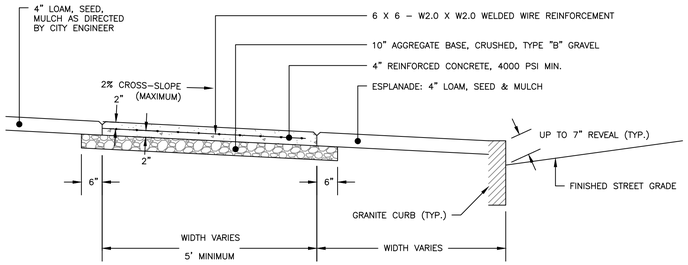


NOTE:
1. ALL WOOD LUMBER SHALL BE PRESSURE TREATED SOUTHERN YELLOW PINE OR APPROVED EQUAL RATED FOR GROUND CONTACT

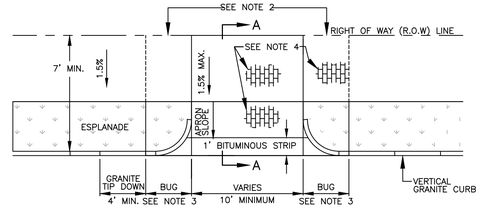
FRONT ELEVATION

WOODEN GUARDRAIL DETAIL
NOT TO SCALE

NOTE:
CONCRETE SIDEWALKS TO BE TREATED WITH CONSOLIDECK SALTGUARD WB OR APPROVED EQUAL. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.

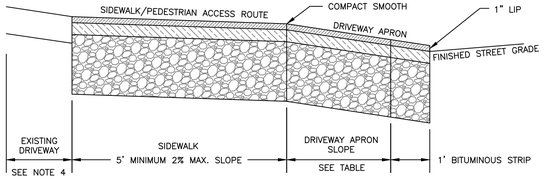


REINFORCED CONCRETE SIDEWALK
NOT TO SCALE



NOTES:

1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
3. TWO–FOOT RADIUS CORNER GRANITE PIECES ("BUGS") ARE REQUIRED AT LOW–VOLUME DRIVEWAYS UNLESS OTHERWISE DIRECTED BY DPW. AT OTHER DRIVEWAYS, STANDARD FLARE/TIPDOWN TREATMENTS SHALL BE USED.
4. ALL MATERIALS TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.

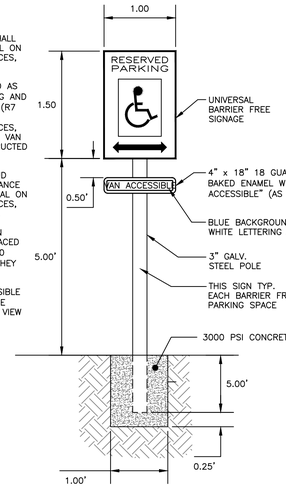


SECTION A–A

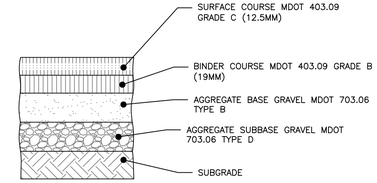
PORTLAND RESIDENTIAL DRIVEWAY APRON
NOT TO SCALE

NOTES:

1. ALL ASPECTS OF RESERVED PARKING SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION
2. SIGN SHALL BE CONSTRUCTED AS SIGN R7–8 UNDER THE "PARKING AND STANDING SIGNS AND PLAQUES" (R7 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION. VAN ACCESSIBILITY SHALL BE CONSTRUCTED AS SIGN R7–8a OR R7–8b.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
4. SIGN SHALL BE INSTALLED ON BUILDING. SIGNS SHOULD BE PLACED AT SUCH A HEIGHT (AT LEAST 60 INCHES ABOVE SURFACE) THAT THEY DO NOT GET OBSCURED BY ANY PARKED VEHICLES OR OTHER OBSTRUCTIONS AND MUST BE VISIBLE FROM THE DRIVER'S SEAT OF THE VEHICLE AND LOCATED RIGHT IN VIEW OF PARKING.



BARRIER FREE PARKING SIGN
NOT TO SCALE



NOTES:

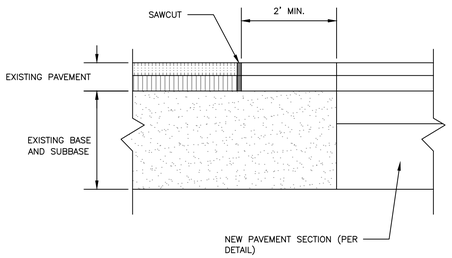
1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D–1557
2. SURFACE AND AGGREGATE MATERIALS SHALL MEET THE CITY OF PORTLAND STANDARDS IN ADDITION TO MDOT STANDARDS.

THICKNESS OF LAYERS	
STANDARD	LAYERS
2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
3"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
6"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

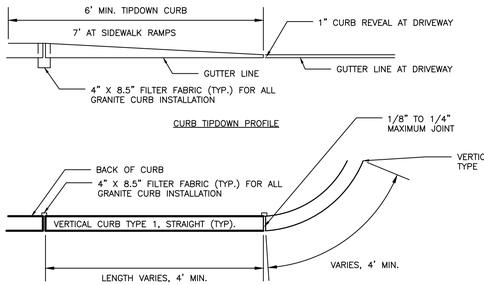
CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT PROFILE
NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. APPLY BITUMINOUS TACK COAT PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



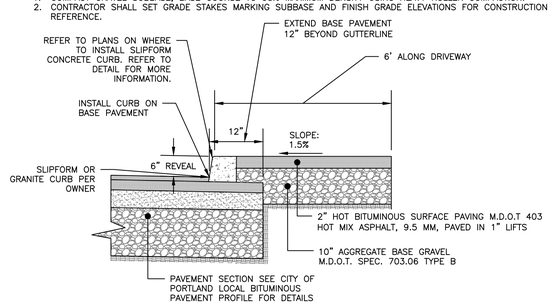
PAVEMENT SAWCUT DETAIL
NOT TO SCALE



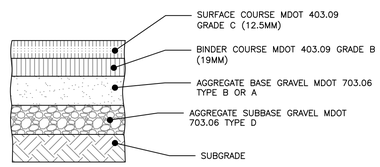
VERTICAL GRANITE CURB AND TIPDOWN INSTALLATION
NOT TO SCALE

NOTES:

1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 95% MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.



INTERNAL BITUMINOUS SIDEWALK ALONG DRIVEWAY DETAIL
NOT TO SCALE

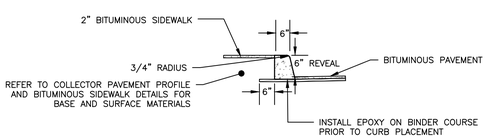


NOTE:
COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D–1557

THICKNESS OF LAYERS	
STANDARD	LAYERS
1–1/2"	SURFACE COURSE MDOT 703.09 (12.5mm)
2–1/4"	BINDER COURSE MDOT 703.09 (19mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE A
12"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

INTERNAL PARKING AND PRIVATE DRIVE PAVEMENT PROFILE
NOT TO SCALE

NOTE:
1. TIPDOWNS 7' IN LENGTH SHALL BE PROVIDED AS SEEN ON PLANS



SLIPFORM CONCRETE CURB DETAIL
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: SITE DETAILS – 1
PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS
CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

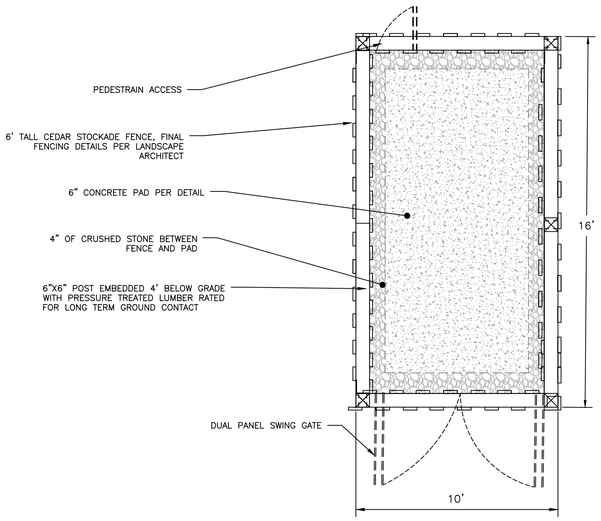
ACORN ENGINEERING, INC.
70 FORE RIVER PARKWAY, SUITE 350, PORTLAND, MAINE 04101
PO BOX 3477, PORTLAND, MAINE 04104 (207) 775–2655

THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE TO THESE PLANS WITHOUT THE WRITTEN PERMISSION OF ACORN ENGINEERING, INC. OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
4/24/22

DRAWING NO.
C-40



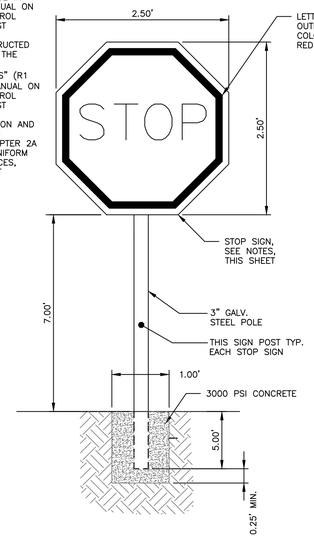
PLAN VIEW

NOTE: FINAL PAD AND DESIGN SUBJECT TO PRIVATE HAULING CONTRACTOR'S PROPOSED LAYOUT

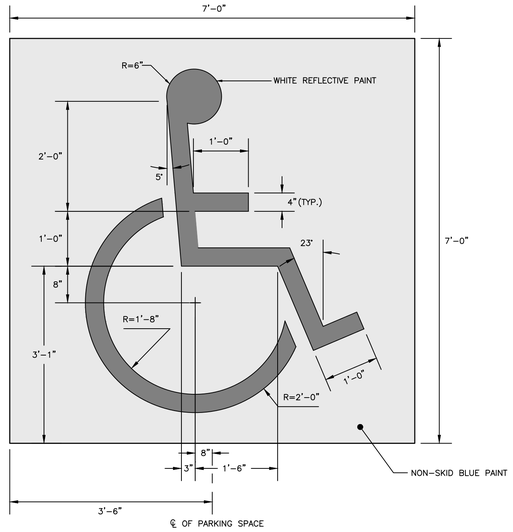
TRASH ENCLOSURE DETAIL
NOT TO SCALE

NOTES:

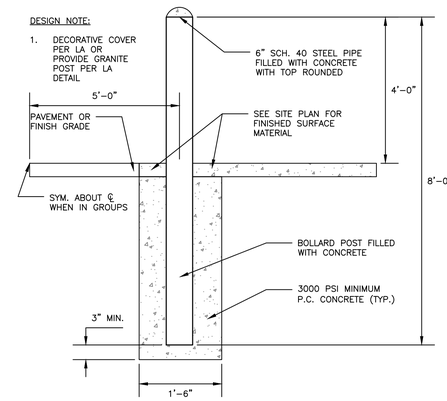
1. ALL ASPECTS OF STOP SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
2. SIGN SHALL BE CONSTRUCTED AS SIGN R1-1 UNDER THE "REGULATORY SIGNS, BARRICADES, AND GATES" (R1 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.



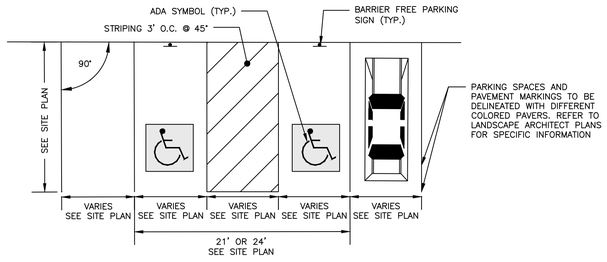
TRAFFIC SIGN DETAIL
NOT TO SCALE



INTERNATIONAL BARRIER FREE SYMBOL
NOT TO SCALE



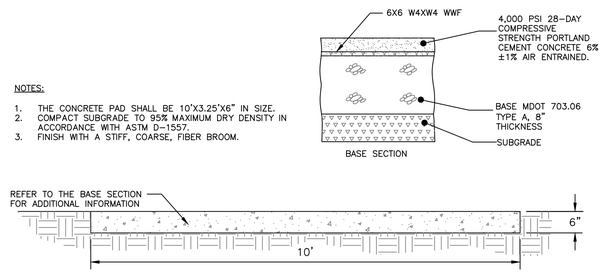
PIPE BOLLARD
NOT TO SCALE



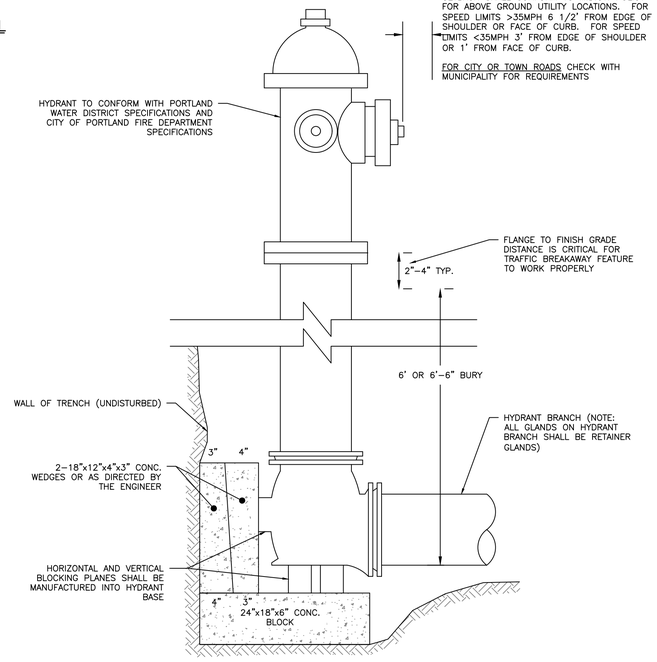
PARKING SPACE DIMENSIONS
NOT TO SCALE

NOTES:

1. THE CONCRETE PAD SHALL BE 10'X3.25'X6" IN SIZE.
2. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.
3. FINISH WITH A STIFF, COARSE, FIBER BROOM.



CONCRETE PAD DETAIL
NOT TO SCALE



TYPICAL HYDRANT INSTALLATION DETAIL
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: SITE DETAILS - 2

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

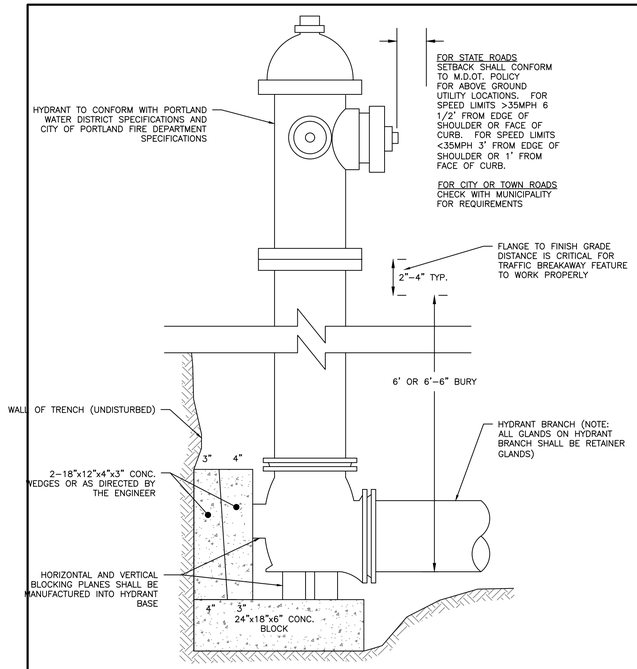
ACORN ENGINEERING, INC.
THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE TO THESE PLANS BY ANYONE OTHER THAN ACORN ENGINEERING, INC. OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
70 FORE RIVER PARKWAY, SUITE 104
PO BOX 3477 PORTLAND, MAINE 04101
(207) 775-2655

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

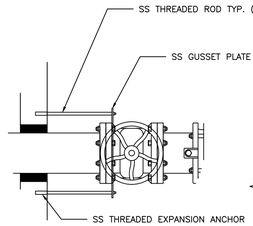
STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED
PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-41

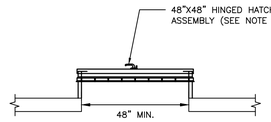


TYPICAL HYDRANT INSTALLATION DETAIL

NOT TO SCALE

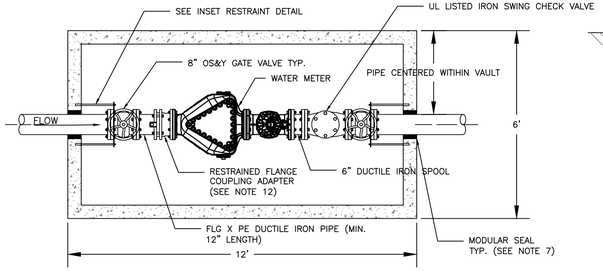


RESTRAINT DETAIL



ALTERNATE OPENING

(NON-PAVED SURFACES ONLY)

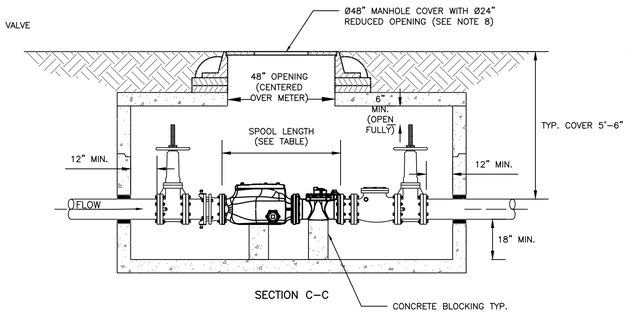


SECTION E-E

METER VAULT

VAULT SHOWN WITH 8" F2 METER AND PIPING FOR ILLUSTRATIVE PURPOSES, ACTUAL SIZE AND CONFIGURATION PER SITE SPECIFIC REQUIREMENTS

MINIMUM VAULT SIZING (SEE NOTE 3)					MANHOLE SIZING	SPOOL LENGTH	
METER SIZE	COMPOUND (C2) METER		FIRELINE (F2) METER			C2 LAYING LENGTHS	F2 LAYING LENGTHS
	A	B	A	B			
0'-8"	10'-0"	6'-0"	12'-0"	6'-0"	4'-0"	2'-6 1/8"	4'-5"



SECTION C-C

8-IN FIRE LINE METER DETAIL

NOT TO SCALE

NOTES:

METER VAULT AND COVER

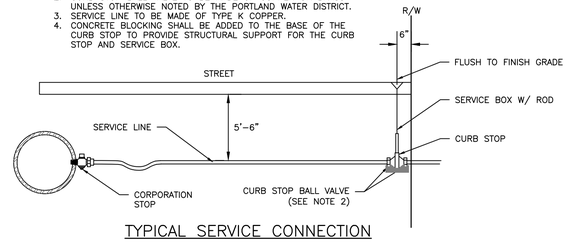
1. APPROVAL BY PWD IS REQUIRED FOR ALL PROPOSED METER VAULT INSTALLATIONS. PROPOSED CONFIGURATION SHALL BE SUBMITTED FOR PWD REVIEW PRIOR TO CONSTRUCTION.
2. METER VAULT SHALL BE LOCATED ON PRIVATE PROPERTY BETWEEN 10' AND 20' FROM THE PROPERTY LINE UNLESS OTHERWISE APPROVED BY PWD.
3. THE VAULT SHALL BE MADE OF PRECAST CONCRETE. VAULT SIZES IN TABLE REPRESENT MINIMUM INTERNAL DIMENSIONS AND ARE SUBJECT TO LOCAL AVAILABILITY. CONTRACTOR TO SUBMIT SHOP DRAWING TO PWD FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
4. DUCTILE IRON PIPE SHALL BE USED THROUGHOUT VAULT. ALL PIPE JOINTS BETWEEN THE SERVIVE VALVE AND THE METER VAULT SHALL HAVE RESTRAINED JOINT GASKETS.
5. TESTABLE BACKFLOW PREVENTION DEVICES MAY NOT BE INSTALLED WITHIN METER VAULTS.
6. VICTAULIC COUPLINGS ARE NOT APPROVED WITHIN METER VAULTS. DUCTILE IRON PIPE JOINTS WITHIN VAULT SHALL BE FLANGED.
7. 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). OPENINGS TO BE WATER TIGHT.
8. ENTRY COVER FOR PAVED SURFACES SHALL BE EAST JORDAN IRON WORKS MODEL V7048-2 OR EQUAL. THE COVER SHALL BE CAST IRON OR STEEL AND SHALL BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
9. FOR NON-PAVED SURFACES, A 48"X48" HINGED ASSEMBLY MAY BE USED. EAST JORDAN IRON WORKS MODEL 8198, 8218, OR APPROVED EQUAL.
10. WALL-MOUNTED LADDER RUNGS ARE NOT TO BE INSTALLED WITHIN METER VAULT
11. CUSTOMER SHALL ENSURE THE METER VAULT AND COVER ARE PROPERLY RATED FOR TRAFFIC FLOW, IF APPLICABLE.
12. RESTRAINED FLANGE COUPLING ADAPTER SHALL BE FORD MODEL RFAD UNLESS OTHERWISE APPROVED BY PWD.
13. PIPING IN AND OUT OF VAULT SHALL BE MECHANICALLY RESTRAINED TO INTERIOR VAULT WALL (TYP. OF 4 EACH WALL). SEE RESTRAINT DETAIL.
14. ONLY GATE VALVES SHALL BE USED. GATE VALVES SHALL BE OPEN RIGHT.
15. PIPE SUPPORTS SHOULD NOT BE WITHIN 6" OF FLANGES TO PREVENT INTERFERENCE WITH BOLT PATTERNS.

METER INSTALLATION

16. ONLY PWD PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. PWD PERSONNEL ARE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
17. PWD WILL SUPPLY THE WATER METER. ALL OTHER PIPE, EQUIPMENT, AND FITTINGS SHALL BE SUPPLIED AND INSTALLED BY CUSTOMER.
18. METER LAYING LENGTH SHOULD BE CONFIRMED WITH PWD PRIOR TO SETTING PIPE. PWD REQUIRES THAT A FLANGED METER SPOOL PIECE BE INSTALLED PRIOR TO METER SET TO ENSURE PROPER SPACING. THE METER SPOOL WILL BE PROVIDED BY PWD AND CAN BE PICKED UP AT PWD CUSTOMER SERVICE, 225 DOUGLASS STREET, PORTLAND DURING NORMAL BUSINESS HOURS. SEE TABLE FOR SPOOL LENGTH.

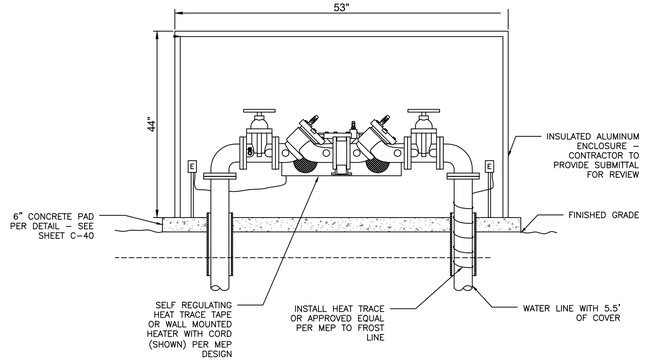
NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH THE CITY OF PORTLAND WATER DISTRICT (PWD) SPECIFICATIONS.
2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.



TYPICAL SERVICE CONNECTION

NOT TO SCALE

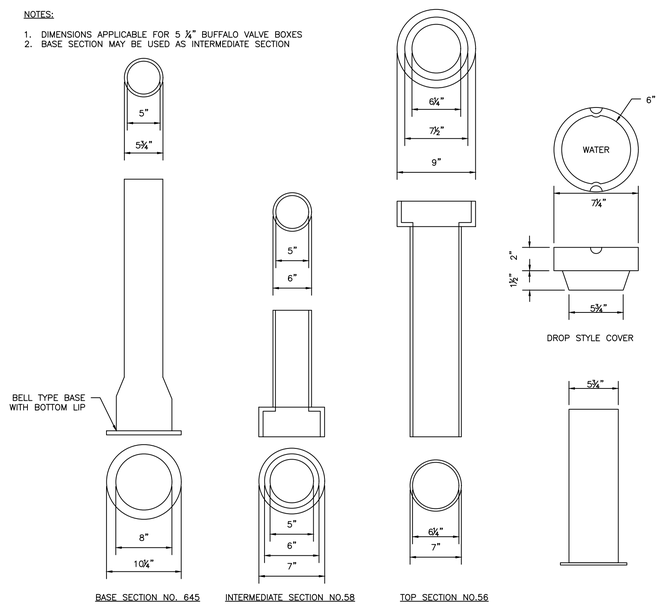


ABOVE GROUND INSULATED BACKFLOW PREVENTER

NOT TO SCALE

NOTES:

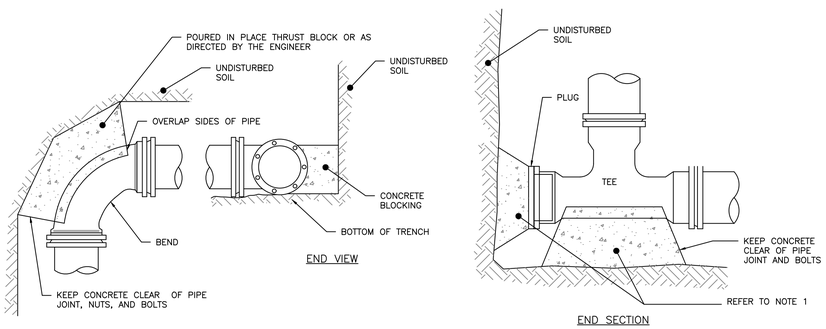
1. DIMENSIONS APPLICABLE FOR 5 ¼" BUFFALO VALVE BOXES
2. BASE SECTION MAY BE USED AS INTERMEDIATE SECTION



BASE SECTION NO. 645 | INTERMEDIATE SECTION NO.58 | TOP SECTION NO.56

VALVE BOX & COVER

NOT TO SCALE



NOTES:

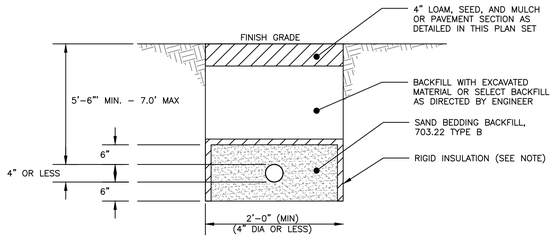
1. IF DEAD END WITH TEE, THRUST BLOCK WOULD BE REQUIRED OR AS DIRECTED BY THE ENGINEER
2. SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

THRUST BLOCKING: REGULAR BEND

NOT TO SCALE

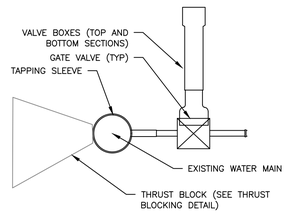
NOTES:

1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD TWO LAYERS OF 2-INCH "BLUE DOW" RIGID INSULATION.



WATER SERVICE TRENCH SECTION DETAIL

NOT TO SCALE



SERVICE SADDLE: 1.5" AND 2" C.C. THREAD

NOT TO SCALE

SIDE VIEW

TAPPING SLEEVE AND VALVE

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: UTILITY DETAILS - 1

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.
ENGINEERING, INC.

THESE PLANS SHALL NOT BE, MODIFIED, WITHOUT WRITTEN PERMISSION OR, OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

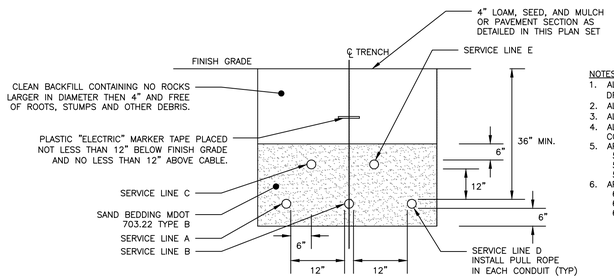
ACORN ENGINEERING, INC.
PO BOX 3472, PORTLAND, MAINE 04101
(207) 775-2655

FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED
PROFESSIONAL ENGINEER
1/24/22

DRAWING NO.

C-42



CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
C	2–4"	SCHEDULE 40 PVC	COMMUNICATION	–
D	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	SEE NOTE 1
E	2–4"	SCHEDULE 40 PVC	CABLE	–

NOTES:

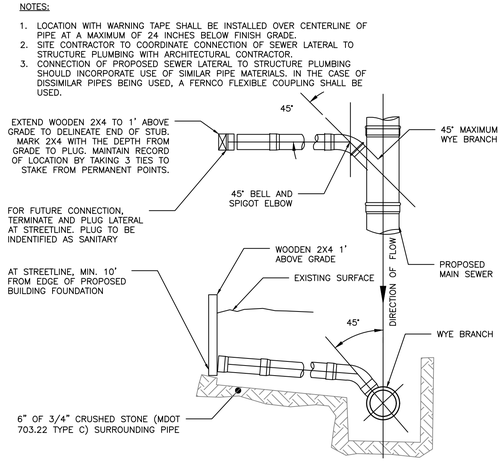
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND–OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.
3. CONDUITS WITHIN THE CITY RIGHT–OF–WAY SHALL BE ENCASED IN CONCRETE.
4. FINAL SIZE OF CONDUITS TO BE SPECIFIED BY MEP, ELECTRICIAN, OR DESIGN/BUILD ELECTRICAL CONTRACTOR.

UTILITY TRENCH – PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE

NOT TO SCALE

NOTES:

1. LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
2. SITE CONTRACTOR TO COORDINATE CONNECTION OF SEWER LATERAL TO STRUCTURE PLUMBING WITH ARCHITECTURAL CONTRACTOR.
3. CONNECTION OF PROPOSED SEWER LATERAL TO STRUCTURE PLUMBING SHOULD INCORPORATE USE OF SIMILAR PIPE MATERIALS. IN THE CASE OF DISSIMILAR PIPES BEING USED, A FERNCO FLEXIBLE COUPLING SHALL BE USED.

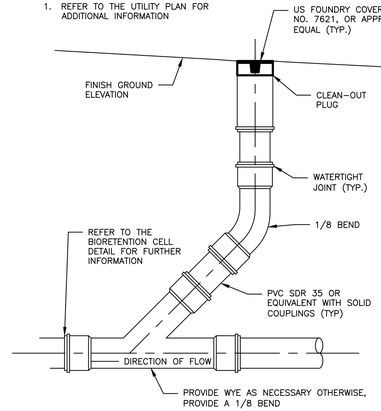


SEWER TEE/WYE CONNECTION DETAIL

NOT TO SCALE

NOTES:

1. REFER TO THE UTILITY PLAN FOR ADDITIONAL INFORMATION

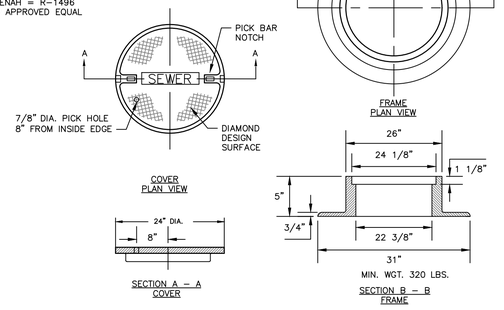


CLEANOUT DETAIL

NOT TO SCALE

NOTES:

1. LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
2. ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER
3. ALL SANITARY AND STORMWATER/DRAIN MANHOLE COVERS SHALL BE 24" x 5".
4. ALL SANITARY MANHOLE COVERS AND SHALL HAVE "SEWER" CAST INTO THE COVER.
5. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. APPROVED MANHOLE FRAMES:
   5.1. EAST JORDAN = 1690Z
   5.2. NEENAH = R–1496
   5.3. OR APPROVED EQUAL
7. APPROVED MANHOLE COVERS
   6.1. EAST JORDAN = 2160A
   6.2. NEENAH = R–1496
   6.3. OR APPROVED EQUAL



CAST IRON MANHOLE COVER AND FRAME

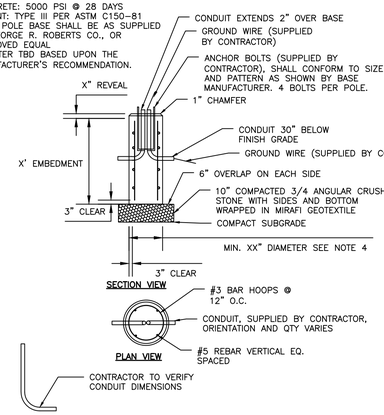
NOT TO SCALE

SCHEDULE		
HEIGHT OF POLE	MIN DIAMETER	MIN EMBEDMENT
<20'	1.5'	5'
20'–40'	2'	6'
>40'	3'	8'

REVEALS	
APPLICATIONS	REVEAL
STREET/SIDEWALK	4"
OTHER PED HARDSCAPE	FLUSH
PEDESTRIAN LAWN/MULCH	4"
PARKING AREAS (OPEN TRAFFIC)	24–36"

NOTES:

1. CONCRETE: 5000 PSI @ 28 DAYS
2. CEMENT: TYPE III PER ASTM C150–81
3. LIGHT POLE BASE SHALL BE AS SUPPLIED BY GEORGE R. ROBERTS CO., OR APPROVED EQUAL
4. DIAMETER TBD BASED UPON THE MANUFACTURER'S RECOMMENDATION.

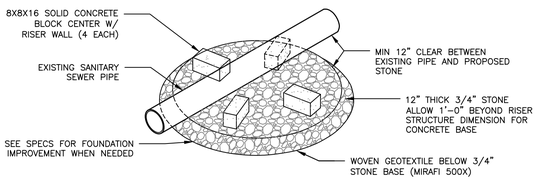


LIGHT POLE BASE

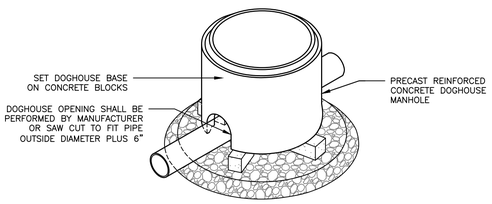
NOT TO SCALE

NOTES:

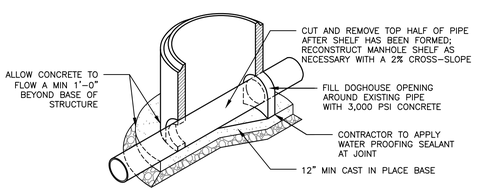
1. UNLESS OTHERWISE SPECIFIED, CONCRETE SHALL BE 4000 PSI @28 DAYS.
2. RECONSTRUCT INTERIOR MANHOLE INVERT AS NECESSARY TO ACCOMMODATE NEW PIPE.
3. THIS DETAIL IS INTENDED TO PROVIDE ADDITIONAL INFORMATION TO THE CONTRACTOR IN REGARDS TO THE CONNECTION OF THE DOGHOUSE MANHOLE BASE TO THE EXISTING SANITARY SEWER SYSTEM. MANHOLE INSTALLATION INFORMATION NOT EXPLICITLY REFERRED TO IN THIS DETAIL SHALL BE PER THE "STANDARD PRECAST SEWER MANHOLE" DETAIL



BASE ISOMETRIC VIEW



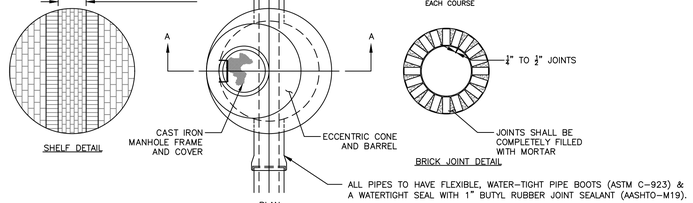
RISER ISOMETRIC VIEW

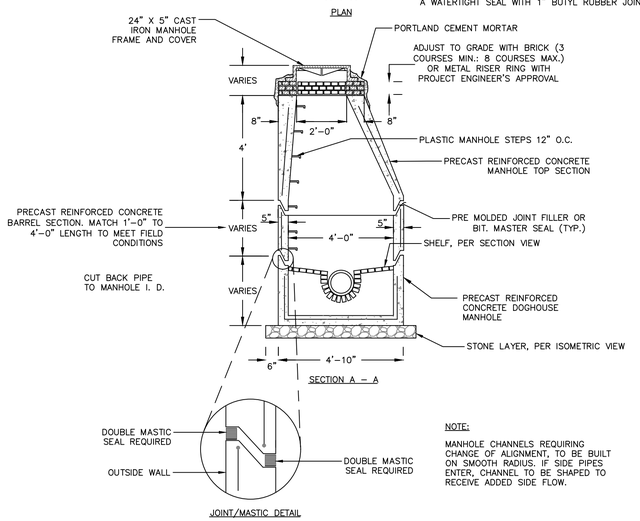


FOUNDATION SECTION VIEW

DOGHOUSE MANHOLE DETAIL

NOT TO SCALE





NOTE:

MANHOLE CHANNELS REQUIRING CHANGE OF ALIGNMENT, TO BE BUILT ON SMOOTH RADIUS. IF SIDE PIPES ENTER, CHANNEL TO BE SHAPED TO RECEIVE ADDED SIDE FLOW.

NOTES:

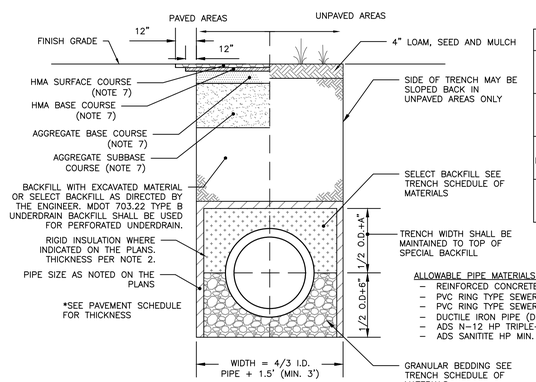
1. UNLESS OTHERWISE SPECIFIED, CONCRETE SHALL BE 4000 PSI @28 DAYS.
2. RECONSTRUCT INTERIOR MANHOLE INVERT AS NECESSARY TO ACCOMMODATE NEW PIPE.
3. THIS DETAIL IS INTENDED TO PROVIDE ADDITIONAL INFORMATION TO THE CONTRACTOR IN REGARDS TO THE CONNECTION OF THE DOGHOUSE MANHOLE BASE TO THE EXISTING SANITARY SEWER SYSTEM.
4. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
5. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C–478.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
8. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35.

PRECAST CONCRETE MANHOLE – CITY OF PORTLAND

NOT TO SCALE

NOTES:

1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2' RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
4. MINIMUM COVER
   4.1. 2'–0" – STORM DRAIN
   4.2. 5'–0" – SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TRENCHES OUTSIDE OF THE CITY OF PORTLAND ROW.
7. THICKNESS AS NOTED BY SURFACE DETAILS
8. ALL PROPOSED TREES PLANTED WITHIN 10' OF A STORM OR SEWER PIPE SHALL BE PLANTED AT A DEPTH NO GREATER THAN 3' DEEP. PERMEABLE LANDSCAPE FABRIC SHALL CREATE A ROOT BARRIER AROUND THE PIPES. CONTRACTOR SHALL COORDINATE WITH THE LANDSCAPE DRAWINGS.



SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
CMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

ALLOWABLE PIPE MATERIALS:

- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
- PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS–46 RATING
- PVC RING TYPE SEWER PIPE MEETING ASTM F 789
- DUCTILE IRON PIPE (DIP)
- ADS N–12 HP TRIPLE–WALL MIN PS–46 RATING
- ADS SANITITE HP MIN. PS–46

STORM DRAIN AND SEWER TYPICAL TRENCH SECTION WITHIN PROPERTY

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
SITE PLAN APP	SJL	1/11/22
COMMENT RESPONSE	SJL	4/27/22
COMMENT RESPONSE	SJL	5/13/22
SITE PLAN AMENDMENT	SJL	11/14/22

DRAWING NAME: UTILITY DETAILS – 2

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
PO BOX 3077 PORTLAND, MAINE 04101
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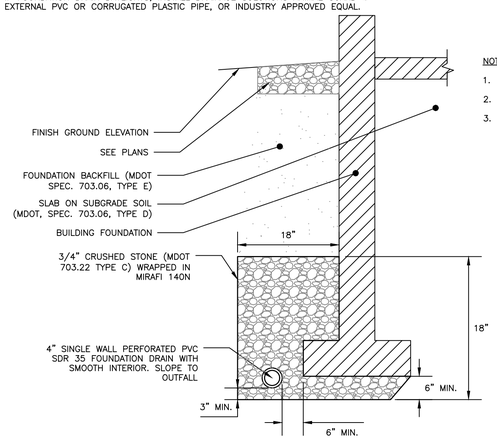
FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-43

NOTES:

1. REFER TO THE BUILDING ARCHITECTS PLANS FOR THE BUILDING FOUNDATION, BACKFILL, ROOF DRAIN, SIDEWALK AND OTHER DETAILS.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.
3. INSTALL STONE DRIP EDGE IN A LOCATIONS SUBJECT TO ROOF RUNOFF. WIDTH SHALL BE A MIN. 12" BEYOND THE PROJECTION OF THE ROOF EVE.
4. FOUNDATION WALL FOOTINGS SHALL BE CONSTRUCTED TO A MIN. DEPTH OF 4 FT BELOW ADJACENT FINISH GRADE. REFER TO STRUCTURAL ENGINEERS PLANS FOR ADDITIONAL INFORMATION AND MIN. REQUIREMENTS.
5. IF FOUNDATION DRAIN DAYLIGHTS, INSTALL DRAINAGE SOLUTIONS ANIMAL GUARD 4" EXTERNAL PVC OR CORRUGATED PLASTIC PIPE, OR INDUSTRY APPROVED EQUAL.

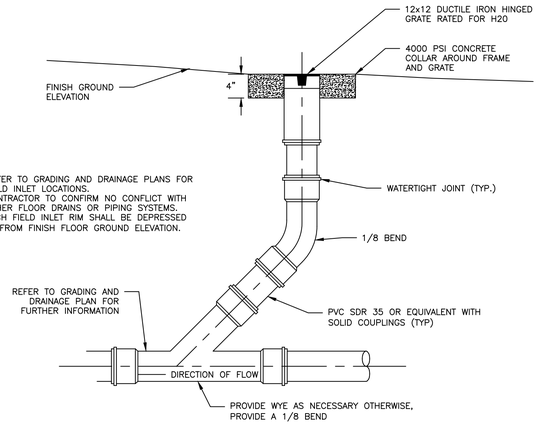


FOUNDATION DRAIN DETAIL

NOT TO SCALE

NOTES:

1. REFER TO GRADING AND DRAINAGE PLANS FOR FIELD INLET LOCATIONS.
2. CONTRACTOR TO CONFIRM NO CONFLICT WITH OTHER FLOOR DRAINS OR PIPING SYSTEMS.
3. EACH FIELD INLET RIM SHALL BE DEPRESSED 1" FROM FINISH FLOOR GROUND ELEVATION.



FIELD INLET IN THE TRAVEL WAY

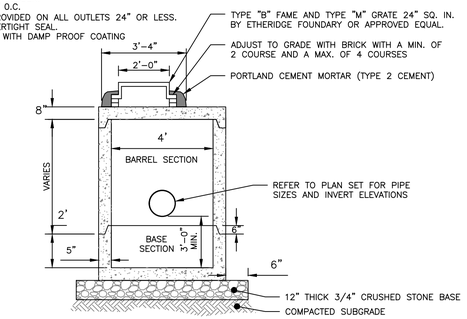
NOT TO SCALE

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLD AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP PER DETAIL.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

NOTES:

1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF.
5. JOINTS SEALED WITH BUTYL RUBBER.
6. POLYPROPYLENE STEPS 12" O.C.
7. CASCO TRAPS SHALL BE PROVIDED ON ALL OUTLETS 24" OR LESS.
8. ALL PIPES TO HAVE A WATERTIGHT SEAL.
9. STRUCTURE TO BE APPLIED WITH DAMP PROOF COATING

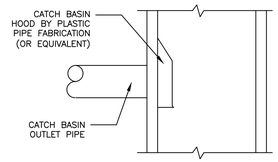


4'-0" PRECAST CATCH BASIN WITH FLATTOP

NOT TO SCALE

NOTES:

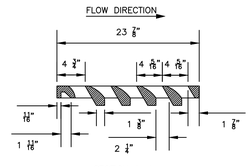
1. INSTALL CATCH BASIN HOODS IN ALL CATCH BASINS WITH A 12" OR 15" OUTLET PIPE.
2. PREFERRED STYLE DESIGNED TO ELIMINATE CEMENTING OF THE TRAP.
3. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION REQUIREMENTS



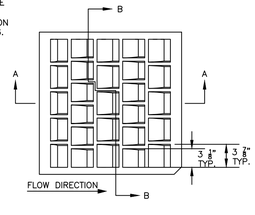
CATCH BASIN HOOD DETAIL

NOT TO SCALE

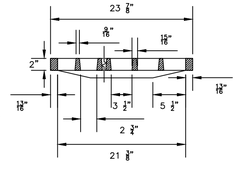
NOTES:
1. TYPE "A" FRAMES ARE TO HAVE 3 FLANGES.
2. TYPE "B" FRAMES ARE TO HAVE 4 FLANGES.
3. THE WORD "GUTTER" IS TO BE MOLDED INTO THE BACK FLANGE – TYPE "B" ONLY.
4. FRAMES AND GRATES ARE TO BE GRAY CAST IRON OR DUCTILE IRON CONFORMING TO AASHTO M306.
5. DIMENSIONS ARE NOMINAL.



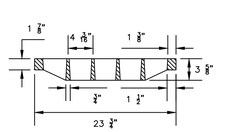
SECTION A-A



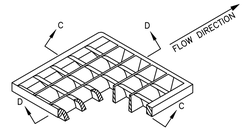
PLAN VIEW



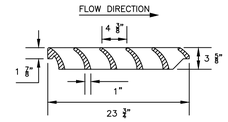
SECTION B-B



SECTION C-C

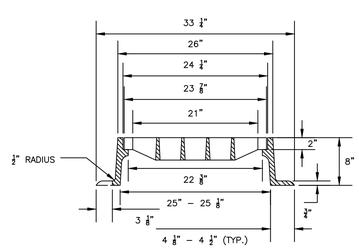


ISOMETRIC VIEW

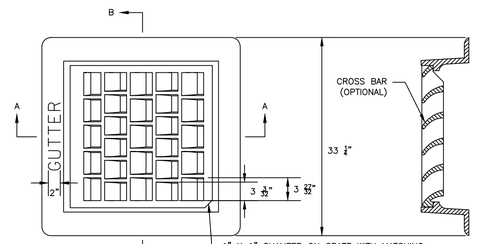


SECTION D-D

GRATE DETAIL



SECTION A-A



PLAN VIEW

SECTION B-B

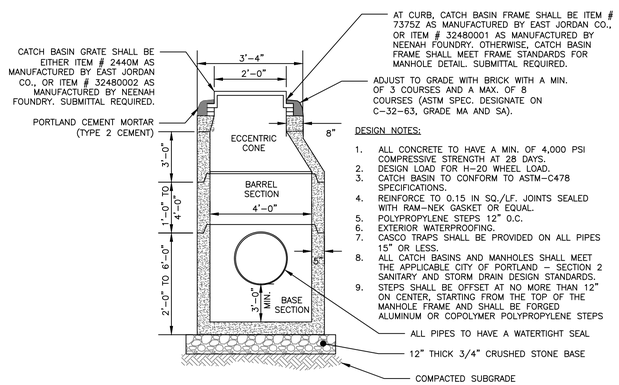
FRAME DETAIL

CATCH BASIN FRAME & GRATE – SQUARE

NOT TO SCALE

NOTES:

1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.15 IN SQ./LF. JOINTS SEALED WITH RAM-NEK GASKET OR EQUAL.
5. POLYPROPYLENE STEPS 12" O.C.
6. EXTERIOR WATERPROOFING.
7. CASCO TRAPS SHALL BE PROVIDED ON ALL PIPES 15" OR LESS.
8. ALL CATCH BASINS AND MANHOLES SHALL MEET THE APPLICABLE CITY OF PORTLAND – SECTION 2 SANITARY AND STORM DRAIN DESIGN STANDARDS.
9. STEPS SHALL BE OFFSET AT NO MORE THAN 12" ON CENTER, STARTING FROM THE TOP OF THE MANHOLE FRAME AND SHALL BE FORGED ALUMINUM OR COPOLYMER POLYPROPYLENE STEPS



4'-0" DIAMETER PRECAST CATCH BASIN/MANHOLE

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
SITE PLAN APP	SJL	1/11/22
COMMENT RESPONSE	SJL	4/27/22
COMMENT RESPONSE	SJL	5/13/22
SITE PLAN AMENDMENT	SJL	11/14/22

DRAWING NAME: DRAINAGE DETAILS

PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC
ENGINEERING, INC.
ACORN ENGINEERING, INC
70 CENTRAL AVE, SACO, MAINE 04101
PO BOX 224, BIDDEFORD, MAINE 04101
(207) 775-2655

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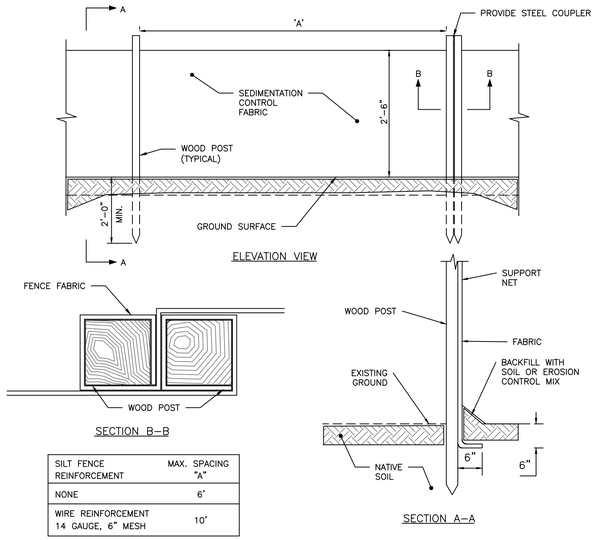
FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

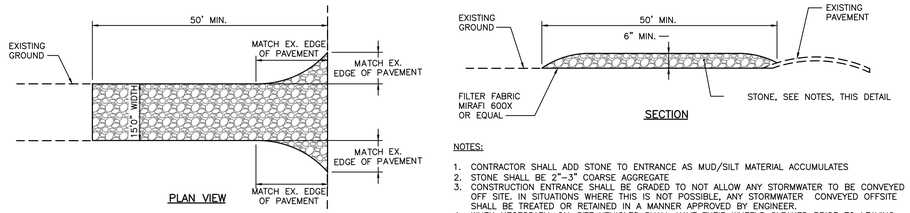
STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED
PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-44



SILT FENCE REINFORCEMENT	MAX. SPACING "A"
NONE	6'
WIRE REINFORCEMENT 14 GAUGE, 6" MESH	10'

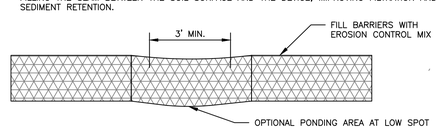
SILTATION FENCE DETAIL
NOT TO SCALE



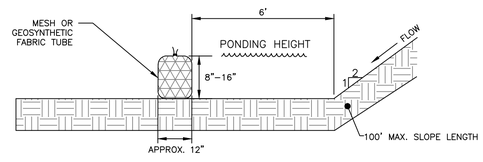
NOTES:
1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
2. STONE SHALL BE 2"-3" COARSE AGGREGATE
3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
4. WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

NOTES:
1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE – THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
2. STAKING MAY BE NECESSARY ON STEEP SLOPES.
3. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL SPREAD OUT ONTO THE GROUND. THE MESH MATERIAL SHOULD BE REMOVE.
4. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, FILLING THE SEAM BETWEEN THE SOIL SURFACE AND THE DEVICE, IMPROVING FILTRATION AND SEDIMENT RETENTION.

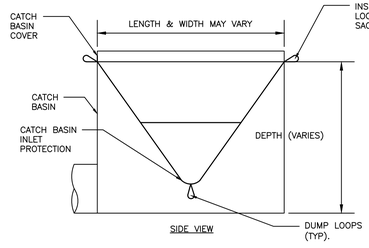


FRONT VIEW



SIDE VIEW

FILTER SOCK DETAIL
NOT TO SCALE



NOTES:
1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

CATCH BASIN INLET PROTECTION
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: EROSION & SEDIMENTATION CONTROL DETAILS
PROJECT NAME/ ADDRESS: DOUGHERTY COMMONS
CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC 10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

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ACORN ENGINEERING, INC.
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FILE:	1154_CIVIL
JN:	1154
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	AWG
CHECKED BY:	SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-47

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2–3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
- THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
- GEOTEXTILE FABRIC (WOVEN OR NON–WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROAD WAYS.

1.1.2 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.

1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.

1.1.5 DOUGLASS STREET SHALL BE SWEPT TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.

1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.

1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED ½ THE DESIGN HEIGHT.

1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.

1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.

1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.

1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.

1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM AND SHALL BE LIMED, AND MULCHED.
1.2.2 EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.2 OF THIS REPORT.
1.2.3 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
1.2.4 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER–WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75–LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE–INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCHING AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR–INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE–ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER–WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD – STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE–COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD – THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE–SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX – EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH STONE RIPRAP – PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL – BEST MANAGEMENT PRACTICES (BMP'S) SHALL INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE–HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD–TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE–INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775–2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. PRIORITIZE THE DOWNHILL SIDE TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN DOUGLASS STREET.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB–BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE–VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 SEEDING PLAN

7.1 SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

7.2 SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10–10–10 (N–P205–K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

7.3 SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES

SEED	LBS / ACRE	LBS / 1,000 SF	RECOMMENDED SEEDING DATES
WINTER RYE	112	2.6	8/15 TO 10/1
OATS	80	1.8	4/1 TO 7/1 8/15 TO 9/15
ANNUAL RYEGRASS	40	0.9	4/1 TO 7/1
SUDANGRASS	40	0.9	5/15 TO 8/15
PERENNIAL	40	0.9	8/15 TO 9/15
TOTAL	312	7.1	

PERMANENT SEED APPLICATION RATES

SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREEPING RED FESCUE	20.00
PERENNIAL RYEGRASS	4.80
TOTAL	44.8 LBS/ACRE

7.4 MULCHING

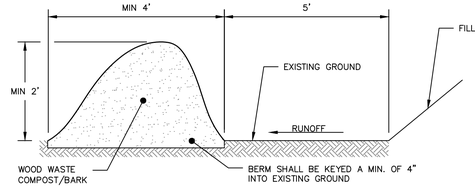
MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

8.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

NOTES:

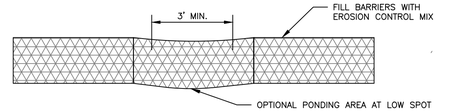
1. THE EROSION CONTROL MIX SHALL CONFORM TO THE FOLLOWING STANDARDS AND IN ACCORDANCE WITH THE MAINE DOT CHAPTER 700, SECTION 717.04(D):
   1.1. pH BETWEEN 5.0 – 8.0
   1.2. PARTICLE SIZE (BY WEIGHT):
   1.2.1. 100% PASSING A 150 MM (6 IN) SCREEN
   1.2.2. 75 TO 85% PASSING A 19 MM (0.75 IN) SCREEN
   1.3. SOLUBLE SALTS CONTENT < 4.0 MMHOS/CM
   1.4. ORGANIC MATTER 20 TO 100% , DRY WEIGHT BASIS
2. THE BERM SHOULD BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR, WHEN NECESSARY THE BERM MAY BE PLACED PERPENDICULAR TO THE SLOPE ALONG THE PROPERTY LINE TO CONTAIN THE SEDIMENT PROVIDED A BERM IS LOCATED AT THE BASE OF THE SLOPE.
3. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS STABILIZED OR 90% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED OFFSITE OR BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.



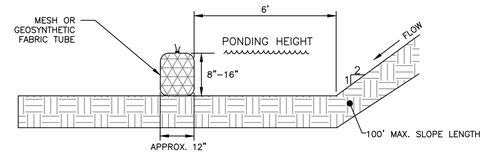
EROSION CONTROL MIX BERM DETAIL
NOT TO SCALE

NOTES:

1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE – THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
2. STAKING MAY BE NECESSARY ON STEEP SLOPES.
3. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL SPREAD OUT ONTO THE GROUND. THE MESH MATERIAL SHOULD BE REMOVE.
4. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, FILLING THE SEAM BETWEEN THE SOIL SURFACE AND THE DEVICE, IMPROVING FILTRATION AND SEDIMENT RETENTION.

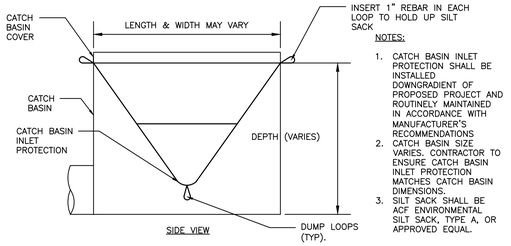


FRONT VIEW



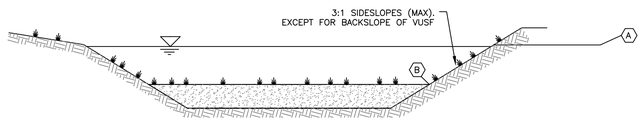
SIDE VIEW

FILTER SOCK DETAIL
NOT TO SCALE

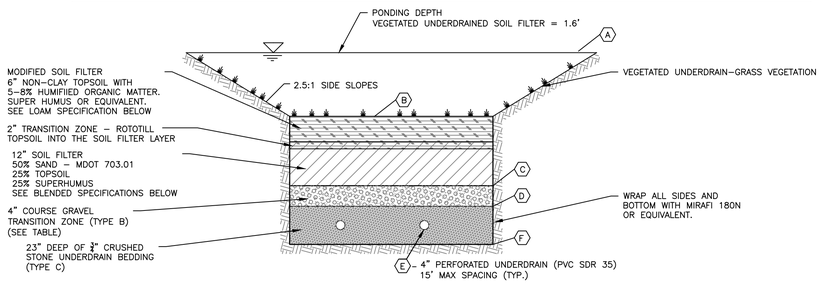


NOTES:
1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

CATCH BASIN IN



CROSS SECTION



VEGETATED UNDERDRAINED SOIL FILTER DETAIL

NOTES:

1. THE SIDESLOPES SHALL BE STABILIZED WITH A MIN. OF 4" LOAM, EROSION CONTROL BLANKETS SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL AND A CONSERVATION SEED MIX. THE BOTTOM OF THE VEGETATED UNDERDRAIN SHALL BE STABILIZED WITH EROSION CONTROL BLANKETS SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL AND A CONSERVATION SEED MIX
2. LIGHT COMPACTION SOIL FILTER AND PIPE BEDDING MATERIAL. (90 TO 92% STANDARD PROCTOR). TESTING SHALL BE PERFORMED BY A QUALIFIED MATERIAL TESTING FIRM.
3. THE SOIL FILTER MEDIA SHALL NOT BE CONSTRUCTED UNTIL THE AREA DRAINING TO THE BASIN HAS BEEN PERMANENTLY STABILIZED.
4. THE SEDIMENT FOREBAY SHALL BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE SOIL FILTER AND INSPECTED AND MAINTAINED DURING CONSTRUCTION. MAINTENANCE SHALL INCLUDE REMOVAL OF ANY ACCUMULATED SEDIMENT.
5. A LANDSCAPE DESIGNER OR ARCHITECT SHOULD BE INVOLVED TO TO SELECT THE APPROPRIATE PLANTS FOR THE BIORETENTION CELL AND FOR THE SITE CONDITIONS. PLANTING PLAN BY OTHERS.
6. MINIMUM UNDERDRAIN SLOPE 0.0025 TOWARDS THE OUTLET.
7. TESTING: SIEVE ANALYSIS INCLUDING HYDROMETER TESTING FOR CLAY CONTENT FOR EACH LAYER SHALL BE PERFORMED BY A QUALIFIED SOIL TESTING LABORATORY AND SUBMITTED TO THE PROJECT ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO CONSTRUCTION. ALL TESTING AND SUBMITTALS SHALL BE IN ACCORDANCE WITH THE MAINE DEP – TECHNICAL DESIGN MANUAL SECTION 7.2.5 TESTING AND SUBMITTALS.

SCHEDULE		
ITEM		ELEV.
A	OVERFLOW INVERT	32.35'
B	TOP OF SOIL FILTER	30.75'
C	TOP OF GRAVEL	29.25'
D	TOP OF STONE	28.92'
E	UNDERDRAIN INVERT	27.35'
F	BOTTOM OF STONE	27.00'

6" SOIL FILTER BED – LOAM TOPSOIL SPECIFICATION	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75–95
#10	60–90
#40	35–85
#200	20–70
1. CLAY FRACTION <2% PASSING THE #200 SIEVE. 2. LOAM SHALL BE LOOSE AND FRIABLE AND SHALL BE FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS OR ROOTS OR RHIZOMES OR "WITCH GRASS" OR OTHER UNDESIRABLE GRASSES.	

SOIL FILTER BED – SUPERHUMUS OR EQUIV. SPECIFICATION	
SIEVE SIZE	% PASSING BY WEIGHT
1"	100
#200	0–5
MINIMAL CLAY CONTENT, NO MORE THAN 3–5% PASSING #200 SIEVE	

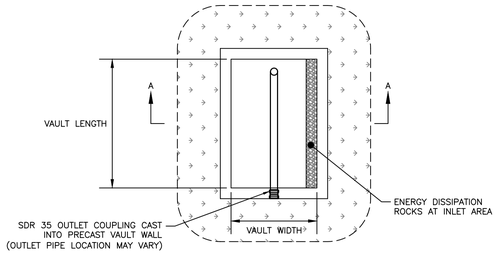
12" SOIL FILTER BED – BLENDED SAND, LOAM, SUPERHUMUS SIEVE ANALYSIS	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85–100
#20	70–100
#60	15–40
#200	8–15
1. CLAY FRACTION <2% PASSING THE #200 SIEVE. 2. SUPERHUMUS OR EQUIVALENT	

VEGETATED UNDERDRAINED SOIL FILTER DETAIL

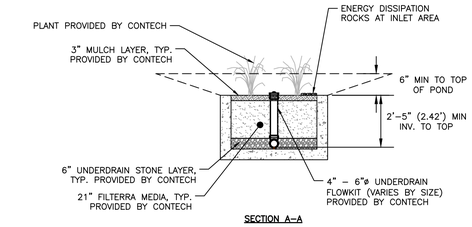
NOT TO SCALE

SOIL FILTER BED – TRANSISTION ZONE (TYPE B)	
SIEVE SIZE	% PASSING BY WEIGHT
1"	90–100
1/2"	75–100
#4	50–100
#20	15–80
#50	0–15
#200	0–5

SOIL FILTER BED – UNDERDRAIN BEDDING (TYPE C)	
SIEVE SIZE	% PASSING BY WEIGHT
1"	100
3/4"	90–100
3/8"	0–75
#4	0–25
#10	0–5



PLAN VIEW



SECTION A–A

FOCAL POINT BIOSCAPE VAULT OFFLINE – BASIN

NOT TO SCALE

FILTERRA VAULT DATA TABLE				
UNIT #	SIZE	RIM ELEV.	BED ELEV.	INV. OUT
FT–1	4'X5'	36.70	35.70	30.90
FT–2	5'X5	36.90	35.90	31.40
FT–3	5'X5'	37.10	36.10	31.90
FT–4	4'X5'	36.95	35.95	32.35

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY DATE
SITE PLAN APP	SJL 1/11/22
COMMENT RESPONSE	SJL 4/27/22
COMMENT RESPONSE	SJL 5/13/22
SITE PLAN AMENDMENT	SJL 11/14/22

DRAWING NAME: DRAINAGE DETAILS – 2

PROJECT NAME/ADDRESS: DOUGHERTY COMMONS

CLIENT/OWNER OF RECORD: DOUGLASS COMMONS, LLC
10 FREE STREET, SECOND FLOOR, PORTLAND ME 04101

ACORN ENGINEERING, INC.
ENGINEERING, INC.

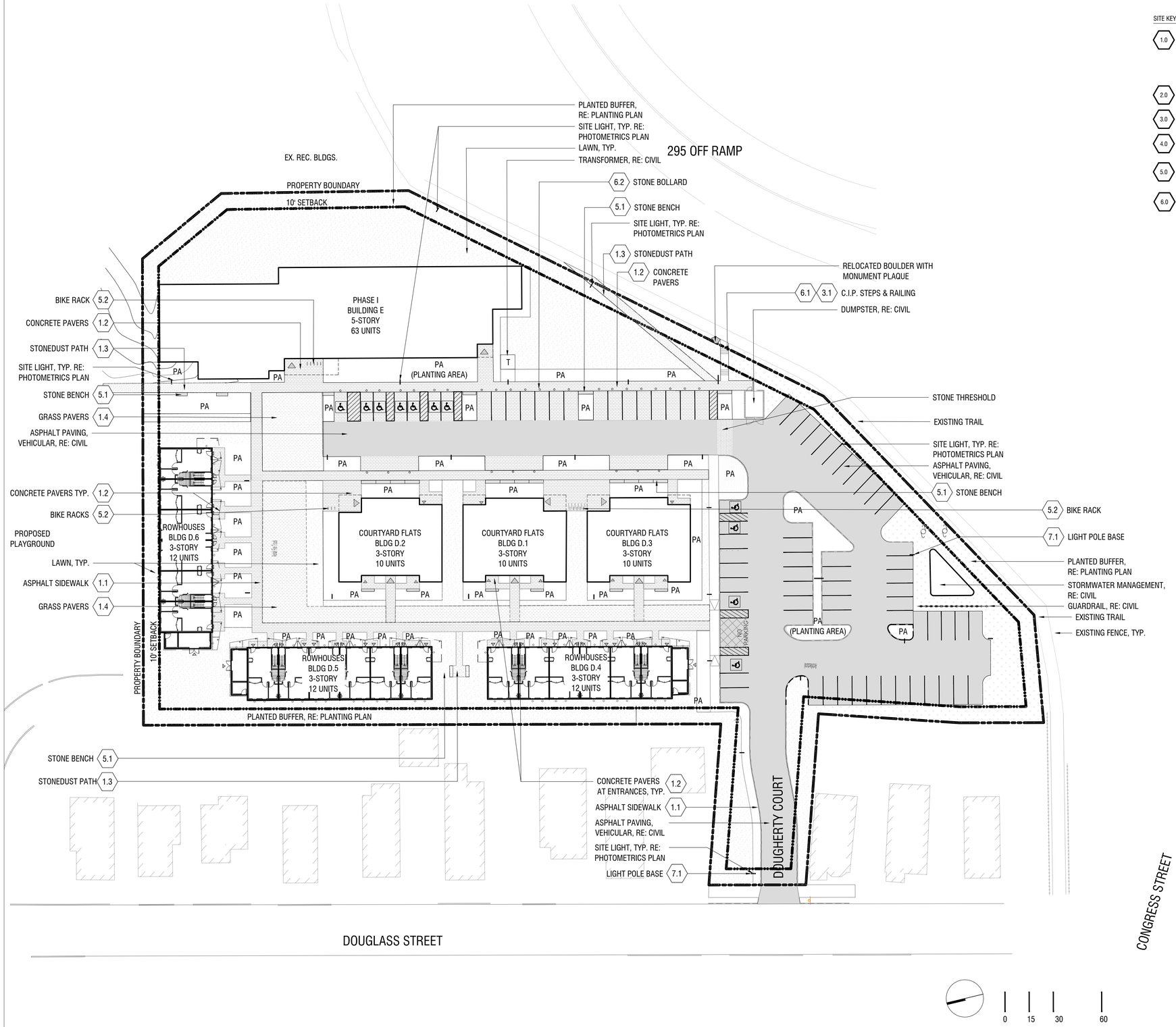
THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OR, OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
FREEPORT, MAINE 04101
PO BOX 3372
(207) 775–2655

FILE: 1154_CIVIL
JN: 1154
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: AWG
CHECKED BY: SJL/WHS

STATE OF MAINE
SAMUEL J. LEBEL
16505
LICENSED
PROFESSIONAL ENGINEER
11/14/22

DRAWING NO.
C-45



SITE KEYNOTES:

		DETAIL / SHEET
1.0	**PAVEMENTS, RAMPS, CURBS**	
1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
1.2	CONCRETE PAVER	2/L3-00
1.3	STONEDUST PATH	3/L3-00
1.4	GRASS PAVERS	4/L3-01
2.0	**JOINTING**	
X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	**STEPS**	
3.1	C.I.P. STEPS	6/L3-00
4.0	**SITE WALLS/ EMBANKMENTS**	
X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	**SITE FURNITURE**	
5.1	STONE BENCH	3/L3-01
5.2	BIKE RACK	1/L3-01
6.0	**RAILINGS, BARRIERS, FENCING**	
6.1	HANDRAIL	5/L3-00
7.0	**SITE LIGHTING**	
7.1	LIGHT POLE BASE	2/L3-01
8.0	**DRAINAGE**	
X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	**PLANTING AND LANDSCAPE**	
9.1	DECIDUOUS TREE PLANTING	1/L3-02
9.2	MULTI-STEM TREE PLANTING	2/L3-02
9.3	EVERGREEN TREE PLANTING	3/L3-02
9.4	SHRUBS PLANTING	4/L3-02
9.5	PERENNIAL PLANTING	5/L3-02
9.6	TREE PROTECTION	6/L3-02
9.7	METAL EDGING	4/L3-00
10.0	**MISCELLANEOUS ELEMENTS**	

ACETO LANDSCAPE ARCHITECTS
207.221.3390 | ACETOLA.COM

SEAL

PROJECT TITLE

DOUGHERTY COMMONS
PORTLAND, ME

PREPARED FOR

SZANTON COMPANY
AND
MAINE COMMUNITY
DEVELOPMENT
PARTNERS

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22
SITE PLAN AMMENDMENT	11/01/22

ISSUE DATE

SITE PLAN AMENDMENT
OCTOBER 24, 2022

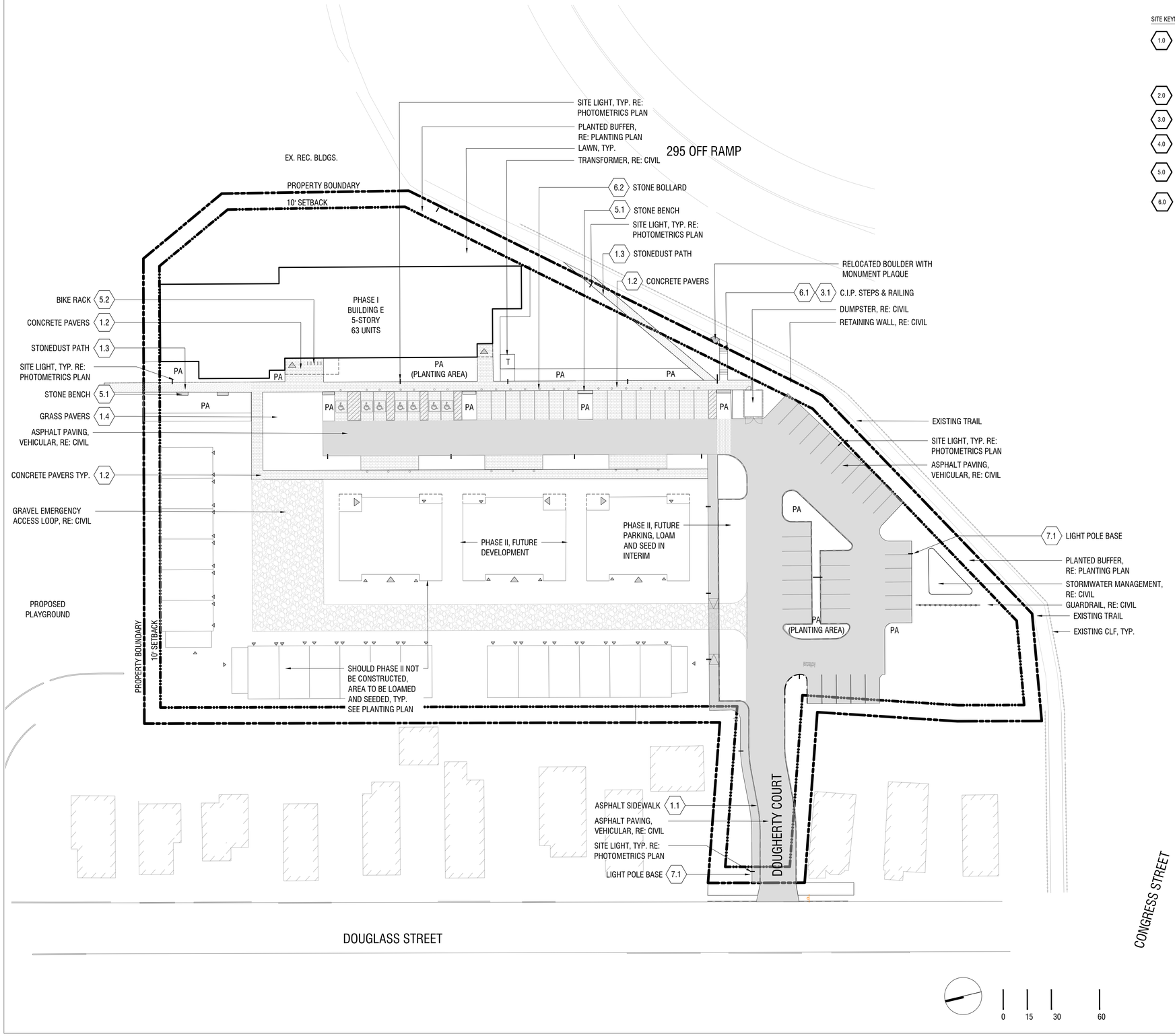
SHEET TITLE

MATERIALS PLAN
OVERALL SITE

SHEET INFORMATION

L 1-00

NOT FOR CONSTRUCTION



SITE KEYNOTES:

		DETAIL / SHEET
1.0	**PAVEMENTS, RAMPS, CURBS**	
1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
1.2	CONCRETE PAVER	2/L3-00
1.3	STONEDUST PATH	3/L3-00
1.4	GRASS PAVERS	4/L3-01
2.0	**JOINTING**	
X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	**STEPS**	
3.1	C.I.P. STEPS	6/L3-00
4.0	**SITE WALLS/ EMBANKMENTS**	
X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	**SITE FURNITURE**	
5.1	STONE BENCH	3/L3-01
5.2	BIKE RACK	1/L3-01
6.0	**RAILINGS, BARRIERS, FENCING**	
6.1	HANDRAIL	5/L3-00
7.0	**SITE LIGHTING**	
7.1	LIGHT POLE BASE	2/L3-01
8.0	**DRAINAGE**	
X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	**PLANTING AND LANDSCAPE**	
9.1	DECIDUOUS TREE PLANTING	1/L3-02
9.2	MULTI-STEM TREE PLANTING	2/L3-02
9.3	EVERGREEN TREE PLANTING	3/L3-02
9.4	SHRUBS PLANTING	4/L3-02
9.5	PERENNIAL PLANTING	5/L3-02
9.6	TREE PROTECTION	6/L3-02
9.7	METAL EDGING	4/L3-00
10.0	**MISCELLANEOUS ELEMENTS**	

ACETO LANDSCAPE ARCHITECTS
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SEAL

PROJECT TITLE

DOUGHERTY COMMONS
INTERIM PHASE 1
PORTLAND, ME

PREPARED FOR

SZANTON COMPANY

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22

ISSUE DATE

SITE PLAN AMENDMENT
OCTOBER 24, 2022

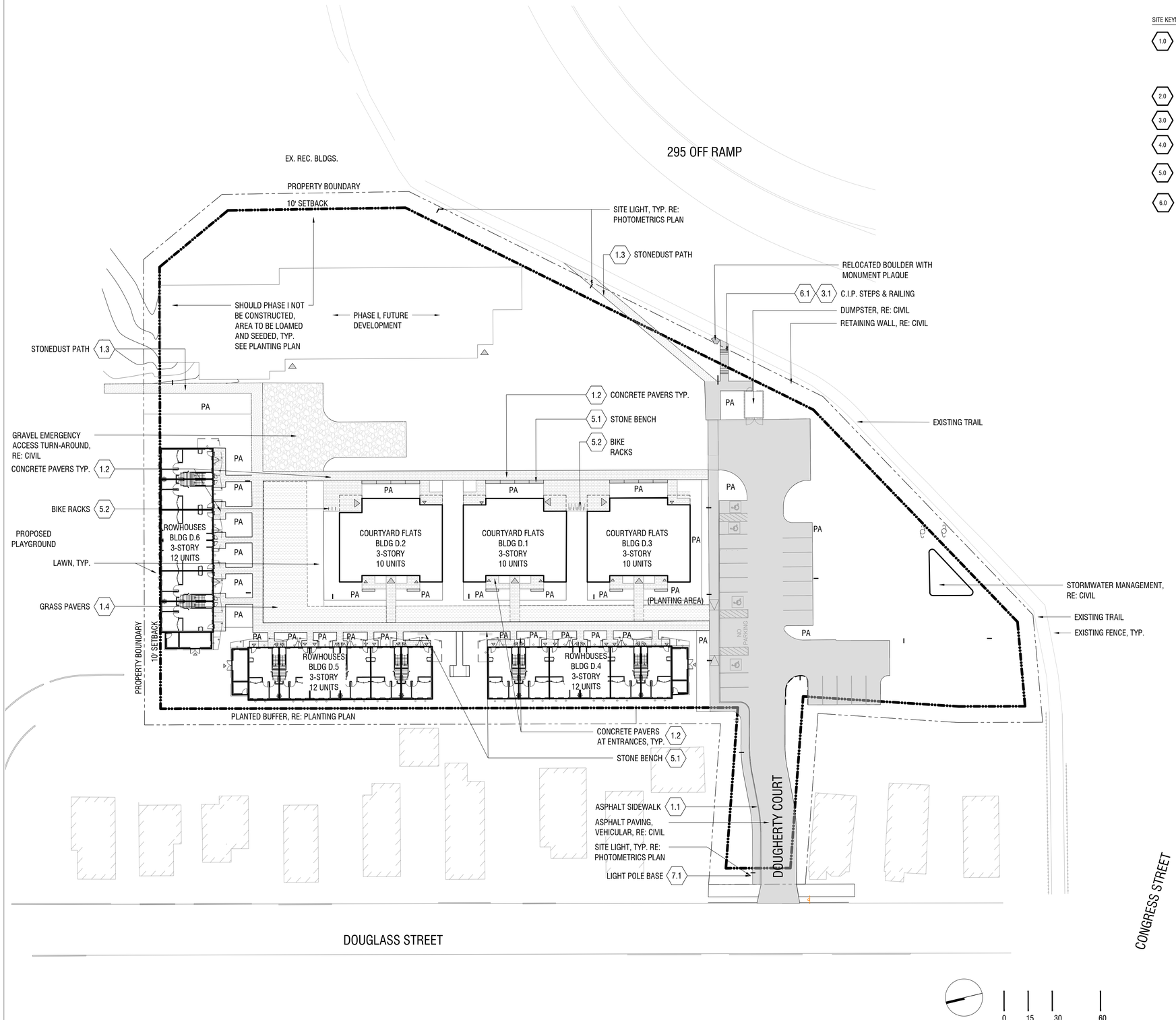
SHEET TITLE

MATERIALS PLAN
PHASE 1

SHEET INFORMATION

L 1-01

NOT FOR CONSTRUCTION



SITE KEYNOTES:

1.0	PAVEMENTS, RAMPS, CURBS		DETAIL / SHEET
	1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
	1.2	CONCRETE PAVER	2/L3-00
	1.3	STONEDUST PATH	3/L3-00
	1.4	GRASS PAVERS	4/L3-01
2.0	JOINTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS		
	3.1	C.I.P. STEPS	6/L3-00
4.0	SITE WALLS/ EMBANKMENTS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE		
	5.1	STONE BENCH	3/L3-01
	5.2	BIKE RACK	1/L3-01
6.0	RAILINGS, BARRIERS, FENCING		
	6.1	HANDRAIL	5/L3-00
7.0	SITE LIGHTING		DETAIL / SHEET
	7.1	LIGHT POLE BASE	2/L3-01
8.0	DRAINAGE		
	X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE		
	9.1	DECIDUOUS TREE PLANTING	1/L3-02
	9.2	MULTI-STEM TREE PLANTING	2/L3-02
	9.3	EVERGREEN TREE PLANTING	3/L3-02
	9.4	SHRUBS PLANTING	4/L3-02
	9.5	PERENNIAL PLANTING	5/L3-02
	9.6	TREE PROTECTION	6/L3-02
	9.7	METAL EDGING	4/L3-00
10.0	MISCELLANEOUS ELEMENTS		

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SEAL

PROJECT TITLE

DOUGHERTY COMMONS INTERIM PHASE 2

PORTLAND, ME

PREPARED FOR

MAINE CO-OPERATIVE DEVELOPMENT PARTNERS

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22

ISSUE DATE

SITE PLAN AMENDMENT
OCTOBER 24, 2022

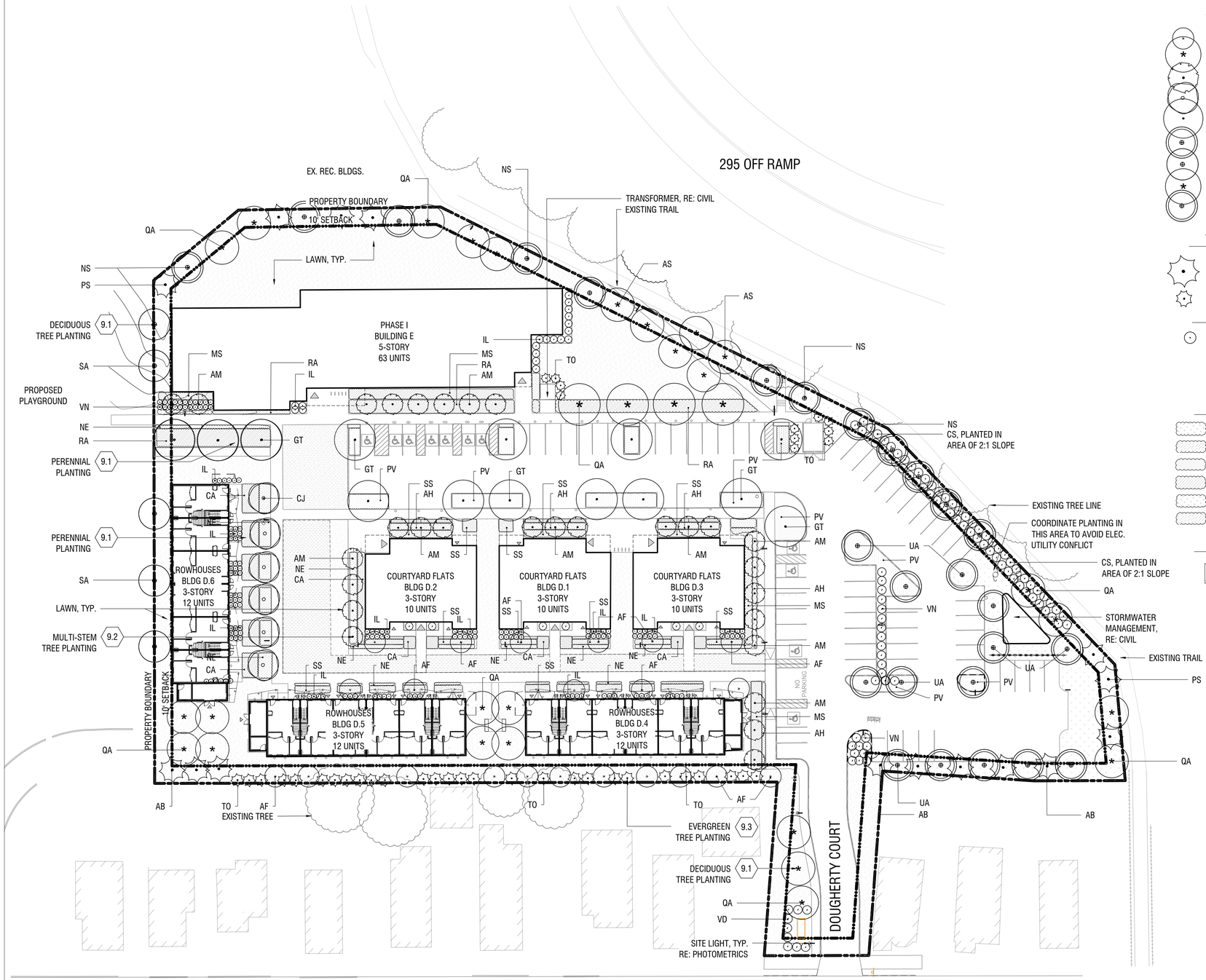
SHEET TITLE

MATERIALS PLAN
PHASE 2

SHEET INFORMATION

L 1-02

NOT FOR CONSTRUCTION



PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING
TREES					
AF	ACER X FREEMANII 'ARMSTRONG'	UPRIGHT ARMSTRONG MAPLE	22	2.5" CAL. MIN.	PER PLAN
AS	ACER SACCHARUM	SUGAR MAPLE	06	2.5" CAL. MIN.	PER PLAN
AM	AMELANCHIER CANADENSIS	SERVICEBERRY (MULTI-STEM)	29	2.5" CAL. MIN.	PER PLAN
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA	06	2.5" CAL. MIN.	PER PLAN
GT	GLEDITSIA TRIACANTHOS X INERMIS	HONEY LOCUST	14	2.5" CAL. MIN.	PER PLAN
NS	NYSSA SYLVATICA	BLACK TUPELO	12	2.5" CAL. MIN.	PER PLAN
SA	SORBUS ALNIFOLIA	MOUNTAIN ASH	05	2.5" CAL. MIN.	PER PLAN
QA	QUERCUS ALBA	WHITE OAK	24	2.5" CAL. MIN.	PER PLAN
UA	ULMUS AMERICANA	AMERICAN ELM	14	2.5" CAL. MIN.	PER PLAN
TREES - EVERGREEN					
AB	ABIES FRASERI	FRASER FIR	08	7-8'	PER PLAN
PS	PINUS STROBUS	WHITE PINE	07	7-8'	PER PLAN
PO	PICEA OMORIKA	SERBIAN SPRUCE	TBD	7-8'	PER PLAN
TO	THUJA OCCIDENTALIS 'TECHNY'	ARBORVITAE	39	6-7'	PER PLAN
SHRUBS					
CS	CORNUS SERICEA	RED-TWIG DOGWOOD	65	#5	PER PLAN
IL	ILLEX GLABRA 'SHAMROCK'	INKBERRY	143	#5	PER PLAN
RA	RHUS AROMATICA	LOW-GRO SUMAC	279	#2	PER PLAN
VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE"	ARROWWOOD VIBURNUM	09	#5	PER PLAN
VN	VIBURNUM NUDUM 'WINTERTHUR'	SMOOTH VIBURNUM	47	#5	PER PLAN
PERENNIALS AND ORNAMENTAL GRASSES					
AH	AMSONIA HUBRICHTII	BLUE STAR	125	#1	PER PLAN
CA	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	658	#1	PER PLAN
PV	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	SWITCH GRASS	490	#1	PER PLAN
MS	MISCANTHUS SINENSIS 'MY FAIR MAIDEN'	MAIDEN GRASS	135	#1	PER PLAN
NE	NEPETA "WALKER'S LOW"	CATMINT	380	#1	PER PLAN
SS	SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLEBLUE STEM	820	#1	PER PLAN

SEEDING

RESTORATION MIX
NEW ENGLAND CONSERVATION/WILDLIFE MIX
MFR: NEW ENGLAND WETLAND PLANTS
TOTAL AREA: TBD
APPLICATION RATE 25LBS/ACRE | 1750 SQ FT/LB
(SEEDING RATE MAY VARY DEPENDING ON TIME OF YEAR, SEE SPEC. SHEET FOR INSTRUCTIONS)

LAWN
WILDFLOWER FARM'S ECO-LAWN GRASS SEED
TOTAL AREA: TBD
ECO-LAWN IS A DROUGHT-RESISTANT GRASS THAT REQUIRES MOWING ONLY ONCE PER MONTH. EACH 5 POUND BAG OF SEED COVERS 1,000 SQUARE FEET. A THICK HEALTHY LAWN IS THE BEST DEFENCE AGAINST WEEDS, DISEASE, DROUGHT AND INSECT DAMAGE.

SITE KEYNOTES:

		DETAIL / SHEET
1.0	PAVEMENTS, RAMPS, CURBS	
1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
1.2	CONCRETE PAVER	2/L3-00
1.3	STONEDUST PATH	3/L3-00
1.4	GRASS PAVERS	4/L3-01
2.0	JOINTING	
X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS	
3.1	C.I.P. STEPS	6/L3-00
4.0	SITE WALLS/ EMBANKMENTS	
X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE	
5.1	STONE BENCH	3/L3-01
5.2	BIKE RACK	1/L3-01
6.0	RAILINGS, BARRIERS, FENCING	
6.1	HANDRAIL	5/L3-00
7.0	SITE LIGHTING	
7.1	LIGHT POLE BASE	2/L3-01
8.0	DRAINAGE	
X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE	
9.1	DECIDUOUS TREE PLANTING	1/L3-02
9.2	MULTI-STEM TREE PLANTING	2/L3-02
9.3	EVERGREEN TREE PLANTING	3/L3-02
9.4	SHRUBS PLANTING	4/L3-02
9.5	PERENNIAL PLANTING	5/L3-02
9.6	TREE PROTECTION	6/L3-02
9.7	METAL EDGING	4/L3-00
10.0	MISCELLANEOUS ELEMENTS	

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SEAL

PROJECT TITLE

DOUGHERTY COMMONS
PORTLAND, ME

PREPARED FOR

SZANTON COMPANY
AND
MAINE COMMUNITY
DEVELOPMENT
PARTNERS

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22
SITE PLAN AMMENDMENT	11/01/22

ISSUE DATE

SITE PLAN
AMENDMENT
OCTOBER 24, 2022

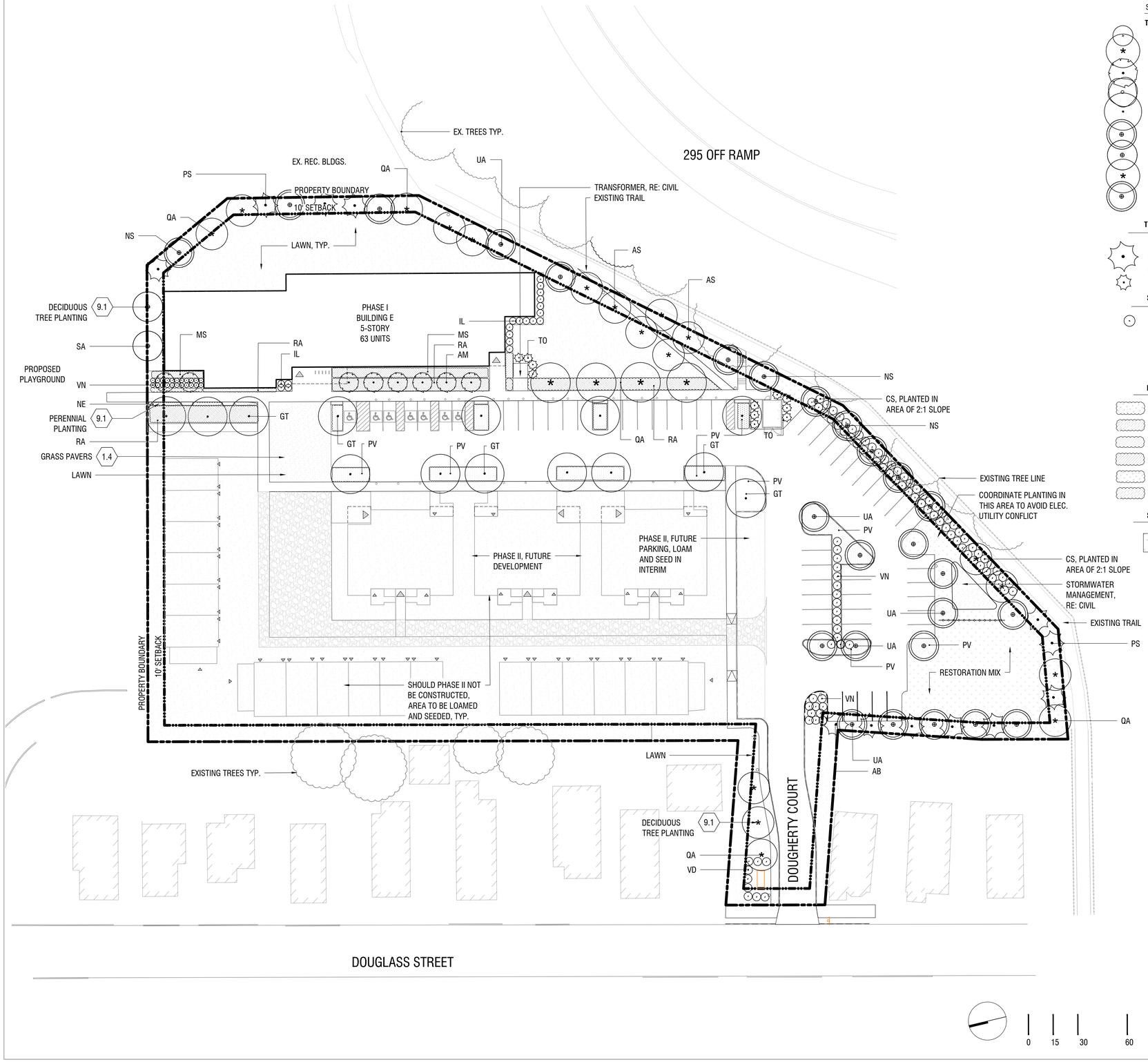
SHEET TITLE

PLANTING PLAN
OVERALL SITE

SHEET INFORMATION

L 2-00

NOT FOR CONSTRUCTION



PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING
TREES					
AF	ACER X FREEMANII 'ARMSTRONG'	UPRIGHT ARMSTRONG MAPLE	0	2.5" CAL. MIN.	PER PLAN
AS	ACER SACCHARUM	SUGAR MAPLE	6	2.5" CAL. MIN.	PER PLAN
AM	AMELANCHIER CANADENSIS	SERVICEBERRY (MULTI-STEM)	8	2.5" CAL. MIN.	PER PLAN
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA	0	2.5" CAL. MIN.	PER PLAN
GT	GLEDITSIA TRIACANTHOS X INERMIS	HONEY LOCUST	14	2.5" CAL. MIN.	PER PLAN
NS	NYSSA SYLVATICA	BLACK TUPELO	10	2.5" CAL. MIN.	PER PLAN
SA	SORBUS ALNIFOLIA	MOUNTAIN ASH	2	2.5" CAL. MIN.	PER PLAN
QA	QUERCUS ALBA	WHITE OAK	16	2.5" CAL. MIN.	PER PLAN
UA	ULMUS AMERICANA	AMERICAN ELM	16	2.5" CAL. MIN.	PER PLAN
TREES - EVERGREEN					
AB	ABIES FRASERI	FRASER FIR	5	7-8'	PER PLAN
PS	PINUS STROBUS	WHITE PINE	6	7-8'	PER PLAN
PO	PICEA OMORIKA	SERBIAN SPRUCE	0	7-8'	PER PLAN
TO	THUJA OCCIDENTALIS 'TECHNY'	ARBORVITAE	11	6-7'	PER PLAN
SHRUBS					
CS	CORNUS SERICEA	RED-TWIG DOGWOOD	64	#5	PER PLAN
IL	ILLEX GLABRA 'SHAMROCK'	INKBERRY	19	#5	PER PLAN
RA	RHUS AROMATICA	LOW-GRO SUMAC	270	#2	PER PLAN
VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE"	ARROWWOOD VIBURNUM	9	#5	PER PLAN
VN	VIBURNUM NUDUM 'WINTERTHUR'	SMOOTH VIBURNUM	47	#5	PER PLAN
PERENNIALS AND ORNAMENTAL GRASSES					
AH	AMSONIA HUBRICHTII	BLUE STAR	0	#1	PER PLAN
CA	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	0	#1	PER PLAN
PV	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	SWITCH GRASS	380	#1	PER PLAN
MS	MISCANTHUS SINENSIS 'MY FAIR MAIDEN'	MAIDEN GRASS	70	#1	PER PLAN
NE	NEPETA "WALKER'S LOW"	CATMINT	50	#1	PER PLAN
SS	SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLEBLUE STEM	0	#1	PER PLAN

SEEDING

RESTORATION MIX
NEW ENGLAND CONSERVATION/WILDLIFE MIX
MFR: NEW ENGLAND WETLAND PLANTS
TOTAL AREA: TBD
APPLICATION RATE 25LBS/ACRE | 1750 SQ FT/LB
(SEEDING RATE MAY VARY DEPENDING ON TIME OF YEAR, SEE SPEC. SHEET FOR INSTRUCTIONS)

LAWN
WILDFLOWER FARM'S ECO-LAWN GRASS SEED
TOTAL AREA: TBD
ECO-LAWN IS A DROUGHT-RESISTANT GRASS THAT REQUIRES MOWING ONLY ONCE PER MONTH. EACH 5 POUND BAG OF SEED COVERS 1,000 SQUARE FEET. A THICK HEALTHY LAWN IS THE BEST DEFENCE AGAINST WEEDS, DISEASE, DROUGHT AND INSECT DAMAGE.

SITE KEYNOTES:

		DETAIL / SHEET
1.0	PAVEMENTS, RAMPS, CURBS	
1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
1.2	CONCRETE PAVER	2/L3-00
1.3	STONEDUST PATH	3/L3-00
1.4	GRASS PAVERS	4/L3-01
2.0	JOINTING	
X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS	
3.1	C.I.P. STEPS	6/L3-00
4.0	SITE WALLS/ EMBANKMENTS	
X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE	
5.1	STONE BENCH	3/L3-01
5.2	BIKE RACK	1/L3-01
6.0	RAILINGS, BARRIERS, FENCING	
6.1	HANDRAIL	5/L3-00
7.0	SITE LIGHTING	
7.1	LIGHT POLE BASE	2/L3-01
8.0	DRAINAGE	
X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE	
9.1	DECIDUOUS TREE PLANTING	1/L3-02
9.2	MULTI-STEM TREE PLANTING	2/L3-02
9.3	EVERGREEN TREE PLANTING	3/L3-02
9.4	SHRUBS PLANTING	4/L3-02
9.5	PERENNIAL PLANTING	5/L3-02
9.6	TREE PROTECTION	6/L3-02
9.7	METAL EDGING	4/L3-00
10.0	MISCELLANEOUS ELEMENTS	

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SEAL

PROJECT TITLE

DOUGHERTY COMMONS
INTERIM PHASE 1
PORTLAND, ME

PREPARED FOR

SZANTON COMPANY

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22

ISSUE DATE

SITE PLAN AMENDMENT
OCTOBER 24, 2022

SHEET TITLE

PLANTING PLAN
PHASE 1

SHEET INFORMATION

L 2-01

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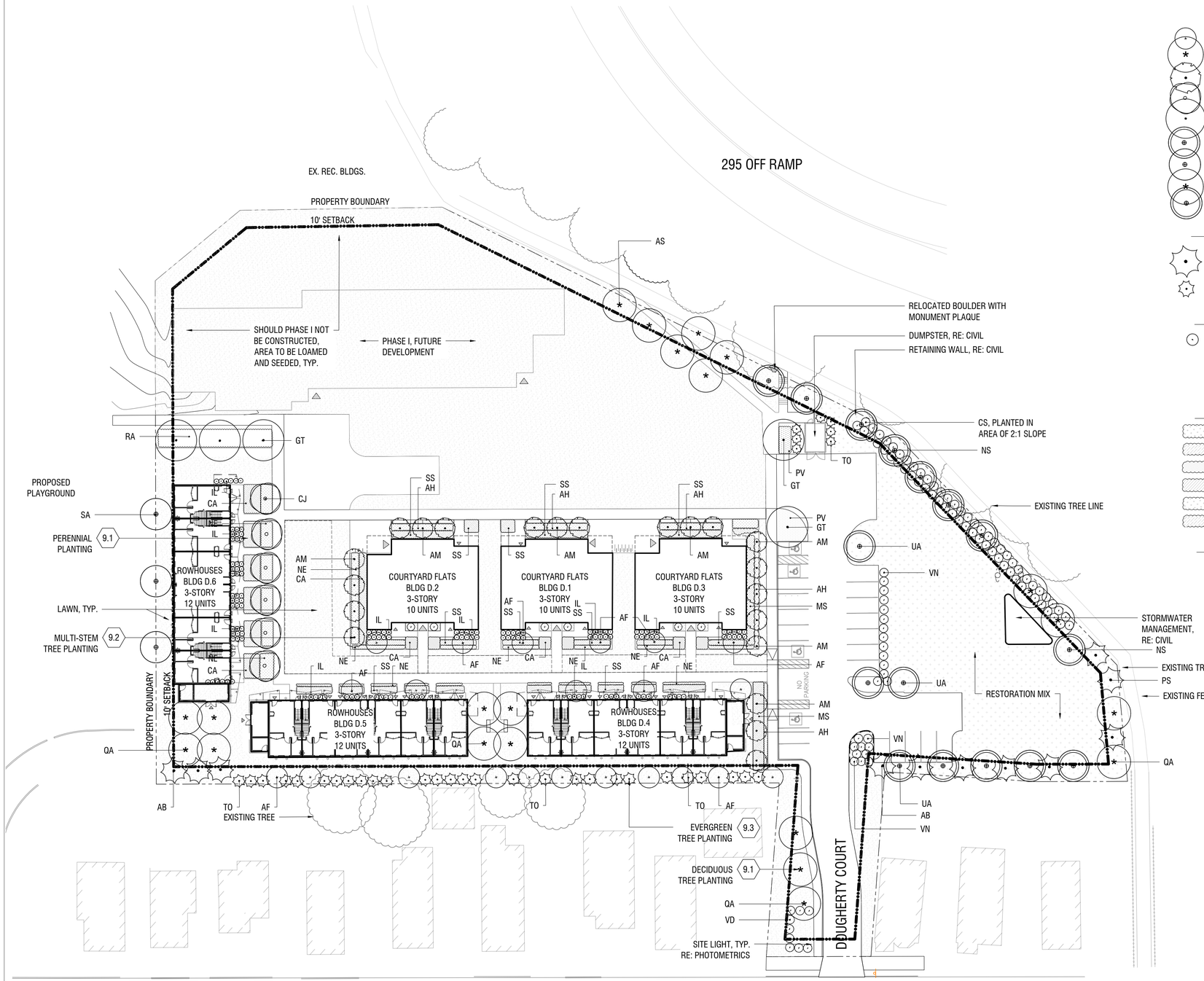

PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING
TREES					
AF	ACER X FREEMANII 'ARMSTRONG'	UPRIGHT ARMSTRONG MAPLE	22	2.5" CAL. MIN.	PER PLAN
AS	ACER SACCHARUM	SUGAR MAPLE	6	2.5" CAL. MIN.	PER PLAN
AM	AMELANCHIER CANADENSIS	SERVICEBERRY (MULTI-STEM)	21	2.5" CAL. MIN.	PER PLAN
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA	6	2.5" CAL. MIN.	PER PLAN
GT	GLEDITSIA TRIACANTHOS X INERMIS	HONEY LOCUST	5	2.5" CAL. MIN.	PER PLAN
NS	NYSSA SYLVATICA	BLACK TUPELO	8	2.5" CAL. MIN.	PER PLAN
SA	SORBUS ALNIFOLIA	MOUNTAIN ASH	3	2.5" CAL. MIN.	PER PLAN
QA	QUERCUS ALBA	WHITE OAK	15	2.5" CAL. MIN.	PER PLAN
UA	ULMUS AMERICANA	AMERICAN ELM	8	2.5" CAL. MIN.	PER PLAN
TREES - EVERGREEN					
AB	ABIES FRASERI	FRASER FIR	8	7-8'	PER PLAN
PS	PINUS STROBUS	WHITE PINE	3	7-8'	PER PLAN
PO	PICEA OMORIKA	SERBIAN SPRUCE	0	7-8'	PER PLAN
TO	THUJA OCCIDENTALIS 'TECHNY'	ARBORVITAE	34	6-7'	PER PLAN
SHRUBS					
CS	CORNUS SERICEA	RED-TWIG DOGWOOD	64	#5	PER PLAN
IL	ILLEX GLABRA 'SHAMROCK'	INKBERRY	124	#5	PER PLAN
RA	RHUS AROMATICA	LOW-GRO SUMAC	65	#2	PER PLAN
VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE"	ARROWWOOD VIBURNUM	9	#5	PER PLAN
VN	VIBURNUM NUDUM 'WINTERTHUR'	SMOOTH VIBURNUM	24	#5	PER PLAN
PERENNIALS AND ORNAMENTAL GRASSES					
AH	AMSONIA HUBRICHTII	BLUE STAR	105	#1	PER PLAN
CA	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	630	#1	PER PLAN
PV	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	SWITCH GRASS	50	#1	PER PLAN
MS	MISCANTHUS SINENSIS 'MY FAIR MAIDEN'	MAIDEN GRASS	65	#1	PER PLAN
NE	NEPETA "WALKER'S LOW"	CATMINT	350	#1	PER PLAN
SS	SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLEBLUE STEM	495	#1	PER PLAN

SEEDING

RESTORATION MIX
NEW ENGLAND CONSERVATION/WILDLIFE MIX
MFR: NEW ENGLAND WETLAND PLANTS
TOTAL AREA: TBD
APPLICATION RATE 25LBS/ACRE | 1750 SQ FT/LB
(SEEDING RATE MAY VARY DEPENDING ON TIME OF YEAR, SEE SPEC. SHEET FOR INSTRUCTIONS)

LAWN
WILDFLOWER FARM'S ECO-LAWN GRASS SEED
TOTAL AREA: TBD
ECO-LAWN IS A DROUGHT-RESISTANT GRASS THAT REQUIRES MOWING ONLY ONCE PER MONTH. EACH 5 POUND BAG OF SEED COVERS 1,000 SQUARE FEET. A THICK HEALTHY LAWN IS THE BEST DEFENCE AGAINST WEEDS, DISEASE, DROUGHT AND INSECT DAMAGE.

SITE KEYNOTES:

1.0	PAVEMENTS, RAMPS, CURBS		DETAIL / SHEET
	1.1	ASPHALT PAVING - PEDESTRIAN	1/L3-00
	1.2	CONCRETE PAVER	2/L3-00
	1.3	STONEDUST PATH	3/L3-00
	1.4	GRASS PAVERS	4/L3-01
2.0	JOINTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS		
	3.1	C.I.P. STEPS	6/L3-00
4.0	SITE WALLS/ EMBANKMENTS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE		
	5.1	STONE BENCH	3/L3-01
	5.2	BIKE RACK	1/L3-01
6.0	RAILINGS, BARRIERS, FENCING		
	6.1	HANDRAIL	5/L3-00
7.0	SITE LIGHTING		DETAIL / SHEET
	7.1	LIGHT POLE BASE	2/L3-01
8.0	DRAINAGE		
	X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE		
	9.1	DECIDUOUS TREE PLANTING	1/L3-02
	9.2	MULTI-STEM TREE PLANTING	2/L3-02
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	9.4	SHRUBS PLANTING	4/L3-02
	9.5	PERENNIAL PLANTING	5/L3-02
	9.6	TREE PROTECTION	6/L3-02
	9.7	METAL EDGING	4/L3-00
10.0	MISCELLANEOUS ELEMENTS		

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SEAL

PROJECT TITLE

DOUGHERTY COMMONS INTERIM PHASE 2
PORTLAND, ME

PREPARED FOR

MAINE CO-OPERATIVE DEVELOPMENT PARTNERS

REVISIONS	DATE
SITE PLAN REVIEW	01/07/22
SITE PLAN REVIEW	04/26/22
SITE PLAN REVIEW	05/13/22

ISSUE DATE

SITE PLAN AMENDMENT
OCTOBER 24, 2022

SHEET TITLE

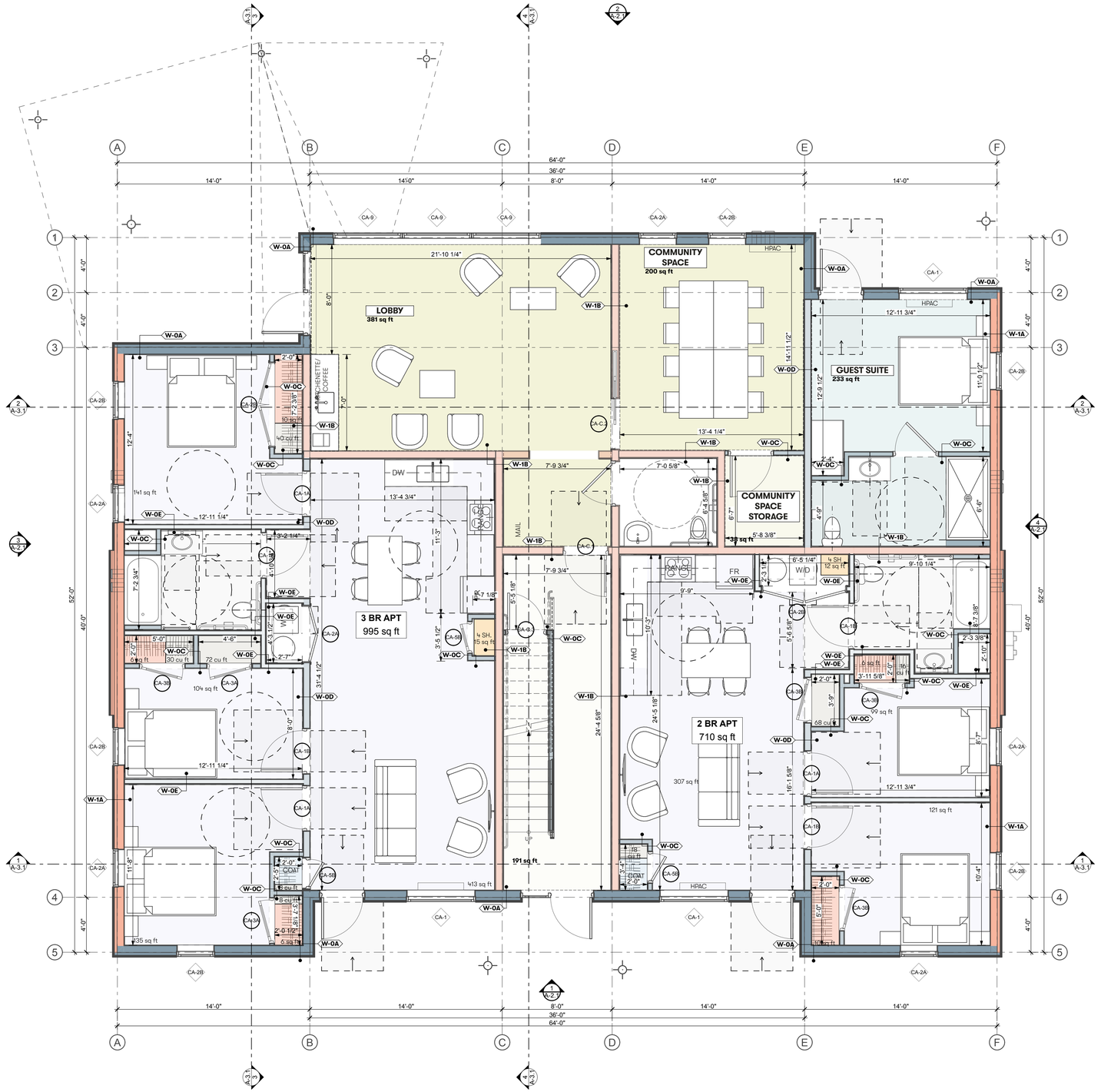
PLANTING PLAN
PHASE 2

SHEET INFORMATION

L 2-02

NOT FOR CONSTRUCTION

BUILDING: D.1



1 GROUND FLOOR

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

0 2' 4' 8'

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ISSUE NO.	DESCRIPTION	CH ID	CHANGE NAME	DATE
A	Schematic Design			6/6/22
D	Lambert South HUD Rev. 1			10/20/22
E	Lambert North			10/20/22

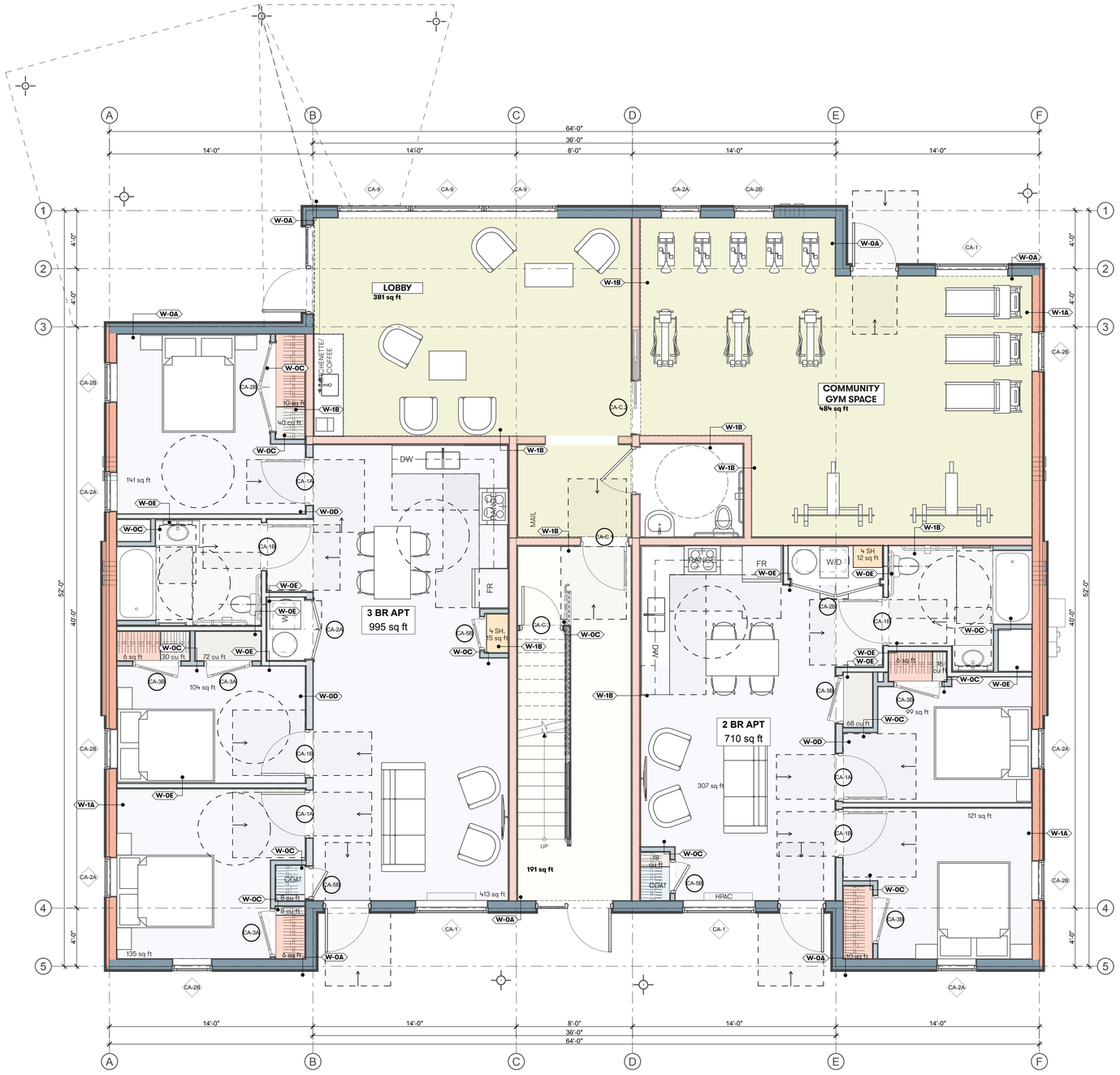
NOT FOR CONSTRUCTION

PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ENLARGED GROUND FLOOR PLAN: COMMUNITY FLATS, 10-UNIT

A-1.2

BUILDING: D.2



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0 2' 4' 8'

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REVISED 1	
REVISED 2	
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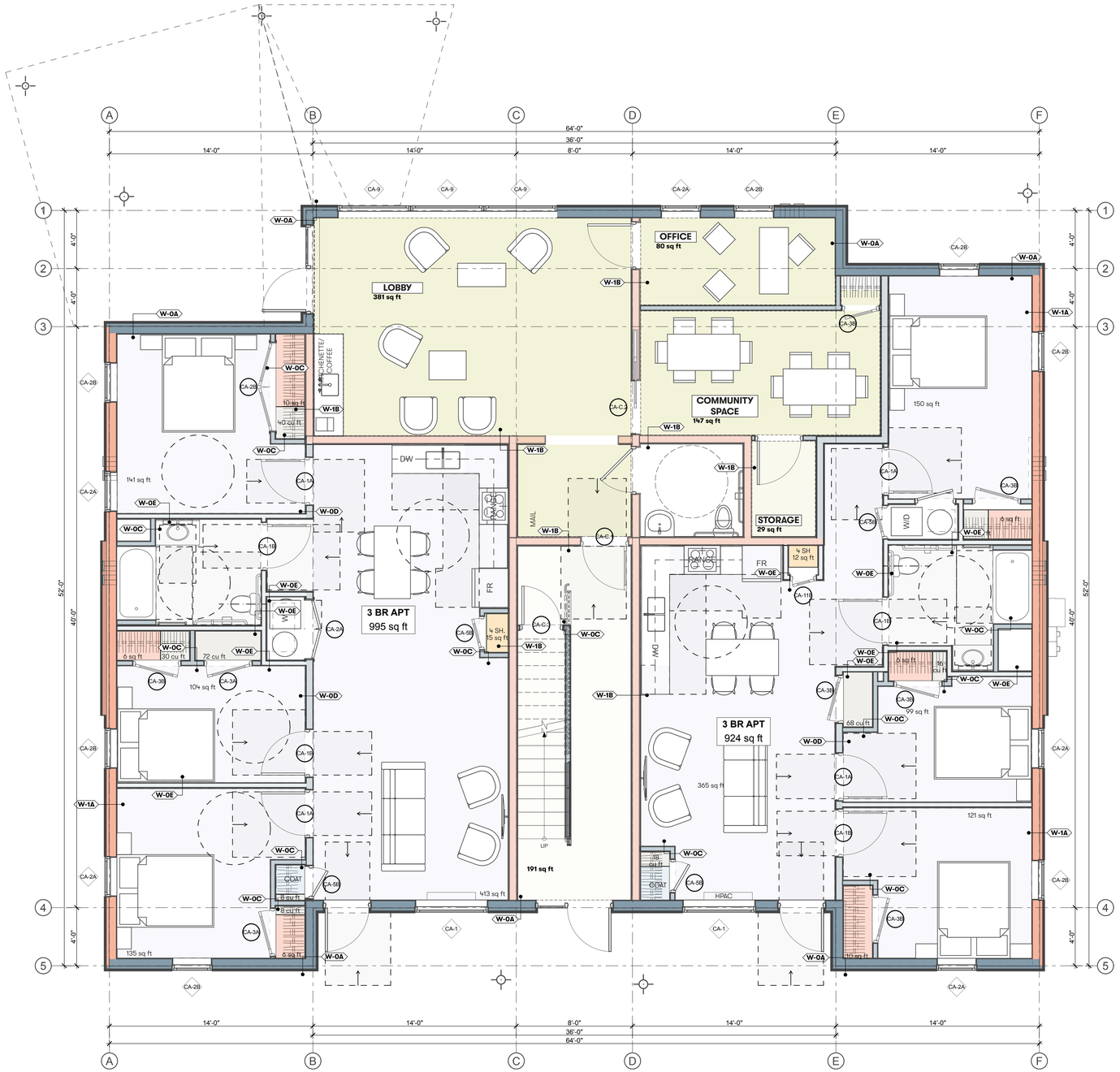
PHASE	Design Development

ENLARGED GROUND FLOOR PLAN: COMMUNITY FLATS, 10-UNIT

A-1.3

BUILDING: D.3



1 GROUND FLOOR

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

0 2' 4' 8'

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F	Dougherty Commons Planning Board Rev. 1			11/16/22

NOT FOR CONSTRUCTION

PROJECT	MCP
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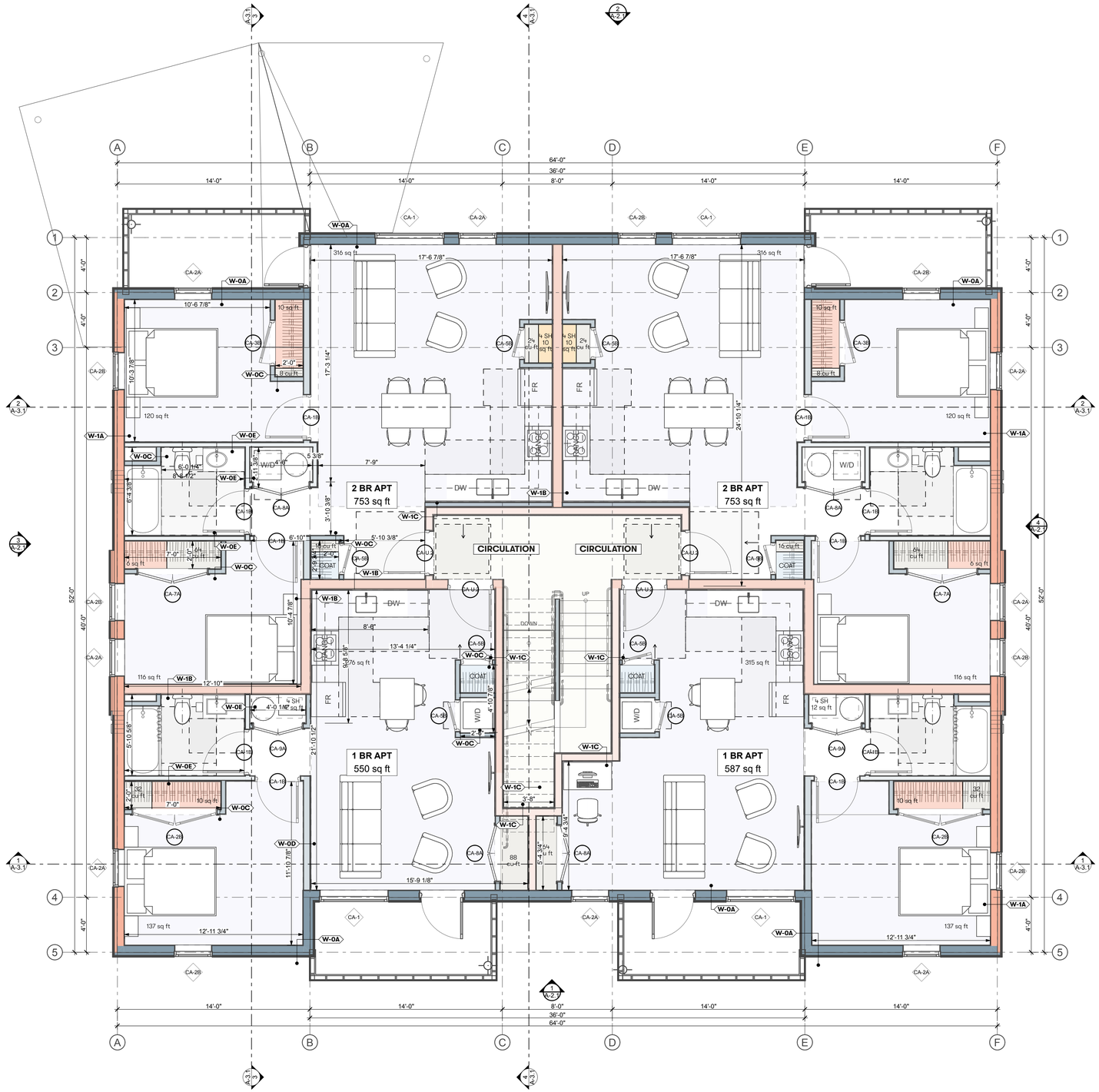
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ENLARGED GROUND FLOOR PLAN: COMMUNITY FLATS, 10-UNIT

A-1.4

BUILDINGS: D.1, D.2, D.3



1 2ND FLOOR
SCALE: 1/4" = 1'-0"

0 2' 4' 8'

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A	Schematic Design			6/6/22
D	Lambert South HUD Rev. 1			10/20/22
E	Lambert North			10/20/22

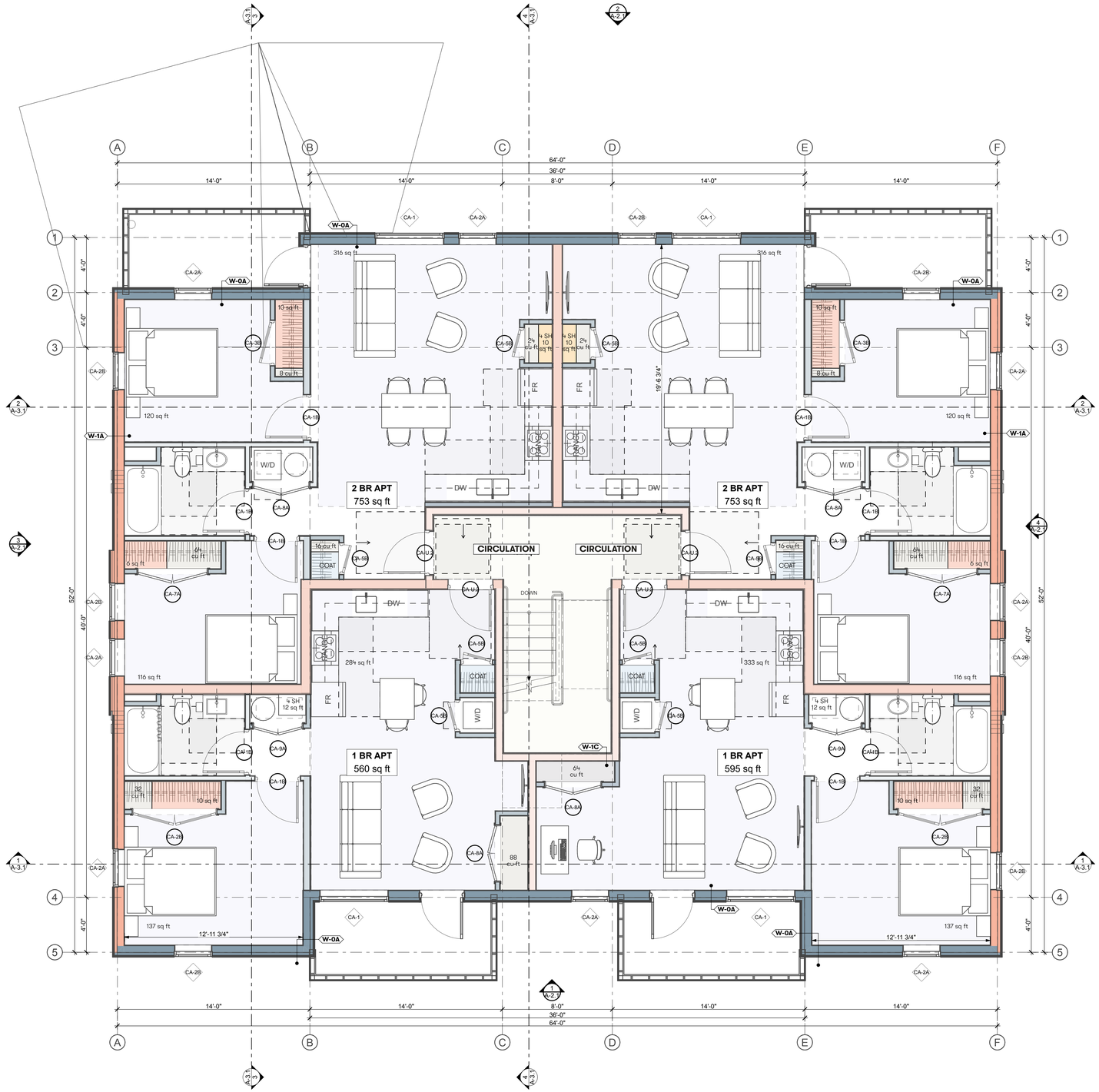
NOT FOR CONSTRUCTION

PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ENLARGED 2ND FLOOR PLAN: COMMUNITY FLATS, 10-UNIT

A-1.5

BUILDINGS: D.1, D.2, D.3



1 3RD FLOOR
SCALE: 1/4" = 1'-0"

0 2' 4' 8'

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ISSUE NO	DESCRIPTION	CH ID	CHANGE NAME	DATE
B	Planning Board Workshop #2			9/16/22
D	Lambert South HLD Rev. 1			10/20/22
E	Lambert North			10/20/22

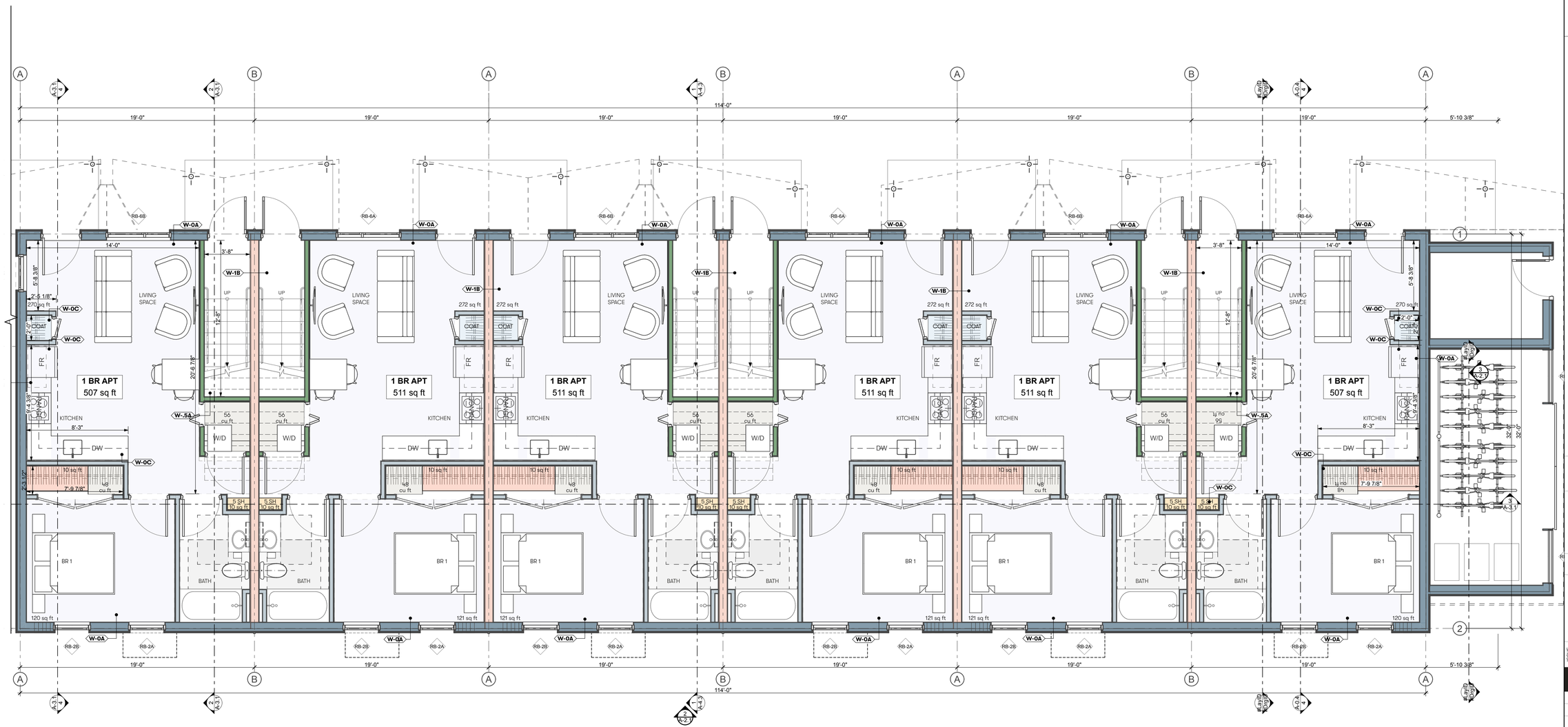
NOT FOR CONSTRUCTION

PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ENLARGED 3RD FLOOR PLAN: COMMUNITY FLATS, 10-UNIT

A-1.6

BUILDINGS: D.4, D.5, D.6



1 GROUND FLOOR

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

0 2' 4' 8'

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ISSUE	DESCRIPTION	CH ID	CHANGE NAME	DATE
B	Planning Board Workshop #2			9/16/22
D	Lambert South HUD Rev. 1			10/20/22
E	Lambert North			10/20/22

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REVISED 2	
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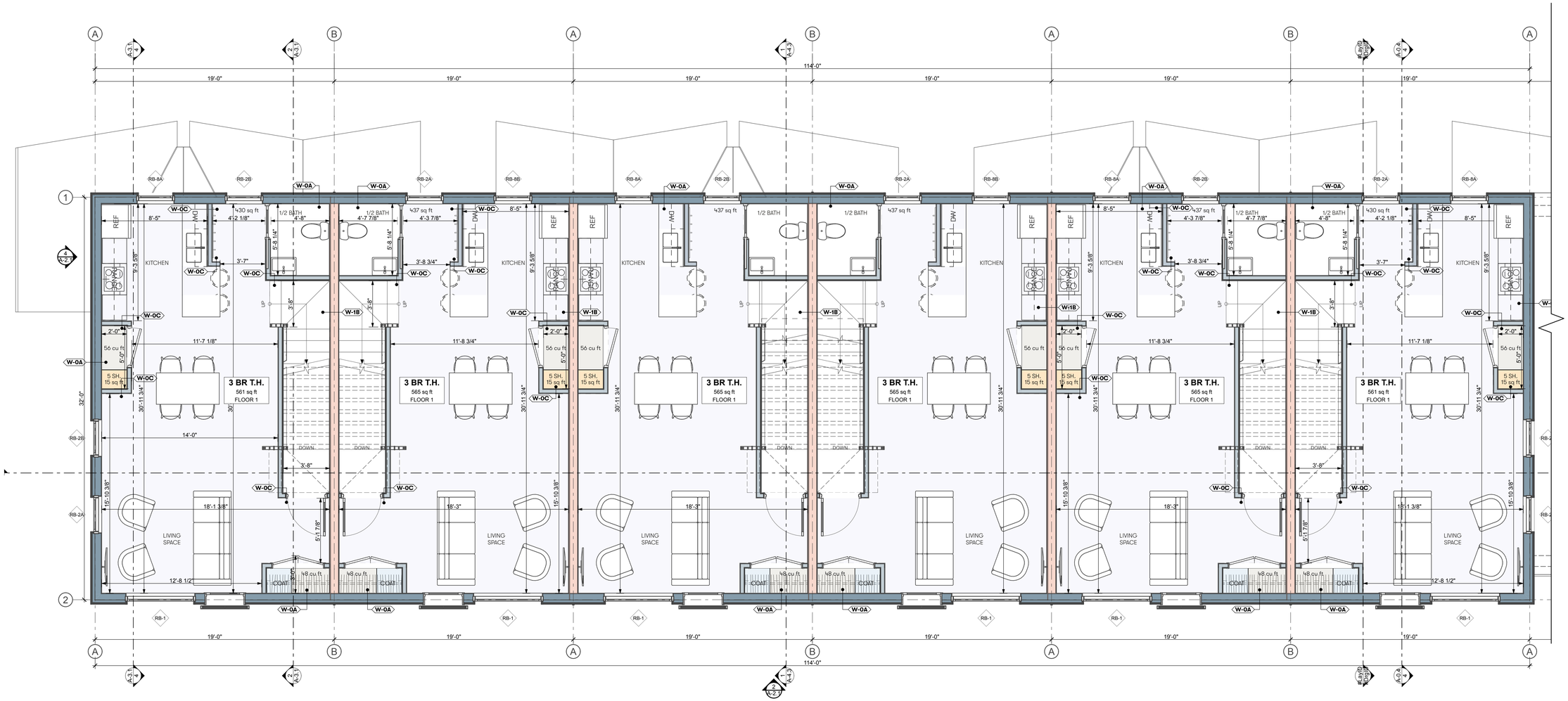
PHASE	Design Development

ENLARGED GROUND FLOOR PLAN: ROWHOMES, 12-UNIT

A-1.2

BUILDINGS: D.4, D.5, D.6



1 2ND FLOOR
SCALE: 1/4" = 1'-0"

0 2' 4' 8'

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ISSUE NO	DESCRIPTION	CH ID	CHANGE NAME	DATE
B	Planning Board Workshop #2			9/16/22
D	Lambert South HuD Rev. 1			10/20/22
E	Lambert North			10/20/22

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REVISED 1	
REVISED 2	
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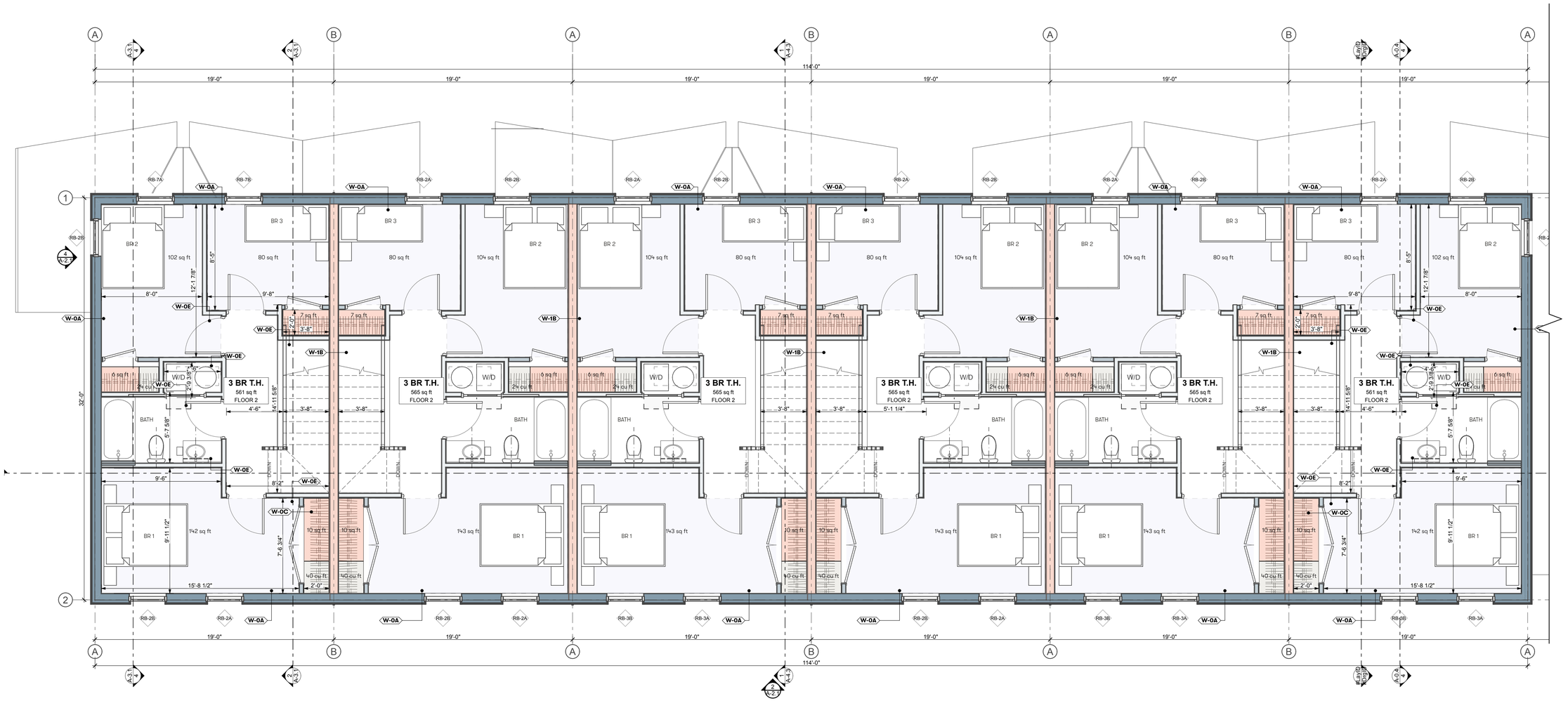
PHASE	Design Development

ENLARGED 2ND FLOOR PLAN: ROWHOMES, 12-UNIT

A-1.3

BUILDINGS: D.4, D.5, D.6



1 3RD FLOOR

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

0 2' 4' 8'

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E	Lambert North			10/20/22

NOT FOR CONSTRUCTION

PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ENLARGED 3RD FLOOR PLAN: ROWHOMES, 12-UNIT

A-1.4

SIDING KEY			
S1	CEDAR SHIPLAP SIDING	**S4B**	TRADITIONAL LAP SIDING 5" REVEAL (COLOR B)
S2	REVERSE BOARD AND BATTEN SIDING	**S4C**	TRADITIONAL LAP SIDING 8" REVEAL (COLOR B)
S3A	TRADITIONAL LAP SIDING 3" REVEAL (COLOR A)	**S5A**	TRADITIONAL LAP SIDING 3" REVEAL (COLOR C)
S3B	TRADITIONAL LAP SIDING 5" REVEAL (COLOR A)	**S5B**	TRADITIONAL LAP SIDING 5" REVEAL (COLOR C)
S3C	TRADITIONAL LAP SIDING 8" REVEAL (COLOR A)	**S5C**	TRADITIONAL LAP SIDING 8" REVEAL (COLOR C)
S4A	TRADITIONAL LAP SIDING 3" REVEAL (COLOR B)		

4 COMMUNITY FLATS, SIDE ELEVATION

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

0 4' 8' 16'

2 COMMUNITY FLATS, ENTRY ELEVATION

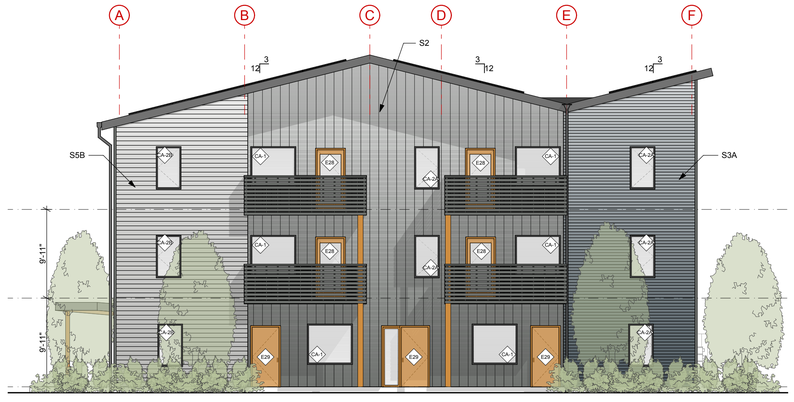
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

3 COMMUNITY FLATS, SIDE ELEVATION

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

0 4' 8' 16'



1 COMMUNITY FLATS, PATIO ELEVATION

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

0 4' 8' 16'

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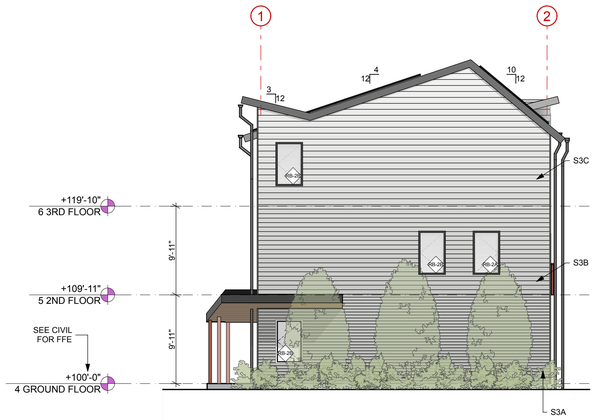
PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ELEVATIONS: COMMUNITY FLATS, 10-UNIT

A-2.1

BUILDINGS: D.4, D.5, D.6

SIDING KEY			
S1	CEDAR SHIPLAP SIDING	**S4B**	TRADITIONAL LAP SIDING 5" REVEAL (COLOR B)
S2	REVERSE BOARD AND BATTEN SIDING	**S4C**	TRADITIONAL LAP SIDING 8" REVEAL (COLOR B)
S3A	TRADITIONAL LAP SIDING 3" REVEAL (COLOR A)	**S5A**	TRADITIONAL LAP SIDING 3" REVEAL (COLOR C)
S3B	TRADITIONAL LAP SIDING 5" REVEAL (COLOR A)	**S5B**	TRADITIONAL LAP SIDING 5" REVEAL (COLOR C)
S3C	TRADITIONAL LAP SIDING 8" REVEAL (COLOR A)	**S5C**	TRADITIONAL LAP SIDING 8" REVEAL (COLOR C)
S4A	TRADITIONAL LAP SIDING 3" REVEAL (COLOR B)		



4 ROWHOME, SIDE ELEVATION

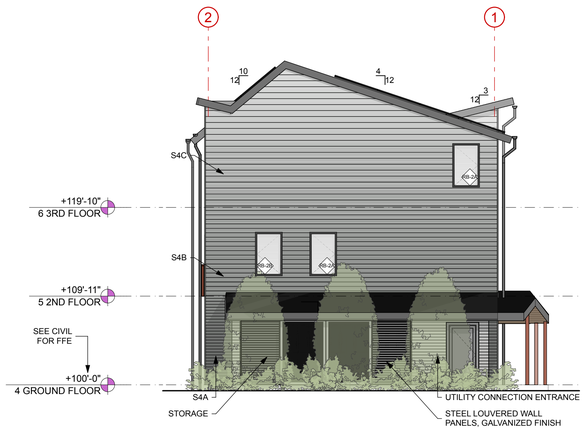
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

2 ROWHOME, BACK ELEVATION

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

0 4' 8' 16'



3 ROWHOME, SIDE ELEVATION

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

0 4' 8' 16'

1 ROWHOME, ENTRY ELEVATION

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

0 4' 8' 16'

Kaplan Thompson Architects
102 Exchange Street
Portland, ME 04101
(207) 842-2888
kaplanthompson.com

PROJECT
Dougherty Commons

Portland, ME 04101

CIVIL
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500 Washington Ave., Suite 202
Portland, ME 04103
p: 207 775-2655

LANDSCAPE ARCHITECTURE
Aceto Landscape Architects
565 Congress Street
Portland, ME 04101
p: 207 221-3390

STRUCTURAL
Trillium Engineering
189 Main Street, Suite 200
Yarmouth, ME 04096
p: 207 307-0872

ELECTRICAL
MEGA Engineering
p: 207 749-4514

MECHANICAL & PLUMBING
Fuss & O'Neill, Inc.
5 Fletcher Street, Suite 1
Kennebunk, ME 04043
p: 617 282-4675

ISSUE NO.	DESCRIPTION	CH ID	CHANGE NAME	DATE
C	Lambert South HUD			10/5/22
D	Lambert South HUD Rev. 1			10/20/22
E	Lambert North			10/20/22

NOT FOR CONSTRUCTION

PROJECT	MCP
DATE	11/16/22
REVISED 1	
REVISED 2	
DRAWN BY	AW, SS, CB, SN, MB
PHASE	Design Development

ELEVATIONS:
ROWHOMES, 12-UNIT
A-2.1

SIDING KEY			
S1	CEDAR SHIPLAP SIDING	**S4B**	TRADITIONAL LAP SIDING 5" REVEAL (COLOR B)
S2	REVERSE BOARD AND BATTEN SIDING	**S4C**	TRADITIONAL LAP SIDING 8" REVEAL (COLOR B)
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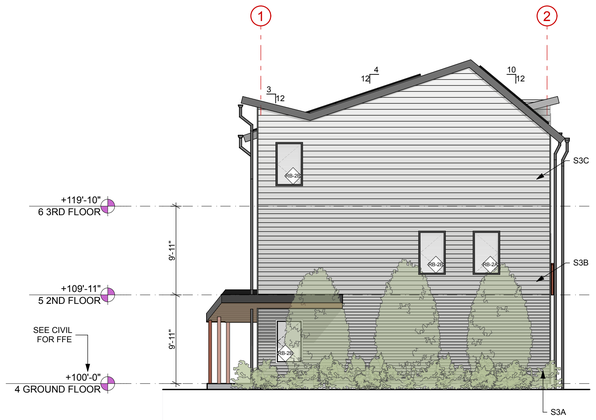
BUILDINGS: D.4, D.5, D.6



4 ROWHOME, SIDE ELEVATION

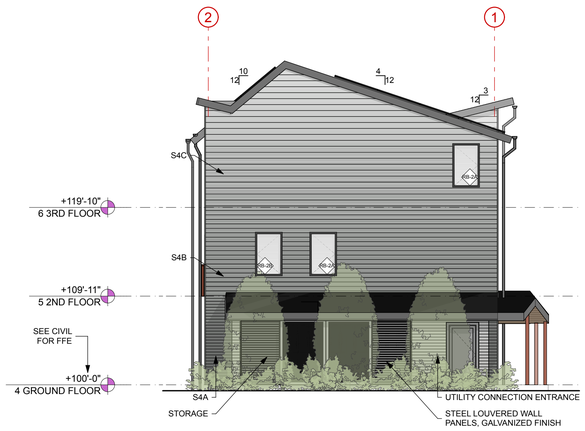
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

2 ROWHOME, BACK ELEVATION

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

0 4' 8' 16'



3 ROWHOME, SIDE ELEVATION

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0 4' 8' 16'

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PHASE	Design Development

ELEVATIONS:
ROWHOMES, 12-UNIT

A-2.1

DOUGHERTY COMMONS

VIEW 1 - WOONERF

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 2 - WOONERF

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 3 - COMMON

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 4 - COMMON

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 5 - COMMON

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 6 - PATHWAY

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

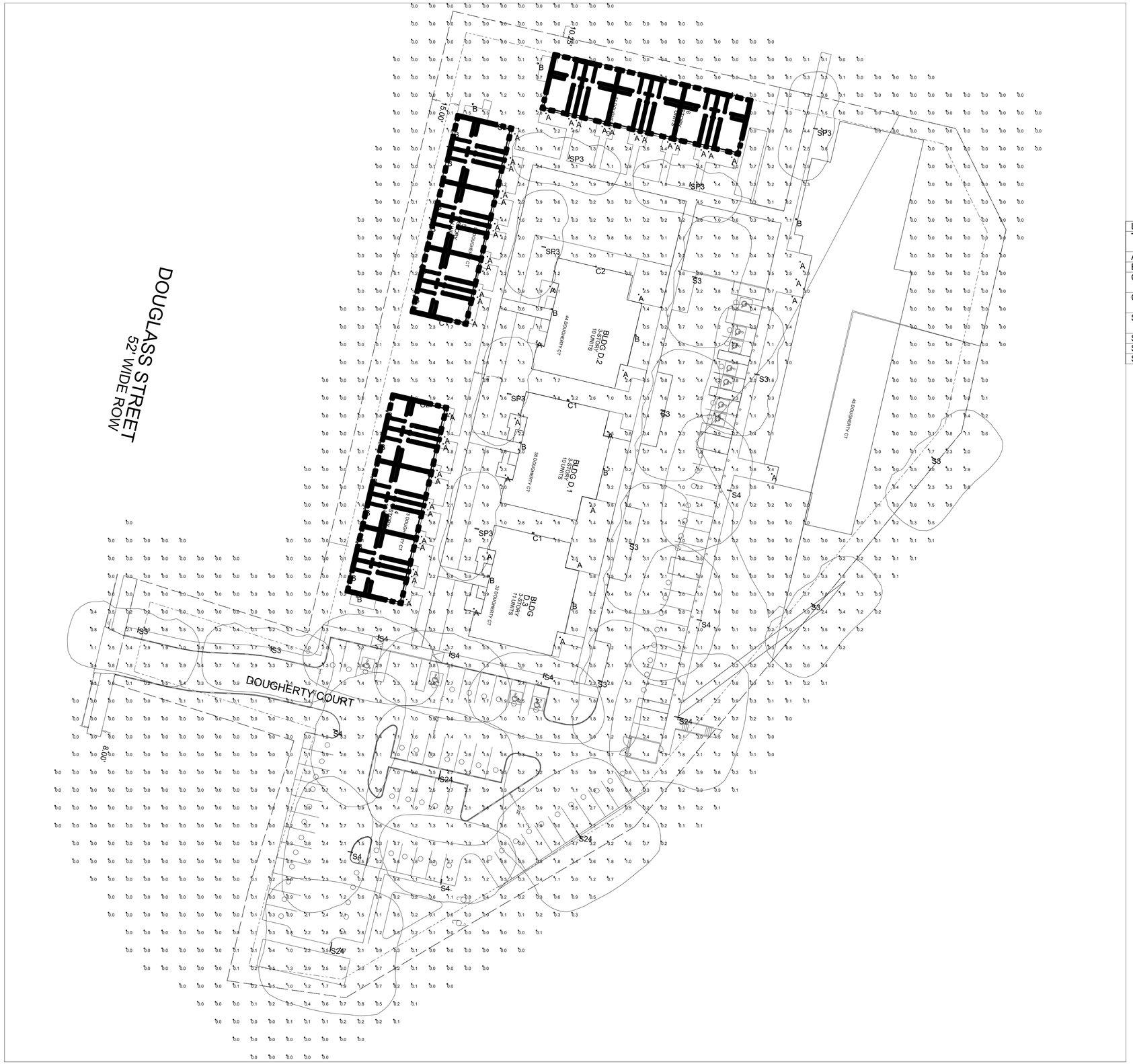
VIEW 7 - PATHWAY

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DOUGHERTY COMMONS

VIEW 8 - PATHWAY

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



PLAN VIEW

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
SITE	0.82	5.5	0.0	N.A.	N.A.

Luminaire Schedule (note fixture cataloge numbers are not complete)

Type	Qty	Lumens	LLF	Watts	BUG Rating	Mounting Ht (FT)	Description
A	52	1051	0.900	14.906	B1-U0-G1	10	P810015-030-30
B	22	311	0.900	9.32	B0-U0-G0	9	P5634 prorated
C1	3	1805	0.900	14.9	B0-U0-G1	9	GEO1-24L-15-3K7-3-UNV-DBT
C2	3	1718	0.900	14.9	B0-U0-G1	9	GEO1-24L-15-3K7-4-UNV-DBT
S24	4	4297	0.900	45.9	B1-U0-G1	16	TWIN - K4X-T4-MO-5030
S3	9	3863	0.900	46.1	B1-U0-G1	16	K4X-T3-MO-5030
S4	8	4297	0.900	45.9	B1-U0-G1	16	K4X-T4-MO-5030
SP3	6	2563	0.900	32.7	B1-U0-G0	12	MK4-T3-MO-3030

site 11-10-22.AGI

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

TITLE
DOUGLASS STREET
PORTLAND, ME
SITE LIGHTING LAYOUT

Date:11/10/2022

GENERATED FOR:
ACETO LA

SCALE NOT TO SCALE

Page 1 of 1

SWANEY LIGHTING ASSOCIATES, INC.

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