

## PLANNING BOARD

Tuesday, June 27, 2023 at 4:30 PM  
Room 24 (Basement Level of City Hall)  
and Zoom



## MEMBERS

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

The Planning Board will hold a hybrid meeting in Room 24, located in the basement level of City Hall. The public may attend the meeting in person, or via Zoom pursuant to the Remote Meeting Policy adopted by the Planning Board.

To submit written public comment on an agenda item, email [planningboard@portlandmaine.gov](mailto: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).

## REMOTE PARTICIPATION

Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting. Please also check the Agenda Center prior to the meeting for the item start time as placement of items on the agenda are subject to change.

Please click the link below to join the webinar:

<https://portlandmaine-gov.zoom.us/j/82290272725>

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Webinar ID: 822 9027 2725

International numbers available: <https://portlandmaine-gov.zoom.us/j/kkHqykCwV>

## AGENDA:

### WORKSHOP - 4:30 PM

- i. Major Site Plan; 70 Thames Street; 144 Fore St. OZ, LLC, Applicant. The Planning Board will hold a hybrid workshop to consider a proposal to develop a new 72,857 square foot multi-tenant office building with ground floor retail space and third-floor restaurant. The subject property is 0.984 acres in size, is zoned B-6 Eastern Waterfront, and is located within the Shoreland 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-002437-2023.

- ii. Major Site Plan and Traffic Movement Permit; 84 Auburn Street; MSP Properties 94 Auburn, LLC and 84 Auburn, LLC, Applicant. This item has been withdrawn from the agenda.
- iii. Zoning Map Amendment; 17&25 Bates Street; Troy Huynh, Applicant. The Planning Board will hold a hybrid workshop to consider a zoning map amendment to rezone property (429 J010001, 429 J007001, 429 J011001, 429 J006001, 429 J005001) from R-P Residence Professional to B-2b Community Business; property (166 F005001, 166 F006001) from R-5 Residential to B-2b Community Business; and property (429 I001001, 429 I005001, 429 I006001, 429 I007001, 429 J004001, 429 J003001, 429 J002001, 166 G015001, 166 G011001, 166 F003001, 429 C004001, 429 C006001, 429 C007001, 429 H030001, 429 H031001, 429 H047001, 429 H046001, 429 H029001, 429 H028001, 429 J005001) from B-2 Community Business to B-2b Community Business. The application is intended to facilitate a mixed-use commercial and residential development on the 17 & 25 Bates Street property, currently zoned R-P. The City is recommending that additional properties be included in this rezoning based upon the land-use goals and future land use vision of Portland's Plan 2030. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number ZN-002413-2023.

## **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 JUNE 13, 2023**

#### Workshop

48 Brown Street: Barker, Chann, Mazer, Murphy, and Stanley present. Smith absent and Silk recused.

#### Public Hearing

511 Congress Street: Chann, Mazer, Murphy, Silk, and Stanley present. Barker and Smith absent.

Bayside MDP: Chann, Mazer, Murphy, Silk, and Stanley present. Barker and Smith recused.

### **4. REPORTS OF DECISIONS AT THE MEETING HELD ON JUNE 13, 2023**

- i. Major Site Plan and Conditional Use; 511 Congress Street; Tom Watson & Co, Applicant. Stanley motioned, and Murphy seconded a motion to approve the conditional use for inclusionary zoning. Vote 5-0, Barker and Smith absent. Stanley motioned, and Silk seconded a motion to approve the major site plan application. Vote 5-0, Barker and Smith absent.
- ii. Master Development Plan; 196 Lancaster Street; West Bayside Partners, LLC, Applicant. Stanley motioned, and Murphy seconded a motion to waive Technical Manual Figure I-12 to allow flush curbing along Lancaster Street between Preble and Elm Streets. Vote 5-0. Stanley motioned, and Murphy seconded a motion to approve the Master Development Plan. Vote 5-0. Barker and Smith absent.

### **5. NEW BUSINESS**

- i. Conditional Use; 76 Noyes Street; Portland Community Squash, Applicant. The Planning Board will hold a hybrid public hearing to consider a proposal to expand the Community Hall/Place of Assembly conditional use located at 76 Noyes Street, and construct a 4,719 square foot addition. The subject property is 1.19 acres in size, and is zoned R-5 Residential. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number CU-002398-2023.



To: Chair Mazer & Members of the Planning Board  
From: Charles Tetelman  
Date: June 23, 2023  
Re: 70 Thames Street / 100 Fore Street  
Project ID: PL-002437-2023  
CBL: 019 A008001, 019 A002001  
Meeting Date: June 27, 2023

## I. INTRODUCTION

144 Fore St. OZ, LLC has submitted a Major Site Plan application to facilitate the construction of a 72,857 square foot, three-story mixed-use building at 70 Thames Street and 144 Fore Street. The building includes corporate office space for WEX, a third-floor restaurant, and first-floor retail space. Additionally, the application includes plaza and park spaces containing five, 256 square foot buildings intended as business incubator spaces. This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, section 14.6.



Figure 1: Proposed Rendering at 70 Thames Street

The Planning and Urban Development Department mailed 32 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the June 17, 2023 and June 20, 2023 editions of the *Portland Press Herald*.

Applicant: 144 Fore St. OZ, LLC  
Applicant: Gorrill Palmer  
Representatives:

## II. REQUIRED REVIEWS

| Review              | Applicable Standards |
|---------------------|----------------------|
| Site Plan Standards | Section 14.6         |

|               |                                                                                                                                                                                                                            |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Review | Eastern Waterfront Master Plan ( <i>Design Guidelines for Portland's Eastern Waterfront</i> )<br><br>City of Portland Design Manual ( <i>EWPZ Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone</i> ) |
| Zoning        | B-6 Zoning Dimensional Standards and Guidelines                                                                                                                                                                            |

| <b>Waiver Requests</b>                                              | <b>Applicable Standards</b>     |
|---------------------------------------------------------------------|---------------------------------|
| Waiver to Allow Discharging Directly into a non-Major River segment | Technical Manual Section 5. III |

### III. PROJECT DATA

|                 |                                                                         |
|-----------------|-------------------------------------------------------------------------|
| Existing Zoning | B-6 Eastern Waterfront + Shoreland Zone                                 |
| Property Size   | 70 Thames St.: 42,858 sq. ft.<br>144 Fore St.: 73,490 sq. ft.           |
| Existing Use    | 70 Thames St.: Surface Parking Lot<br>144 Fore St.: Commercial Building |
| Proposed Use    | Office, Restaurant, Retail                                              |

|                        | <b>Existing</b> | <b>Proposed</b> | <b>Net Change</b> |
|------------------------|-----------------|-----------------|-------------------|
| Building Footprint     | 0 sq. ft.       | 25,615 sq. ft.  | + 25,615 sq. ft.  |
| Building Floor Area    | 0 sq. ft.       | 72,857 sq. ft.  | + 72,857 sq. ft.  |
| Parking Spaces         | 0               | 0               | 0                 |
| Bicycle Parking Spaces | 0               | 16              | +16               |

### IV. BACKGROUND

144 Fore St. OZ, LLC is seeking to develop the lot at 70 Thames Street as part of the surrounding campus including developments at 1 Hancock Street and 100 Fore Street. The applicant received approval for a Level III Site Plan at 1 Hancock Street on September 29, 2017 ([Project ID 2017-180](#)) for a four-story, 102,545 square foot building. On January 8, 2019, the applicant received approval for a Level III Site Plan at 100 Fore Street ([PL-000358-2018](#)) to construct a five-story, 247,887 square foot building with three levels of parking (539 spaces, 45 bicycle spaces) and two levels of commercial office space.

The City of Portland put out a Request for Proposals (RFP) to develop the City-owned lot at 70 Thames Street (019 A002001) to develop the existing surface parking lot according to the goals outlined in the [Eastern Waterfront Master Plan](#) and the city's economic development goals. The applicant submitted a proposal to the City Council to develop the site in response to the RFP. On March 6, 2023, Portland City Council approved the purchase and sale agreement between 144 Fore St. OZ LLC and the City of Portland for the parcel located at 70 Thames Street ([Order 146-22/23](#)). The applicant's submission envisioned a three-story mixed-use structure with outdoor programming in the rear of the building. The agreement requires that the applicant convey the private street, Freedom Way, to the City as a public street, along with a public access easement for Mountfort Street Extension (from Thames to Fore), and a public access easement from Hancock Street to Freedom Way. The Purchase and Sale also includes requirements for

public restrooms in the building, five city parking spaces in adjacent garages, and improvements to Mountfort and Hancock streets.

## V. EXISTING CONDITIONS AND SURROUNDING AREA



Figure 2: Surrounding Context

The proposed development is located at the corner of Thames Street and the recently constructed Freedom Way. The subject property is located in the B-6 Eastern Waterfront zone. This zone encompasses the land east of Hancock Street, south of Fore Street and north of the Eastern Waterfront Port zone (EWPZ). Previously owned by the City, 70 Thames street is currently operating as a surface parking lot. The applicant is proposing to demolish a portion of the building at 144 Fore Street which currently contains a variety of commercial businesses. The abutting lots at 1 Hancock Street and 100 Fore Street have recently been developed into commercial buildings for Wex Inc. and include ground floor retail. East of the proposed development, the former Portland Company site is in the process of being redeveloped in accordance with the approved Portland Foreside Master Development Plan, which upon completion, will feature a range of commercial, office, hotel, and residential uses along with a commercial marina.

## VI. PROPOSED DEVELOPMENT

144 Fore Street OZ, LLC is proposing to construct a three-story, 25,615 square foot commercial building (office, retail, and restaurant) at 70 Thames Street and a plaza containing five business incubator spaces behind the building on the eastern portion of the 144 Fore Street lot. Additionally, the applicant will be improving 125 feet of the Mountfort Street Extension Right of Way from Thames Street towards Fore Street. The design of the building matches the surrounding structures at 1 Hancock and 100 Fore to form a larger, unified campus of commercial buildings.

The proposed total floor area is approximately 72, 857 square feet. The primary commercial activity in the building will be office space for Wex Inc. totaling 42,300 square feet on the first and second floors of the building. The third-floor will include a 8,134 square foot restaurant space with 11,150 square foot rooftop deck. The first-floor also includes 1,825 square feet of retail space and a 1,473 square foot lobby with access to a staircase to the third-floor restaurant as well as elevators to the second and third floor. The applicant is



providing a rear pedestrian courtyard with access from the Mountfort Street Extension, Freedom Way, and Fore Street. The courtyard includes five business incubators that will accommodate small businesses alongside the pedestrian corridor.

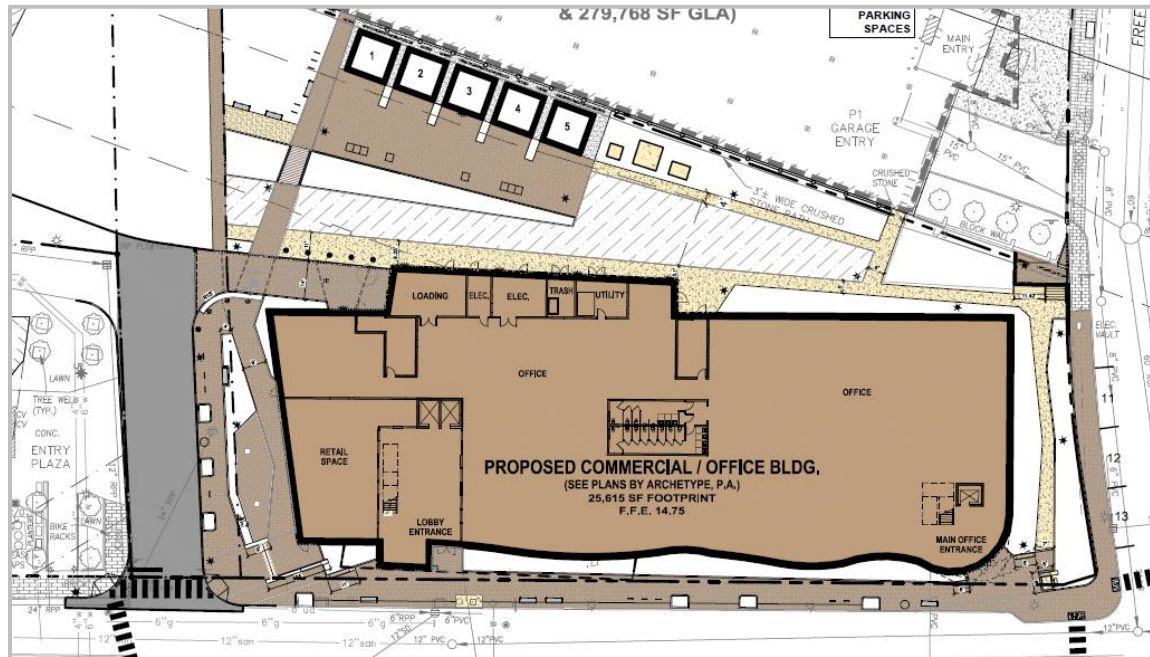


Figure 3: Site Plan (out of date)

## VII. RIGHT, TITLE, & INTEREST

The applicant has submitted a quitclaim deed dated August 30, 1993 (Attachment 5) which demonstrates the City's ownership of the parcel at 70 Thames Street. City Staff have reviewed the draft Purchase and Sale Agreement which was included as part of City Council Order 146-22/23 to sell the parcel to 144 Fore Street OZ, LLC. The applicant will need to provide an updated and recorded quitclaim deed as well as a finalized Purchase and Sale agreement.

The applicant has submitted a quitclaim deed dated October 20, 2021 (Attachment 6) which demonstrates adequate evidence of right, title, and interest for the property at 144 Fore Street.

## VIII. FINANCIAL & TECHNICAL CAPACITY

As part of the Request for Proposals submission, the applicant provided a letter from NBT Bank dated September 22, 2021 noting that the applicant and associated partners have the financial capacity and industry experience to complete the project envisioned at the time of the RFP review. The applicant will need to submit an updated letter of Financial Capacity as part of this application.

The applicant submitted a document (Attachment 7) which includes information, experience, and credentials for the applicant team assisting 144 Fore St. OZ, LLC as part of the proposed development. The applicant and applicant team have demonstrated technical capacity to undergo and complete the proposed project.

## IX. ZONING ANALYSIS

The proposed development is located in the B-6 Eastern Waterfront zone and is within the Shoreland Zone as shown in Figure 4. The purpose of the B-6 zone is:

*“To establish a zoning district for the upland portion of the Eastern Waterfront area. The B-6 zone encourages this district to acquire a distinctly urban form through development that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. The zone promotes a range of uses to achieve 24-hour urban vitality and shared use of parking infrastructure as recommended in the Eastern Waterfront Master Plan for redevelopment. The B-6 zone promotes a mixed-use development pattern envisioned for urban land on Portland’s peninsula.”*

The primary structure proposed includes a variety of commercial uses including office, retail, and restaurant that match the intent of the B-6 zone. The applicant is also providing substantial pedestrian improvements including expanded sidewalks and a new pedestrian-oriented plaza at the rear of the proposed building. The design and form of the building are consistent with the surrounding urban context and new developments on the adjacent parcels.

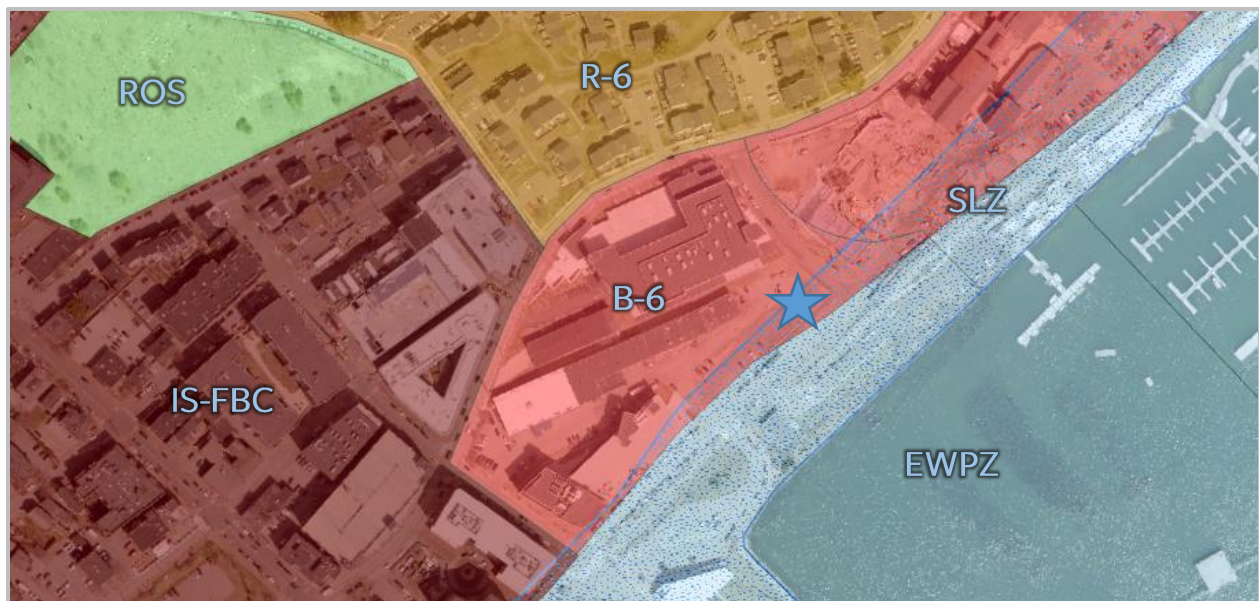


Figure 4: Zoning Context

The application is being reviewed under the B-6 Eastern Waterfront zone standards and dimensional requirements (Table 7-E) shown below:

| Dimensional Requirement                         | Required                                                                                                                                                                                                                                                                                              | Status       |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Maximum Front Setback from All Street Frontages | <p><u>Chapter 14</u>: 10 ft. New structures shall build to the key building envelopes shown on the B-6 Building Height Overlay Map.</p> <p><u>B-6 Height Map</u>: ...when a Building Envelope does not align with a view corridor or street extension, the boundary shall be the parcel boundary.</p> | Under Review |

|                                                    |                                                                                                                                                                                                                                                                                                                                                   |              |
|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Minimum Length of Building Wall at Maximum Setback | <u>Chapter 14</u> : 70% of Street Frontage or 25% of Building Perimeter. For buildings fronting on two or more streets, the minimum building wall on one street may be decreased so long as the frontage is proportionally increased on other streets in so far that the building wall on the secondary street is not reduced to less than 25 ft. | Under Review |
| Maximum Structure Height                           | <u>Chapter 14</u> : 65 ft. or as otherwise governed by the B-6 Building Height Overlay Map.<br><br><u>B-6 Height Map</u> : The site is located within the 45 ft. height limit east of the Mountfort St. Ext. and west of the 'future Fore Street connector' now constructed as Freedom Way.                                                       | Under Review |
| View Protection Splays                             | <u>B-6 Height Map</u> : These areas shall be prioritized for view protection, site circulation, and active public space.                                                                                                                                                                                                                          | Under Review |

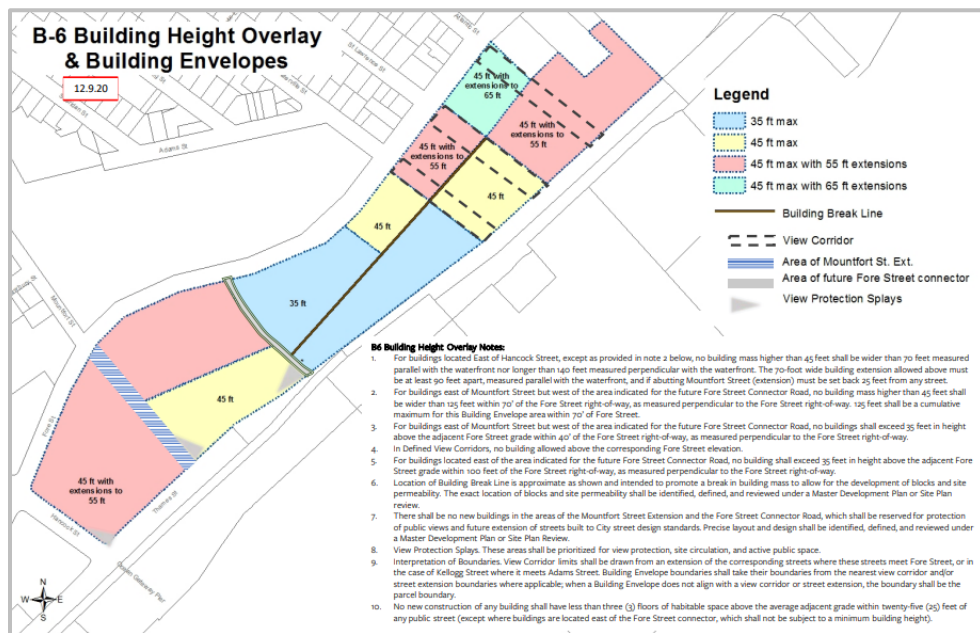


Figure 6: B-6 Building Height Overlay & Building Envelopes

City Staff have requested average grade calculations in order to determine the structure height. City Staff have also requested elevations that show the average grade and roof beam height. Zoning staff noted that any type of shade structure or structural roof element will need to meet the 45 ft. maximum height dimensional requirement. Additionally, City Staff have requested information regarding the specific anticipated uses of the proposed incubator spaces located at the rear of the property. The comment response letter (Attachment 15) illustrates the intended use and operation of these spaces in the context of downtown Portland.

As it relates to the Shoreland Zone, the proposed development is being constructed on a vacant, cleared lot. The portions of the site within the Shoreland Zone are existing impervious surface and not subject to the clearing or removal of vegetation standard. Furthermore, the proposed development is beyond 75 feet



horizontal distance from the normal high-water line of Casco Bay. Erosion and sedimentation controls will be included and captured under the City's stormwater review discussed below. City Staff continue to review the project against the Shoreland Zone Supplemental Site Plan Standards in section 11.5.1. City Staff request that the applicant include the Shoreland Zone 250 ft. buffer from the high-water line on the overall site plan as part of a final submission.

City Staff are still reviewing the application in accordance with zoning use and dimensional standards.

## **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 were submitted to the applicant on May 26, 2023 (Attachment A). The applicant has provided a response to comments (Attachment 15) but has not resubmitted updated documents or drawings. The applicant team provided a response to the design review memo discussed below.*

### **1. Transportation Standards (Section 14.6.1)**

#### **A. Impact on surrounding street systems**

This application is included under the Eastern Waterfront Traffic Movement Permit (TMP). City Staff requested specific information to confirm that no modification of this TMP is required. As noted in the City's Comment letter (Attachment A), the applicant will need to follow the conditions of the TMP including payment of impact fees, delivery driveway, and the potential for a study during the first year of full occupancy. The existing TMP (Attachment C) includes methodology to determine the costs of impact fees, highlights the TMP anticipated a driveway located on site. The TMP did not have a clear timeline for the development of the area, and included language for a traffic study in the event the TMP had expired.

#### **B. Access and circulation**

The applicant is proposing an ADA-accessible walkway from the 100 Fore Street Parking garage to the proposed building at 70 Thames Street. The applicant is proposing to install brick sidewalks along Freedom Way and the property's Thames Street frontage. City Staff noted that the crosswalk location, alignment, and ADA compliance on Thames Street will need to be reviewed and approved by DPW. The applicant will also need to ensure that the crosswalk across Mountfort St. Ext. is ADA compliant as well.

City Staff have requested updated drawings to include final dimensions for lanes, sidewalks, esplanades, driveways, and other improvements on site. These dimensions shall include spot grades and slopes for the proposed sidewalks, accessible ramps, driveways, and pathway from the parking garage at grade breaks.

City Staff have requested turning templates for truck and delivery movements along the Mountfort St. Ext. driveway. There is a loading bay on the rear of the building.

#### **C. Public transit access**

METRO Route 8 runs along Commercial Street and India Street to the west of the proposed development, with stops at Casco Bay Lines and along India Street. The site is not within a ¼ mile of a transit stop.

**D. Parking**

The applicant will be providing parking for 70 Thames street at the 100 Fore Street parking garage. The garage contains 539 parking spaces with 24 ADA spaces and 25 bicycle racks. The proposed development includes eight standard bike racks surrounding the building totaling 16 bicycle spaces.

As part of the 100 Fore Street approval, the applicant received approval for 539 spaces that were intended to be leased from 1 Hancock Street and future tenants in the area. Also, a condition of the Purchase and Sale Agreement includes dedicated spaces for municipal use in the 100 Fore Street lot. The applicant will need to confirm that the parking garage has capacity for the 100 spaces to be generated by the proposed development and provide more information on potential parking leases.

**E. Transportation demand management (TDM)**

The applicant will be required to update the existing TDM plan that was developed as part of the 1 Hancock Street and 100 Fore Street site plan applications. City Staff will look to incorporate this proposed development into the existing TDM encompassing 1 Hancock Street and 100 Fore Street.

**2. Environmental Quality Standards (Section 14.6.2)****A. Preservation of significant natural features**

There are no existing significant natural features on site. The site is located on an existing surface parking lot that is mostly impervious surface.

**B. Landscape preservation**

The proposed development 'aims to replenish an urban land area consisting of a parking lot, building, and grassed shoulders' (Attachment 8). The existing site has little landscaping currently and the proposed landscaping plan seeks to revitalize the outdoor spaces.

**C. Site landscaping and buffers**

The applicant has submitted a landscaping plan. City Staff provided significant feedback on the plan including location of street trees, species of trees and plantings, more information regarding the 'reinforced turf', locations and design of stairways, and design of the granite tree wells along the street edge. City Staff will review updated plans once submitted.

**D. Water quality/storm water management/erosion control**

City Staff requested that the applicant provide both existing and proposed impervious surface area calculations to determine if the MaineDEP Chapter 500 and City of Portland Section 5 standards for stormwater management apply to this development. In the event that more than 1,000 square feet of new impervious surface is being created, the applicant will be required to submit a stormwater management plan and stormwater treatment will be required.

The applicant has requested a waiver of the Maine DEP Ch. 500 Flooding Standard as the project proposes to discharge to tidal waters along the eastern waterfront. This is consistent with waivers granted for similar projects discharging to Casco Bay. City Staff are supportive of this waiver.

**3. Public Infrastructure and Community Safety Standards (Section 14.6.3)****A. Consistency with City Master Plans**

The site falls within the scope of the Eastern Waterfront Master Plan from most recently amended in 2006. The plan informed the zoning for both the B-6 Eastern Waterfront and Eastern Waterfront Port Zone zones. The plan has since been incorporated into *Portland Plan 2030* and building's meeting the zoning is considered consistent with the Master Plan.

**B. Public safety and fire prevention**

In their submission package, the applicant highlighted that the building will be fully sprinkled with a Fire Department Connection along the Thames Street frontage. The nearest hydrant is located along Thames Street in front of the building. City Staff have requested additional information about the programming of the incubator spaces at the rear of the building. Once more information is provided, City Staff and Life Safety will review the exterior portions of the site accordingly.

**C. Availability and capacity of public utilities**

The City has not yet received any 'ability to serve' verifications from utility providers. Such verification will be required prior to the applicant being able to apply for a building permit.

**4. Site Design Standards (Section 14.6.4)**

**A. Massing, ventilation, and wind impact**

Once updated materials are submitted, City Staff will need to confirm the proposed development complies with all of the B-6 dimensional requirements and can be developed as proposed. Once confirmed, this standard will be considered met.

As proposed, the structure is not expected to have significant wind or ventilation impacts on nearby structures or public spaces.

**B. Shadows**

This standard is not applicable to this project.

**C. Snow and ice loading**

The applicant is proposing to remove snow from the site following major snowfall events. City Staff have requested additional information regarding proposed protocols for snow removal.

**D. View corridors**

The site contains two View Protection Splays at the corners of Mountfort St. Ext. and Thames St. as well as Freedom Way and Thames St. The B-6 Building Height Overlay & Building Envelopes Map states that view protection splay areas are to be prioritized for view protection, site circulation, and active public space. The view protection splays have been incorporated into the building design as the entrances to the buildings at Mountfort St. Ext. and Freedom Way perpendicular to the street corners. City Staff are still reviewing this standard. The location of the site is not within a view corridor as depicted in the B-6 Building Height & Building Envelope map.

**E. Historic resources**

The application is not located within a designated Historic Preservation District nor within 100 feet of a district. No Historic Preservation review is required as part of this application.

**F. Exterior lighting**

The applicant has submitted a site lighting plan (Plan 23) as part of their submission. City Staff will need to review a final, updated photometric plan as part of the applicant's resubmission.

### G. Noise and vibration

City Staff are still reviewing this standard. The applicant will need to provide additional information about the location of HVAC on the interior of the building, in the rear of the building, and/or on the rooftop.

### H. Signage and wayfinding

No signage is currently proposed as part of this application.

### I. Zoning-related design standards

The proposed development is subject to a Design Review conducted by the City's Urban Designer and Planning Staff. The major site plan application is subject to the policies and design standards found in the Eastern Waterfront Master Plan *Design Guidelines for Portland's Eastern Waterfront* and the City of Portland Design Manual (g) *EWpz Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone*. City Staff requested additional materials to assist in the design review including an architectural narrative, plans, elevations, and renderings for the proposed incubator business spaces.

City Staff sent over a preliminary design review memo (Attachment B) discussing the proposed three-story structure. City Staff recommended updating the Thames Street façade to incorporate a third exterior column to 'define and frame the three-story portion of the massing' and add distinct elements (ex. Vertical sun louvers or other features) to define and accentuate the atrium. The applicant submitted an updated architectural narrative and updated renderings (Attachment 16) to City Staff on June 19, 2023. City Staff will review the updated materials and provide an updated Design Review Memo.

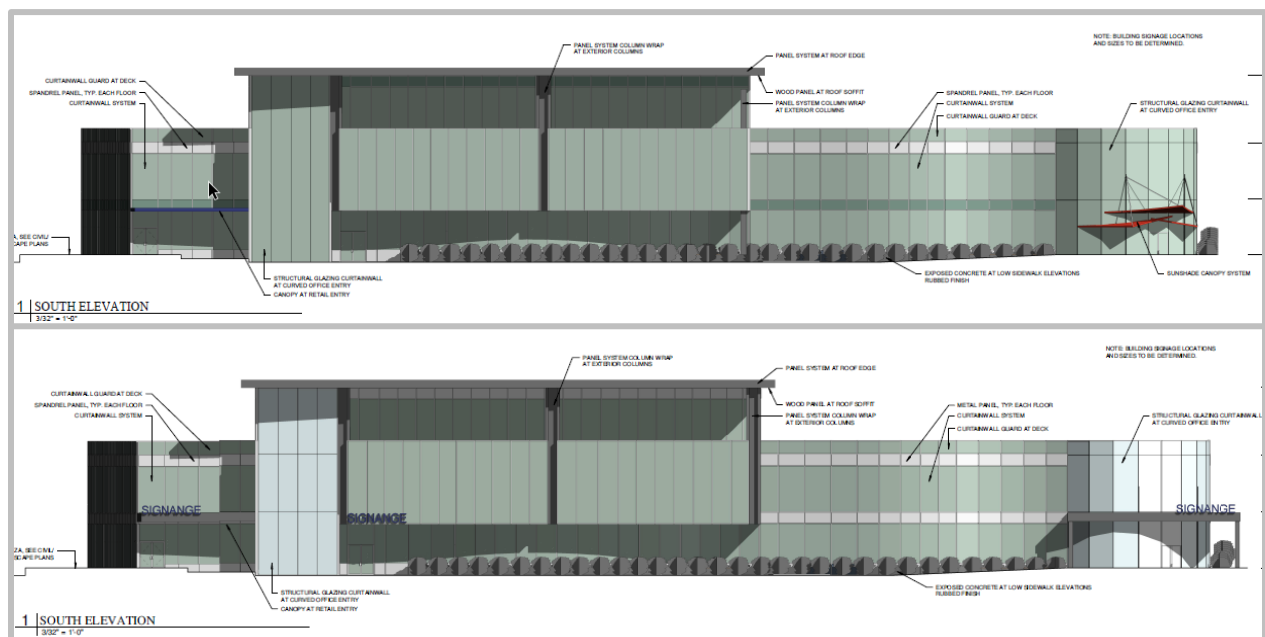


Figure 7: Original Elevation (Top) + Updated Elevation (Bottom) along Thames Street façade



## **XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT**

The applicant held a neighborhood meeting on May 10, 2023. Three members of the applicant team and one member of the public were present. The applicant provided the neighborhood meeting notice and certification following the meeting (Attachments 17 + 18).

At the time the memo was posted, the Planning + Urban Development Department has not received any public comment regarding this proposed development.

## **XII. NEXT STEPS**

- Planning Board Workshop
- Applicant Submit Revised Documents and Drawings
- City Staff and Third-Party Review of Revised Materials
- Final Design Review Memo
- Planning Board Public Hearing

## **XIII. ATTACHMENTS**

### **STAFF DOCUMENTS**

- A. Preliminary Review Comments (City Staff + Third-Party)
- B. Preliminary Design Review Memo (Planning Staff)
- C. Eastern Waterfront TMP

### **APPLICANT SUBMITTAL**

1. Project Summary
2. Major Site Plan Checklist
3. Waiver Table
4. Zoning Analysis Table
5. City Lot Deed 70 Thames
6. Quitclaim Deed 144 Fore
7. Technical Capacity
8. Environmental Standards
9. Public Infrastructure
10. Site Design
11. Transportation
12. WEX TDM Plan
13. 100 Fore Street TDM Plan
14. Thames Street Renderings
15. Comment Response 6.20.23
16. Revised Architectural Narrative 6.20.23
17. Notice of Public Meeting
18. Certification of Public Meeting
19. Wastewater Capacity Authorization

### **PLANS**

- Plan 1. First Floor Plan
- Plan 2. Second Floor Plan
- Plan 3. Third Floor Plan

Plan 4. Original Building Elevations  
Plan 5. Cover Sheet  
Plan 6. General Notes + Legend  
Plan 7. Boundary and Site Topography  
Plan 8. Demo Plan  
Plan 9. Construction Management  
Plan 10. Overall Site Plan  
Plan 11. Site Layout Plan  
Plan 12. Scale Site Enlargement  
Plan 13. Easement Overlay Plan  
Plan 14. Grading Drainage and Erosion  
Plan 15. Utility Plan  
Plan 16. Site Details  
Plan 17. Site Details  
Plan 18. Site + Miscellaneous Details  
Plan 19. SD + Utility Details  
Plan 20. Utility + Miscellaneous Details  
Plan 21. Materials and Landscape Plan  
Plan 22. Plantings Plan  
Plan 23. Photometric Plan  
Plan 24. Details  
Plan 25. Details  
Plan 26. Details  
Plan 27. Details  
Plan 28. Details  
Plan 29. Details  
Plan 30. Thames St. CM Plan  
Plan 31. Revised Architectural Elevations 6.20.23

Review Criteria:

- Chapter 14 Site Plan Standards (Major Site Plan)
- Design Review
- B-6 Zoning Dimensional Standards and Guidelines

Att. A

Please submit a written response to the comments below and upload the response, revised submissions, and new material to Project Dox (make sure all submissions maintain the same file naming format to allow for versioning) Once uploaded, please send an email to [ctetelman@portlandmaine.gov](mailto:ctetelman@portlandmaine.gov) notifying the planner of the resubmission:

## GENERAL

- The Design Review Memo has been attached to this comment document.
- Please show all Snow Storage areas on site or include commentary on how Snow will be managed and removed from the site.

## ZONING

- Zoning Analysis Table notes the required maximum height is 65 ft. Looking at the B-6 Zone Building Height Overlay Map, the proposed site is in the 45 ft. maximum height area. The elevations (A2.01) need to show the height from the average grade to the roof beam and also need to show how average grade is determined.
- Note – for proposed roof top decks, any type of shade structure or roof will need to meet the 45 ft. maximum height from the average grade.
- The applicant is proposing 100 off-street parking spaces in the 100 Fore St. Parking Garage. The applicant will have to meet the criteria outlined in section 19.1.6(B). A parking study is required.
- Please provide expected uses for the five buildings and provide a brief description of how they are intended to be operated (time, use, etc.)? Does the applicant have any solidified plans related to those structures? If ‘incubator spaces’, please elaborate further.
- Freedom Way and Thames Street have 10 ft. setbacks. City Staff recommend moving the building footprint West towards Freedom Way and get rid of the walking path in between the existing sidewalk and the building (along Freedom Way). Additionally, please be sure to show setback dimensions on site plan.

## TRANSPORTATION

- This application was part of the Eastern Waterfront Traffic Movement Permit. The applicant shall provide specific information that the following assumptions in the TMP are valid. City Staff note the current project includes retail and incubator business space.
  - *The development of a City of Portland owned parcel at 70 Thames Street, proposed to include 72,000 sf of office space with parking off-site in one of several parking garages being developed in the vicinity. City Tax Map 19; Block A, Lot #002001. The project is estimated to generate 126 AM and 139 PM weekday peak hour trip ends.*
- The Eastern Waterfront Traffic Movement Permit noted the following:
  - The City owned parcel shall pay the City’s Traffic Impact Fee as stated in their Ordinance (\$2,800 per sf of office space, with the fee(s) adjusted as necessary based upon a site plan application once submitted).

- City owned parcel. One general delivery driveway is expected to be incorporated into the final design. All parking demand is expected to be met elsewhere in the future structured parking in the vicinity. Final site access will be determined as part of Site Plan approval.
- The period for which the traffic impacts of the project have been assessed is 5 years, with a full build-out at year 2023. If the full build-out extends beyond year 2023, the Department may require a study during the year of full occupancy. Coordination with MaineDOT is required.
- The applicant shall provide turning templates for truck movements entering and exiting the site. This shall also include justification for the width of the driveway and size of the radii.
- The crosswalk location, alignment and ADA compliance on Thames Street will need to be reviewed and approved by DPW.
- Improvements in the ROW shall be dimensions on the plan view sheets. For example ROW, street, lanes sidewalk, esplanade driveways (and other improvements) widths as well as when a width changes.
- The applicant shall update the plans to label or provide spot grades and slopes for the proposed sidewalks, accessible ramps and driveways at grade breaks.
- The applicant shall provide clarification on what the proposed hardscape material is within the ROW.
- The City's Technical Manual has been recently updated and approved. After reviewing the proposed details, applicant is using outdated details. The applicant shall update all proposed details (Site, Sewer, Stormwater, Landscape, .... details) to meet the requirements of the recently approved technical manual update.
- The entrance to the property along Thames Street shall be constructed as a driveway not a roadway. This will eliminate / change the two accessible ramps.
- Any proposed accessible ramp shall be constructed separated from the driveway apron using the sidewalk as the landing. See example below.



- The sidewalks and driveway shall be reconstructed in accordance with the City's Sidewalk and Driveway Apron Material Policy, and made compliant per the City's Technical Manual Section 1 and the current standard details. The sidewalk material shall be continued through the driveway aprons

at grade with the proposed sidewalk and not in excess of 2% cross-slope per the current City standards.

- Consolidate proposed service trenches to have one final (full street width) trench repair.
- The proposed trenches shall be repaired per the Minor Excavation Pavement Repair Details (prior to paving the finished surface) found in the Rules and Regulations for Excavation Activity. Update the plans and detail sheets to show these requirements.
- The proposed UGE and Telecommunication connection in the sidewalk along Fore Street is not a valid connection Point. The applicant shall verify that services are available at this location and provide an alternate connection point on the next submittal.

## **WATER QUALITY, STORMWATER, & INFRASTRUCTURE**

- The project is required to comply with MaineDEP Chapter 500 and City of Portland Section 5 standards for stormwater management.
  - Basic Standard – The Applicant should provide an erosion control plan in accordance with the Basic Standards.
  - General/Redevelopment Standard – The Applicant has not provided a stormwater management plan, but notes in their narrative on environmental standards that the sites runoff patterns will remain unchanged. Please confirm that there will not be 1,000 SF of new impervious surface or 5,000 SF of non-roof redeveloped impervious surface – if either of these thresholds are met, stormwater treatment will be required. It appears based on a review of the site plan that the redevelopment standard may need to be considered for the site.
  - Flooding Standard – The project has requested a waiver of the Flooding Standard as it will discharge to tidal waters. This is consistent with waivers granted for similar projects discharging to Casco Bay.
- The Grading, Drainage & Erosion Control Plan appears to have some layers turned off. I do not see any proposed drainage structures, piping, or erosion control measures shown. More information should be provided.
- Thames Street is currently in a paving moratorium. The plans should reflect the paving repair required for utility installations.
- The applicant's narrative notes they will be connecting to utilities in Fore Street, but may also maintain existing utilities on the site. They should provide confirmation from utility providers on ability to serve for all services anticipated to be maintained or added.
- The applicant shall update the grading and drainage plan to show proposed drainage infrastructure and connections to the City's storm drain system so DPW can review and provide comments.
- The applicant shall provide a wastewater capacity application to DPW water resources for review and approval.

## **LANDSCAPING & ENVIRONMENTAL QUALITY**

- Street trees should be spaced in accordance with Technical Manual chapter 4.6.3 requirements: every 25-35 feet on center in the City ROW. The Thames street frontage should meet that requirement. The trees currently proposed are very irregularly and sometimes widely spaced.



- Removal of the two existing street trees (Pin Oaks) is acceptable, however the applicant should work with the City Arborist to evaluate the option of relocating them rather than disposing of them.
- The current landscape plan proposes numerous Maples as street trees. Maples as a genus are currently very over-represented in the City's street tree canopy. The City Arborist would prefer to see non-maples being planted on Thames to increase the Portland's urban canopy resilience against pests and disease. Tulip Poplars could be a good choice for the Thames Street frontage.
- Sheet L2 current landscape plan proposes numerous Maples as street trees. Maples as a genus are currently very over-represented in the City's street tree canopy. The City Arborist would prefer to see non-maples being planted on Thames to increase the Portland's urban canopy resilience against pests and disease. Tulip Poplars could be a good choice for the Thames Street frontage.
- Please provide more information on the proposed "reinforced turf" in the form of a detail or specifications so that City Staff can better understand what is being proposed and why. Is this material being proposed due to anticipated vehicular traffic on the lawn?
- There is a staircase wall extending into the Right of Way near the building's southern corner entrance. The wall (and stair if needed) should be adjusted to avoid narrowing/obstructing the sidewalk within the right-of-way.
- Please clarify the inside dimensions of the proposed raised granite tree wells. They are labeled as 5'x7' in the tree well detail but appear to be smaller on the landscape plans.
- When the raised granite tree wells directly abutt the street edge, they can form an obstruction to opening car doors. This can be avoided by the raised granite tree well "transitioning" to a flush curb where it abuts the street edge. Alternatively, the tree well may be shifted 2-3 feet away from the street-side curb to allow space for car doors to swing open.
- The City is willing to provide support/assist with removal of parking barrier materials along the Thames St perimeter of the site.

Subject: 70 Thames Street  
Zone: B6  
Date of Review: Monday May 15, 2023  
Reviewer(s): Sean King (Urban Designer), Charles Tetelman (Planner), Kevin Kraft (Deputy Director)  
Project ID: PL-0024372-2023

Att. B

## I. OVERVIEW

The preliminary review of the proposed commercial mixed-use building at 70 Thames Street was conducted by Sean King, Urban Designer, Charles Tetelman, Planner, and Kevin Kraft, Deputy Director. The following memo reflects general comments and concerns about the project and frames the areas that would benefit from discussion and feedback during the first Planning Board workshop.

## II. DESIGN REVIEW CRITERIA:

The Major Site Plan application is subject to the policies and design standards listed below:

- A. Eastern Waterfront Master Plan - Design Guidelines for Portland's Eastern Waterfront
- B. City of Portland Design Manual – (g) EWPZ Eastern Waterfront Port Zone and B6 Eastern Waterfront Mixed Use Zone

## III. REQUEST FOR ADDITIONAL MATERIALS:

Staff is requesting the following additional materials to assist with the design review:

- 1. Architectural narrative, plans, elevations and renderings for the proposed incubator business spaces.

## IV. DESIGN REVIEW COMMENTS:

Text in **red** indicates standards have not been met and resubmission is required.

*Eastern Waterfront Master Plan - Design Guidelines for Portland's Eastern Waterfront: All major and minor development reviewed under the provisions of the eastern waterfront zones shall be designed to support the development of this urban neighborhood as a dense, mixed-use, pedestrian friendly neighborhood.*

### Streets:

- 1. **Public Streets:** The development proposes to continue the Thames street design with parallel parking spaces, brick sidewalks, pedestrian scaled light poles (to remain), street trees and tree wells.
- 2. **Appropriate Street Design:** The development proposes to create a street design for the proposed driveway with brick sidewalks, pedestrian scale light poles, street trees and tree wells along the west property line that is consistent with the Eastern Waterfront master plan street extension of Mountfort Street.
- 3. **Sidewalks:** Brick sidewalks are proposed along streets and building entries are accessible by brick and/or concrete walkways throughout the development.

4. **View corridors:** View corridors and view protection splays are observed with the proposed development and building design.
6. **Underground Utilities:** Underground utilities are proposed throughout the development to connect to existing service at perimeter streets.

#### **Buildings and Architecture:**

1. **Contextual Design:** The proposed development site is located within the Eastern Waterfront, comprised of the working waterfront and marine-focused uses at the water's edge, mixed-use buildings with academic, office, hotel, and retail use along Thames and Fore Street and the residential complex of Munjoy South located north of the site. Staff finds the proposed development recognize the existing development pattern and adjacent building heights that vary from three to five stories of the 1 Hancock Street, 100 Fore Street and 110 Thames Street properties. In addition, the Portland Foreside development located east of the site further extends Thames Street through the Portland Company designated historic district to include active street frontages and building entrances directly at the street. Staff finds the proposed development enhances the surrounding context in scale, building placement and materiality.
2. **Building Composition:**
  - a. **Placement:** The proposed building placement allow for primary entrances at Thames Street that face the water. The proposed development and building design preserve water views along streets with generous side setbacks and view splays at the front elevation massing to allow for additional water views.
  - b. **Height:** The proposed building heights are compatible with the adjacent building heights that vary from three to five stories and transition with building stepdown in height towards the waterfront.
  - c. **Massing:** The proposed building utilizes horizontal lines that transition from straight edges, to wavy, and ultimately curving at the corner of Thames Street and Freedom Way. The building provides massing variation by incorporating a third-floor extension and projecting the three-story portion of the building and vertical glass circulation tower out towards Thames Street, which breaks the horizontal massing, which staff finds to be successful. This projection along Thames Street provides a unique building element creating multiple levels of scale to avoid a flat appearance. Given the various components and complexity of the overall massing, it is important to use other design elements to give hierarchy and contextuality to the project. To accomplish this **Staff recommends incorporating a third exterior column to define and frame the three-story portion of the massing and to consider adding a special element to the glass circulation tower such as aluminum vertical sun louvers or another feature to define and accentuate the atrium. This would create additional building articulation, breaking up the largely glass building, while still maintaining a high-level of transparency.**
  - d. **Proportion:** The proposed building is directly compatible with the adjacent building at 1 Hancock Street that is horizontally oriented with a vertically arranged curtainwall system

and framed building entries. Staff recommends additional architectural detailing to frame the building entries facing Thames Street to balance the proportions of the façade.

- e. **Articulation:** The top of the building is terminated by an extension of the curtainwall above the second floor along with a roof overhang with pronounced soffit above the third floor. The applicant has provided a typical spandrel panel detail at each floor, although staff observes the detail appears to be distinctly varied. Staff recommends the applicant provide more horizontal distinction between floors for the two-story portion of the façade that is set back.
  - f. **Materials:** The building façade materials are comprised primarily of glass along with a panel system to segment the division of floors and internal program. Staff are not opposed to the use of a curtain wall in this location but there is concern about light pollution and drawn shades, as well as impact on birds. Staff is requesting the applicant consider incorporating architectural features such as sun louvres or another type of architecture feature to accentuate portions of the facade. Additionally, staff is requesting the applicant provide material specifications for curtainwall system color, tint, screening, panel system, spandrel panel, wood panel at roof soffit and canopy systems. The applicant should also consider utilizing materials to emphasize the various entrances.
3. **Pedestrian Environment:** The proposed development provides a balance of pedestrian experiences through the inclusion of wide sidewalks with streetscape amenities including benches, and lighting. Staff is requesting the applicant provide the visual transmittance (VT) value of the proposed glass at the ground floor along Thames Street and at the proposed mercantile space. In addition, staff recommends to reduce the planting area along Thames Street to align with the 2<sup>nd</sup> floor building overhang, which would create an opportunity for an inviting plaza with potential seating adjacent to the lobby atrium entrance.
  4. **Primary Entrances and Service Entrances:** The proposed building includes primary entrances for the lobby atrium entrance, main office entrance, secondary office entrance and mercantile space with access to public sidewalks. Staff finds the locations of the proposed entrances, which are oriented towards the street and waterfront, appropriate. As proposed, the sunshade canopy system at the office entry introduces a new form to the building and reads more as an appendage resulting in a disjointed appearance. Staff are not opposed to the use of slightly varied treatments for each entrance, however the sunshade canopy system does not convey a clear concept or hierarchy and confuses the legibility of the building, which currently incorporates strong horizontal and vertical lines and curved façade as opposed to sharp, angular features. Furthermore, staff finds the atrium lobby entrance to be hidden and vanishes into the building.

Staff recommends consideration for the lobby entrance to be relocated to the prominent stair tower projection to clearly identify as a primary entry or to create an architectural expression and definition around the lobby's current entrance location that makes it highly legible and clearly identifiable. The current retail entrance is oriented towards Thames Street and the waterfront, which staff finds appropriate, however staff recommends the applicant consider a chamfered corner for the retail use at the building's corner for greater activation and visibility

at view splays and to provide greater distinction between the office use. This may offer more directional orientation and engagement with the plaza space along the internal drive.

5. **Infill and Small-Scale Development:** The proposed development is an infill development defined by an existing street grid. The proposed building's placement establishes a street wall consistent with adjacent buildings along Thames Street.

#### **Open Space and the Public Realm:**

1. **Public Open Space and Plazas:** The proposed development includes publicly accessible open space at the rear of the property activated by incubator business spaces and pedestrian circulation to connect around new building and gathering areas. Plazas are proposed at the east and west elevations to identify building entries, create outdoor seating and pedestrian comfort with tree and low plantings. The proposed development includes a private rooftop deck as open space.

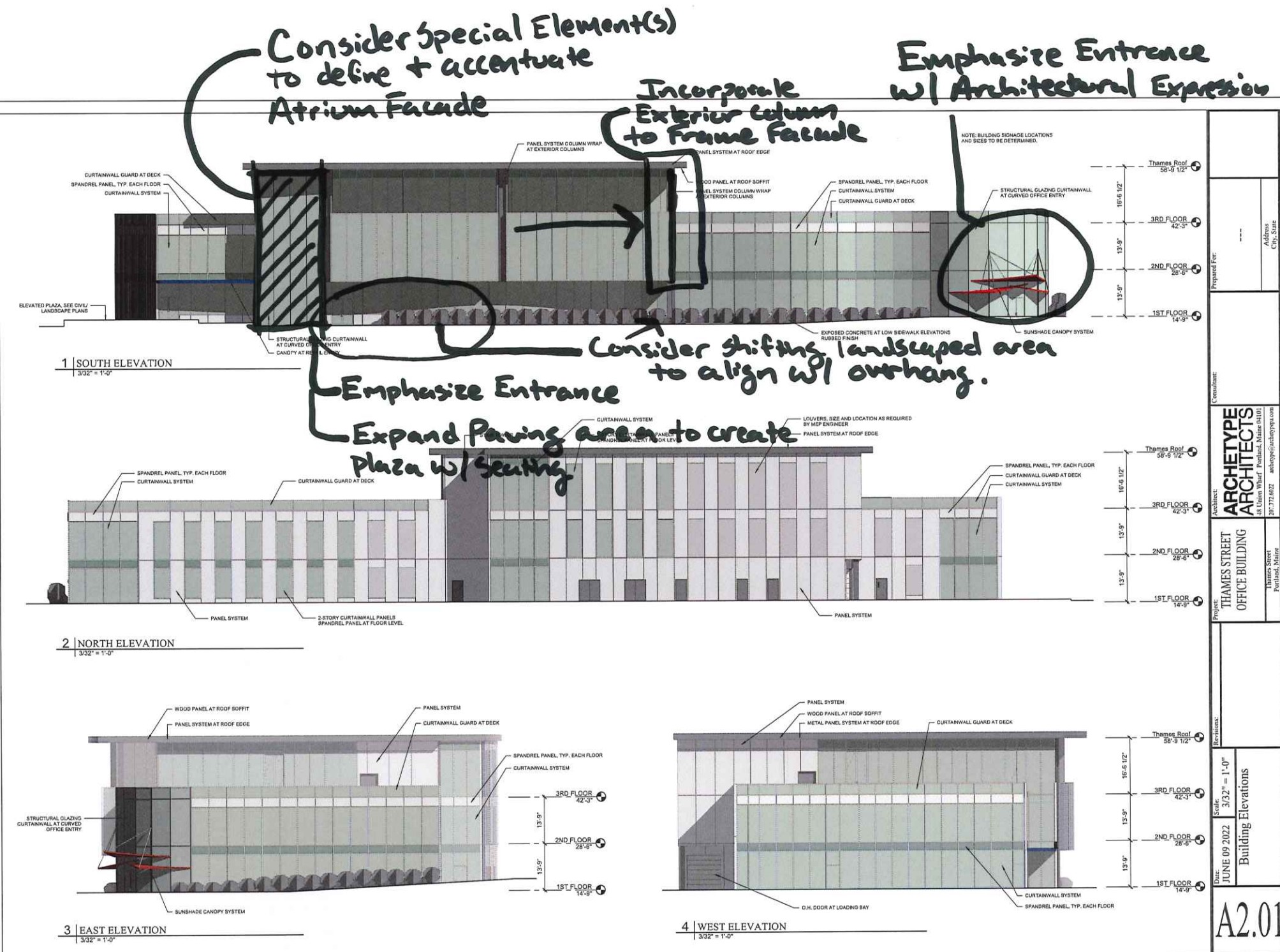
#### A. City of Portland Design Manual

**(g) EWPZ Eastern Waterfront Port Zone and B6 Eastern Waterfront Mixed Use Zone:** *Eastern Waterfront design standards: All major and minor development viewed under the provisions of the eastern waterfront zones shall be designed to support the development of this urban neighborhood as a dense, mixed-use, pedestrian friendly neighborhood.*

Staff comment: Staff finds the proposed development to support a dense, mixed-use, pedestrian friendly neighborhood at a building scale that is consistent with adjacent properties. Staff requests an architectural narrative along with renderings and/or elevations of the incubator business spaces for review.



Design Review Comments - Round 1  
5/15/23





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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

Applicants: City of Portland+Shipyard+WEX+100 Fore Street  
389 Congress St  
Portland, ME 04101  
Project Location: Eastern Waterfront, Portland, ME  
Portland Tax Map and Lot No's listed below  
Project: Eastern Waterfront Transportation District  
Identification #: Reg. 01-000270-A-N  
Permit Category: 200 + PCE's  
Traffic Engineer: Gorrill Palmer  
Attn: Randy Dunton, PE, PTOE  
707 Sable Oaks Dr, Suite 30  
South Portland, ME 04106  
(207) 772-2515

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the MaineDOT's Regulations, the Maine Department of Transportation has considered the application of the City of Portland and its co-applicants (for the Shipyard, WEX and 100 Fore St properties) with supportive data, agency review and other related materials on file.

### **PROJECT DESCRIPTION**

The proposed project consists of the following four properties located in the eastern waterfront area in downtown Portland.

- The redevelopment of the Shipyard Brewing site, to include 89,425 sf of manufacturing, a 105 room hotel, 89,387 sf of office space, 3,798 sf of retail, a 2,500 sf tasting room, 10 apartment units, and a multi-level parking garage with 340 spaces. The site is located at the existing Shipyard Brewing site, on the block bounded by Fore, Hancock, Newbury, and Mountfort Streets. City Tax Map 20; Block C, Lot #1, #2, #5, #9, #15. The project is estimated to generate 256 AM and 280 PM weekday peak hour trip ends.
- The development of the WEX site; a 102,027 sf 4-story mixed use building which includes corporate office space for WEX and leased retail space on a 10,000 sf portion of the first floor. Parking for WEX and the other building tenants to be provided in the Ocean Gateway. The site is located at the northeast corner of the intersection of Thames and Hancock Streets. City Tax Map 19; Block A, Lot # 14. The project is estimated to generate 172 AM and 165 PM weekday peak hour trip ends.
- The development at 100 Fore Street, which includes an 82,170 sf office building, a 539 space three level parking garage, with 3,300 sf of retail space. Additionally, 8,800 sf of an existing 30,000 sf building on the site will be retained and refurbished into a private fitness space for

tenants. City Tax Map 19; Block A, Lot #10. The project is estimated to generate a net 147 AM and 157 PM weekday peak hour trip ends.

- The development of a City of Portland owned parcel at 0 Thames Street, proposed to include 72,000 sf of office space with parking off-site in one of several parking garages being developed in the vicinity. City Tax Map 19; Block A, Lot #002001. The project is estimated to generate 126 AM and 139 PM weekday peak hour trip ends.

### **Findings**

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of the City of Portland subject to the following conditions:

### **MITIGATION**

The mitigation is intended to describe that conceptually shown on the following plans.

- Shipyard, prepared by Gorrill Palmer: “Site Plan – First Floor”, Drawing No. C101, Revision 4 dated 10/30/18
- WEX, prepared by Stantec. “Site Layout Plan”, Drawing C-3.0, Revision 9 dated 11/15/17.
- 100 Fore St, prepared by Stantec. “Site Layout Plan”, Drawing C-3.0, Revision 3 dated 11/09/18.

If the descriptions contained herein conflict with the plans, these descriptions shall take precedence over the plans. Not all the mitigation discussed herein may be shown on those or any plan. The following mitigation shall be constructed or implemented to MaineDOT’s satisfaction prior to the opening of the facility, unless otherwise approved by MaineDOT.

### **On-Site Mitigation**

Access to the developments:

- Shipyard. Four access points are proposed for the redeveloped site parking garage. An existing full movement entrance on Fore Street will access the first floor, a new full movement entrance for the upper levels on Hancock Street, and, for the proposed residential units, a new entrance-only access on Hancock Street, and a new exit-only access on Newbury Street. Street parking spaces near the entrances that limit the minimum sight distance requirement must be eliminated or relocated.
- WEX. A 12-foot wide service alley that circulates the rear of the building, connecting Hancock Street to a future street connection (Mountfort Street Extension) proposed by the City of Portland. Street parking spaces near the service alley that limit the minimum sight distance requirement must be eliminated or relocated.
- 100 Fore Street. Three separate full movement driveway access ramps are proposed to the parking structure. A ground level surface parking lot and the ground floor of the parking

structure will be accessed from a new driveway on Fore Street located just west of (and opposite to) the Mountfort Street intersection. The first and second parking levels will be accessed from separate entry/exit lanes from the currently private portion of what the City of Portland refers to as the Fore Street Connector (between Fore Street and Thames Street extension) to the east. The City's sight distance standards shall be met by these access points.

- City owned parcel. One general delivery driveway is expected to be incorporated into the final design. All parking demand is expected to be met elsewhere in the future structured parking in the vicinity. Final site access will be determined as part of Site Plan approval.

#### General Requirements For All Entrances

The entrances shall provide overhead illumination, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of 0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

### **Off-Site Mitigation**

#### Impact Fees

The applicants shall pay the City of Portland an impact fee towards future transportation infrastructure improvements to address capacity concerns given the additional volumes generated by the facilities. The impact fee schedule, listed below, is based on either the net proposed increase in development square footage and the City of Portland's Transportation Fee unit price for the land use, or the increase in PM trip ends.

- The Shipyard facility shall pay a Traffic Impact Fee of \$790 per PM peak hour trip end.
- The WEX building shall pay a Traffic Impact Fee of \$790 per PM peak hour trip end.
- 100 Fore Street shall pay the City's Traffic Impact Fee as stated in their Ordinance (\$2,800 per 1,000 sf of office space, \$8,248 per 1,000 sf of retail space).
- The City owned parcel shall pay the City's Traffic Impact Fee as stated in their Ordinance (\$2,800 per sf of office space, with the fee(s) adjusted as necessary based upon a site plan application once submitted).

Overall trip generation shall reflect approved "shared use" and "other modes transportation" reductions as described in the Traffic Movement Permit Application, Section 1.

### **Overall Requirements**

A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to MaineDOT and/or National standards.



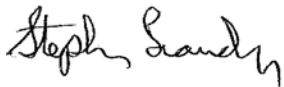
B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage, plantings or structures shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. Because the proposed project affects the State Highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's Region Engineer, who can be reached at (207) 885-7000 in Scarborough.

E. The period for which the traffic impacts of the project have been assessed is 5 years, with a full build-out at year 2023. If the full build-out extends beyond year 2023, the Department may require a study during the year of full occupancy.

By:



\_\_\_\_\_  
Stephen Landry, P.E.  
State Traffic Engineer

Date: 3/20/20



300 Southborough Drive, Suite 200  
South Portland, Maine 04106  
207.772.2515

March 31, 2023

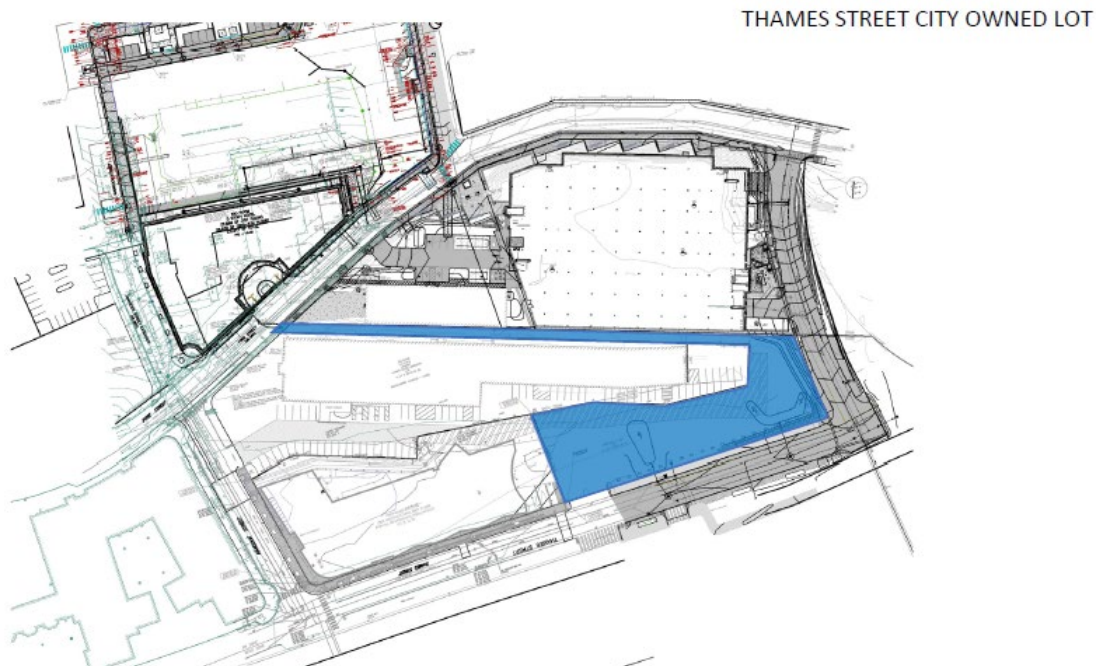
**Ms. Christine Grimando**

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

**Subject: Major Site Plan Application – City owned property on Thames Street**  
**Applicant: 144 Fore St. OZ, LLC**  
**Tax Map/Block/Lot # 019-A-002 and Lot #019-A-08**

Dear Christine:

On behalf of **144 Fore St. OZ, LLC**, Gorrill Palmer is submitting application materials for a Major Site Plan Application, for a new multi-tenant office building on the City owned land on the corner of Thames Street and Freedom Way. The development will also encompass a portion of the property at 144 Fore Street which is under common ownership by 144 Fore Street, LLC. The applicant responded to the City's RFP #22021 and had been selected for purchase of the 0.984 acre City site<sup>1</sup>.



**City Owned Property on Thames Street**

<sup>1</sup> Per Boundary & Topographic Survey at 144-152 Fore Street, Portland, Maine made for 144 Fore Street OZ LLC, by Owen Haskell Inc. January 6, 2022





The proposed project includes a 25,575 SF footprint, 3-story mixed-use building with a portion of the floors designated as corporate office space for WEX, a third-floor restaurant, and 2,000 SF of the first floor as mercantile space. The total space over three floors will be approximately 72,857 SF. The third level will include both indoor and outdoor opportunities for the tenants. The project is guided by the Eastern Waterfront Master Plan and is designed to allow permeability and accessibility across the site. The building will be surrounded by designed streetscape plaza and park spaces which may become home to opportunities for incubator business locations, in a manner like those at 93 Washington Avenue. The applicant is currently in discussions with various vendors for possible teaming opportunities.



**Washington Ave incubator space**



**Example incubator space**

WEX has agreed on a long-term commitment to lease a minimum of 42,000 square feet in the building.

The Community benefits provided by the project include the following:

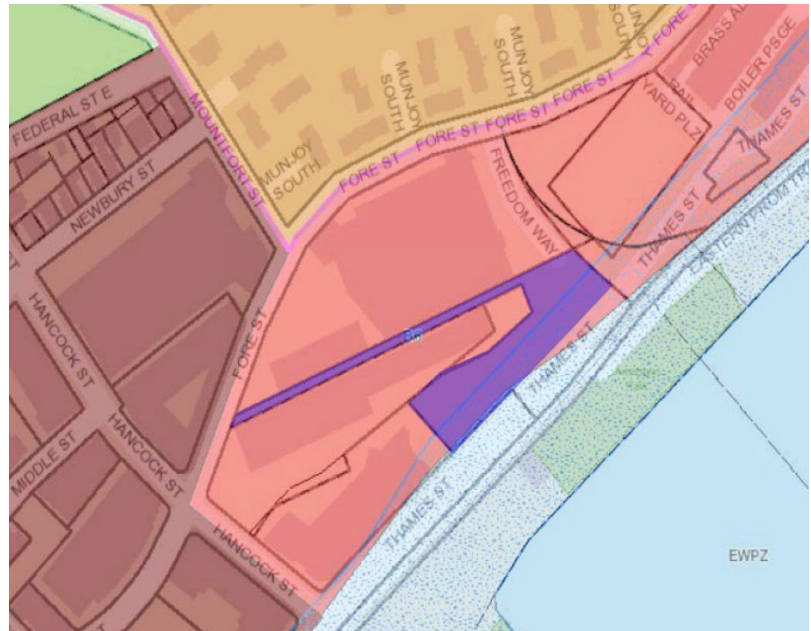
- The Project contributes to the redevelopment and revitalization of the area;
- The Project provides a quality office use destination to complement other mixed-use activities in the nearby vicinity; and
- The Project incorporates exterior site enhancements for outside Plaza space, landscaping, and related site amenities.

The applicant is seeking Planning Board Approval to allow commencement of sitework and building construction immediately upon receipt of approvals. As the building is greater than 10,000 SF, this use meets the criteria for a Major Site Plan Review per Table 14-A in the Recode.



## **Existing Conditions**

The existing 0.984 acre City owned site is located at the end of Thames Street and has been in use for public parking by the City for many years. The City site conditions include mostly gravel surface and in recent years the frontage along Thames Street and Freedom Way has been modestly improved with sidewalks and street lighting. The site's historic use was highlighted by the Grand Trunk Rail yard that occupied the block for over a century. The 144 Fore Street site is 1.687 acres and includes an existing single level building and related parking lots. A portion of the building will be demolished to make way for the proposed development.



**B6 Zoning Excerpt**

The site is located in the B6 zone as identified on the City's zoning map.

According to City records, utilities serving the site include power, communications, water, gas, and sewer. The building at 144 Fore Street contains various existing utility services and the City property also benefits from nearby utility capacity availability. The site is accessed from Thames Street from an existing gravel driveway located east of the 1 Hancock WEX headquarters and within the so called future Mountfort Street Extension corridor that extends from Fore Street southerly to Thames Street.



**Adjacencies**

Nearby land uses include:

- WEX Headquarters at 1 Hancock Street
- WEX and Roux Institute at 100 Fore Street including the 539 space parking garage
- Portland Foreside mixed use development currently under construction and partially completed.



- Portland Gateway Terminal along the waterfront
- Portland's Amethyst lot and Moon Tide Park, public spaces along the waterfront
- The Narrow Gauge Railroad and Museum



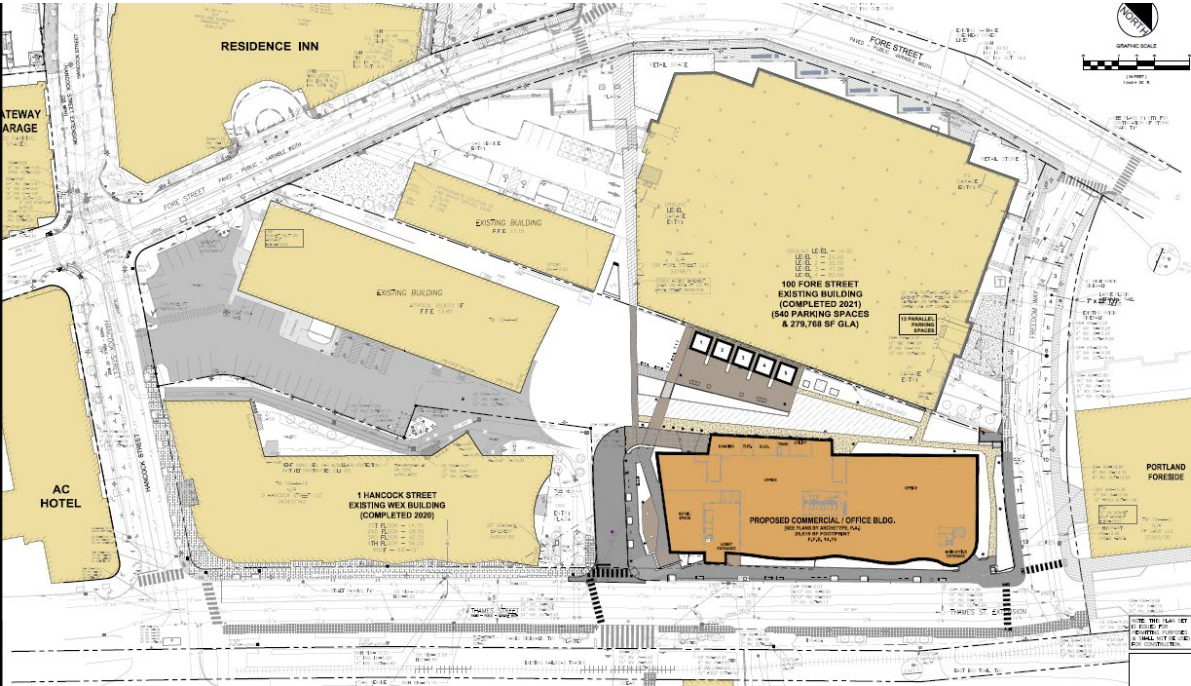
**Aerial Image – circa 2020**

### **Proposed Development**

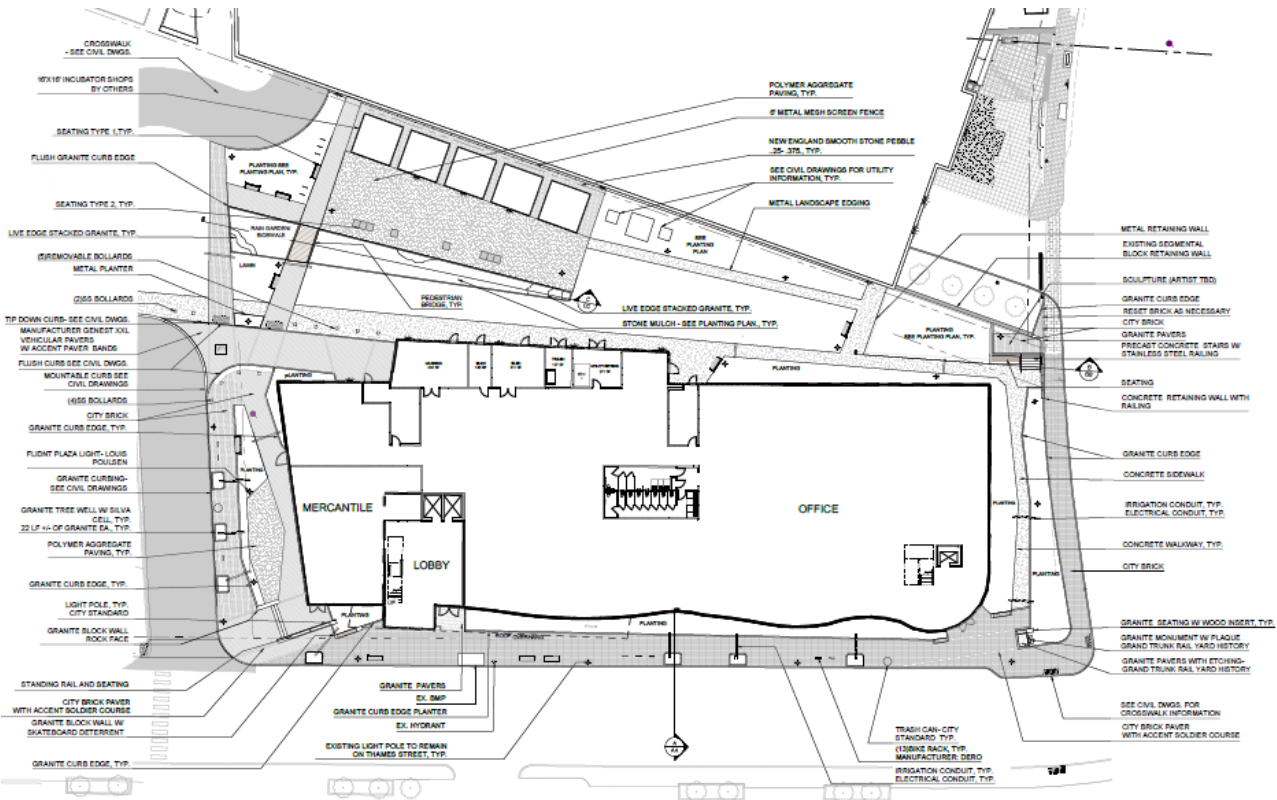
The Thames Street Lot will become part of a campus that has already been established by the applicant both in its uses, site layout and design. The footprint of the proposed building and the parkscape included in the proposal are strengthened and the campus appropriately connected, due to the applicant's ownership of the surrounding properties at 144 Fore Street, 100 Fore Street and 1 Hancock Street. The 144 Fore Street site and the easements attached to it sliced through the interior of the City site and greatly reduced the ability to build on the City's Thames Street Lot. The applicant's success in controlling the 144 Fore Site allow the development to now connect the pedestrian circulation and view corridors that are both defined by the Eastern Waterfront Master Plan (EWMP) and sought after by the applicant and the partnering businesses currently utilizing the surrounding sites.

The proposed site plan positions the new building along the Thames Street frontage with primary entrances along Thames and at the corner of Freedom Way and Thames. The westerly entrance accesses a grand vaulted entry lobby with access to stairs and primary elevators. The easterly entrance at the corner of Freedom Way and Thames will be a primary office space entrance for WEX staff. A new 26' wide access driveway will occupy the current City parking lot entrance off Thames and this will continue along the so-called Mountfort corridor to an interior plaza/courtyard space. This route will also provide a new vehicular connection to the ground level parking garage at 100 Fore Street. Interior pedestrian and vehicular connectivity to Hancock Street will also be provided between the WEX headquarters and remaining 144 Fore Street building. The conditions of the land transfer also include various easement rights retained by the City and/or granted by the developer to the benefit of the City. These easements involve pedestrian access thru the property.





**Proposed Site Plan – Overview**



**Proposed Site plan – Thames Street**



The proposed building design is a balance of relating to its neighboring campus buildings while creating individual design appeal. The form and footprint were informed by the items of importance addressed by both the RFP for the sale



of the lot and by the Eastern Waterfront Master Plan. The site elements of the proposal are key to tying the block together and enhancing the visual and physical permeability of the site as it relates to its surroundings from many perspectives including an office or retail user, a local resident or a tourist passing through. The site elements plan for the future nearby waterfront public open space while drawing from its rich history to inform the design: honoring the past while enhancing the future.

The design approach is to enhance the campus that has been started through the construction of the WEX headquarters and 100 Fore Street and tie the design to its surroundings. Certain elements clearly reference the existing buildings and therefore respect the views and access of its neighbors.



The material choices tie directly into the existing buildings of the campus while the building is responding formally to the specifics of the zoning, the relationship to the neighboring buildings and the uses inside. This area within Portland has developed quickly in the past few years and contemporary architecture dominated by glass and steel has become a key part of the fabric. In keeping with A consistent material language such as the brick that ties the historic old port together, glass and steel are the language of the New Waterfront. The transparent and reflective qualities of glass create an interaction with the surroundings that tie into the goal of permeability and sensitivity to surroundings.







The design also creates a building that has distinct features allowing it to stand on its own visually and further the contemporary architectural style that has become part of the new waterfront within Portland.



Not only does the design respect the view corridors of the EWMP but by creating much of the 3rd level exterior as outdoor habitable space, and orienting the indoor portion of this level toward the south, the water views from the occupiable levels of buildings to the west are maintained.



## Building Elements

- LED light fixtures – minimal fixture use needed due to amount of glazing
- Automated light systems to prevent light usage when not required, and dimming based on natural light levels
- Automatic shades systems will balance the lighting with heating and cooling loads
- Curtainwall systems contain recycled content
- White EPDM roof on third story enclosed structure decreasing cooling loads
- Light colored roof deck pavers decrease cooling loads
- Keeping the project team local means commuting needs are greatly lowered during the design and construction process
- A Construction waste management plan will be in place
- Open concept structural and floor systems allow for space and usage flexibility with minimal waste and energy
- Building commissioning will be implemented



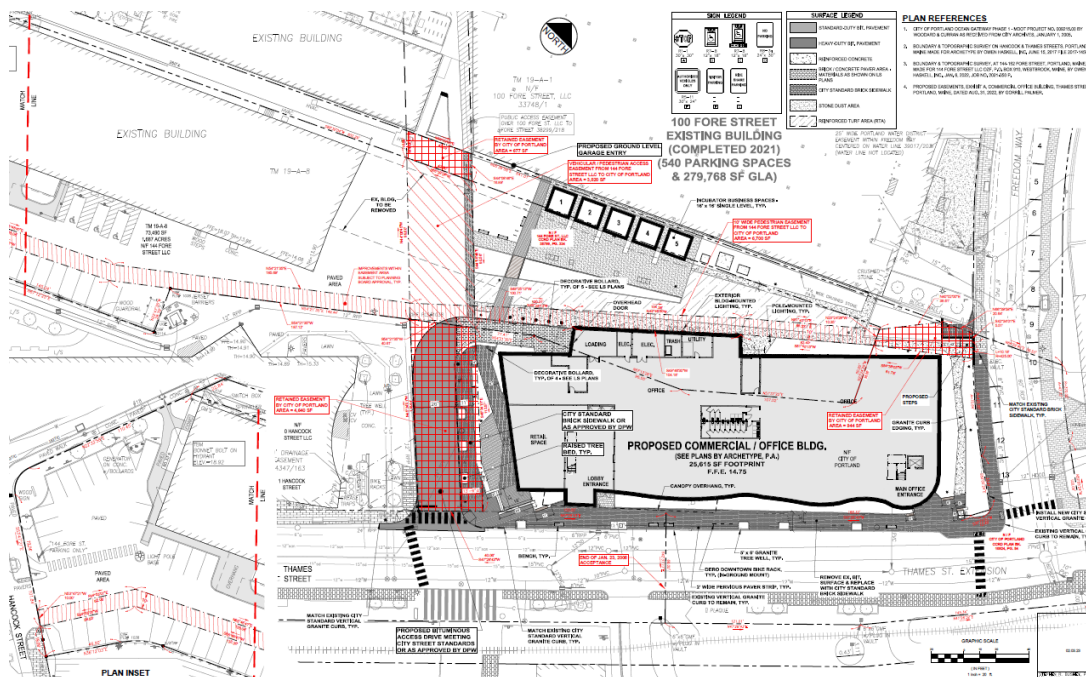
- Low flow plumbing fixtures to be installed
- Building level water metering to be incorporated
- Building level energy metering to be incorporated

## Site Elements

- Bike Parking and storage to encourage alternative commuting
- Parking provided in stacked garages owned by applicant reduce the users parking footprint
- Charging stations are available at 100 Fore garage for office users
- High ratio of pervious/planted surface
- Uses are a higher density and better use than the existing single level gravel parking lot
- Site location encourages foot and bike commuting with connectivity to nearby waterfront and Gateway Terminal
- Interiors designed to minimize energy consumption and reduce energy consumption
- In-office single stream recycling system will be implemented

## Public Benefit

- Future Possible Mountfort Street Extension ROW – A paved section may be turned back to city
- Freedom Way turned over to the City for Vehicular connectivity from Thames to Fore Street
- Brick Sidewalk constructed on Freedom Way in front of Portland Foreside development
- Pedestrian connectivity and engagement within the four quadrants of the Fore St/Thames/Hancock/Freedom Way block
- Applicant contributes \$50,000 towards new public bathrooms constructed on the Amethyst Site.



Public Access Easements in Red



## **Traffic**

The site was previously made part of the Eastern Waterfront Traffic Movement Permit<sup>2</sup> (EWTMP). The Eastern Waterfront TMP contemplated that the development of the City owned parcel would include 72,000 SF of office space with parking off-site in one of several parking garages existing in the vicinity of the property. The City land was estimated to generate 126 AM and 139 PM weekday peak hour trips. The proposed project now includes the following land uses and projected trip generation<sup>3</sup>:

| <b>Table 1 – Trip Generation</b> |                   |                      |                      |
|----------------------------------|-------------------|----------------------|----------------------|
| <b>Land Use (LUC)</b>            | <b>Area (SF)</b>  | <b>AM Peak Trips</b> | <b>PM Peak Trips</b> |
| Office (710)                     | 43,730            | 51                   | 50                   |
| Mercantile (814)                 | 2,000             | 6                    | 14                   |
| Restaurant (931)                 | 8,315 (300 seats) | 6                    | 65                   |
|                                  | <b>Total</b>      | <b>63</b>            | <b>129</b>           |

Based on the originally approved trip generation the proposed project will not exceed the threshold values requiring any further traffic examination in our opinion.

## **Parking**

Off-street parking shall be provided in the Gateway Garage and the 100 Fore Street Garage, both of which are under common ownership. The Gateway Garage has 520 spaces and the 100 Fore Street garage has 543 spaces. The uses in the 100 Fore Street building require 215 spaces, yielding a balance of 344 spaces available in the 100 Fore Street Garage. Use of the 100 Fore Street parking garage for development on the City owned property was contemplated in the EWTMP. Per Table 19-A of the ReCode the following parking ratios apply:

| <b>Table 2 – Parking Demand</b> |                  |                                                              |                         |
|---------------------------------|------------------|--------------------------------------------------------------|-------------------------|
| <b>Land use</b>                 | <b>Area (SF)</b> | <b>Vehicular ratio</b>                                       | <b>Required parking</b> |
| General Office                  | 43,730           | 1 space/400 SF                                               | 110                     |
| Retail                          | 2,000            | 1 space/200 SF on 1 <sup>st</sup> floor in excess of 2000 SF | 0                       |
| Restaurant and Bars             | 8,315            | 1 Space/150 SF of floor area                                 | 56                      |
|                                 |                  | <b>Total</b>                                                 | <b>166 spaces</b>       |

Multiple bicycle parking spaces have been provided at eight City Standard Dero Downtown bike racks at the front and side of the proposed building.

<sup>2</sup> See Reg. 01-000270-A-N issued 03/20/2020 by the Maine Department of Transportation.

<sup>3</sup> Based on ITE 10<sup>th</sup> Edition Trip Generation



## **Utilities**

The proposed project will include new utilities from the street into the building as follows:

- A 6" fire line and 4" domestic water line service will be extended into the site from the existing 12" main in Thames Street.
- A domestic sanitary line and a kitchen waste line will extend from the building to the 8" sanitary sewer in Thames Street. A City standard grease trap will be installed on the Kitchen waste line.
- Underground power and communications will extend from the 1 Hancock Street site to the proposed site.
- A natural gas service line will extend off the existing main in Thames Street.
- Existing water and Sanitary lines remaining from the demolition of the easterly end of the building at 144 Fore Street may be reused for the incubator spaces.

## **Consistency with Master Plan**

The project proposal is consistent with the Eastern Waterfront Master Plan as it will involve road and utility extensions and development consistent with the Plan. As seen below the EWMP set an objective of connectivity between Thames Street and Fore Street. The applicant has made the transfer of Freedom Way part of the overall offering for the city site. Further, the site layout, much like the 100 Fore Street development, allows for the Mountfort Street Extension from Fore Street down to Thames Street, as a view and pedestrian movement corridor.

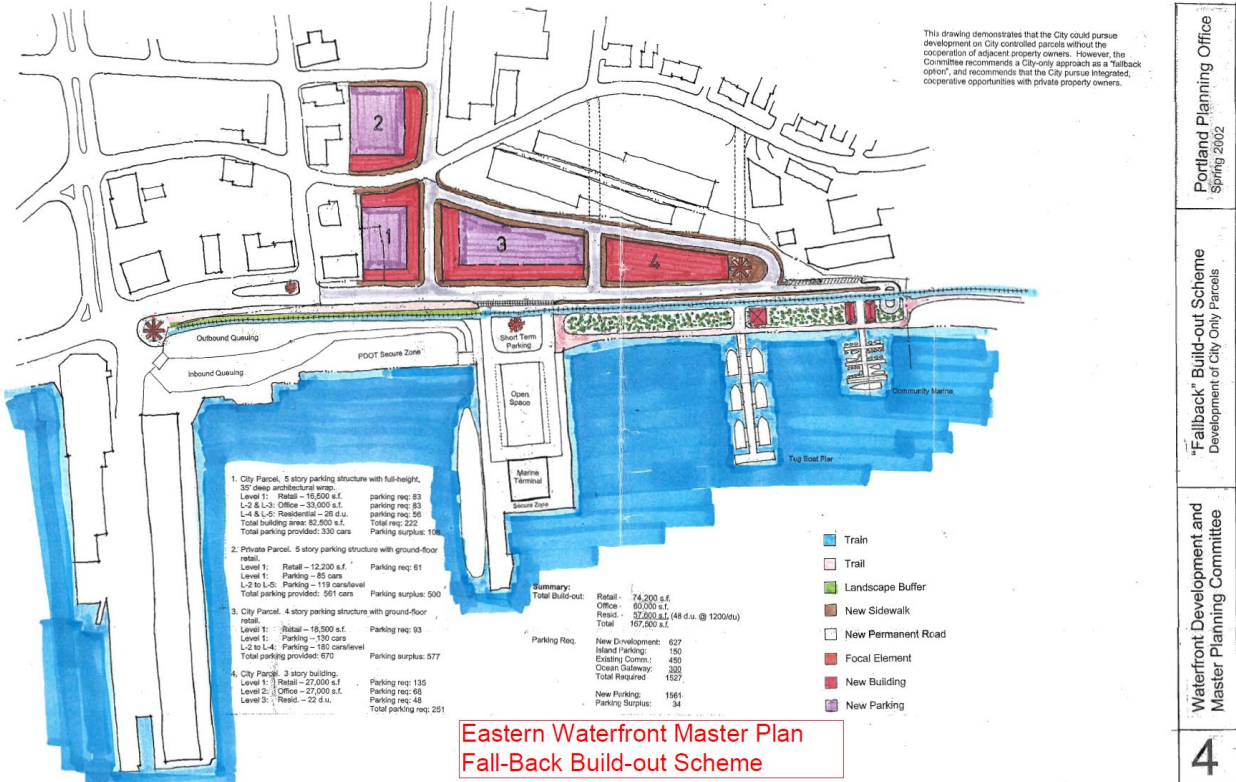
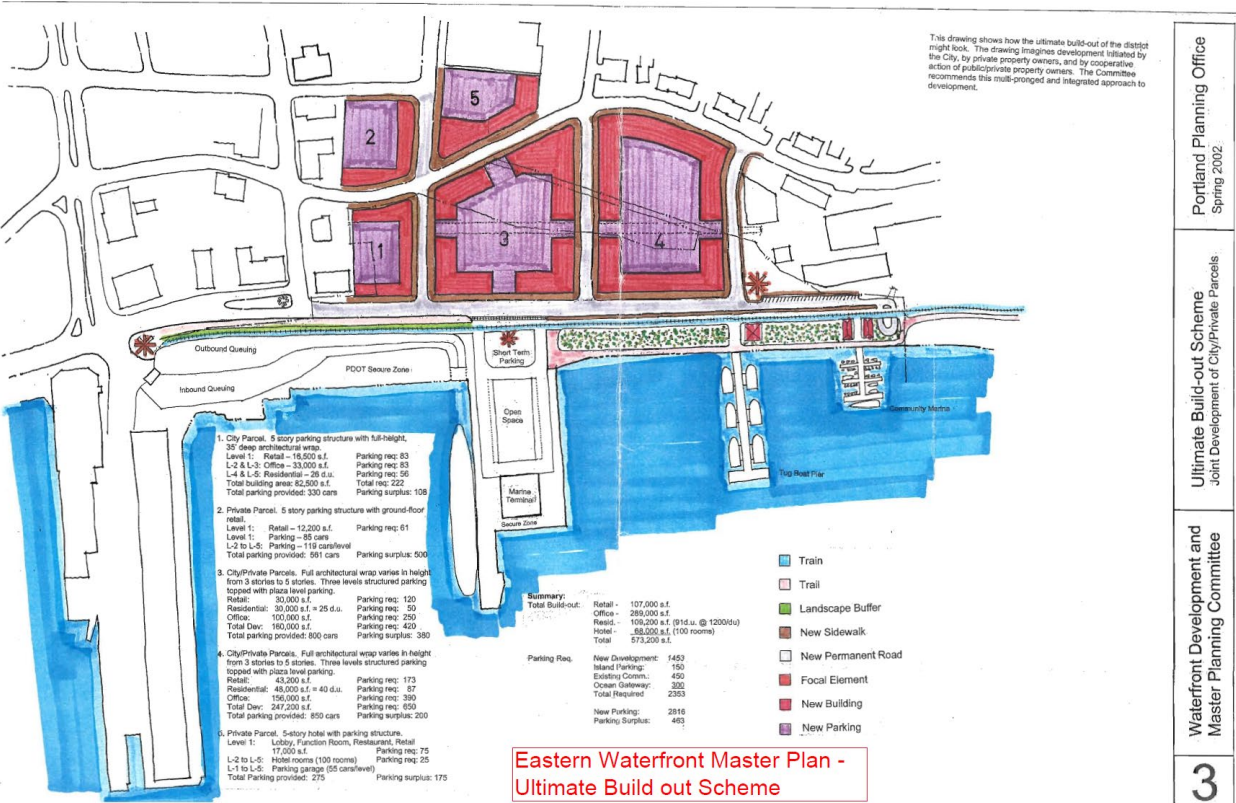
### **Project Area 1**

#### **Eastern Waterfront Master Plan and Portland Company Integration**



|                                       |                                                                                        |
|---------------------------------------|----------------------------------------------------------------------------------------|
| <b>1. EW Infrastructure Expansion</b> | Road and utility extensions consistent with the Eastern Waterfront Master Plan (EWMP.) |
| <b>1.a. Property Negotiations</b>     | Negotiations with private property owners                                              |









In accordance with the Major Site plan General Document Checklist, we offer the following information:

## **General Documents**

- 1. Project Description** – New building greater than 10,000 SF located in the B6 zoning District requires Major site plan approval from the Planning Board. See description above.
- 2. Completed Checklist** – See upload to Eplan.
- 3. Evidence of Right, Title and Interest.** The city owned land is recorded in the CCRD Book, 21951, page 341, a copy of which is attached to this submission document. The City has completed negotiations with the applicant for the transfer of the property as outlined in City RFP# 22021. The applicant owns the site at 144 Fore Street per the deed recorded at the CCRD Book 38799, Page 344. A copy of this deed accompanies this submission. More information on the resulting lot lines, easements etc. is contained in the purchase and sale agreement made part of this application.
- 4. Zoning Assessment** – B6 Zone, please see attached.
- 5. Site plan Standards Assessment** – See attached and information below.
- 6. Summary of Existing and/or proposed easements or covenants** – See attached.
- 7. Waiver Request** – None requested.
- 8. Evidence of financial and Technical Capacity** – The applicant has retained Archetype PA, Mitchell & Associates and Gorrill Palmer Consulting Engineers to assist with the design and construction of the proposed project. The project costs are expected to be approximately \$25 million and will be financed by a combination of institutional lending and self-financing by the applicant. As part of the RFP response from the applicant, a capacity letter from NBT Bank was included in that submission and is made part of this Major Site plan application package.

## **Transportation**

- 9. Impact on Surrounding Street system** – The development of the City owned property was part of the Eastern Waterfront Traffic Movement Permit. Per the TMP approval the city owned parcel is to have one general delivery driveway and all parking is expected to be found within the existing structured parking in the site vicinity. The TMP allowed that final site access will be determined as part of the Site plan approval. Based on these previously approved conditions, the proposal for a single access off Thames Street, within the Mountfort Street Extension corridor is entirely consistent with previous planning efforts. As access to the 100 Fore Parking ground level parking will be modified to use the new Thames Street access, fewer vehicles may use the existing Fore Street entrance to that garage. Vehicular movements on Thames Street have direct connectivity to Commercial Street and Franklin Arterial as was contemplated and studied in the



EWTMP. For these reasons, the development impact on the surrounding Street system is expected to be minimized.

**10. Access and Circulation** – The site and building are accessible from Thames Street and Mountfort Street Extension. An ADA route to the building will be provided from the 100 Fore Parking garage ground level to the sidewalk system surrounding the proposed building. There will be no drive-up facilities for the building. An at-grade loading/service space will be provided at the rear of the building with access from the Mountfort Street Extension. The existing bituminous asphalt sidewalk along Thames Street will be replaced with City standard brick sidewalk, as will the sidewalk on Freedom Way. New Brick sidewalk will also be constructed on the east side of Freedom Way, thus completing that pedestrian connection.

**11. Public transit** –The METRO Peninsula Loop Route 8 runs along Commercial and India Street, just west of the project site, with stops at Casco Bay Lines and along India Street. The site is approximately 1,500 LF (0.28 mile) from CBL.



Routes and schedules subject to change.

**12. Off-Street Parking** – Parking for the development will be provided at the 100 Fore Street parking garage located to the north of the site. Within the garage there are 543 parking spaces. The Gateway Garage contains 520 parking spaces. There are also 25 bicycle racks in the 100 Fore Street garage. The proposed site plan includes eight (for 16 bikes) new City standard bike racks within the sidewalks surrounding the proposed building.

Snow removal around the site will involve discrete placement, largely in the proposed pedestrian plaza at the rear of the site. Snow removal may be required on occasion and that will be performed by a contracted snow removal provider.



**13. Transportation Demand Management** –WEX currently maintains a TDM in cooperation with Cushman Consulting. If needed, an updated TDM plan can be undertaken. The original TDM has yet to be fully engaged due to the Covid pandemic and the temporary interruption of building occupancy. As WEX staff continue to fall back to more traditional office practices the implementation of TDM is expected to increase. The previously approved WEX TDM accompanies this application.

## **Environmental**

**14. Preservation of Significant Natural Features** – Not applicable. The site is located on previously developed land and it contains only a gravel parking lot.

**15. Landscape Preservation** – The site plan aims to replenish an urban lot consisting of a parking lot, building, and grassed shoulders into a vibrant public space that integrates best management practices and low impact design through a robust native planting scheme, a rain garden, and rainwater harvesting. The proposed plan includes significant new street tree planting and various vegetative covers within the proposed pedestrian spaces at the rear of the site.

**16. Site landscaping and Buffers** – The site landscaping and buffers address the vibrant city streetscape that the building is designed to embrace. Unique to the site's urban context is a 200' +/- planting bed along the Thames Street sidewalk that reinforces the connectivity of the site planting scheme and unifies this city block with native species and pollinator habitat. Buffering Planting is being used to screen the interior public/private space from the parking garage at 100 Fore Street to the west of the site. The native street tree species have been chosen to respond to the City of Portland preferred list and are contextually appropriate with the existing street trees on Thames Street, Hancock, and India Street.

**17. Water Quality, Stormwater Management and Erosion control** – The site plan documents include various details and narrative describing the erosion control measures to be implemented during construction. The site is not within an urban impaired stream watershed. The site's runoff patterns will be unchanged in that runoff will be collected and conveyed into the nearby municipal systems on Thames Street and the recently installed 60" storm drain line in Freedom Way that discharges directly to the Fore River. As the site is nearly all impervious surface, there will no significant impacts to runoff peak discharge and volume. The pedestrian plaza space at the rear of the site will provide a low impact approach to runoff collection and vegetative treatment. The applicant is requesting a waiver of the Flooding standards given the overall level of existing imperviousness and the proximity of direct discharge to the Fore River. This approach has been previously granted similar waivers by the Planning Board for the 1 Hancock Street and 100 Fore Street developments.



## Public Infrastructure and Safety

**18. Consistency with City Master Plans** – See Above.

**19. Public Safety and Fire Prevention** – The Site circulation plan includes the turning movements for a fire apparatus circumnavigating the site. The building will contain a complete fire suppression system. The site design allows for security by providing ample area lighting and views from the surrounding streets to address security and unauthorized site access and use.

**20. Availability and Adequacy of Public Utilities** – Please see above.

## Site Design

**21. Massing, Ventilations and Wind Impact** – The building dimensions fall within the B6 zoning requirements and are expected to have no significant wind or ventilation impacts on adjoining structures or public spaces.

**22. Shadows** – The site is located in the B6 zoning District therefore per Section 11.2 of the Technical Manual a shadow study is not applicable.

**23. Snow and Ice Loading** – The building will have a flat roof that will minimize the potential for snow and ice from falling onto the Public ROW.

**24. View Corridors** – the plan adheres to the Eastern Waterfront Master Plan as graphically outlined below:



## EWMP MASTER PLAN VIEW CORRIDORS



[illegible]

**26.Exterior Lighting** – The site lighting plan accompanying this submission contains the following calculation summary:



| Calculation Summary |             |       |      |     |     |         |         |
|---------------------|-------------|-------|------|-----|-----|---------|---------|
| Label               | CalcType    | Units | Avg  | Max | Min | Avg/Min | Max/Min |
| SITE                | Illuminance | Fc    | 0.51 | 4.2 | 0.0 | N.A.    | N.A.    |
| EAST PATHWAY        | Illuminance | Fc    | 1.94 | 3.8 | 0.4 | 4.85    | 9.50    |
| LEFT ENTRANCE       | Illuminance | Fc    | 1.23 | 3.3 | 0.4 | 3.08    | 8.25    |
| MAIN PATHWAY        | Illuminance | Fc    | 1.39 | 4.2 | 0.2 | 6.95    | 21.00   |
| MIDDLE ENTRANCES    | Illuminance | Fc    | 1.51 | 3.2 | 0.5 | 3.02    | 6.40    |
| RIGHT ENTRANCE      | Illuminance | Fc    | 1.60 | 3.6 | 0.4 | 4.00    | 9.00    |

**27. Noise and Vibration** – Project noise levels will be designed to meet the permitted standards within the zone. HVAC units will be located on the ground adjacent to the building or on the roof top. Equipment cut sheets can be provided upon request.

**28. Signage and Wayfinding** – All future tenant signage to be permitted separately by the tenants. None is currently proposed.

**29. Zone Related Design Standards** – The Site is located in the B6 and the proposed development is consistent with the goals of a dense, mixed use project with street level pedestrian connectivity and vibrancy. We believe the development proposal satisfies the Design Standards as outlined in Section 14.6.4.I.1.

We trust the supporting application materials are acceptable and we look forward to the Planning Board review and processing of this Major Site Plan application.

Sincerely,

**GORRILL-PALMER**

A handwritten signature in black ink, appearing to read 'Stephen Bushey', with a stylized flourish at the end.

**Stephen Bushey, PE**

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments

c: Jonathan Cohen, 144 Fore Street OZ, LLC  
Bill Hopkins, Archetype

**CITY OF PORTLAND**  
**Planning & Urban Development Department**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                  |                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>MAJOR SITE PLAN</b></p> <p><b>GENERAL DOCUMENT AND DRAWINGS CHECKLIST</b></p> <p>Please submit each document as a separate PDF file.</p> <p>Please confirm by electronically checking the boxes in the left-hand column.</p> <p><b>** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE AND WAIVER TABLE SEPARATELY AS NOTED BELOW **</b></p> <p style="color: red;">At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.</p> |                                  |                                                                                                                                                                                                                                        |
| <b>GENERAL APPLICATION DOCUMENTS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                  |                                                                                                                                                                                                                                        |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Project Description</b> <ul style="list-style-type: none"> <li>Cover letter with detailed project description</li> </ul>                                                                                                            |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Completed Checklist</b> (this document)                                                                                                                                                                                             |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Evidence of Right, Title, and Interest</b> <ul style="list-style-type: none"> <li>Deeds, leases, or purchase and sales agreements</li> </ul>                                                                                        |
| Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input checked="" type="radio"/> | <b>Evidence of State or Federal Approvals</b> <ul style="list-style-type: none"> <li>Permits or letters of non-jurisdiction, if applicable</li> </ul>                                                                                  |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Zoning Assessment</b> (see <a href="#">Zoning Assessment Table</a> )<br>Summary of compliance with use and dimensional standards of the land use code                                                                               |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Site Plan Standards Assessment</b> (see Section 14.6 of the land use code) <ul style="list-style-type: none"> <li>Summary of project compliance with site plan standards of the land use code</li> </ul>                            |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Summary of Existing and/or Proposed Easements or Covenants, applicable.</b> <ul style="list-style-type: none"> <li>Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way</li> </ul> |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Waiver Requests</b> (see <a href="#">Waiver Table</a> ) <ul style="list-style-type: none"> <li>Written request for waiver describing request and compliance with applicable waiver standards</li> </ul>                             |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Financial Capability</b> <ul style="list-style-type: none"> <li>Letter or evidence from a financial institution or third party verifying financial capacity to undertake project</li> </ul>                                         |
| <input checked="" type="radio"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NA                               | <b>Technical Capability</b> <ul style="list-style-type: none"> <li>Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects</li> </ul>                                                 |

## MAJOR SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

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

### TRANSPORTATION

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Yes</b> NA | <b>Impact on Surrounding Street Systems (14-14.6.1(A))</b> <ul style="list-style-type: none"> <li>Describe incremental volume of traffic impacts and mitigation measures. If needed</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Yes</b> NA | <b>Access and Circulation (14-14.6.1(B))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Site access and internal circulation, including ADA access</li> <li>Drive-up features, if applicable</li> <li>Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable</li> <li>Sidewalks and condition along street frontages and internal walkways</li> <li>Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)</li> </ul> |
| Yes <b>NA</b> | <b>Public Transit (14-14.6.1(C)), if applicable</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter</li> </ul>                                                                                                                                                                                                                                                                                                                               |
| <b>Yes</b> NA | <b>Off-Street Parking (14-14.6.1(D)), if applicable</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code</li> <li>Curb cut separation and parking layout (Technical Manual, Section 1)</li> <li>Construction details for bicycle racks</li> <li>Management plan for snow storage and removal</li> </ul>                                                                                                             |
| <b>Yes</b> NA | <b>Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable</b> <ul style="list-style-type: none"> <li>Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                   |



| ENVIRONMENTAL |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Yes           | NA | <b>Preservation of Significant Natural Features (14-14.6.2(A)), if applicable</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>• High and moderate value waterfowl and wading habitat</li> <li>• Aquifers (for Casco Bay Islands)</li> <li>• Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains)</li> <li>• Proposed preservation areas and protection measures</li> <li>• Documentation from environmental compliance consultants and determinations from applicable state and federal agencies</li> </ul> |
| Yes           | NA | <b>Landscape Preservation (14-14.6.2(B))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>• Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4)</li> <li>• Measures to protect existing vegetation during construction</li> </ul>                                                                                                                                                                                                                                                                |
| Yes           | NA | <b>Site Landscaping and Buffers (14-14.6.2(C))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>• Overall landscaping approach and consistency with standards</li> <li>• The use of screening and buffering of service areas and between non-residential and residential uses</li> <li>• Existing Heritage or Feature Trees on site and measures to preserve</li> <li>• Compliance with street tree requirements</li> </ul>                                                                                                                      |
| Yes           | NA | <b>Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>• Erosion and sedimentation control plan and measures</li> <li>• Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable</li> <li>• Subsurface sanitary sewage disposal and groundwater protection measures</li> </ul>                                                                                                                                |

| PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Yes                                        | NA | <b>Consistency with City Master Plans (14-14.6.3(A))</b> <ul style="list-style-type: none"> <li>Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable</li> </ul>                                                                                                                                                                                                                    |
| Yes                                        | NA | <b>Public Safety and Fire Prevention (14-14.6.3(B))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3)</li> <li>Emergency vehicle access</li> <li>Consistency with public safety standards (Technical Manual, Section 3)</li> </ul>                                                                        |
| Yes                                        | NA | <b>Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 &amp; 9)</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Electrical services, including providing underground services</li> <li>Existing and proposed connections for public utilities and required public utility upgrades</li> <li>Sewer line connections</li> </ul>                                                     |
| SITE DESIGN                                |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Yes                                        | NA | <b>Massing, Ventilations and Wind Impact (14-14.6.4(A))</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable</li> <li>Bulk, location, or height impacts on adjoining structures</li> </ul>                                                                                                            |
| Yes                                        | NA | <b>Shadows (14-14.6.4(B)), if applicable</b> <ul style="list-style-type: none"> <li>Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)</li> </ul>                                                                                                                                                                                                                                                          |
| Yes                                        | NA | <b>Snow and Ice Loading (14-14.6.4(C))</b> <ul style="list-style-type: none"> <li>Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways</li> </ul>                                                                                                                                                                                                                                      |
| Yes                                        | NA | <b>View Corridors (14-14.6.4(D)), if applicable</b> <ul style="list-style-type: none"> <li>Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)</li> </ul>                                                                                                                                                                                                                                                            |
| Yes                                        | NA | <b>Historic Resources (14-14.6.4(E)), if applicable</b><br>Identify and describe the following: <ul style="list-style-type: none"> <li>The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district</li> <li>Compliance with standards for preservation and documentation of archaeological resources</li> </ul> |

|               |                                                                                                                                                                                                                                                                                                        |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Yes</b> NA | <b>Exterior Lighting (14-14.6.4(F))</b> <ul style="list-style-type: none"> <li>Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12</li> </ul>                     |
| <b>Yes</b> NA | <b>Noise and Vibration (14-14.6.4(G))</b> <ul style="list-style-type: none"> <li>Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code</li> </ul>   |
| Yes <b>NA</b> | <b>Signage and Wayfinding (14-14.6.4(H)), if applicable</b> <ul style="list-style-type: none"> <li>Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs</li> <li>Provide drawings of all commercial and directional signage on site</li> </ul> |
| <b>Yes</b> NA | <b>Zone-Related Design Standards (14-14.6.4(I))</b> <ul style="list-style-type: none"> <li>Address any applicable design review standards by zone, including compliance with Design Manual</li> </ul>                                                                                                  |

## MAJOR SITE 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.**

**BOUNDARY SURVEY** (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

**SITE PLAN(s)** (stamped by a Maine Licensed Professional Engineer) including:

**All sheets** – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

**Existing Conditions Plan** with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

**Proposed Site Plan** with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- Location and dimensions of proposed loading areas, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Location of fire hydrants</li> <li>• Location of solid waste management receptacles</li> <li>• Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable</li> <li>• Location of proposed easements and rights-of-way, including dimensions</li> <li>• Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed</li> </ul> |
| <b>UTILITY PLAN including:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <ul style="list-style-type: none"> <li>• Proposed electrical infrastructure</li> <li>• Location, sizing and directional flows of all proposed sewer and stormwater infrastructure</li> <li>• Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site</li> <li>• Electric utility infrastructure</li> </ul>                                                                                                                                    |
| <b>GRADING AND DRAINAGE PLAN including:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <ul style="list-style-type: none"> <li>• Proposed grades</li> <li>• Proposed stormwater management measures meeting Technical Manual (Section 5) standards</li> <li>• Any proposed alteration of a watercourse or wetlands</li> <li>• Any groundwater protection measures</li> <li>• Proposed buffers and preservation measures for wetlands or significant natural features</li> </ul>                                                                                                     |
| <b>LANDSCAPE PLAN including:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <ul style="list-style-type: none"> <li>• Existing vegetation to be preserved and preservation measures</li> <li>• Proposed landscaping, screening, and street trees, including caliper widths for trees</li> <li>• Planting schedule, including street trees</li> </ul>                                                                                                                                                                                                                     |
| <b>ARCHITECTURAL PLANS AND RENDERINGS including:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <ul style="list-style-type: none"> <li>• Exterior building elevations, color renderings, illustrations of all sides</li> <li>• Axonometric and street-level views for structures greater than three stories in height</li> <li>• Provide context drawings, if applicable (Design Manual, page 1)</li> <li>• Floor plans</li> </ul>                                                                                                                                                          |
| <b>CONSTRUCTION MANAGEMENT PLAN including:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <ul style="list-style-type: none"> <li>• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting</li> <li>• Include a drawing and written narrative</li> </ul>                                                                                                                                                                                                                                                                                                               |
| <b>OTHER</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <ul style="list-style-type: none"> <li>• Details and cross-sections, as necessary</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                |



| <b>Standard to be Waived:</b><br>Cite Ordinance or Technical Manual Standard                                             | <b>Cite Standard Language:</b><br>Cite specific language of applicable Ordinance or Technical Manual Standard                                                                                                                                   | <b>Waiver Being Sought:</b><br>Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet. | <b>Justification for Waiver:</b><br>Address specific waiver criteria, if applicable, and document reasons for the waiver request.                     |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Technical Standards – Section 5. Portland Stormwater Management Standards and MaineDEP Chapter 500 Stormwater Management | Flooding Standards: : Subcatchment plans with flow paths, full hydrology computations/model output of pre- and post-development conditions, summary of pre- and post-development flowrates, and a written request for waiver with rationale for | The applicant is requesting a waiver for the flooding standard requirements.                                                              | The project will discharge stormwater runoff to a new 60” storm drain pipe that will discharge directly to the Fore River which is a tidal waterbody. |
|                                                                                                                          |                                                                                                                                                                                                                                                 |                                                                                                                                           |                                                                                                                                                       |
|                                                                                                                          |                                                                                                                                                                                                                                                 |                                                                                                                                           |                                                                                                                                                       |

Portland, Maine



Yes. Life's good here.

Planning &amp; Urban Development Department

**ZONING ANALYSIS** Relevant Zone(s) B-6

**All Projects:**

|                           | Required | Proposed   |
|---------------------------|----------|------------|
| Lot Size                  | -        | 50,000 SF+ |
| Area Per Dwelling Unit    | -        |            |
| Minimum Street Frontage   | -        | 341 ft+    |
| Front Yard Minimum        |          |            |
| Front Yard Maximum        | 10 ft    | 10 ft.     |
| Rear Yard                 |          |            |
| Yard Right                |          |            |
| Yard Left                 |          |            |
| Side Street Setback       |          |            |
| Step Back                 |          |            |
| Maximum Lot Coverage      | 100%     | 100%       |
| Minimum Lot Coverage      |          |            |
| Maximum Height            | 65 ft    | 44 ft      |
| Open Space                |          |            |
| Maximum Impervious Area   | -        | 100%       |
| Pavement Setback          |          |            |
| Floor Area Ratio          |          |            |
| Off Street Parking Spaces | 0        | 0          |
| Loading Bays              |          |            |
| 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):    |                            |                              |          |

55154 & 10924 P. 84

QUITCLAIM DEED

35154  
KNOW ALL PERSONS BY THESE PRESENTS, the CANADIAN NATIONAL RAILWAY COMPANY, a Canadian Crown corporation, in consideration of one dollar and other valuable considerations, paid by the CITY OF PORTLAND, Maine, a municipal corporation organized and existing under the Laws of the State of Maine, with city offices at 389 Congress Street, Portland, Maine, 04101, the receipt whereof is hereby acknowledged, does hereby REMISE, RELEASE, BARGAIN, SELL and CONVEY and forever QUITCLAIM unto the CITY OF PORTLAND, its successors and assigns forever, certain real estate located in Portland, Cumberland County, Maine, and more particularly described in Exhibit A attached hereto and made a part hereof.

All of the property and all fixtures, improvements and appurtenances herein conveyed by this deed are being conveyed "as is" with no representations or warranties whatsoever.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging to the said CITY OF PORTLAND, its successors and assigns forever, to its use and behoof forever.

IN WITNESS WHEREOF, Canadian National Railway Company has caused this instrument to be signed and sealed in its corporate name by Michel Legault, its Director - Asset Management thereunto duly authorized, this 30th day of August, 1993.

WITNESS:

*[Signature]*

CANADIAN NATIONAL RAILWAY COMPANY

By: *[Signature]*  
Its Asset Management  
Michel Legault, Director - Eastern Canada  
Marie Andrée Proulx  
DEPUTY SECRETARY  
August 30, 1993



STATE OF MAINE  
CUMBERLAND, SS.

Personally appeared the above-named Michel Legault, Director - Asset Management - Eastern Canada of Canadian National Railway Company, as aforesaid, who acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Canadian National Railway Company.

Before me,

*[Signature]*  
Notary Public Renald Gobe  
Attorney

Three certain parcels of land together with any buildings and improvements thereon, more particularly shown as "Parcel A", "Parcel B" and "Lot 2" on a certain plan entitled "Land Title Survey & Subdivision Plan in Portland, Maine, USA" made for the Trust For Public Land, the City of Portland, the Maine Department of Transportation, the Canadian National Railway Company, by Owen Haskell, Inc., dated February 19, 1993, as last revised June 28, 1993, (the "Plan") Sheets 1 and 2 of 7 and recorded in the Cumberland County Registry of Deeds in Plan Book 193, Pages 187 and 188, respectively. The above-described parcels of land are more particularly described by metes and bounds as follows:

Parcel A:

A certain lot or parcel of land, together with the improvements thereon, situated at the Southeast corner of Commercial Street and India Street in the City of Portland, County of Cumberland, State of Maine and further bounded and described as follows:

Beginning at a 5/8" reinforcing rod set at said Southeast corner of Commercial Street and India Street, which point of beginning is located S-30°-35'-00"-E a distance of 186.26 feet along the easterly side of India Street from the southwesterly corner of the property described in the deed from Canadian National Railway Company to the Portland Water District recorded in the Cumberland County Registry of Deeds in Book 3870, Page 101. Thence, from said point of beginning and by said Commercial Street S-59°-50'-W, 66.00 feet to a one inch iron found;

Thence, through land leased by the City of Portland to the Bath Iron Works (B.I.W.) as evidenced by Memorandum of Pier Lease recorded in Cumberland County Registry of Deeds in Book 4916, Page 26 on the following described courses and distances:

S-30°-35'-E, 28.80 feet to a 5/8" reinforcing rod;

Thence, N-70°-48'-30"-E, 30.00 feet to a 5/8" reinforcing rod;

Thence, N-48°-33'-30"-E, 110.11 feet to a P.K. spike set in a bituminous curb;

Thence, N-56°-16'-E, 18.55 feet to a point on said B.I.W. line at the Southerly side of a twenty six (26) foot wide corridor to be conveyed to the Maine Department of Transportation;

Thence, by said twenty six (26) foot wide corridor S-67°-18'-24"-W, 90.93 feet to the point of beginning.

The above described courses are magnetic 1967.





Parcel B:

% 55154 % 10924 p. 86

A certain lot or parcel of land, together with the building and improvements thereon, situated Easterly of India Street and Southerly of Fore Street, but not contiguous with either of said streets, in the City of Portland, County of Cumberland, State of Maine and further bounded and described as follows:

Beginning at the Northeasterly corner of a lot of land leased by the City of Portland to the Bath Iron Works as evidenced by a Memorandum of Pier Lease recorded in Cumberland County Registry of Deeds in Book 4916, Page 26, Exhibit A, Parcel One.

Thence, from said point of beginning and by the projection Northwesterly of the Easterly sideline of said B.I.W. leased lot and by a portion of land on the East to be conveyed to Phineas Sprague, Sr., and a portion of a fifty (50) foot wide corridor to be conveyed to the Maine Department of Transportation N-27°-10'-W, 35.55 feet to the Southeast corner of a twenty six (26) foot wide corridor to be conveyed to said Maine Department of Transportation;

Thence, by said twenty six foot wide corridor on the following described courses and distances:

S-68°-31'-30"-W, 516.17 feet to a point;

Thence, S-74°-21'-W, 173.07 feet to a point in a corner of said B.I.W. leased lot;

Thence, by said B.I.W. leased lot on the following described courses and distances:

S-26°-42'-30"-E, 82.08 feet to a point;

Thence, N-62°-19'-30"-E, 199.57 feet to a point;

Thence, N-66°-56'-30"-E, 200.04 feet to a point;

Thence, N-68°-47'-30"-E, 149.54 feet to a point;

Thence, N-67°-31'-E, 136.50 feet to the point of beginning.

The above described courses are magnetic 1967.

LOT 2:

A certain lot or parcel of land, together with the buildings and improvements thereon, situated Easterly of India Street and on the Southerly side of Fore Street in the City of Portland, County of Cumberland, State of Maine and further bounded and described as follows:



Beginning at a one (1) inch iron at the Northeasterly corner on said said Fore Street of a lot conveyed by the Canadian National Railroad Company to the Portland Water District by deed recorded in the Cumberland County Registry of Deeds in Book 3870, Page 101.

Thence, from said point of beginning and by said Portland Water District lot S-30°-35'-E, 96.98 feet to a 5/8" reinforcing rod the southeasterly corner to said Portland Water District lot;

Thence N-59°-25'-E, 55.00 feet to a 5/8" reinforcing rod and the northerly corner of Lot as shown on said Plan recorded in Plan Book 193, Page 187 (said Lot 1 being herein called the "One India Street Premises");

Thence, S-34°-13'-30"-E, 73.01 feet to a 5/8" reinforcing rod;

Thence, S-27°-13'-30"-E, 68.94 feet to a 5/8" reinforcing rod;

Thence, S-62°-22'-30"-W, 166.45 feet to a 5/8" reinforcing rod;

Thence, S-64°-30'-30"-W, 9.40 feet to a 5/8" reinforcing rod on the Easterly sideline of said India Street;

Thence, by said India Street S-30°-35'-E, 27.75 feet to a point at the Northwesterly corner of an area labelled on said Plan as a "26' corridor to be conveyed to the Maine Department of Transportation (MDOT) in fee";

Thence, by the Northerly line of said twenty six (26) foot wide corridor on the following described courses and distances;

N-67°-18'-24"-E, 92.02 feet to a point;

Thence, N-56°-16'-E, 619.24 feet to a point;

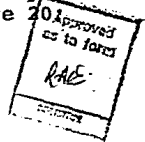
Thence, N-62°-51'-E, 204.12 feet to a point;

Thence, N-74°-21'-E, 174.37 feet to a point;

Thence, N-68°-31'-30"-E, 297.14 feet to a 5/8" reinforcing rod at land conveyed by Fish Point Associates to Phineas Sprague by deed recorded in said Registry of Deeds in Book 4876, Page 268;

Thence, by said Sprague land N-88°-12'-30"W, 137.25 feet to a 5/8" reinforcing rod;

Thence, continuing by said Sprague land by a curve to the right having a radius of 274.33 feet, a distance of 86.71 feet measured on the arc thereof and a chord bearing and distance of N-64°-45'-58"-W, 86.35 feet to a point at land conveyed by American Hoist and Derrick Company to Farley Investment Company by deed recorded in said Registry of Deeds in Book 5931, Page 20



Thence, by said Farley Investment Company line S-82°-23'-45"-W, 742.23 feet to said Fore Street;

Thence, by said Fore Street S-38°-17'-45"-W, 22.99 feet to a point at land conveyed by Gordon L. Hurtubise to Norman S. Reef, et al., by deed recorded in said Registry of Deeds in Book 7434, Page 267;

Thence, by said Reef land on the following described courses and distances:

N-82°-23'-45"-E, 525.00 feet to a one (1) inch iron;

Thence, S-85°-20'-15"-E, 183.87 feet to a point;

Thence, S-78°-54'-45"-W, 180.00 feet to a point;

Thence, S-70°-05'-25"-W, 405.17 feet to a one (1) inch iron;

Thence, S-82°-23'-50"-W, 278.00 feet to a point on said Fore Street;

Thence, by said Fore Street by the following courses, distances and curves;

S-44°-34'-30"-W, 43.88 feet to a point of curve;

Thence, by a curve to the right having a radius of 337.48 feet, a distance of 75.68 feet measured on the arc thereof and a chord bearing and distance of S-51°-00'-W, 75.52 feet to a point of tangent;

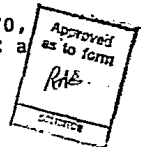
Thence, S-57°-25'-30"-W, 11.88 feet to a point of curve;

Thence, by a curve to the right having a radius of 391.40 feet, a distance of 67.49 feet measured on the arc thereof and a chord bearing and distance of S-62°-22'-W, 67.40 feet to the point of beginning.

The above described courses are magnetic 1967.

Lot 2 is conveyed together with a perpetual right and easement for vehicular, pedestrian and utility access, in common with the owner of the One India Street Premises, in, on, over or under a twelve (12) foot wide strip of land bounded and described as follows:

Commencing at a point located S-30°-35'-00"-E a distance of 132.26 feet along the easterly side of India Street from the southwesterly corner of the property conveyed by Canadian National Railway Company to Portland Water District by deed recorded in the Cumberland County Registry of Deeds, Book 3870, Page 101; thence from said point of beginning N-64°-30'-30"-E a distance of 9.40 feet; thence N-62°-22'-30"-E a distance of



166.45 feet; thence N-27°-13'-30"-W a distance of 12.00 feet; thence S-62°-22'-30"-W a distance of 175 feet more or less (in part along the southerly side of the existing 3-story brick office building on the One India Street Premises) to the easterly side of India Street; thence S-30°-35'-00"-E a distance of 12 feet more or less along the easterly side of India Street to the point of beginning.

The intent herein is to convey a right to cross land, I as access to Lot 2. No control over any portion of said building is conveyed. No addition or improvement or new utilities shall be made or installed by Grantee, its successors or assigns, in, on, over or under said 12' wide strip that is not in existence on April 1, 1993, without the prior written consent of the owner of the One India Street Premises.

Excepting and reserving and not hereby conveying a certain lot or parcel of land situated in Portland, Maine, bounded and described as follows:

A certain lot or parcel of land shown on the Plan as Lot 1 together with all buildings and improvements thereon situated in the City of Portland, County of Cumberland, State of Maine more particularly bounded and described as follows:

Beginning at a 5/8" reinforcing rod set in the easterly sideline of India Street at the southwesterly corner of land conveyed by Canadian National Railway Company to Portland Water District by deed dated June 7, 1976, and recorded in the Cumberland County Registry of Deeds, Book 3870, Page 101, said point of beginning also being distant S-30°-35'-E, 125.00 feet measured by the easterly sideline of said India Street from the southeasterly corner of said India Street and Fore Street; thence from said point of beginning S-30°-35'-00"-E along the easterly side of India Street a distance of 132.26 feet to a rod; thence N-64°-30'-30"-E a distance of 9.40 feet to a rod; thence N-62°-22'-30"-E a distance of 166.45 feet by a line which is 12 feet from and parallel with the face of the outside granite corners on the principal existing building on the lot herein described, to a rod; thence N-27°-13'-30"-W a distance of 68.94 feet by a line which is 5.60 feet from and parallel with the rear face of the existing wood frame building on the lot herein described to a rod; thence N-34°-13'-30"-W a distance of 73.01 feet to a rod; thence S-59°-25'-00"-W a distance of 55.00 feet to a rod at the southeasterly corner of the above-referenced Portland Water District Lot; thence S-59°-25'-00"-W a distance of 120.00 feet along said Portland Water District Lot to the point of beginning. The above-described courses are magnetic 1967.

Also excepting and reserving for the benefit of the One India Street Premises perpetual rights and easements for the purposes hereinafter described in, on, over and under the following described portion of Lot 2 as shown on the Plan and herein conveyed:



A certain lot or parcel of land situated in Portland, Maine bounded and described as follows: Commencing at a point on the easterly side of India Street located S-30°-35'-00"-E a distance of 132.26 feet along India Street from the southwesterly corner of the property conveyed by Canadian National Railway Company to the Portland Water District by deed recorded in the Cumberland County Registry of Deeds, Book 3870, Page 101, thence from said point of beginning N-64°-30'-30"-E a distance of 9.40 feet; thence N-62°-22'-30"-E a distance of 166.45 feet; thence S-27°-13'-30"-E a distance of 2.28 feet; thence S-56°-16'-00"-W a distance of 88.27 feet; thence S-65°-00'-30"-W, a distance of 87.74 feet to the easterly side of India Street; thence N-30°-35'-00"-W along the easterly side of India Street a distance of 8.00 feet to the point of beginning. The easements excepted and reserved over said portion of the premises herein conveyed for the benefit of the One India Street Premises shall be for the following purposes:

1. Access Right of Way: The perpetual right and easement to pass and repass on foot and with vehicles at any and all times together with the right to enter from time to time within said areas to inspect, install, construct, maintain, repair, rebuild and replace pavement and other facilities and appurtenances intended to facilitate or improve access over such premises, provided that Grantee, its successors or assigns, consents in writing to any addition or improvement that is not in existence on April 1, 1993.

2. Utilities. Together with the perpetual right and easement to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such premises for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures anchors, guys, crossarms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other non-hazardous liquids and substances together with the right at all times to make connection with all of said facilities to land adjoining the premises as deemed appropriate by Grantor, its successors and assigns. Together with existing telephone and electric pole and wire easements in existing locations serving the One India Street Premises. Any future telephone lines shall be underground, if reasonably possible. In no event shall any new utilities of any kind or new telephone poles be allowed without the consent of Grantor, its successors or assigns.

RECORDED  
Cumberland County  
Registry of Deeds  
08/30/93 04:29:43PM  
John B. O'Brien  
Register





MAINE REAL ESTATE TAX-Paid

**DLN No.: 1002140168100**  
**QUITCLAIM DEED WITH COVENANT**  
 (Maine Statutory Short Form)

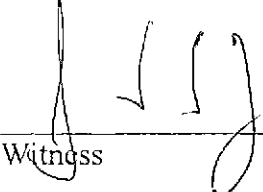
KNOW ALL BY THESE PRESENTS, that **JACKRABBIT LIMITED LIABILITY COMPANY AKA JACKRABBIT LLC**, a Maine limited liability company and having a place of business in Portland, County of Cumberland, and State of Maine (the "Grantor"), for consideration paid, GRANTS to **144 FORE ST. LLC**, a Maine limited liability company, the mailing address of which is One Portland Square, Suite 6A, Portland, Maine 04101 (the "Grantee"), with QUITCLAIM COVENANT, a Forty-Nine Percent (49%) common and undivided interest in fee simple in certain real estate located in Portland, County of Cumberland and State of Maine, which is more particularly described in Exhibit A attached hereto and made a part hereof.

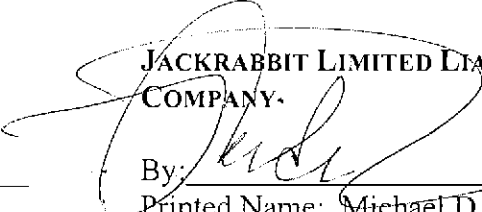
The Grantor and Grantee agree that any covenants contained in this instrument only apply to the Historical Description.

For Grantor's source of title see deed from Michael D. Marino to Jackrabbit Limited Liability Company dated January 1, 1996 and recorded at Cumberland County Registry of Deeds in Book 12434, Page 163; deed from City of Portland to Jackrabbit Limited Liability Company dated July 16, 1996 and recorded at Cumberland County Registry of Deeds in Book 12919, Page 161; deed from City of Portland to Jackrabbit Limited Liability Company dated October 25, 2004 and recorded at Cumberland County Registry of Deeds in Book 21951, Page 341; and deed from City of Portland to Jackrabbit, LLC dated January 27, 2011 and recorded at Cumberland County Registry of Deeds in Book 28485, Page 242.

This conveyance is made SUBJECT, HOWEVER, to real estate taxes which are not yet due and payable, which, by acceptance hereof, Grantee assumes and agrees to pay.

IN WITNESS WHEREOF, **JACKRABBIT LIMITED LIABILITY COMPANY** has caused this instrument to be executed on its behalf by its duly authorized undersigned representative\* this 1st day of October, 2021. \*as of

  
 \_\_\_\_\_  
 Witness

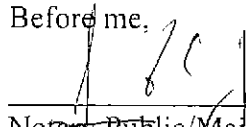
  
**JACKRABBIT LIMITED LIABILITY COMPANY.**  
 By: \_\_\_\_\_  
 Printed Name: Michael D. Marino  
 Its: Member

STATE OF MAINE  
County of Cumberland, SS.

October 20, 2021

Then personally appeared the above-named Michael D. Marino, duly authorized member of **JACKRABBIT LIMITED LIABILITY COMPANY** and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said **JACKRABBIT LIMITED LIABILITY COMPANY**.

Before me,

  
\_\_\_\_\_  
Notary Public/Maine Attorney-at-Law

Printed Name: G. Gordon Canham, Jr.

My Commission Expires: \_\_\_\_\_

**Exhibit A**  
Legal Description

The following lots or parcels of land, with the building thereon, located in the City of Portland, County of Cumberland and State of Maine, being bounded and described as follows (hereinafter referred to as "Historical Description"):

**PARCEL ONE:**

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

Beginning at a point on the southeasterly side of said Fore Street marking the southwesterly corner of a parcel of land conveyed by the Canadian National Railway Co. to Frank J. Gaziano by deed dated May 29, 1970, and recorded in the Cumberland County Registry of Deeds in Book 3129, Page 564, said point of beginning being located at the intersection of the southerly limit of Fore Street with the northeasterly limit of India Street;

THENCE, easterly following the southerly limit of Fore Street a distance of 135.59 feet to a point;

THENCE, northeasterly making an angle of  $163^{\circ} 44' 00''$  with the preceding course, a distance measured along the southeasterly limit of Fore Street 66.72 feet to a point;

THENCE, northeasterly following the southeasterly limit of Fore Street along a curve to the left having a radius of 338.35 feet tangent to the preceding course, a distance measured along the arc of 75.69 feet to a point;

THENCE, northeasterly following the southeasterly limit of Fore Street and tangent to the preceding curve, a distance of 43.64 feet to the point of beginning;

THENCE, by the southeasterly side of Fore Street  $N 41^{\circ} 57' E$ , 51.84 feet to an angle in said street;

THENCE, continuing by Fore Street  $N 35^{\circ} 40' E$ , 150.25 feet to land of the Canadian National Railway Co.;

THENCE, by said land of Canadian National Railway Co. on the following courses:

$N 79^{\circ} 46' E$  525.00 feet to an angle point;  
 $S 87^{\circ} 58' E$  183.87 feet to an angle point;  
 $S 76^{\circ} 17' W$  180.00 feet to an angle point;  
 $S 67^{\circ} 27' 40'' W$  405.17 feet to an angle point;  
 $S 79^{\circ} 46' W$  278.00 feet to the point of beginning.

The above described courses are magnetic 1955.

Together with all easements and rights appurtenant thereto that appear of record as set forth in a deed recorded in the Cumberland County Registry of Deeds in Book 2726, Page 410; Book 3129, Page 564; and Book 4194, Page 311. Reference is made to Plans recorded in said Registry in Plan Book 83, Page 10 and Plan Book 117, Page 20.

PARCEL TWO:

A parcel of land with any improvements, thereon, situated on the northeasterly side of Hancock Street, City of Portland, Cumberland County, State of Maine, said parcel is a portion of the lands described as Lot 2 in a deed to the City of Portland recorded in Book 10924, Page 84 and is more particularly described as follows:

Beginning at a set rebar on the northeasterly right of way line of Hancock Street at the southerly corner of lands described in a deed from City of Portland to Jackrabbit Limited Liability Company recorded in Book 21951, Page 341;

Thence, S 38°03'16" E along the northeasterly right of way line of Hancock Street a distance of 10.61 feet to a set rebar;

Thence, N 51°56'44" E a distance of 46.90 feet to a set rebar;

Thence, along a curve to the right having a radius of 49.00 feet, a delta of 31°00'22", an arc length of 26.52 feet, a chord bearing of N 67°26'55" E and a chord distance of 26.19 feet to a set rebar;

Thence, N 82°57'06" E a distance of 145.04 feet to a set rebar;

Thence, N 07°02'54" W a distance of 28.78 feet to a set rebar on the southerly line of lands described in a deed to Jackrabbit Limited Liability Company recorded in Book 12434, Page 163, this and the previous three courses being through lands of the City of Portland;

Thence, S 70°05'27" W along lands of Jackrabbit Limited Liability Company described in the deed recorded in Book 12434, Page 163 a distance of 52.76 feet to a found 1 ¼ inch iron pipe;

Thence, S 82°23'50" W along lands of Jackrabbit Limited Liability Company described in the deed recorded in Book 12434, Page 163 a distance of 64.99 feet to a set rebar at the easterly corner of the lands described in the deed to Jackrabbit Limited Liability Company recorded in Book 21951, Page 341;

Thence, S 61°48'57" W along the lands described in the deed to Jackrabbit Limited Liability Company recorded in Book 21951, Page 341 a distance of 106.70 feet to the point of beginning.

Containing 2953 square feet or 0.07 acre, more or less.

The basis of bearing is magnetic north 1967.

Set rebar are 5/8 inch with surveyor's cap stamped "Lewis & Wasina, Inc. PLS 2114".

This description is based on a plan entitled "Boundary Survey and Proposed Conveyance" prepared for Jackrabbit Limited Liability Company by Lewis & Wasina, Inc., project number 9665, dated May 18, 2010 with revisions through October 4, 2010.

**PARCEL THREE:**

A certain lot or parcel of land situated southeasterly of, but not adjacent to, the southeasterly sideline of fore street in the City of Portland, Cumberland County, State of Maine, and bounded and described as follows:

Commencing at the intersection of the northeasterly sideline of India Street with the southeasterly sideline of said Fore Street;

Thence, N 57°57'41" E one hundred thirty-five and forty-eight hundredths feet (135.48') along the southeasterly sideline of said Fore Street to an angle point;

Thence, N 41°40'33" E sixty-six and sixty hundredths feet (66.60') continuing along the southeasterly sideline of Fore Street to a point;

Thence northeasterly continuing along the southeasterly sideline of said Fore Street along a non-tangent curve to the left with a radius of four hundred thirty-four and fifty-three hundredths feet (434.53'), an interior angle of 10°01'16", and an arc distance of seventy-six and zero hundredths feet (76.00') to a point, said curve has a chord bearing of N 35°16'03" E seventy-five and ninety hundredths feet (75.90');

Thence, N 28°51'33" E forty-three and eighty-eight hundredths feet (43.88') continuing along the southeasterly sideline of said Fore Street to the westerly corner of land now or formerly of Jackrabbit Limited Liability Company as described in a deed dated March 29, 1996 and recorded April 4, 1996 in the Cumberland County Registry of Deeds Book 12434, Page 163;

Thence, N 66°40'00" E ninety-one and twenty-five hundredths feet (91.25') along the southerly line of land of said Jackrabbit Limited Liability Company to a point in the northeasterly sideline of a Proposed Street and the Point of Beginning;

Thence, N 66°40'00" E one hundred twenty-one and ninety-four hundredths feet (121.94') continuing along lands of said Jackrabbit Limited Liability Company to a point;

Thence S 46°05'07" W one hundred six and sixty-nine hundredths feet (106.69') through lands now or formerly of the City of Portland as described in deed dated August 30, 1993



and recorded August 30, 1993 in the Cumberland County Registry of Deeds in Book 10924, Page 84 to a point in the northeasterly sideline of said Proposed Street; Thence N 53°47'21" W forty-three and fifty-one hundredths feet (43.51') through lands now or formerly of the City of Portland and along the northeasterly sideline of said Proposed Street to the Point of Beginning.

The above described lot or parcel of land contains two thousand two hundred eighty-nine square feet (2,287 s.f.) more or less.

Bearings referenced herein are Grid North NAD83 Maine State Place West Zone.

**PARCEL FOUR:**

Two separate lots or parcels of land situated easterly of, but not contiguous with, Fore Street in the City of Portland, County of Cumberland, State of Maine and further bounded and described as follows:

Commencing at a point on the southerly side of said Fore Street at the southwest corner of a lot conveyed to Norman S. Reef, et al. by deed recorded in the Cumberland County Registry of Deeds in Book 7434, Page 267 and said point being the northwest corner of Lot 2 of land conveyed by the Canadian National Railway Company to the City of Portland by deed recorded in said Registry of Deeds in Book 10924, Page 84.

The magnetic bearing base of the two referenced deeds are not the same. The lines are common.

Said point of commencement is shown on a plan titled "Land title Survey and Subdivision Plan" made of the City of Portland and others by Owen Haskell, Inc. dated February 18, 1993, Sheets 1 and 2 of 7, recorded in said Registry of Deeds in Plan Book 193, Page 187 & 188,

Thence, from said point of commencement and by said Reef, et al/ and the City of Portland lines, as shown on said Owen Haskell, Inc. plan, on the following described courses and distances;

Thence, N 82°23'50" E, 278.00 feet to a buried 1" iron pipe;

Thence, N 70°05'25" E, 279.62 feet to the point of beginning of this first lot or parcel of land herein conveyed;

Said point of beginning being 20.00 feet, more or less, distance from the face of a concrete block building as shown on said Owen Haskell, Inc. Plan;

Thence, from said point of beginning and continuing by said Reef, et al. and said City of Portland lines as shown of said Owen Haskell, Inc.;

Thence, N 70°05'25" E, 125.55 feet to a 5/8" steel reinforcing rod capped "Owen Haskell, Inc.";

Thence, N 78°54'45" E, 77.28 feet to a point;

Thence, through said City of Portland Lot 2, on the following described courses and distances:

Thence, S 07°39'48" E, 4.69 feet to a point;

Thence, S 67°22'03" W, 74.50 feet to a point which is 20.00 feet distant from said 5/8" steel reinforcing rod capped "Owen Haskell, Inc.";

Thence, continuing on the same course, S 67°23'03" W, 32.52 feet to a point;

Thence, S 82°59'03" W, 94.45 feet to the point of beginning.

The above described courses are magnetic in the year 1967 as per said Owen Haskell, Inc. Plan.

The above described lot or parcel of land contains 2602 square feet.

Another certain lot or parcel of land which is not contiguous with the above-described lot or parcel of land, and is more particularly described as follows:

Commencing at a point on the southerly side of said Fore Street at the southwest corner of a Lot conveyed to Norman S. Reef, et al. by deed recorded in the Cumberland County Registry of Deeds in Book 7434, Page 267 and said point being the northwest corner of Lot 2 of land conveyed by Canadian National Railway Company to the City of Portland by deed recorded in said Registry of Deeds in Book 10924, Page 84.

The magnetic bearing base of the two referenced deeds are not the same. The lines are common.

Said point of commencement is shown on a plan titled "Land title Survey and Subdivision Plan" made of the City of Portland and others by Owen Haskell, Inc. dated February 18, 1993, Sheets 1 and 2 of 7, recorded in said Registry of Deeds in Plan Book 193, Page 187 & 188,

Thence, from said point of commencement and by said Reef, et al. and the City of Portland lines, as shown on said Owen Haskell, Inc. plan, on the following described courses and distances;

Thence, N82°23'50" E, 278.00 feet to a buried 1" iron pipe;

Thence, N 70°05'25" E, 279.62 feet to a point;

Thence, N 70°05'25" E, 125.55 feet to a 5/8" steel reinforcing rod capped "Owen Haskell, Inc.";

Thence, N 78°54'45" E, 77.28 feet to a point;

Thence, through said conveyed to Norman S. Reef, et al. as recorded at said Registry of Deeds in Book 7434, Page 237, N 70°39'48" W, 28.54 feet to the point of beginning;

Thence from the point of beginning, along the northerly line of said lot conveyed to Norman S. Reed, et al, N 85°20'15" W, 78.91 feet to a point which forms an angle in the northerly line of said lot conveyed to said Norman Reef, et al;

Thence, through said City of Portland Lot 2, on the following described courses and distances:

Thence, N 82°23'45" E, 77.09 feet to a point;

Thence, S 07°39'48" E, 16.77 feet to the point of beginning.

The above described courses are magnetic in the year 1967 as per said Owen Haskell, Inc. Plan.

The above described lot or parcel of land contains 646 square feet.

EXCEPTING from the above property, the land described in deeds from Jackrabbit Limited Liability Company to the City of Portland dated January 8, 1997 and recorded in the Cumberland County Registry of Deeds in Book 12907, Page 105 and dated October 28, 2004 and recorded in the Cumberland County Registry of Deeds in Book 21951, Page 338.

ALSO RELEASING GRANTOR'S right, title and interest in and to the premises described as follows (hereinafter referred to as "Surveyor's Description"):

A forty-nine percent (49%) interest in common and undivided in fee simple in and to a certain lot or parcel of land with any improvements, thereon, situated on the southeasterly side of Fore Street and the northeasterly side of Hancock Street, City of Portland, Cumberland County, State of Maine, and being more particularly described as follows:

Beginning at a set rebar on the northeasterly right of way line of Hancock Street at the southerly corner of lands described in a deed from the City of Portland to Jackrabbit Limited Liability Company recorded in Book 21951, Page 341;

Thence, N38°03'16"W along the northeasterly right of way line of Hancock Street a distance of 91.23 feet to a point of curvature 3.00 feet northeasterly from a granite street monument as measured perpendicular from the northeasterly right of way line of Hancock Street;

Thence, following a curve to the right having a radius of 15.00 feet, a delta of 76°21'22", a length of 19.99 feet, a chord bearing of N00°07'25"E and a chord length of 18.54 feet to the southeasterly right of way line of Fore Street;

Thence, N38°18'06"E along the southeasterly right of way line of Fore Street a distance of 110.45 feet to the westerly corner of Lot 2 described in a deed to the City of Portland recorded in Book 10924, Page 84;

Thence, N82°23'45"E along lands of the City of Portland a distance of 602.33 feet to a found 5/8 inch rebar;

Thence, S07°39'48"E continuing along lands of the City of Portland described as Lot 2 of the deed recorded in Book 10924, Page 84, lands described in a deed to the City of Portland recorded in Book 12907, Page 105 and again along said Lot 2 a distance of 50.00 feet to a pk nail set in pavement;

Thence, S67°22'03"W along said Lot 2 a distance of 107.02 feet to a pk nail set in pavement;

Thence, S82°58'07"W along said Lot 2 a distance of 96.55 feet to a found 5/8 inch rebar with aluminum cap stamped "Lewis & Wasina, Inc. PLS 2114" flush with pavement; Thence, S70°05'27"W along said Lot 2 a distance of 226.85 feet to a set rebar; Thence, S07°02'54"E a distance of 28.78 feet to a set rebar; Thence, S82°57'06"W a distance of 145.04 feet to a set rebar;

Thence, following a curve to the left having a radius of 49.00 feet, a delta of 31°00'22", an arc length of 26.52 feet, a chord bearing of S67°26'55"W and a chord distance of 26.19 feet to a set rebar;

Thence, S51°56'44"W a distance of 46.90 feet to a set rebar on the northeasterly right of way line of Hancock Street, this and the previous three courses being along remaining lands of the City of Portland described as Lot 2 in the deed recorded in Book 10924, Page 84;

Thence, N38°03'16"W along the northeasterly right of way line of Hancock Street a distance of 10.61 feet to the point of beginning.

The basis of bearing is magnetic north 1967.

Set rebar are 5/8 inch with plastic cap stamped "Lewis & Wasina, Inc. PLS 2114."

This description is based on a "ALTA/ACSM Land Title Survey" prepared for Jackrabbit Limited Liability Company by Lewis & Wasina, Inc., project number 9665, dated January 23, 2011 with revisions through January 26, 2011, recorded in Plan Book 211, Page 15.

## TECHNICAL CAPABILITY

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The applicant has retained a highly qualified team of professionals to undertake planning, permitting and design tasks on this project. Services will be provided by the following companies and their respective team leaders:

|                                |                                                                                                                                                                               |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Civil Engineer</i>          | Stephen Bushey, P.E.<br>Gorrill-Palmer Consulting Engineers<br>300 Southborough Drive Suite 200<br>South Portland, Maine 04106<br>(207) 772-2515<br>sbushey@gorrillpalmer.com |
| <i>Architect</i>               | Katherine Lermond<br>Archetype Architects<br>Union Wharf<br>Portland, ME 04101<br>katherine@archetypepa.com                                                                   |
| <i>Surveyor</i>                | Owen Haskell Inc.<br>Randy Loubier<br>390 US Route One<br>Falmouth, ME 04105<br>rloubier@owenhaskell.com                                                                      |
| <i>Landscape Architect</i>     | Mitchell & Associates<br>Braden Drypolcher<br>70 Center Street<br>Portland Maine 04101<br>BDrypolcher@mitchellAssociates.biz                                                  |
| <i>Geotechnical</i>            | Summit Geoengineering<br>Bill Peterlein PE<br>210 Maine Avenue<br>Farmingdale, Maine 04344<br>bpeterlein@summitgeoeng.com                                                     |
| <i>Construction Management</i> | Penobscot Construction<br>Clay Maker<br>cmaker@penobscotgc.com                                                                                                                |

The team of consultants retained by developer has expertise and experience in the design of similar commercial projects. Resumes of key personnel for development team can be provided upon request.

The Applicant also has significant experience in the design, permitting, development and management of large institutional projects as evidenced by their projects at 1 Hancock Street and 100 Fore Street among others.

## ENVIRONMENTAL – Thames Street

### 14.6.2 (A) Preservation of Significant Natural Features – Not applicable.

The site is located on previously developed lands and it contains an existing gravel parking lot as well as building space, some of which will be demolished to make way for the proposed development. There are no known features of historic



importance or natural features to be preserved/protected. The site does not contain any waterfowl habitat nor aquifers, or waterbodies.

**14.6.2 (B) Landscape Preservation** – The site plan aims to replenish an urban land area consisting of a parking lot, building, and grassed shoulders into a vibrant public space that integrates best management practices and low impact design through a robust native planting scheme, a rain garden, and related landscape enhancements. The proposed plan includes significant new street tree planting and various vegetative covers within the proposed pedestrian spaces at the rear of the site. New Brick sidewalks will be constructed and various site amenities for the benefit of tenants and visitors will be put in place. The existing trees along Thames Street may be preserved or replaced subject to coordination with the City's arborist or DPW staff.

**14.6.2 (C) Site landscaping and Buffers** – The site landscaping and buffers address the vibrant city streetscape that the building is designed to embrace. Unique to the site's urban context is a 200' +/- planting bed along the



Thames Street sidewalk that reinforces the connectivity of the site planting scheme and unifies this city block with native species and pollinator habitat. Buffering Planting is being used to screen the interior public/private space from the parking garage at 100 Fore Street to the west of the site. The native street tree species have been chosen to respond to the City of Portland preferred



list and are contextually appropriate with the existing street trees on Thames Street, Hancock, and India Street.

**14.6.2 (D) Water Quality, Stormwater Management and Erosion control** – The site plan documents include various details and narrative describing the erosion control measures to be implemented during construction. The site is not within an urban impaired stream watershed. The site's runoff patterns will be unchanged in that runoff will be collected and conveyed into the nearby municipal systems on Thames Street and the recently installed 60" storm drain line in Freedom Way that discharges directly to the Fore River. As the site is nearly all impervious surface, there will no significant impacts to runoff peak discharge and volume. The pedestrian plaza space at the rear of the site will provide a low impact approach to runoff collection and vegetative treatment. The applicant is requesting a waiver of the Flooding standards given the overall level of existing imperviousness and the proximity of direct discharge to the Fore River. This approach has been previously granted similar waivers by the Planning Board for the 1 Hancock Street and 100 Fore Street developments.

## PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY

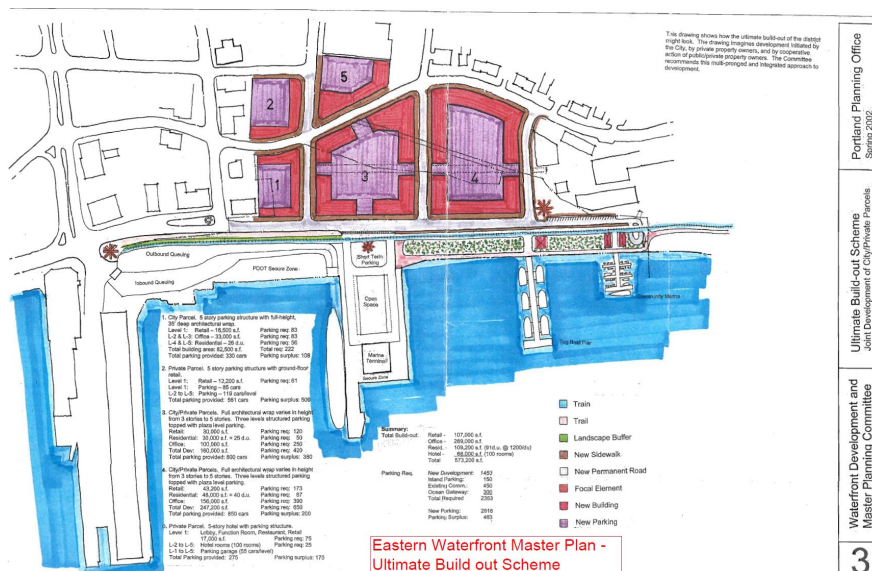
**14.6.3.A Consistency with City Master Plans** – The project proposal is consistent with the Eastern Waterfront Master Plan as it will involve road and utility extensions and development consistent with the Plan. As seen below the EWMP set an objective of connectivity between Thames Street and Fore Street. The applicant has made the transfer of Freedom Way part of the overall offering for the city site. Further, the site layout, much like the 100 Fore Street development, allows for the Mountfort Street Extension from Fore Street down to Thames Street, as a view and pedestrian movement corridor.

### Project Area 1

#### Eastern Waterfront Master Plan and Portland Company Integration



|                                       |                                                                                        |
|---------------------------------------|----------------------------------------------------------------------------------------|
| <b>1. EW Infrastructure Expansion</b> | Road and utility extensions consistent with the Eastern Waterfront Master Plan (EWMP.) |
| <b>1.a. Property Negotiations</b>     | Negotiations with private property owners                                              |





Thames Street | Concept Development  
Portland, ME

- Vibrant Public Spaces
- Climate Change Resilient Design
- Walkable & Enjoyable
- Accessible
- Integrated Public Art
- Active use Perimeters
- Buffering
- High quality material
- Maintain view corridors

**14.6.3 (B) Public Safety and Fire Prevention** – The new building will have a full sprinkler system and Fire Department Connection along the Thames Street Façade. The nearest fire hydrant is located on Thames Street in front of the building. The site design allows for security by providing ample area lighting and views from surrounding streets to address security and unauthorized site access or use.

**14.6.3 (C) Availability and Adequacy of Public Utilities** – The proposed project will involve new utility connections that are described as follows:

The proposed project will include new utilities from the street into the building as follows:

- A 6” fire line and 4” domestic water line service will be extended into the site from the existing 12” water main in Thames Street.
- A domestic sanitary line and a kitchen waste line will extend from the building to the 8” sanitary sewer in Thames Street. A City standard grease trap will be installed on the Kitchen waste line.
- Underground power and communications will extend from the 1 Hancock Street site to the proposed site.
- A natural gas service line will extend off the existing main in Thames Street if needed for the HVAC system.

- Existing water and Sanitary lines remaining from the demolition of the easterly end of the building at 144 Fore Street may be reused for the incubator spaces.

## SITE DESIGN

**14.6.4 (A) Massing, Ventilations and Wind Impact** – The building dimensions fall within the B6 zoning requirements and are expected to have no significant wind or ventilation impacts on adjoining structures or public spaces.

**14.6.4 (B) Shadows** – The site is located in the B6 zoning District therefore per Section 11.2 of the Technical Manual a shadow study is not applicable.

**14.6.4 (C) Snow and Ice Loading** – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties.

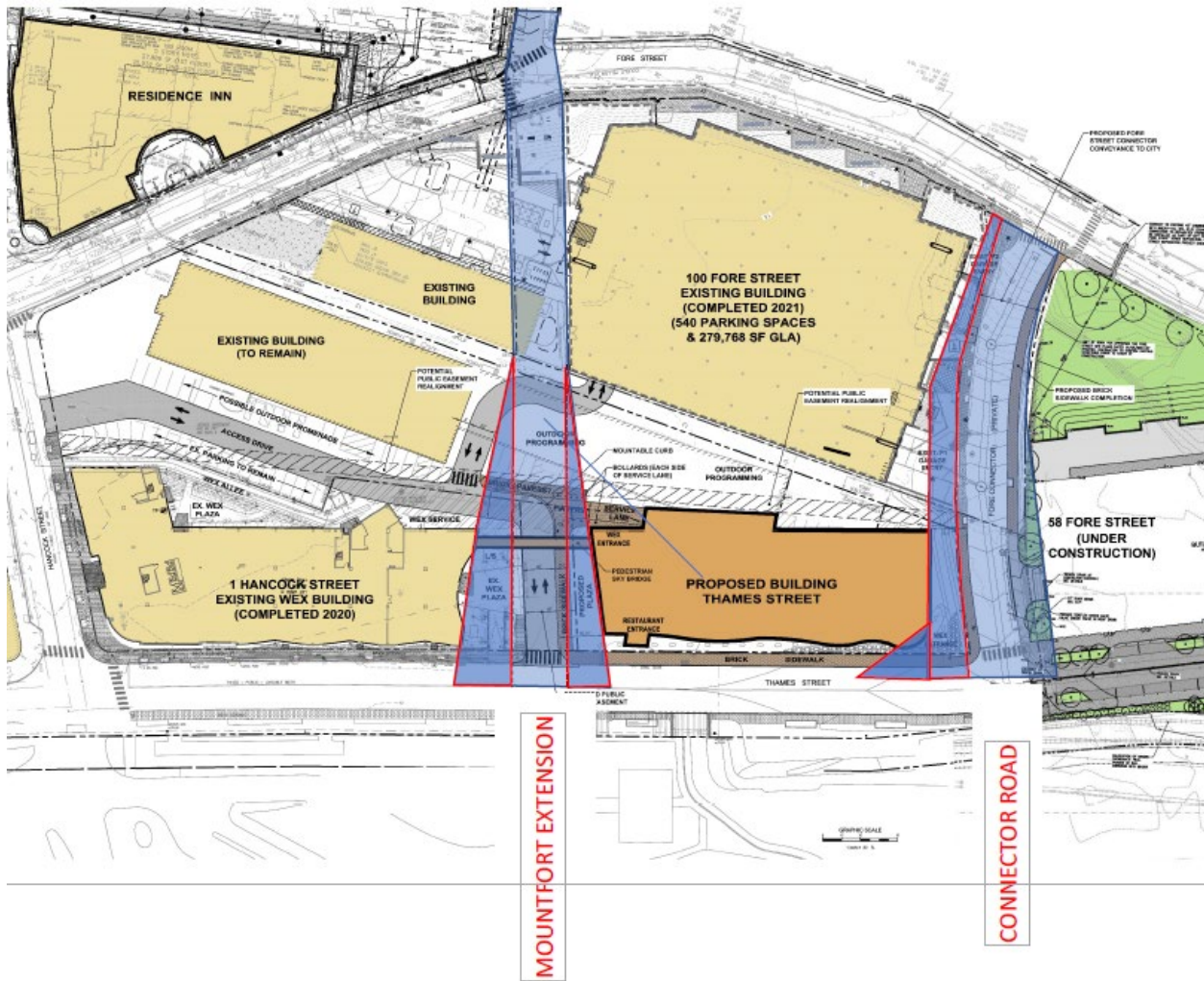
**14.6.4 (D) View Corridors** – the plan adheres to the Eastern Waterfront Master Plan as graphically outlined below:



**ILLUSTRATION 16: REVISED MASTER PLAN W/ NORTH / SOUTH VIEWS & ALIGNMENTS**  
Eastern Waterfront Building Height Study  
Portland, Maine

MRLD, LLC





**14.6.4 (E) Historic Resources** – The site is not designated as a historic landmark, and it is not within a historic district.

**14.6.4 (F) Exterior Lighting** – The site lighting plan accompanying this submission contains the following calculation summary:

| Calculation Summary |             |       |      |     |     |         |         |
|---------------------|-------------|-------|------|-----|-----|---------|---------|
| Label               | CalcType    | Units | Avg  | Max | Min | Avg/Min | Max/Min |
| SITE                | Illuminance | Fc    | 0.51 | 4.2 | 0.0 | N.A.    | N.A.    |
| EAST PATHWAY        | Illuminance | Fc    | 1.94 | 3.8 | 0.4 | 4.85    | 9.50    |
| LEFT ENTRANCE       | Illuminance | Fc    | 1.23 | 3.3 | 0.4 | 3.08    | 8.25    |
| MAIN PATHWAY        | Illuminance | Fc    | 1.39 | 4.2 | 0.2 | 6.95    | 21.00   |
| MIDDLE ENTRANCES    | Illuminance | Fc    | 1.51 | 3.2 | 0.5 | 3.02    | 6.40    |
| RIGHT ENTRANCE      | Illuminance | Fc    | 1.60 | 3.6 | 0.4 | 4.00    | 9.00    |



**14.6.4 (G) Noise and Vibration** – Project noise levels will be designed to meet the permitted standards within the zone. HVAC units will be located on the ground adjacent the building or on the roof top. Equipment cut sheets can be provided upon request.

**14.6.4 (H) Signage and Wayfinding** – All future tenant signage to be permitted separately by the tenants. None is currently proposed.

**14.6.4 (I) Zone Related Design Standards** – The development satisfies ReCode 14.6.4.I.1.a for the B-6 where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment. New development shall avoid large monolithic massing along the street frontages and should promote permeability through and within the development at a scale compatible with the existing street networks. This is achieved with the proposed layout.



**Example of Permeability – Thames Street**

## TRANSPORTATION

**14.6.1(A) Impact on Surrounding Street system** – no impact. The development of the City owned property was part of the Eastern Waterfront Traffic Movement Permit. Per the TMP approval the city owned parcel is to have one general delivery driveway and all parking is expected to be met within the existing structured parking in the site vicinity. The TMP allowed that final site access will be determined as part of the Site plan approval. Based on these previously approved conditions, the proposal for a single access off Thames Street, within the Mountfort Street Extension corridor is entirely consistent with previous planning efforts. As access to the 100 Fore Parking ground level parking will be modified to use the new Thames Street access, fewer vehicles may use the existing Fore Street entrance to that garage. Vehicular movements on Thames Street have direct connectivity to Commercial Street and Franklin Arterial as was contemplated and studied in the EWTMP. For these reasons, the development impact on the surrounding Street system is expected to be minimized.

**14.6.1(B) Access and Circulation** – The site and building are accessible from Thames Street and Mountfort Street Extension. An ADA route to the building will be provided from the 100 Fore Parking garage ground level to the sidewalk system surrounding the proposed building. There will be no drive-up facilities for the building. An at grade loading/service space will be provided at the rear of the building with access from the Mountfort Street Extension. The existing bituminous asphalt sidewalk along Thames Street will be replaced with City standard brick sidewalk, as will the sidewalk on Freedom Way. New Brick sidewalk will also be constructed on the east side of Freedom Way, thus completing that pedestrian connection. The site and building are accessible from at least three sides with ample access for emergency vehicles and site tenants. The elevators will be sized to allow for a stretcher and emergency personnel. The building entrances off the Thames Street sidewalk will be flush to existing grade and this will require shallow interior ramps and steps up to the proposed finish floor elevation of 12.0' (NGVD29), per the City's building code requirements.

**14.6.1(C) Public transit** – The METRO Peninsula Loop Route 8 runs along Commercial and India Street, just west of the project site, with stops at Casco Bay Lines and along India Street. The site is approximately 1,500 LF (0.28 mile) from CBL.



14.6.1(D) **Off-Street Parking** – Parking for the development will be provided at the 100 Fore Street parking garage located to the north of the site. Within the garage there are 543 parking spaces including 24 ADA spaces. There are also 25 bicycle racks in the garage. The proposed site plan includes eight (for 16 bikes) new City standard bike racks within the sidewalks surrounding the proposed building.

14.6.1 (E) **Traffic Demand Management** - WEX currently maintains a TDM. The TDM was developed as part of both the 1 Hancock Headquarters development as well as for the space at 100 Fore Street. If needed, an updated TDM plan can be undertaken. The original TDM has yet to be fully engaged due to the Covid pandemic and the temporary interruption of building occupancy. As WEX staff continue to fall back to more traditional office practices and occupancy the implementation of TDM is expected to increase. The previously approved WEX TDM documents accompany this application.



## **WEX, Inc. Transportation Demand Management (TDM) Plan**

**September 29, 2017**

### **A. Summary**

0 Hancock Street LLC, having entered into a long-term agreement with WEX Inc., provides this Transportation Demand Management (TDM) Plan for WEX's global headquarters - to be housed in the proposed 102,000 square foot, 4-story mixed-use building at the corner of Hancock and Thames Street on Portland's Eastern Waterfront.

A portion of the building's first floor and all upper floors - 92,027 square feet - are designated as WEX office space and will house 450 employees. The remaining 10,000 square feet of the first floor will be used for three retail spaces: a restaurant, loan service office and gift shop.

The WEX TDM Plan aims to help accommodate this new growth and benefit the local transportation system through support of transportation alternatives and reductions in the rate of single-occupancy vehicle travel to and from the site. The plan sets a 5% evening peak-hour vehicle trip-reduction target off of the baseline trips included in the project's Traffic Movement Permit – as well as a 5% reduction in parking demand, both over the first year. These targets will both be reassessed at the end of the first year after the site opens.

#### **WEX Site**

- 4-story mixed-use building on Eastern Waterfront
- Company site use: 450 employees, 92,027 ft<sup>2</sup>
- Trip reduction target: 5% over first year; 9 AM peak trips and 8 PM peak trips
- Parking reduction target: 5% over first year; 14 spaces
- Reassess trip and parking reduction targets at end of year 1

### **B. Company Overview & Commitment to TDM**

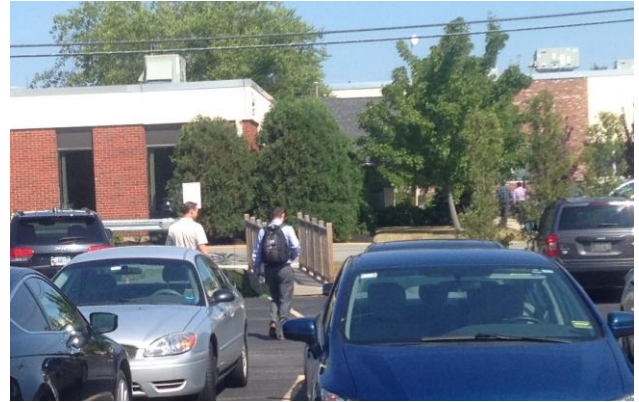
WEX is a publicly traded company that facilitates corporate payments across borders and industries – including for fleets, travel and healthcare. The company was founded in Maine in 1983 and has grown in recent years to encompass 2,000 employees and services in the Americas, Europe, Australia, and Asia.



*WEX provides fleet gas cards for UhaulCarShare in Portland and other areas around the country.*



WEX is committed to Greater Portland and to serving as a good corporate citizen. The corporation also takes pride in being a good employer and offering valuable benefits to its employees. In addition, WEX has a history of reducing vehicle trips and supporting employee wellness by creating its own informal bikeshare on the South Portland campus, to encourage bicycling the half a mile between the Gorham Road and Darling Avenue buildings. And as part of the company's community work, WEX donated \$25,000 this year to the Eastern Trail Alliance's effort to complete a 1.6-mile segment in Scarborough.



*WEX has also created walking connectivity between South Portland campus parcels.*

The corporation views this TDM plan as a long-term initiative, understanding that moving from a suburban industrial park context to the downtown will not by itself bring a change in commuting habits overnight. However, WEX sees the benefits that TDM implementation will bring its employees in the form of increased transportation choice and the positive utility of multi-modal travel itself. For example, taking the bus enables workers to relax or catch up on email via mobile devices. Walking or carpooling also improve well-being by getting outside or problem-solving complex work situations with colleagues. In addition, reducing the number of company-sponsored parking spaces over time will result in many thousands of dollars of annual savings for WEX's bottom line.



Eight hundred employees work at the current corporate campus in South Portland. WEX will transfer approximately 350 of these positions to the new downtown Portland headquarters – although it has not been determined which staff specifically will make this move. The company will utilize the site as a recruitment tool for new talent for the remaining 100 positions.

It's likely that many of these new employees will be members of the Millennial generation, individuals with an increased use and familiarity with communications, social media and digital technologies. Millennials have been shown to prefer urban environments and it's likely that WEX salaries will enable them to afford living closer to work.

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*...there is much evidence suggesting the Millennial generation is not as bound to the automobile as previous generations. Millennials are less likely to get their driver's licenses, take fewer car trips, and are more likely to get around by alternate means: by foot, by bike, or by transit.*

*- 2017 Portland Comprehensive Plan*

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They also tend to be more comfortable using modes other than the single-occupancy automobile for transportation. These multi-modal habits were heavily influenced by the Great Recession and driving by Millennials has increased slowly as the economy has improved. However, from a behavior change perspective, this familiarity with different ways of getting around will greatly facilitate these employees' participation in the proposed WEX TDM program that follows.

## C. Site Transportation Overview & Context

Historically, the Eastern Waterfront has been a vital part of the economic life of the City of Portland, connecting local and distant markets by sea and rail. WEX brings a new generation of commercial vibrancy to a parcel that was once part of a thriving railyard and that has lain relatively dormant for a number of years as an unsurfaced parking lot.

This unique segment of the waterfront, nestled between the Old Port commercial district and East End residential neighborhoods, is located in the B-6 zone and has always been home to a diverse mix of uses. The area is seeing an overall rebirth with in-fill development of residential housing, increased public access to the water, passenger boat service, businesses, hotels and restaurants. The WEX project supports the mixed-use, urban form, and multi-modal objectives of Portland's *Master Plan for the*



*The Master Plan envisions new development in the area to be an amenity and an asset to neighborhood residents, the greater City, and the visiting public.*

- *Master Plan for the Redevelopment of the Eastern Waterfront*



### LOCAL GOALS

#### WE WILL:

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.

Support livability by improving the quality of life in neighborhoods and improving the public health of residents.

Support sustainability by reducing energy consumption, greenhouse gas emissions, and stormwater impacts.

Support economic vitality by ensuring the efficient movement of goods, services, and people.

*2017 Portland Comprehensive Plan*



*Redevelopment of the Eastern Waterfront* (2002, amended 2006) and the 2017 Comprehensive Plan, *Portland's Plan 2030*.

The site is pedestrian and bicycle-friendly, located within the strong sidewalk network and lower-speed street grid of the Eastern Waterfront and Portland peninsula.



It's also near the terminus of the Eastern Promenade multi-use path, a pivotal link in Portland's alternate transportation system. Existing and newly recruited WEX employees who live on the Portland peninsula will be within comfortable walking distance of the company's headquarters. Those employees within a five-mile commute distance can also easily bike to work, especially as bicycle networks in Portland, South Portland and Falmouth continue to improve.

From a public transportation perspective the project is within walking distance of several METRO routes that stop at Congress and India Streets: the Route 1 that traverses the peninsula and connects with the Portland Transportation Center, the Route 7 to and from Falmouth, the crosstown Routes 9A and 9B to off-peninsula neighborhoods and the Breez with service to Yarmouth, Freeport and Brunswick. The site is also within walking distance of all South Portland Bus routes at Fore and Union Streets.

Portland and local transit providers have long eyed improved transit connections to the Eastern Waterfront from other transportation nodes across the city, including the Portland Transportation Center and the heart of downtown – where a number of METRO routes, the Lakes Region Explorer and Shuttlebus-ZOOM services terminate. These routes are also within walking distance of the new site. However, closer access to transit would likely enable increased ridership by WEX employees.

Two recent examples offering transit improvement recommendations for the waterfront are the 2015 *Portland "Hub Link" Feasibility Study* and the draft 2017 *City of Portland Parking Study for the Eastern Waterfront & Downtown*. City management has also expressed interest in serving as

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*We recommend continued pursuance of the following goals:*

- *Increase the peak period frequency of key Peninsula routes to 10-20 min headways*
- *Provide a direct link between the Portland Transportation Center and Downtown/ Waterfront. As development on the Eastern Waterfront progresses, service should extend there as well.*
- *Use signal prioritization and other techniques (exclusive lanes perhaps) to help move buses through congested areas.*

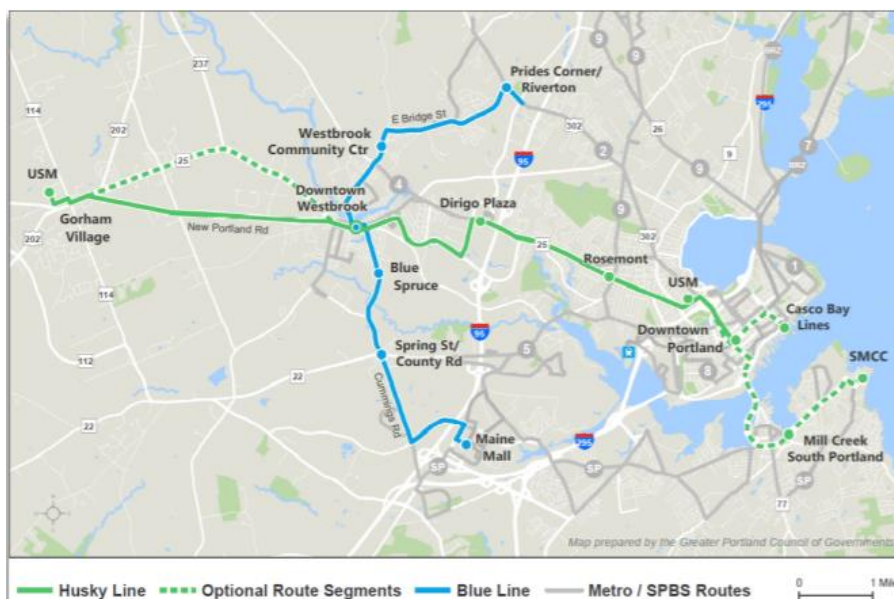
*...Additionally, we recommend the consideration of a downtown circulator route specifically meant to transport riders between the Waterfront and Cumberland Ave in a loop.*

*- Draft 2017 City of Portland Parking Study for the Eastern Waterfront & Downtown*

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a test site for an automated Olli bus between the Portland Transportation Center, downtown and the waterfront. With the advent of the 58 Fore Street complex, additional discussions have arisen about possible public-private collaboration to bring transit into the Eastern Waterfront, beyond the METRO peninsula Route 8 on India Street and the Route 1 up to Munjoy Hill. WEX plans to join these discussions with METRO as well, to benefit improved public transportation options for its employees and the general public.

Census commute data for employees originating in nearby communities with access to transit is behind the curve, not yet showing the results of the recent addition of the Lakes Region Explorer service from Bridgton, Naples, Raymond and Windham and the METRO Breez with service now from Brunswick, Freeport and Yarmouth. And commuters from Gorham and Westbrook are eying the 2018 launch of the METRO Husky Line and improved frequency of service on Brighton Avenue as a good option.



In addition, affordable housing issues are prompting the move of many workers into outlying areas. From discussions with Shuttlebus-ZOOM, it appears that office workers from Portland who have moved to Saco and Biddeford are informing developers of their interest in using transit to get to work and their frustration with a lack of a timely downtown Saco-Biddeford connector to the ZOOM stop at the Maine Turnpike exit – in order to access express service into Portland. The transit provider is now looking at commuter shuttle connections to the ZOOM.

Meanwhile, amenities near the WEX site provide an attractive dual-purpose trip for employees who do end up driving to work. Examples include: walking to run errands at nearby businesses, having lunch meetings with colleagues at local restaurants, meeting up with family and friends for after-hours events downtown, and exercising on the Eastern Prom Trail. These are ways WEX employees' travel behavior is likely to change with their move from a suburban campus to this new urban setting. These "internally captured" trips represent no net new trip generation or parking demand beyond the original trip to work.



## D. TDM Coordinator

Highly successful TDM programs share three vital characteristics: (1) they are dynamic: piloting strategies, assessing impacts, and modifying tactics as needed; (2) they are rigorously monitored and supported by local governing bodies, in this case, the City of Portland; and (3) they are managed by committed and enthusiastic staff who are responsible for overseeing, promoting and sustaining the program.

WEX has designated Safet Cobaj, Vice President of Real Estate, as its TDM Coordinator, charged with coordinating the TDM plan implementation, monitoring and any needed changes. The company will provide the TDM Coordinator with a stipend to support this work to lead WEX's ongoing TDM efforts. Acknowledging that roles and responsibilities change over time in any position, the organization has enumerated the TDM Coordinator's responsibilities in detail for any other staff to uphold the responsibility of the position. The Coordinator's contact information is: Safet Cobaj, 123 Darling Avenue, South Portland, ME 04106, (207) 523-6186, [Safet.Cobaj@wexinco.com](mailto:Safet.Cobaj@wexinco.com)

Day-to-day operations and monitoring of the TDM plan will be conducted in-house by the appointed WEX TDM

### **The WEX TDM coordinator is responsible for the following:**

- Strategic parking management to reduce company payments for accessory parking (see Section F)
- Encouraging greater use of preferred modes through social media, website, on-site kiosk and company-wide promotion (Section G)
- Coordinating company policies, subsidies and incentives (Section F)
- Overseeing comprehensive surveying of staff (Section H)
- Monitoring of employee parking usage and the effectiveness of TDM strategies (Section H)
- Filing annual reports and updating the plan with the City (Section H)
- Exploration of additional TDM strategies, if needed

Coordinator; however, WEX will retain the services of a TDM consultant to review initiatives, problem-solve, and develop new strategies if and when necessary.

## E. Trip Generation and Parking Demand Projections and Targets

WEX is committed to reducing drive-alone employee automobile trips, improving multi-modal safety, and easing traffic congestion and area parking demand.

### ***Projected Trip & Parking Generation***

On behalf of WEX, Traffic Solutions and Cushman Transportation Consulting, LLC have developed ITE and census-based trip generation and parking demand projections to establish the impact of the new WEX headquarters. These numbers are preliminary and subsequent employee origination data will likely enhance these calculations.

Accordingly, the company is expected to generate a total of 180 vehicle trips during the morning peak hour and 160 trips during the evening peak hour. The parking demand projection is for 284 spaces for WEX employees and another 29 spaces shared between the three retail establishments on the first floor of the building.

### ***Trip Reduction Target***

WEX will use the first full year of operations to confirm a more consistent number of drive-alone trips to the site and use of other transportation modes, recognizing that time is required for the cultural shift from a suburban campus to an urban core setting. Combining these updated numbers with the multi-modal accessibility of the new site and also robust company parking management and financial incentives for preferred modes of travel, an achievable trip reduction target for employees is 5% for the first year after WEX opens its new headquarters – so 9 morning peak trips and 8 evening peak trips. This trip reduction target will be re-visited after the first year of implementation.

### ***Parking Reduction Target***

Similar to the trip reduction target, the primary goal of the initial year will be to ascertain the actual parking demand number for the new site. Based on the above parking demand projections - and understanding that assertive parking management is key to transportation behavior change and helps fund increased employee transportation choice - an achievable

### **Projections & Targets**

- Site trip generation: 180 AM peak, 160 PM peak
- WEX parking demand: 284 spaces
- Trip reduction target: 5% over first year
- Parking reduction target: 5% over first year
- Reassess trip and parking reduction targets at end of year 1



parking demand reduction is 5% over the first year of the site occupancy; this is 14 spaces. The parking demand target will also be re-visited after the first year of implementation.

WEX plans to work with a local TDM consultant to continue creating and achieving goals for shifting modes and to closely monitor existing trends to attain a reasonable mode-shift goal over time.

## F. Trip/Parking Reduction Strategies & Incentives

**WEX proposes a number of best-practice and sensible parking and trip reduction strategies for its plan. These include:**

- Strategic parking management
- Subsidizing and facilitating transit use, van and carpooling, bicycling and walking
- Subsidizing carshare and bikeshare
- Supporting alternate work arrangements
- Infrastructure support, such as: secure bicycle parking, showers and lockers
- Marketing preferred modes of travel through company communications and incentive campaigns
- Funding the company’s alternate, preferred transportation modes programming and services through reduction in parking costs
- Exploring partnerships with the City of Portland and METRO for transit and infrastructure improvements - for expanded transit service and walking and bicycling routes to the Eastern Waterfront
- Supporting and participating in potential Transportation Management Association

### ***Parking Management***

WEX understands that strategic parking management produces the strongest results for reducing single-occupancy vehicle employee trips. The city Land Use Code continues to have minimum off-street parking requirements and requires 230 spaces for the 92,027 square feet of WEX office space. Initially, WEX has forecasted leasing up to 320 parking spaces for

### **Parking**

- Unbundled parking
- New hires pay for parking on daily basis (only when used)
- Relocated employees offered stipend for use for parking or multi-modal pass/voucher
- Provide occasional parking for primarily multi-modal staff
- Preferential parking for carpools
- Reassess parking needs every 6 months



its employees at the Ocean Gateway Garage. It plans to reduce the need for that number before it occupies the site.

The company proposes the following parking management strategies to help ensure that there are enough parking spaces to support functioning of the headquarters, while not providing more parking than necessary:

- Maintain this unbundled parking (leased separately) from its office space for the length of WEX's lease at O Hancock Street.
- Provide stipend for relocated employees at least initially, as part of the relocation package; stipend can be used for parking, monthly transit pass, carpool/vanpool voucher, bikeshare membership, etc.
- Charge newly hired employees for parking on a daily basis; employees only pay for parking when they use spaces. Per this national best-practice, WEX will charge \$15 per day for the first 10 days of the \$150 monthly rate for parking at the Gateway Garage.
- Provide preferential parking spaces for carpools and vanpools at the Gateway Garage, conveniently located near the WEX site. This program is available through GO MAINE, the statewide commuter assistance program. GO MAINE administers the program and provides registered participants with the Preferential Parking Agreements and Passes.
- Provide occasional parking for primarily multi-modal staff; e.g., for a carpooler or bicycle commuter who occasionally needs to drive to work
- Reassess the number of spaces needed for company employees twice annually



### **Public Transit**

WEX will provide a free monthly transit pass or multi-ride ticket to each employee for any area transit provider (METRO, South Portland, Lakes Region Explorer, Shuttlebus-ZOOM, Amtrak and Casco Bay Ferry). This benefit will be offered to employees upon hire and at least once annually. WEX will also explore whether new fare media that METRO has planned for 2018 could enable the company to be billed for individual trips taken by employees who are part-time transit users.

#### **Transit**

- Free monthly transit pass or multi-ride ticket
- Exploration of METRO expansion to Eastern Waterfront
- Possible interim Lyft/Uber connection to peninsula transit

WEX will also work with the Greater Portland Transit District (METRO) on expansion of transit to the Eastern Waterfront. The company knows about local interest in expanding bus service to its location and other area developments, such as 58 Fore Street. WEX is also cognizant of the mitigation of traffic impacts through site support of transit improvements, such as the annual transit subsidy the non-profit St. Lawrence Arts Center will provide for increased Route 1 service to the East End. Any potential partnership with METRO would not only serve WEX staff, but also all city residents and visitors.

In addition, peninsula transit improvements are a potential use of the City of Portland's Downtown Transit-Oriented Development Tax Increment Financing (TIF) revenue, approved in 2015 and activated in 2016. A possible WEX and 58 Fore Street partnership with METRO could be joined with TIF revenue to support even broader and more consequential transit improvements. By growing ridership and diversifying the transit system's revenue base, a partnership can also improve METRO's competitiveness for obtaining new federal grant funds for further expansion.

In the meantime, WEX may explore a customized Transportation Network Company (TNC - e.g., Lyft & Uber) solution for employees to access transit routes elsewhere on the peninsula.

### **Rideshare**

Some WEX staff do carpool currently and WEX has a number of employees who are registered users of GO MAINE, the statewide commuter assistance program.

On par with its transit incentive, WEX will offer up to \$90 per month for carpool and vanpool vouchers for employees who use these modes of travel. The company will also offer one-time gift card incentives for employees who start new carpools or vanpools and who recruit additional employees to share rides. WEX will facilitate carpool matching through GO MAINE and sign up all staff who walk, bicycle, use carpools or vanpools and/or public transit for GO MAINE services, which include:

- the Emergency Ride Home benefit
- GO MAINE trip rewards
- Preferential Parking program

### **Rideshare**

- Offer financial incentives for formation of carpools and vRide/Enterprise vanpools
- Offer monthly voucher for carpool/vanpool on par with transit pass
- Register multi-modal staff with GO MAINE
- Do cluster analysis with vRide/Enterprise



WEX will also engage vRide (now owned by Enterprise) to do a zip code cluster analysis of relocated and new employees at the site. This will facilitate the formation of carpools and vanpools of 7 or more people, when a number of staff originate from a particular municipality.

### ***Alternate Work Arrangements***

WEX will enact a policy offering those employees with flexible office hours the option to telecommute a portion of the work week, condense their work hours into larger shifts (such as four 10-hour days), and/or arrive and leave on a flexible schedule. Staff will be encouraged to arrive at the site outside of the morning peak hour (by 7am or after 9:30am) and leave outside the evening peak period (before 4pm or after 6pm).

#### **Alternate Work Arrangements**

- Written policy for flextime, telecommuting, and condensed shifts
- Encourage all possible staff to avoid AM and PM peak travel

### ***Walking, Bicycling and Bikeshare***

WEX will provide secured bicycle parking (bike lockers) for employees at the Ocean Gateway Garage and have showers and lockers available on-site for walk and bike commuters. This is in addition to sidewalk and crosswalk improvements and city-required bicycle parking the site developer will provide. WEX is committed to meeting a higher demand for bike parking if needed and intends to continue to work with City of Portland to further enhance safe and convenient pedestrian and bicycle access to the Eastern Waterfront.

#### **Walk/Bike Commute & Bikeshare**

- Showers & lockers
- Federal bicycle commuting benefit
- Reimburse bike safety classes
- Bicycle Benefits memberships for bike commuters
- Work with Portland Bikeshare for nearby dock
- Monthly bikeshare passes
- Company account with Portland Bikeshare for daytime trips
- Consider informal company bikeshare in meantime

To encourage bicycle commuting and improve traffic safety, WEX will also reimburse employees for completing Cycling Savvy and/or League of American Bicyclists' Traffic Skills 101 courses; both are offered locally. In addition, the company will purchase Bicycle Benefits memberships for bicycle commuting staff (one-time \$5 helmet sticker - [www.bicyclebenefits.org](http://www.bicyclebenefits.org)). This national program is active in Portland and local businesses offer rewards for patrons who arrive at their establishments by bicycle.

For shorter staff trips during the work day and to promote additional bicycle commuting, WEX will work with Portland Bikeshare to secure a bicycle dock near the company's site (Portland Bikeshare launches in 2018). On par with its transit and rideshare subsidy, WEX will offer monthly bikeshare passes to interested employees. The company will also offer the federal bicycle commuter benefit to staff who ride their own bicycles to work.



In the meantime, similar to WEX's program at its South Portland campus, WEX could maintain one or more shared bicycles and associated gear such as helmets and locks - available for daytime use.

### ***Family and Islander TDM Amenities***

Employees with children and island residents are more able to walk, bicycle and carpool to work if they have on-site, secure storage for larger commuting gear that generally doesn't fit in shower lockers or standard bicycle lockers, such as those located at Ocean Gateway Garage. Examples of this equipment are: car seats, strollers, handcarts, bicycle trailers and cargo bicycles or other large bicycle set-ups like tag-alongs. WEX will investigate whether it's possible to provide such a storage location with ground-floor access to its employees. If there is high enough demand, WEX will consider replacing some standard shower lockers with ones for car seat, stroller, or hand-cart storage with a useable interior space that is at least 35 inches high, 25 inches wide and 30 inches deep.

### **Family & Islander Amenities**

- Secure on-site storage for equipment that enables preferred commutes: e.g., car seats, hand carts, bicycle trailers, cargo bikes

### ***Near-site Carshare***

WEX will set up an account with UhaulCarShare so that employees can access a vehicle for trips required during the work day. The company will pay for business-related car use.

### **Carshare**

- Company account with UhaulCarShare for daytime trips
- Negotiate with Uhaul for additional vehicle(s) if needed

UhaulCarShare is available in Portland and South Portland, currently providing access to a total of nine vehicles on an hourly or daily basis. One of these is located at 30 Commercial Street, just two blocks from the WEX site near the Casco Bay Ferry Terminal. At one time there were two carshare vehicles at this location and, if the demand is strong enough, WEX can negotiate with Uhaul for additional available vehicles.



### ***Short-term Incentive Campaigns***

To help build employee awareness of WEX's TDM efforts and encourage a cultural change in transportation habits, the company plans to implement a monthly incentive campaign for the first year after opening, entering staff who use transit, carpool/vanpool, walk or bike or use alternate work arrangements into an ongoing raffle for gift cards, vacation time, or other benefits.

Thereafter, WEX plans to run one or two short-term incentive campaigns each year, preferably tied in with local and national multi-modal campaigns, such as: the Way 2 GO MAINE Business to Business Commuter Challenge, the National Bike Challenge and National Bike to Work Day, Park(ing) Day and World Car-Free Day. Similar to the monthly raffle of the first year, employees who use preferred modes of transportation will be entered to win various rewards. WEX sees this experiment with encouragement campaigns as part of the dynamic nature of the plan and exploring what works.

### **Incentive Campaigns**

- 1<sup>st</sup> year: monthly raffle for multi-modal staff with benefits such as vacation time, gift cards, etc.
- Thereafter, campaigns 1-2 times per year, tied to regional and national events and offering similar rewards

### ***Transportation Management Association***

Portland Area Comprehensive Transportation System (PACTS) has recently convened a process to reexamine the need for an area Transportation Management Association (TMA) to benefit private sector employers. TMAs are non-profit entities that assist employers like WEX with TDM implementation and monitoring, advocating for improved transit and other transportation solutions for local business, and acting as brokers for services such as: vanpools, customized Transportation Network Company trips, etc. WEX is interested in this development and plans to support the development of a TMA, if found to be feasible, and participate as a member.

### **Support for TMA**

- Support the development of area TMA, if found feasible
- Participate as member



## G. Marketing

Another critical component for the success of WEX's TDM Plan is a carefully thought-out marketing plan that regularly engages employees regarding preferred modes of transportation, provides easily accessible information and builds company culture and leadership in the community. WEX has begun designing a marketing strategy that complements other area Portland TDM work to promote walking, bicycling, rideshare, the use of public transit and alternate work arrangements.

WEX's initial marketing plan:

- Ensure all relocated WEX employees and new hires receive:
  - a transportation orientation and welcome packet, with tailored marketing information about sustainable transportation options to access the site and alternate work arrangements, including specific choices for major commute origins
  - the opportunity for a one-on-one consultation about their commute options;
  - a written commitment card for those willing to try alternate modes – signing has shown to have a strong impact on behavior change
- Design and actively maintain an “Optimize Your Commute” employee web page that is clearly posted. The page will include:
  - A clear and compelling company culture statement citing the positive impacts of multi-modal transportation for employees, WEX and the community - emphasis on ease and positive utility of preferred transportation methods.
  - How to access the subsidies, benefits and incentives available to use preferred modes of transportation; emphasizing these options over travelling alone by automobile
  - Instructions for using local public transit options, GO MAINE carpool matching, vRide/Enterprise vanpools, bikeshare and carshare; to include links to various programs and web tools, including the Google Maps (Transit) trip planner and Southern Maine Transit Tracker
  - A multi-modal map identifying:
    - transit stops and routes
    - the walk zone, common walk routes and bike lanes and trails, bicycle parking, links to Google Maps walking and bicycling trip planners and

### Marketing

- Transportation orientation for relocated & new employees
- Commute coaching
- *Optimize Your Commute* employee web page & multi-modal map
- Transit screen & TDM kiosk
- Employee recognition
- TDM committee or subcommittee
- Pursue Best Workplaces for Commuters status

Portland Trails; estimated walk and bike times will be provided to emphasize ease and swiftness to encourage these preferred transportation options

- Information on alternate work arrangements and other company TDM policies
- Story sharing, such as employee commuter profiles and the results of staff transportation surveys
- Physically posted information:
  - Broadcast real-time METRO and South Portland bus arrival information – as well as information about other mode options - on a transit screen in the WEX lobby
  - Provide a highly visible and well-maintained travel information kiosk in the lobby with the same content as the employee web page
- Partner with Go Maine and the Bicycle Coalition of Maine to offer all employees “commute coaching” at least once annually
- Regularly recognize employees who use preferred modes through company social media, email, newsletter, bulletin board or other announcements
- Form a company committee or sub-group of an existing company committee – such as a Wellness or Green Team - to advise the site’s TDM work and help with peer-led campaigns that encourage active transportation to work
- Consider pursuing Best Workplaces for Commuters status – a national qualification that no Maine business has yet attained



## H. Surveying & Monitoring

Recognizing that the implementation of a TDM Plan is a dynamic process, WEX’s TDM Coordinator will monitor the TDM Plan’s components to assess whether the company is achieving the trip and parking reduction targets listed above. The company will evaluate the value of various subsidies for preferred modes and make improvements. Another important piece will be to determine the flexibility of employees to utilize various travel modes to access the site.

This evaluation will be conducted twice annually during the first two years after WEX opens its new headquarters and once annually thereafter. The data collection and surveys will produce comparable data from year to year and be available

### Surveying & Monitoring

- Twice annual surveying & monitoring for 1<sup>st</sup> two years; once annually thereafter
- Employee surveys
- Parking usage
- Employee use of multi-modal subsidies

for compilation with other sites' travel data by a third party, such as the city. Based upon the results of the monitoring, WEX will update the TDM Plan and submit a draft to the city's TDM Manager for review and comments. The following will be included in the monitoring assessment.

### ***Employee Surveys***

The survey will be developed in consultation with the city's TDM manager and conform to overall city TDM modeling and planning. It will include:

- Mode of travel to and from work
- Frequency of use (if any) of alternate work arrangements
- Preferences, barriers or concerns with modes of travel

### ***Parking Usage***

WEX will work with Ocean Gateway Garage to produce a summary of monthly parking leases and daily parking usage. This will also be used to assess whether the company can choose to lease fewer spaces.

### ***Transit/Carpool/Vanpool/Bikeshare/Carshare Usage***

WEX will track the number of employees utilizing monthly transit passes and multi-ride tickets, carpool and vanpool vouchers, monthly bikeshare memberships (when Portland Bikeshare launches), and usage of company UhaulCarShare account.

## **I. Project-Specific Infrastructure Improvements**

### ***General Contribution to Area Transportation Improvements***

Through the state Traffic Movement Permit process, the developer of the WEX site will contribute \$650 per peak morning drive-alone trip to the city for transportation improvements within the commute shed of the project.

### ***Sidewalk Improvements***

The developer of the WEX site will rebuild the sidewalks immediately adjacent to the site on Hancock and Thames Streets.

### ***Crossing Improvements***

The developer will also make ADA and other improvements to the existing crosswalks at Hancock/Thames and the Ocean Gateway Terminal.



### ***Bicycle Parking***

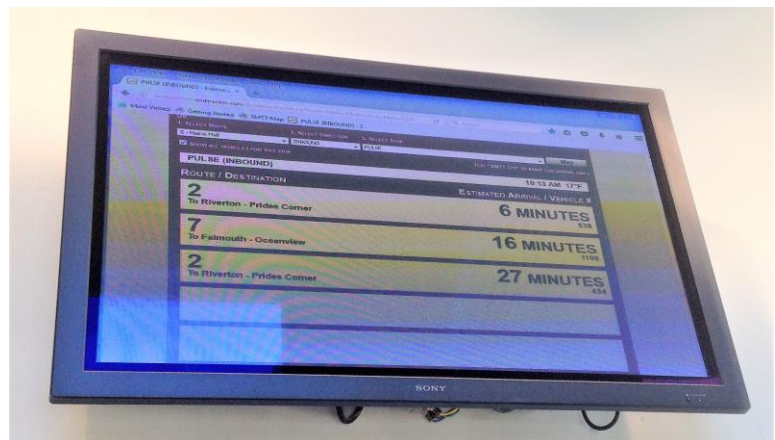
As part of WEX's site plan, eight bicycle racks will be placed near the WEX entry on Hancock Street and six racks will be available on the rear plaza - for a total of 28 bicycles. The company will also lease 6 bike storage lockers at Ocean Gateway garage. In addition, WEX is working to provide secure storage inside the building for larger bicycles and other multi-modal commuting equipment, such as hand carts, car seats, strollers and bike trailers. If demand warrants additional bike parking, WEX will provide it, including exploring additional locker space in the garage.



*Bike lockers on 1<sup>st</sup> floor of Ocean Gateway Garage*

### ***Transit Screen & TDM Kiosk***

WEX will install a display screen in its downstairs lobby with Southern Maine Transit Tracker information and other transportation options. This will include live bus arrival information for routes near the site – for example, the METRO Crosstown 9A and 9B and Breez stop at India and Congress Street and the three South Portland routes that stop at Fore and Temple. Also in the lobby, and mirroring WEX's transportation web page and marketing via social media, the venue will erect a highly visible and well-maintained travel information kiosk.



# Updates on Transportation Demand Management Plans for 100 Fore Street

September 11, 2020

***Following are updates on the 100 Fore Street Transportation Demand Management (TDM) Plan, per the Portland Planning Board's conditions of approval for the site's certificate of occupancy:***

1. As discussed and confirmed with City Planning Division staff via email in early January 2019 and again via email and phone in July 2020, the *100 Fore Street Transportation Demand Management Plan* was updated per the Planning Board's requests and the **finalized plan was submitted to the City on January 4, 2019 (see this copy of the Plan, beginning on page 3 following this update)**. There likely was not time for the Planning Board to review this final version of the plan before the site's approval on January 8, 2019; thus, the conditions for approval included the original TDM Plan update requests.
2. In discussion with City staff in July 2020 - and given the specific tenants and uses secured for the building in the meantime, current disruptions from the COVID-19 pandemic, and the evolving transportation landscape of the City - it was found important to meet the spirit of the Planning Board's original requests with **the following additional informational updates to the TDM Plan:**

## **Site Spaces and Uses:**

- *Configuration of Tenant Spaces:* The tenant spaces have been slightly reconfigured from the time of the original TDM Plan. WEX, Inc. has leased approximately 57,000 square feet of office space. Northeastern University has leased approximately 27,000 square feet to house the newly launched Roux Institute.
- *WEX:* The company plans to house 220 employees at 100 Fore Street. However, due to the current COVID-19 pandemic, the company does not plan to occupy this space until at least January 2021 or later. At that time, it will use hoteling software for employees to reserve a desk space and to limit the number of people on site. In addition, it is likely a good number of employees will prefer remote work flexibility because of the pandemic. The company forecasts that the number of people working in-house will well below 220 at any given time in the near future.
- *Roux Institute:* Roux is a technology-focused graduate study center based in Portland and also serving students globally through the site's high-tech audio/visual teaching services. The institute plans to move into 100 Fore Street in mid-October 2020 and is already conducting fall semester classes remotely. Northeastern has extensive experience with managing commuter services in the Boston area; for example, see: <https://www.northeastern.edu/commutingservices/> Per the City's TDM ordinance, the plan serves both employees and students at the school.

The Institute's space at 100 Fore includes three primary classrooms and a maker space/classroom that will eventually support 32 students per room (capped at 16 for now, per COVID-19 physical distancing); six shared faculty offices for rotating instructor use; four local corporate partner spaces that can house 6 staff members each; and twenty work stations. Roux's operating hours will be 8am-10pm, Monday through Thursday and 8am-6pm on Fridays; the space will not be open beyond those hours. Through June 30, 2021, it is expected the institute will employ a maximum of 40



employees. Three staff will be on-site full time during the day and everyone else will be part-time between 9am-5pm; the average daytime occupancy will be 20 people. Classes generally run in the evenings, between 5-8pm or 6-9pm. During those timeframes there will be a maximum of 3 classrooms in use, with a maximum of 48 students and 10 employees on site (a total maximum of ~60 people). However, the plans for now for this year are for only 2 classrooms to be in use.

Post-COVID: it is anticipated there would be as many as 128 students and 50 employees at the institute, with additional students participating remotely from across the globe. In addition, Roux might eventually be open 7am-11pm, Monday-Thursday. Also following the pandemic, an occasional conference might host as many as 200 people.

### **Site TDM Coordinators and Contact Information:**

- *WEX*: As at 0 Hancock Street, Safet Cobaj, Vice President of Global Real Estate at WEX, will be the TDM Coordinator for WEX's space at 100 Fore Street. His contact information is: Safet Cobaj, VP Global RE, WEX Inc., 123 Darling Ave, South Portland, ME 04106; [safet.cobaj@wexinc.com](mailto:safet.cobaj@wexinc.com), Mobile: 207-253-9634, Office: 207-523-6186.
- *Roux Institute*: Hilary Kline, Operations Manager for the Roux Institute, will be the institution's TDM Coordinator. Her contact information is: Hilary Kline, Operations Manager, Roux Institute, 100 Fore Street, Portland, ME 04101; [h.kline@northeastern.edu](mailto:h.kline@northeastern.edu), Mobile: 202-538-2041.

### **Changes in Transportation Context and/or Evolution of TDM Strategies:**

- *Carshare*: With the end of UhaulCarshare service in Portland in February 2020, 100 Fore Street will explore other carshare possibilities that arise.
- *Transit*: METRO is launching the DiriGo Touchpass system in October 2020, which will simplify management of 100 Fore transit subsidies for employees and/or students on METRO, City of South Portland Bus Service and Biddeford Saco Old Orchard Beach Transit routes.

In addition, METRO's Peninsula Loop Reboot project (slowed by COVID-19 but still in process, with an initial route proposal expected this fall) should provide first mile/last mile solutions that further support 100 Fore Street employees' and visitors' use of local public transportation options. This is a transit route redesign effort to make traveling around the Portland Peninsula easier and more convenient for riders to reach their ultimate destinations. The intention is to develop an urban circulator that loops in both directions and has expanded hours and more frequent service. The routes under review for major changes and expansion are Route 8 (Peninsula Loop) and Route 1 (Congress Street). Other routes are being reviewed for minor changes and/or extensions, including the express Husky Line, with a potential extension to the Eastern Waterfront. An aside: Roux staff noted that Northeastern's mascot is the same as the University of Southern Maine's, i.e., the Huskies – which ties in well with any expansion of the local Husky Line, too.

- *Incentives*: As is done via the company's 0 Hancock Street TDM program, WEX will offer all employees at 100 Fore Street a \$1,000 per year incentive to refrain from using a company-paid parking spot and driving alone to the site. This incentive can be used in any way by participating employees, including for transit passes, walk and bicycle equipment, carpool gas money, etc. WEX will also offer the same 0 Hancock Street shuttle service from South Portland to 100 Fore. This service was in operation at 0 Hancock before the onset of COVID-19 and is expected to resume in June 2021.

# 100 Fore Street



## Transportation Demand Management Plan

January 4, 2019 (including updates requested by the Planning Board at time of site plan approval)

### A. Summary

100 Fore Street, LLC provides this Transportation Demand Management (TDM) Plan for its proposed redeveloped multi-use site, located on the 3 acre parcel of the same address. This is another recent and rare opportunity for urban infill and redevelopment in the City of Portland and on the Eastern Waterfront. The project consists of first floor retail uses, two levels of office space, retaining a portion of the existing building for a fitness center, and three levels of structured parking.

The 100 Fore Street TDM Plan aims to help accommodate this new growth and benefit the local transportation system through strategic parking management that supports transportation alternatives and reduces the rate of drive-alone trips to and from the site. Parking at the site will be unbundled from the tenant leases and tenants will be required to either offer their employees a parking cash-out (see page 11 for more detail) or charge them for parking. Tenants will also pay an annual per-square-foot fee to support 100 Fore TDM programming and one employee per tenant will serve as a representative on the building's TDM committee.

*After the initial proposed trip and parking projection reductions for pre-existing shared and multi-modal trips, the plan sets the following TDM targets for 3-5 years after 100 Fore Street is fully occupied:*

- *An 8% reduction in peak hour vehicle trips and parking demand for the site and a 20% multi-modal rate*

*Full occupancy of 100 Fore Street is expected to take approximately 16 months to complete and these targets will need to be reassessed after the first full year of occupancy of the tenant spaces.*

### 100 Fore Street Site

- 3 acre mixed-use urban infill site on the Eastern Waterfront
- Office tenant A: 39,639 ft<sup>2</sup>; ~125 employees
- Office tenant B: 43,513 ft<sup>2</sup>; ~175 employees
- Retail tenant, east side of building: 1291 ft<sup>2</sup>;
- Retail tenant, west side of building: 2420 ft<sup>2</sup>;
- Private fitness center in remaining portion of existing building: 9,052 ft<sup>2</sup>;

*In addition to initial proposed 15% shared-use and 12.8% existing multi-modal rate reductions within the site's trip generation and parking projections, the TDM Plan sets the following targets:*

- **Trip & parking reduction targets:** a further 8% reduction in vehicle trips and parking demand within 5 years after full occupancy - resulting from TDM program; i.e., 12 weekday morning peak trips, 13 weekday evening peak trips, 17 parking spaces
- **Multi-modal target:** 20% of employee and visitor trips will be via transit, carpooling or vanpooling, by bicycle & on foot within 3-5 years after full occupancy
- Will reassess targets at end of year one of full occupancy at 100 Fore

**Cushman Transportation Consulting, LLC, 94 Beckett Street, 2<sup>nd</sup> Floor, Portland, ME 04101**  
**Tel: (207) 200-1910      E-mail: sarah@sarahcushman.com      www.sarahcushman.com**

## B. Property Description & Transportation Context

Historically, the Eastern Waterfront has been a vital part of the economic life of the City of Portland, connecting local and distant markets by sea and rail. The multi-use nature of 100 Fore Street forms part of the new generation of the commercial vibrancy in the area.

100 Fore is located in the B6 zone and has always been home to a diverse mix of uses. The area is seeing an overall rebirth with in-fill development of residential housing, increased public access to the water, passenger boat service, businesses, hotels and restaurants.



*Grand Trunk Station at Fore & India*

This site on Fore Street is uniquely situated on a steep slope at the bottom of the Eastern Promenade, across from Mountfort Street, and adjacent to 58 and 144 Fore Street. The parcel forms part of the renewed street and pedestrian connectivity in the area, as it proposes facilitating both access to the Thames Street extension on the east side and also retains right of way for the proposed Mountfort Street extension on the west side.



The 100 Fore Street project supports the mixed-use, urban form, and transportation demand management objectives of a number of Portland studies and plans, including:

- the City's *Master Plan for the Redevelopment of the Eastern Waterfront* (2002, amended 2006)
- the 2014 Urban Land Institute Advisory Services Panel Report *Waterfronts of Portland and South Portland, Maine: Regional Strategies for Creating Resilient Waterfronts*
- the 2017 Portland Comprehensive Plan, *Portland's Plan 2030*
- the 2017 *City of Portland Parking Study for the Eastern Waterfront & Downtown*

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*The Master Plan envisions new development in the area to be an amenity and an asset to neighborhood residents, the greater City, and the visiting public.*

*-Master Plan for the Redevelopment of the Eastern Waterfront*

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## Parking Management

Surface parking's impervious surfaces are another major contributor to stormwater runoff quantity and detrimental water quality in receiving bodies—especially of concern with economically vulnerable fisheries. Development should be designed to reduce the impact of surface flow across Commercial Street and to mitigate effects on landside structures.

### Recommendations

- Identify opportunity sites that, once relieved of surface parking, can provide resilient structures or site development strategies that mitigate surface flow.
- To relieve waterfront sites of surface parking, develop comprehensive program to manage all parking resources as a system that includes on-street parking and all public and private garages.
- Periodically update and report actual parking utilization data. Align with transportation demand management planning and commuter-trip-reduction programs.
- Develop broad-based community support for enacting ordinances and pricing that encourage car sharing and other parking requirements in public and private development.

*2014 ULI Report on Resilient Portland & South Portland Waterfronts*

The site is pedestrian and bicycle-friendly, located within the strong sidewalk network and lower-speed street grid of the Portland peninsula. It's also near the terminus of the Eastern Promenade multi-use path, a pivotal link in Portland's alternate transportation system. Tenant employees and site visitors living on most parts of the Peninsula will be within comfortable walking distance. Those tenant employees within a five-mile commute distance can also easily bike to work, especially as bicycle networks in Portland, South Portland and Falmouth continue to improve.



### LOCAL GOALS

#### WE WILL:

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.

Support livability by improving the quality of life in neighborhoods and improving the public health of residents.

Support sustainability by reducing energy consumption, greenhouse gas emissions, and stormwater impacts.

Support economic vitality by ensuring the efficient movement of goods, services, and people.

*2017 Portland Comprehensive Plan*



From a public transportation perspective the project is within walking distance of several METRO routes that stop at Congress and India Streets: the Route 1 that traverses the peninsula and connects with the Portland Transportation Center, the crosstown Routes 9A and 9B to off-peninsula neighborhoods and outer arterial streets, the Route 7 to and from Falmouth, and the Breez with service to Yarmouth, Freeport and Brunswick. The site is also within walking distance of all South Portland Bus routes via the stops at Fore and Union Streets.

Portland and local transit providers have long eyed improved transit connections to the Eastern Waterfront from other transportation nodes across the city, including the Portland Transportation Center and the heart of downtown – where a number of METRO routes, the Lakes Region Explorer and Shuttlebus-ZOOM services terminate. These routes are also within walking distance of the new site. However, closer access to transit would likely enable increased ridership by 100 Fore tenant employees and visitors.

Two recent examples offering transit improvement recommendations for the waterfront are the 2015 *Portland "Hub Link" Feasibility Study* and the 2017 *City of Portland Parking Study for the Eastern Waterfront & Downtown*. City management has also expressed interest in serving as a test site for an automated Olli bus between the Portland Transportation Center, downtown and the waterfront.

With the advent of the O Hancock Street (WEX) building, 86 Newbury Street (the Shipyard Redevelopment) and the eventual 58 Fore Street complex, additional discussions have arisen about possible public-private collaboration to bring transit into the Eastern Waterfront, beyond the METRO peninsula Route 8 on India Street and the routes that serve Congress at India. 100 Fore Street plans to join these discussions with METRO as well, to benefit improved public transportation options for tenant employees and the general public.

In terms of shared mobility, the use of transportation network companies (TNCs) such as Uber and Lyft has grown substantially. The 2017 *Parking Study* suggested the use of TNCs as an interim solution for companies like Vet's First Choice and WEX, for employees to access transit routes not within close walking distance. A TNC trip does not reduce traffic congestion, unless users are carpooling; however, it does reduce parking demand. In addition, a UhaulCarshare vehicle is located within four blocks of the site. A tenant carshare account can be useful for employee trips during the work day that require a vehicle.



*We recommend continued pursuance of the following [transit] goals:*

- *Increase the peak period frequency of key Peninsula routes to 10-20 min headways*
- *Provide a direct link between the Portland Transportation Center and Downtown/ Waterfront. As development on the Eastern Waterfront progresses, service should extend there as well.*
- *Use signal prioritization and other techniques (exclusive lanes perhaps) to help move buses through congested areas.*

*...Additionally, we recommend the consideration of a downtown circulator route specifically meant to transport riders between the Waterfront and Cumberland Avenue in a loop.*

*- 2017 City of Portland Parking Study for the Eastern Waterfront & Downtown*

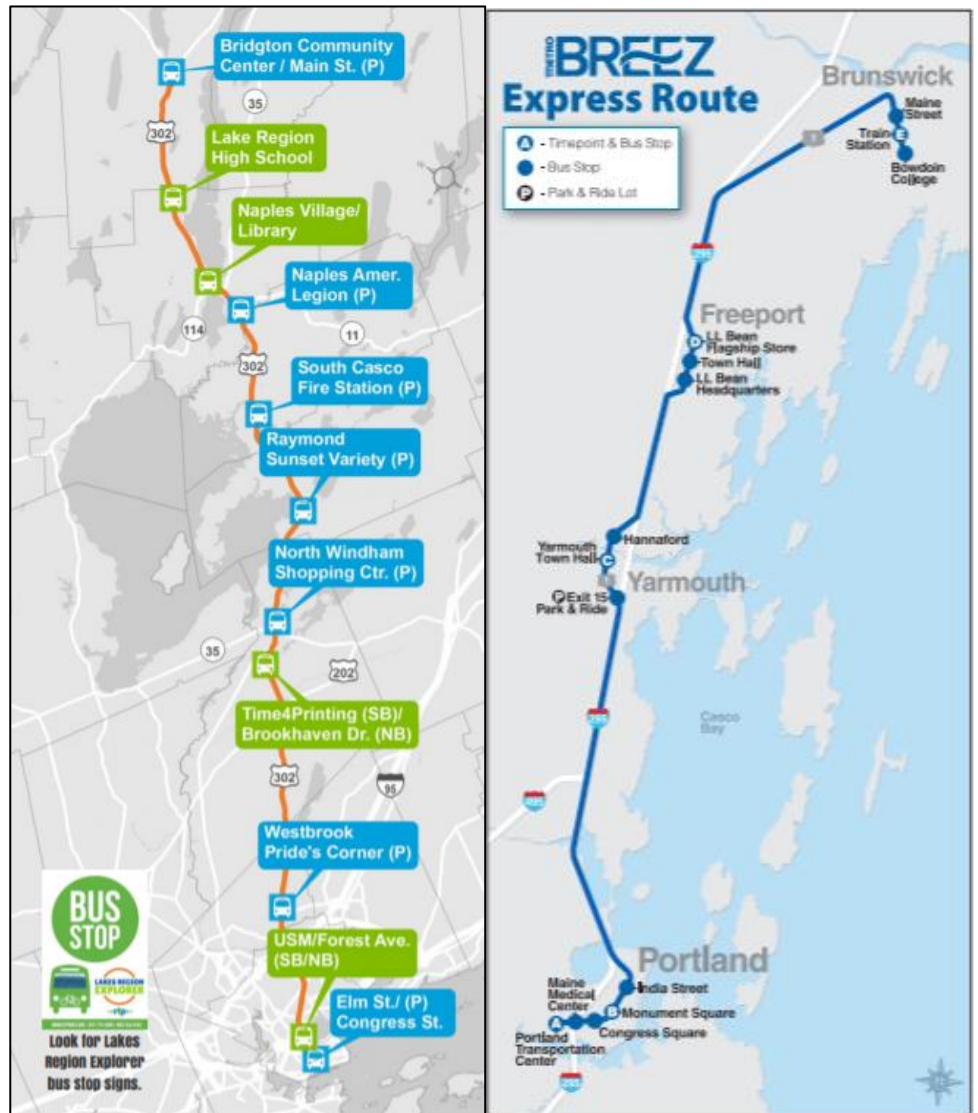




Census commute data for employees originating in nearby communities with access to transit is still a bit behind the curve, in terms of showing the more recent results of:

- the Lakes Region Explorer service from Bridgton, Naples, Raymond and Windham
- the METRO Breez with service from Brunswick, Freeport and Yarmouth
- and the Husky Line express bus service from Gorham that just launched, with associated improved frequency of service from Westbrook and on Brighton Avenue.

In addition, the delivery earlier this year of 11 new buses for the METRO fleet has also been a boon for local transit-using employees. These each have Wi-Fi access, in-seat USB ports and space for three bicycles.



Meanwhile, the above mentioned other development projects in the area, including 100 Fore, have spurred the City of Portland to work to unify its methodology for handling traffic and parking, through a district-wide Traffic Movement Permit.

This growth has also enhanced the amenities surrounding 100 Fore Street and these provide an attractive dual-purpose trip for tenant employees and site visitors who do end up driving to the Eastern Waterfront. For example, the on-site private fitness center will serve nearby employees. Other instances include: walking to run errands at neighboring businesses, having lunch meetings with colleagues at local restaurants, meeting up with family and friends for after-hours events downtown, and exercising on the Eastern Prom Trail. These internally captured trips represent no net new trip generation or parking demand beyond the original trip to work or a 100 Fore retailer.



## C. 100 Fore Street's TDM Coordination

Highly successful TDM programs share three vital characteristics: (1) they are dynamic: piloting strategies, assessing impacts, and modifying tactics as needed; (2) they are rigorously supported and monitored by local governing bodies, in this case, the City of Portland; and (3) they are managed by committed and enthusiastic staff or consultants who are responsible for overseeing, promoting and sustaining the program.

100 Fore Street, LLC is committed to reducing drive-alone employee and visitor automobile trips, improving multi-modal safety, and easing traffic congestion and area parking demand near 100 Fore through its TDM efforts. As such, the developer has designated Sarah Cushman of Cushman Transportation Consulting, LLC (CTC) to serve as the initial TDM Coordinator for 100 Fore Street. The Coordinator's contact information is: sarah@sarahcushman.com, (207) 200-1910.

### The 100 Fore St. TDM Coordinator is responsible for:

- Ensuring strategic parking management by UPP and monitoring tenant and visitor parking usage
- Coordinating site and tenant TDM policies and incentives, such as parking cash out
- Encouraging greater use of preferred modes – walking, bicycling, carpooling and taking bus or rail transit - through central online platform, social media and site-wide promotion
- Overseeing/conducting surveying of tenant employees
- Overseeing annual site parking and traffic observations
- Filing annual reports and updating the TDM plan with the City as needed
- Exploration of additional TDM strategies, as needed

CTC is charged with coordinating the TDM plan implementation and monitoring and making any needed changes. The TDM Coordinator will also convene a site TDM Committee that includes an employee representative from each tenant. This will assist with landlord-tenant communication, TDM education and marketing, and implementation of the site's parking management and tenant parking cash out/transit-vanpool federal benefit provisions.

Acknowledging that roles and responsibilities change over time in any position, CTC will use the first few months of TDM implementation to enumerate the TDM Coordinator's responsibilities in detail for any subsequent staff or consultant to uphold the responsibility of the position. Should 100 Fore Street eventually hire a different TDM Coordinator, the building owner will retain the services of a TDM consultant to review initiatives, problem-solve and develop new strategies if and when necessary.

## D. Trip Generation and Parking Demand Projections and Targets

100 Fore Street, LLC has hired Cushman Transportation Consulting, LLC (CTC) and Traffic Solutions to assist with its TDM planning process. CTC has conducted recent research on TDM programs at evolving, multifaceted development sites similar to 100 Fore, 82 Hanover Street and Thompson's Point (e.g., in California and Northern Virginia) – including aspects of setting and managing TDM targets. This outreach informs the following trip reduction, parking reduction and multi-modal goals.

### ***Projected Trip Generation & Parking Demand***

On behalf of 100 Fore, Traffic Solutions created ITE trip generation and parking demand projections and conducted additional local traffic and parking studies to assess the potential impact of 100 Fore's redevelopment. The projections include an initial proposed 15% shared-use reduction in trips for people who will visit multiple tenants at or near the site during one outing, as well as a 12.8% reduction for the number of people who would use non drive-alone modes of transportation to reach the site under current conditions (pre-TDM implementation). This percentage was used in consultation with the City's Traffic Consultant.

Accordingly, the proposed 100 Fore Street project can be expected to generate approximately 152 trips in the AM peak hour and 159 trips during the PM peak hour. Per the parking demand projections analysis, the average peak hourly parking demand for the site for a typical weekday is expected to be 218 spaces.

The proposed site includes 539 garage parking spaces and 18 surface spaces, which 100 Fore Street, LLC will own and have Unified Parking Partners manage for use by tenants and the general public.

### ***Trip Reduction Target***

In addition to the initial proposed 15% shared-use and 12.8% current multi-modal rate reductions in projected trips to the site - and given the multi-modal accessibility of 100 Fore Street – the building's TDM efforts should enable a further 8% reduction in employee and visitor trips by the end of 3-5 years, i.e., 12 weekday morning peak trips and 13 weekday evening peak trips. The TDM team plans to revisit this reduction target after the first full year of operations at 100 Fore.

### **Projections & Targets**

*In addition to initial proposed 15% shared-use and 12.8% existing multi-modal rate reductions within the site's trip generation and parking projections, the TDM Plan sets the following targets:*

- **Trip & parking reduction target:** a further 8% reduction in vehicle trips and parking demand within 5 years after full occupancy - resulting from TDM program; i.e., 12 weekday morning peak trips, 13 weekday evening peak trips, 17 spaces
- **Multi-modal target:** 20% of employee and visitor trips will be via transit, carpooling or vanpooling, by bicycle & on foot within 3-5 years after full occupancy
- Will reassess targets at end of year one of 100 Fore Street occupancy



### ***Parking Reduction Target***

In addition to the initial proposed 15% shared-use and 12.8% existing multi-modal rate reductions to the parking demand projections for the site, and with assertive parking management and implementation of associated TDM strategies and incentives, a further achievable parking demand reduction is 8% by the end of 3-5 years; i.e., 17 spaces. The parking demand target will also be revisited after 100 Fore has been in operation for a year.

### ***Multi-Modal Target***

100 Fore is setting an overall target of 20% of employees and visitors making multi-modal trips to the site, by 3-5 years after full occupancy. That is, giving the estimated existing multi-modal rate of 12.8%, this would be an additional 7.2% increase in employees and visitors who reach the site via transit, carpooling or vanpooling, by bicycle, on foot or through some combination of these modes. This target is different from the trip and parking reduction targets above because, with the diversity in the timing of work and retail uses occurring at 100 Fore, a number of these trips are likely to be outside of the morning and evening peak periods.

From other TDM experiments in North America, it is also clear that individuals' use of various alternate modes shift over time as different employees and visitors come and go. For example, an employee who uses transit might move to a different job off-site or a commuter who walks might switch to bicycling. In another instance, an employee who in the past has biked to the site may begin to take transit or carpool more with the needs of a growing family. Therefore, it seems most useful for 100 Fore's TDM efforts to address the specific needs of transit users, carpoolers, bicyclists and walkers and set an overarching multi-modal trip target for the site.

100 Fore plans to closely monitor existing trends to attain a reasonable mode-shift goal over time.





## E. Trip and Parking Reduction Strategies

In the table beginning on the page that follows, 100 Fore Street, LLC proposes a number of best-practice and sensible parking and trip reduction strategies for its TDM Plan. These are based on understanding of the site's transportation context, future tenant employees and site visitors, and the usefulness of various TDM efforts. For example, strategically managed parking will produce the strongest results for reducing single-occupancy vehicle trips to the site.

The highest priority items for 100 Fore Street's TDM program success are:

- *Strategic parking management* (parking unbundled from leases, managed by Unified Parking Partners, and tenants required to offer either parking cash out for employees or charge employees for parking)
- *For those tenants offering parking cash out: tax-free federal transit or vanpool benefit for employees as one option*
- *Social marketing work to establish commuting another way as the social norm*

In addition, 100 Fore acknowledges the various needs of different multi-modal commuters. For instance, employees who walk to work or bicycle or carpool with children are more able to do so if they have on-site, secure storage for larger commuting gear. Moreover, employees will require tangible financial incentives such as parking cash-out to help encourage them to experiment with other ways of getting to work.

Another critical component for the success of 100 Fore's TDM Plan is a carefully thought-out marketing effort that regularly engages tenant employees regarding preferred modes of transportation and provides easily accessible information. This work also builds their companies' TDM cultures and the sense of multi-modal travel as the social norm. Within this TDM Plan, 100 Fore has begun designing a marketing strategy that complements other area Portland TDM work to promote walking, bicycling, rideshare, public transit and alternate work arrangements.

Finally, Greater Portland Council of Governments and the City of Portland are reexamining the need for an area Transportation Management Association (TMA) to benefit private sector employers. TMAs are generally public-private entities that assist employers with TDM implementation and monitoring, advocate for improved transit and act as brokers for services such as vanpools and shuttles. 100 Fore Street plans to support the development of a TMA, if found to be feasible, and participate as a member.



## Infrastructure

|                                                                 |                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Transit Access</b>                                           | Transit Screen in main lobby with live-time transit service information for routes near the site                                                                                                                                                                                                                                                                  |
|                                                                 | Transit passes available for purchase on-site                                                                                                                                                                                                                                                                                                                     |
|                                                                 | Work with City of Portland and METRO regarding possible expansion of public transportation to the Eastern Waterfront                                                                                                                                                                                                                                              |
| <b>Pedestrian Access</b>                                        | Reconstruction of street sidewalk segments abutting development                                                                                                                                                                                                                                                                                                   |
|                                                                 | ADA barrier-free ramp improvements on Fore Street at the proposed Fore-to-Thames Street connector and the Driveway #1 entrance                                                                                                                                                                                                                                    |
|                                                                 | Construction of new crosswalk at Fore & Mountfort Street                                                                                                                                                                                                                                                                                                          |
|                                                                 | Street and building lighting improvements to improve sidewalk illumination                                                                                                                                                                                                                                                                                        |
|                                                                 | Secure storage room in garage for larger commute gear, e.g.: strollers, islander handcarts, etc.                                                                                                                                                                                                                                                                  |
|                                                                 | On-site showers and clothing lockers accessible at fitness center                                                                                                                                                                                                                                                                                                 |
| <b>Bicycle Access</b>                                           | 35 bicycle parking spaces at five different on-street/at entrance locations on site                                                                                                                                                                                                                                                                               |
|                                                                 | Secure storage room in garage for regular bicycles and larger-size or heavier bike commuting set-ups, such as: cargo bicycles, electric bikes and bicycles with trailers or child bicycling attachments                                                                                                                                                           |
|                                                                 | On-site showers and clothing lockers accessible at fitness center                                                                                                                                                                                                                                                                                                 |
|                                                                 | One bicycle repair station located in secure bike parking room                                                                                                                                                                                                                                                                                                    |
|                                                                 | Committed to meeting a higher demand for on-street bike parking if needed                                                                                                                                                                                                                                                                                         |
| <b>Shared Mobility</b>                                          | Secure storage on 1st floor for larger commuting gear, e.g.: car seats                                                                                                                                                                                                                                                                                            |
|                                                                 | UhaulCarshare vehicle within 6 minute walk; may explore additional on-street carshare vehicle(s) to serve 100 Fore and other new development on Eastern Waterfront                                                                                                                                                                                                |
| <b>Electric Vehicle Charging</b>                                | At least one electric car charging station will be provided in the parking garage                                                                                                                                                                                                                                                                                 |
| <b>Lease Agreements</b>                                         | Inclusion of language in lease agreements concerning site TDM requirements, associated fees and benefits to tenants and their employees                                                                                                                                                                                                                           |
| <b>General Contribution to Area Transportation Improvements</b> | Through the City's evolving MaineDOT district-wide Traffic Movement Permit process for the combined sites of 100 Fore, 0 Hancock and 86 Newbury Streets – and/or the City's new impact fee program - the developer will make a to-be-determined financial contribution for the site, for city transportation improvements within the commute shed of the project. |

## Employee Incentives

|                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Parking Pricing/ Management/ Cash Out/ Incentives</b> | Parking unbundled from tenant leases; Managed by Unified Parking Partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                          | Tenants using site parking spaces required to follow traffic management plan for staggered entrance and exit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                          | <p>Tenants who provide a “free” parking benefit to employees are required to offer them a \$100 monthly parking cash out option - in lieu of a \$160 parking space (a \$60/month savings to the employers); <i>to be executed in one of three ways:</i></p> <ul style="list-style-type: none"> <li>• <i>Straight Cash Benefit:</i> \$90 in cash paid to employee, with \$10 remaining to cover payroll tax for employer and employee, because these funds are regarded as income. This money can be used by the employee for any purpose; however it can also be considered funds to support carpooling (e.g., vehicle maintenance or gas money), walking (e.g., gear or shoe purchase) or biking (e.g., bike shop maintenance)</li> <li>• <i>\$100 Tax-Free Transit or Vanpool Benefit:</i> e.g., a monthly pass for the ZOOM bus from Saco is \$120 per month – so the parking cash out would cover most of that; neither the employer nor the employee are required to pay tax on those funds under the Federal Transit/Vanpool Benefit</li> <li>• <i>Mixed Transit/Vanpool Benefit &amp; Cash:</i> For those who pay less for their transit passes (e.g. METRO is \$45 per month), the employee can take part of the cash out funds tax-free for the pass, and then the remaining funds as cash (deducting what is required to cover payroll tax)</li> </ul> |
|                                                          | <p><i>Or as an alternative to the parking cash out option above, tenant is required to:</i></p> <ul style="list-style-type: none"> <li>• Charge employees full monthly amount for parking space if driving alone</li> <li>• Offer carpooling or vanpooling employees at least a 30% discounted parking rate and possibly Preferential Parking spaces (those sharing rides would participate in the Preferential Parking program through GO MAINE: carpoolers receive special permits and are prioritized for parking spaces near entrances)</li> </ul> <p>In addition, tenant will provide a limited number of daily parking passes for occasional use by tenant employees who are primarily multi-modal commuters; a reasonable maximum could be 20 passes per year or 2 passes per month.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Transit Subsidies/ Incentives</b>                     | Site registration with GO MAINE for rewards for transit riders and to provide access to Emergency Ride Home (ERH) benefit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                          | Tenants encouraged to offer one-time financial incentives to start using transit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Carpool Subsidies/ Incentives</b>                     | Registration with GO MAINE for carpooling matching, rewards and access to ERH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                          | Tenants encouraged to offer one-time financial incentives to start new carpool or vanpool or to recruit new carpool/vanpool members                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Bicycle- Pedestrian Subsidies</b>                     | Registration with GO MAINE for rewards and Emergency Ride Home benefit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                          | <p>Tenants encouraged to offer:</p> <ul style="list-style-type: none"> <li>• one annual footwear purchase for pedestrian commuters</li> <li>• one annual bicycle maintenance visit to local bike shop for bicycle commuting employees</li> <li>• reimbursement for employees for bicycle safety courses</li> <li>• purchase of Bicycle Benefits memberships for bicycle commuting employees</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Shared Mobility Subsidies</b>   | <p>Tenants encouraged to:</p> <ul style="list-style-type: none"> <li>offer full or partial subsidy for multi-modal employees who need to use UhaulCarshare or TNCs (Uber/Lyft) during work day</li> <li>offer monthly employee bikeshare memberships, when/if bikeshare starts in Portland</li> <li>explore a customized Transportation Network Company (TNC - e.g., Lyft &amp; Uber) solution for employees to access transit routes elsewhere on the peninsula</li> </ul>                                                                                                                                                                                                                                                                                                                                                            |
| <b>Flexible Work</b>               | <p>Tenants encouraged to:</p> <ul style="list-style-type: none"> <li>have written policy for flextime, telecommuting &amp; condensed work shifts</li> <li>persuade all possible staff to avoid A.M. &amp; P.M. peak travel times (7-9 a.m. and 4-6 p.m.)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Targeted Promotions</b>         | 1st year: monthly raffle for multi-modal tenant employees with benefits such as vacation time, gift cards, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                    | Thereafter, campaigns 1-2 times per year, tied to regional and national events like Way 2 GO MAINE and National Bike Month - and offering similar rewards;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Information</b>                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Education for Travel Choice</b> | Under lease agreement, tenants required to pay annual per-square-foot fee to support 100 Fore Street site-wide TDM promotion and monitoring efforts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                    | TDM orientation and benefits packets for relocating employees and new hires                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                    | One-on-one consultations or commute coaching available to explore employee options upon site opening and offered at least once annually, thereafter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                    | <p>Transit Screen type monitor located in lobby with looping slides, offering information on:</p> <ul style="list-style-type: none"> <li>all TDM benefits available to employees, including tenant company policies</li> <li>links to current maps, routes, and schedules for public transit routes near the site</li> <li>live-time transit info from Southern Maine Transit Tracker</li> <li>information on GO MAINE ride-matching and Emergency Ride Home benefit</li> <li>Portland Trails map and Greater Portland Bike Map to show walk, bicycle &amp; trail routes to and near site</li> <li>list of facilities available for bicyclists, carpoolers, pedestrians, transit riders and vanpoolers</li> <li>list of other available transportation options in the area</li> <li>contact information for TDM Coordinator</li> </ul> |
|                                    | Active "Optimize Your Commute" web page on 100 Fore website. Tenants will link to from their own site for employee use. Page includes all the information above and links to each resource.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                    | Building TDM Committee with tenant representatives to assist with communication                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                    | At least quarterly communications with tenant employees regarding commuting benefits available – e.g. through email, e-newsletter, announcements, posters, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                    | Required employee and visitor transportation surveys and reporting to City will also serve as education tool                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | The above commuter challenges and incentive campaigns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                    | Use company social media to build social proof of others doing the desired TDM actions (with posts from employees taking action – e.g., posting a photo of taking the bus to work or the morning carpool) - vs. just likes or retweets of the idea of using preferred alternate modes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|                                     |                                                                                                                                                                                                                                                                                         |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Promotion of Alternate Modes</b> | At least once per quarter: recognize individual tenant employees and any visitors who reduce the traffic impact of the site through 100 Fore and tenant company social media, door posters, newsletter, email or other announcements.                                                   |
|                                     | Consider applying for Best Sites status - a national qualification that no Maine multi-use site has yet attained                                                                                                                                                                        |
|                                     | Within two years of full site occupancy, do Enterprise vanpool zip code analysis of employees (and possibly collaborate with other nearby redeveloped sites with similar employee pools, such as WEX) to assess potential vanpools and do outreach to employers regarding possibilities |

The screenshot displays the TransitScreen app interface, which provides real-time transit information. The interface is divided into several sections:

- TransitScreen Header:** Features the app's logo and the text "Real-Time Transit Information".
- Left Column (Routes and Times):**
  - H St NE + 3rd St NE:** Shows routes X2 (Eastbound to Minnesota Ave Station, 15 minutes) and D8 (Northbound to Washington Hospital Center, 19 minutes).
  - 4th St NE + H St NE:** Shows route D8 (Southbound to Union Station, 4 minutes).
  - H St NE + 4th St NE:** Shows routes X2 (Westbound to Lafayette Square, 7 minutes) and X1 (Westbound to Foggy Bottom Station, 27 minutes).
- Center Column (Mass Ave And Columbus Circle):**
  - Shows a red banner for "Northbound Union Station-Navy Yard via Capitol Hill" with a 13-minute wait time.
  - Below this, it lists walking distances to various stops: 39 G PI NE (5 minutes), 818 6th St NE (7 minutes), 106 I St NW (9 minutes), 112 M St NE (10 minutes), and 132 M St NE (10 minutes).
- Right Column (KAISER PERMANENTE):**
  - Features the Kaiser Permanente logo and a section for "Union Station".
  - It lists routes RD (Glenmont, 1 minute) and RD (Shady Grove, 9 minutes).
  - Below this, it shows "capital bikeshare" information with a table of bikes and docks at various locations:

| Location                        | Bikes | Docks |
|---------------------------------|-------|-------|
| 6th & H St NE                   | 14    | 5     |
| 3rd & H St NE                   | 13    | 5     |
| Columbus Circle / Union Station | 11    | 19    |
| North Capitol St & F St NW      | 2     | 19    |

At the bottom of the screenshot, there is a URL: <https://www.flickr.com/photos/taedc/12967088085>

## F. Plan for Monitoring, Data Collection and Reporting

Recognizing that the implementation of a TDM Plan is a dynamic process, the 100 Fore Street TDM Coordinator will collaborate with the O Hancock Street TDM Coordinator and work with the City to monitor the effectiveness of 100 Fore's TDM Plan components - and to assess whether the site is achieving the trip and parking reduction targets listed above. 100 Fore will work with tenants to evaluate the parking disincentives and any subsidies for preferred modes and make improvements. Another important piece will be to determine the flexibility of employees and retail visitors to utilize various travel modes to access the site.

100 Fore Street will also explore possible use of the national TRIMMS model (Trip Reduction Impacts of Mobility Management Strategies). This would be helpful for internal assessment, to estimate the impacts of the various transportation demand initiatives and provide a program cost effectiveness assessment, including the net program benefit and a benefit-to-cost ratio analysis.

### Surveying & Monitoring

- Employee and visitor surveys once annually for first 3 years, then every two years thereafter
- Collect parking usage and cash-out data to cross-reference with the employee and any visitor surveys
- Reassess parking and trip monitoring at 1 year mark
- Track tenant employees' use of parking cash out, transit/vanpool benefit and any multi-modal subsidies
- Communication with India Street and Munjoy Hill Neighborhood Associations
- Annual report to City

The TDM Coordinator will conduct annual tenant employee surveys that provide quantitative data (e.g., trip, parking and mode split) and qualitative data (e.g., perception of 100 Fore's alternate transportation access and TDM initiatives). Similarly, retail tenants will be encouraged to do a point-of-sale survey of their visitors. 100 Fore Street will carry out these surveys once annually for the first three years of full occupancy and then every two years thereafter. The data collection and surveys will produce comparable data from year to year and be available for compilation with other sites' travel data by a third party, such as the City. The following will be included in the monitoring assessment.

### ***Employee Surveys & Parking Usage***

The survey will be developed in consultation with the city's TDM manager and conform to overall city TDM modeling and planning. Survey questions will include:

- Employee's zip code of residence
- Mode(s) of travel to and from work and any use of alternate work arrangements (e.g. telecommuting)
- If parking personal vehicle, where
- Type of participation in TDM program and/or use of any employee TDM benefits, including parking cash out and the federal transit/vanpool benefit; in addition, if using parking cashout, what alternate mode(s) the employee is using to reach the site
- Preferences, barriers or concerns with modes of travel
- TDM marketing effectiveness
- To help report any business benefits from the tenant's TDM efforts, the survey may also collect data regarding: any changes in employee satisfaction with travel options, changes in levels of stress, impacts on employee turnover/absenteeism, increases in savings due to participation in subsidies, etc.
- Space to add comments

### ***Visitor Surveys***

Similar to the employee survey, 100 Fore Street will consult the city's TDM manager and ensure the retail visitor survey is appropriate for the plan's context and needs. The two retail sites will provide opportunities for visitors to complete the survey during their visit, e.g., providing the survey at the point of purchase. Visitor survey questions will likely include:

- Visitor's zip code of residence
- Mode of travel to and from the site
- If by car, specify as a driver or a passenger
- If driver, ascertain how many passengers and parking location
- Check boxes of specific preferences, barriers or concerns with using other modes
- Space to add comments



Note: the use of these survey tools will also assist 100 Fore Street and tenant employers with their TDM education efforts. That is, the questions themselves help people think differently about their transportation behavior. The surveys will also provide a reminder and link to 100 Fore Street's online transportation page for further information about options.

















THIS SIDE OF STREET  
2ND & 4TH  
TUESDAY OF THE MONTH  
12:01AM TO 7AM

1 HR PARKING  
8:00 AM TO 6:00 PM









300 Southborough Drive, Suite 200  
 South Portland, ME 04106  
 207.772.2515

June 20, 2023

**Mr. Charles Tetelman, Planner**

Planning & Urban Development Department  
 389 Congress Street  
 Portland, Maine 04101

**Subject: Major Site Plan, Master Development Plan Amendment  
 Project ID – PL-002437-2023  
 144 Fore Street LLC - Applicant  
 Letter of Response #1– Response to Staff comments**

Dear Charles:

On behalf of **144 Fore Street LLC (Applicant)**, our office is pleased to provide the following responses to staff review comments provided within an email and memo dated May 26, 2023. For ease of review, we have repeated all of the staff comments in *italics* and provide our responses in **bold** as follows:

**GENERAL**

1. *The Design Review Memo has been attached to this comment document.*

**Response: Archetype PA has completed updated building plans and supporting information related to the comments contained in the Design Review Memo and that information has been uploaded to EPlan for staff and Planning Board review. The file uploaded to Eplan is titled 2023.06.20 Thames Street Architectural Updates.**

2. *Please show all Snow Storage areas on site or include commentary on how Snow will be managed and removed from the site.*

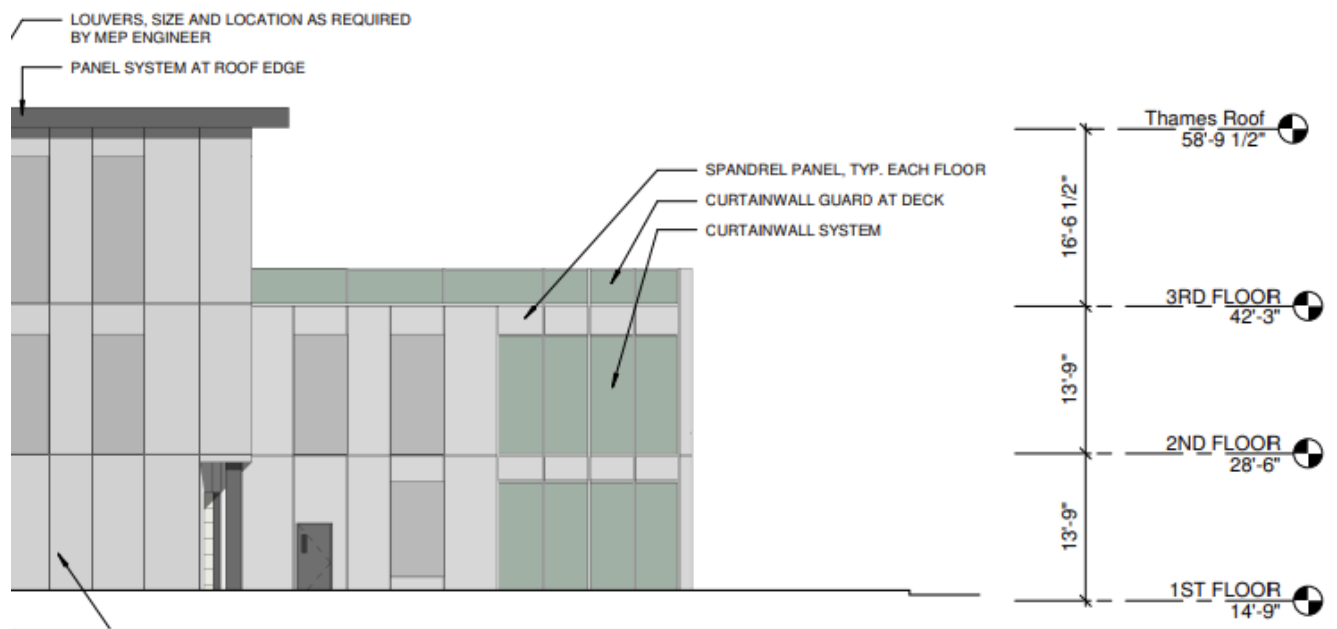
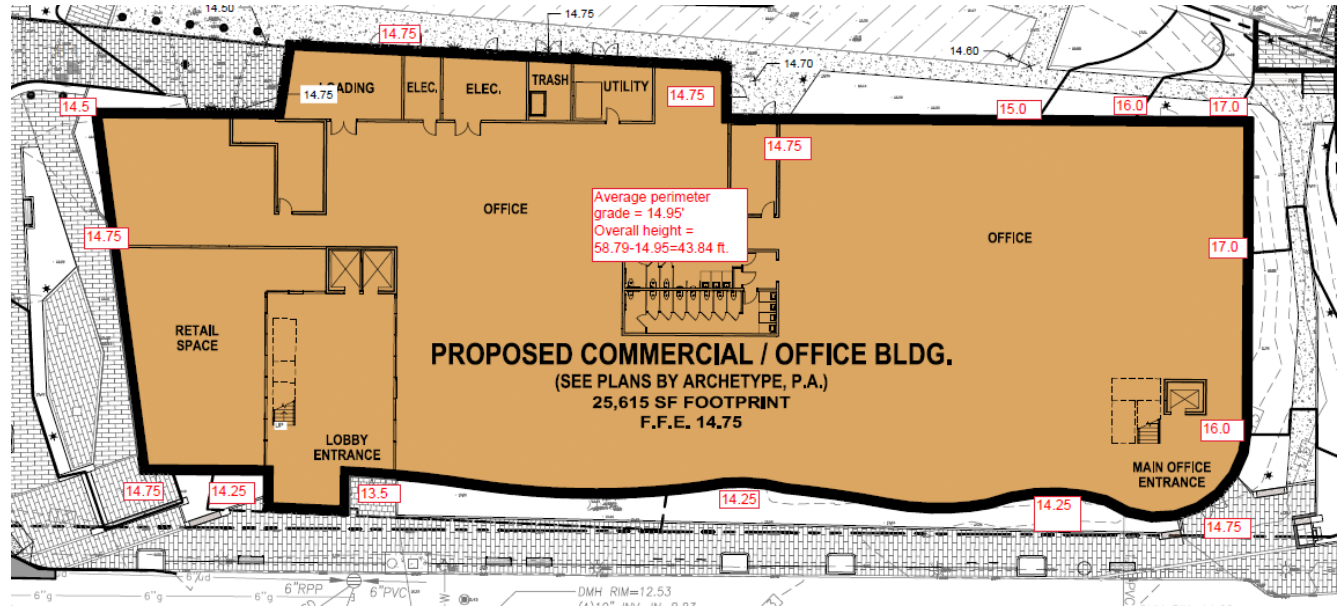
**Response: Snow will be removed from the site by contracted snow removal services. This will include snow removal from the sidewalks, pedestrian areas, and vehicular drive off Thames Street.**

**ZONING**

3. *Zoning Analysis Table notes the required maximum height is 65 ft. Looking at the B-6 Zone Building Height Overlay Map, the proposed site is in the 45 ft. maximum height area. The elevations (A2.01) need to show the height from the average grade to the roof beam and also need to show how average grade is determined.*



**Response: Based on an average grade around the building perimeter of 14.95', the overall building height is 43.84'. See the captions below:**



4. *Note - for proposed roof top decks, any type of shade structure or roof will need to meet the 45 ft. maximum height from the average grade.*

**Response: The applicant will be prepared to discuss these measures with the Planning Board at the workshop meeting.**

5. *The applicant is proposing 100 off-street parking spaces in the 100 Fore St. Parking Garage. The*





*applicant will have to meet the criteria outlined in section 19.1.6(B). A parking study is required.*

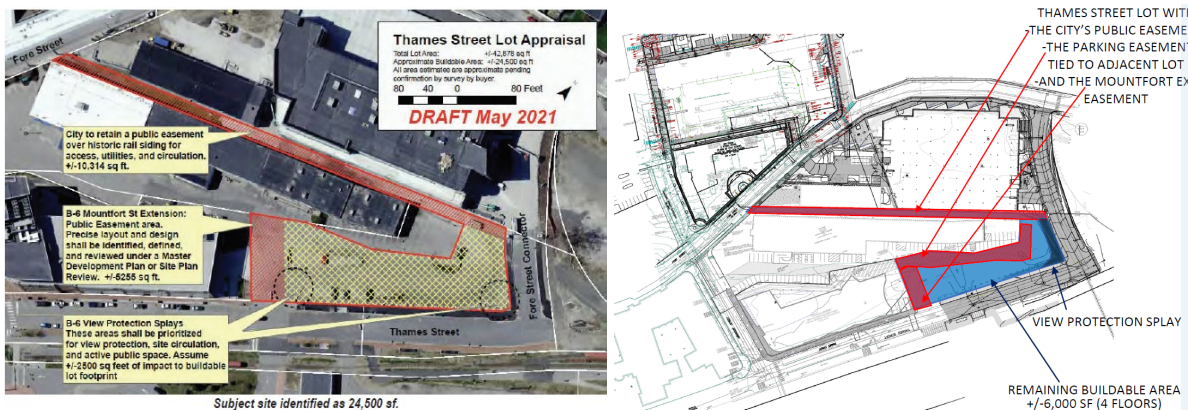
**Response:** The team is completing the parking assessment and will be prepared to discuss at the Planning Board Workshop and submit in the subsequent final application materials package.

6. *Please provide expected uses for the five buildings and provide a brief description of how they are intended to be operated (time, use, etc.)? Does the applicant have any solidified plans related to those structures? If 'incubator spaces', please elaborate further.*

**Response:** The incubator spaces are not yet tenanted with anyone nor are there any tenant uses even in discussion. The fundamental objective of the incubator spaces is to allow for a unique approach for very small commercial/retail tenants to provide life and vitality to the core pedestrian area between the buildings. Opportunities that have been discussed but not yet acted on include programming for small business owners, the migrant community, waterfront services and related themes consistent with downtown Portland and the surrounding uses. These spaces are small and will support only activity that is somewhat comparable to the street vendor and food truck community that has become popular in Portland.

7. *Freedom Way and Thames Street have 10 ft. setbacks. City Staff recommend moving the building footprint West towards Freedom Way and get rid of the walking path in between the existing sidewalk and the building (along Freedom Way). Additionally, please be sure to show setback dimensions on site plan.*

**Response:** The building layout primarily respects the City's desire for view splays as outlined in the original RFP solicitation as well as the proposal set forth by the applicant.



In addition, the sidewalk on the east side of the building is proposed since there is a variable grade differential of over 4 feet along the length of Freedom Way, fronting the side of the property. The positioning of the site sidewalk and maintaining the proposed building away from Freedom Way, aids with overcoming the grade difference and also allows for a greater view corridor width, when looking from Fore Street towards the waterfront. If the maximum setback were maintained, then much of the NW corner of the building would be below exterior grade.



## **TRANSPORTATION**

8. *This application was part of the Eastern Waterfront Traffic Movement Permit. The applicant shall provide specific information that the following assumptions in the TMP are valid. City Staff note the current project includes retail and incubator business space.*
- *The development of a City of Portland owned parcel at 70 Thames Street, proposed to include 72,000 sf of office space with parking off-site in one of several parking garages being developed in the vicinity. City Tax Map 19; Block A, Lot #002001. The project is estimated to generate 126 AM and 139 PM weekday peak hour trip ends.*

**Response:** In the approved TMP the City land was estimated to generate 126 AM and 139 PM weekday peak hour trips. The proposed project now includes the following land uses and projected trip generation<sup>1</sup>:

| Table 1 – Trip Generation |                   |                        |                         |
|---------------------------|-------------------|------------------------|-------------------------|
| Land Use (LUC)            | Area (SF)         | AM Peak Trips          | PM Peak Trips           |
| Office (710)              | 43,730            | 51                     | 50                      |
| Mercantile (814)          | 2,000             | 6                      | 14                      |
| Restaurant (931)          | 8,315 (300 seats) | 6                      | 65                      |
|                           | <b>Total</b>      | <b>63 (50% of TMP)</b> | <b>129 (93% of TMP)</b> |

The incubator spaces will create 1,280 SF of space, which, even if considered as Mercantile, as shown in the above Table 1, will generate no more than 10 peak hour trips. Based on the originally approved trip generation the proposed project will not exceed the approved threshold values.

9. *The Eastern Waterfront Traffic Movement Permit noted the following:*
- *The City owned parcel shall pay the City's Traffic Impact Fee as stated in their Ordinance (\$2,800 per sf of office space, with the fee(s) adjusted as necessary based upon a site plan application once submitted).*
  - *City owned parcel. One general delivery driveway is expected to be incorporated into the final design. All parking demand is expected to be met elsewhere in the future structured parking in the vicinity. Final site access will be determined as part of Site Plan approval.*
  - *The period for which the traffic impacts of the project have been assessed is 5 years, with a full build-out at year 2023- If the full build-out extends beyond year 2023, the Department may require a study during the year of full occupancy. Coordination with MaineDOT is required.*

**Response:** The applicant is aware of these conditions, as we note that the applicant's representatives were also a participant in the EWTMP for the 100 Fore Street site development. We believe that the proposed development is entirely consistent with the development planning set forth by the City for the City owned parcel.

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<sup>1</sup> Based on ITE 10<sup>th</sup> Edition Trip Generation





10. *The applicant shall provide turning templates for truck movements entering and exiting the site. This shall also include justification for the width of the driveway and size of the radii.*

**Response:** The turning template analysis is underway and will be made part of a final submission following the planning board workshop.

11. *The crosswalk location, alignment and ADA compliance on Thames Street will need to be reviewed and approved by DPW.*

**Response:** The crosswalk on Thames Street extends from a proposed curb radius at the SE corner of the driveway, over to the existing sidewalk landing on the opposite side of the street. Currently, this SE corner is squared off, and the project proposal is to reconfigure with a modest radius to better facility turning vehicle movements. The ramps on the opposite side of the street is also basically squared off.



**Thames St at Gateway terminal entrance**

12. *Improvements in the ROW shall be dimensions on the plan view sheets. For example ROW, street, lanes sidewalk, esplanade driveways (and other improvements) widths as well as when a width changes.*

**Response:** There are no street improvements on Thames Street except for the sidewalk enhancements to brick and the landscaping. Additional dimensional information will be provided on the final plan submission following the Planning Board workshop.

13. *The applicant shall update the plans to label or provide spot grades and slopes for the proposed sidewalks, accessible ramps and driveways at grade breaks.*

**Response:** Additional information will be provided on the final plan submission following the Planning Board workshop.

14. *The applicant shall provide clarification on what the proposed hardscape material is within the ROW.*



**Response: The objective is to provide City standard brick sidewalk within the ROW and onsite. This includes new brick on Freedom Way and Thames Street to replace the existing asphalt surface the City previously installed. The landscape plans indicate some accent coursing as may be agreed upon with DPW.**

*15. The City's Technical Manual has been recently updated and approved. After reviewing the proposed details, applicant is using outdated details. The applicant shall update all proposed details (Site, Sewer, Stormwater, Landscape, .... details) to meet the requirements of the recently approved technical manual update.*

**Response: The final submission plans will include updated details as now contained in the Technical Manual.**

*16. The entrance to the property along Thames Street shall be constructed as a driveway not a roadway. This will eliminate/ change the two accessible ramps.*

**Response: We are amenable to this condition. It was unclear during the property transfer discussions with Corporation Counsel and others as to the City's direction for the driveway. The final plans will reflect these adjustments to represent the entrance as a driveway and not a street.**

*17. Any proposed accessible ramp shall be constructed separated from the driveway apron using the sidewalk as the landing. See example below.*

*The sidewalks and driveway shall be reconstructed in accordance with the City's Sidewalk and Driveway Apron Material Policy, and made compliant per the City's Technical Manual Section 1 and the current standard details. The sidewalk material shall be continued through the driveway aprons at grade with the proposed sidewalk and not in excess of 2% cross-slope per the current City standards.*

**Response: The final plans will reflect compliance with these requirements.**

*18. Consolidate proposed service trenches to have one final (full street width) trench repair.*

**Response: The trench restoration will be completed in accordance with the City's Street Moratorium requirements. Notes will be added to the final plans to achieve compliance.**

*19. The proposed trenches shall be repaired per the Minor Excavation Pavement Repair Details (prior to paving the finished surface) found in the Rules and Regulations for Excavation Activity. Update the plans and detail sheets to show these requirements.*

**Response: Notes referencing the City's requirements will be added to the final plans**





**prior to the final submission.**

20. *The proposed UGE and Telecommunication connection in the sidewalk along Fore Street is not a valid connection Point. The applicant shall verify that services are available at this location and provide an alternate connection point on the next submittal.*

**Response:** The utility plan shows connections for underground power, telephone and communications on Freedom Way, as it has been understood that an underground duct bank for these services was previously installed during the construction of 100 Fore Street. We continue to investigate the ability to make these utility connections from this location.

### **WATER QUALITY, STORMWATER, & INFRASTRUCTURE**

21. *The project is required to comply with MaineDEP Chapter 500 and City of Portland Section 5 standards for stormwater management.*

- *Basic Standard - The Applicant should provide an erosion control plan in accordance with the Basic Standards.*
- *General/Redevelopment Standard - The Applicant has not provided a stormwater management plan, but notes in their narrative on environmental standards that the sites runoff patterns will remain unchanged. Please confirm that there will not be 1,000 SF of new impervious surface or 5,000 SF of non-roof redeveloped impervious surface - if either of these thresholds are met, stormwater treatment will be required. It appears based on a review of the site plan that the redevelopment standard may need to be considered for the site.*
- *Flooding Standard - The project has requested a waiver of the Flooding Standard as it will discharge to tidal waters. This is consistent with waivers granted for similar projects discharging to Casco Bay.*

**Response:** A stormwater management review and report along with erosion controls narrative and plans will be made part of the final plan submission.

22. *The Grading, Drainage & Erosion Control Plan appears to have some layers turned off. I do not see any proposed drainage structures, piping, or erosion control measures shown. More information should be provided.*

**Response:** The next plan submission will contain additional information to address these comments.

23. *Thames Street is currently in a paving moratorium. The plans should reflect the paving repair required for utility installations.*

**Response:** Notes regarding adherence to the City's moratorium street repair requirements will be added to the plans.



24. *The applicant's narrative notes they will be connecting to utilities in Fore Street, but may also maintain existing utilities on the site. They should provide confirmation from utility providers on ability to serve for all services anticipated to be maintained or added.*

**Response: A Determination letter from the Portland Water District and wastewater authorization from DPW have been uploaded to Eplan.**

25. *The applicant shall update the grading and drainage plan to show proposed drainage infrastructure and connections to the City's storm drain system so DPW can review and provide comments.*

**Response: The next plan submission will contain additional information to address these comments.**

26. *The applicant shall provide a wastewater capacity application to DPW water resources for review and approval.*

**Response: The wastewater authorization review dated May 30, 2023, has been uploaded to Eplan.**

## **LANDSCAPING & ENVIRONMENTAL QUALITY**

**Mitchell & Associates have reviewed the Staff comments and are in the process of updating their plans accordingly. They will present information at the Planning Board workshop meeting to address these comments.**

27. *Street trees should be spaced in accordance with Technical Manual chapter 4.6.3 requirements: every 25-35 feet on center in the City ROW. The Thames street frontage should meet that requirement. The trees currently proposed are very irregularly and sometimes widely spaced.*
28. *Removal of the two existing street trees (Pin Oaks) is acceptable, however the applicant should work with the City Arborist to evaluate the option of relocating them rather than disposing of them.*
29. *The current landscape plan proposes numerous Maples as street trees. Maples as a genus are currently very over-represented in the City's street tree canopy. The City Arborist would prefer to see non-maples being planted on Thames to increase the Portland's urban canopy resilience against pests and disease. Tulip Poplars could be a good choice for the Thames Street frontage.*
30. *Sheet L2 current landscape plan proposes numerous Maples as street trees. Maples as a genus are currently very over-represented in the City's street tree canopy. The City Arborist would prefer to see non-maples being planted on Thames to increase the Portland's urban canopy resilience against pests and disease. Tulip Poplars could be a good choice for the Thames Street frontage.*
31. *Please provide more information on the proposed "reinforced turf" in the form of a detail or specifications so that City Staff can better understand what is being proposed and why. Is this material being proposed due to anticipated vehicular traffic on the lawn?*





32. *There is a staircase wall extending into the Right of Way near the building's southern corner entrance. The wall (and stair if needed) should be adjusted to avoid narrowing/obstructing the sidewalk within the right-of-way.*
33. *Please clarify the inside dimensions of the proposed raised granite tree wells. They are labeled as 5'x7' in the tree well detail but appear to be smaller on the landscape plans.*
34. *When the raised granite tree wells directly abutt the street edge, they can form an obstruction to opening car doors. This can be avoided by the raised granite tree well "transitioning" to a flush curb where it abuts the street edge. Alternatively, the tree well may be shifted 2-3 feet away from the street-side curb to allow space for car doors to swing open.*
35. *The City is willing to provide support/assist with removal of parking barrier materials along the Thames St perimeter of the site.*

We look forward to the Planning Board workshop next week. Please find the attached information for your records.

Sincerely,

**GORRILL-PALMER**

**Stephen Bushey, PE**

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments:

c: Jon Cohen, 144 Fore Street OZ LLC  
Katherine Lermond, Archetype  
Braden Drypolcher, Landscape Architect

U:\3924\_Thames Street-WEX\_Portland, ME\IP Applications\Local\LOR #1 2023.06.19\LOR#1\_Tetelman\_06.19.23

## Thames Street

## Project Narrative

The Thames Street development will become part of a campus that has already been established by the applicant both in its uses, site layout and design. The footprint of the proposed building and the parkscape included in the proposal are strengthened and the campus appropriately connected due to the applicant's recent acquisition of the portion of the city block being developed in this submission. This portion of the block and the easements attached to it sliced through the interior of the site and greatly reduced the ability to build on the Thames Street Lot or connect the pedestrian circulation and view corridors that are both defined by the Eastern Waterfront Master Plan (EWMP) and sought after by the applicant and the partnering businesses currently utilizing the site.

The proposed development includes +/- 70,000 SF of mixed-use interior and exterior space housed in a 3-story building that includes two full stories of interior space as well as a third story with both indoor and outdoor opportunities for the users. The building is surrounded by designed streetscape, plazas and park spaces which are home to opportunities for incubator business locations.

Just as the 50' wide Mountfort Extension was fully respected and designed outdoor space extended beyond the required boundaries in the design of 100 Fore Street and the WEX Headquarters, the boundary is part of a movement system for pedestrians and vehicles in this proposal. Not only is the designated boundary in-tact for the rights-of-way and view splays but just as the Wex Headquarters was held back at an angle opening the pedestrian circulation to the water, the Thames Street proposal mirrors that angle.

As diagrammed in the EWMP pedestrian street system, the east-west axis on the site has always been a priority. The proposal does create an axis of movement in this direction but in addition, it connects directly to the north-south axis that was established along the Mountfort Extension with the development of 100 Fore Street and the plaza and stair that are already in place at the intersection of Mountfort and Fore streets.

The material choices tie directly into the existing buildings of the campus while the building is responding formally to the specifics of the zoning, the relationship to the neighboring buildings and the uses inside.

This area within Portland has developed quickly in the past few years and contemporary architecture dominated by glass and steel has become a key part of the fabric. In keeping with A consistent material language such as the brick that ties the historic old port together, glass and steel are the language of the New Waterfront. The transparent and reflective qualities of glass create an interaction with the surroundings that tie into the goal of permeability and sensitivity to surroundings.

The design also creates a building that has distinct features allowing it to stand on its own visually and further the contemporary architectural style that has become part of the new waterfront within Portland.



Responses to staff comments:

-Third exterior column on three-story massing – this has been added, please refer to updated elevations and renderings.

-Louvers or other on entry tower for accentuation – The design incorporates a different glazing treatment at the three-story circulation tower. The glass has a higher level of transparency and the seams are minimized with butt joint glazing to allow view into the atrium space which is planned to incorporate extensive plantings and murals around the circulation stair. Louvers would detract from the scene that is being designed inside that is meant to showcase the tower element. We believe the treatment of massing, the curved wall along Thames, the more solid wall on the courtyard elevation and the difference glazing treatments work together to create hierarchy while still maintaining a unified design.

-Horizontal distinction between floors – In the original submission some of the horizontal banding was treated with spandrel glass and some had metal panels. In this resubmission all of the banding has been switched to metal panel. The solid quality of the metal panel and the difference in reflectivity between it and the spandrel/glass allows for a more distinct pattern on the two-story part of the massing and it also allows for the portions of the building, ie the entries and three-story portion, to stand out more.

-Office entry canopy – The original submission showed a sail canopy feature on the corner of Thames and Independence Way where the office entry is located. Per the recommendation of staff this entry feature has been revised to have similar elements to the overhang on the three-story portion of the building making the overall design more cohesive.

-Seating along Thames – I have included a zoomed in view of the seating area and tenant space access that runs along the Mountfort Extension and turns the corner onto Thames. We are leaving the seating where is shown rather than adding more along Thames for several reasons. Where it is located takes advantage of the portion of the property made available by the holding back of the building for the splayed view corridor and provides excellent views for the users, activation of the corner and it puts most of the seating along the safer road with ample room for a planting buffer. It also relates well to the access for the first floor mercantile space. By keeping the planting as it is along Thames we provide an attractive buffer between the office users on the first floor and the public on the sidewalk. The lobby is primarily used for the third floor assembly space so seating would not make sense for that user at the first level as they have all of the roof deck for outdoor seating. We have left the corner of the building as it was here because we are playing off of the campus feel and intentionally mirroring the shape of the Wex Headquarters at the entry to the Mountfort Extension. Then the building rounds at the corner of Independence Way just as the Wex Headquarters rounds at Hancock. See attached blow up of mercantile seating for proposed layout.

-Incubator space info – we are still in conversation with companies regarding these spaces so we are not sure of the architectural detailing just yet but we will have it before the final hearing.

-Glass info requested – Please see attached info on glazing.

-Canopy materials/details – this will be further designer prior to the 2<sup>nd</sup> meeting with the Board.

**Project**  
**Address** 70 Thames Street  
**Application ID: PL-002437-2023**

**Date: JUNE 13, 2023**  
**Time: 4:30 PM**

A

# NOTICE OF PUBLIC MEETING

## CITY OF PORTLAND PLANNING BOARD

Find agenda at: [www.portlandmaine.gov/agendas](http://www.portlandmaine.gov/agendas)  
For more information, call (207) 874-8710



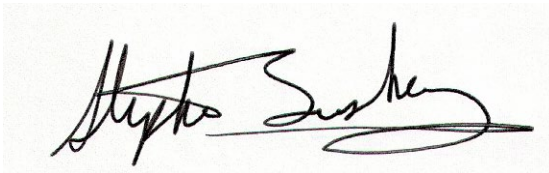
Att. 18

I, Stephen Bushey, of Gorrill Palmer, hereby certify that a Neighborhood Meeting was held on Thursday, May 10, 2023 at 5:00 P.M. via Zoom Videoconference for the proposed mixed used development at 70 Thames Street in Portland, ME.

I also certify that on April 25, 2023 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.

Signed,



Stephen Bushey, Sr. Associate

May 12, 2023

Date

Attached to this certification are:

1. Copy of the Invitation Sent
2. Meeting Minutes

U:\3924\_Thames Street-WEX\_Portland, ME\G Abutters\2023.05.12 certification\_neighborhood-meeting

April 25, 2023

Dear Neighbor:

Please join us for a Neighborhood Meeting via Zoom to discuss the proposed mixed-use development consisting of retail/office space in a new building at **70 Thames Street**, at the corner of Thames Street and Freedom Way, in Portland, ME. The Planning Authority project ID is PL-002437-2023. The proposed project includes a 25,575 SF footprint, 3-story mixed-use building with a portion of the floors designated as corporate office space, a third-floor restaurant, and 2,000 SF of the first floor as mercantile space. The total space over three floors will be approximately 72,857 SF. Pursuant to the City of Portland's COVID guidelines, this meeting is to be held by video conference.

**Meeting Location:** Join Zoom Meeting

<https://us02web.zoom.us/j/81425764301?pwd=amppOXl6c3ZJbmNYOE02SGtiRHQ3Zz09>

Meeting ID: 814 2576 4301

Passcode: 439492

One tap mobile

+13052241968,,81425764301#,,, \*439492# US

+13092053325,,81425764301#,,, \*439492# US

Find your local number: <https://us02web.zoom.us/j/81425764301?pwd=amppOXl6c3ZJbmNYOE02SGtiRHQ3Zz09>

**Meeting Date:** May 10, 2023

**Meeting Time:** 5:00 PM – 5:30 PM

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an “interested parties list”, be invited to participate in a neighborhood meeting. We will take attendance and submit a sign-in sheet to the Planning Board. The meeting will last no more than 30 – 45 minutes. If you have any questions, please feel free to contact Stephen Bushey 207.772.2515 x286.

Sincerely,

**GORRILL PALMER**

Stephen Bushey, PE  
Senior Associate  
sbushey@gorrillpalmer.com

*Note: Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Major Site plan development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101.*

UH3924\_Thames Street-WEX\_Portland, ME\GAbutters\Neighborhood meeting notice 2023.04.25



## NEIGHBORHOOD MEETING MINUTES

**Project:** 70 Thames Street - mixed use office building  
144 Fore St. OZ, LLC - applicant

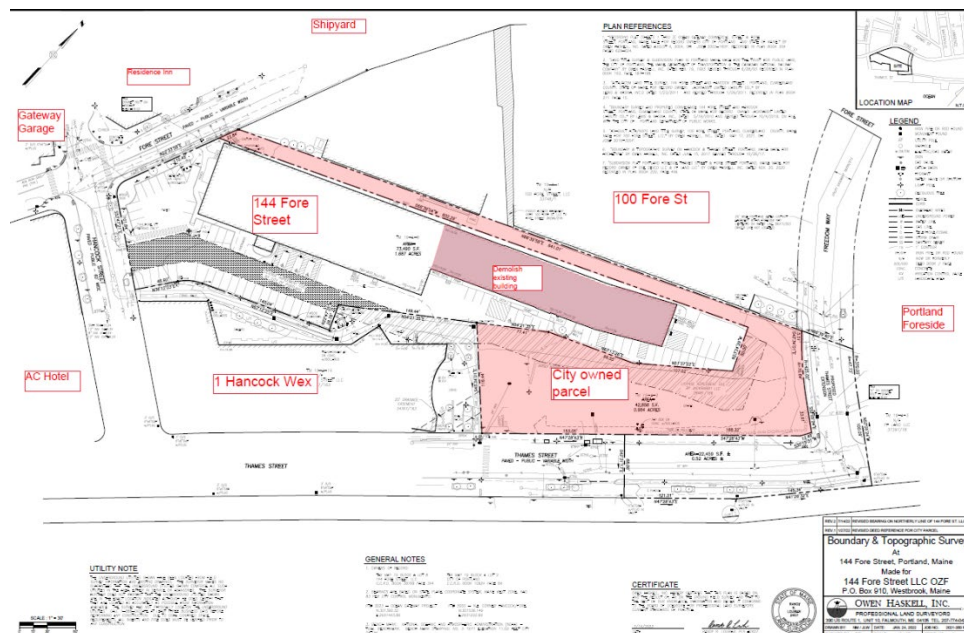
**Date:** May 10, 2023 – 5:00 PM to 5:20 PM

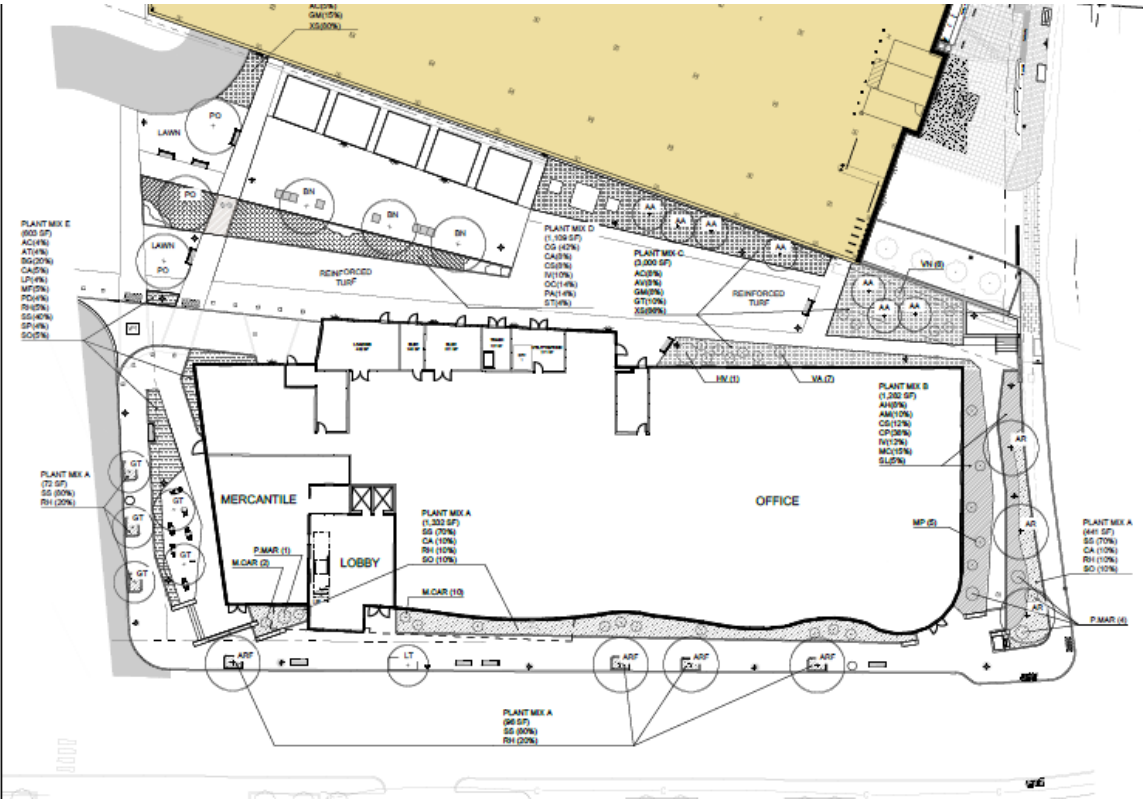
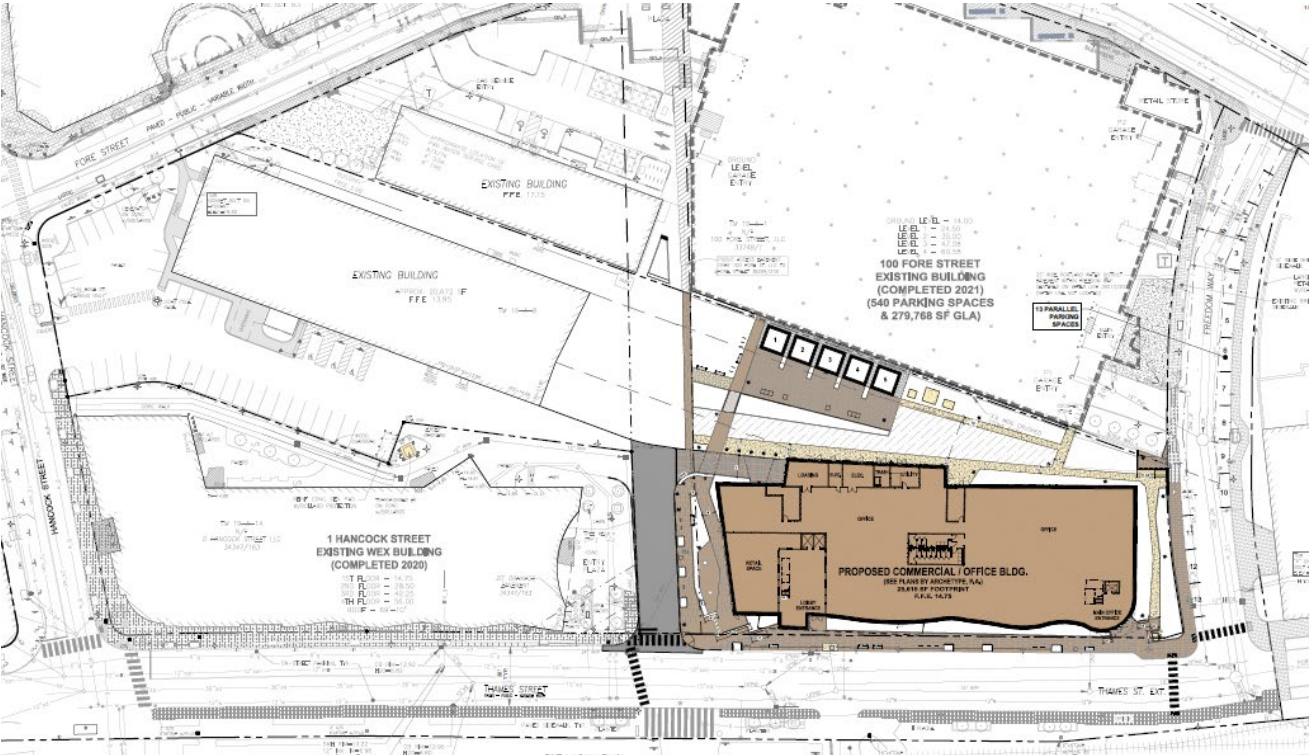
**Location:** Zoom Video Conference

**Attendees:** Steve Bushey - Gorrill Palmer  
Jonathan Cohen – 144 Fore St. OZ, LLC (Applicant)  
Katherine Lermond – Archetype PA  
Karen Snyder – Waterville Street – Interested party

In accordance with the City of Portland Planning Board Requirements, a Neighborhood Meeting was held to discuss the proposed development at 70 Thames Street in Portland, ME. The meeting was held on Wednesday, May 10, 2023, at 5:00 PM via Zoom Conferencing. Steve Bushey, PE, representative from Gorrill Palmer and Katherine Lermond were available via Zoom from 5:00 PM–5:15 PM. The meeting was adjourned at 5:15 pm as there were no attendees. Karen Snyder joined the meeting at around 5:16 pm and Steve Bushey rejoined to entertain any questions or comments that Ms. Snyder had.

Steve Bushey gave a brief overview to Ms. Snyder regarding the Major Site Plan development and where the project is headed. The project involves a new 3 story mixed use office building on City owned land at the corner of Freedom Way and Thames Street. Steve presented the site plan, Landscape Plan and building renderings to Ms. Snyder.







## PLANT LIST

| TREES                                  |                                                 |                                     |      |            |          |                                   |
|----------------------------------------|-------------------------------------------------|-------------------------------------|------|------------|----------|-----------------------------------|
| CODE                                   | BOTANICAL NAME                                  | COMMON NAME                         | QTY. | SIZE       | SPACING  | NOTES                             |
| AA                                     | <i>Amelanchier alnifolia</i> 'Obelisk'          | Standing Ovation Serviceberry       | 7    | 6-8'       | as shown | columnar species                  |
| AR                                     | <i>Acer rubrum</i>                              | Red Maple                           | 3    | 2.5-3" cal | as shown | straight native species preferred |
| ARF                                    | <i>Acer rubrum</i> 'freemani'                   | Freemani Red Maple                  | 4    | 2.5-3" cal |          |                                   |
| BN                                     | <i>Betula nigra</i> 'Heritage'/'Cully'          | River Birch 'Heritage'/'Cully'      | 3    | 2.5-3" cal | as shown | single trunk                      |
| GT                                     | <i>Gleditsia tricanthos</i> var. <i>inermis</i> | Street keeper Honey Locust          | 5    | 2.5-3" cal |          |                                   |
| LT                                     | <i>Liriodendron tulipifera</i> 'Fastigiata'     | Columnar Tulip Tree                 | 1    | 1.75" cal. |          | Existing BMP tree replacement     |
| PO                                     | <i>Platanus occidentalis</i>                    | American Sycamore                   | 3    | 2.5-3" cal | as shown | straight native species preferred |
| SHRUBS - Large                         |                                                 |                                     |      |            |          |                                   |
| CODE                                   | BOTANICAL NAME                                  | COMMON NAME                         | QTY. | SIZE       | SPACING  | NOTES                             |
| CS                                     | <i>Cornus sericea</i> 'Arctic Fire'             | Red Twig Dogwood 'Arctic Fire'      | 4    | 2.5-3' H   | 42" OC   |                                   |
| HV                                     | <i>Hammamelis virginiana</i>                    | Common Witchazel                    | 1    | 4-5' H     | as shown | straight native species preferred |
| MC                                     | <i>Morella carolinensis</i>                     | Small Bayberry                      | 12   | 18"-2' H   | as shown | straight native species preferred |
| MP                                     | <i>Myrica pensylvanica</i>                      | Northern Bayberry                   | 5    | 4' H       | 48" OC   | " "                               |
| PM                                     | <i>Prunus maritima</i>                          | Beach Plum                          | 5    | 4'-4.5' H  | as shown | " "                               |
| VA                                     | <i>Viburnum acerfolium</i>                      | Mapleleaf Viburnum                  | 7    | 2.5-3' H   | 48" OC   | " "                               |
| VN                                     | <i>Viburnum nudum</i>                           | Smooth Witherod                     | 6    | 3-3.5' H   | 72" OC   | " "                               |
| PLANT MIX A: Coastal Meadow (1,939 SF) |                                                 |                                     |      |            |          |                                   |
| CODE                                   | BOTANICAL NAME                                  | COMMON NAME                         | QTY. | SIZE       | SPACING  | NOTES                             |
| CA                                     | <i>Ceanothus americanus</i>                     | New Jersey Tea                      | 126  | #1 CONT.   | 24" OC   | straight native species preferred |
| RH                                     | <i>Rudbeckia hirta</i>                          | Black-eyed Susan                    | 126  | plug       | 15" OC   | " "                               |
| SS                                     | <i>Schizachryum scoparium</i>                   | Little Bluestem                     | 1098 | plug       | 15" OC   | " "                               |
| SO                                     | <i>Symphotrichum oblongifolium</i>              | Aromatic Aster                      | 126  | plug       | 15" OC   | " "                               |
| PLANT MIX B: Shrub Mosaic (1,282 SF)   |                                                 |                                     |      |            |          |                                   |
| CODE                                   | BOTANICAL NAME                                  | COMMON NAME                         | QTY. | SIZE       | SPACING  | NOTES                             |
| AH                                     | <i>Amsonia hubrechtii</i>                       | Hubrect's Blue Star                 | 14   | #2 CONT    | 30" OC   | straight native species preferred |
| AM                                     | <i>Aronia melanocarpa</i> 'Low Scape Hedger'    | Black Chokeberry 'Low Scape Hedger' | 14   | 12-18" H   | 36" OC   |                                   |
| CS                                     | <i>Cornus sericea</i> 'Arctic Fire'             | Red Twig Dogwood 'Arctic Fire'      | 4    | 12-18" H   | 48" OC   |                                   |
| CP                                     | <i>Comptonia peregrina</i>                      | Sweetfern                           | 75   | 12-18" H   | 30" OC   | straight native species preferred |
| IVR                                    | <i>Ilex verticillata</i> 'Red Sprite'           | Winterberry 'Red Sprite'            | 12   | 12-18" H   | 36" OC   | female dwarf cultivar             |
| IVJ                                    | <i>Ilex verticillata</i> 'Jim Dandy'            | Winterberry 'Jim Dandy'             | 2    | 12-18" H   | 36" OC   | male dwarf cultivar               |
| MC                                     | <i>Morella carolinensis</i>                     | Small Bayberry                      | 27   | 12-18" H   | 30" OC   | straight native species preferred |
| SL                                     | <i>Symphotrichum laeve</i>                      | Smooth Blue Aster                   | 14   | 12-18" H   | 24" OC   | straight native species preferred |
| PLANT MIX C: Groundcovers (3,298 SF)   |                                                 |                                     |      |            |          |                                   |
| CODE                                   | BOTANICAL NAME                                  | COMMON NAME                         | QTY. | SIZE       | SPACING  | NOTES                             |
| AV                                     | <i>Anemone virginiana</i>                       | Tall Thimbleweed                    | 161  | plug       | 15" OC   | straight native species preferred |
| AC                                     | <i>Aster cordifolius</i>                        | Blue Woodland Aster                 | 161  | plug       | 15" OC   | straight native species preferred |
| GM                                     | <i>Geranium maculatum</i>                       | Wild Geranium                       | 161  | plug       | 15" OC   | " "                               |
| GT                                     | <i>Gillenia trifolata</i>                       | Boman's Root                        | 85   | #1 CONT    | 24" OC   | " "                               |
| XS                                     | <i>Xanthorizza simplicissima</i>                | Yellowroot                          | 215  | #1 CONT    | 36" OC   | " "                               |

### Questions from Public

Ms. Snyder asked about the landscape plan and the general background of the building. Upon review of the landscape plan, she commented positively on the plant selection and layout. She also commented on the pedestrian space and incubator spaces as providing a positive contribution to the proposal.

SRB explained that the upper portion of Freedom Way is on private property and that the land transfer includes the transfer of that portion of Freedom Way to the City to allow the road to become a public street.



Steve thanked Ms. Snyder for showing interest in the project and adjourned the meeting at 5:35 p.m.

Attendees: List Above

*U:\4061 - 465 Congress St Portland - Change of Use 11-21-22\G Abutters\min\_meeting\_465 Congress 2023.05.11.docx*



Date: May 30, 2023

Re: Wastewater Capacity Authorization

Address: 70 Thames Street

Applicant: 144 Fore St OZ LLC

Planner: Charles Tetelman

| <b>Estimate of Anticipated Wastewater Flows</b>                                            |                  |                        |                                 |                              |
|--------------------------------------------------------------------------------------------|------------------|------------------------|---------------------------------|------------------------------|
| <b>Development</b>                                                                         | <b>Unit Size</b> | <b>Number of Units</b> | <b>Gallons per Day per Unit</b> | <b>Total Gallons per Day</b> |
| <b>Existing Flow to Remain</b>                                                             |                  |                        |                                 |                              |
| Vacant                                                                                     |                  |                        |                                 |                              |
| <b>Proposed Flow</b>                                                                       |                  |                        |                                 |                              |
| Office - Employees at place of employment with no showers                                  | # Employees      | 250                    | 12 GPD/Employee                 | 3000                         |
| Commercial - Employees at place of employment with no showers                              | # Employees      | 10                     | 12 GPD/Employee                 | 120                          |
| Eating Place, 2 Meals/ Day                                                                 | # Employees      | 18                     | 12 GPD/Employee                 | 216                          |
| Eating Place, 2 Meals/ Day                                                                 | # Seats          | 300                    | 20 GPD/Seat                     | 6000                         |
| <b>Net Change</b>                                                                          |                  |                        |                                 | <b>+ 9,336</b>               |
| *Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition |                  |                        |                                 |                              |

Comments:

The Department of Public Works, which includes the Water Resource Division, have reviewed and determined that the downstream sewers from the project address have the capacity to convey the estimated dry weather wastewater flows which will be generated from this development.

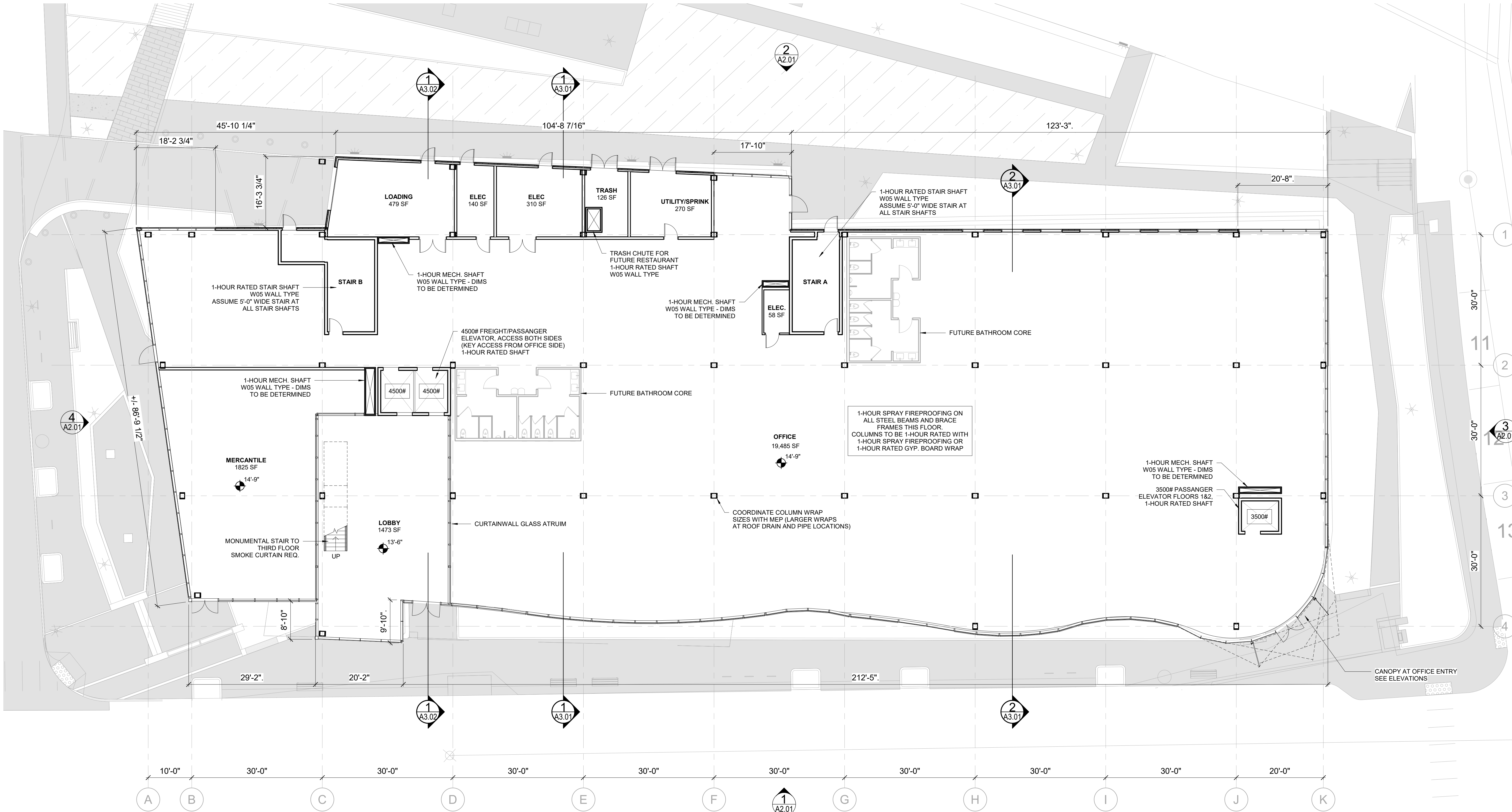
If the City can be of further assistance, please contact me at all 874-8840 or [brad@portlandmaine.gov](mailto:brad@portlandmaine.gov)

Sincerely,

A handwritten signature in dark ink, reading "Bradley A. Roland". The signature is written in a cursive style with a large, stylized 'B' and 'R'.

Bradley A. Roland, P.E.,  
Senior Project Engineer





1 | 1ST FLOOR  
3/32" = 1'-0"

| SYMBOL LEGEND:                                                    |  | GENERAL NOTES:                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WALL                                                              |  | 1. ALL INTERIOR PARTITIONS, RATED AND UNRATED, SHALL EXTEND FROM FLOOR DECK TO UNDERSIDE OF DECK ABOVE CONTINUOUSLY. WHERE UNRATED PARTITION WALLS ARE BELOW GYPSUM BOARD SUSPENDED SOFFITS, THESE WALLS SHALL STOP AT THE LEVEL OF THE SOFFIT, PROVIDED THOSE WALLS ARE NOT AN ELEMENT OF THE SOUND OR FIRE-RATED ASSEMBLIES BETWEEN DWELLINGS AND BETWEEN DWELLINGS AND CORRIDORS. | 4. ALL DIMENSIONS ARE TO FACE OF ROUGH FRAMING, COLUMN CENTERLINES AND FACE OF MASONRY. ALL DIMENSIONS MUST BE FIELD VERIFIED AND ANY ADJUSTMENTS MADE FOR ACTUAL FOUND CONDITIONS. CLEAR FINISHED DIMENSIONS ARE NOTED.                                                            |
| RATED COORIDOR OR DEMISING WALL                                   |  | 2. ALL RATED CORRIDOR AND DEMISING WALLS TO EXTEND TO UNDERSIDE OF DECK ABOVE, OR PROVIDE SOLID WOOD FIRE BLOCKING CONTINUOUS ALONG TOP PLATE, UNLESS NOTED OTHERWISE IN THE DETAIL.                                                                                                                                                                                                 | 5. ALL WORK SHALL CONFORM TO 2015 INTERNATIONAL BUILDING CODE, THE NFPA-101 LIFE SAFETY CODE AND ALL OTHER APPLICABLE CODES AND REGULATIONS WITHIN THE TOWN.                                                                                                                        |
| WALL TYPE/FLOOR TYPE DESIGNATION                                  |  | 3. OFFSET STUDS WHERE REQUIRED TO ACCOMMODATE STRAIGHT RUNS OF WALLS WITH 1 AND 2 LAYERS OF GYP BOARD. FINISHED GYP BOARD SHALL BE A CONTINUOUS PLANE.                                                                                                                                                                                                                               | 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXACT QUANTITY TAKE-OFFS BASED ON FILE OBSERVATIONS.                                                                                                                                                                                     |
| DOOR SWING AND IDENTIFICATION, SEE DOOR SCHEDULE FOR REQUIREMENTS |  |                                                                                                                                                                                                                                                                                                                                                                                      | 7. GC SHALL COORDINATE THE LOCATION OF REQUIRED BLOCKING IN WALLS THAT RECIEVE CABINETS, SHELIVING, ARTWORK, COAT ROD AND SHELIVING WITH MILLWORK SUBCONTRACTOR.                                                                                                                    |
| FIRE EXTINGUISHER CABINET                                         |  |                                                                                                                                                                                                                                                                                                                                                                                      | 8. WHERE FIRE-RATED AND FULL HEIGHT PARTITIONS ARE PENETRATED BY STRUCTURAL MEMBERS, DUCTWORK, PIPING AND CONDUIT, THE GYPSUM BOARD SHALL BE SCRIBED TO FIT TIGHT AGAINST THE PENETRATING ITEM AND SEALED WITH THE APPROPRIATE SEALANT (RED), COORDINATE WITH MEP WORK AND DETAILS. |
| BUILDING SECTION                                                  |  |                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                     |
| WALL SECTION                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                     |
| PLAN DETAIL                                                       |  |                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                     |

Prepared For:

---

Consultant:

ARCHETYPE ARCHITECTS  
48 Union Wharf Portland, Maine 04101  
207.772.6022  
archetype@archetypepa.com

Architect:

THAMES STREET OFFICE BUILDING

Project:

THAMES STREET OFFICE BUILDING

Revisions:

Date:

JUNE 09 2022

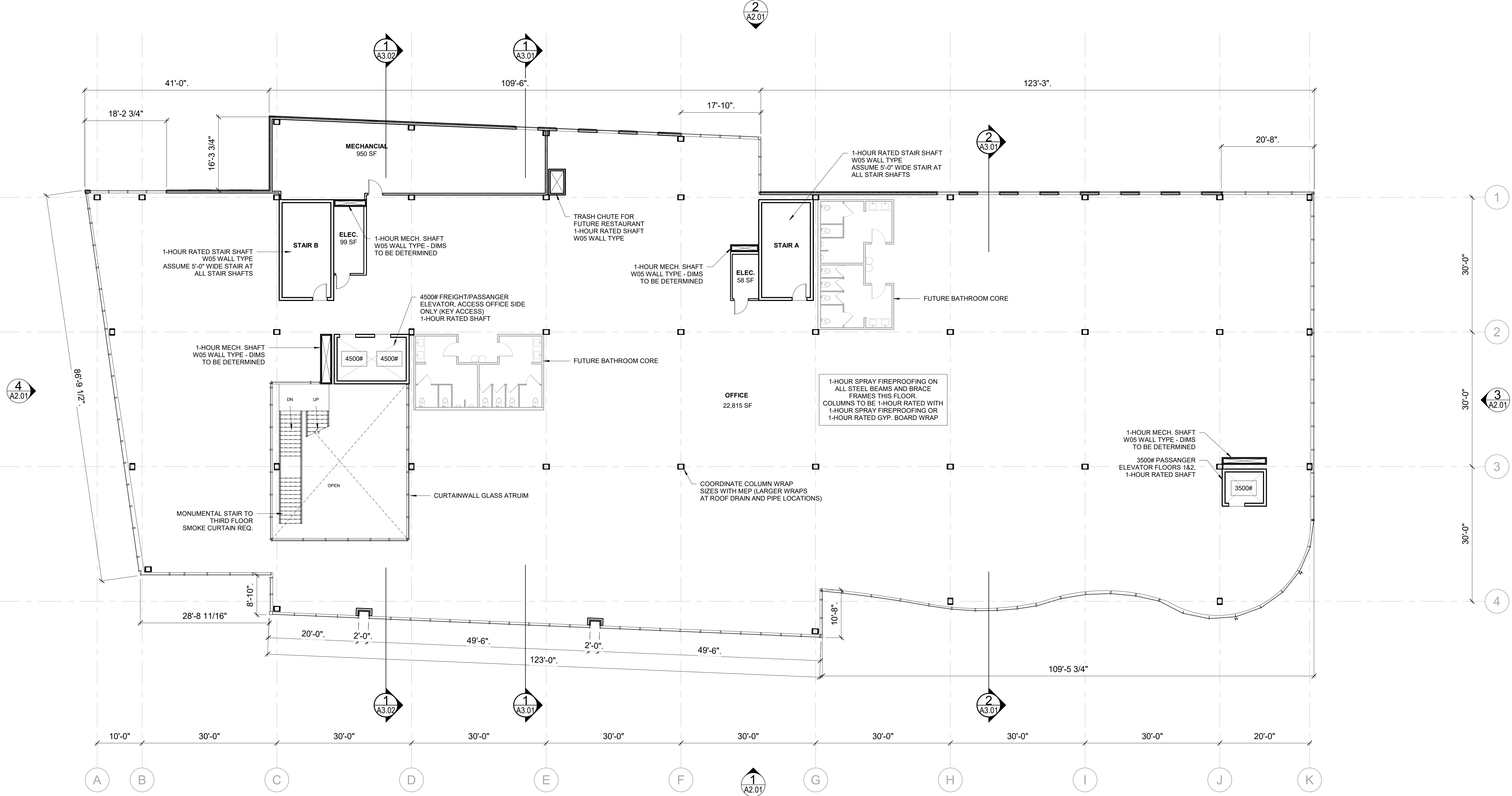
Scale:

As indicated

First Floor Plan

A1.01





2 | 2ND FLOOR  
3/32" = 1'-0"

SYMBOL LEGEND:

|                                                                   |  |
|-------------------------------------------------------------------|--|
| WALL                                                              |  |
| RATED COORIDOR OR DEMISING WALL                                   |  |
| WALL TYPE/FLOOR TYPE DESIGNATION                                  |  |
| DOOR SWING AND IDENTIFICATION, SEE DOOR SCHEDULE FOR REQUIREMENTS |  |
| FIRE EXTINGUISHER CABINET                                         |  |
| BUILDING SECTION                                                  |  |
| WALL SECTION                                                      |  |
| PLAN DETAIL                                                       |  |

GENERAL NOTES:

1. ALL INTERIOR PARTITIONS, RATED AND UNRATED, SHALL EXTEND FROM FLOOR DECK TO UNDERSIDE OF DECK ABOVE CONTINUOUSLY. WHERE UNRATED PARTITION WALLS ARE BELOW GYPSUM BOARD SUSPENDED SOFFITS, THESE WALLS SHALL STOP AT THE LEVEL OF THE SOFFIT, PROVIDED THOSE WALLS ARE NOT AN ELEMENT OF THE SOUND OR FIRE-RATED ASSEMBLIES BETWEEN DWELLINGS AND BETWEEN DWELLINGS AND CORRIDORS.

2. ALL RATED CORRIDOR AND DEMISING WALLS TO EXTEND TO UNDERSIDE OF DECK ABOVE, OR PROVIDE SOLID WOOD FIRE BLOCKING CONTINUOUS ALONG TOP PLATE, UNLESS NOTED OTHERWISE IN THE DETAIL.

3. OFFSET STUDS WHERE REQUIRED TO ACCOMMODATE STRAIGHT RUNS OF WALLS WITH 1 AND 2 LAYERS OF GYP BOARD. FINISHED GYP BOARD SHALL BE A CONTINUOUS PLANE.

4. ALL DIMENSIONS ARE TO FACE OF ROUGH FRAMING, COLUMN CENTERLINES AND FACE OF MASONRY. ALL DIMENSIONS MUST BE FIELD VERIFIED AND ANY ADJUSTMENTS MADE FOR ACTUAL FOUND CONDITIONS. CLEAR FINISHED DIMENSIONS ARE NOTED.

5. ALL WORK SHALL CONFORM TO 2015 INTERNATIONAL BUILDING CODE, THE NFPA-101 LIFE SAFETY CODE AND ALL OTHER APPLICABLE CODES AND REGULATIONS WITHIN THE TOWN.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXACT QUANTITY TAKE-OFFS BASED ON FILE OBSERVATIONS.

7. GC SHALL COORDINATE THE LOCATION OF REQUIRED BLOCKING IN WALLS THAT RECIEVE CABINETS, SHELVING, ARTWORK, COAT ROD AND SHELVING WITH MILLWORK SUBCONTRACTOR.

8. WHERE FIRE-RATED AND FULL HEIGHT PARTITIONS ARE PENETRATED BY STRUCTURAL MEMBERS, DUCTWORK, PIPING AND CONDUIT, THE GYPSUM BOARD SHALL BE SCRIBED TO FIT TIGHT AGAINST THE PENETRATING ITEM AND SEALED WITH THE APPROPRIATE SEALANT (RED), COORDINATE WITH MEP WORK AND DETAILS.

Prepared For:

---

Address  
City, State

Consultant:

Architect:  
**ARCHETYPE ARCHITECTS**  
48 Union Wharf Portland, Maine 04101  
207.772.6022  
archetype@archetypepa.com

Project:

THAMES STREET  
OFFICE BUILDING

Thames Street  
Portland, Maine

Revisions:

Date:

JUNE 09 2022

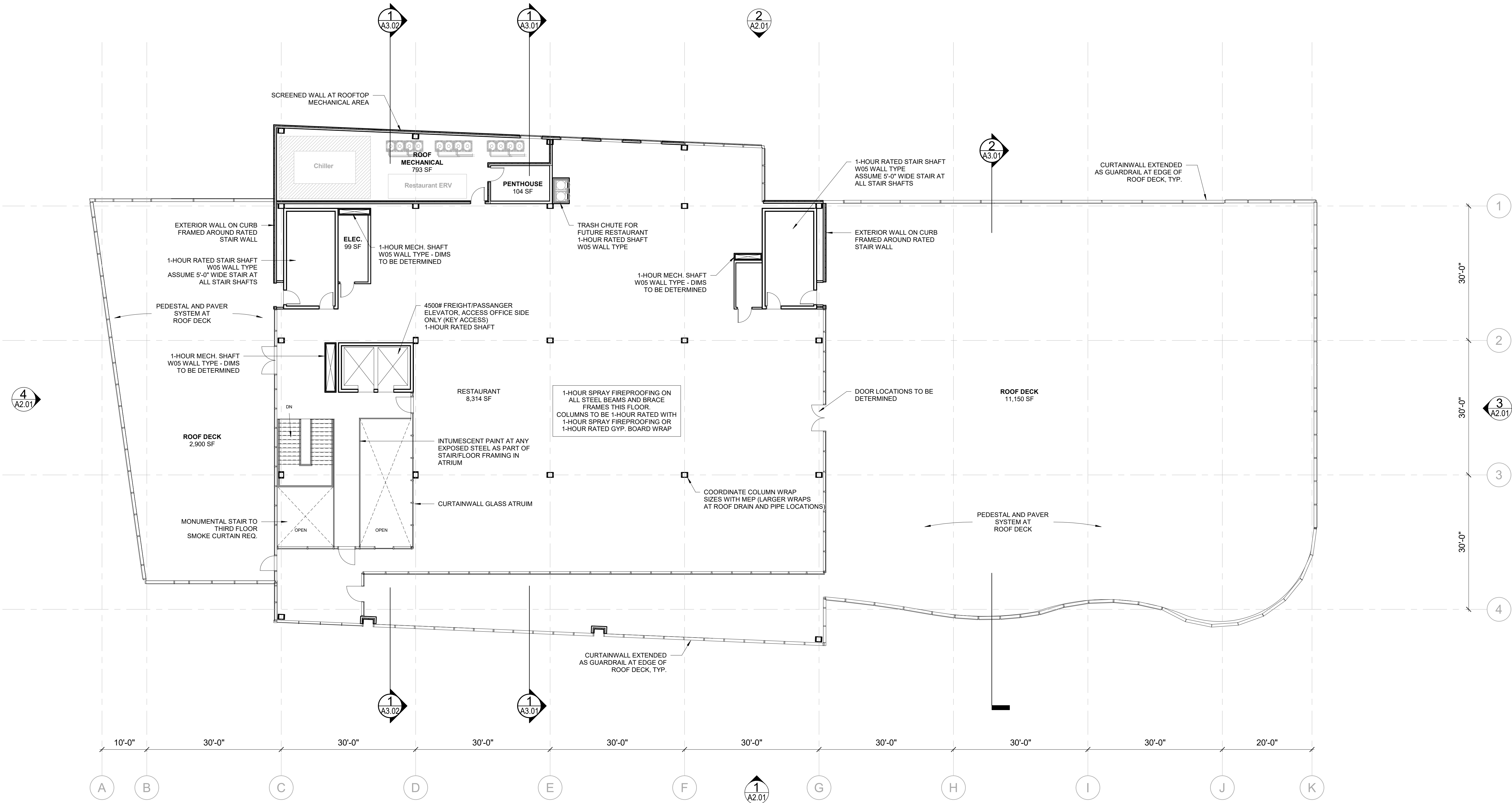
Scale:

As indicated

Second Floor Plan

A1.02





1 | 3RD FLOOR  
3/32" = 1'-0"

| SYMBOL LEGEND:                                                    |  | GENERAL NOTES:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
|-------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| WALL                                                              |  | <div>1. ALL INTERIOR PARTITIONS, RATED AND UNRATED, SHALL EXTEND FROM FLOOR DECK TO UNDERSIDE OF DECK ABOVE CONTINUOUSLY. WHERE UNRATED PARTITION WALLS ARE BELOW GYPSUM BOARD SUSPENDED SOFFITS, THESE WALLS SHALL STOP AT THE LEVEL OF THE SOFFIT, PROVIDED THOSE WALLS ARE NOT AN ELEMENT OF THE SOUND OR FIRE-RATED ASSEMBLIES BETWEEN DWELLINGS AND BETWEEN DWELLINGS AND CORRIDORS.</div> <div>2. ALL RATED CORRIDOR AND DEMISING WALLS TO EXTEND TO UNDERSIDE OF DECK ABOVE, OR PROVIDE SOLID WOOD FIRE BLOCKING CONTINUOUS ALONG TOP PLATE, UNLESS NOTED OTHERWISE IN THE DETAIL.</div> <div>3. OFFSET STUDS WHERE REQUIRED TO ACCOMMODATE STRAIGHT RUNS OF WALLS WITH 1 AND 2 LAYERS OF GYP BOARD. FINISHED GYP BOARD SHALL BE A CONTINUOUS PLANE.</div> <div>4. ALL DIMENSIONS ARE TO FACE OF ROUGH FRAMING, COLUMN CENTERLINES AND FACE OF MASONRY. ALL DIMENSIONS MUST BE FIELD VERIFIED AND ANY ADJUSTMENTS MADE FOR ACTUAL FOUND CONDITIONS. CLEAR FINISHED DIMENSIONS ARE NOTED.</div> <div>5. ALL WORK SHALL CONFORM TO 2015 INTERNATIONAL BUILDING CODE, THE NFPA-101 LIFE SAFETY CODE AND ALL OTHER APPLICABLE CODES AND REGULATIONS WITHIN THE TOWN.</div> <div>6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXACT QUANTITY TAKE-OFFS BASED ON FILE OBSERVATIONS.</div> <div>7. GC SHALL COORDINATE THE LOCATION OF REQUIRED BLOCKING IN WALLS THAT RECEIVE CABINETS, SHELVING, ARTWORK, COAT ROD AND SHELVING WITH MILLWORK SUBCONTRACTOR.</div> <div>8. WHERE FIRE-RATED AND FULL HEIGHT PARTITIONS ARE PENETRATED BY STRUCTURAL MEMBERS, DUCTWORK, PIPING AND CONDUIT, THE GYPSUM BOARD SHALL BE SCRIBED TO FIT TIGHT AGAINST THE PENETRATING ITEM AND SEALED WITH THE APPROPRIATE SEALANT (RED), COORDINATE WITH MEP WORK AND DETAILS.</div> |  |
| RATED COORIDOR OR DEMISING WALL                                   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| WALL TYPE/FLOOR TYPE DESIGNATION                                  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| DOOR SWING AND IDENTIFICATION, SEE DOOR SCHEDULE FOR REQUIREMENTS |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| FIRE EXTINGUISHER CABINET                                         |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| BUILDING SECTION                                                  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| WALL SECTION                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| PLAN DETAIL                                                       |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |

Prepared For:

---

Address  
City, State

Consultant:

ARCHETYPE ARCHITECTS

48 Union Wharf Portland, Maine 04101  
207.772.6022  
archetype@archetypepa.com

Architect:

THAMES STREET OFFICE BUILDING

Thames Street  
Portland, Maine

Project:

THAMES STREET OFFICE BUILDING

Thames Street  
Portland, Maine

Date:

JUNE 09 2022

Scale:

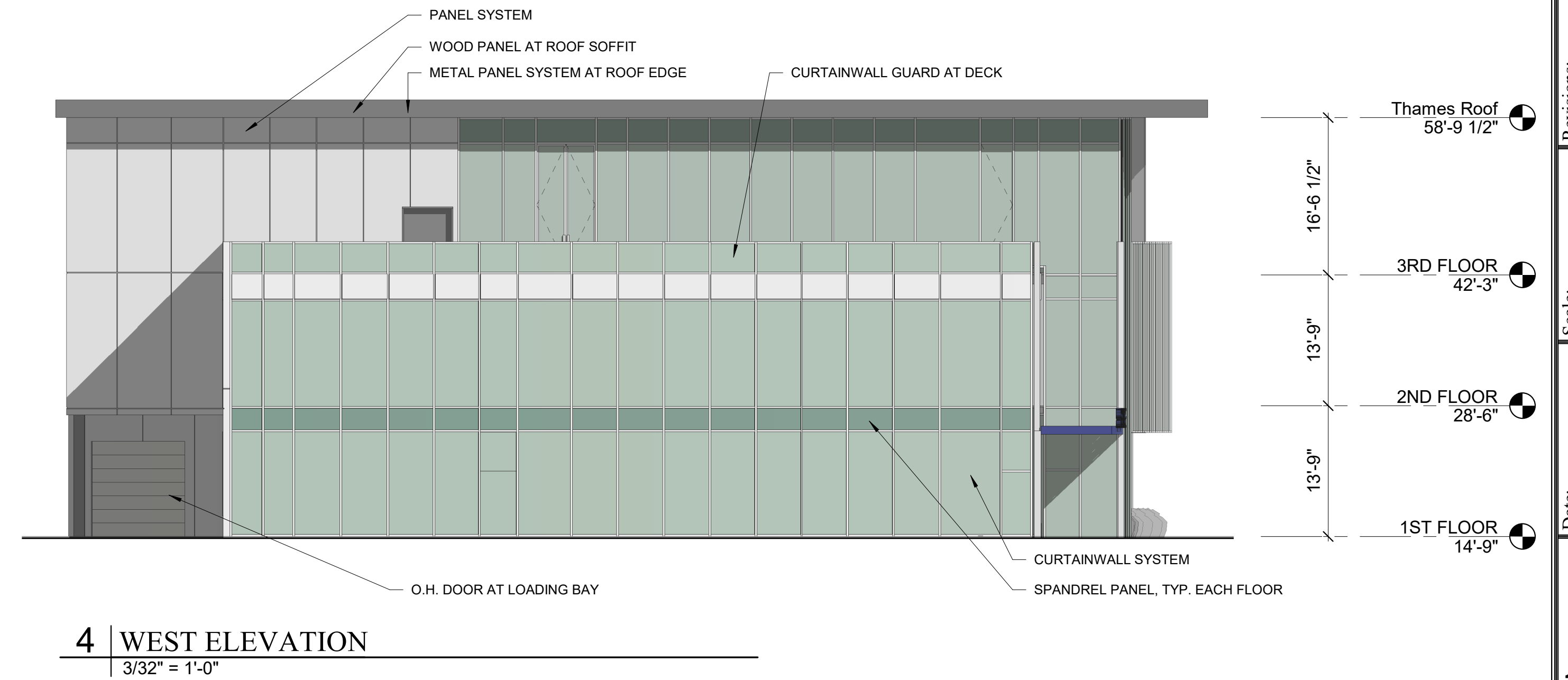
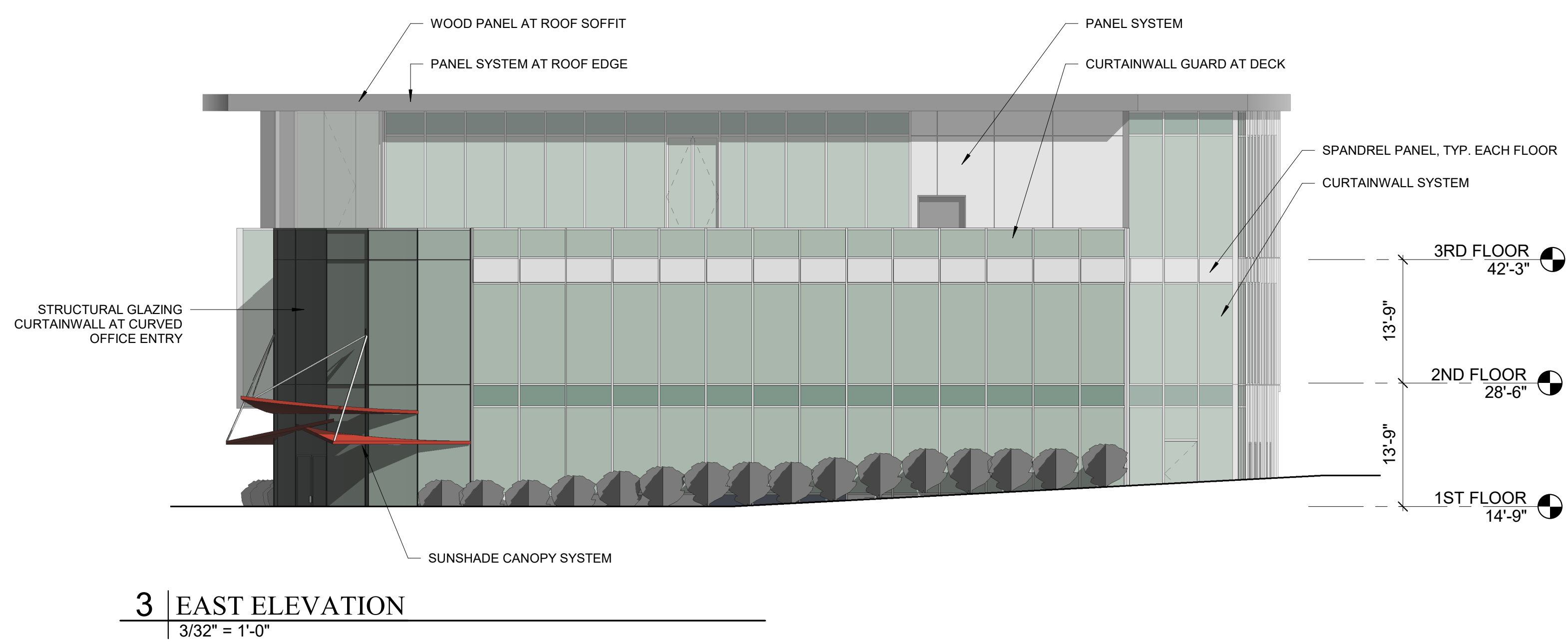
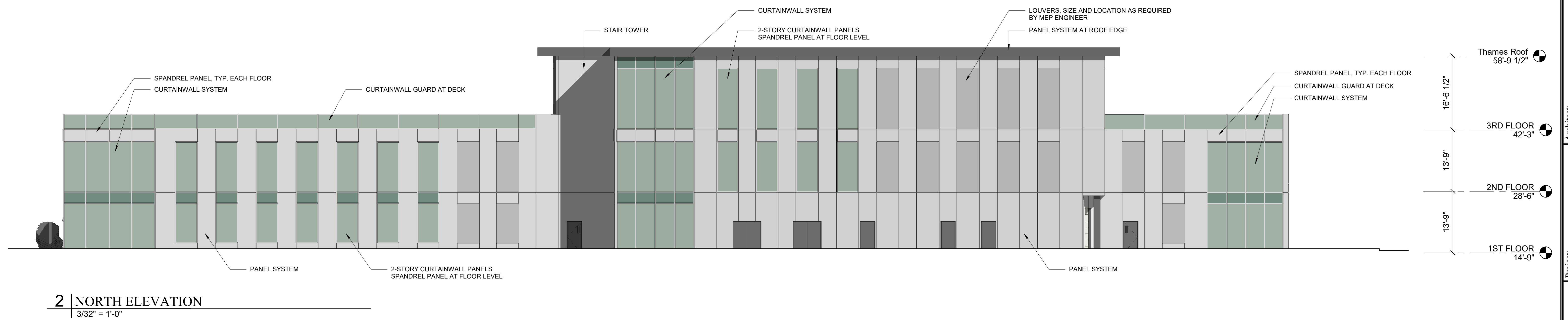
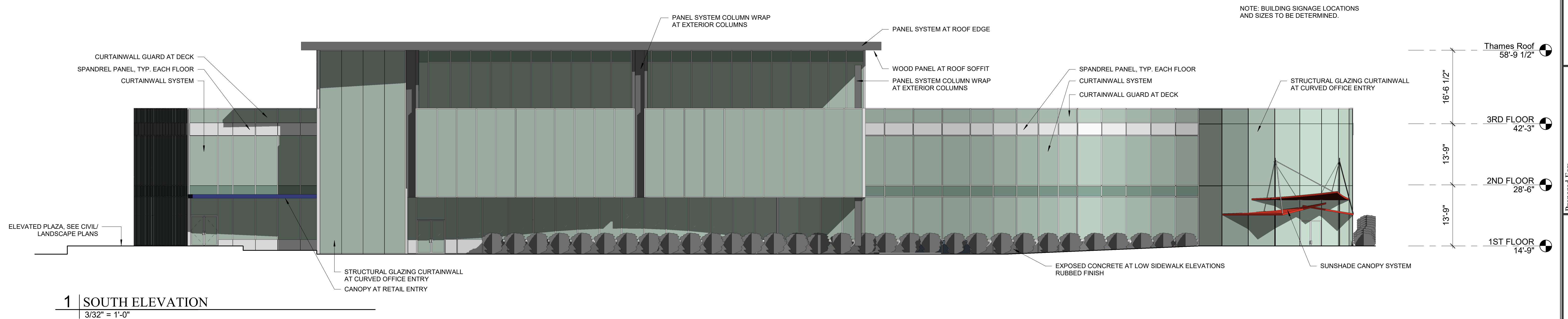
As indicated

Revisions:

Third Floor Plan

A1.03





NOTE: BUILDING SIGNAGE LOCATIONS AND SIZES TO BE DETERMINED.

Prepared For:

Consultant:

Architect:

Project:

Revisions:

Date: JUNE 09 2022

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

Building Elevations

A2.01

---

Address  
City, State

**ARCHETYPE  
ARCHITECTS**  
48 Union Wharf Portland, Maine 04101  
207.772.6022  
archetype@archetypepa.com

**THAMES STREET  
OFFICE BUILDING**  
Thames Street  
Portland, Maine



OWNER

TML 19-A-2  
CITY OF PORTLAND  
389 CONGRESS STREET  
PORTLAND, ME 04101  
PHONE: 207-874-8300  
C.C.R.D. BOOK 10924 PAGE 84

TML 19-A-8  
144 FORE STREET LLC  
P.O. BOX 910  
WESTBROOK, ME 04098-0910  
C.C.R.D. BOOK 38799 PAGE 344

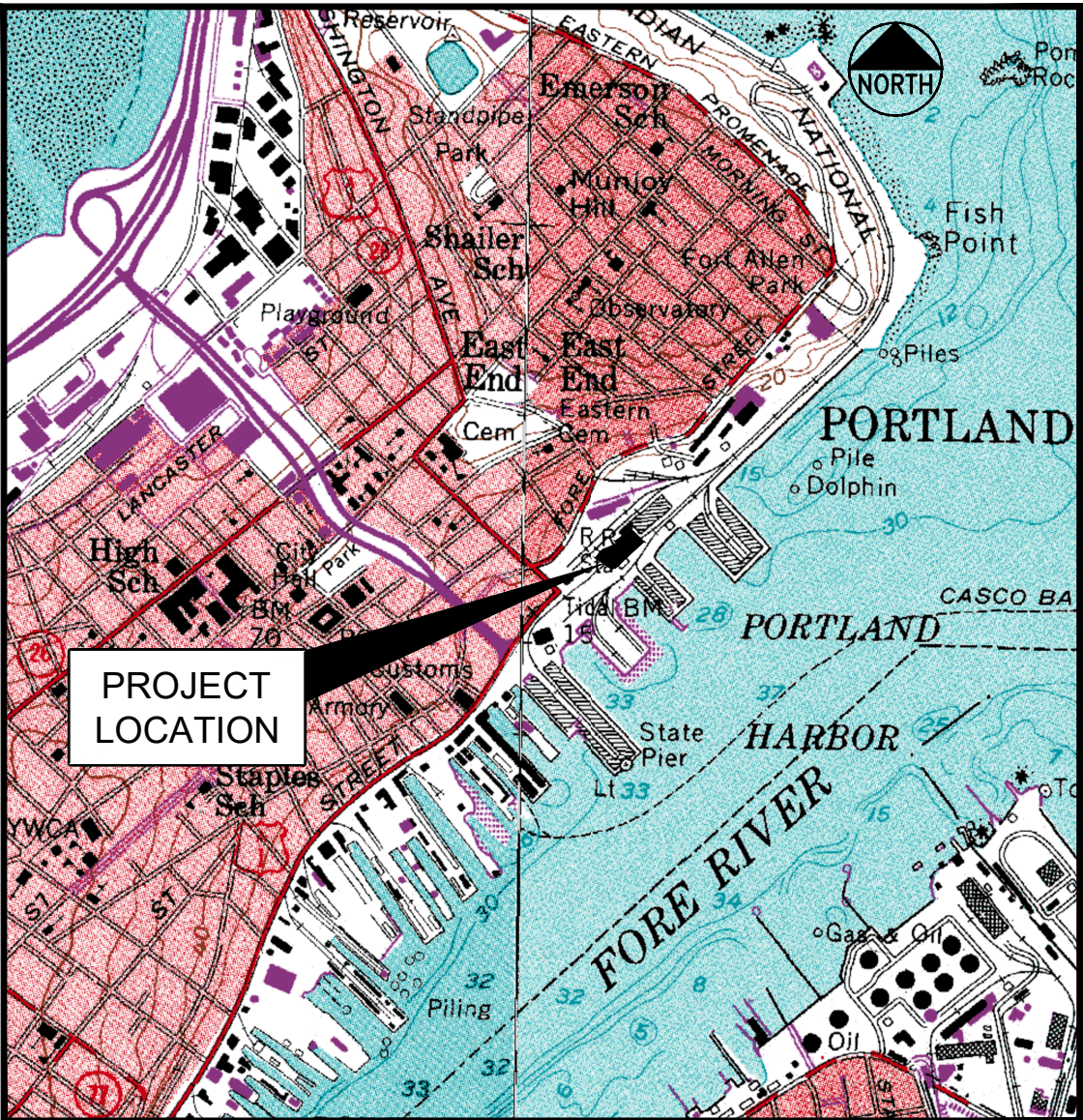
TAX MAP - BLOCK - LOT (ADDRESS)

MAP 19 - BLOCK A - LOT 2  
MAP 19 - BLOCK A - LOT 8

CURRENT APPLICANT / DEVELOPER / OWNER

144 FORE STREET, OZ, LLC - SEE CITY ORDER 146-22/23 APPROVED 03.06.2023  
P.O. BOX 910  
WESTBROOK, MAINE 04098-0910

SITE DEVELOPMENT PLANS  
FOR A COMMERCIAL OFFICE BUILDING ON  
THAMES STREET PROPERTY  
PORTLAND, MAINE  
MARCH 2023  
PERMITTING SET



LOCATION MAP  
N.T.S.

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- L1 MATERIAL & LIGHTING PLAN - BY MITCHELL & ASSOCIATES
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- L4 DETAILS - BY MITCHELL & ASSOCIATES
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- L7 DETAILS - BY MITCHELL & ASSOCIATES
- L8 DETAILS - BY MITCHELL & ASSOCIATES
- L9 DETAILS - BY MITCHELL & ASSOCIATES

UTILITIES

WATER:  
PORTLAND WATER DISTRICT  
22 DOUGLASS STREET  
P.O. BOX 3553  
PORTLAND, MAINE 04104  
207.774.5961  
CONTACT: ROBERT BARTELS

SEWER / STREETS:  
CITY OF PORTLAND  
PUBLIC SERVICES DIVISION  
258 CANCO ROAD  
PORTLAND, MAINE 04103  
207.874.8846  
CONTACT: BRAD ROLAND, P.E. - SENIOR  
PROJECT ENGINEER

ELECTRIC:  
CENTRAL MAINE POWER  
162 CANCO ROAD  
PORTLAND, MAINE 04103  
207.842.2367  
CONTACT: JAMIE COUGH

TELEPHONE:  
CONSOLIDATED COMMUNICATIONS  
5 DAVIS HILL FARM ROAD  
PORTLAND, MAINE 04103  
207.797.1866  
CONTACT: PATRICK MORRISON

NATURAL GAS:  
NORTHERN UTILITIES / UNITIL  
376 RIVERSIDE INDUSTRIAL PARKWAY  
PORTLAND, MAINE 04103  
207.541.2570  
CONTACT: SCOTT CARPENTER

CABLE:  
TIME WARNER CABLE  
115 JOHNSON ROAD  
PORTLAND, MAINE 04102  
207.253.2324  
CONTACT: MARK PELLETIER

DIG SAFE:  
CALL BEFORE YOU DIG  
888.344.7233

PERMITS / APPROVALS

TYPE:

LOCAL

SITE PLAN / MAJOR SITE PLAN APPROVAL:

BUILDING PERMIT:

UTILITY / STREET OPENING PERMITS:

TRAFFIC MOVEMENT PERMIT:

STATE

SITE LOCATION OF DEVELOPMENT

GOVERNING BODY:

CITY OF PORTLAND PLANNING AUTHORITY  
CITY HALL, CONGRESS STREET  
PORTLAND, MAINE 04103  
207.874.8722

CITY OF PORTLAND CODE ENFORCEMENT OFFICE  
CITY HALL, CONGRESS STREET  
PORTLAND, MAINE 04103  
207.874.8900

CITY OF PORTLAND PUBLIC SERVICES DIVISION  
250 CANCO ROAD  
PORTLAND, ME 04103  
207.874.8801

CITY OF PORTLAND PLANNING AUTHORITY  
CITY HALL, CONGRESS STREET  
PORTLAND, MAINE 04103

MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION  
CANCO ROAD  
PORTLAND , ME 04101

STATUS/DATE ISSUED:

MAJOR SITE PLAN APPLICATION  
SUBMITTED 03.24.2023 (PRE APP HELD 07.06.2022)

TO BE FILED BY BUILDING CONTRACTOR

TO BE FILED PRIOR TO CONSTRUCTION

TMP ISSUED 03.20.2020  
PROJECT ID REG. 01-000270

COVERED ON PERMIT ORDER #L-7866-26-E-N  
(TRANSFER ORDER TO BE REQUESTED)

CONSULTANT LIST

CIVIL ENGINEER:  
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48 UNION WHARF  
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HOPKINS@ARCHETYPEPEA.COM

SURVEYOR:  
OWEN HASKELL, INC.  
390 US ROUTE 1, UNIT 10  
FALMOUTH, MAINE 04105  
207.774.0424  
ATTN: RANDY LOUBIER

GEOTECHNICAL ENGINEER:  
SUMMIT GEOENGINEERING  
SERVICES  
210 MAINE AVENUE  
FARMINGDALE, MAINE 04344  
207.576.3313  
ATTN: WILLIAM PETERLEIN  
bpeterlein@summitgeoeng.com

LANDSCAPE ARCHITECT:  
MITCHELL & ASSOCIATES  
70 CENTER STREET, #3  
PORTLAND, MAINE 04101  
207.774.4427  
ATTN: BRADEN DRYPOLCHER

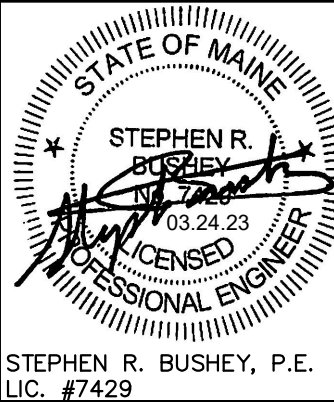
TRAFFIC ENGINEER / TDM CONSULTANT:  
GORRILL PALMER  
300 SOUTHBOROUGH DRIVE, SUITE 200  
SOUTH PORTLAND, MAINE 04106  
207.772.2515  
ATTN: RANDY DUNTON  
RDUNTON@GORRILLPALMER.COM

DESIGN BUILD LEADER:  
THE PENOBSCOT COMPANY  
241 U.S. ROUTE ONE, SUITE 401  
FALMOUTH, MAINE 04005  
207.838.8021  
ATTN: JONATHAN DICENTES  
jdicentes@penobscotgc.com

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

*Stephen R. Bushey*

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



| Rev. | Date | Revision |
|------|------|----------|
|      |      |          |

| Rev. | Date       | Revision                            |
|------|------------|-------------------------------------|
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

|                                                                                                                                                                                                     |                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Design: SRB                                                                                                                                                                                         | Draft: CDD      | Date: JAN. 2022 |
| Checked: SRB                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-COVER.dwg                                                                                                                                                                           |                 |                 |
| This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer. |                 |                 |



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South Portland, ME 04106

|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | COVER SHEET                                                         |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |
|-------------|
| Drawing No. |
| C-1.0       |



GENERAL NOTES:

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
3. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
5. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
6. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
7. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
8. TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY OWEN HASKELL, INC. BENCHMARK = CHISELED X STREET SIDE HYDRANT BONNET BOLT ON MIDDLE STREET, ELEVATION 28.32, NGVD 1929 DATUM.
9. FEMA MAP COMMUNITY PANEL NUMBER 2300510014B. THE SITE IS LOCATED IN A C ZONE.
10. THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED IN THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES ARE PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
11. ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS: GRANITE AND BITUMINOUS CONCRETE CURB SHALL MEET THE REQUIREMENTS OF MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS 609.03 AND 609.04 AND CITY OF PORTLAND TECHNICAL STANDARDS.
13. ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
14. THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, NATURAL GAS AND OVERHEAD POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.

PERMITTING NOTES:

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.

GRADING AND DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF  $n = 0.013$  OR LESS, UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
2. SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
4. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY OTHERS. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
5. ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
6. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
7. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
8. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
9. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
10. EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.
11. SUBGRADE FILL PLACED BENEATH ALL PERMANENT PAVEMENT, SIDEWALK OR CONCRETE SURFACES EXCLUDING ANY BUILDING AREAS, SHALL BE GRANULAR BORROW (MDOT 703.19). SUBGRADE FILL PLACED BENEATH ALL LANDSCAPE AREAS EXCEPT THOSE ADJACENT THE FOUNDATION SYSTEMS MAY BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL, PERISHABLE RUBBLE, PEAT, ORGANICS, ROCKS LARGER THAN 12" IN DIAMETER, VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL OF THE ENGINEER. EXCAVATED ONSITE MATERIALS MAY NOT BE USED AS COMPACTED STRUCTURAL FILL BENEATH THE BUILDING AREAS OR AS FOUNDATION BACKFILL. GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH THE MDOT SPECIFICATIONS.
12. ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557, MODIFIED AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).
13. 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.

CONSTRUCTION MANAGEMENT NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
2. ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
3. THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
4. IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.
5. STREETS SHALL MAINTAIN A 20' WIDTH FOR FIRE DEPARTMENT ACCESS AT ALL TIMES.
6. FIRE HYDRANTS SHALL NOT BE BLOCKED OR ENCLOSED BY FENCING. A 3' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE HYDRANTS.

EROSION CONTROL NOTES:

THE PROJECT SITE IS RELATIVELY SMALL AND WILL PRIMARILY FEATURE BELOW GROUND EXCAVATION THAT WILL RESULT IN AN INTERNALLY DRAINING RUNOFF PATTERN. NEARLY THE ENTIRE PROJECT SITE WILL BE STABILIZED BY ROOFTOP, PAVEMENT, OR BRICK SIDEWALKS.

THE PRIMARY EMPHASIS OF THE EROSION AND SEDIMENTATION CONTROL PLAN TO BE IMPLEMENTED FOR THIS PROJECT IS AS FOLLOWS:

1. PLANNING THE PROJECT TO PROVIDE THE ABILITY TO CAPTURE ANY ERODED MATERIALS FROM THE WORK AREA ON THE SITE.
2. DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.
3. RAPID STABILIZATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
4. PREVENTING SEDIMENT LADEN RUNOFF FROM ENTERING THE EXISTING STORM DRAIN NETWORK ON AND AROUND THE SITE.
5. KEEPING SURROUNDING STREETS FREE OF MUD AND DUST BY REGULARLY SWEEPING.

EROSION/SEDIMENTATION CONTROL DEVICES

AS PART OF THE SITE DEVELOPMENT THE CONTRACTOR WILL IMPLEMENT THE FOLLOWING EROSION AND SEDIMENT CONTROL DEVICES. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED HEREIN. FOR FURTHER REFERENCE, SEE THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" HANDBOOK PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.

1. SILTATION FENCE SHALL BE INSTALLED DOWN SLOPE OF ANY DISTURBED AREAS TO TRAP RUNOFF-BORNE SEDIMENTS UNTIL THE SITE IS REVEGETATED. THE SILT FENCE SHALL BE INSTALLED PER THE DETAIL PROVIDED IN THE PLAN SET AND INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. THE CONTRACTOR SHALL MAKE REPAIRS IMMEDIATELY IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE. PROPER PLACEMENT OF STAKES AND KEYING THE BOTTOM OF THE FABRIC INTO THE GROUND ARE CRITICAL TO THE FENCE'S EFFECTIVENESS. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM. THE SILTATION FENCE SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL THE SITE IS PERMANENTLY STABILIZED.
2. CATCH BASIN INLET PROTECTION: STONE SEDIMENT TRAPS OR A PREMANUFACTURED SILTSACK™ WILL BE INSTALLED AT CATCH BASIN INLETS TO PREVENT SILT FROM ENTERING THE STORM DRAIN SYSTEM. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. INLET PROTECTION SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL TRIBUTARY AREAS ARE PERMANENTLY STABILIZED.

TEMPORARY EROSION & SEDIMENTATION CONTROL MEASURES

ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. THE FOLLOWING ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. SILTATION FENCE AND CATCH BASIN INLET PROTECTION AS DESCRIBED ABOVE.
2. IF OPERATIONS DURING WET MONTHS RESULT IN TRACKING OF MUD OFF THE SITE ONTO PUBLIC ROADS, ROADS SHALL BE SWEEPED AT LEAST ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. WHERE CHRONIC MUD TRACKING OCCURS, A STABILIZED CONSTRUCTION ENTRANCE SHOULD BE PROVIDED.
3. IF OPERATIONS DURING DRY MONTHS RESULT IN FUGITIVE DUST EMISSION, ADJACENT ROADS SHALL BE SPRAYED WITH WATER ONCE A WEEK OR MORE FREQUENTLY, AS NEEDED.
4. STABILIZE WITH MULCH OR OTHER NON-ERODIBLE COVER ANY SOILS THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS.
5. LITTER, CONSTRUCTION DEBRIS, AND CHEMICALS MUST NOT BE STORED IN A MANNER THAT WILL CREATE A POLLUTANT SOURCE IF EXPOSED TO STORMWATER RUNOFF.

TIMING AND SEQUENCE OF EROSION/SEDIMENTATION CONTROL MEASURES

THE FOLLOWING BASIC CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO ENSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES IS OPTIMIZED. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SPECIFIC CONSTRUCTION SCHEDULE, WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER.

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE BY LIMITING THE DISTURBED AREA.

1. INSTALL PERIMETER SILTATION FENCE & CATCH BASIN INLET PROTECTION. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE AND FUGITIVE DUST EMISSIONS DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS.
2. CLEAR AND GRUB THE WORK AREA FOR THE BUILDING, HAUL OFF THE LOAM, AND EXCAVATE FOR THE BUILDING FOUNDATION.
3. CONSTRUCT THE DRAINAGE SYSTEM.
4. INSTALL STONE AND HAY BALE CHECK DAMS AT ANY CONCENTRATED FLOW DISCHARGE POINTS.
5. INSTALL SIDEWALKS AND PAVEMENT AS DETAILED ON THE SITE PLANS.
6. REMOVE ALL TEMPORARY EROSION CONTROL DEVICES ONCE THE SITE IS STABILIZED.

PROVISIONS FOR MAINTENANCE OF THE EROSION/SEDIMENTATION CONTROL FEATURES

DURING CONSTRUCTION OF THE BUILDING AND ASSOCIATED SITE DEVELOPMENT THE CONTRACTOR SHALL BE REQUIRED TO PERFORM THE FOLLOWING:

1. INSPECTION OF THE PROJECT WORK SITE ON A WEEKLY BASIS AND AFTER EACH SIGNIFICANT RAINFALL EVENT (0.5 INCH OR MORE WITHIN ANY CONSECUTIVE 24-HOUR PERIOD) DURING CONSTRUCTION UNTIL THE SITE HAS BEEN PERMANENTLY STABILIZED. INSPECTION OF THE PROJECT WORK SITE SHALL INCLUDE:
  - IDENTIFICATION OF PROPER EROSION CONTROL MEASURE INSTALLATION IN ACCORDANCE WITH THE EROSION CONTROL DETAILS OR AS SPECIFIED HEREIN.
  - DETERMINE WHETHER EACH EROSION CONTROL MEASURE IS OPERATING PROPERLY. IF NOT, IDENTIFY DAMAGE TO THE CONTROL DEVICE AND DETERMINE REMEDIAL MEASURES.
  - IDENTIFY AREAS THAT APPEAR VULNERABLE TO EROSION AND DETERMINE ADDITIONAL EROSION CONTROL MEASURES THAT SHOULD BE USED TO IMPROVE CONDITIONS.
  - DETERMINE THE NEED TO SWEEP ADJACENT STREETS OR APPLY WATER FOR DUST CONTROL.
- ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED WHEN THE DEPTH OF SEDIMENT REACHES 50 PERCENT OF THE BARRIER HEIGHT. ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED FROM BEHIND SILT FENCING WHEN THE DEPTH OF THE SEDIMENT REACHES 6 INCHES.
2. IF INSPECTION OF THE SITE INDICATES A CHANGE SHOULD BE MADE TO THE EROSION CONTROL PLAN, EITHER TO IMPROVE EFFECTIVENESS OR CORRECT A SITE-SPECIFIC DEFICIENCY, THE INSPECTOR SHALL IMMEDIATELY IMPLEMENT THE CORRECTIVE MEASURE AND NOTIFY THE OWNER OF THE CHANGE.
3. THE CONTRACTOR SHALL KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN.
- THE LOG MUST BE MADE ACCESSIBLE TO THE OWNER AND REGULATORY STAFF, AND A COPY MUST BE PROVIDED UPON REQUEST.
4. ONCE THE SITE HAS BEEN PERMANENTLY STABILIZED, THE TEMPORARY EROSION CONTROL MEASURES SHOULD BE REMOVED.

UTILITY NOTES:

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 22/25 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER; THE TELECOMMUNICATIONS SERVICE WITH FAIRPOINT COMMUNICATIONS AND CABLE SERVICE WITH TIME WARNER CABLE. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
5. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
6. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS. ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
7. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
8. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
9. THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
10. CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES. COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
11. ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION; UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.

GEOTECHNICAL

1. SEE FINDINGS AND RECOMMENDATIONS CONTAINED IN "Geotechnical Report - New Commercial Building, Thames Street, Portland, Maine", BY SUMMIT ENGINEERING SERVICES, DATED March 08, 2022. SGS #21406.
2. ALL FILL WITHIN THE BUILDING FOOTPRINT SHALL BE STRUCTURAL FILL OR CRUSHED STONE; ALL FILL OUTSIDE OF THE BUILDING FOOTPRINT SHALL BE FOUNDATION BACK-FILL (MDOT 703.06 TYPE E), STRUCTURAL FILL (MDOT 703.06 TYPE D) OR GRANULAR BORROW (MDOT 703.19).
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVALS OF UNSUITABLE SOILS AND ALL ABANDONED SUBSURFACE CONDITIONS INCLUDING FOUNDATIONS, PIPE, AND RELATED INFRASTRUCTURE ASSOCIATED WITH THE HISTORICAL SITE USE. NO EXTRA PAYMENT WILL BE MADE FOR REMOVALS AND REPLACEMENT WITH STRUCTURAL FILL OR GRANULAR BORROW.
4. Geotechnical Recommendations  
5.1 Allowable Bearing Pressure

We anticipate that footings will be constructed on the existing fill soil. Based on our analyses and assuming that the following guidelines are used, the building can be supported on conventional isolated and continuous spread footings. Based on discussions with our Client, we understand that ½" of total settlement is acceptable. Based on this, we recommend that the footings for the new building be proportioned using an allowable bearing pressure of 1,000 psf and a maximum footing size of 20 feet by 20 feet. This allowable bearing pressure is based on the following recommendations.

- Footing excavations extend to a depth of 12 inches below the bottom of the footings and the exposed subgrade soil is proof-rolled by making a minimum of 4 passes in each of two perpendicular directions using a large vibratory plate compactor.
- Loose, soft, and wet areas and/or rubble and man-made debris exposed at the base of the excavations is removed and replaced with ¾ inch crushed stone (beneath the geotextile).
- All footings are constructed on a minimum of 12 inches of ¾ inch crushed stone placed directly on a woven geotextile. The geotextile should extend a minimum of 2 feet beyond the edges of the footing on all sides and be placed directly on the proof-rolled subgrade soil. The crushed stone should be compacted to lock the particles together.
- The exposed subgrade soil beneath the footings is observed by SGS prior to placement of the geotextile and crushed stone.

In no case should foundations be cast on frozen ground or in standing water.

We recommend that a test pit be excavated in the area of B-3 prior to construction in an attempt to confirm the extents of wood cribbing encountered at a depth of 13.7 feet.

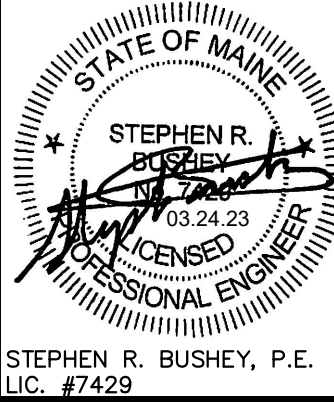
ZONING SUMMARY TABLE:

| B-6 Urban Commercial Business Zone and Eastern Waterfront Mixed Zone Dimensional Requirements |                                                                                            |                                                              |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Description                                                                                   | B-6 Requirement                                                                            | 144 Fore St, OZ, LLC                                         |
| Minimum Lot Size                                                                              | None                                                                                       | T.B.D.                                                       |
| Minimum Frontage                                                                              | None                                                                                       | 353.86' (Thames)                                             |
| Minimum Front Yard                                                                            | None                                                                                       | 0'                                                           |
| Minimum Side Yard                                                                             | None                                                                                       | >10'                                                         |
| Minimum Rear Yard                                                                             | None                                                                                       | >10'                                                         |
| Maximum Front Yard                                                                            | 10 Feet                                                                                    | Meets overlay standard                                       |
| Maximum Lot Coverage                                                                          | 100%                                                                                       | < 90%                                                        |
| Maximum Building Height                                                                       | 45'                                                                                        | 45'                                                          |
| Parking Retail Use                                                                            | 1 space per 200 s.f. of first floor area in excess of 2,000 s.f. not used for bulk storage | Retail<br>5,200 s.f. less 2,000 s.f. = 3,200/200 = 16 spaces |
| Parking Office Use                                                                            | 1 space per 400 s.f.                                                                       | -                                                            |
| Total Spaces                                                                                  |                                                                                            | (to be placed in Gateway Garage and/or 100 Fore St garage)   |

LEGEND:

| PROPOSED               | EXISTING                                            |
|------------------------|-----------------------------------------------------|
| BUILDING               | IRON PIN FOUND (IPF) OR CAPPED IRON ROD FOUND (CIR) |
| LANDSCAPING            | ELECTRIC MANHOLE                                    |
| EDGE OF PAVEMENT       | CATCH BASIN                                         |
| VERTICAL GRANITE CURB  | SEWER MANHOLE                                       |
| SLIPFORM CONCRETE CURB | DRAIN MANHOLE                                       |
| BRICK SIDEWALK         | DOWN SPOUT                                          |
|                        | WATER VALVE                                         |
|                        | WATER SHUTOFF                                       |
|                        | UTILITY POLE                                        |
|                        | SIGN                                                |
|                        | LIGHT POLE                                          |
|                        | ELECTRIC METER                                      |
|                        | GAS METER                                           |
|                        | EDGE OF PAVEMENT CURB (GRANITE, UNLESS NOTED)       |
|                        | EDGE OF GRAVEL                                      |
|                        | TREE                                                |
|                        | STUMP                                               |
|                        | EXISTING CONTOUR                                    |
|                        | SPOT GRADE                                          |
|                        | PROPERTY LINE                                       |
|                        | RIGHT OF WAY                                        |
|                        | STORM DRAIN                                         |
|                        | SEWER                                               |
|                        | UNDERGROUND WATER                                   |
|                        | OVERHEAD UTILITY WIRES                              |
|                        | WOOD STOCKADE FENCE                                 |
|                        | CHAIN LINK FENCE                                    |
|                        | GUARD RAIL                                          |
|                        | EXISTING BUILDING                                   |

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



| Rev. | Date | Revision |
|------|------|----------|
|      |      |          |

| Rev. | Date       | Revision                            |
|------|------------|-------------------------------------|
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

|                                                                                                                                                                                                     |                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Design: SRR                                                                                                                                                                                         | Draft: CDD      | Date: JAN, 2022 |
| Checked: SRR                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-GEN.dwg                                                                                                                                                                             |                 |                 |
| This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer. |                 |                 |

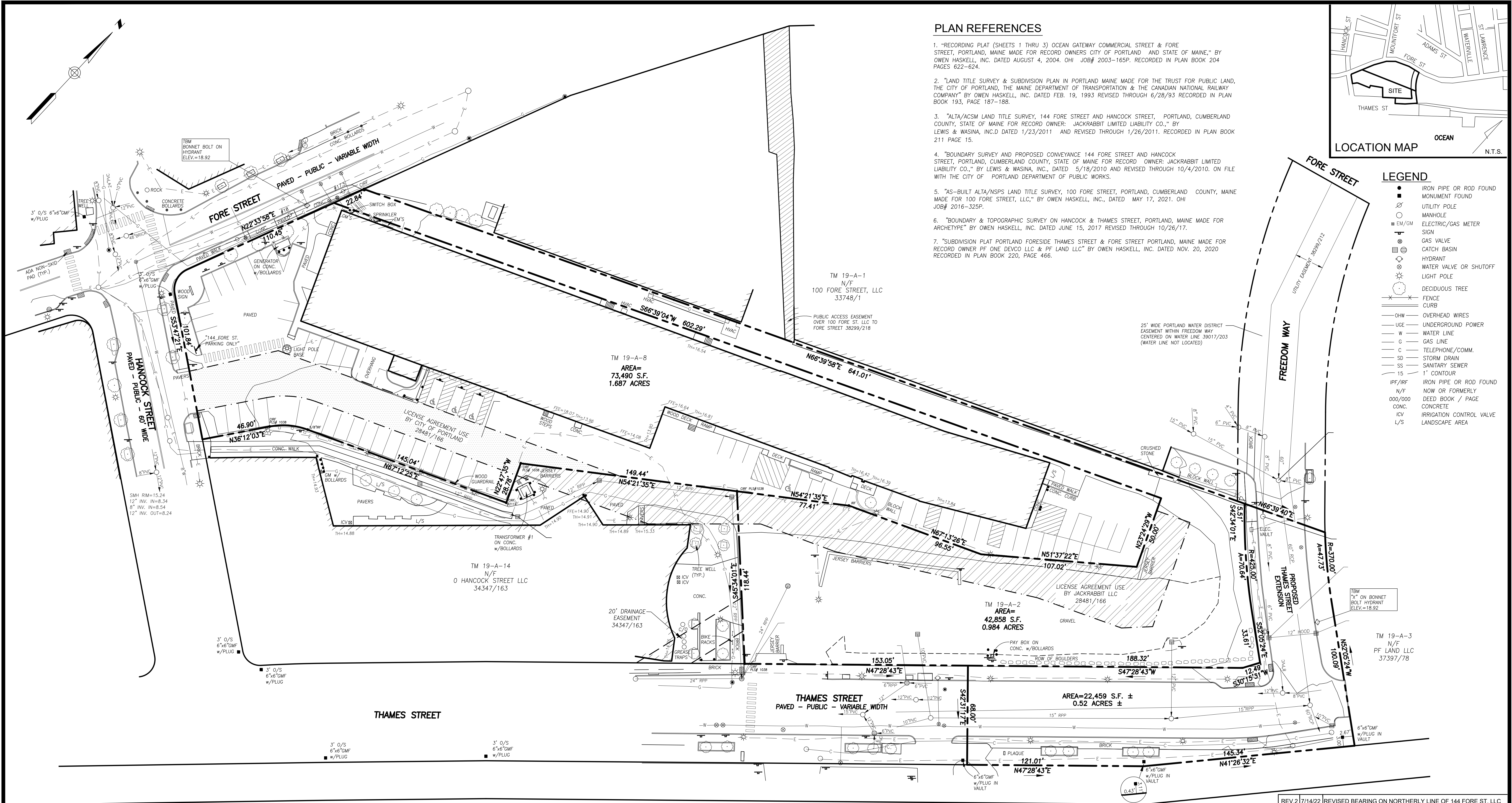


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|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | GENERAL NOTES & LEGEND                                              |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

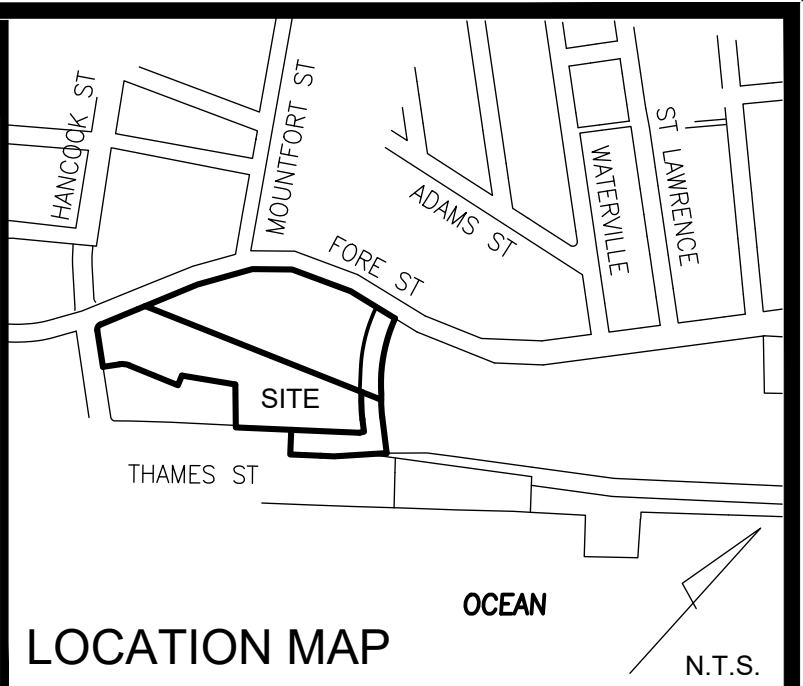
|             |
|-------------|
| Drawing No. |
| C-1.1       |





PLAN REFERENCES

1. "RECORDING PLAT (SHEETS 1 THRU 3) OCEAN GATEWAY COMMERCIAL STREET & FORE STREET, PORTLAND, MAINE MADE FOR RECORD OWNERS CITY OF PORTLAND AND STATE OF MAINE," BY OWEN HASKELL, INC. DATED AUGUST 4, 2004. OHI JOB# 2003-165P. RECORDED IN PLAN BOOK 204 PAGES 622-624.
2. "LAND TITLE SURVEY & SUBDIVISION PLAN IN PORTLAND MAINE MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION & THE CANADIAN NATIONAL RAILWAY COMPANY" BY OWEN HASKELL, INC. DATED FEB. 19, 1993 REVISED THROUGH 6/28/93 RECORDED IN PLAN BOOK 193, PAGE 187-188.
3. "ALTA/ACSM LAND TITLE SURVEY, 144 FORE STREET AND HANCOCK STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE FOR RECORD OWNER: JACKRABBIT LIMITED LIABILITY CO.," BY LEWIS & WASINA, INC.D DATED 1/23/2011 AND REVISED THROUGH 1/26/2011. RECORDED IN PLAN BOOK 211 PAGE 15.
4. "BOUNDARY SURVEY AND PROPOSED CONVEYANCE 144 FORE STREET AND HANCOCK STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE FOR RECORD OWNER: JACKRABBIT LIMITED LIABILITY CO.," BY LEWIS & WASINA, INC., DATED 5/18/2010 AND REVISED THROUGH 10/4/2010. ON FILE WITH THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS.
5. "AS-BUILT ALTA/NSPS LAND TITLE SURVEY, 100 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR 100 FORE STREET, LLC," BY OWEN HASKELL, INC., DATED MAY 17, 2021. OHI JOB# 2016-325P.
6. "BOUNDARY & TOPOGRAPHIC SURVEY ON HANCOCK & THAMES STREET, PORTLAND, MAINE MADE FOR ARCHETYPE" BY OWEN HASKELL, INC. DATED JUNE 15, 2017 REVISED THROUGH 10/26/17.
7. "SUBDIVISION PLAT PORTLAND FORESIDE THAMES STREET & FORE STREET PORTLAND, MAINE MADE FOR RECORD OWNER PF ONE DEVO LLC & PF LAND LLC" BY OWEN HASKELL, INC. DATED NOV. 20, 2020 RECORDED IN PLAN BOOK 220, PAGE 466.



LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- SIGN
- GAS VALVE
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- FENCE
- CURB
- OHW
- OVERHEAD WIRES
- UGE
- UNDERGROUND POWER
- W
- WATER LINE
- G
- GAS LINE
- C
- TELEPHONE/COMM.
- SD
- STORM DRAIN
- SS
- SANITARY SEWER
- 15
- 1' CONTOUR
- IPF/IRF
- IRON PIPE OR ROD FOUND
- N/F
- NOW OR FORMERLY
- 000/000
- DEED BOOK / PAGE
- CONC.
- CONCRETE
- ICV
- IRRIGATION CONTROL VALVE
- L/S
- LANDSCAPE AREA

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 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.

GENERAL NOTES

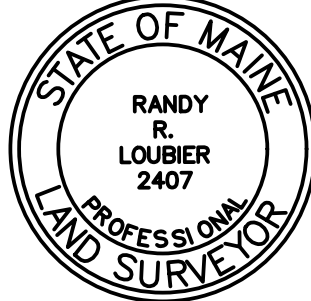
1. OWNERS OF RECORD:  
TAX MAP 19 BLOCK A LOT 8  
144 FORE STREET, LLC  
C.C.R.D. BOOK 38799 PAGE 344  
TAX MAP 19 BLOCK A LOT 2  
CITY OF PORTLAND  
C.C.R.D. BOOK 10924 PAGE 84
2. BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM, MAINE WEST ZONE, NAD 83 PER CITY CONTROL MONUMENTS:  
PT# 3023 - OCEAN GATEWAY PROJECT  
N:301390.32  
E:2931443.86  
PT# 3000 - N.E. CORNER HANCOCK/FORE  
N:301536.149  
E:2931222.69
3. BENCH MARK: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) - TIDAL BENCHMARK. BENCH MARK STAMPING: NO. 3 1971 ELEVATION 11.02 FEET CITY DATUM.

CERTIFICATE

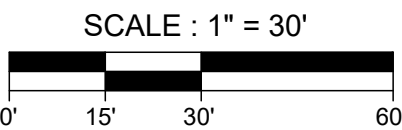
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

7/14/2022  
DATE

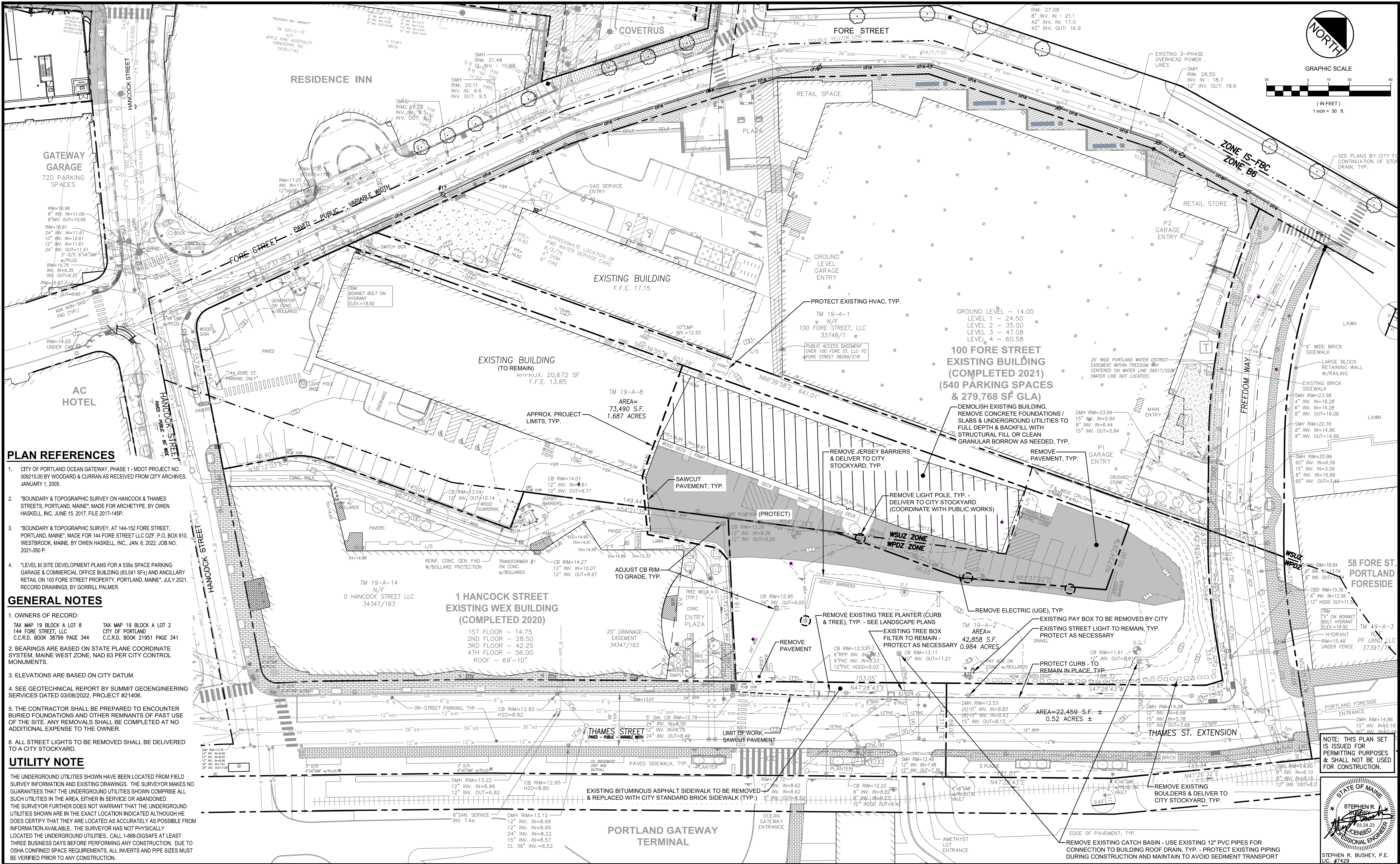
*Randy R. Louber*  
RANDY R. LOUBIER, PLS #2407



|                                                                                                                                                             |         |                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------------|
| REV.2                                                                                                                                                       | 7/14/22 | REVISED BEARING ON NORTHERLY LINE OF 144 FORE ST. LLC |
| REV.1                                                                                                                                                       | 1/27/22 | REVISED DEED REFERENCE FOR CITY PARCEL                |
| <b>Boundary &amp; Topographic Survey</b><br>At<br>144 Fore Street, Portland, Maine<br>Made for<br>144 Fore Street LLC OZF<br>P.O. Box 910, Westbrook, Maine |         |                                                       |
| <b>OWEN HASKELL, INC.</b><br>PROFESSIONAL LAND SURVEYORS<br>390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424                                   |         |                                                       |
| DRAWN BY:                                                                                                                                                   | NM/JLW  | DATE: JAN. 24, 2022                                   |
| CHECKED BY:                                                                                                                                                 | RRL     | SCALE: 1" = 30'                                       |
|                                                                                                                                                             |         | DRWG. NO. 1                                           |







PLAN REFERENCES

- 1. CITY OF PORTLAND OCEAN GATEWAY, PHASE 1 - MDT PROJECT NO. 009215.00 BY WOODARD & CURRAN AS RECEIVED FROM CITY ARCHIVES, JANUARY 1, 2005.
- 2. "BOUNDARY & TOPOGRAPHIC SURVEY ON HANCOCK & THAMES STREETS, PORTLAND, MAINE," MADE FOR ARCHTYPE, BY OWEN HASKELL, INC. JUNE 15, 2017, FILE 2017-145P.
- 3. "BOUNDARY & TOPOGRAPHIC SURVEY, AT 144-152 FORE STREET, PORTLAND, MAINE," MADE FOR 144 FORE STREET LLC OZF, P.O. BOX 910, WESTBROOK, MAINE, BY OWEN HASKELL, INC., JAN. 6, 2022, JOB NO. 2021-350 P.
- 4. "LEVEL III SITE DEVELOPMENT PLANS FOR A 539± SPACE PARKING GARAGE & COMMERCIAL OFFICE BUILDING (83,041 SF±) AND ANCILLARY RETAIL ON 100 FORE STREET PROPERTY, PORTLAND, MAINE," JULY 2021, RECORD DRAWINGS, BY GORRILL PALMER.

GENERAL NOTES

- 1. OWNERS OF RECORD:  
TAX MAP 19 BLOCK A LOT 8  
144 FORE STREET, LLC  
C.C.R.D. BOOK 38799 PAGE 344  
TAX MAP 19 BLOCK A LOT 2  
CITY OF PORTLAND  
C.C.R.D. BOOK 21951 PAGE 341
- 2. BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM, MAINE WEST ZONE, NAD 83 PER CITY CONTROL MONUMENTS.
- 3. ELEVATIONS ARE BASED ON CITY DATUM.
- 4. SEE GEOTECHNICAL REPORT BY SUMMIT GEOENGINEERING SERVICES DATED 03/08/2022, PROJECT #21406.
- 5. THE CONTRACTOR SHALL BE PREPARED TO ENCOUNTER BURIED FOUNDATIONS AND OTHER REMNANTS OF PAST USE OF THE SITE. ANY REMOVALS SHALL BE COMPLETED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- 6. ALL STREET LIGHTS TO BE REMOVED SHALL BE DELIVERED TO A CITY STOCKYARD.

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.

1 HANCOCK STREET  
EXISTING WEX BUILDING  
(COMPLETED 2020)

1ST FLOOR - 14.75  
2ND FLOOR - 28.50  
3RD FLOOR - 42.25  
4TH FLOOR - 56.00  
ROOF - 69'-10"

100 FORE STREET  
EXISTING BUILDING  
(COMPLETED 2021)  
(540 PARKING SPACES  
& 279,768 SF GLA)

GROUND LEVEL - 14.00  
LEVEL 1 - 24.50  
LEVEL 2 - 35.00  
LEVEL 3 - 47.08  
LEVEL 4 - 60.58

DEMOLISH EXISTING BUILDING.  
REMOVE CONCRETE FOUNDATIONS /  
SLABS & UNDERGROUND UTILITIES TO  
FULL DEPTH & BACKFILL WITH  
STRUCTURAL FILL OR CLEAN  
GRANULAR BORROW AS NEEDED, TYP.

NOTE: THIS PLAN SET  
IS ISSUED FOR  
PERMITTING PURPOSES  
& SHALL NOT BE USED  
FOR CONSTRUCTION.

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| Rev. | Date       | Revision                            |
|------|------------|-------------------------------------|
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

|                                      |                                                                                                                                                                                                     |                 |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Design: SRB                          | Draft: CDD                                                                                                                                                                                          | Date: JAN. 2022 |
| Checked: SRB                         | Scale: AS NOTED                                                                                                                                                                                     | Job No.: 3924   |
| File Name: 3924-THAMES-EX & DEMO.dwg | This plan shall not be modified without written permission from Gorrell Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrell Palmer. |                 |



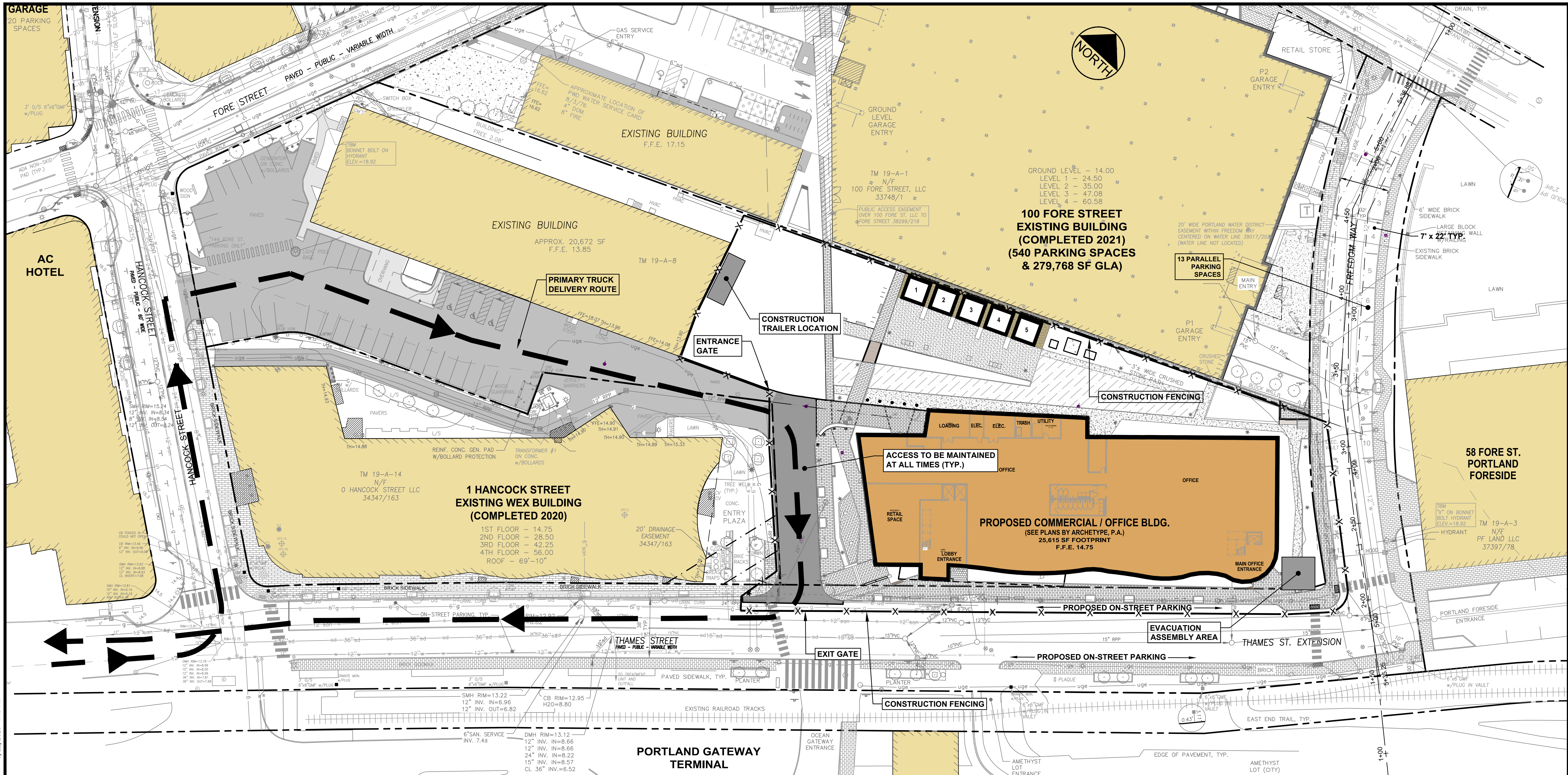
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|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | EXISTING CONDITIONS & DEMOLITION PLAN                               |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |       |
|-------------|-------|
| Drawing No. | C-2.2 |
|-------------|-------|





GENERAL NOTES

1. CONSTRUCTION GATE SWINGS INTO JOB SITE.

2. CLOSURE OF PROTECTIVE SIDEWALK AREA WILL BE REQUIRED FOR SHORT PERIODS OF TIME. CITY TRAFFIC ENGINEER WILL BE NOTIFIED 48-HOURS IN ADVANCE OF CLOSURE.

3. CONTRACTOR RESPONSIBLE FOR WINTER MAINTENANCE OF PUBLIC STREET AREAS WITHIN THE CONSTRUCTION ZONE, INCLUDING SIDEWALK AREAS AND VEHICLE TRAVEL WAYS. ALL SNOW WILL BE REMOVED WITHIN 24 HOURS OF THE STORM CONCLUSION. ALL SIDEWALK SURFACES WITHIN THE PROTECTIVE SIDEWALK AREA WILL BE TREATED WITH APPROPRIATE MATERIALS ENSURING A "DRY" PAVEMENT SURFACE IN CONFORMANCE WITH CITY REGULATIONS.

4. THE JERSEY BARRIER/SITE FENCING FORMING THE PERIMETER OF THE CONSTRUCTION WORK ZONE WILL BE MAINTAINED THROUGHOUT THE BUILDING CONSTRUCTION, UNLESS APPROVED OTHERWISE BY THE
- CITY ENGINEER.

5. NO PARKING WILL BE ALLOWED WITHIN THE CONSTRUCTION WORK ZONE AREA. PARKING FOR ALL CONTRACTOR EMPLOYEES, INCLUDING SUBCONTRACTORS WILL BE PROVIDED OFF-SITE.

6. CONTRACTOR WILL INSPECT AND CORRECT AS NECESSARY DAILY, SUNDAY THROUGH SATURDAY, ALL REQUIRED TRAFFIC CONTROL FEATURES ENSURING COMPLIANCE WITH THE DETAILS OF THE CONSTRUCTION MAINTENANCE PLAN.

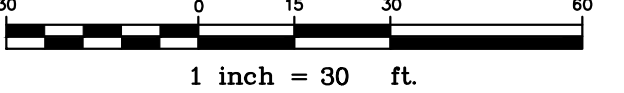
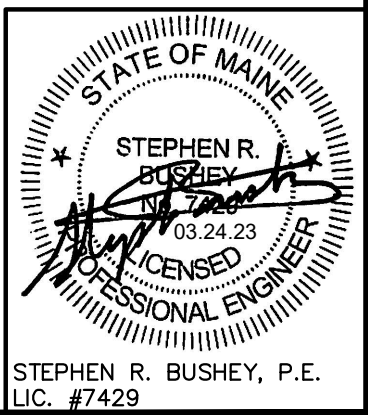
7. ALL TRAFFIC SIGNAGE, PAVEMENT MARKINGS, CHANNELIZATION DRUMS, REFLECTIVE PANELS, ETC. SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

8. CONTRACTOR WILL PAINT ALL CROSSWALKS AND STOP BAR MARKINGS WITHIN THE THAMES STREET / HANCOCK STREET INTERSECTION AS DIRECTED BY THE CITY'S TRAFFIC ENGINEER.
9. CONTRACTOR WILL APPROPRIATELY REPAIR OR REPLACE ALL SIDEWALK AREAS, GRANITE CURBING, ETC. DAMAGED BY THE BUILDING CONSTRUCTION PROJECT, AS DIRECTED BY THE CITY ENGINEER.

10. CONSTRUCTION MANAGEMENT PLAN MAY BE ADJUSTED BY CONTRACTOR IN CONSULTATION WITH CITY OF PORTLAND.

11. SEE THE WRITTEN CONSTRUCTION MANAGEMENT PLAN FOR SPECIFICS.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



**Deliveries**  
Due to the confined nature of the site, we will implement a Just In Time Delivery system to minimize onsite material storage.

**ATTENTION**  
ALL VENDORS, VISITORS, and DELIVERIES MUST CHECK IN AT CONSTRUCTION MANAGERS OFFICE

**NO UNAUTHORIZED PERSONNEL BEYOND THIS POINT**  
**ALL VISITORS**  
MUST SIGN IN AT CONSTRUCTION MANAGEMENT OFFICE

**NOTICE**  
THIS IS A TOBACCO FREE SITE  
Use and Possession of Any Tobacco Products is Strictly Prohibited

**NOTICE**  
Hard Hats, Safety Glasses and Hard Toed Boots REQUIRED BEYOND THIS POINT

**NO TRESPASSING**  
AUTHORIZED PERSONNEL ONLY  
VIOLATORS WILL BE PROSECUTED

**CONSTRUCTION VEHICLES ENTERING/EXITING**

| Rev. | Date | Revision |
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| Rev. | Date       | Revision                            |
|------|------------|-------------------------------------|
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

|                                                                                                                                                                                                     |                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Design: SRR                                                                                                                                                                                         | Draft: CDD      | Date: JAN, 2022 |
| Checked: SRR                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-THAMES-CONSTR.MGMT.dwg                                                                                                                                                              |                 |                 |
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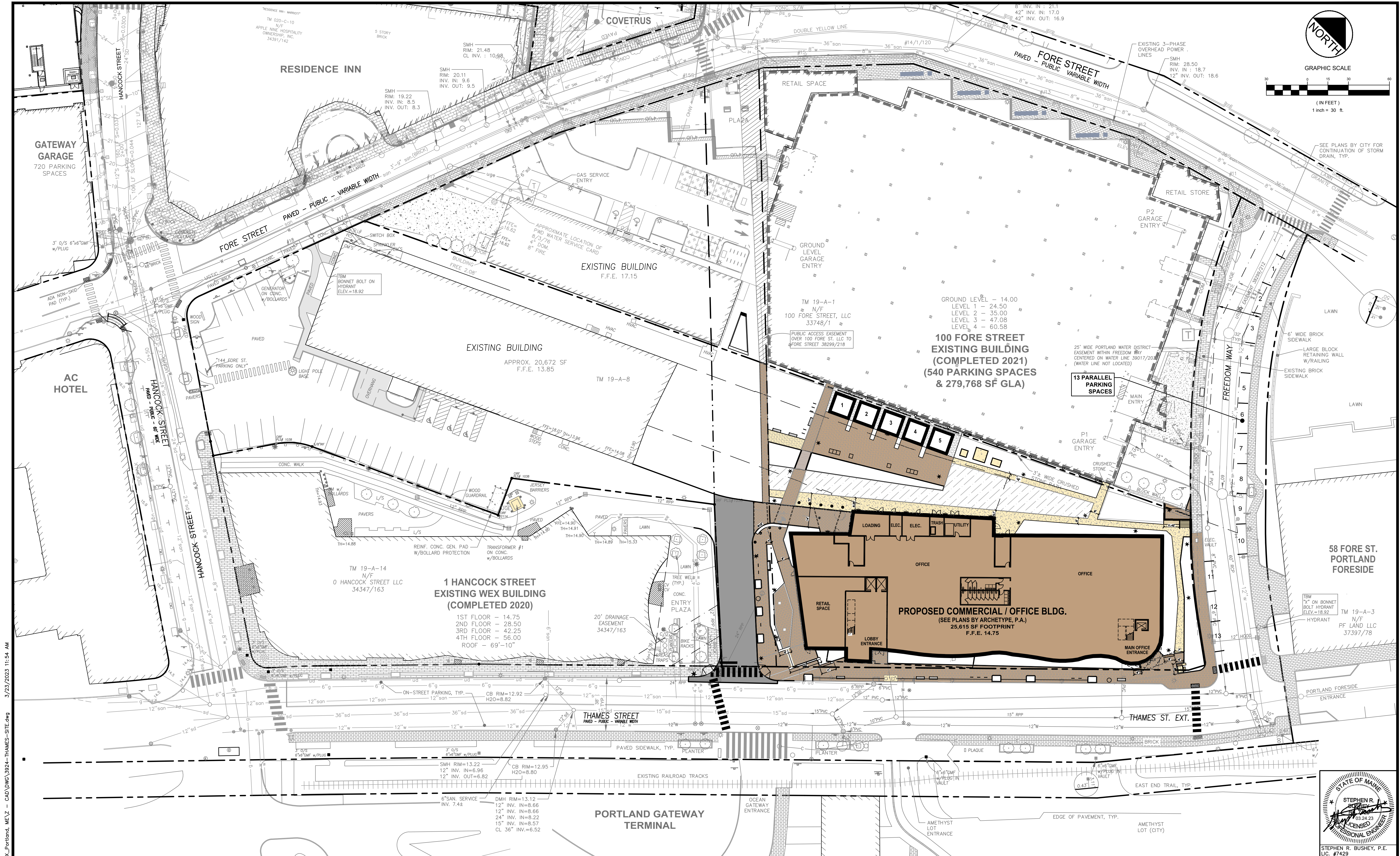
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|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | CONSTRUCTION MANAGEMENT PLAN                                        |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |
|-------------|
| Drawing No. |
| C-2.3       |





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| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |
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| Design: SRR                                                                                                                                                                                         | Draft: CDD      | Date: JAN, 2022 |
| Checked: SRR                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-THAMES-SITE.dwg                                                                                                                                                                     |                 |                 |
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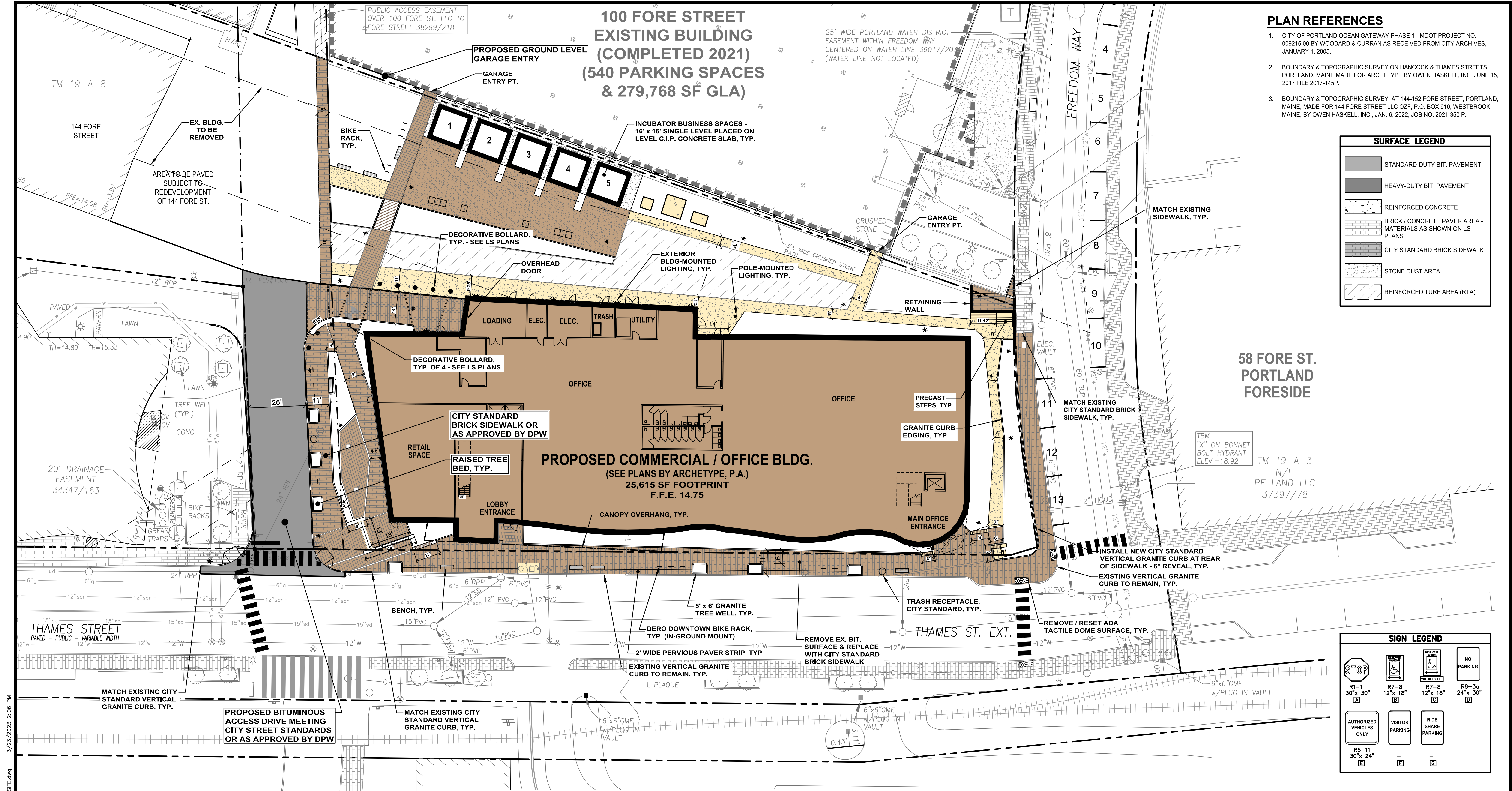
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|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | OVERALL SITE PLAN                                                   |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |
|-------------|
| Drawing No. |
| C-3.0       |





- PLAN REFERENCES**
- CITY OF PORTLAND OCEAN GATEWAY PHASE 1 - MDOT PROJECT NO. 009215.00 BY WOODARD & CURRAN AS RECEIVED FROM CITY ARCHIVES, JANUARY 1, 2005.
  - BOUNDARY & TOPOGRAPHIC SURVEY ON HANCOCK & THAMES STREETS, PORTLAND, MAINE MADE FOR ARCHETYPE BY OWEN HASKELL, INC. JUNE 15, 2017 FILE 2017-145P.
  - BOUNDARY & TOPOGRAPHIC SURVEY, AT 144-152 FORE STREET, PORTLAND, MAINE, MADE FOR 144 FORE STREET LLC OZF, P.O. BOX 910, WESTBROOK, MAINE, BY OWEN HASKELL, INC., JAN. 6, 2022, JOB NO. 2021-350 P.

**SURFACE LEGEND**

- STANDARD-DUTY BIT. PAVEMENT
- HEAVY-DUTY BIT. PAVEMENT
- REINFORCED CONCRETE
- BRICK / CONCRETE PAVER AREA - MATERIALS AS SHOWN ON LS PLANS
- CITY STANDARD BRICK SIDEWALK
- STONE DUST AREA
- REINFORCED TURF AREA (RTA)

**SIGN LEGEND**

|                                                    |                                              |                                              |                                      |
|----------------------------------------------------|----------------------------------------------|----------------------------------------------|--------------------------------------|
| STOP<br>R1-1<br>30"x 30"<br>A                      | PEDESTRIAN CROSSING<br>R7-8<br>12"x 18"<br>B | PEDESTRIAN CROSSING<br>R7-8<br>12"x 18"<br>C | NO PARKING<br>R8-3a<br>24"x 30"<br>D |
| AUTHORIZED VEHICLES ONLY<br>R5-11<br>30"x 24"<br>E | VISITOR PARKING<br>F                         | RIDE SHARE PARKING<br>G                      |                                      |

- NOTES:**
- A TOTAL OF 26 BIKE PARKING SPACES WILL BE PROVIDED ONSITE. SEE LANDSCAPE PLAN(S) FOR EXACT LOCATIONS.
  - DIMENSIONING IS TO EDGE OF PAVEMENT, FACE OF BUILDING OR FACE OF CURB.
  - A TOTAL OF 160 PARKING SPACES HAVE BEEN PROVIDED IN THE 100 FORE STREET PARKING GARAGE, INCLUDING 7 ADA ACCESSIBLE SPACES AND 1 VAN ACCESSIBLE SPACE.
  - PROJECT SIGN(S) SUBJECT TO SEPARATE PERMIT FROM CODES & INSPECTIONS DIVISION.
  - SEE SHEET C-3.2 FOR SITE LAYOUT PLAN ENLARGEMENTS.

**GRAPHIC SCALE**

20 0 10 20 40  
(IN FEET)  
1 inch = 20 ft.

**NORTH**

**STATE OF MAINE**  
STEPHEN R. BUSHEY, P.E.  
03.24.23  
LICENSED PROFESSIONAL ENGINEER  
LIC. #7429

**PROPOSED BUILDING AREA SUMMARY**

- 1ST FLOOR:**
- LOBBY: 1,473 SF
  - MERCANTILE: 1,825 SF
  - OFFICE: 19,485 SF
  - MEP: 1,400 SF
- 2ND FLOOR:**
- OFFICE: 22,815 SF
- 3RD FLOOR:**
- RESTAURANT: TOTAL SF IS 8,315 SF (INTERIOR SPACE)
  - ROOF DECK 2,900 SF + 11,150 SF = 14,050 SF

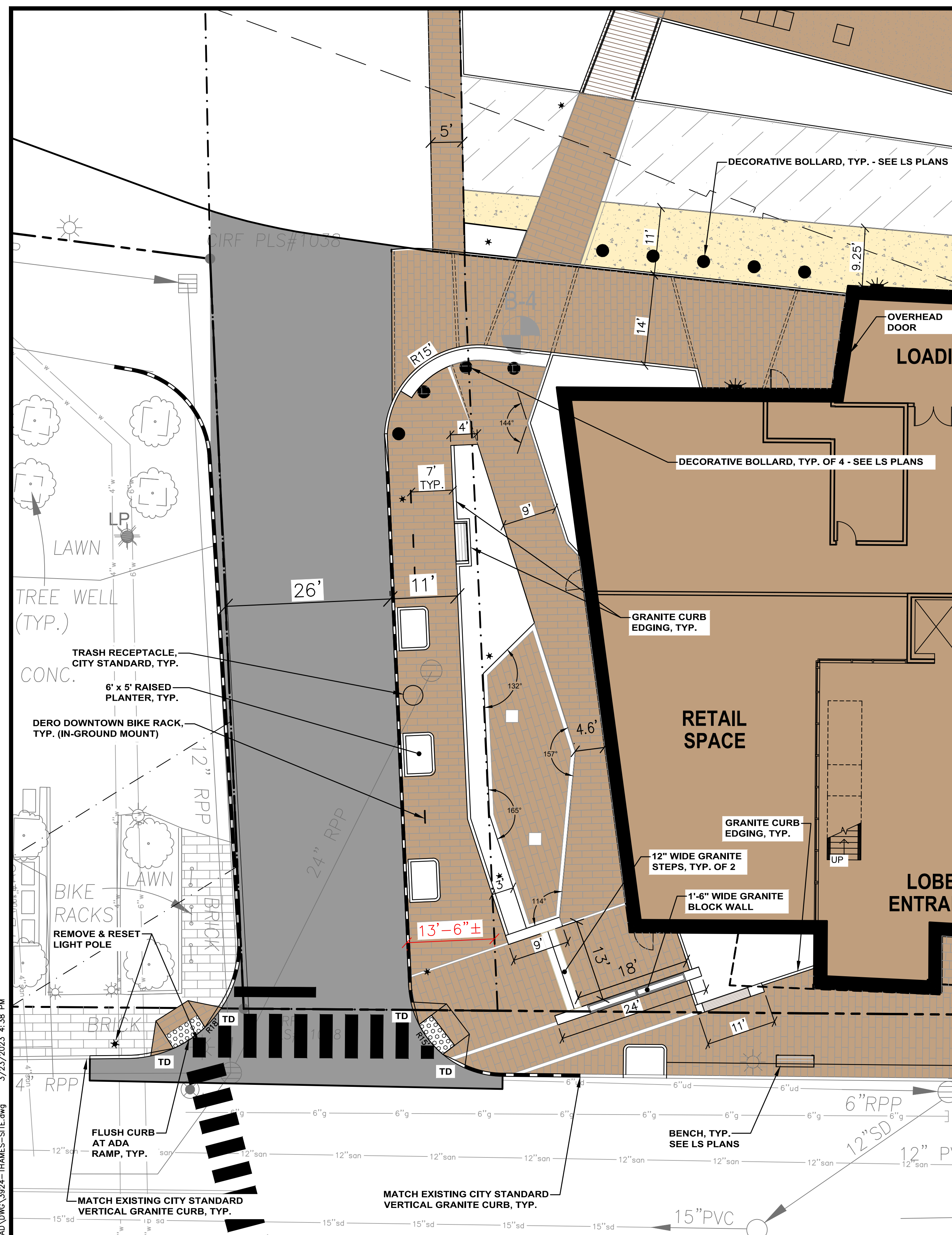
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| Design: SRB                                                                                                                                                                                         | Draft: CDD      | Date: JAN. 2022 |
| Checked: SRB                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-THAMES-SITE.dwg                                                                                                                                                                     |                 |                 |
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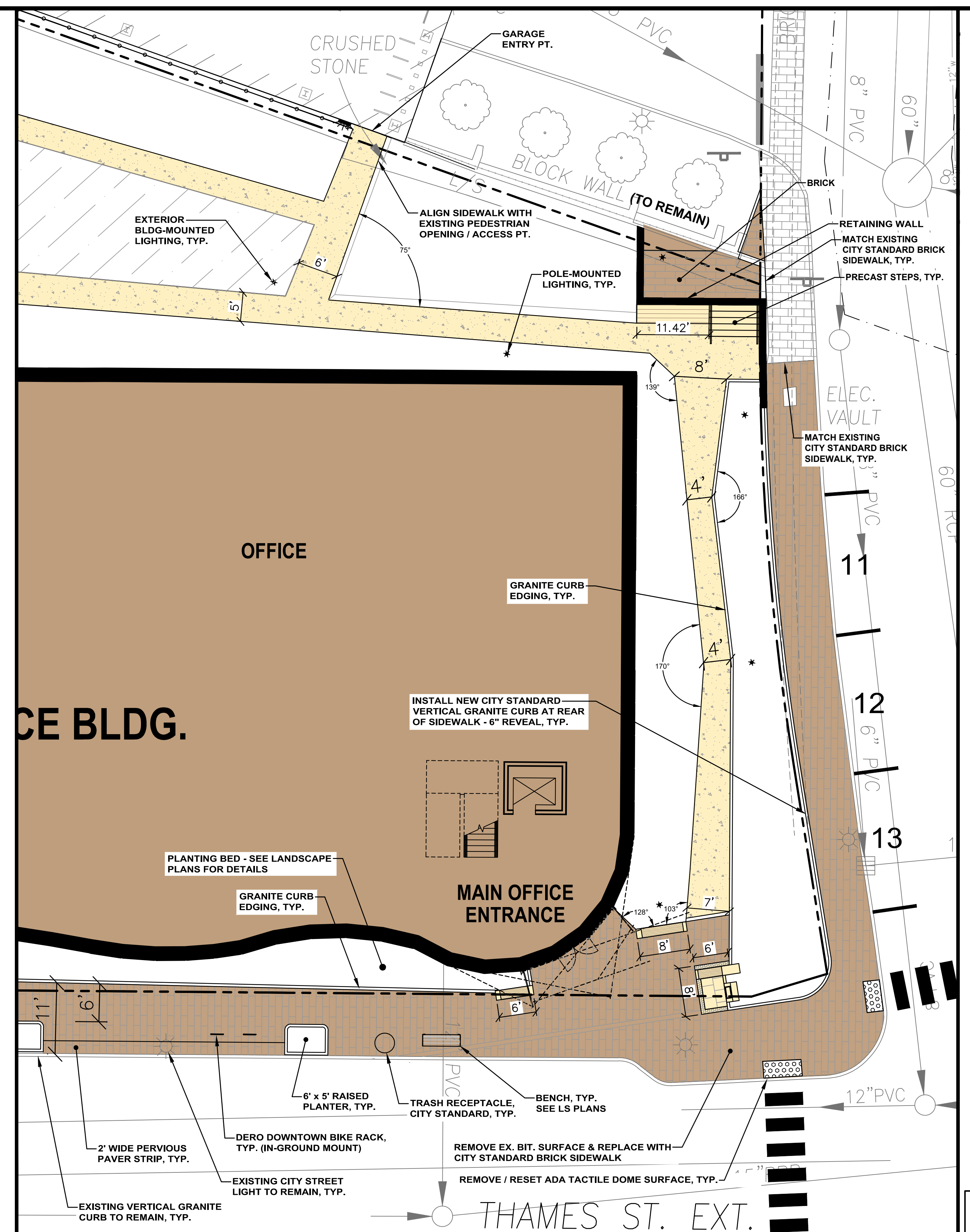
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| Drawing Name: | SITE LAYOUT PLAN                                                    |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |
|-------------|
| Drawing No. |
| C-3.1       |





## WEST SIDE SITE ENLARGEMENT



## EAST SIDE SITE ENLARGEMENT

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|      |      |          |
| Rev. | Date | Revision |

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| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |
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| Design: SRB                     | Draft: CDD      | Date: JAN, 2022 |
| Checked: SRB                    | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-THAMES-SITE.dwg |                 |                 |

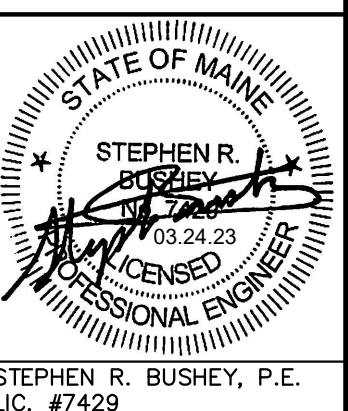
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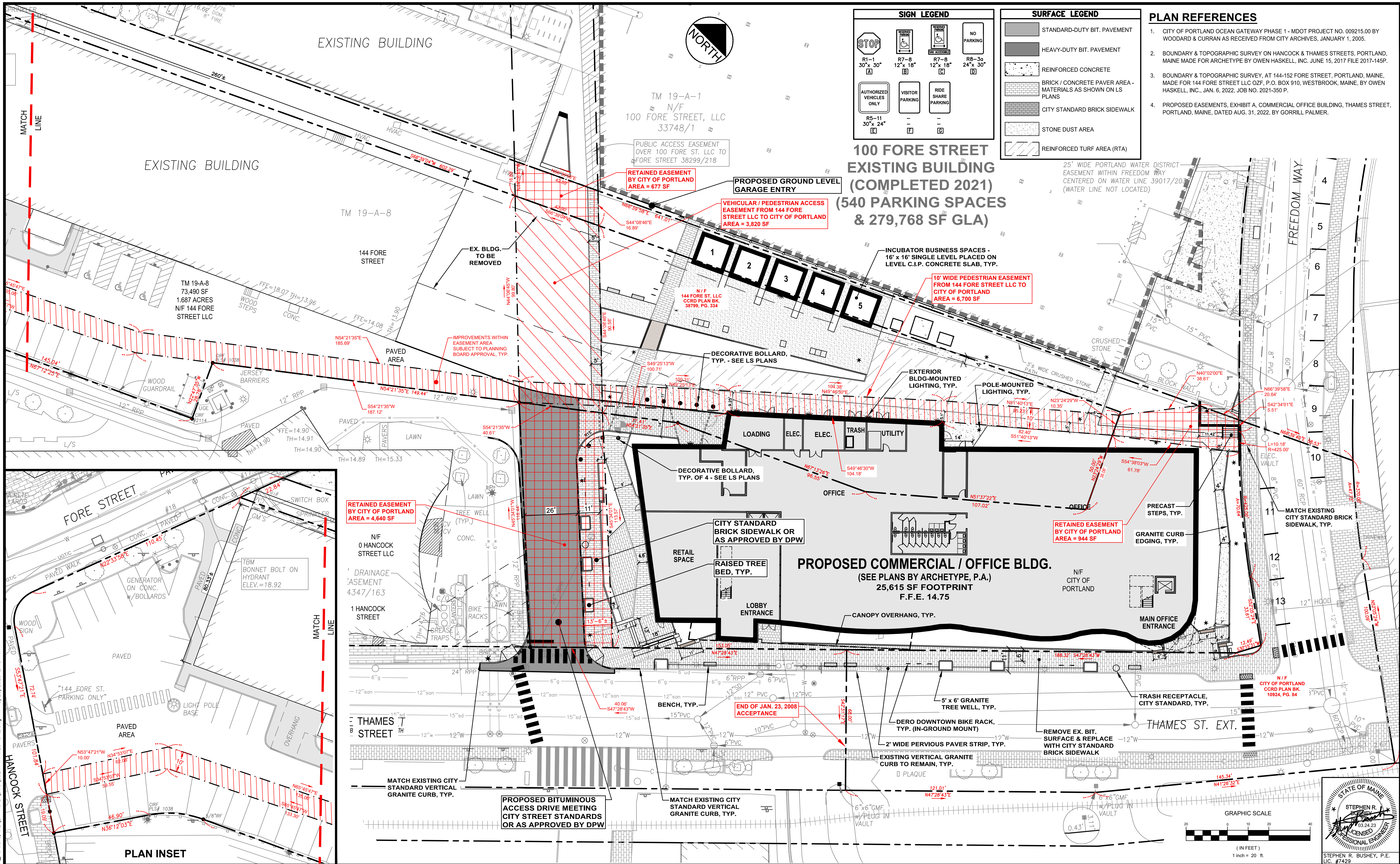
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|               |                                                                            |  |  |
|---------------|----------------------------------------------------------------------------|--|--|
| Drawing Name: | 10 SCALE SITE ENLARGEMENTS                                                 |  |  |
| Project:      | <b>Commercial Office Building</b><br>Thames Street, Portland, Maine        |  |  |
| Client:       | <b>144 Fore Street, 02, LLC</b><br>PO Box 910, Westbrook, Maine 04098-0910 |  |  |

Drawing No.  
C-3.2

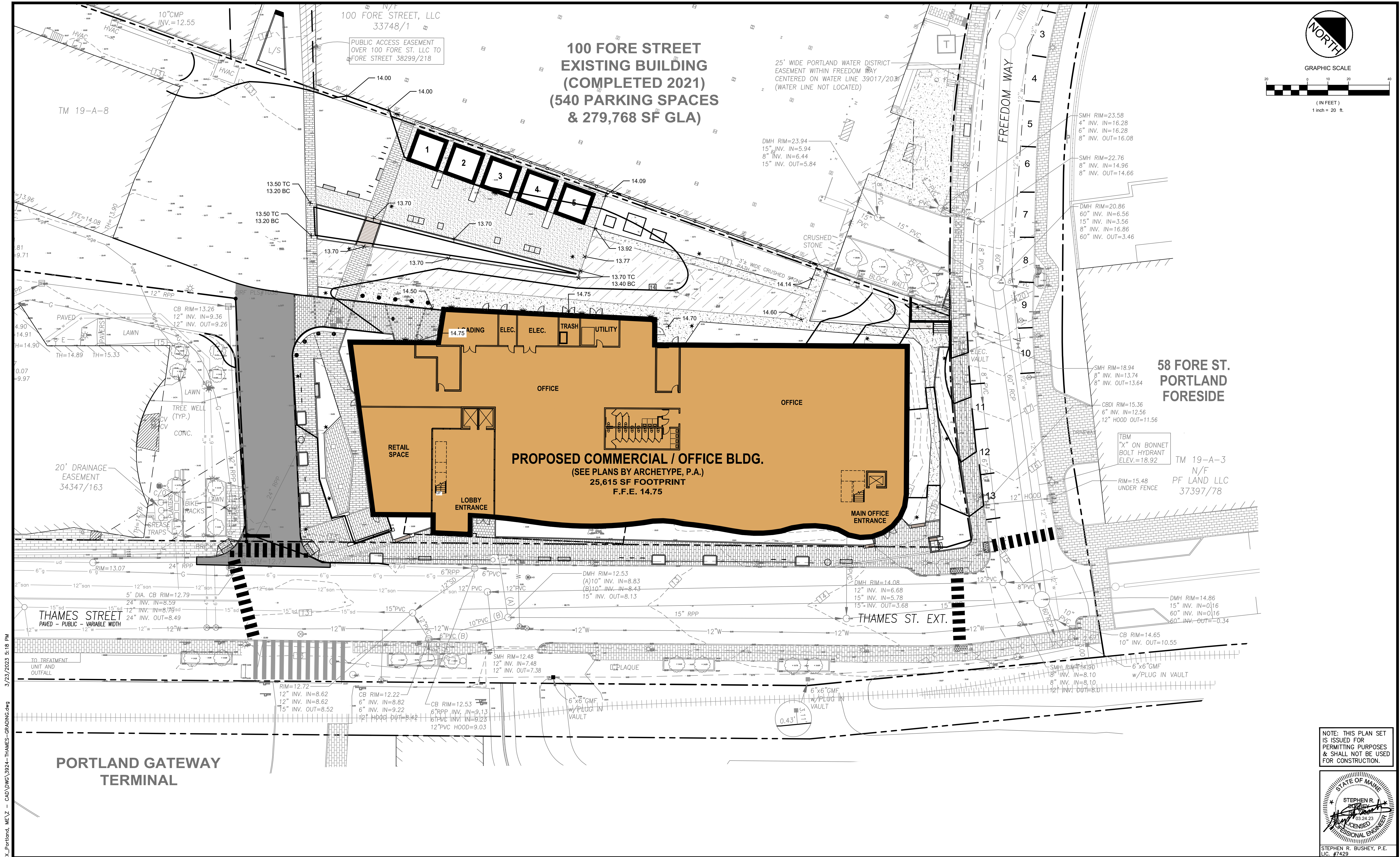






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|      |            |                                     |      |      |          | <div>Design: SRB    Draft: CDD    Date: JAN, 2022</div> <div>Checked: SRB    Scale: AS NOTED    Job No.: 3924</div> <div>File Name: 3924--THAMES--SITE.dwg</div> <div>This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.</div> |  |  | <div> <b>GORRILL PALMER</b></div> <div>Relationships. Responsiveness. Results.<br/>www.gorrillpalmer.com<br/>207.772.2515<br/>300 Southborough Drive - Suite 200<br/>South Portland, ME 04106</div> |  |  | <div>Drawing Name: <b>EASEMENT OVERLAY PLAN</b></div> <div>Project: <b>Commercial Office Building</b><br/>Thames Street, Portland, Maine</div> <div>Client: <b>144 Fore Street, OZ, LLC</b><br/>PO Box 910, Westbrook, Maine 04098-0910</div> |  |  | <div>Drawing No. <b>C-3.3</b></div> |  |  |
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |      |      |          |                                                                                                                                                                                                                                                                                                                                                                                 |  |  |                                                                                                                                                                                                                                                                                          |  |  |                                                                                                                                                                                                                                               |  |  |                                     |  |  |
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| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

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| Design: SRB                                                                                                                                                                                         | Draft: CDD      | Date: JAN, 2022 |
| Checked: SRB                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
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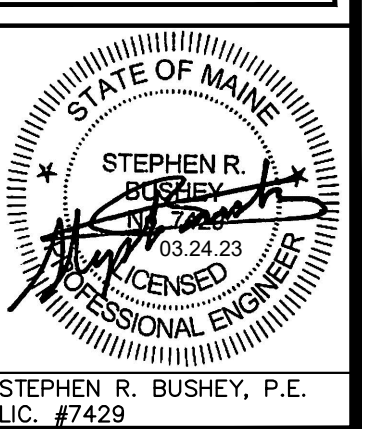


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| Drawing Name: | GRADING, DRAINAGE & EROSION CONTROL PLAN                            |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |       |
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| Drawing No. | C-4.0 |
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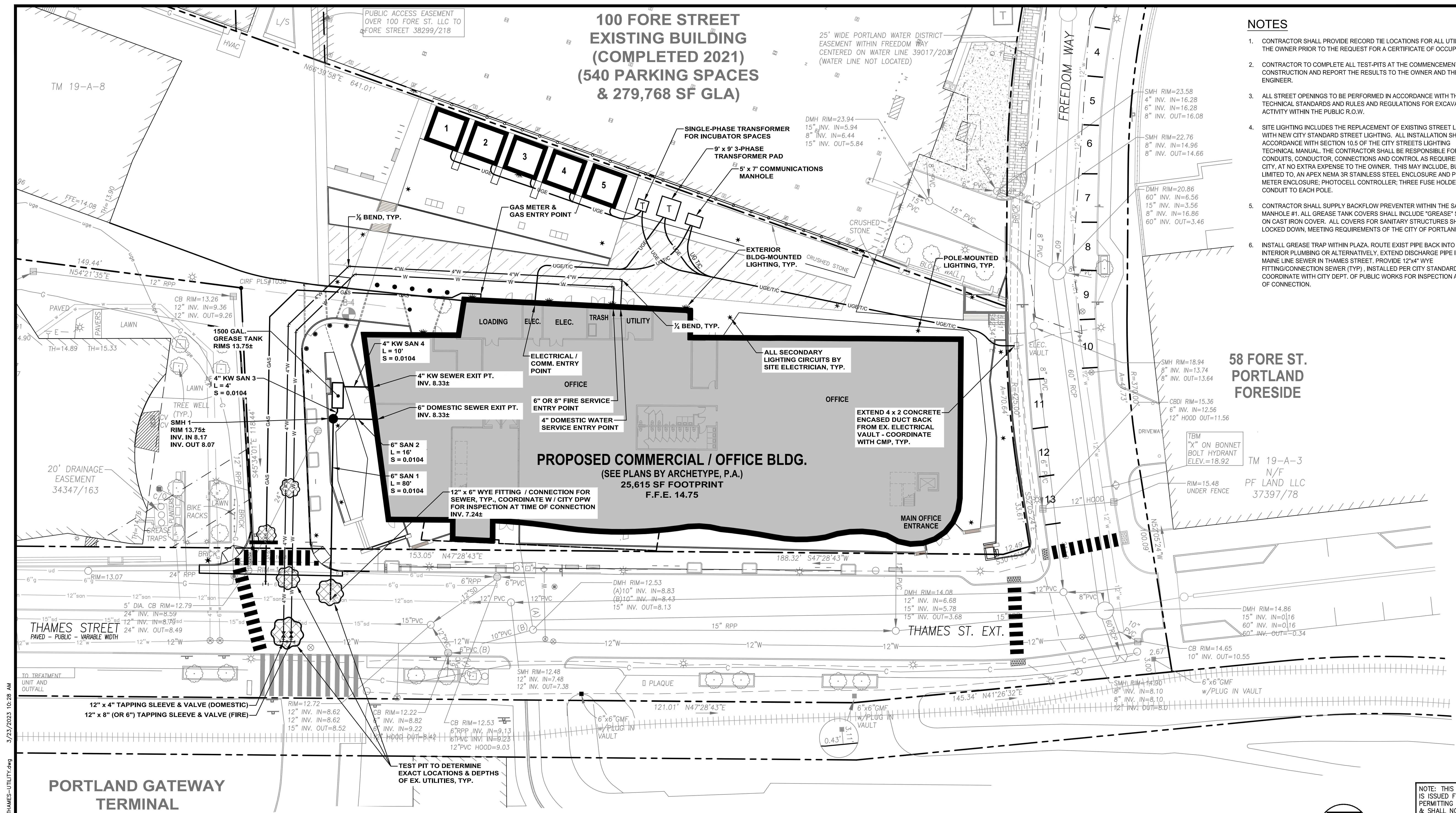
100 FORE STREET  
EXISTING BUILDING  
(COMPLETED 2021)  
(540 PARKING SPACES  
& 279,768 SF GLA)

NOTES

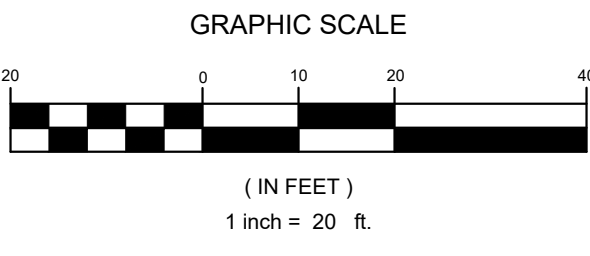
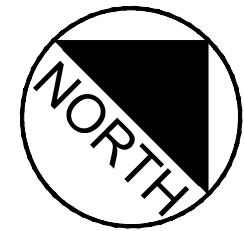
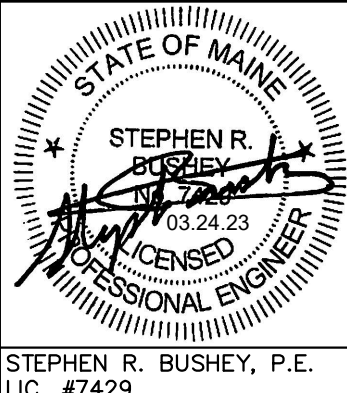
- CONTRACTOR SHALL PROVIDE RECORD TIE LOCATIONS FOR ALL UTILITIES TO THE OWNER PRIOR TO THE REQUEST FOR A CERTIFICATE OF OCCUPANCY.
- CONTRACTOR TO COMPLETE ALL TEST-PITS AT THE COMMENCEMENT OF CONSTRUCTION AND REPORT THE RESULTS TO THE OWNER AND THE ENGINEER.
- ALL STREET OPENINGS TO BE PERFORMED IN ACCORDANCE WITH THE CITY TECHNICAL STANDARDS AND RULES AND REGULATIONS FOR EXCAVATION ACTIVITY WITHIN THE PUBLIC R.O.W.
- SITE LIGHTING INCLUDES THE REPLACEMENT OF EXISTING STREET LIGHT WITH NEW CITY STANDARD STREET LIGHTING. ALL INSTALLATION SHALL BE ACCORDANCE WITH SECTION 10.5 OF THE CITY STREETS LIGHTING TECHNICAL MANUAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONDUITS, CONDUCTOR, CONNECTIONS AND CONTROL AS REQUIRED BY THE CITY, AT NO EXTRA EXPENSE TO THE OWNER. THIS MAY INCLUDE, BUT IS NOT LIMITED TO, AN APEX NEMA 3R STAINLESS STEEL ENCLOSURE AND PEDESTAL; METER ENCLOSURE; PHOTOCELL CONTROLLER; THREE FUSE HOLDERS; 1/2" CONDUIT TO EACH POLE.
- CONTRACTOR SHALL SUPPLY BACKFLOW PREVENTER WITHIN THE SANITARY MANHOLE #1. ALL GREASE TANK COVERS SHALL INCLUDE "GREASE" STAMPED ON CAST IRON COVER. ALL COVERS FOR SANITARY STRUCTURES SHALL BE LOCKED DOWN, MEETING REQUIREMENTS OF THE CITY OF PORTLAND.
- INSTALL GREASE TRAP WITHIN PLAZA. ROUTE EXIST PIPE BACK INTO INTERIOR PLUMBING OR ALTERNATIVELY, EXTEND DISCHARGE PIPE INTO MAINE LINE SEWER IN THAMES STREET. PROVIDE 12"x4" WYE FITTING/CONNECTION SEWER (TYP.), INSTALLED PER CITY STANDARDS - COORDINATE WITH CITY DEPT. OF PUBLIC WORKS FOR INSPECTION AT TIME OF CONNECTION.

58 FORE ST.  
PORTLAND  
FORESIDE

TM 19-A-3  
N/F  
PF LAND LLC  
37397/78



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| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |

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| Design: SRB                                                                                                                                                                                         | Draft: CDD      | Date: JAN. 2022 |
| Checked: SRB                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
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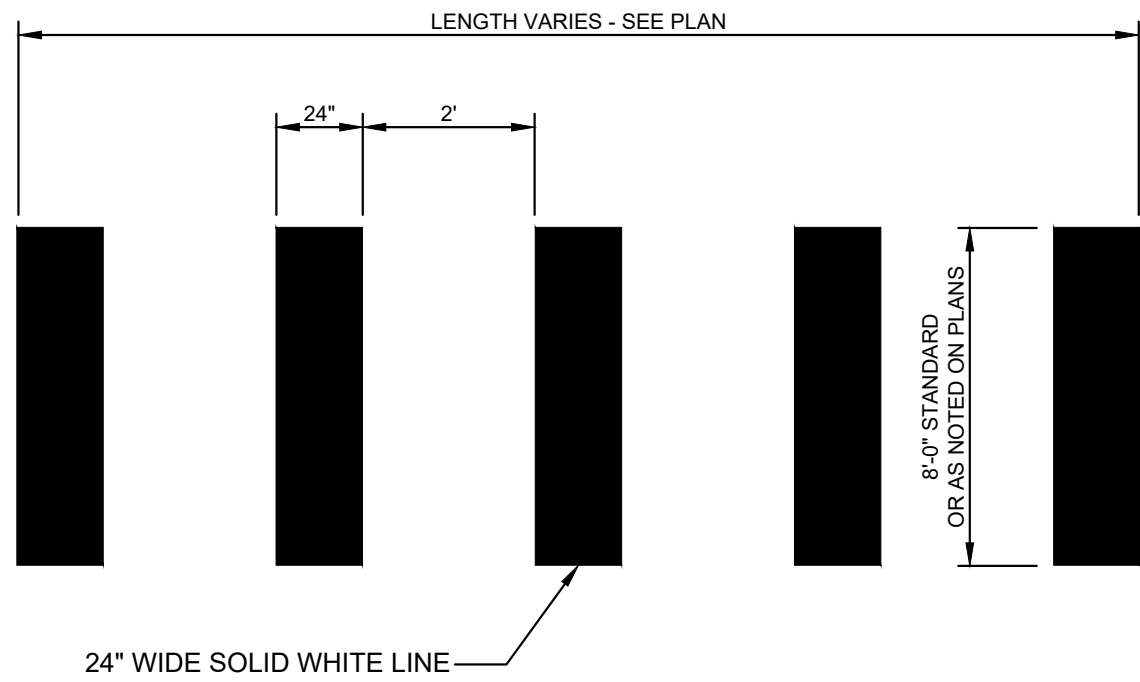
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| Drawing Name: | UTILITY PLAN                                                        |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

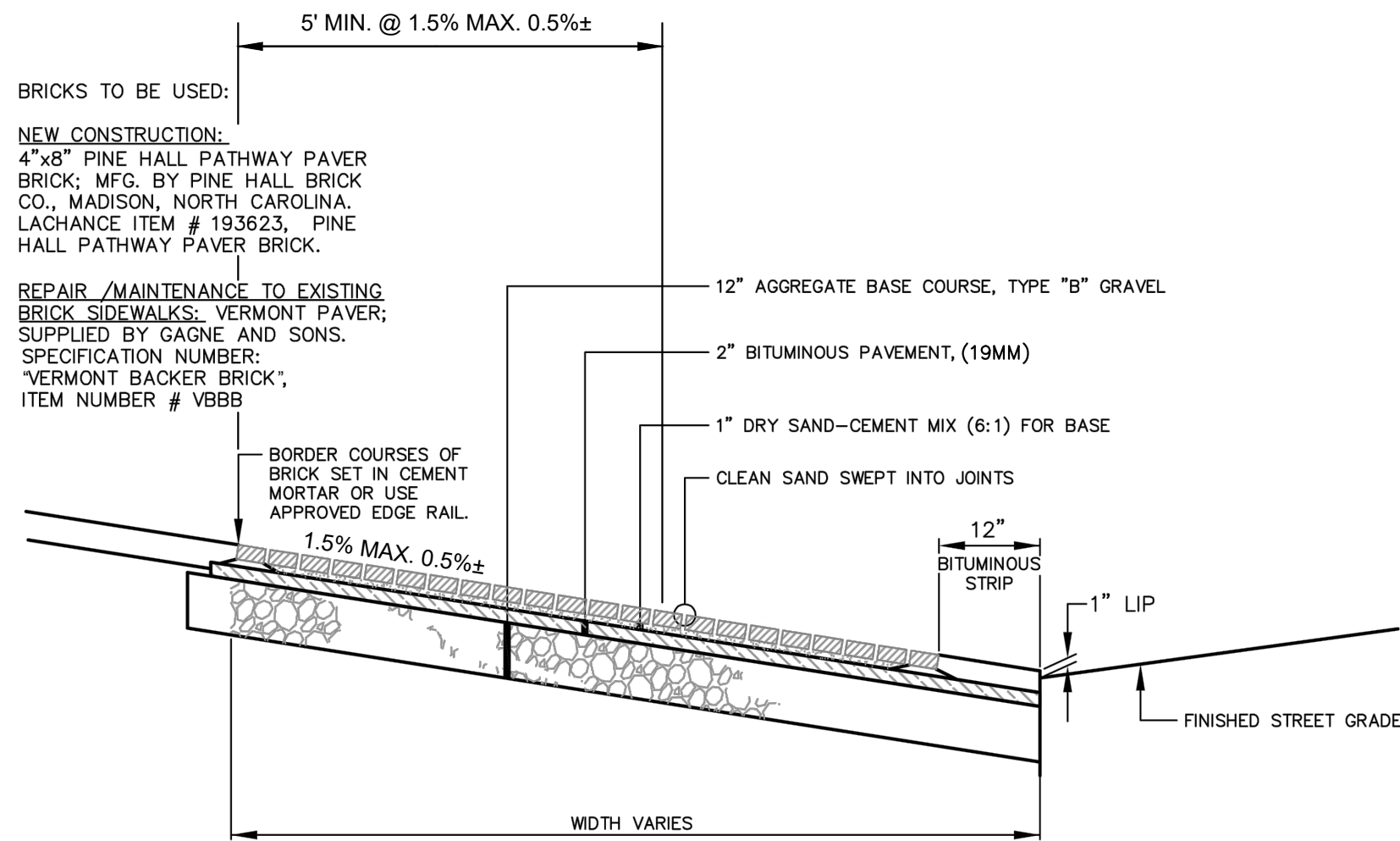
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| Drawing No. |
| C-5.0       |



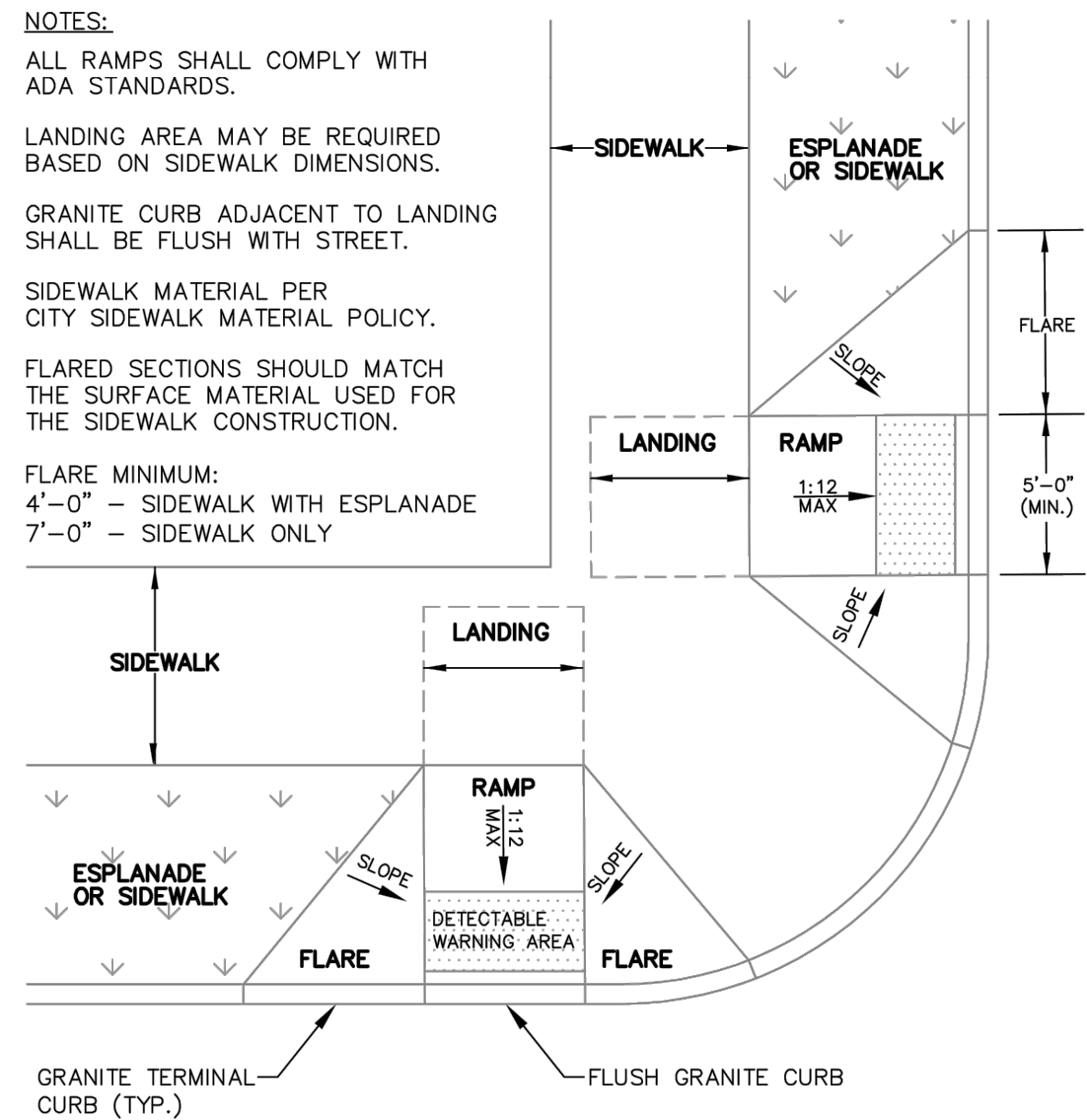
U:\3924\_Thomas Street-WEX-Portland, ME\2 - CAD\DWG\3924-DETAILS.dwg 3/23/2023 5:13 PM



**A** CROSSWALK STRIPING DETAIL  
N.T.S.

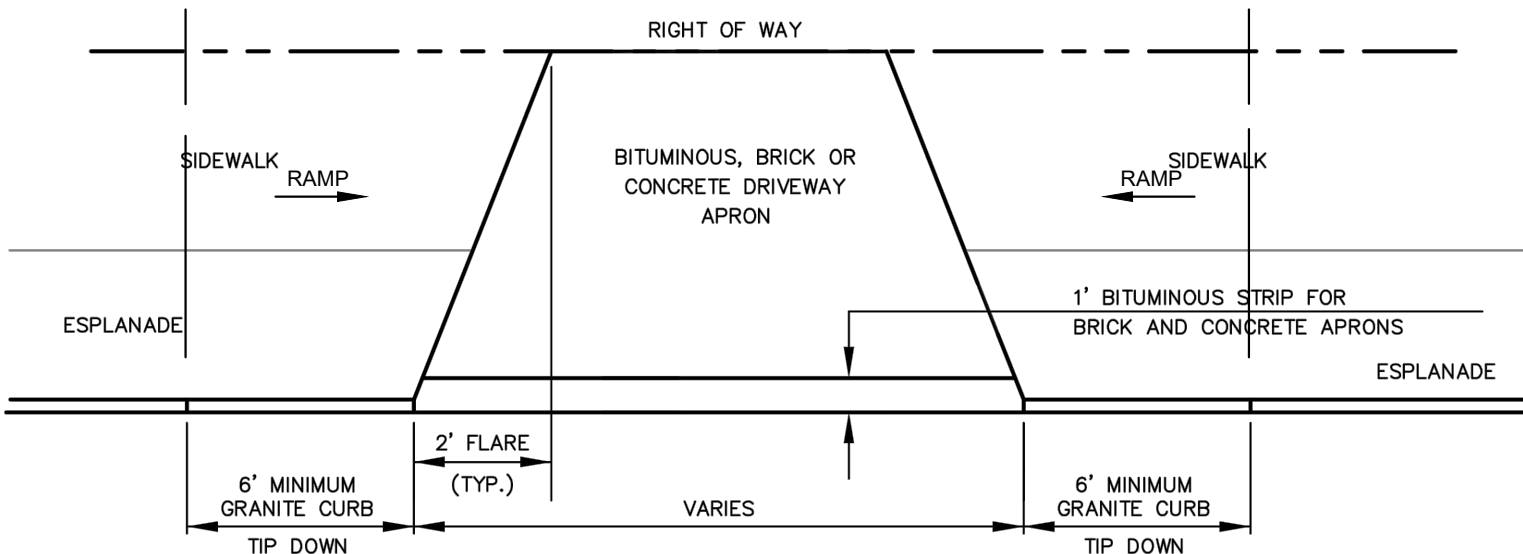


**D** BRICK DRIVEWAY APRON WITH BITUMINOUS BASE  
N.T.S.

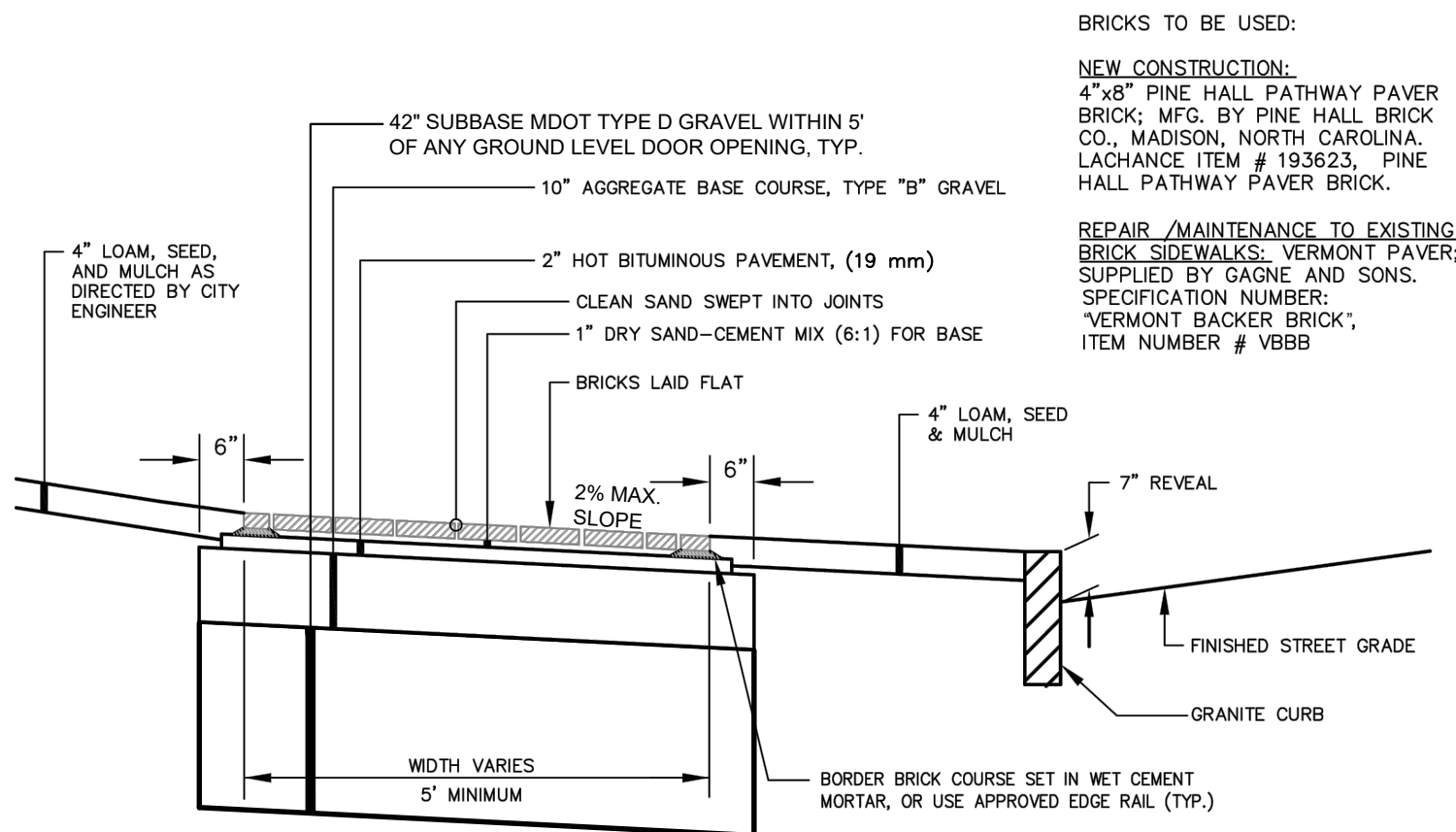


**G** PREFERRED SIDEWALK RAMP AT INTERSECTION  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

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

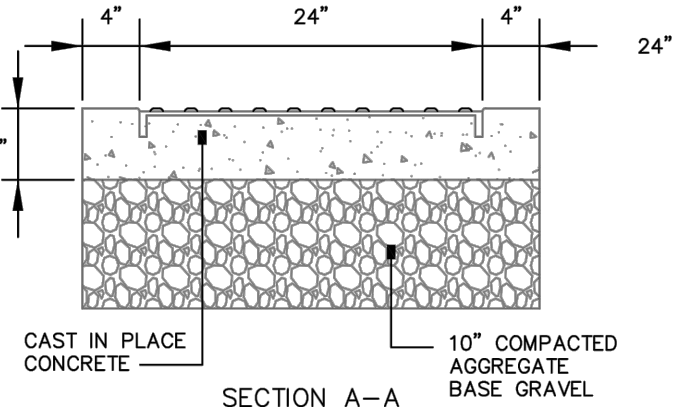


**B** DRIVEWAY APRON LAYOUT  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

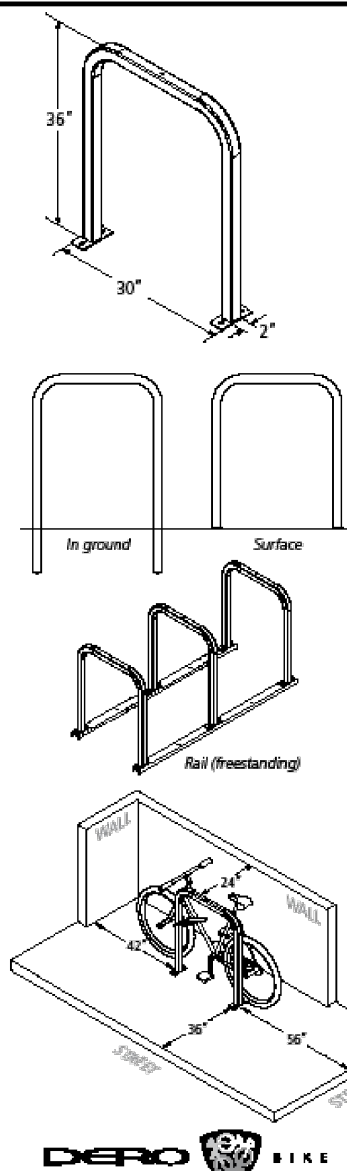


**E** BRICK SIDEWALK WITH BITUMINOUS BASE  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

- NOTES:
- ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
  - CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
  - TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
  - SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
  - ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



**H** SIDEWALK RAMP DETECTABLE WARNING PANEL  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



Product: Dero Downtown Rack  
As manufactured by Dero Bike Racks

Capacity: 2 Bikes

Materials: 2" x 2" x 3/16" tube

Finishes: An after fabrication hot dipped galvanized finish is standard. 200 series powder coat colors in thermoplastic coating and a stainless steel option are also available.

Our powder coat finish assures a high level of adhesion and durability by following these steps:  
1. Sandblast  
2. Iron phosphate pretreatment  
3. Epoxy primer electrostatically applied  
4. Final thick TGIC polyester powder coat

Stainless Steel 304 grade stainless steel material finished in either a high polished mirror or satin finish.

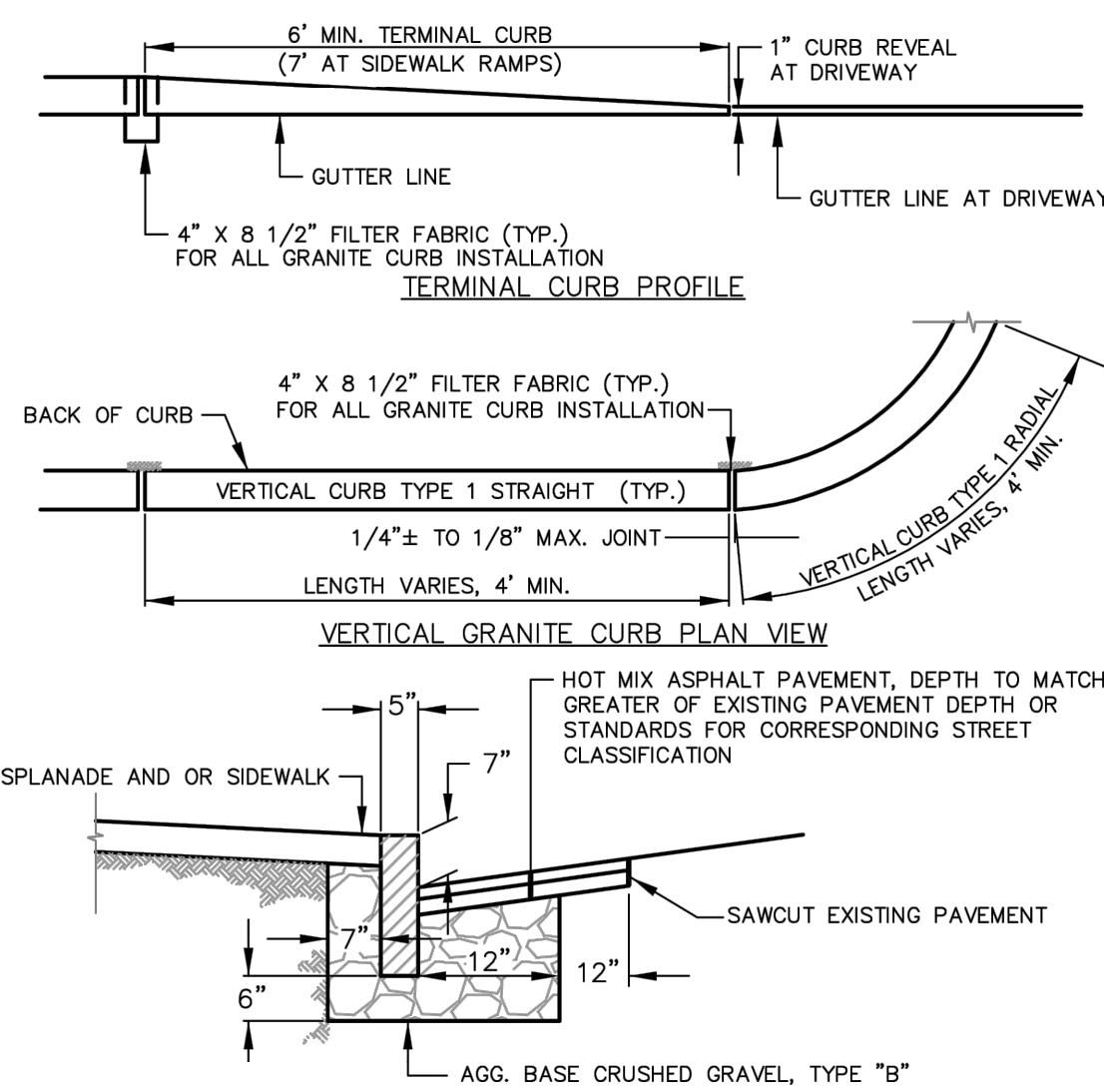
A tubegrip PVC Dip is also available.

Installation Methods: In ground mount is embedded into concrete base. Specify in ground mount for this option. Freestanding Mount has two 2" x 4" x 1/2" feet with two anchors per foot. Specify freestanding for this option. Rail Mounted Downtown Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails can heavy duty 2" x 4" x 1/2" thick galvanized mounting rails. Specify rail mount for this option.

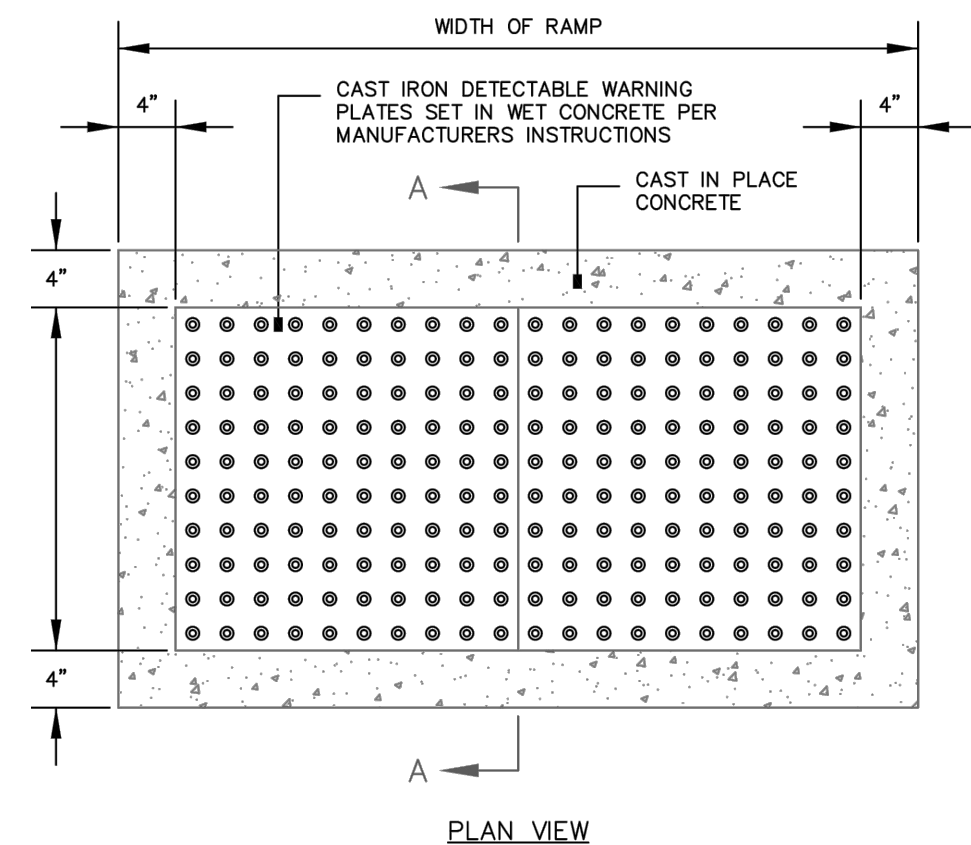
Space Use and Setbacks: Wall Setbacks: For racks set parallel to a wall: Minimum: 24" recommended: 36" For racks set perpendicular to a wall: Minimum: 25" recommended: 42" Distance Between Racks: Minimum: 24" recommended: 36" Street Setbacks: Minimum: 24" recommended: 36"

www.dero.com 1-800-688-4911

**C** BICYCLE RACK SPECIFICATION - DOWNTOWN RACK  
N.T.S.

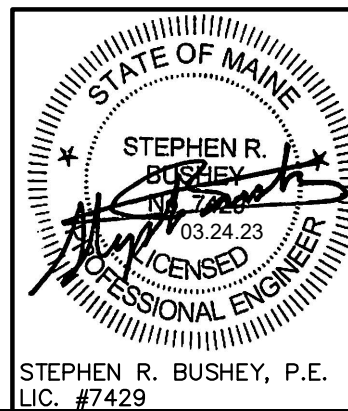


**F** VERTICAL GRANITE CURB INSTALLATION IN EXIST. STREETS  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



**H** SIDEWALK RAMP DETECTABLE WARNING PANEL  
N.T.S.  
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



STEPHEN R. BUSHEY, P.E.  
LIC. #7429

|                                                                                                                                                                                                     |                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Design: SRB                                                                                                                                                                                         | Draft: CDD      | Date: JAN. 2022 |
| Checked: SRB                                                                                                                                                                                        | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-DETAILS.dwg                                                                                                                                                                         |                 |                 |
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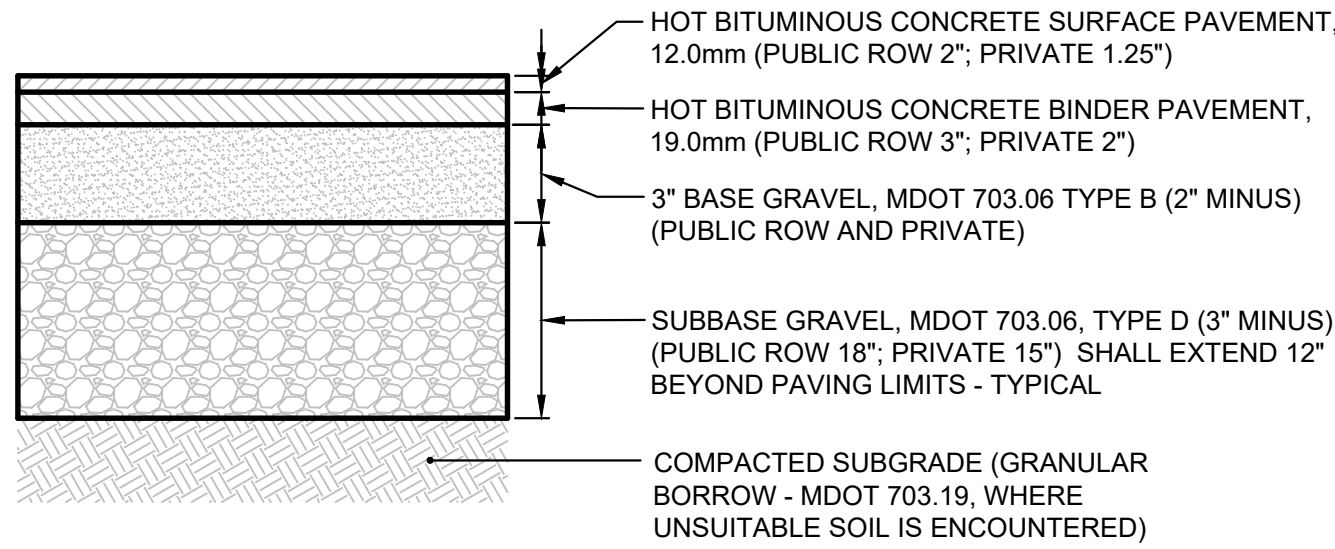
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207.772.2515  
300 Southborough Drive - Suite 200  
South Portland, ME 04106

|               |                                                                     |
|---------------|---------------------------------------------------------------------|
| Drawing Name: | SITE DETAILS                                                        |
| Project:      | Commercial Office Building<br>Thames Street, Portland, Maine        |
| Client:       | 144 Fore Street, OZ, LLC<br>PO Box 910, Westbrook, Maine 04098-0910 |

|             |
|-------------|
| Drawing No. |
| C-6.0       |



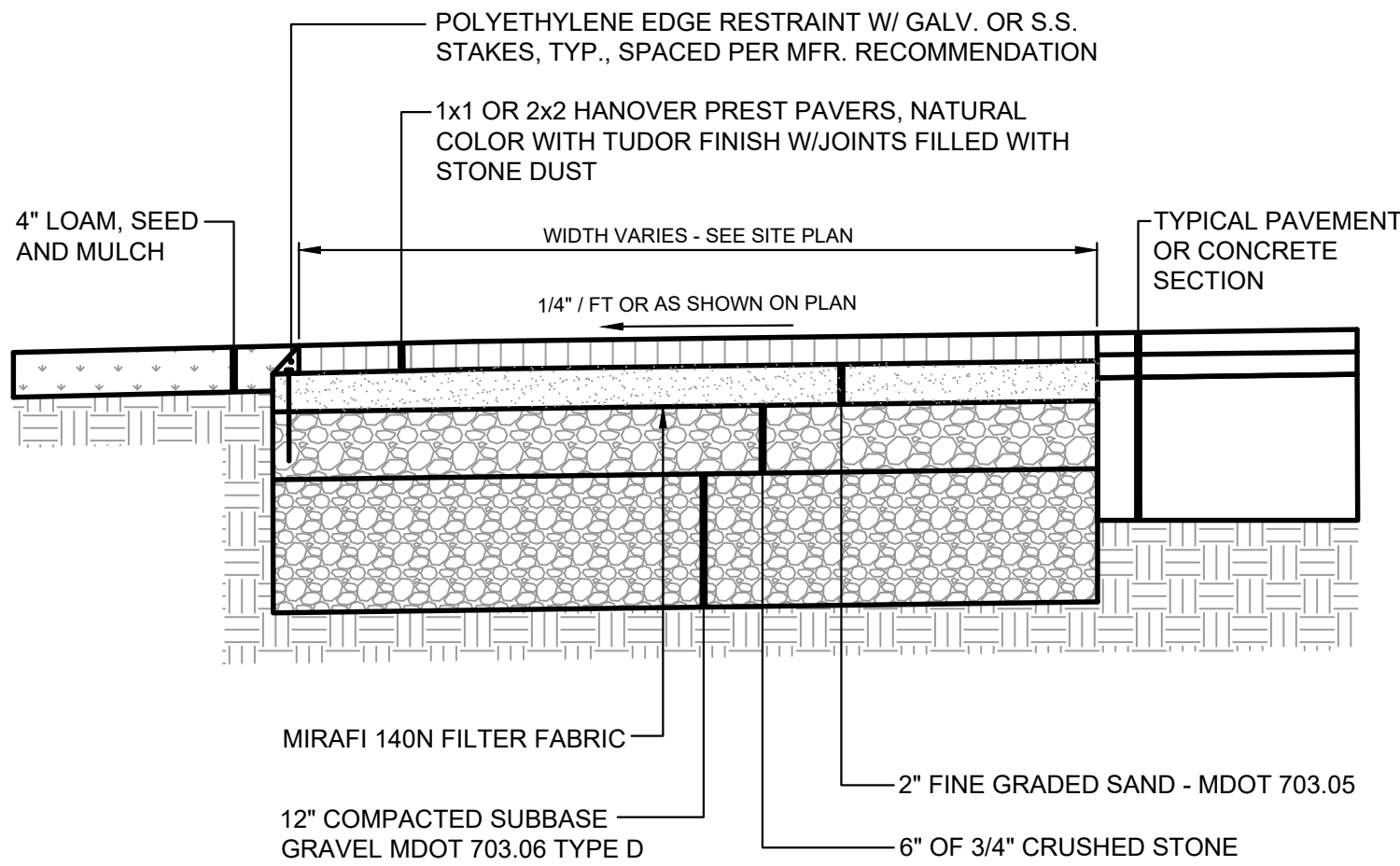
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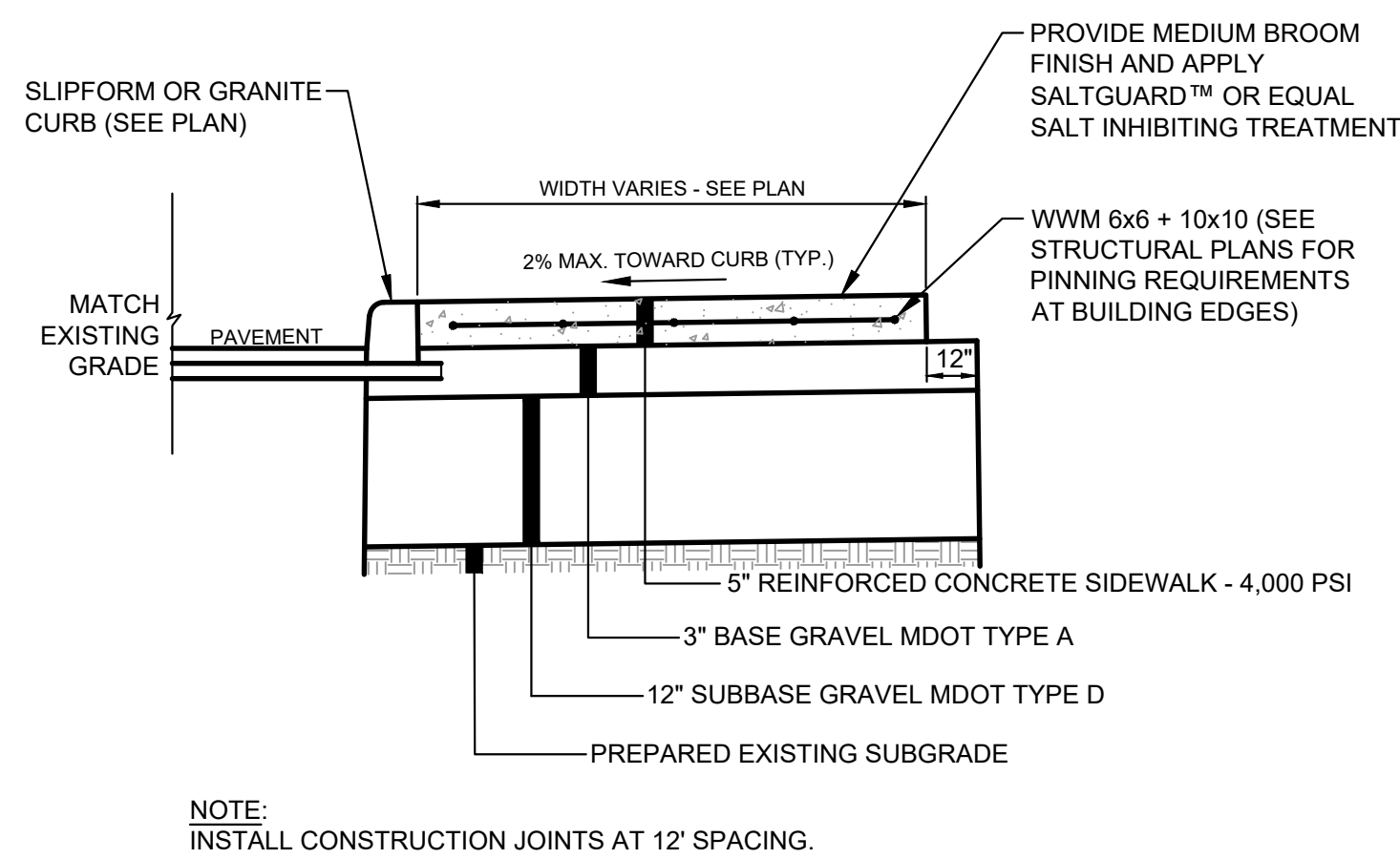
NOTES:

1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION AND/OR CITY OF PORTLAND TECHNICAL STANDARD, WHICHEVER IS MORE STRINGENT. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND THE GEOTECHNICAL REPORT.

**A BITUMINOUS CONCRETE PAVEMENT SECTION**  
N.T.S.

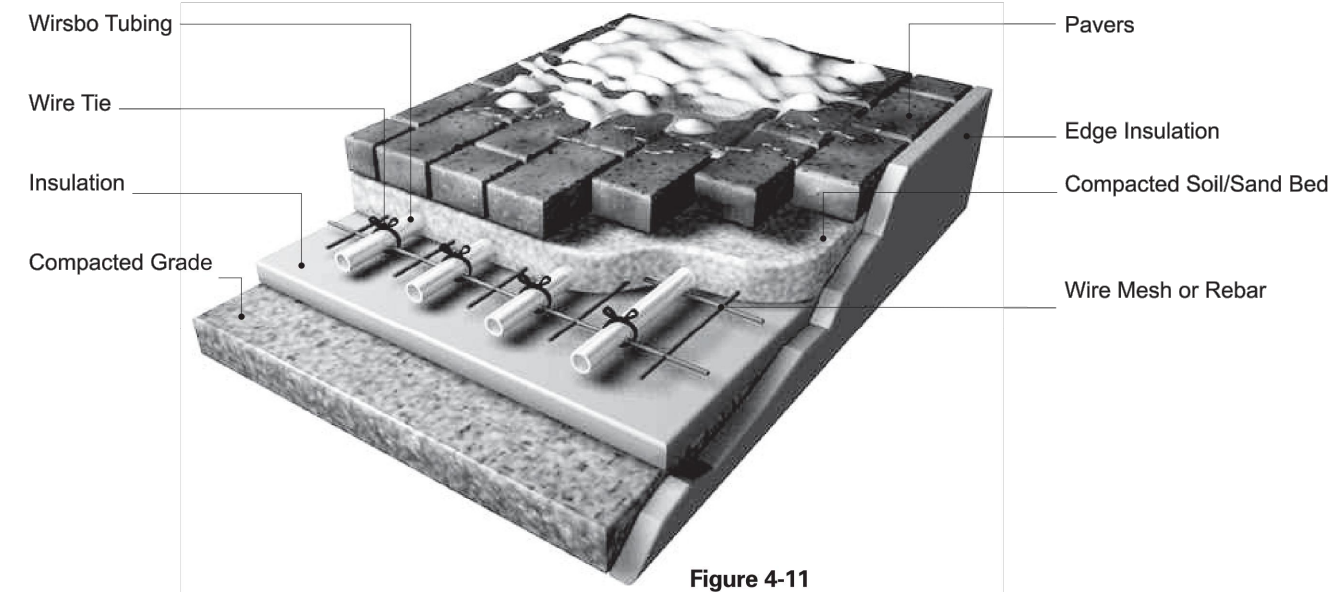


**B TYPICAL PAVER DETAIL**  
N.T.S.



**C CONCRETE SIDEWALK DETAIL**  
N.T.S.

Chapter 4 — Installation Methods



**Pavers Over a Compactable Soil/Sand Bed**

**Application**

This method is for designs with light vertical load requirements. With insulation, the heated area is isolated from high movement of energy from the system to the surrounding frozen soil. Response time is fairly quick and even faster if the system is idled.

**Where Used**

This installation is applicable to the following applications.

- Sidewalks
- Driveways
- Low-density roads

**How to Install**

There are two ways to install the tubing over the high-density insulation. As shown in **Figure 4-11**, secure the tubing to the wire mesh or rebar which has been placed over the high-density insulation board. In the alternative method, secure the tubing to the high-density insulation using Wirbo plastic staples with the manual stapler.

Install vertical insulation along the entire edge down to the depth of the horizontal insulation. The insulation creates a thermal break between the heated area and the frozen ground.

After installing the tubing, cover with a compactable soil/sand bed (typically 2 to 3 inches) prior to applying pavers or bricks.

**What to Look For**

- Make sure the base material is properly compacted as specified by the project engineer.
- Verify whether a high water table or moist soil conditions exist within 8 to 10 vertical feet of the snow and ice melting system. If found, isolate the system from the moisture.
- Using approved insulation with vertical compressive strength is critical. Consult with the insulation manufacturer or project engineer for recommendations.
- Supply water temperatures for this application should be no higher than 150°F.

**Control Strategy**

Use the semi- or fully automatic strategy for this installation method.

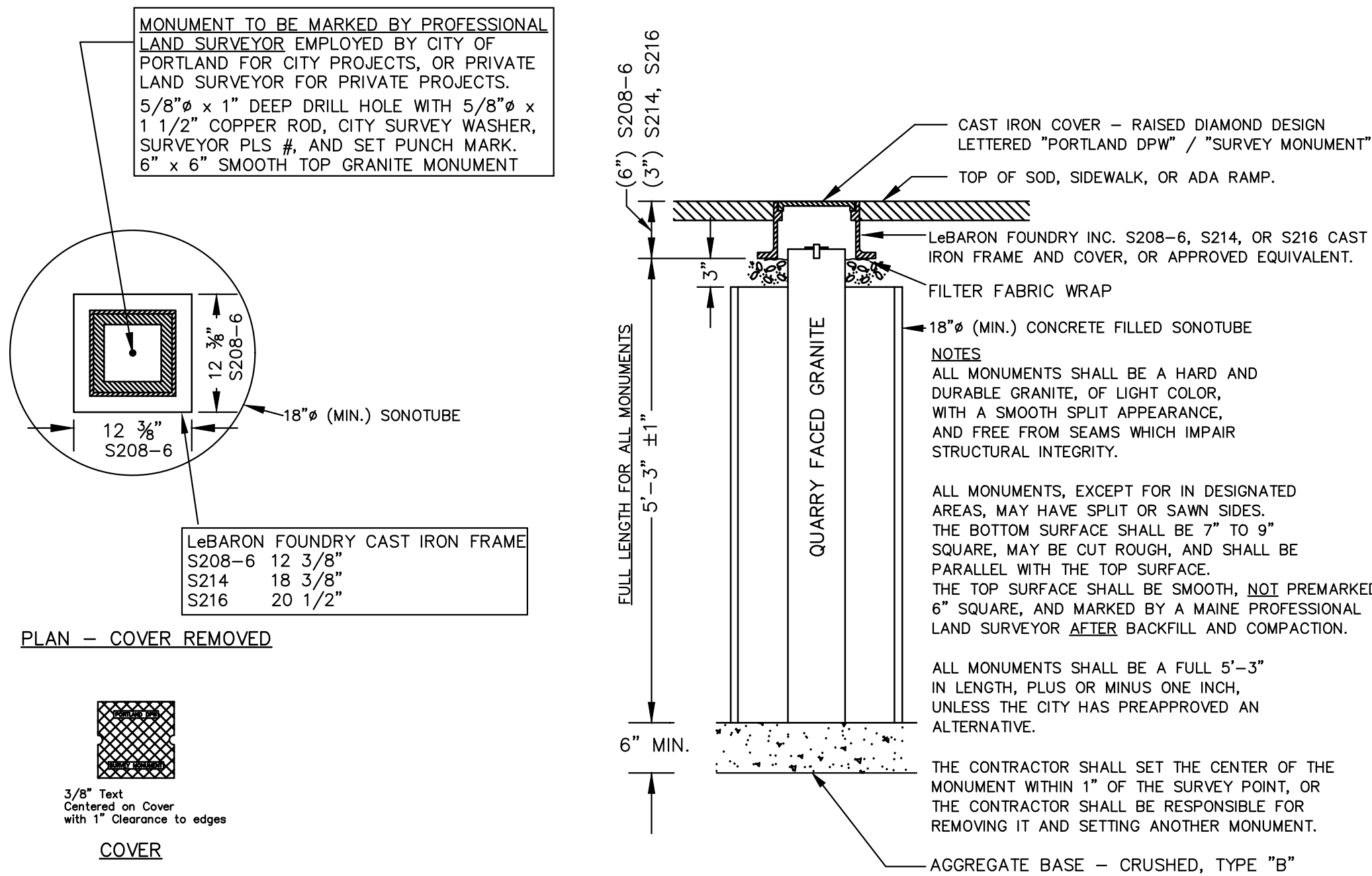
**NOTE:**

SNOWMELT SYSTEM INSTALLATION TO BE COORDINATED WITH MEP PLANS AND CITY OF PORTLAND PUBLIC WORKS (WHEN SYSTEM IS IN THE R.O.W.).

WIRBSO  
Life-Span Computer Systems

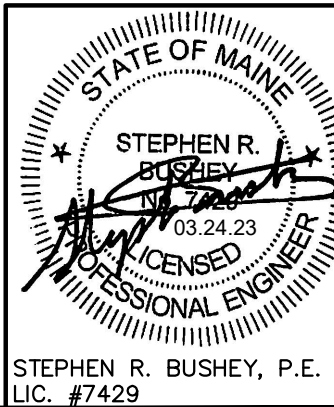
27

**D SNOWMELT PAVER DETAIL (LOCATIONS T.B.D.) (BID ALT.)**  
N.T.S.



**E GRANITE STREET MONUMENT DETAIL**  
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



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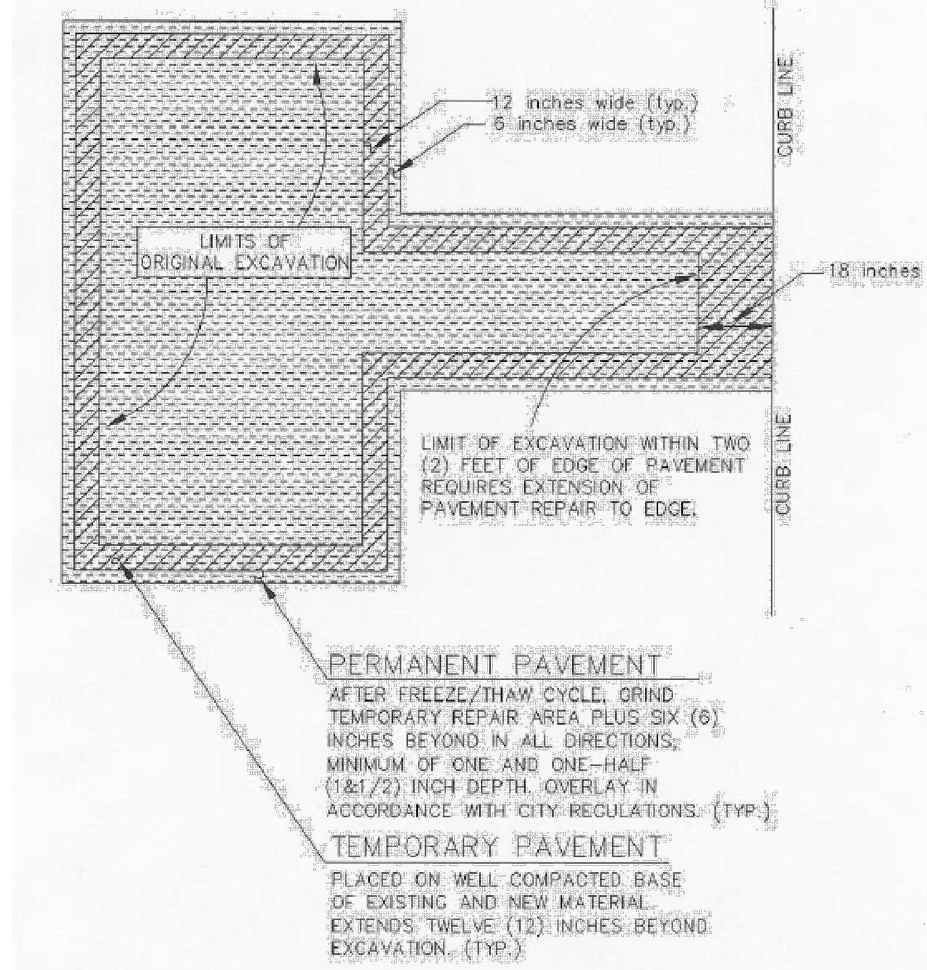
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Project: **Commercial Office Building**  
Thames Street, Portland, Maine  
Client: **144 Fore Street, OZ, LLC**  
PO Box 910, Westbrook, Maine 04098-0910

Drawing No.

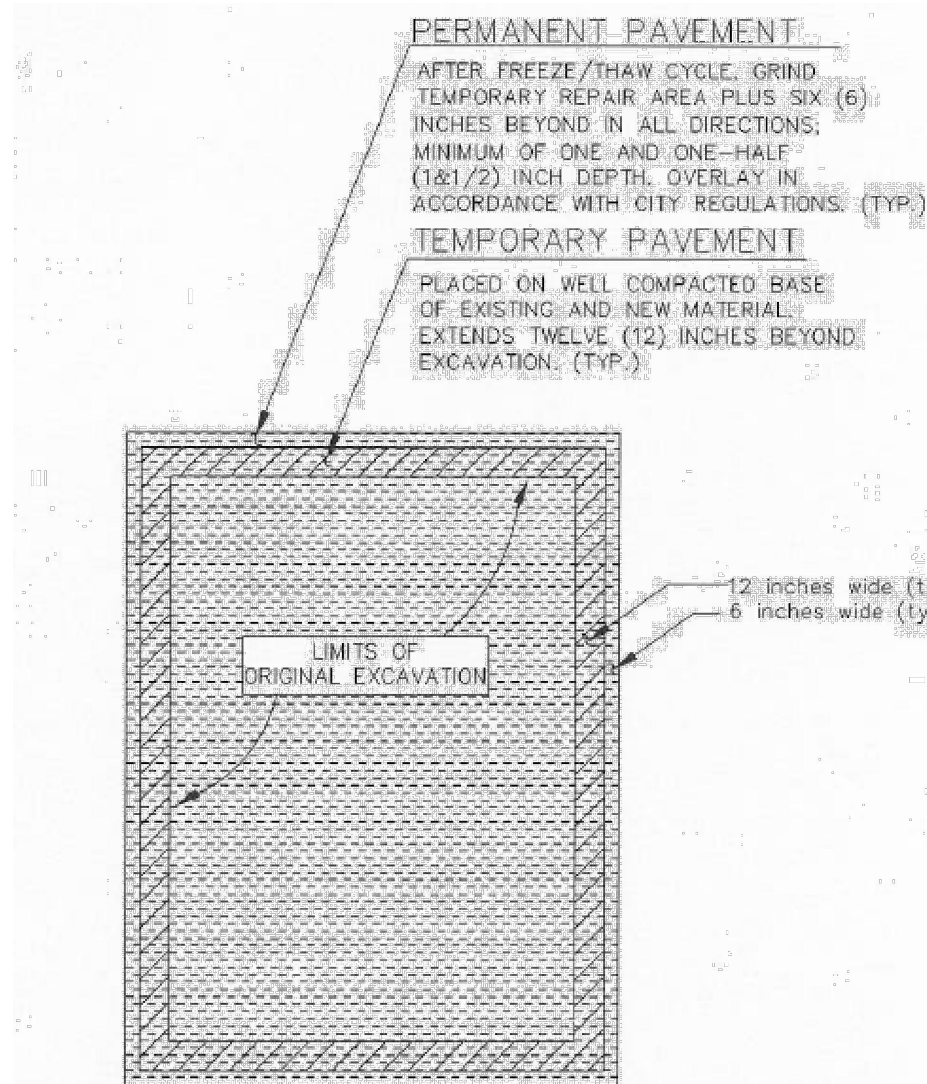
C-6.1



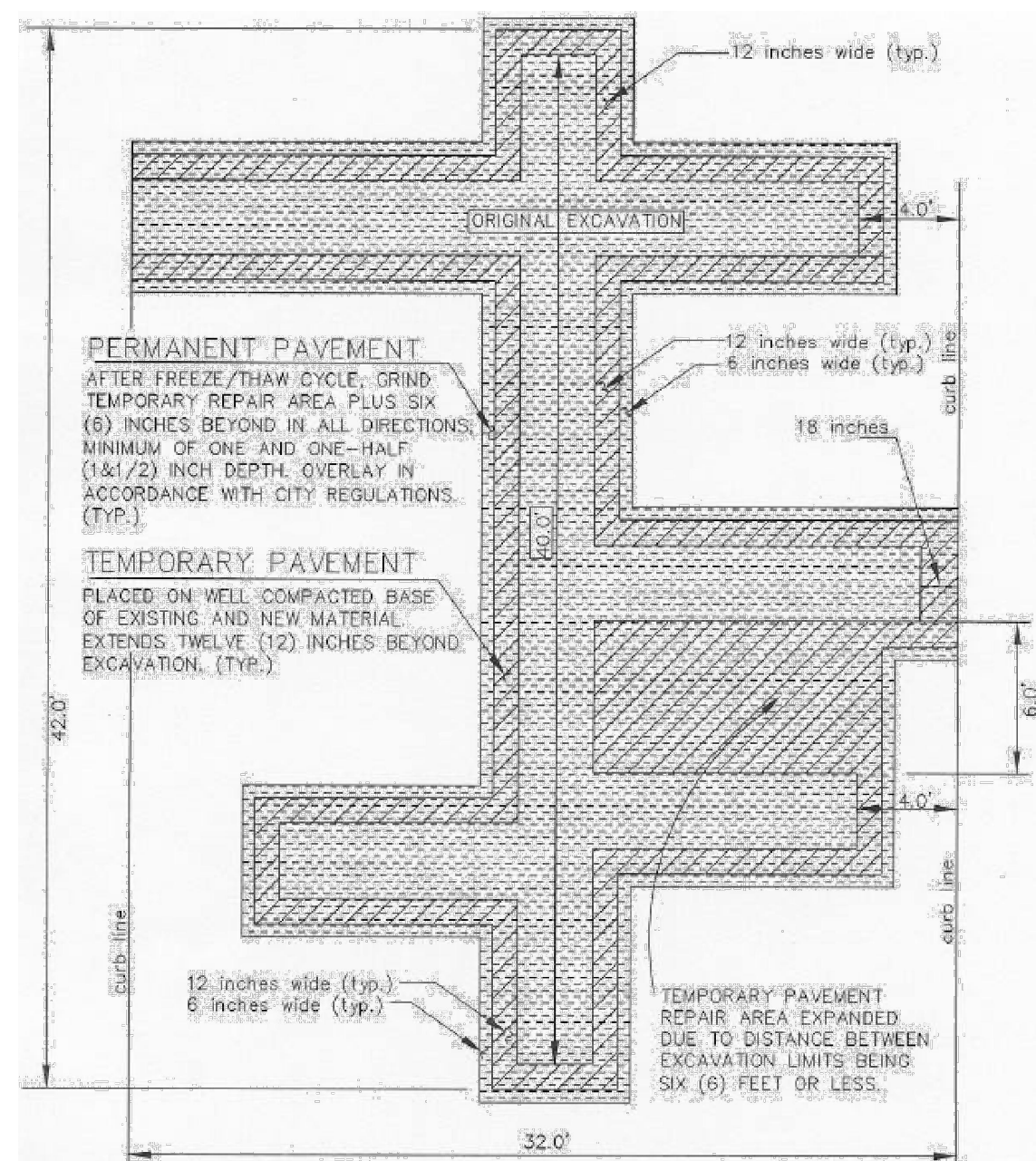
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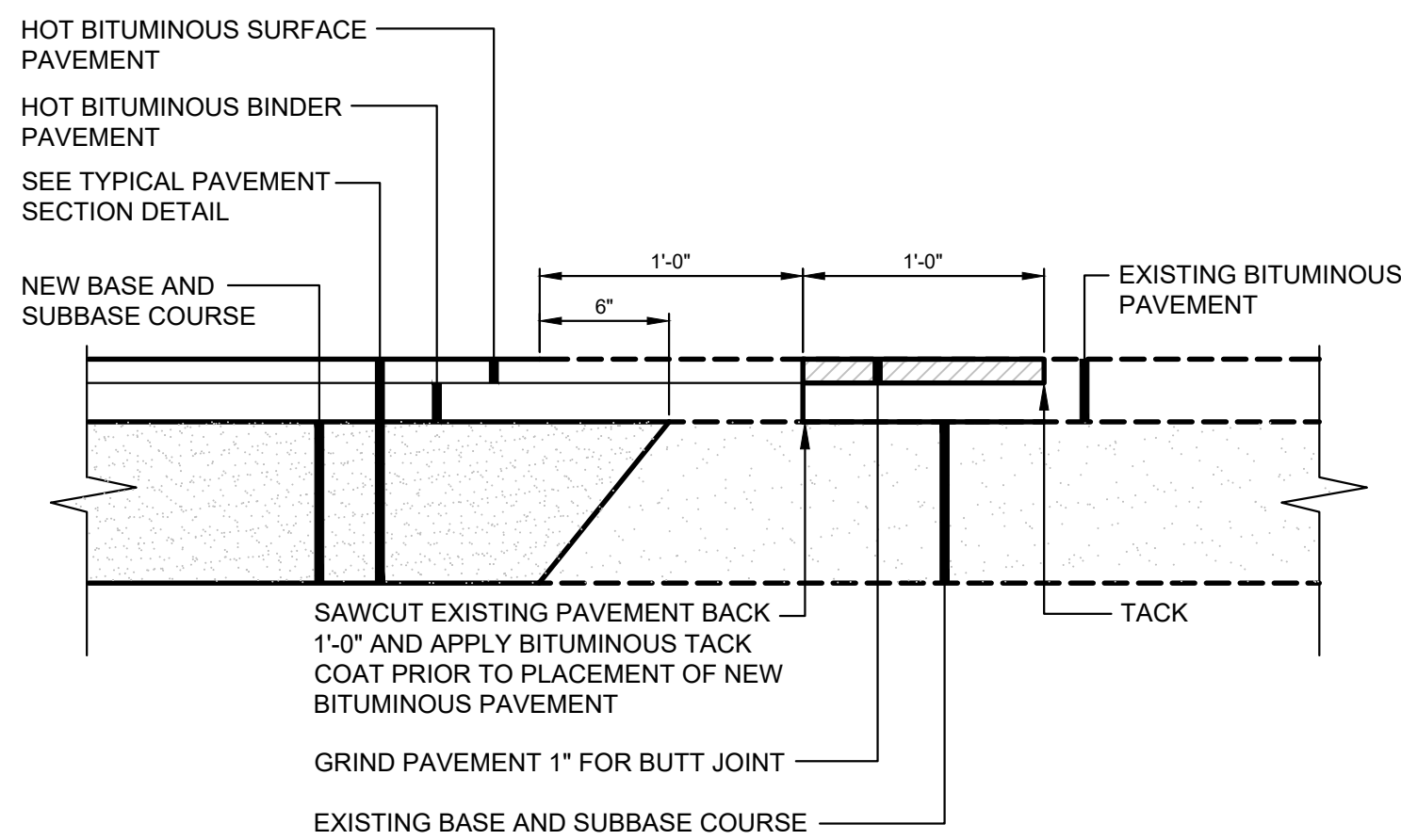
**A** PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR  
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



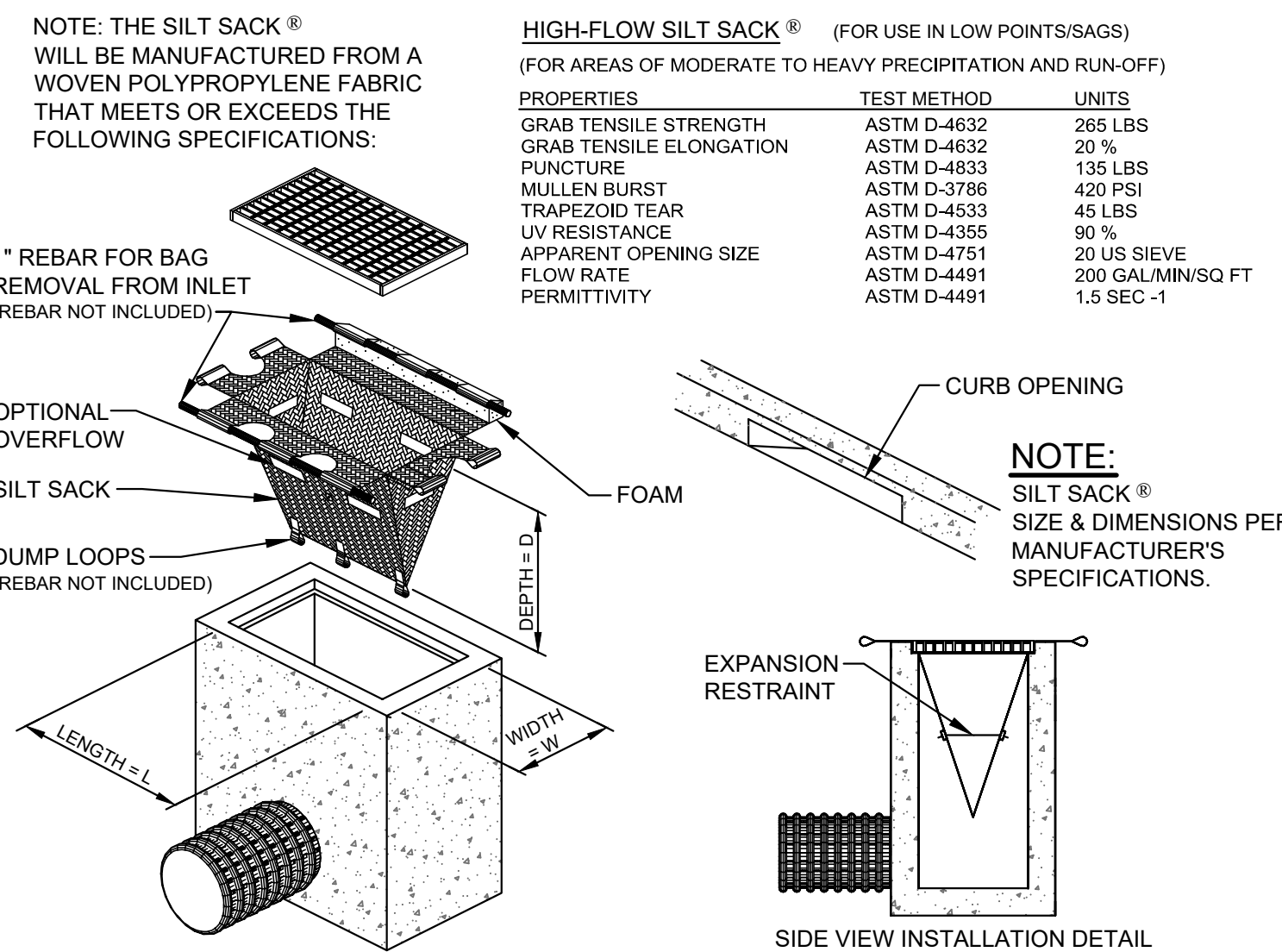
**B** PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR  
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



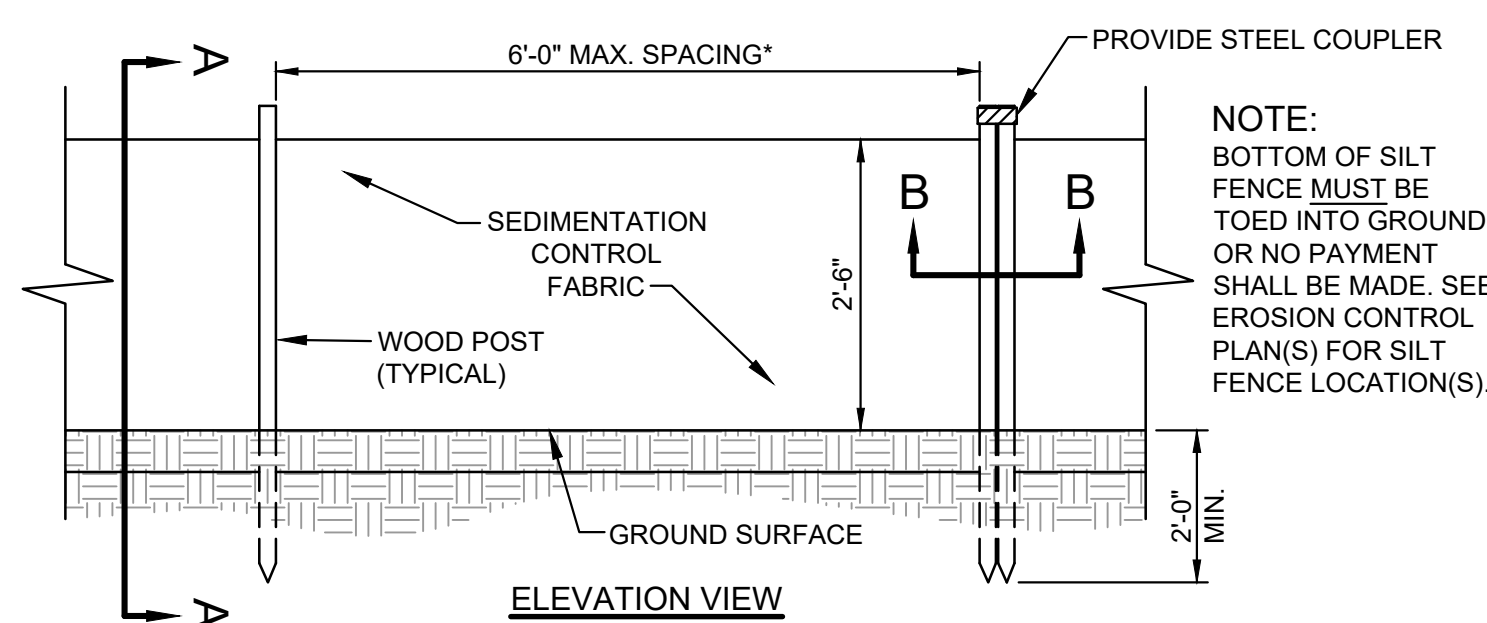
**C** PLAN VIEW OF MAJOR EXCAVATION PAVEMENT REPAIR  
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



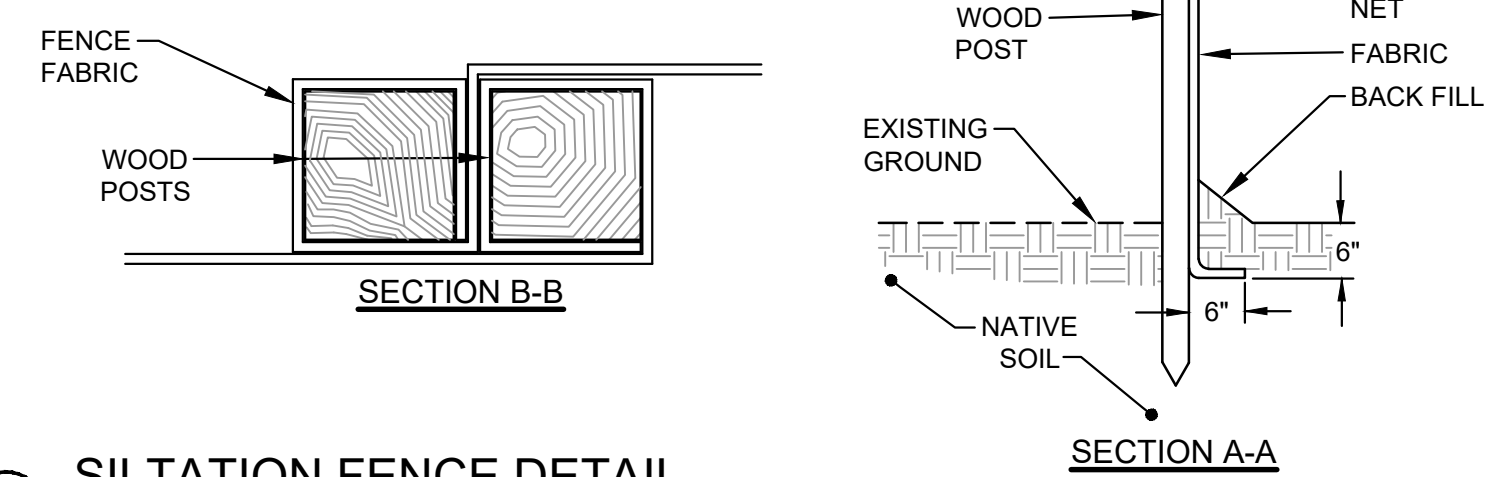
**E** PAVEMENT SAWCUT DETAIL  
N.T.S.



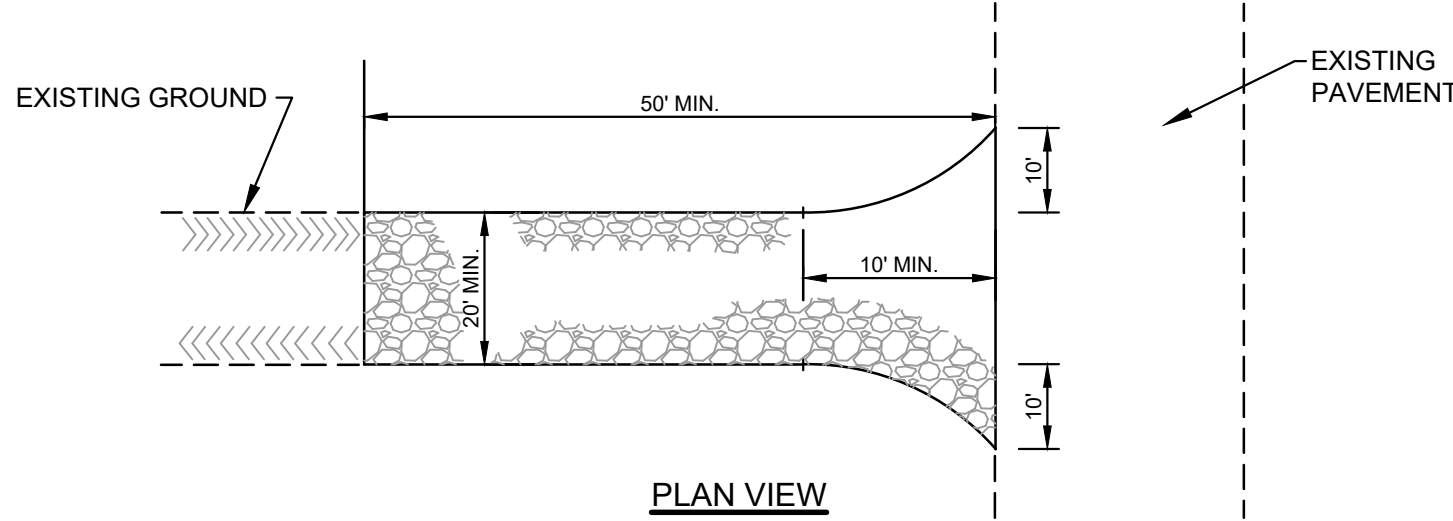
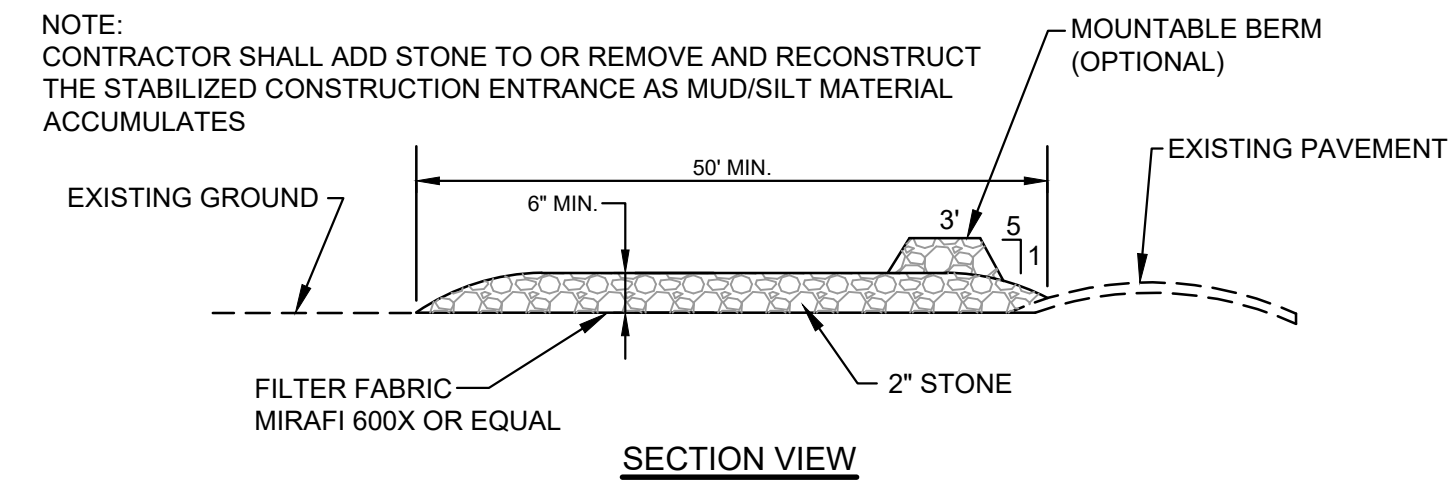
**F** SILT SACK ® DETAIL & SPECIFICATIONS  
N.T.S.



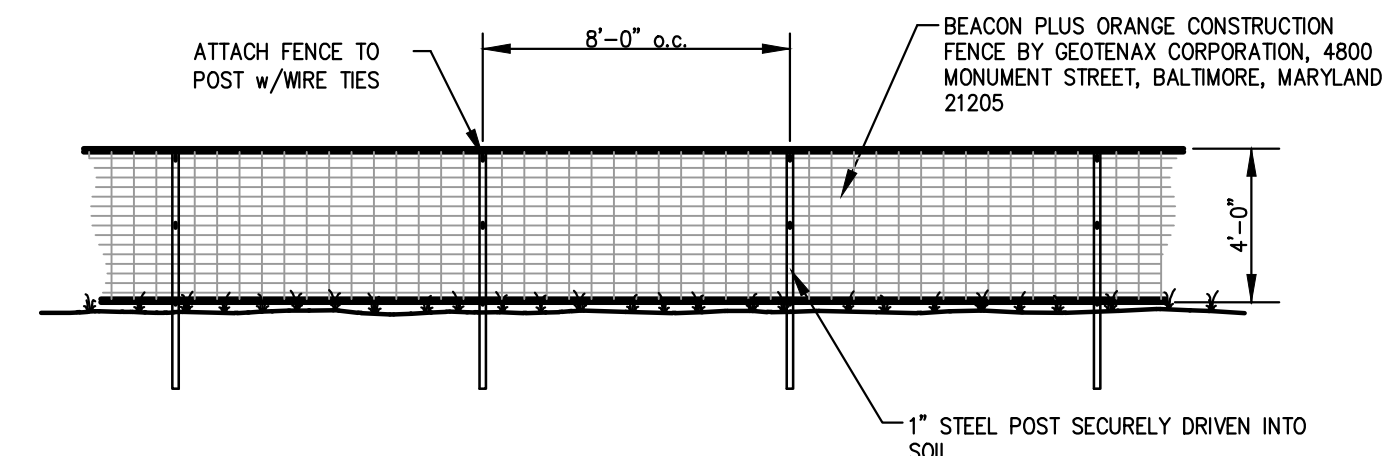
\*NOTE: THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6', UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT, A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



**G** SILTATION FENCE DETAIL  
N.T.S.



**H** STABILIZED CONSTRUCTION ENTRANCE DETAIL  
N.T.S.



**I** ORANGE CONSTRUCTION FENCE DETAIL  
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE  
STEPHEN R. BUSHEY, P.E.  
03.24.23  
LICENSED PROFESSIONAL ENGINEER  
STEPHEN R. BUSHEY, P.E.  
LIC. #7429

Design: SRB Draft: CDD Date: JAN. 2022  
Checked: SRB Scale: AS NOTED Job No.: 3924  
File Name: 3924-DETAILS.dwg

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Drawing Name: SITE & MISCELLANEOUS DETAILS  
Project: Commercial Office Building  
Thames Street, Portland, Maine  
Client: 144 Fore Street, OZ, LLC  
PO Box 910, Westbrook, Maine 04098-0910

Drawing No.  
C-6.2



### METHOD 1 – EXISTING PIPE INTO NEW STRUCTURE

METHOD 2 – NEW CONSTRUCTION

## PLASTIC PIPE CONNECTION METHODS 1 & 2

N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

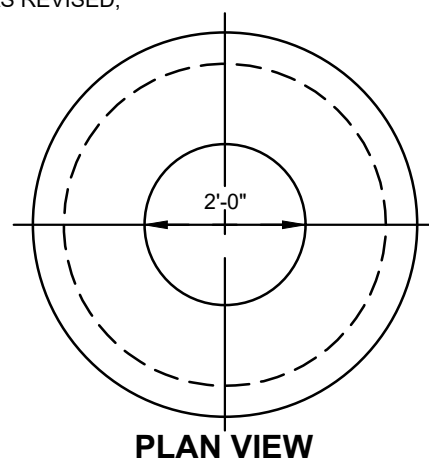
Ⓟ WATER SERVICE TRENCH DETAIL

N.T.S.

**NOTE:**  
WHERE DEPTH OF COVER IS NOT SUFFICIENT  
TO USE CONCENTRIC OR TRUNCATED CONE, A  
FLAT TOP MAY BE USED.

4'-0" PRECAST CATCH BASIN

N.T.S.



### PLAN VIEW

NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR CITY REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION. DIMENSION **B** SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE TO BE PLACED UNDER THE PIPE; BUT IN ALL CASES DIMENSION **B** SHALL BE AT LEAST 9". DIMENSION **A** IS THE MAXIMUM WIDTH ALLOWED FOR GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION **A** SHALL BE BASED ON THE MAXIMUM DIAMETER **D**, AS SET FORTH IN THE FOLLOWING TABLE:

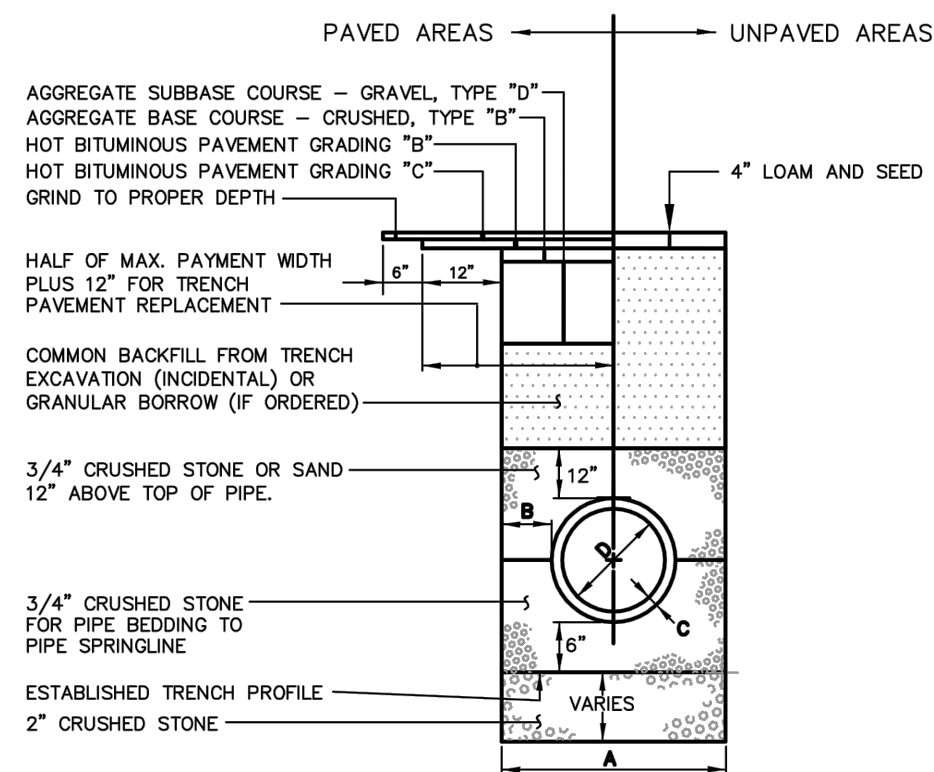
| PIPE DIAMETER, D<br>(INCHES) | MAX. TRENCH WIDTH<br>(FEET) |   |   |     |
|------------------------------|-----------------------------|---|---|-----|
| 4                            | —                           | — | — | 4.0 |
| 6                            |                             |   |   | 4.0 |
| 8                            |                             |   |   | 4.0 |
| 10                           |                             |   |   | 4.0 |
| 12                           |                             |   |   | 5.0 |
| 15                           |                             |   |   | 5.0 |
| 18                           | —                           | — | — | 5.0 |
| 21                           |                             |   |   | 5.0 |
| 24                           |                             |   |   | 6.0 |
| 27                           |                             |   |   | 6.0 |
| 30                           |                             |   |   | 6.0 |
| 36                           | —                           | — | — | 6.0 |
| 42                           |                             |   |   | 7.0 |
| 48                           |                             |   |   | 7.0 |

## TYPICAL PIPE TRENCH INSTALLATION AND NOTES

N.T.S.

NOTES:  
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE  
DETERMINED BY STREET CLASSIFICATION.

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED  
IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES..

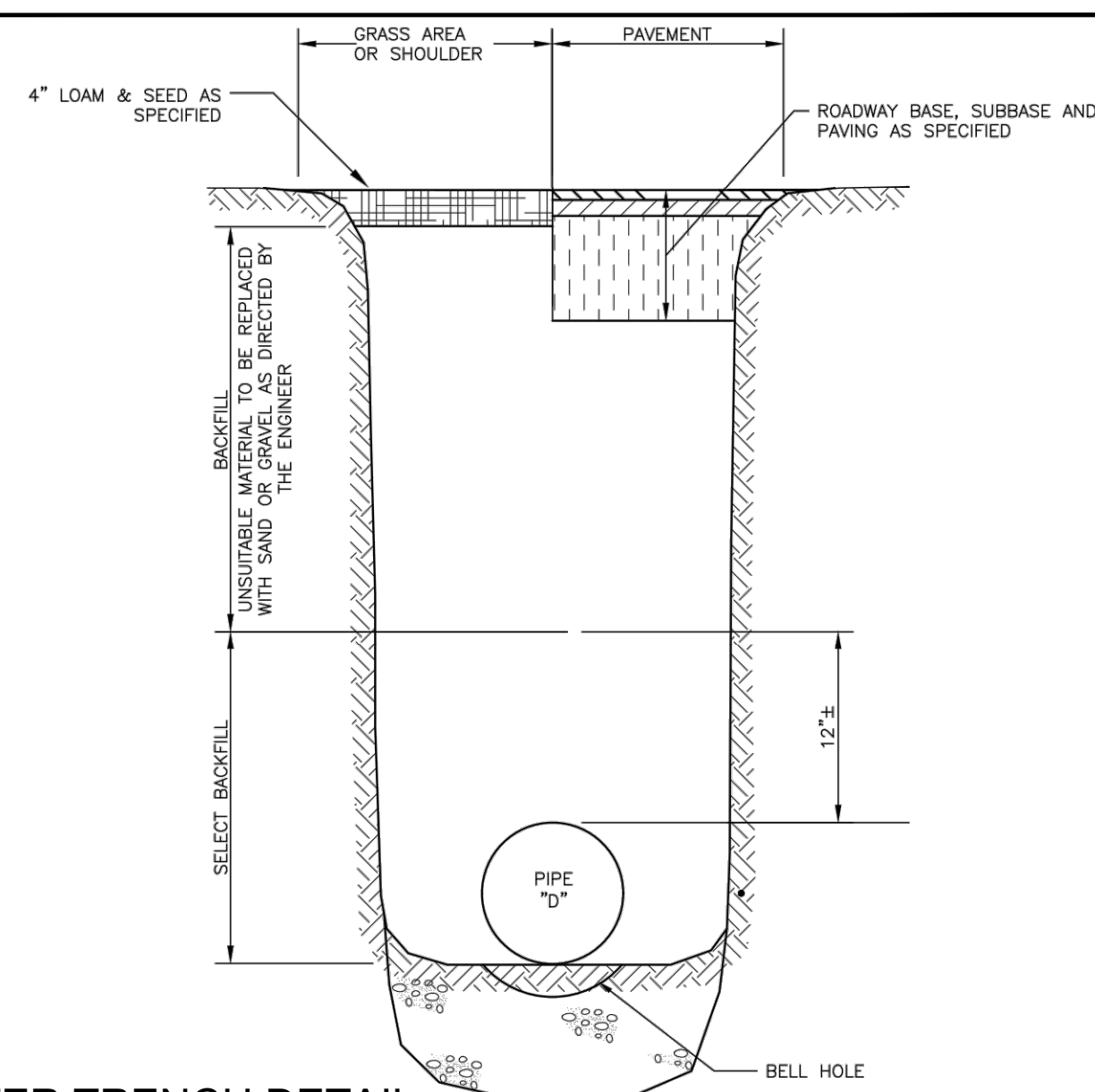


AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTE:  
GAS LINE TO BE INSTALLED BY OTHERS. SITE CONTRACTOR IS RESPONSIBLE FOR EXCAVATION AND BACKFILL OF THE GAS LINE AND PLACEMENT OF THE WARNING TAPES AND TRACER.

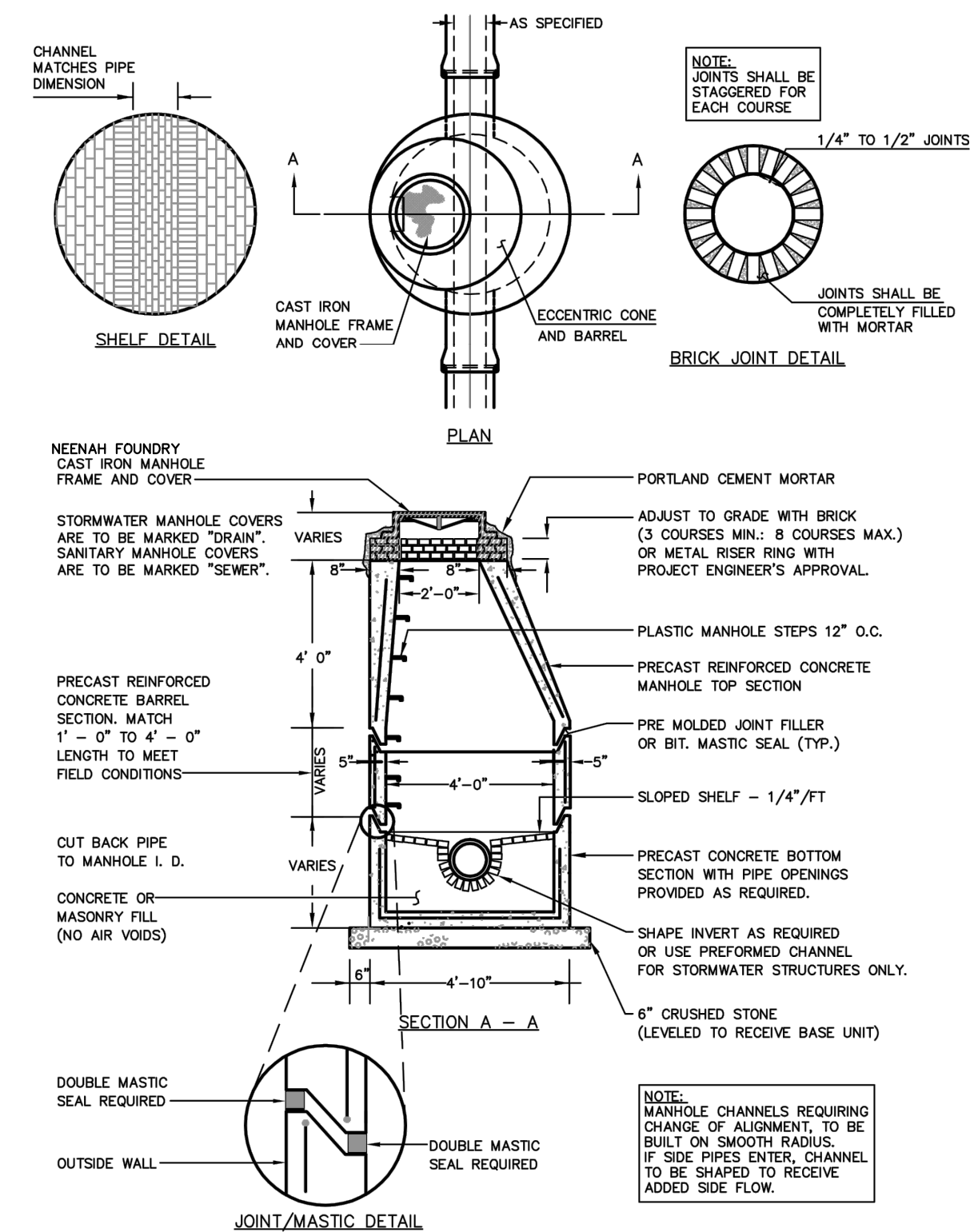
⑤ GAS SERVICE TRENCH SECTION

N.T.S.



TYPICAL WATER TRENCH DETAIL

NTS



② PRECAST CONCRETE MANHOLE

NTS

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

|      |      |          |
|------|------|----------|
|      |      |          |
| Rev. | Date | Revision |

|      |            |                                     |
|------|------------|-------------------------------------|
|      |            |                                     |
| 1    | 2023.03.24 | MAJOR SITE PLAN APPLICATION TO CITY |
| Rev. | Date       | Revision                            |

|                             |                 |                 |
|-----------------------------|-----------------|-----------------|
| Design: SRB                 | Draft: CDD      | Date: JAN. 2022 |
| Checked: SRB                | Scale: AS NOTED | Job No.: 3924   |
| File Name: 3924-DETAILS.dwg |                 |                 |

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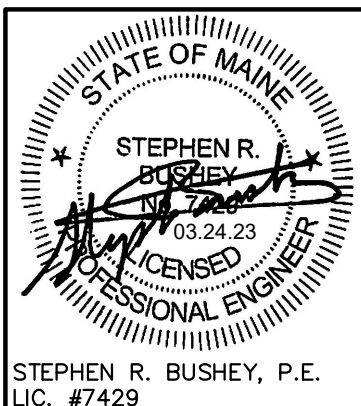


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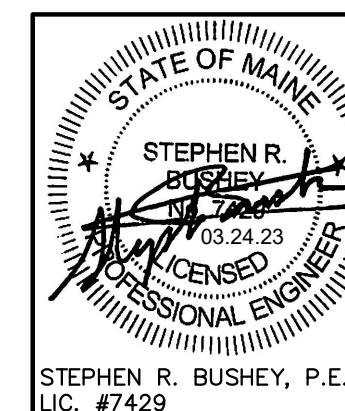
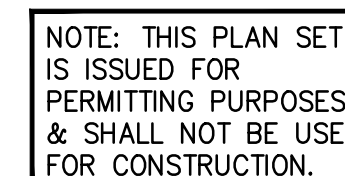
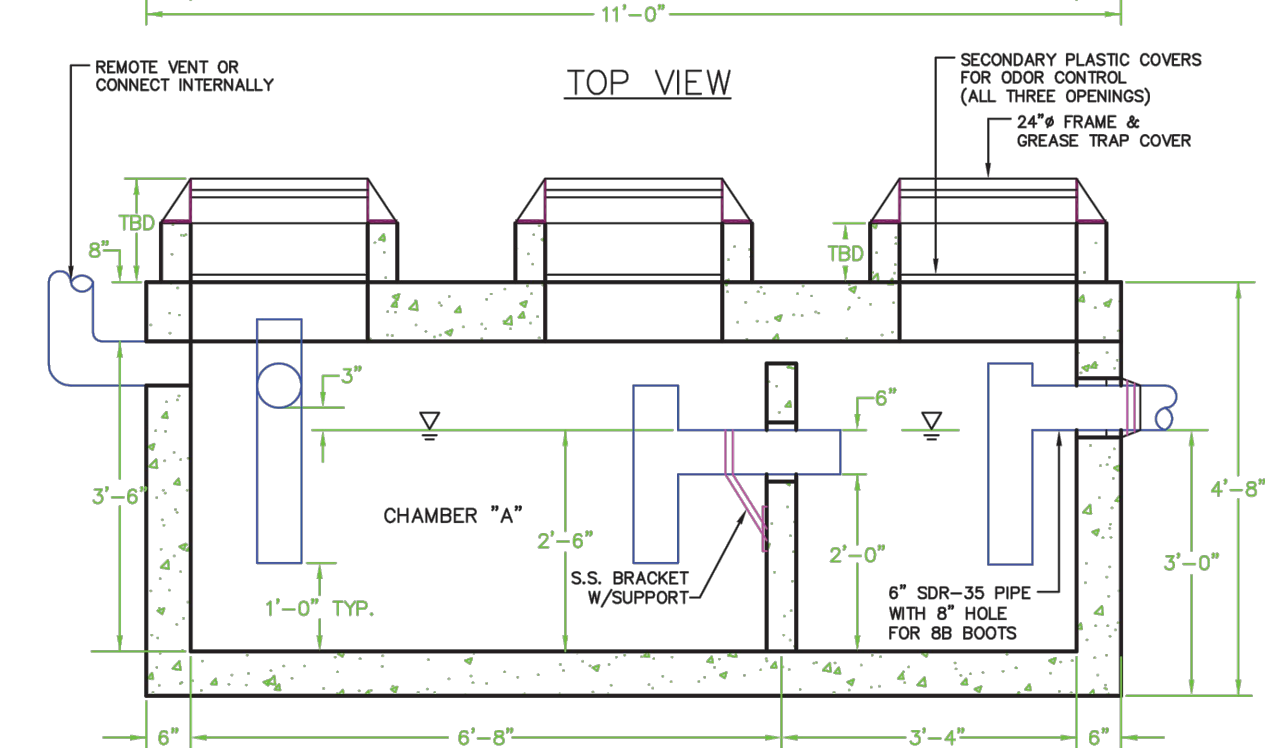
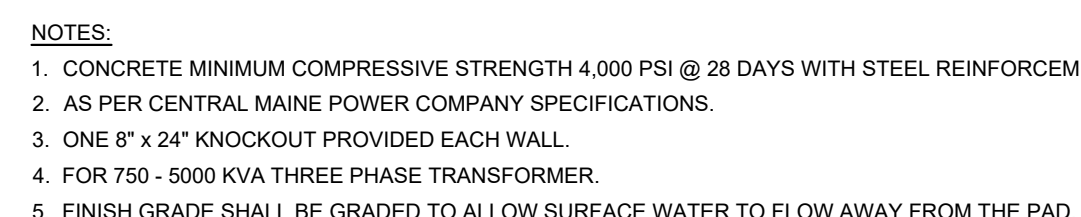
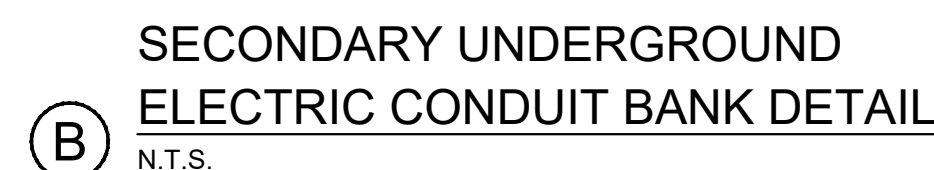
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| Drawing Name: | STORM DRAIN & UTILITY DETAILS                                              |
| Project:      | <b>Commercial Office Building</b><br>Thames Street, Portland, Maine        |
| Client:       | <b>144 Fore Street, OZ, LLC</b><br>PO Box 910, Westbrook, Maine 04098-0910 |

Drawing No.

C-6.3



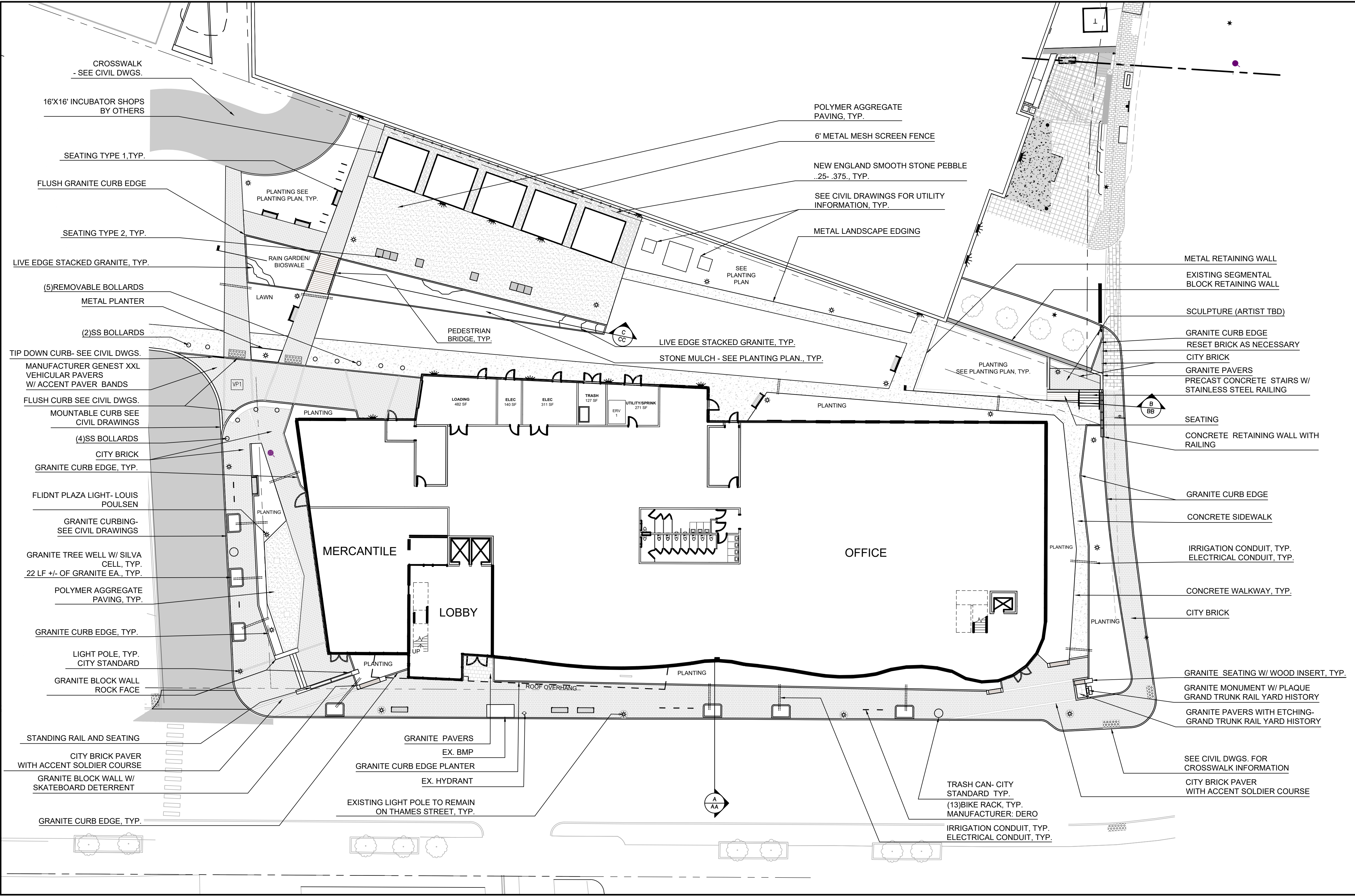






LAYOUT NOTES

1. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
3. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OF OR INSTALLATION OF ANY PART OF THIS WORK. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
4. CONTRACTOR SHALL NOTIFY DIG SAFE (1-888-344-7233) PRIOR TO EXCAVATION.
5. CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS AND SHALL PRESERVE EXISTING VEGETATION.
6. CONTRACTOR SHALL LOAM AND SEED ALL GRADED AND DISTURBED AREAS NOT OTHERWISE IMPROVED.
7. ALL WORK ASSOCIATED WITH THE PROPOSED WATER SERVICE MUST ADHERE TO CITY OF PORTLAND WATER DISTRICT STANDARDS. ALL WORK ASSOCIATED WITH THE PROPOSED SANITARY SEWER LINE MUST ADHERE TO THE CITY OF PORTLAND DEPARTMENT OF WASTEWATER CONTROL STANDARDS.
8. THE CONTRACTOR SHALL BE HELD SOLELY RESPONSIBLE FOR UNDERTAKING THE WORK IN A SAFE AND EFFICIENT MANNER, IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY REGULATIONS. ALL WORK AREAS SHALL BE DELINEATED CLEARLY AND FENCED AS APPROPRIATE TO PREVENT UNAUTHORIZED ACCESS. THE SITE SHALL BE LEFT IN A SAFE, ORDERLY AND TIDY MANNER AT THE END OF EACH WORK DAY.
9. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND PERFORM ALL WORK NECESSARY TO REGULATE TRAFFIC IN THE AREA OF THE SITE, AND SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO AND FROM PUBLIC AND PRIVATE PROPERTIES AND RIGHTS OF WAY DURING CONSTRUCTION.



Prepared For:  
144 FORE STREET, OZ, LLC  
PO BOX 910  
Westbrook, Me 04098-0910

Prepared By:  
**Mitchell & Associates**  
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Portland, Maine 04101  
P. 207.774.4427

THAMES STREET  
Portland, Maine  
Thames Street

Date:  
MARCH 13, 2023

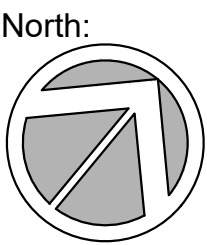
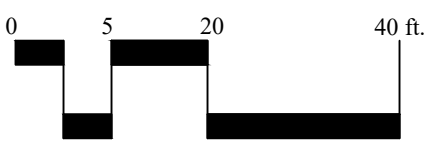
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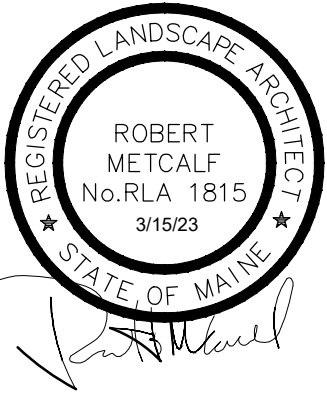
Title: MATERIAL & LIGHTING PLAN

Scale: 1" = 20'-0"



Sheet No.:  
**L1**

| Luminaire Schedule |               |  |       |                                                |                                                                               |
|--------------------|---------------|--|-------|------------------------------------------------|-------------------------------------------------------------------------------|
| Qty                | Manufacturer  |  | Label | Description                                    | Fixture Notes                                                                 |
| 13                 | Bega          |  | BW    | 24374_K3                                       | -                                                                             |
| 5                  | Bega          |  | BW1   | 22261_K3                                       | -                                                                             |
| 11                 | Louis Poulsen |  | FP1   | FLINDT PLAZA - LED/3000k-500LUMEN-35DEG-LOUVER | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 16                 | Louis Poulsen |  | FP2   | FLINDT PLAZA -LED/3000k-600LUMEN-35DEG-LOUVER  | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 13                 | Louis Poulsen |  | FP3   | FLINDT PLAZA-LED/3000k-700LUMEN-35DEG-LOUVER   | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 5                  | City Standard |  | X-8B  | GELB3 P10 40K XXXXX SC3                        |                                                                               |
| 3                  | City Standard |  | XC-7  | ESL2 P10S 30K XX TG3                           |                                                                               |



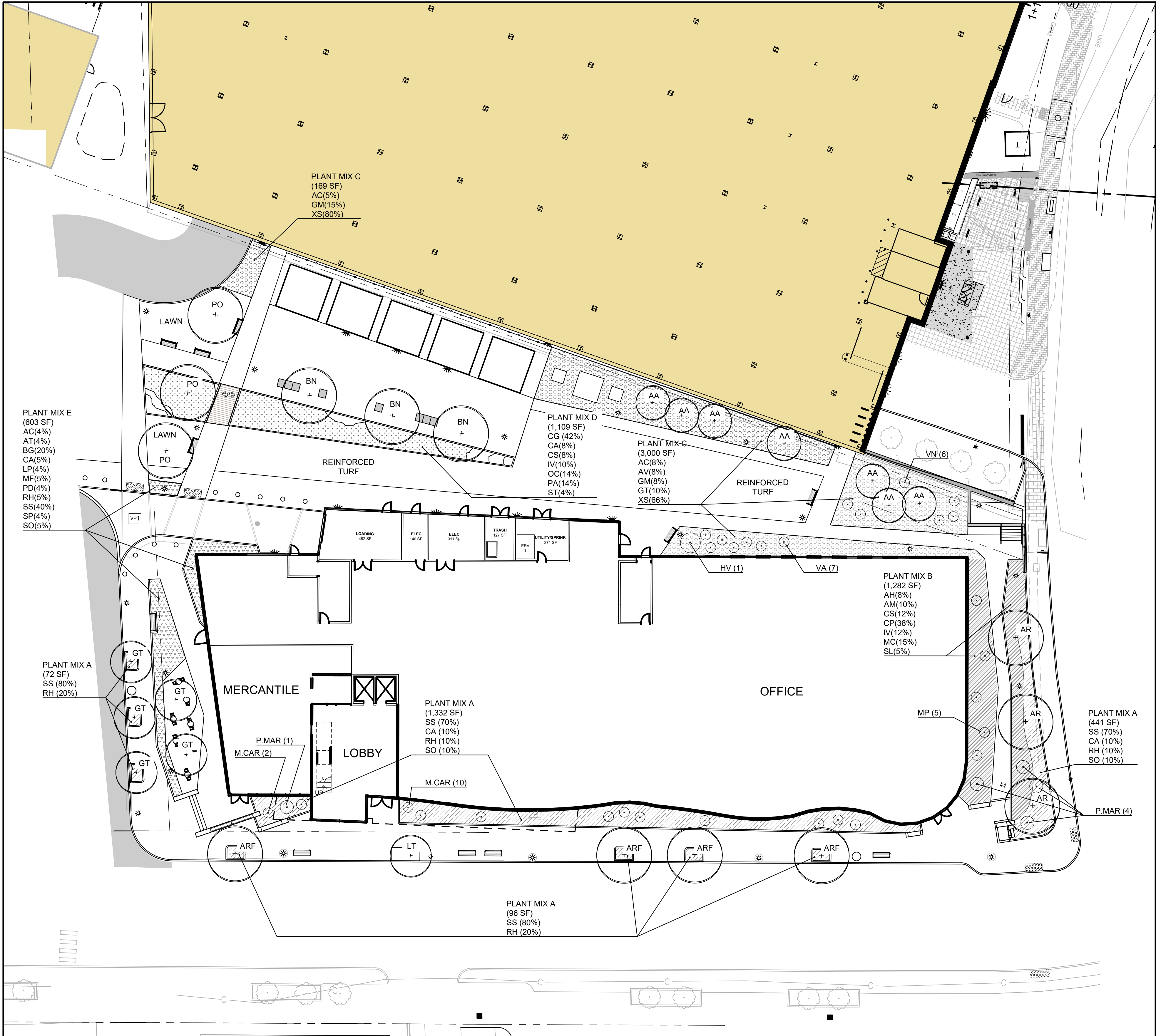


GENERAL PLANT NOTES

1. CALL DIG-SAFE (1-888-344-7233) PRIOR TO BEGINNING WORK. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO OWNER.
2. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS PRIOR TO CONSTRUCTION BIDDING.
3. DO NOT SCALE FROM DRAWINGS. ANY OMISSIONS IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
4. PROVIDE SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING CONDITIONS.
5. CONTRACTOR SHALL FURNISH AND PLACE 18 INCHES OF LOAM IN ALL SHRUB BEDS, 30 INCHES IN ALL TREE PITS, AND 6 INCHES UNDER ALL TURF AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
6. ALL PLANT MATERIAL INSTALLED SHALL MEET THE SPECIFICATIONS OF "AMERICAN STANDARDS FOR NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN" LATEST EDITION.
7. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE FROM THE OWNER.
9. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
10. EXISTING TREES TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
11. ALL SHRUB BEDS AND TREE PITS SHALL BE MULCHED WITH 3" CLEAN SHREDDED BLACK MULCH (DO NOT EXCEED 3" DEPTH).
12. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY, OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION ON SITE.
13. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR GROUND COVER AND PERENNIAL BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL TURF PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
14. DAMAGE TO EXISTING SITE IMPROVEMENTS DURING INSTALLATION OF LANDSCAPE MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
15. PROVIDE SLOW-RELEASE WATER BAGS ON ALL NEW TREE PLANTINGS AT THE TIME OF PLANTING. WATER ALL TREES TWICE A WEEK IN THE SPRING, SUMMER AND FALL OF FIRST YEAR OF PLANTINGS.
16. LANDSCAPE ARCHITECT SHALL BE CONTACTED BY THE LANDSCAPE CONTRACTOR PRIOR TO PLANTING OF TREES AND SHRUBS TO CONDUCT A SITE VISIT TO INSPECT THE PLANT MATERIAL.
17. MAINTAIN 4 FT CLEAR MOW STRIP AT EDGE OF PAVEMENT - WHEN PLANTING, OFFSET 4 FT MINIMUM BETWEEN ANTICIPATED MATURE SIZE OF SHRUB OR TREE SPECIES AND PAVEMENT EDGE.

PLANT LIST

| TREES                                  |                                                  |                                    |      |             |          |                                   |
|----------------------------------------|--------------------------------------------------|------------------------------------|------|-------------|----------|-----------------------------------|
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| AA                                     | <i>Amanchier alnifolia</i> 'Obelisk'             | Standing Ovation Serviceberry      | 7    | 6'-8"       | as shown | columnar species                  |
| AR                                     | <i>Acer rubrum</i>                               | Red Maple                          | 3    | 2.5'-3" cal | as shown | straight native species preferred |
| ARF                                    | <i>Acer rubrum</i> 'Freeman'                     | Freeman's Red Maple                | 4    | 2.5'-3" cal |          |                                   |
| BN                                     | <i>Betula nigra</i> 'Heritage'/'Cully'           | River Birch 'Heritage'/'Cully'     | 3    | 2.5'-3" cal | as shown | single trunk                      |
| GT                                     | <i>Gleditsia triacanthos</i> var. <i>inermis</i> | Street keeper Honey Locust         | 5    | 2.5'-3" cal |          |                                   |
| LT                                     | <i>Liriodendron tulipifera</i> 'Fastigiata'      | Columnar Tulp Tree                 | 1    | 1.75" cal.  |          | Existing BMP tree replacement     |
| PO                                     | <i>Platanus occidentalis</i>                     | American Sycamore                  | 3    | 2.5'-3" cal | as shown | straight native species preferred |
| SHRUBS - Large                         |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| CS                                     | <i>Cornus sericea</i> 'Arctic Fire'              | Red Twig Dogwood 'Arctic Fire'     | 4    | 2-3' H      | 12" OC   |                                   |
| HV                                     | <i>Hammamelis virginiana</i>                     | Common Witchazel                   | 1    | 4-5' H      | as shown | straight native species preferred |
| MC                                     | <i>Morella carolinensis</i>                      | Small Bayberry                     | 12   | 18"-2' H    | as shown | straight native species preferred |
| MP                                     | <i>Myrica pensylvanica</i>                       | Northern Bayberry                  | 5    | 4' H        | 48" OC   | " "                               |
| PM                                     | <i>Prunus maritima</i>                           | Beach Plum                         | 5    | 4'-4.5' H   | as shown | " "                               |
| VA                                     | <i>Viburnum acerifolium</i>                      | Mapleleaf Viburnum                 | 7    | 2-3' H      | 48" OC   | " "                               |
| VN                                     | <i>Viburnum nudum</i>                            | Smooth Withered                    | 6    | 3-3.5' H    | 72" OC   | " "                               |
| PLANT MIX A: Coastal Meadow (1,939 SF) |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| CA                                     | <i>Ceanothus americanus</i>                      | New Jersey Tea                     | 126  | #1 CONT.    | 24" OC   | straight native species preferred |
| RH                                     | <i>Rudbeckia hirta</i>                           | Black-eyed Susan                   | 126  | plug        | 15" OC   | " "                               |
| SS                                     | <i>Schizachryum scoparium</i>                    | Little Bluestem                    | 1098 | plug        | 15" OC   | " "                               |
| SO                                     | <i>Symphoricarum oblongifolium</i>               | Aromatic Aster                     | 126  | plug        | 15" OC   | " "                               |
| PLANT MIX B: Shrub Mosaic (1,282 SF)   |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| AH                                     | <i>Amsonia hubrechtii</i>                        | Hubrecht's Blue Star               | 14   | #2 CONT     | 30" OC   | straight native species preferred |
| AM                                     | <i>Aronia melanocarpa</i> 'Low Scape Hedge'      | Black Chokeberry 'Low Scape Hedge' | 14   | 12-18" H    | 36" OC   |                                   |
| CS                                     | <i>Cornus sericea</i> 'Arctic Fire'              | Red Twig Dogwood 'Arctic Fire'     | 4    | 12-18" H    | 48" OC   |                                   |
| CP                                     | <i>Comptonia peregrina</i>                       | Sweetfern                          | 75   | 12-18" H    | 30" OC   | straight native species preferred |
| IVR                                    | <i>Ilex verticillata</i> 'Red Sprite'            | Winterberry 'Red Sprite'           | 12   | 12-18" H    | 36" OC   | female dwarf cultivar             |
| IVJ                                    | <i>Ilex verticillata</i> 'Jim Dandy'             | Winterberry 'Jim Dandy'            | 2    | 12-18" H    | 36" OC   | male dwarf cultivar               |
| MC                                     | <i>Morella carolinensis</i>                      | Small Bayberry                     | 27   | 12-18" H    | 30" OC   | straight native species preferred |
| SL                                     | <i>Symphoricarum laeve</i>                       | Smooth Blue Aster                  | 14   | 12-18" H    | 24" OC   | straight native species preferred |
| PLANT MIX C: Groundcovers (3,298 SF)   |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| AV                                     | <i>Anemone virginiana</i>                        | Tall Thimbleweed                   | 161  | plug        | 15" OC   | straight native species preferred |
| AC                                     | <i>Aster cordifolius</i>                         | Blue Woodland Aster                | 161  | plug        | 15" OC   | straight native species preferred |
| GM                                     | <i>Geranium maculatum</i>                        | Wild Geranium                      | 161  | plug        | 15" OC   | " "                               |
| GT                                     | <i>Gillenia trifoliata</i>                       | Boman's Root                       | 85   | #1 CONT     | 24" OC   | " "                               |
| XS                                     | <i>Xanthoriza simplicissima</i>                  | Yellowroot                         | 215  | #1 CONT     | 36" OC   | " "                               |
| PLANT MIX D: Bioswale (1,109 SF)       |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| CG                                     | <i>Carex grayii</i>                              | Gray's Sedge                       | 492  | plug        | 12" OC   | straight native species preferred |
| CA                                     | <i>Clethra alnifolia</i> 'Sugartina'             | Summersweet 'Sugartina'            | 8    | #1 CONT     | 36" OC   |                                   |
| CS                                     | <i>Cornus sericea</i> 'Kelsey'                   | Red Twig Dogwood 'Kelsey'          | 8    | #1 CONT     | 36" OC   |                                   |
| IV                                     | <i>Iris versicolor</i>                           | Blue Flag                          | 68   | plug        | 15" OC   | straight native species preferred |
| OC                                     | <i>Osmanthus fragrans</i> 'cinnamomea'           | Cinnamon Fern                      | 33   | plug        | 24" OC   |                                   |
| PA                                     | <i>Packera aurea</i>                             | Golden Grousel                     | 94   | plug        | 15" OC   | " "                               |
| ST                                     | <i>Spiraea tomentosa</i>                         | Rosy Meadowsweet                   | 68   | plug        | 18" OC   | " "                               |
| PLANT MIX E: Meadow Garden (603 SF)    |                                                  |                                    |      |             |          |                                   |
| CODE                                   | BOTANICAL NAME                                   | COMMON NAME                        | QTY. | SIZE        | SPACING  | NOTES                             |
| AC                                     | <i>Allium cernuum</i>                            | Nodding Onion                      | 8    | #1 CONT.    | 15" OC   | straight native species preferred |
| AT                                     | <i>Asclepias tuberosa</i>                        | Butterflyweed                      | 8    | #1 CONT.    | 15" OC   | " "                               |
| BG                                     | <i>Bouteloua gracilis</i>                        | Mosquito Grass                     | 75   | plug        | 15" OC   | " "                               |
| CA                                     | <i>Ceanothus americanus</i>                      | New Jersey Tea                     | 3    | #1 CONT.    | 24" OC   | " "                               |
| LP                                     | <i>Lupinus perennis</i>                          | Sundial Lupine                     | 8    | #1 CONT.    | 15" OC   | " "                               |
| MF                                     | <i>Monarda fistulosa</i>                         | Beebalm                            | 14   | #1 CONT.    | 15" OC   | " "                               |
| PD                                     | <i>Penstemon digitalis</i>                       | Foxglove Beardtongue               | 8    | #1 CONT.    | 15" OC   | " "                               |
| RH                                     | <i>Rudbeckia hirta</i>                           | Black-eyed Susan                   | 14   | plug        | 15" OC   | " "                               |
| SS                                     | <i>Schizachryum scoparium</i>                    | Little Bluestem                    | 150  | plug        | 15" OC   | " "                               |
| SP                                     | <i>Solidago pubescens</i>                        | Downy Goldenrod                    | 8    | #1 CONT.    | 15" OC   | " "                               |



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**THAMES STREET**  
Portland, Maine

Date:  
MARCH 13, 2023

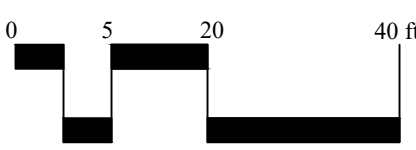
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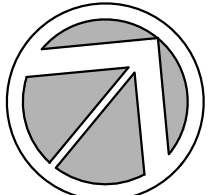
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Title: PLANTING PLAN

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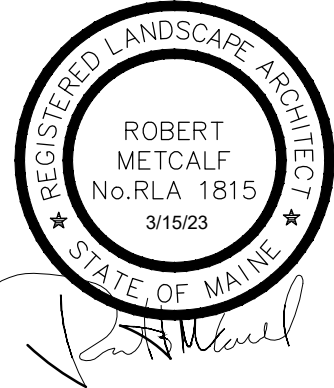


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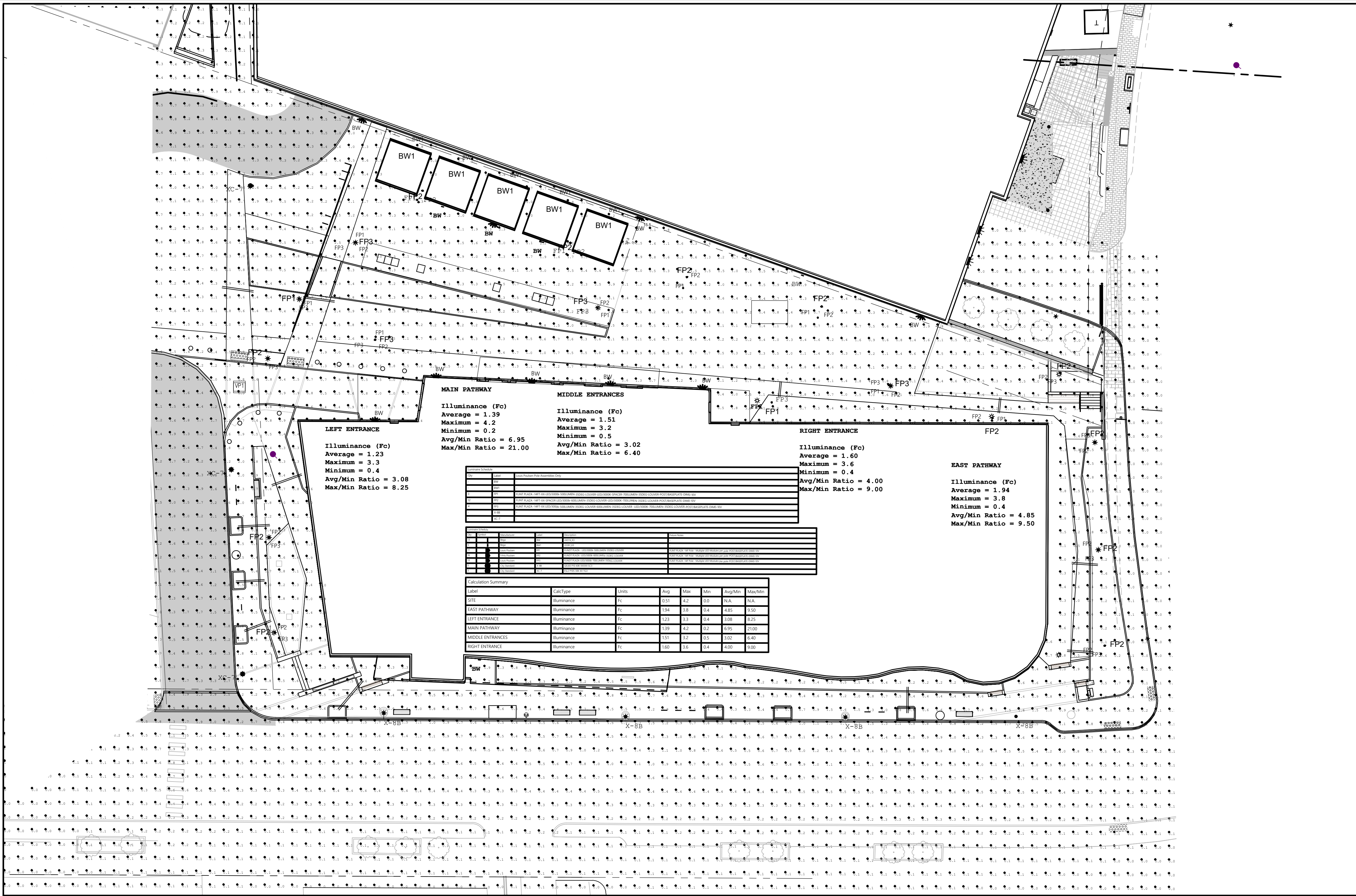
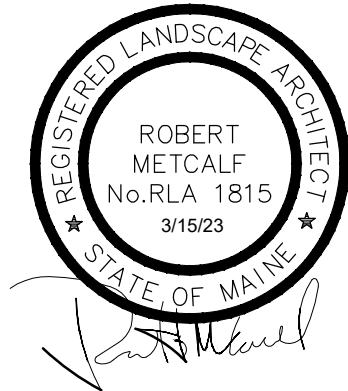
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**L2**





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| Luminaire Schedule |               |  |                  |                                                |                                                                               |
|--------------------|---------------|--|------------------|------------------------------------------------|-------------------------------------------------------------------------------|
| Qty                | Manufacturer  |  | Label            | Description                                    | Fixture Notes                                                                 |
| 13                 | Bega          |  | BW               | 24374_K3                                       | -                                                                             |
| 5                  | Bega          |  | BW1              | 22261_K3                                       | -                                                                             |
| 11                 | Louis Poulsen |  | FP1              | FLINDT PLAZA - LED/3000k-500LUMEN-35DEG-LOUVER | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 16                 | Louis Poulsen |  | FP2              | FLINDT PLAZA -LED/3000k-600LUMEN-35DEG-LOUVER  | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 13                 | Louis Poulsen |  | FP3              | FLINDT PLAZA-LED/3000k-700LUMEN-35DEG-LOUVER   | FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V |
| 5                  | City Standard |  | X-8B (TO REMAIN) | GELB3 P10 40K XXXXX SC3                        |                                                                               |
| 3                  | City Standard |  | XC-7             | ESL2 P10S 30K XX TG3                           |                                                                               |

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THAMES STREET

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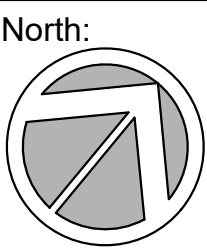
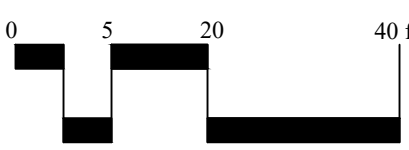
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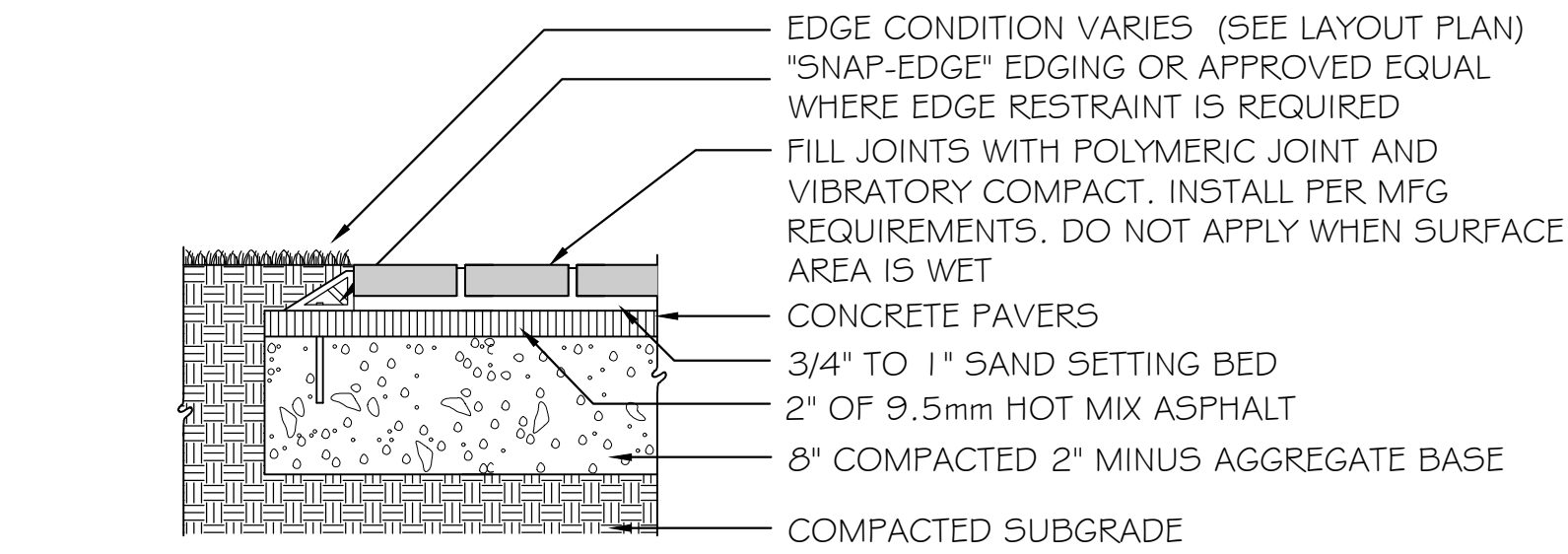
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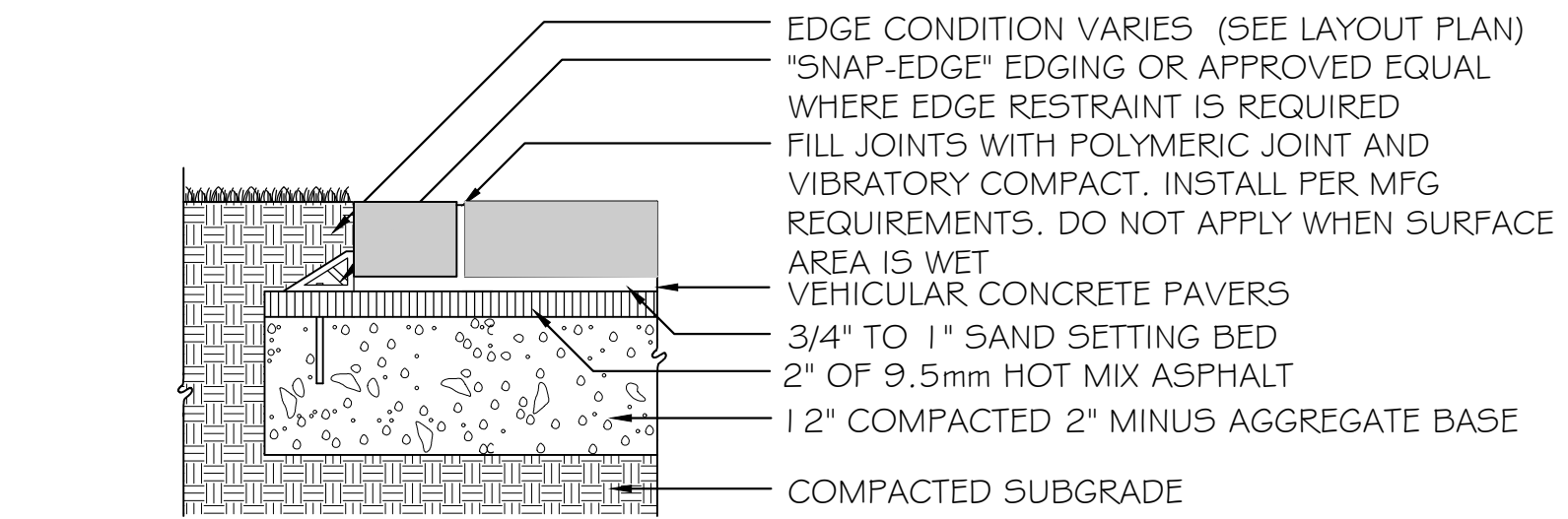


Sheet No.:  
**L3**

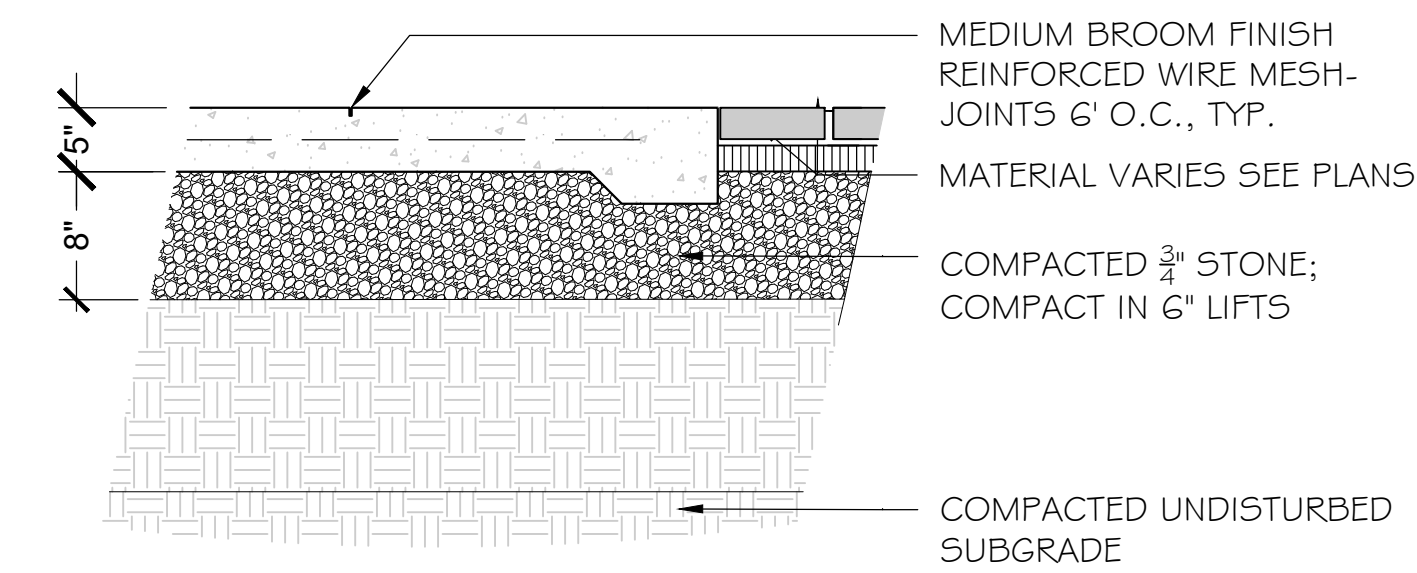




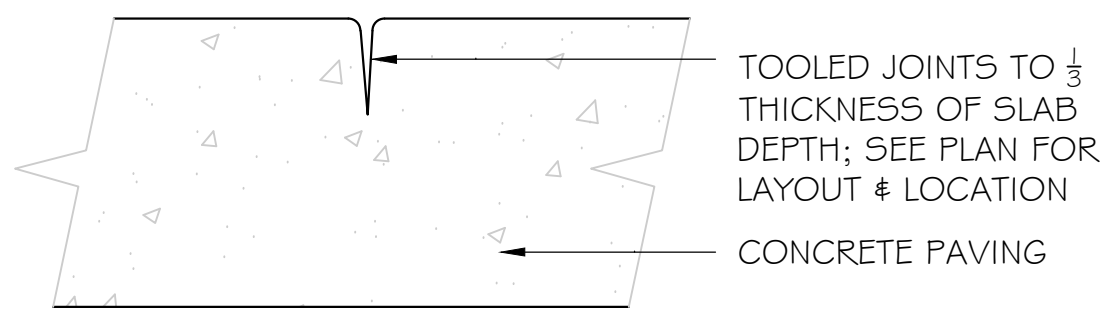
1 CONCRETE UNIT PAVERS (PEDESTRIAN)  
NTS



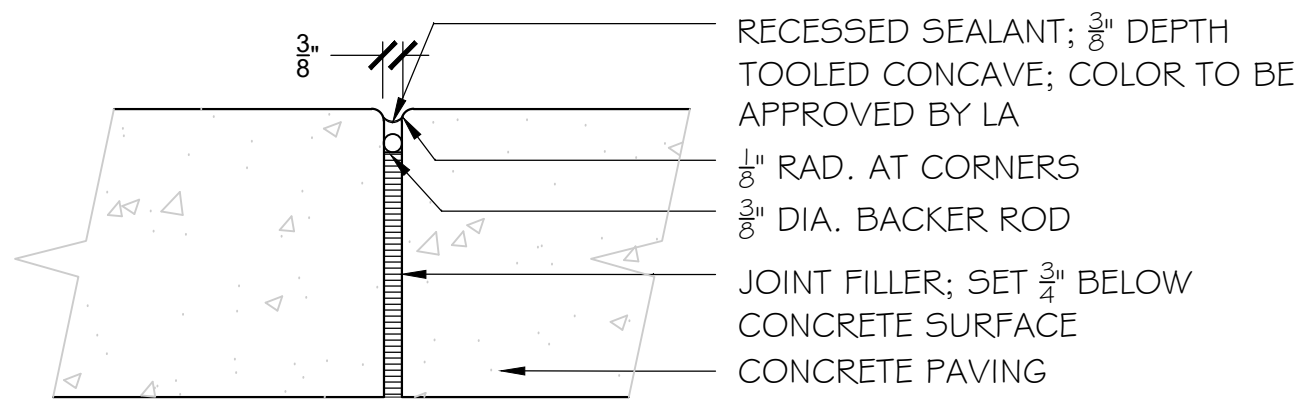
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1"=1'



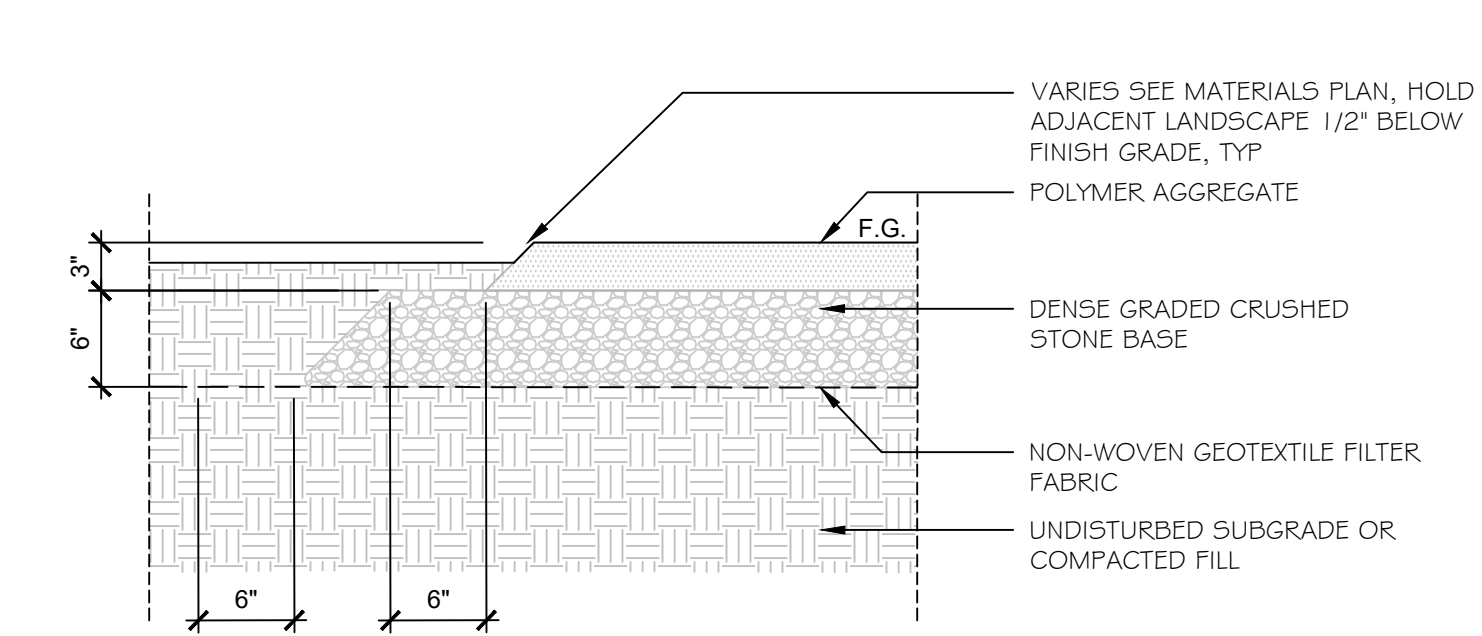
3 CONCRETE PAVING -ADJACENT CONCRETE UNIT PAVERS-NIC  
1"=1'



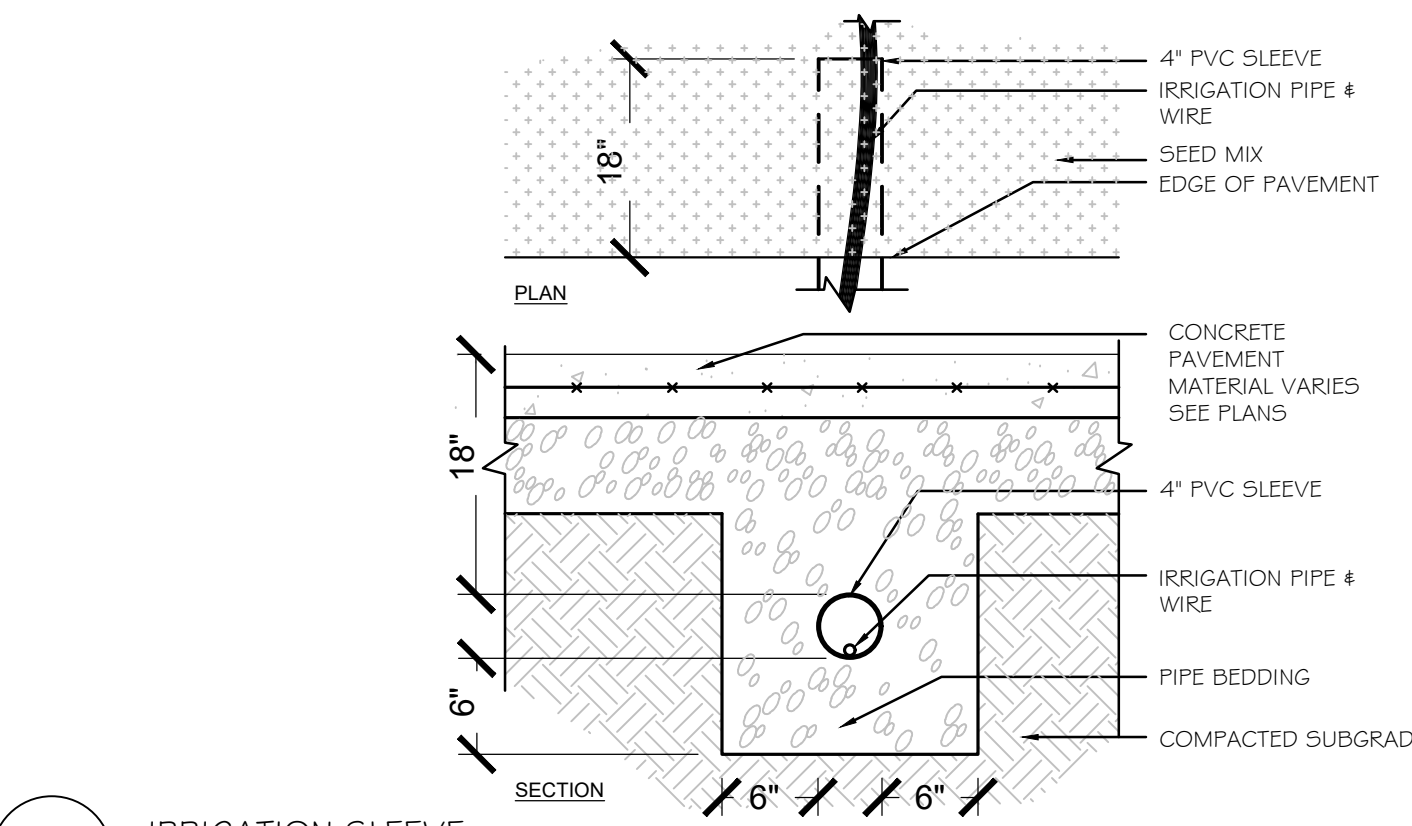
4 CONTROL JOINT  
3"=1'



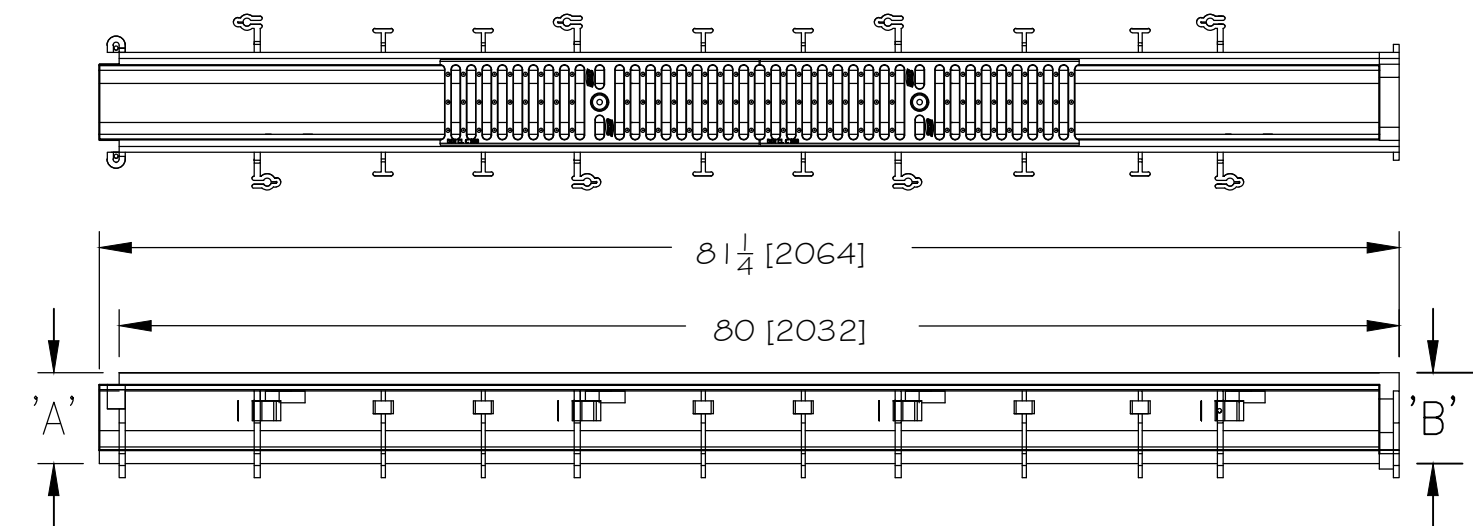
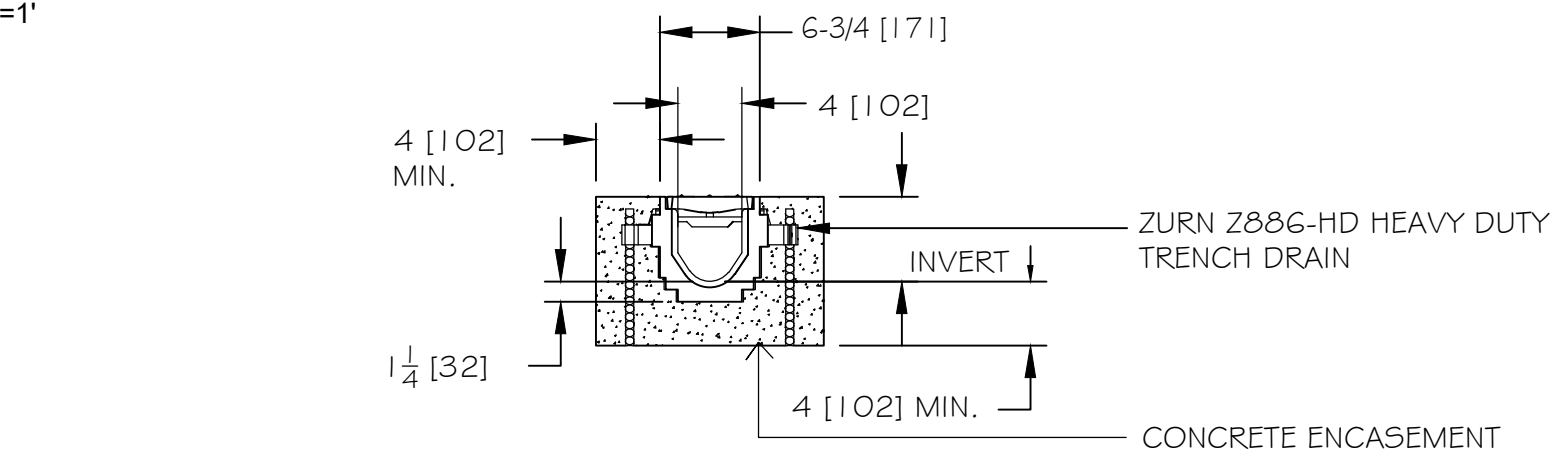
5 EXPANSION JOINT  
3"=1'



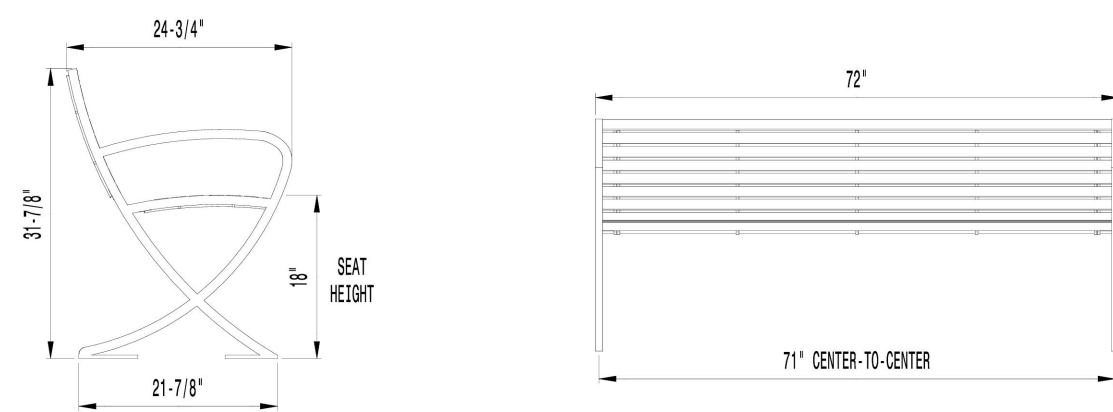
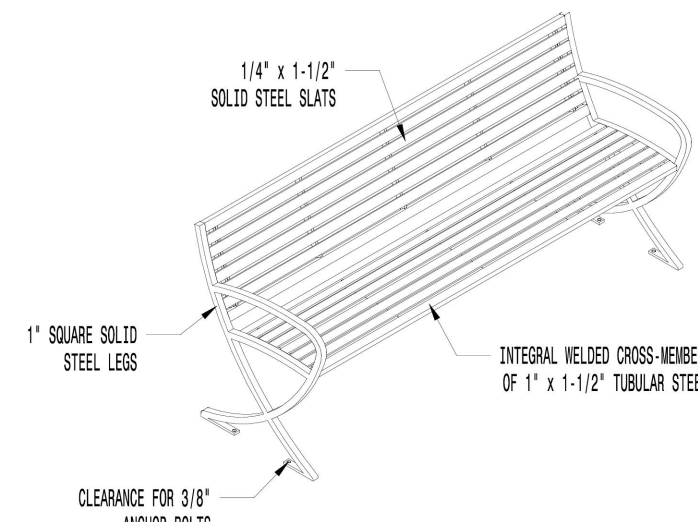
6 POLYMER AGGREGATE - PEDESTRIAN  
1"=1'



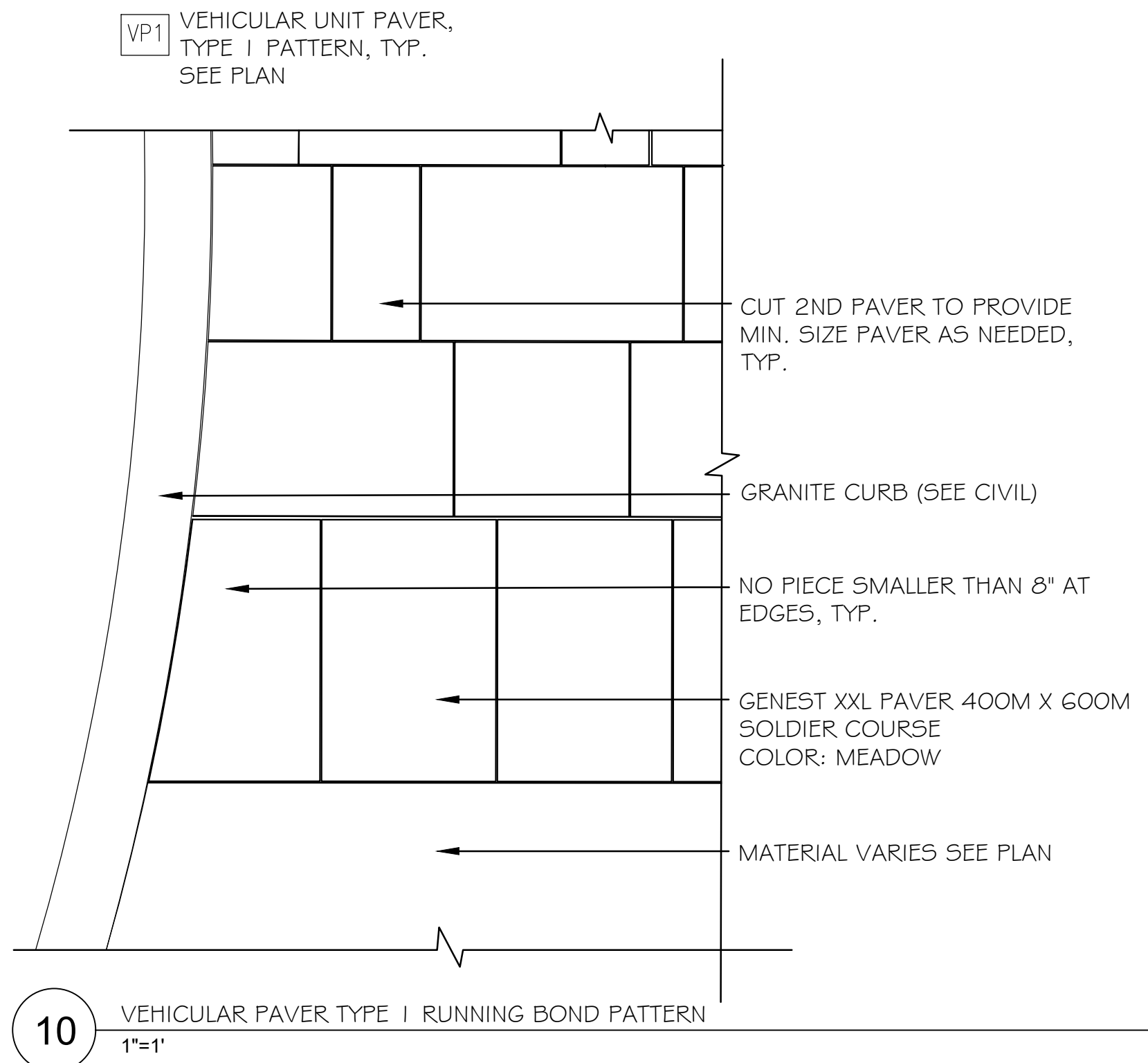
7 IRRIGATION SLEEVE  
1"=1'



8 6" TRENCH DRAIN DETAIL  
NTS



9 STREETSCAPE BENCH DETAIL  
NTS



10 VEHICULAR PAVES TYPE 1 RUNNING BOND PATTERN  
1"=1'

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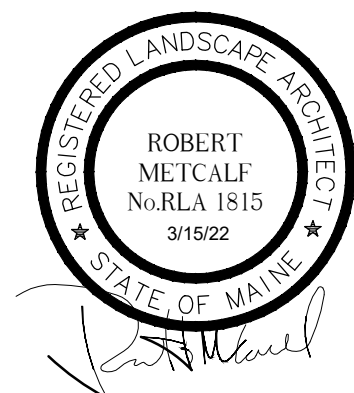
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Scale: AS NOTED

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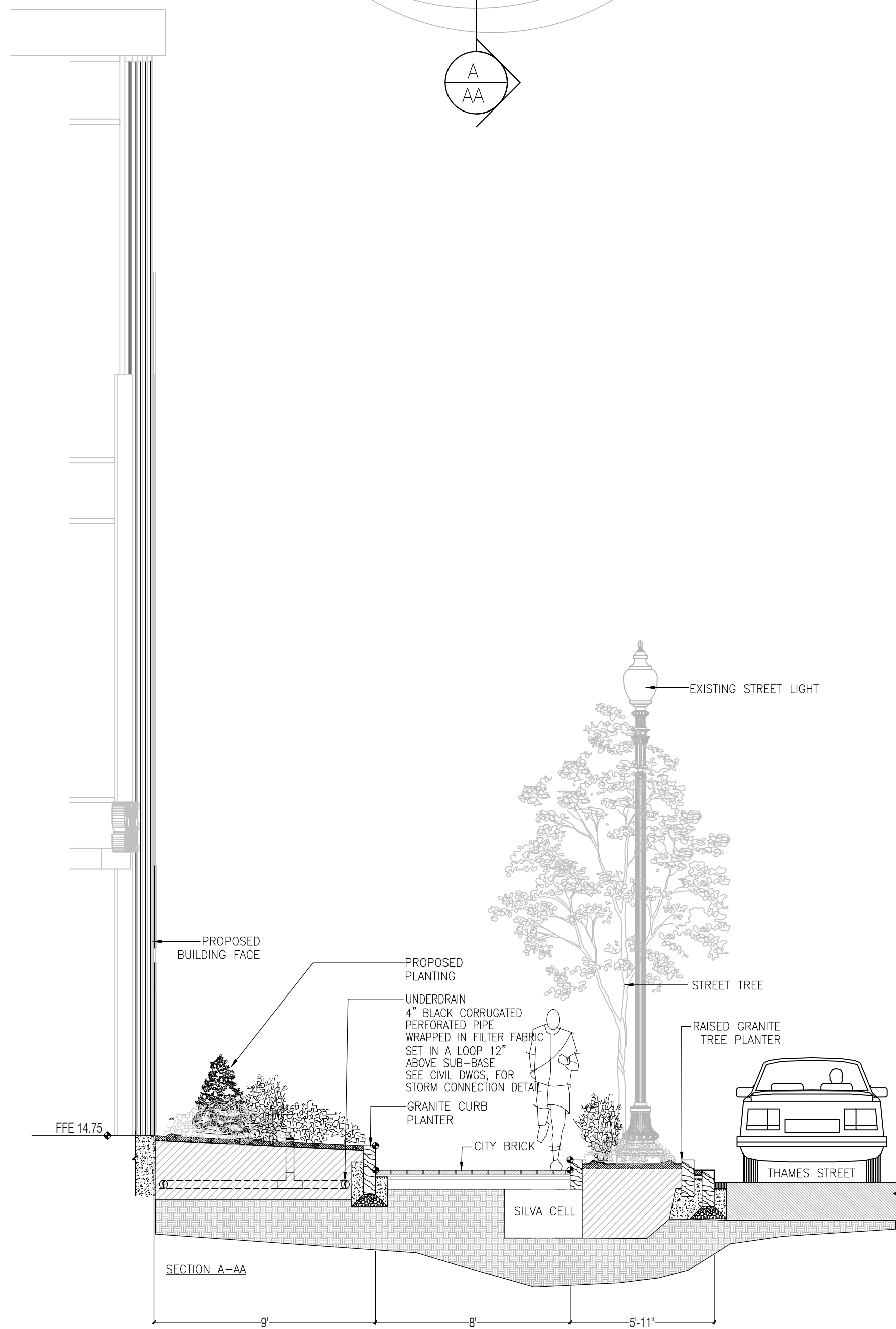
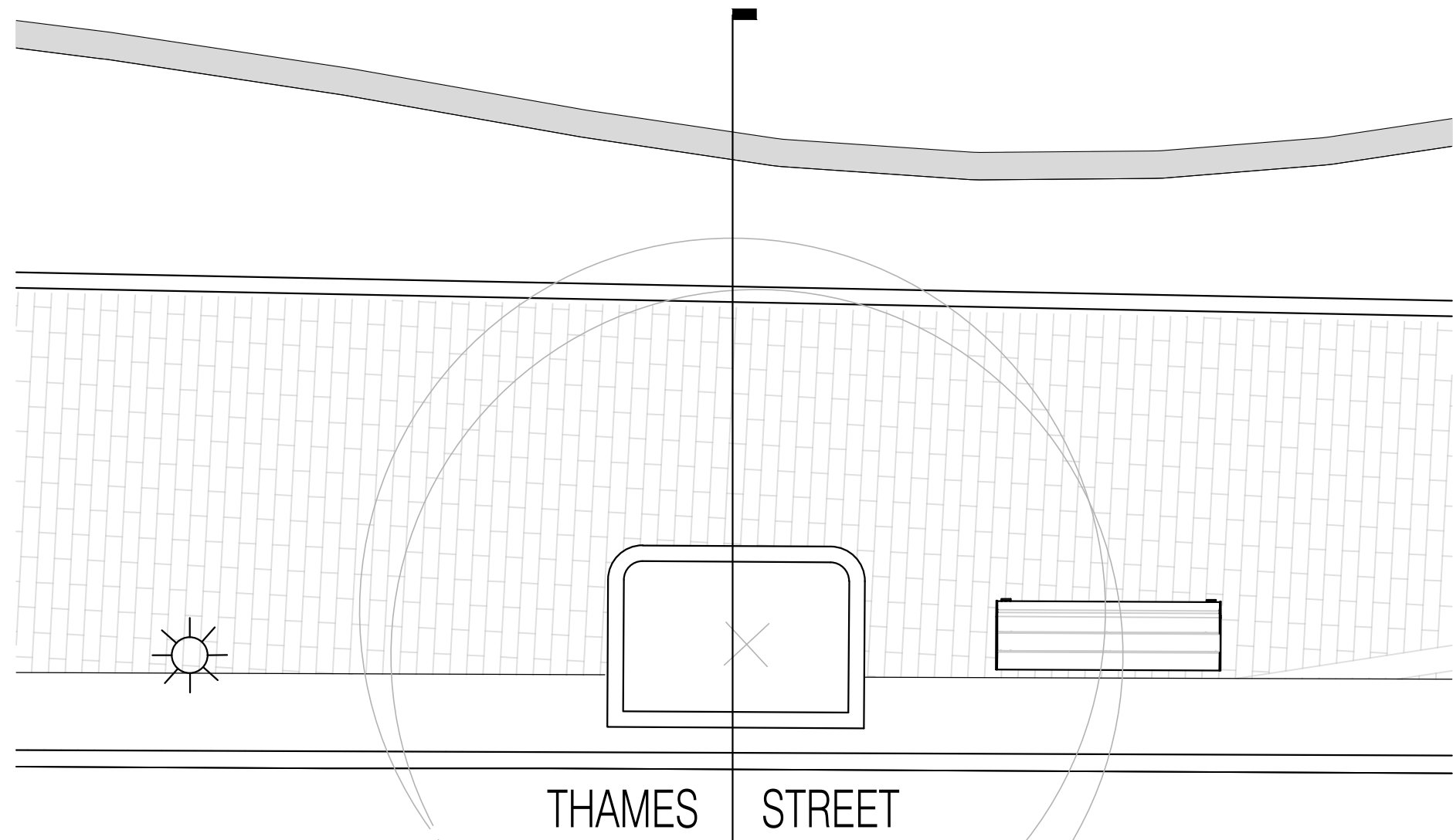
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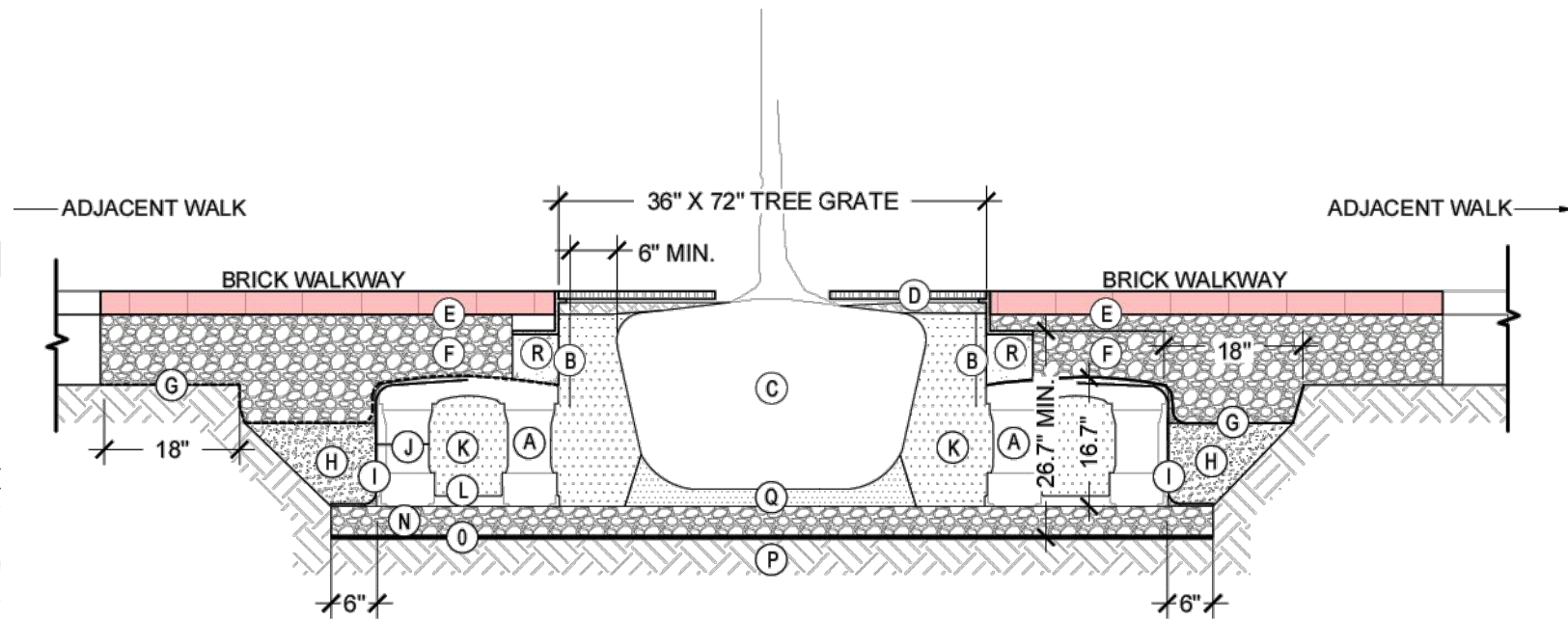




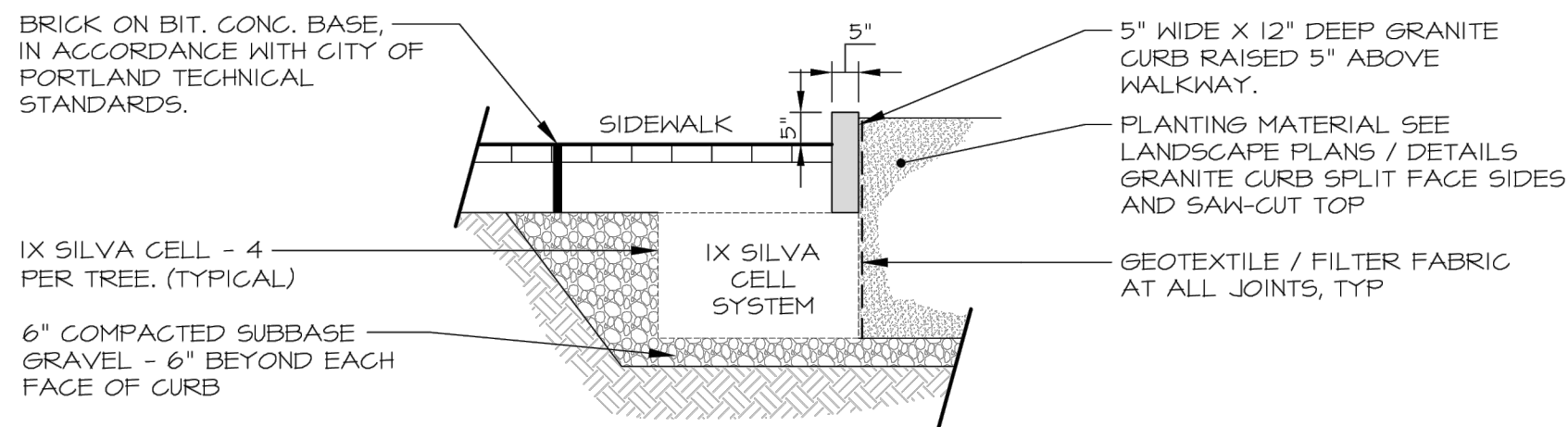
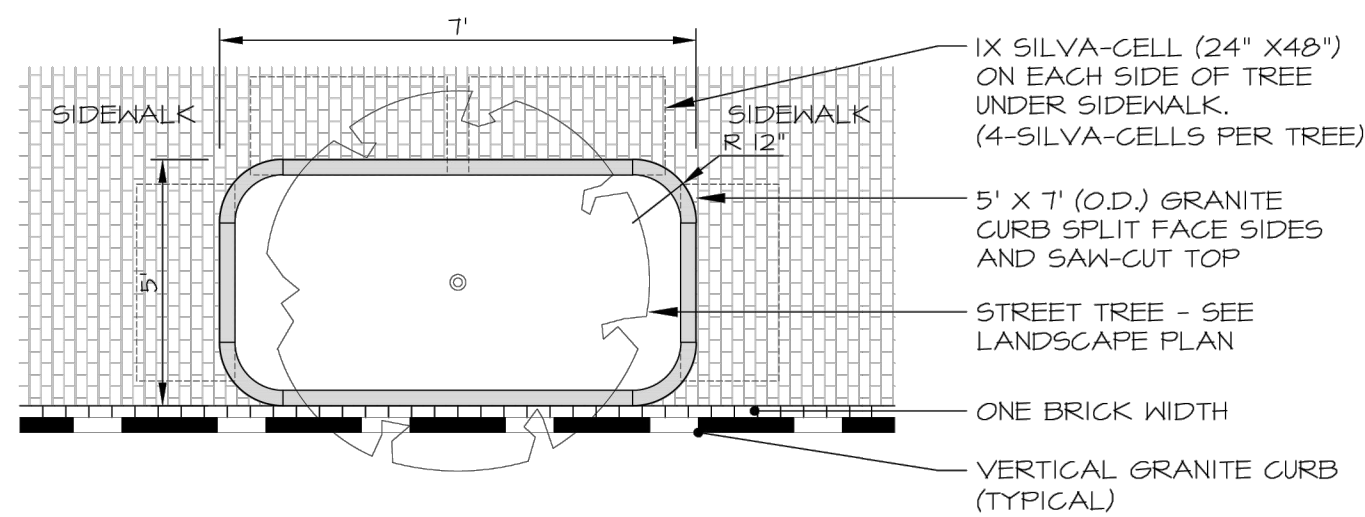
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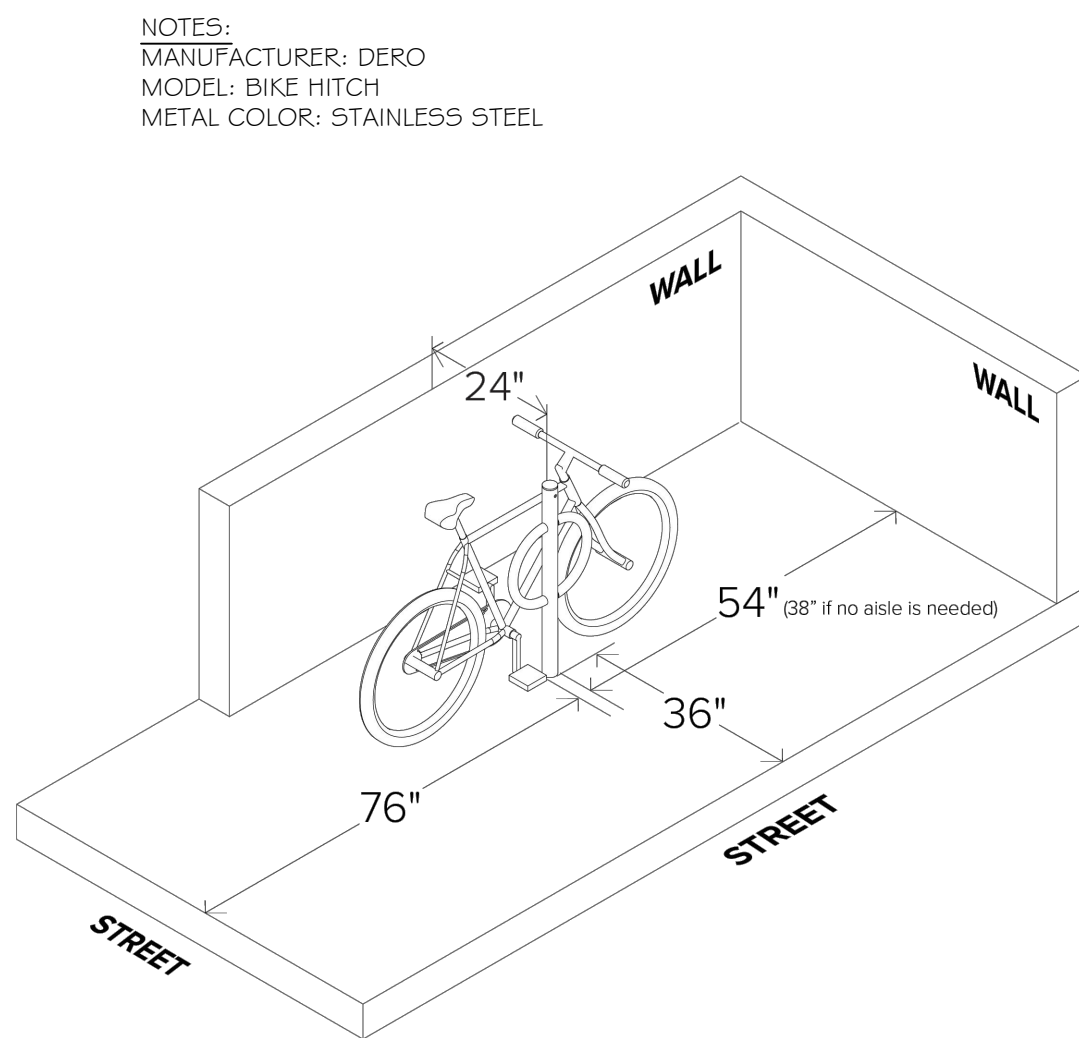
1 THAMES STREET SECTION - A-AA  
NTS



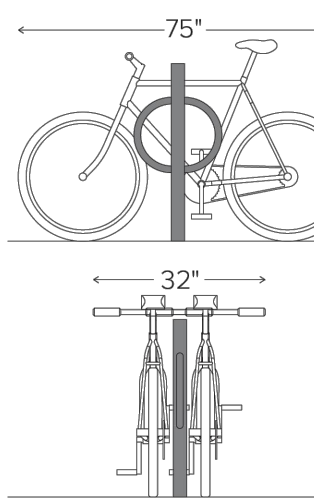
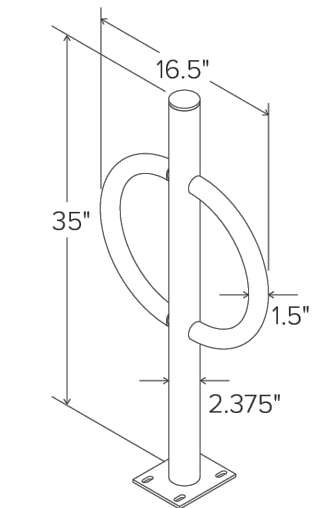
2 FLUSH TREE GRATE WITH SILVA CELL XI SYSTEM  
NTS



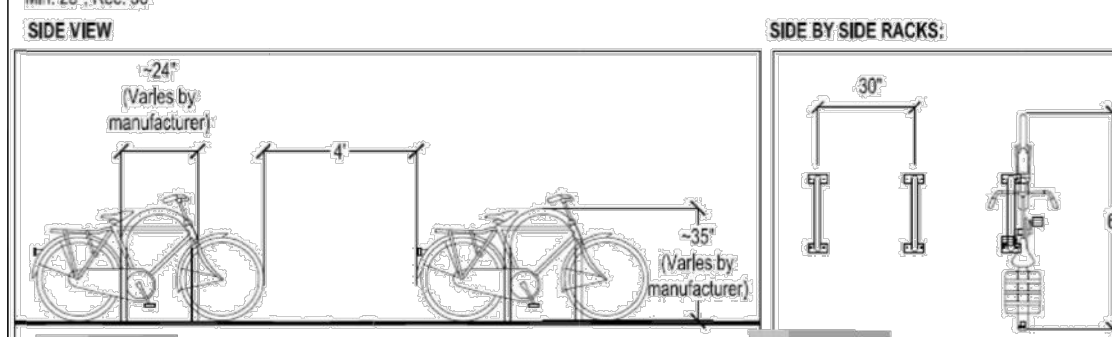
3 RAISED GRANITE TREE PLANTER  
NTS



4 BIKE RACK  
nts



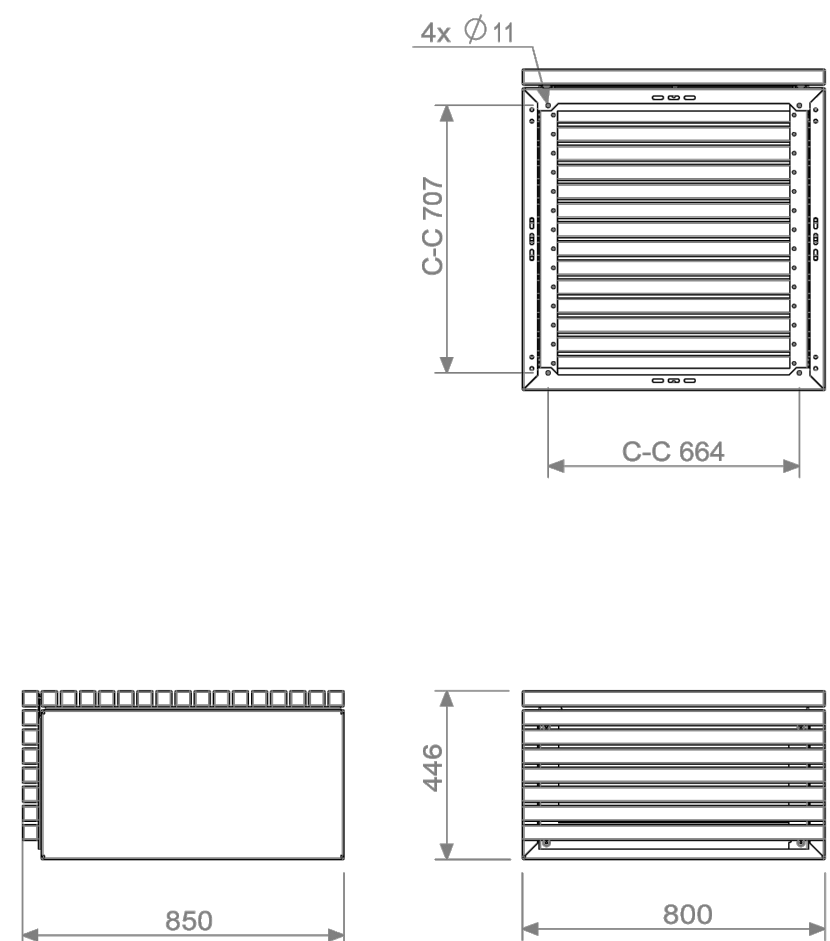
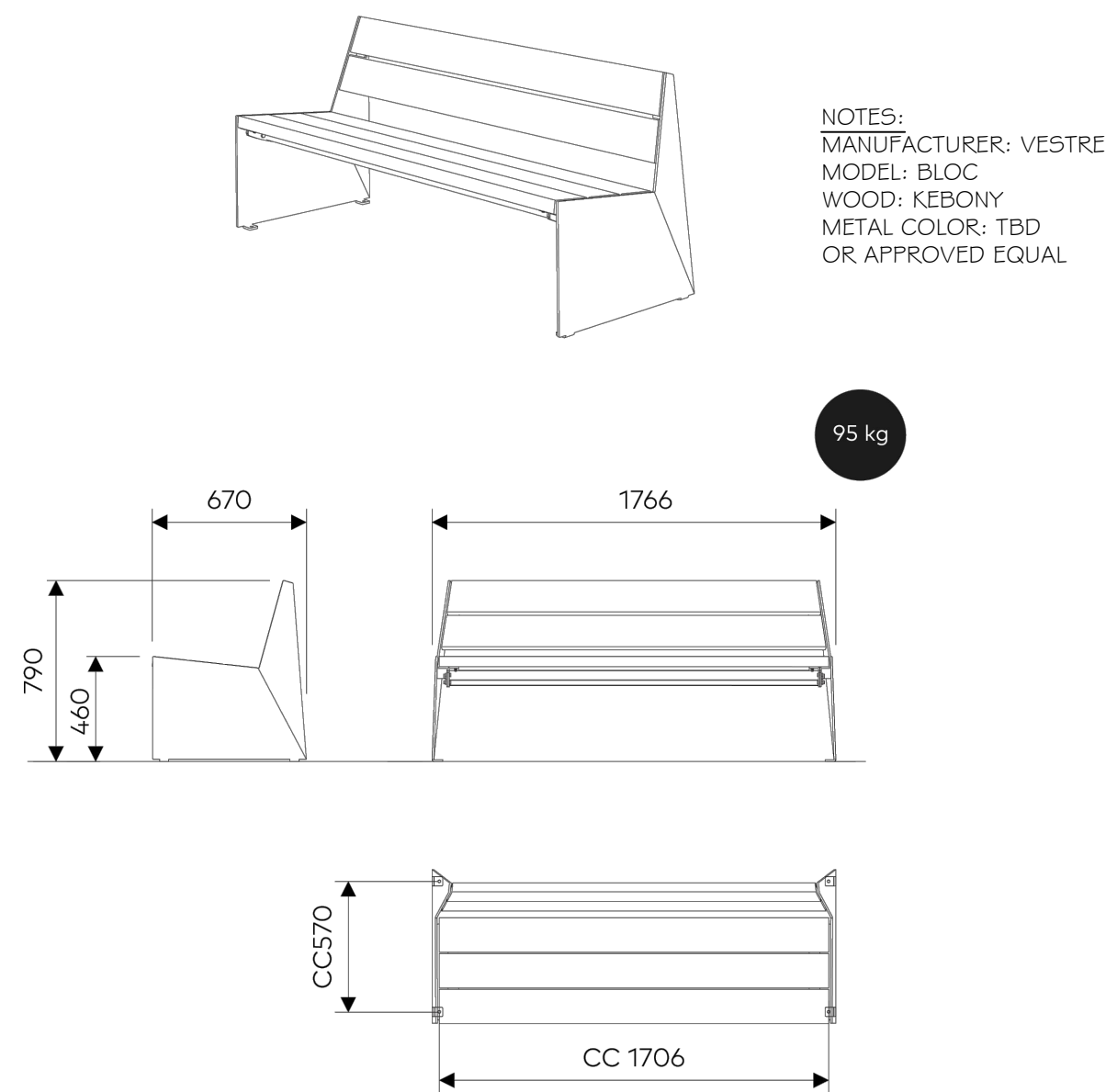
**RACK PLACEMENT RULES:**  
5' from:  
Fire hydrant  
Crosswalk  
4' from:  
Loading zone  
Bus stop  
Bus shelter  
Bus bench  
Min. 2', Rec. 3' from:  
Curb  
3' from:  
Parking meter  
Newspaper rack  
US mailbox  
Light pole  
Sign pole  
Driveway  
Tree space  
Trash can  
Utility meter  
Manhole  
Other street furniture  
Other sidewalk obstructions  
**WALL SETBACKS**  
For racks set parallel to a wall:  
Min. 24", Rec. 36"  
For racks set perpendicular to a wall:  
Min. 25", Rec. 36"



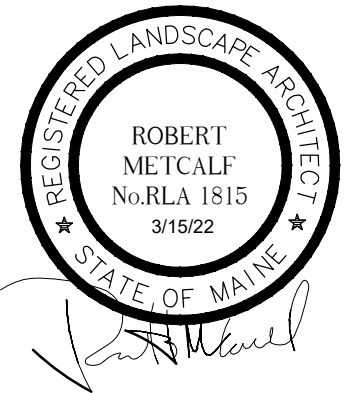
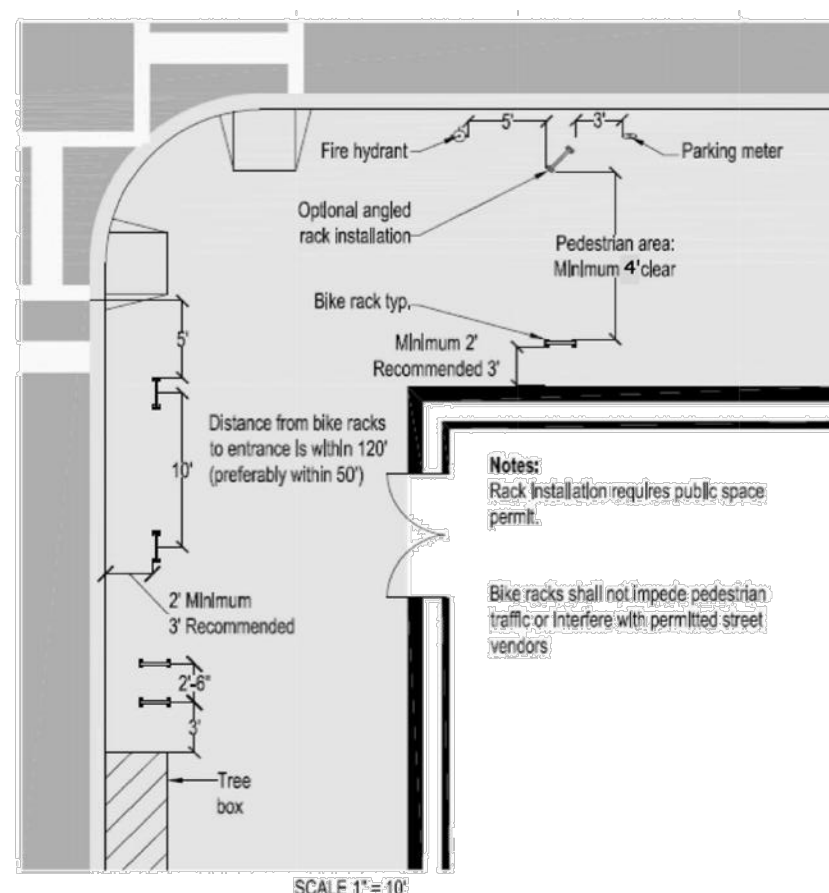
- KEY PLAN**
- (A) SILVA CELL IX SYSTEM (DECK, BASE, AND POSTS)
  - (B) DEEPROOT UB2-2 ROOT BARRIER. INSTALL DIRECTLY ADJACENT TO CONCRETE EDGE RESTRAINT
  - (C) TREE ROOT PACKAGE, SIZE VARIES
  - (D) NEENAH FOUNDRY TREE GRATE R-8808 (36" X 72")
  - (E) BRICK PAVERS INSTALLED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS & CIVIL DRAWINGS.
  - (F) AGGREGATE BASE COURSE INSTALLED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS & CIVIL DRAWINGS.
  - (G) GEOTEXTILE TO EDGE OF EXCAVATION
  - (H) BACKFILL, TO WITHIN 4-6" BELOW TOP OF SILVA CELL DECKS. INSTALL IN 8" LIFTS, EACH COMPACTED TO 95% PROCTOR.
  - (I) GEOSGRID TO LINE PERIMETER OF SYSTEM WITH 6" TOE (OUTWARD FROM BASE) AND 12" EXCESS (OVER TOP OF DECK)
  - (J) 3/16"x1/4" ZIP TIES, SECURING GEOSGRID TO SILVA CELLS
  - (K) PLANTING SOIL. INSTALL IN 12" LIFTS, EACH COMPACTED TO 95-100% PROCTOR.
  - (L) SILVA CELL BASE SLOPE, 5% MAX
  - (M) 0" to 4" SPACING BETWEEN SILVA CELLS AT BASE
  - (N) 4" MIN. AGGREGATE SUB BASE, COMPACTED TO 95% PROCTOR.
  - (O) GEOTEXTILE FABRIC, PLACED BELOW AGGREGATE SUB BASE
  - (P) SUBGRADE, COMPACTED TO 95% PROCTOR
  - (Q) PLANTING SOIL BELOW TREE ROOT PACKAGE, COMPACTED TO 95-100% PROCTOR
  - (R) CONCRETE AND STEEL ANGLE EDGE RESTRAINT BETWEEN AGGREGATE BASE COURSE AND TREE OPENING

- NOTES:**
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
  2. DO NOT SCALE DRAWINGS
  3. PROVIDE SUPPLEMENTAL IRRIGATION FOR SEASONAL DROUGHT SUPPORT OF TREES & SOIL

5 TYPE 1 BENCH DETAIL  
NTS



6 TYPE 2 BENCH DETAIL  
NTS



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Westbrook, Me 04098-0910

Prepared By:  
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LANDSCAPE ARCHITECTS  
70 Center Street  
Portland, Maine 04101  
P: 207.774.4427

**THAMES STREET**  
Portland, Maine  
Thames Street

Date:  
MARCH 13, 2023

Issued For:  
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Revisions:

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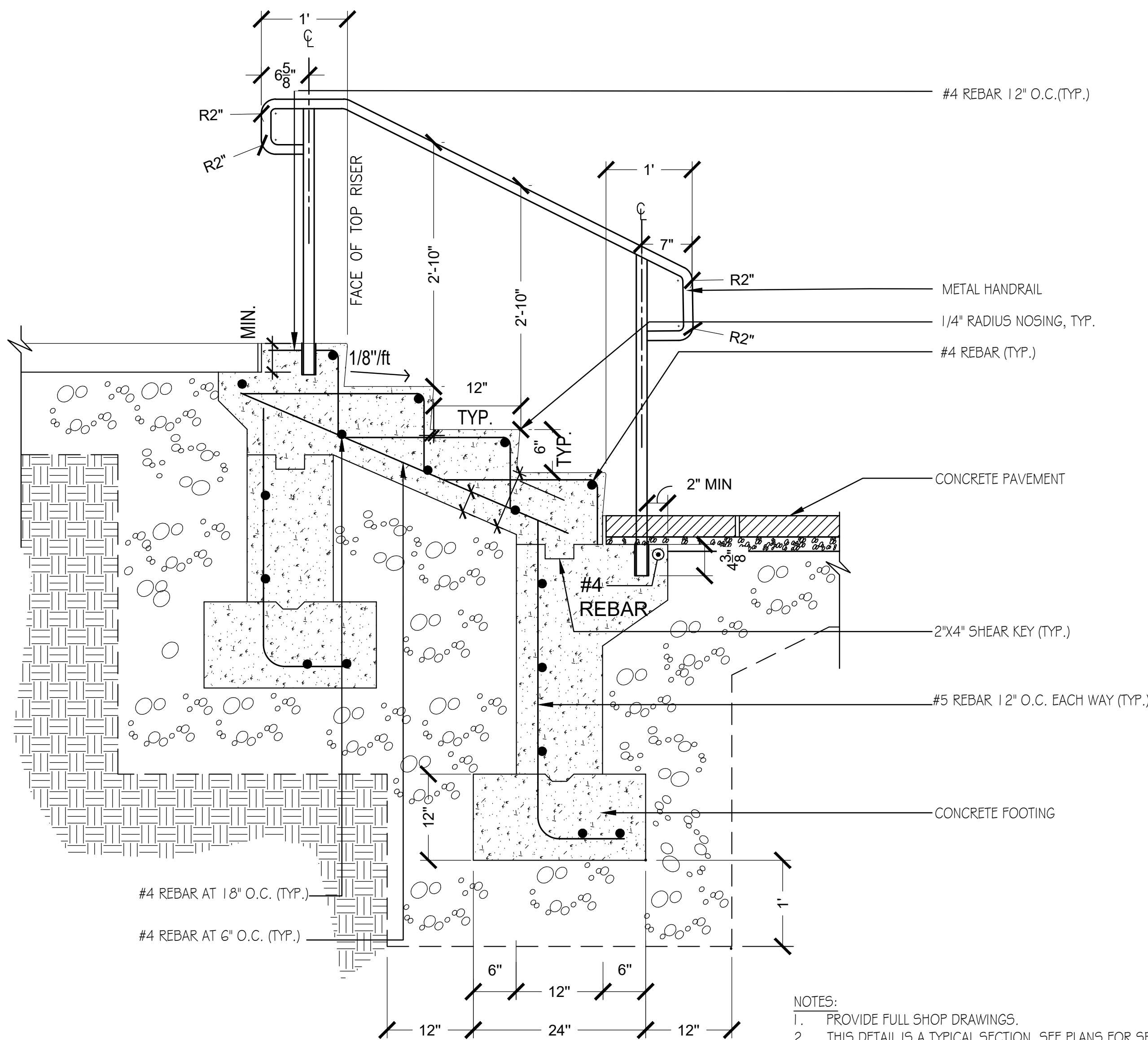
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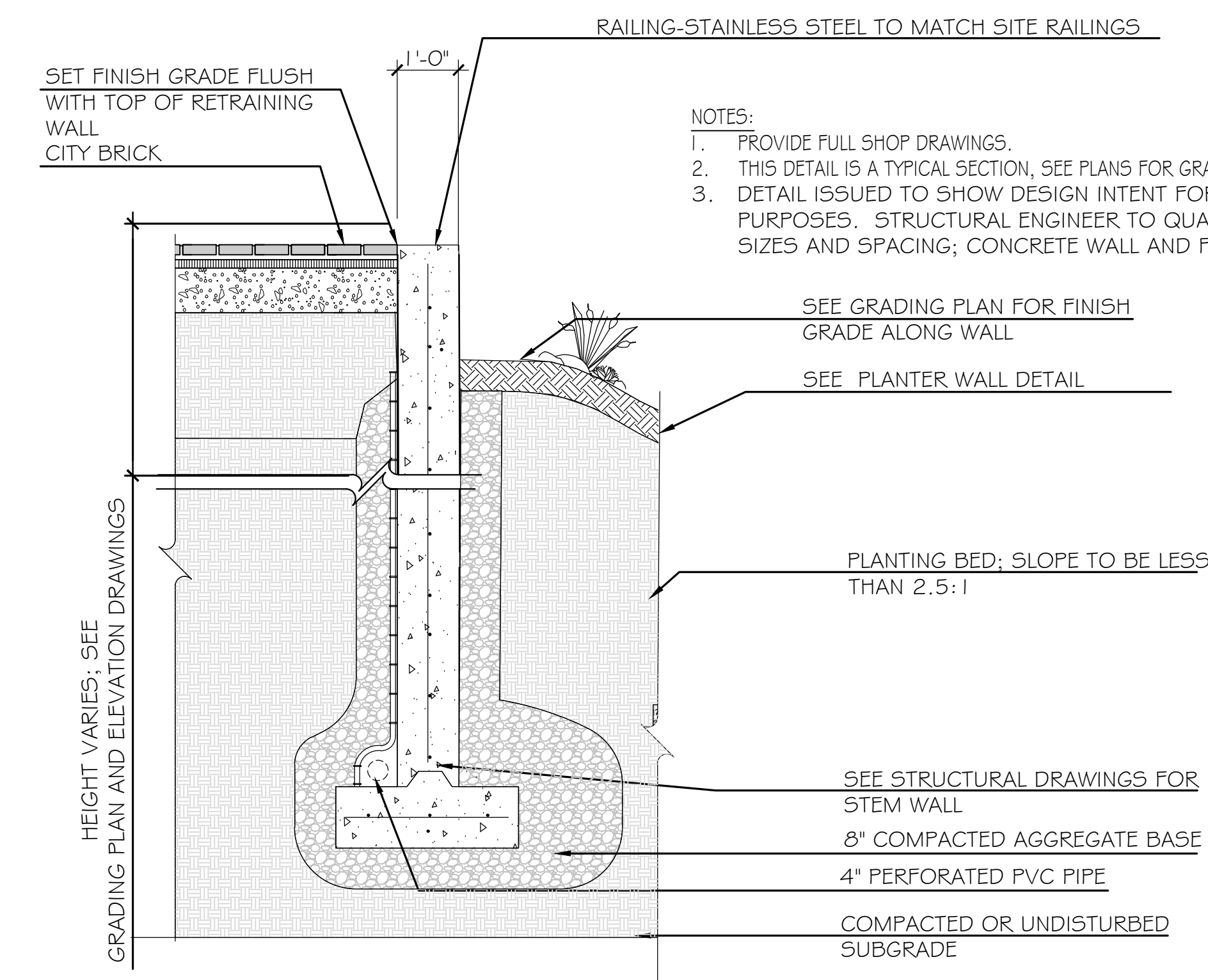
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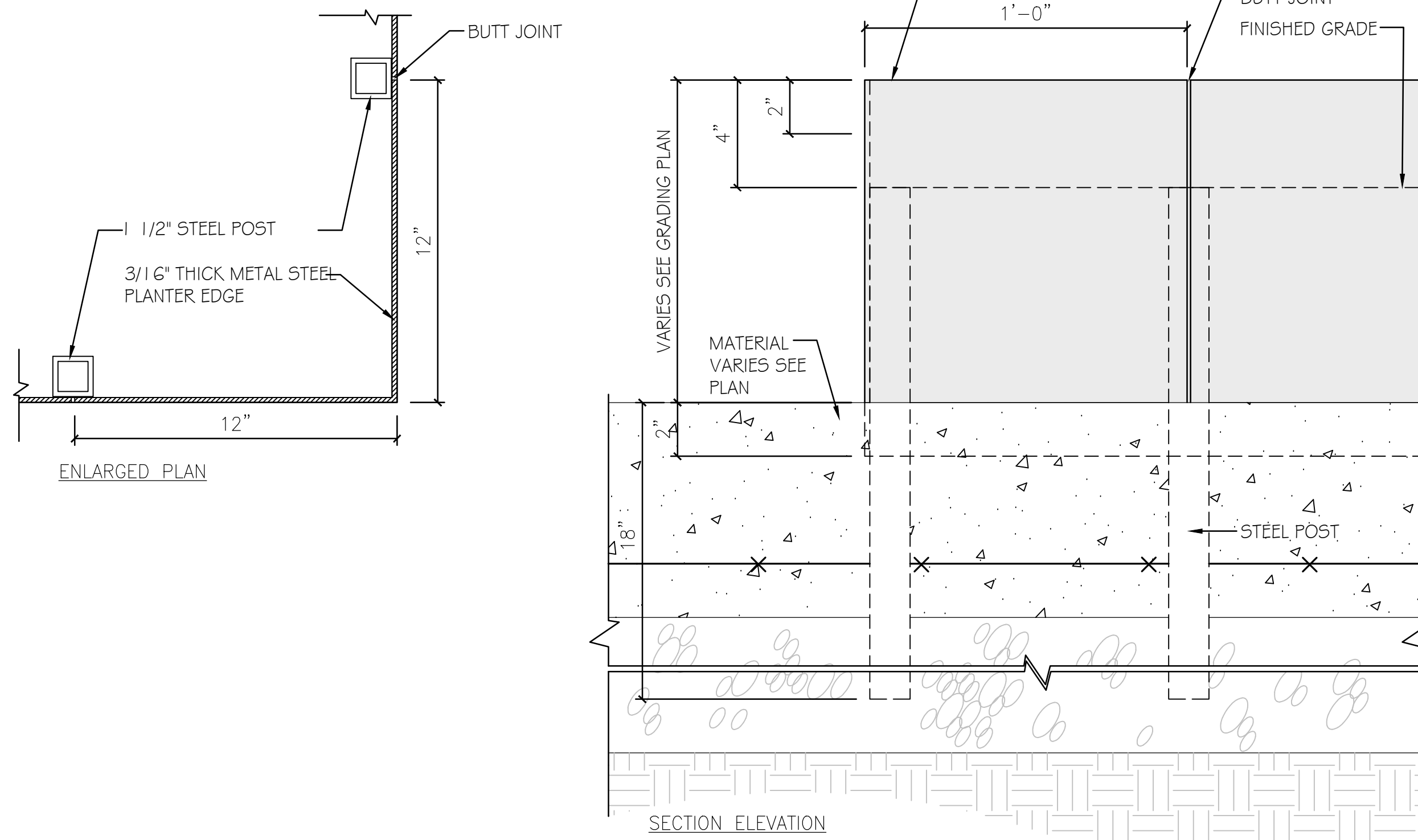
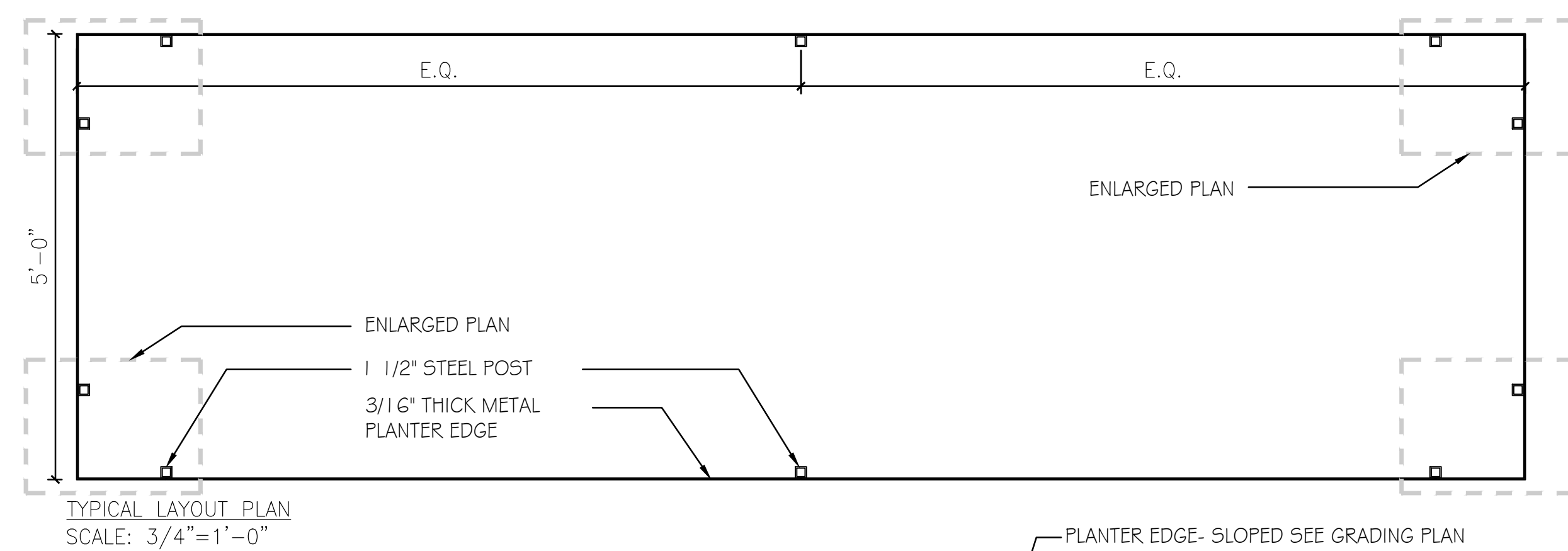




1 CAST IN PLACE CONCRETE STAIRS  
1"=1'



2 NORTHEAST RETAINING WALL  
NTS



3 METAL PLANTER EDGING  
NTS

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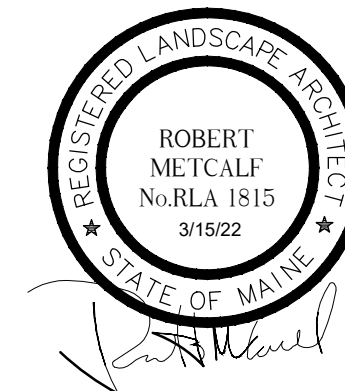
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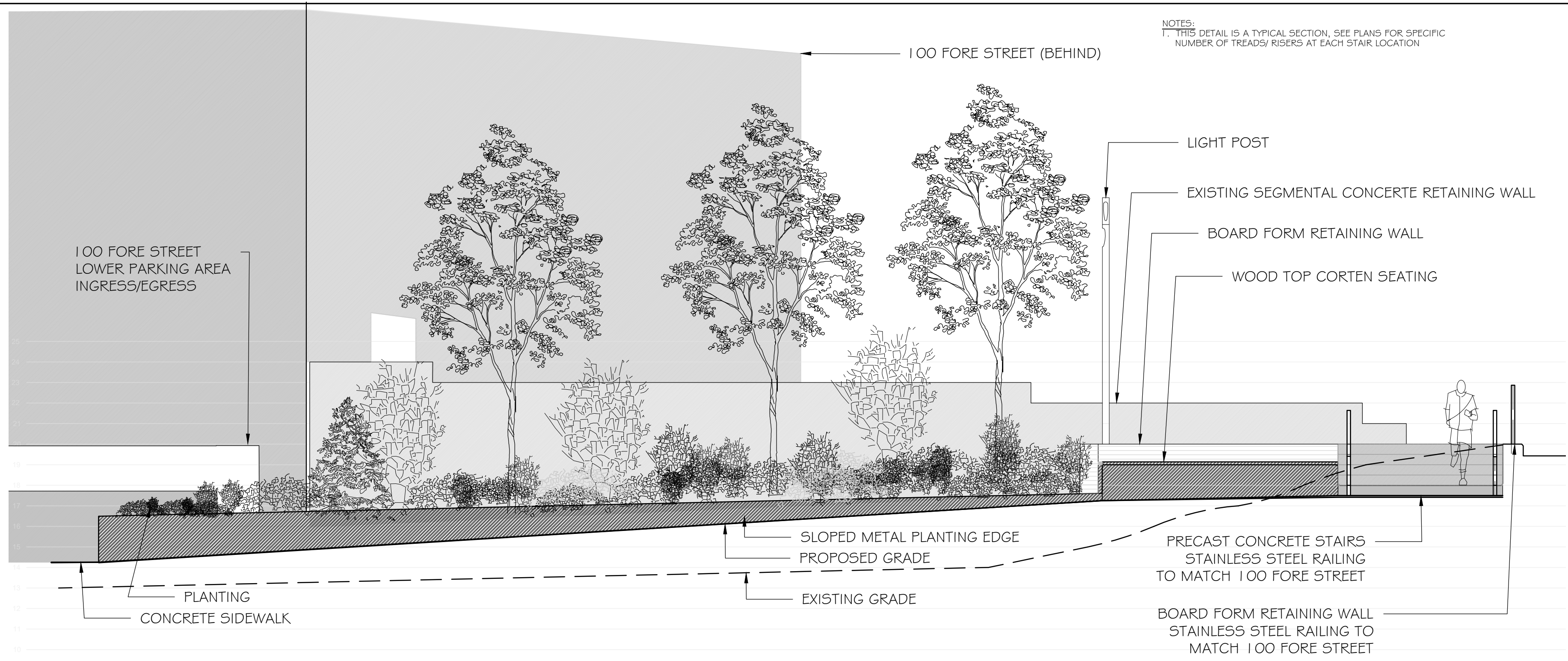
Scale: AS NOTED

North:

Sheet No.:  
**L6**







NOTES:  
1. THIS DETAIL IS A TYPICAL SECTION. SEE PLANS FOR SPECIFIC NUMBER OF TREADS/ RISERS AT EACH STAIR LOCATION

1 NORTHEAST TERRACE-METAL PLANTER EDGING - SECTION B-BB  
NTS



2 SECTION C-CC  
NTS

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**THAMES STREET**

Thames Street  
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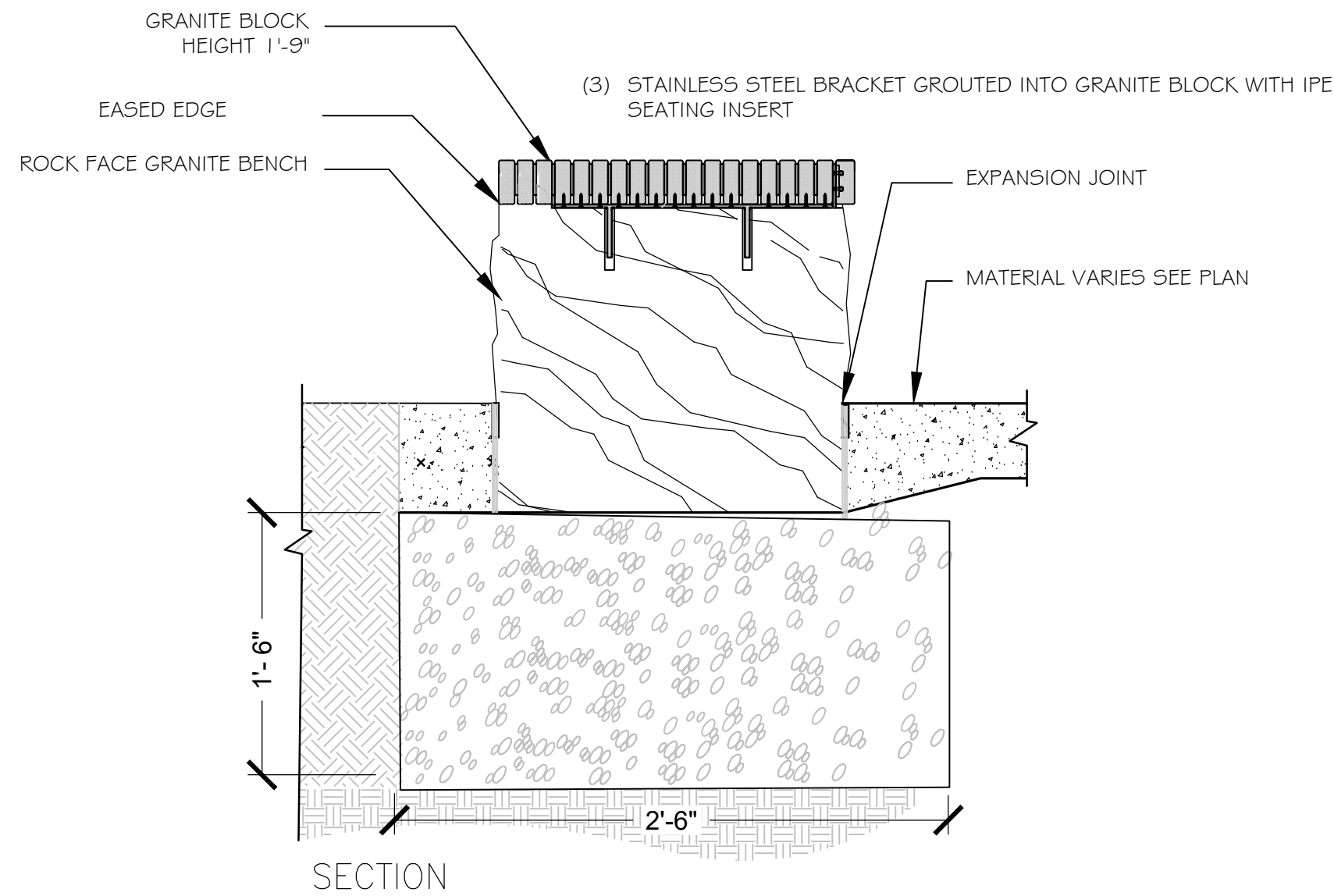
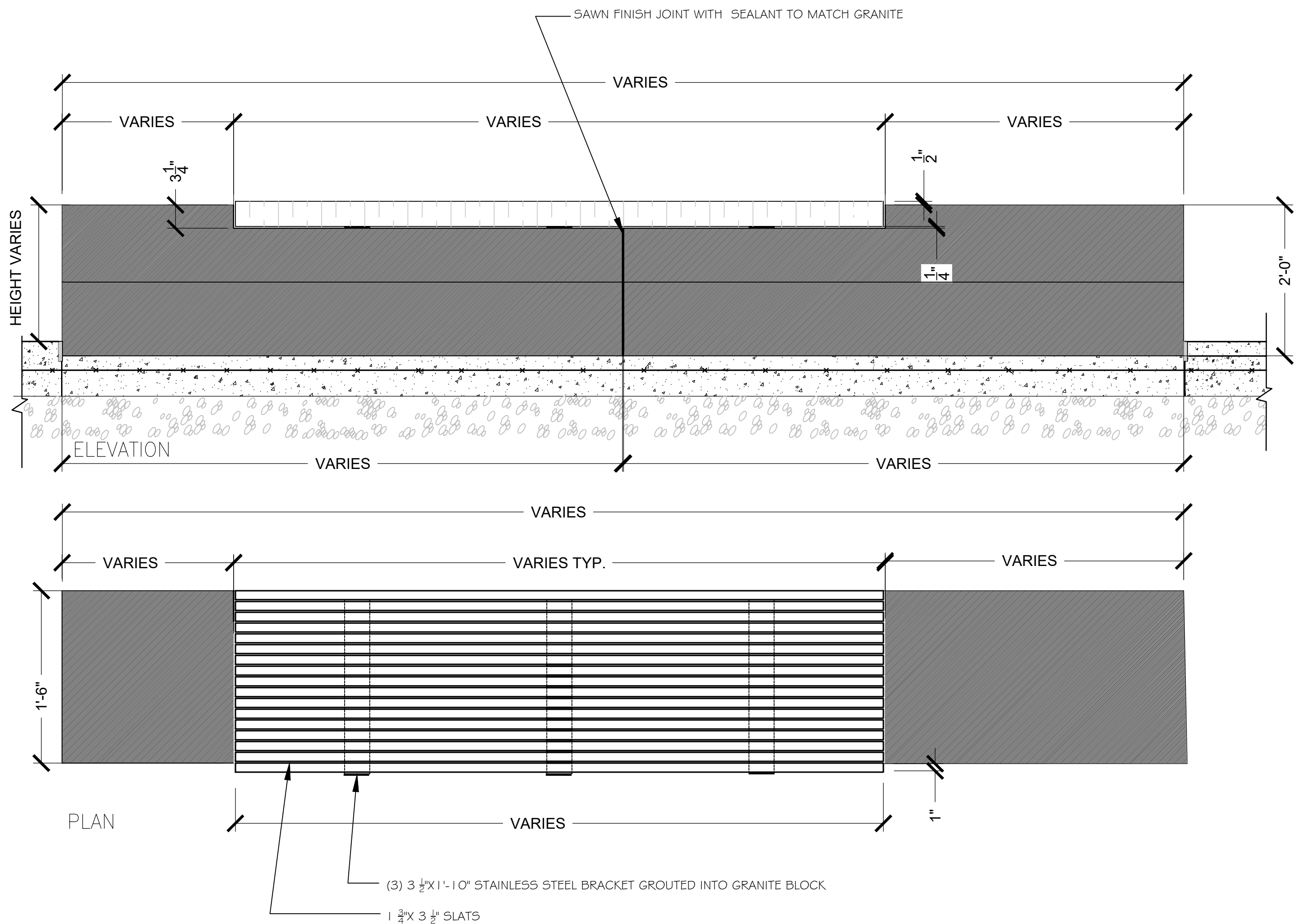
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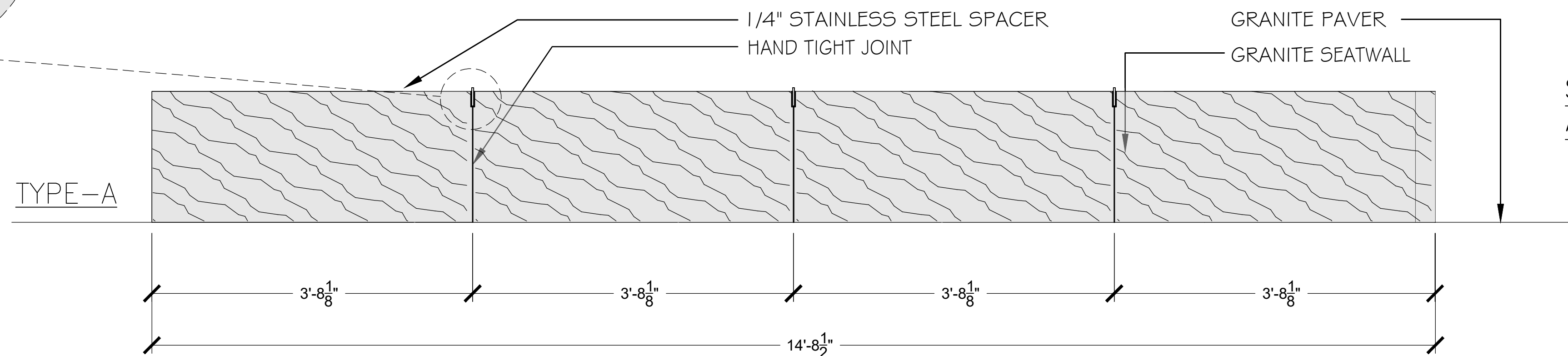
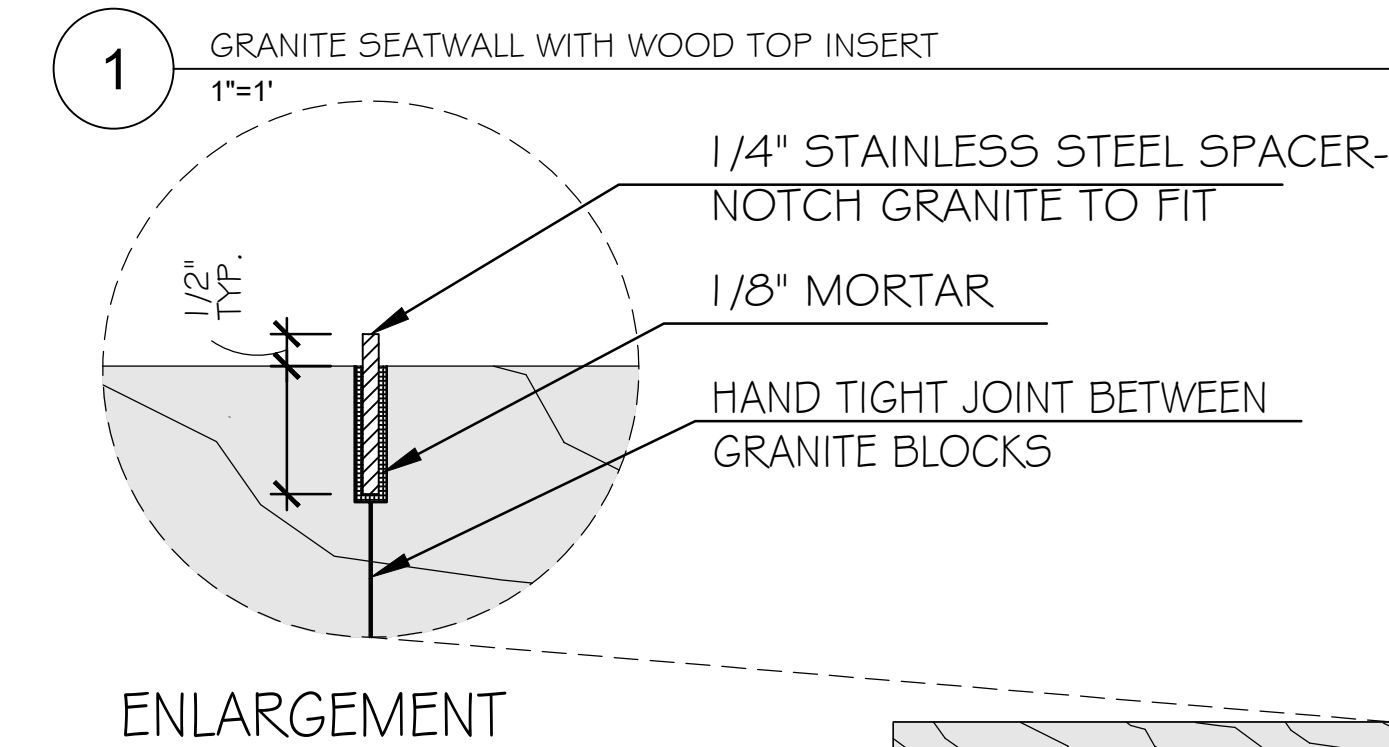
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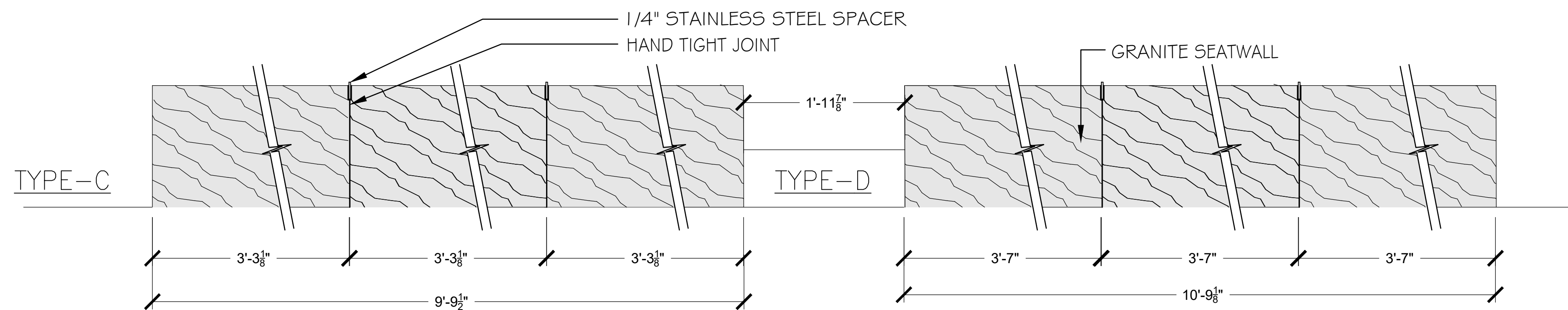




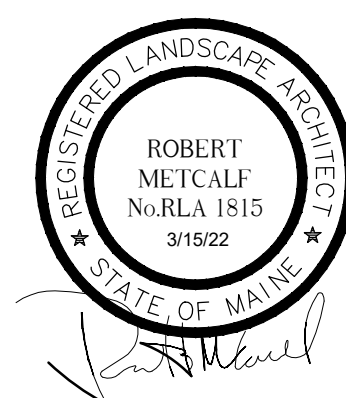
SKATEBOARD DETERENT ON  
ALL BENCHES



SKATEBOARD DETERENT ON  
ALL BENCHES



2 GRANITE SEATWALL  
1"=1'



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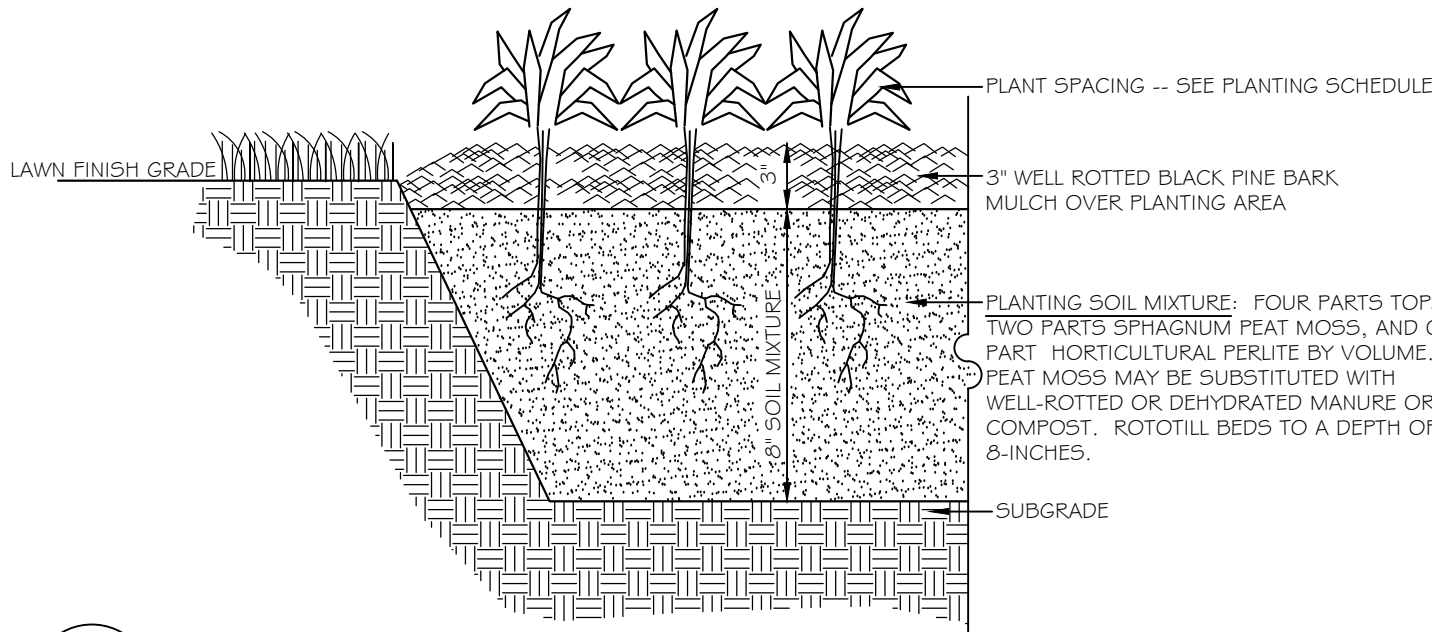
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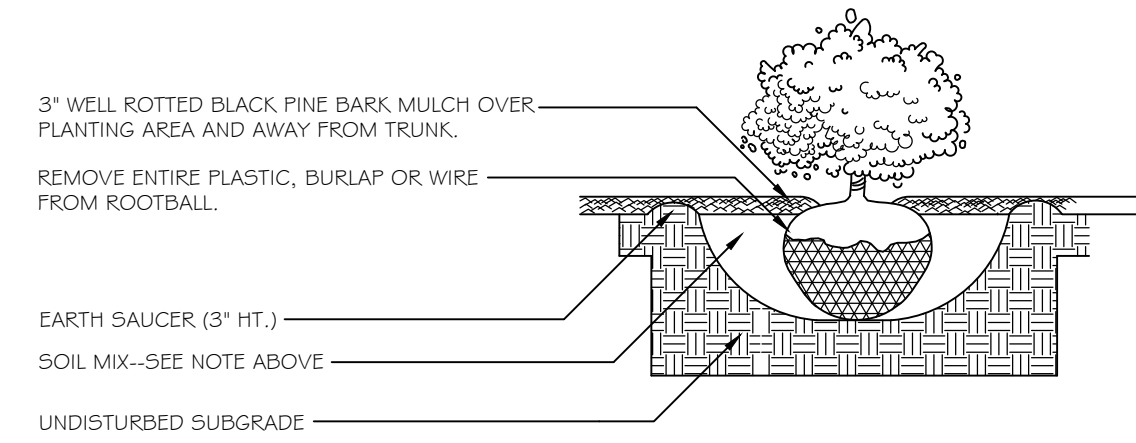
L8





## 1 PLANTING BED AND MULCH DETAIL

NTS



## 2 SHRUB INSTALLATION

NTS

PLANT INSTALLATION NOTES:  
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS: 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL.

FOR BROADLEAVED EVERGREENS AND RELATED ERICACEAE PLANTS: 1 FULL WHEELBARROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL OF LOW pH

CONTAINER GROWN STOCK:  
REMOVE CONTAINER PROTECTING ROOT BALL. GENTLY COMB OUT ROOTS, PRUNE DAMAGED ROOTS.

BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER, LET DRAIN, REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE, TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.

PLANT INSTALLATION NOTES:  
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

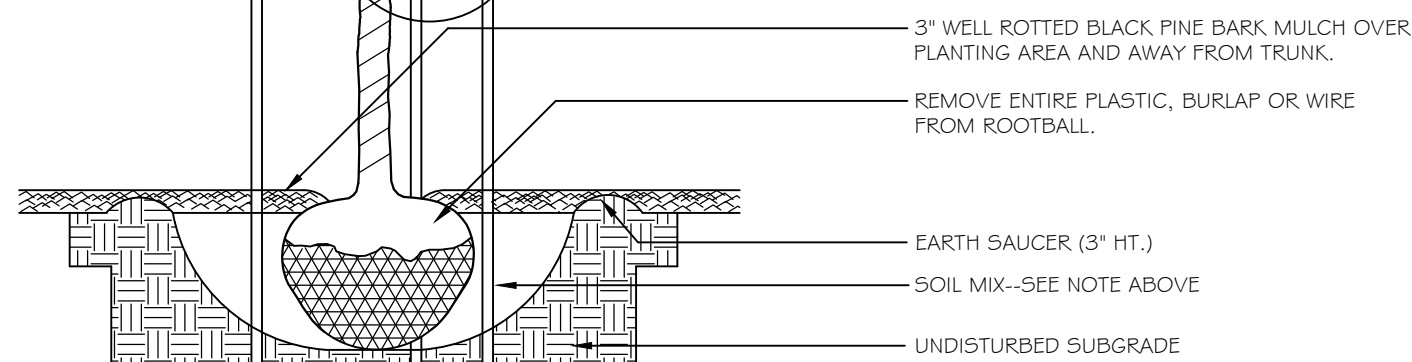
FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS: 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL.

FOR BROADLEAVED EVERGREENS AND RELATED ERICACEAE PLANTS: 1 FULL WHEELBARROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL OF LOW pH

CONTAINER GROWN STOCK:  
REMOVE CONTAINER PROTECTING ROOT BALL. GENTLY COMB OUT ROOTS, PRUNE DAMAGED ROOTS.

BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER, LET DRAIN, REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE, TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.

2' X 2' OR 2 1/2' DIAMETER STAKES WITH 2 #12 GAUGE WIRES ENCASED IN 2-PLY REINFORCED RUBBER HOSE 1/2" DIAMETER OR CHAINLOCK AS APPROVED BY LANDSCAPE ARCHITECT. THREE (3) STAKES LOCATED 120" APART. STAKES SHALL BE FIRMLY SET TO PROVIDE NECESSARY TENSION.



## 3 DECIDUOUS TREE DETAIL

NTS

PLANT INSTALLATION NOTES:  
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR NEEDLED EVERGREEN TREES: 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL.

BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER, LET DRAIN, REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE, TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.

2' X 2' OR 2 1/2' DIAMETER STAKES WITH 2 #12 GAUGE WIRES ENCASED IN 2-PLY REINFORCED RUBBER HOSE 1/2" DIAMETER OR CHAINLOCK AS APPROVED BY LANDSCAPE ARCHITECT. THREE (3) STAKES LOCATED 120" APART (STAKES SHALL BE FIRMLY SET TO PROVIDE NECESSARY TENSION).

3" WELL ROTTED BLACK PINE BARK MULCH OVER PLANTING AREA AND AWAY FROM TRUNK.

REMOVE PLASTIC/BURLAP. REMOVE NATURAL FIBER BURLAP FROM AT LEAST THE TOP 1/3 OF ROOTBALL, OR MORE IF THE ROOTBALL IS FIRM. REMOVE TOP 1/2 OF WIRE BASKET.

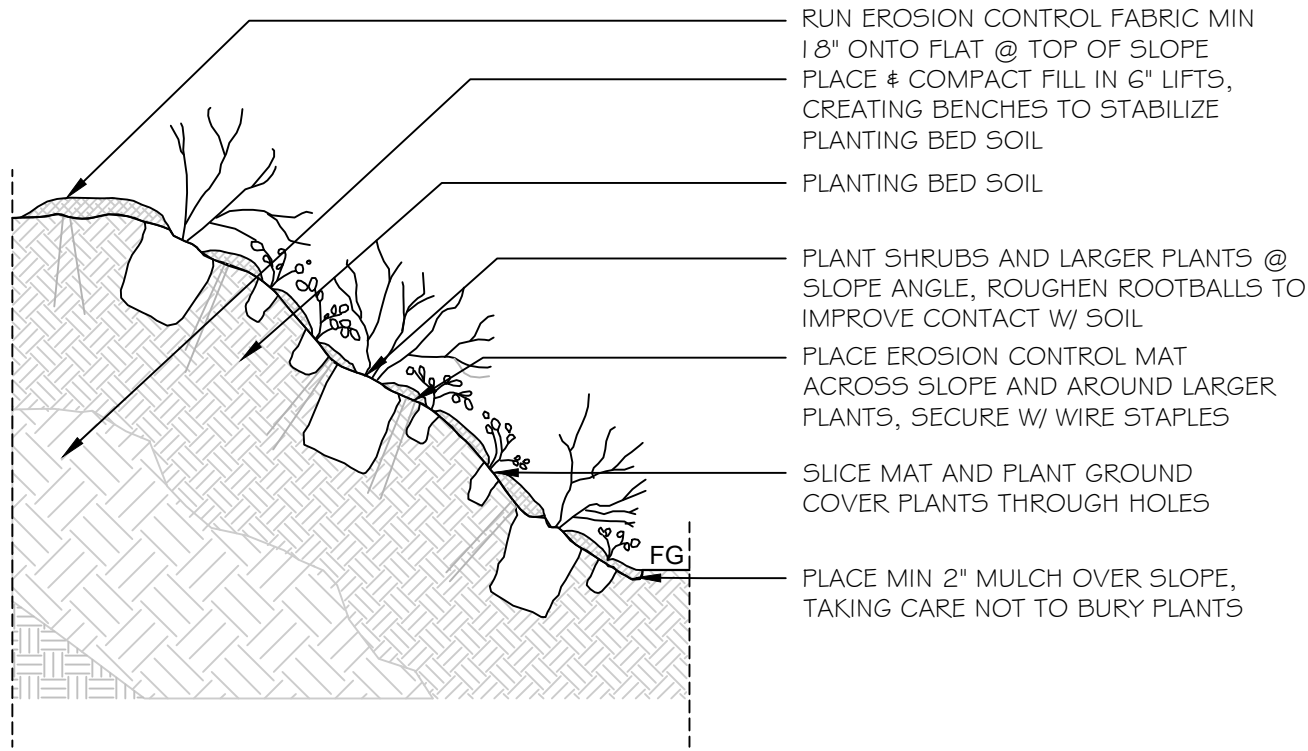
EARTH SAUCER (3" HT.)

SOIL MIX--SEE NOTE ABOVE

UNDISTURBED SUBGRADE

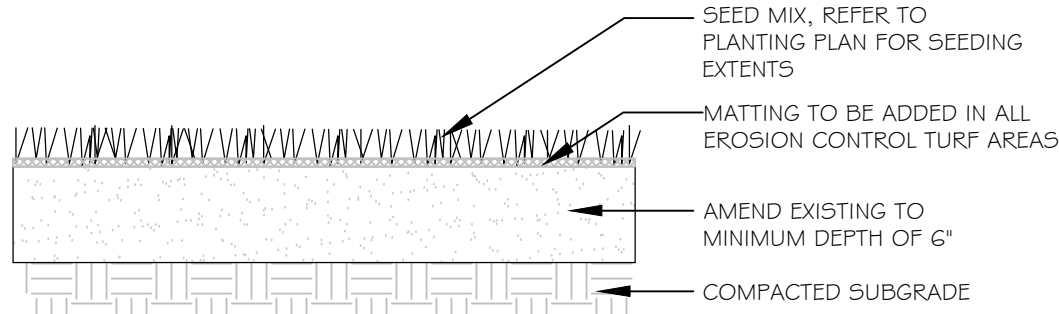
## 4 CONIFEROUS TREE INSTALLATION

NTS



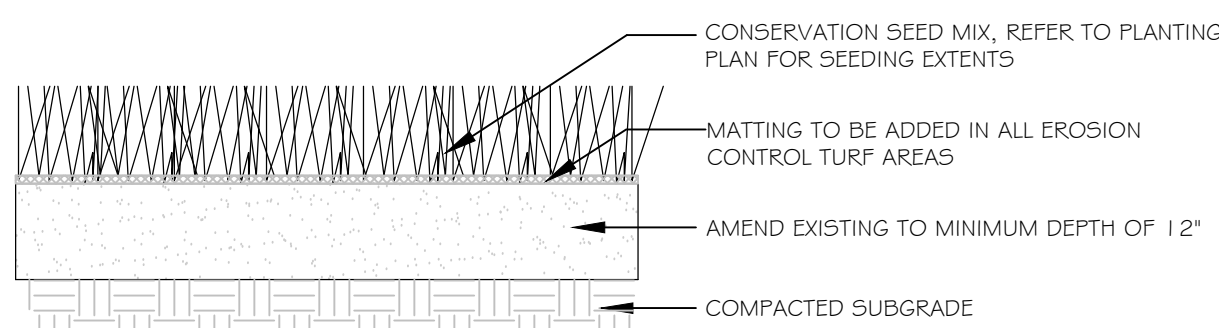
## 5 SLOPE PLANTING

NTS



## 6 LAWN (SEED)

NTS



## 7 MEADOW SEED MIX

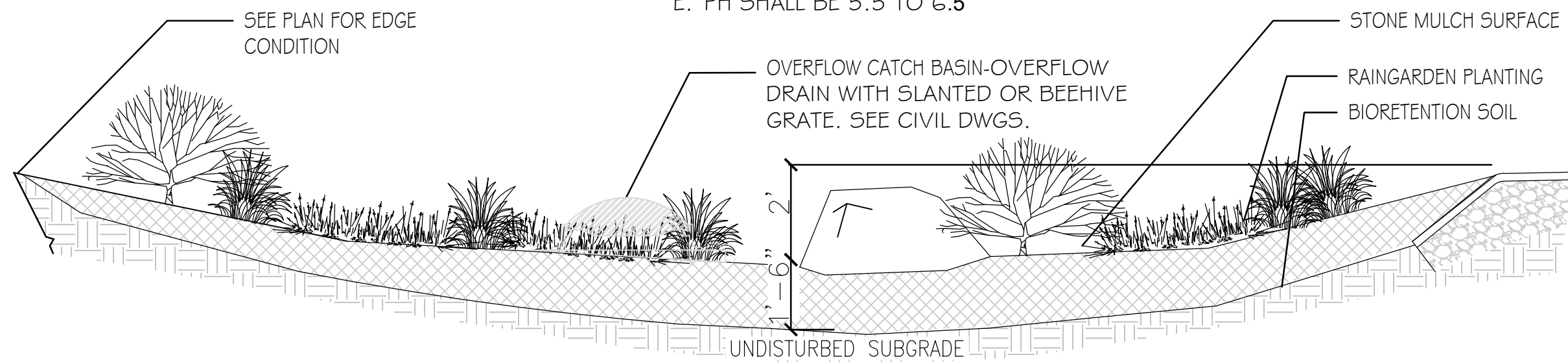
NTS

\*\* BIORETENTION MIX:

- A. RAIN GARDEN SOIL MIX SHALL BE COMPOSED AS FOLLOWS:
- | COMPONENT | PERCENTAGE PASSING BY WEIGHT |
|-----------|------------------------------|
| TOPSOIL   | 20-30%                       |
| SAND      | 40%                          |
| COMPOST   | 30-40%                       |
- B. TOPSOIL SHALL BE SANDY LOAM, LOAMY SAND OR LOAM AS DEFINED BY THE USDA CLASSIFICATION SYSTEM.

- C. COMPOST SHALL BE LEAF COMPOST. COMPOST SHALL BE FULLY MATURE. BIOSOLIDS ARE NOT ALLOWED FOR THE COMPOST COMPONENT.
- D. SAND SHALL BE GRAVELLY SAND THAT MEETS ASTM D 422 AND THE FOLLOWING GRADATION:
- | INCH | PERCENT PASSING BY WEIGHT |     |
|------|---------------------------|-----|
|      | MAXIMUM                   |     |
|      | MINIMUM                   |     |
| 2    | 100                       | 100 |
| 0.75 | 70                        | 70  |
| 0.25 | 80                        | 50  |
| #40  | 40                        | 15  |
| #200 | 3                         | 0   |
- E. PH SHALL BE 5.5 TO 6.5

NOTE: CONTRACTOR TO PROVIDE SOIL TEST WITHIN 2 WEEK OF SITE DELIVERY



## 8 RAIN GARDEN

NTS



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**THAMES STREET**  
Portland, Maine  
Thames Street

Date:  
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Sheet No.:

L9



**Prepared For:** Portland Department of Planning & Urban Development Department

**Project Owner:** 144 Fore Street, OZ, LLC

**Construction Manager:** Penobscot General Contractors

This document and its subsequent attachments comprise the Construction Management Plan being submitted to the Portland Department of Planning & Urban Development Department for the new 2-story, mixed-use Thames Street Building. This plan is being submitted by Penobscot General Contractors on behalf of the Owner. The purpose of the Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of construction. Penobscot General Contractors will ensure that the safety of the public and the surrounding communities are at the top of our priorities.

The Thames Street Mixed-Use Development consists of a 58,600 SF, 2-Story, Steel Framed Building with a 7,600 SF Restaurant at the Roof Level along with an 11,850 SF Outdoor Function Space. The Envelope of this Building consists mainly of Glazed Curtainwall. The completion of the project is currently anticipated for August 2023.

This CM plan will be continually updated as the project progresses to meet the needs of the project, community, and the City of Portland. Penobscot General Contractors' main objective is to deliver the project to 144 Fore Street, OZ, LLC and the City, successfully with zero safety accidents or incidents by means of communication and teamwork.

## **A. Construction Management Principles**

The impact of this project during construction will be minimized via the following management practices and principals:

- As articulated on the attached plan (Exhibit A), the Construction Zone will be secured with a combination of jersey barriers, fencing and gates along Freedom Way, Thames Street as well as the other sides of this site. These barriers will prevent any access into the site from public.



- All construction activities will be performed within the limits of the site fence to ensure public is never exposed to any risks caused by construction activities. The sidewalks along Freedom Way and Thames Street adjacent to the building will be closed for the duration of the project until completion. Two entrances will be maintained into and out of the site.
- All deliveries will be scheduled and coordinated to ensure there is minimal off-site queuing required.
- All construction activities will occur within the sound ordinance times.

## **B. Development Review of Construction Management Plan**

Penobscot General Contractors has developed a comprehensive management plan that will be in place for the duration of the construction timeline (or until permanent/final measures are installed and can be utilized). Again, these are depicted on Exhibit A.

Note that Penobscot General Contractors utilizes a site-specific safety policy for all workers on-site. Each member will complete a job specific safety orientation prior to starting work activities. At no point will the public have access to the project site within the fenced limits.

## **C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits**

All fees, building permit fee and guarantees will be paid/issued prior to the commencement of construction. All street opening permits will be applied for by the selected site contractor upon award and in hand prior to opening the street for work.

**There is no blasting or pile driving anticipated for this project.**

## **D. Construction Administration and Communication**

The contact person for all construction activities for the project will be:

Nathan Martin – Project Superintendent  
(207) 504-6151 – [nmartin@penobscotgc.com](mailto:nmartin@penobscotgc.com)

Penobscot General Contractors  
(207) 236-6390 - Main Office number

Due to the proximity to occupied buildings and the number of anticipated deliveries, community outreach and communication will be required throughout construction to keep the public and neighboring businesses informed of our plan.

Signage will be posted onsite with additional emergency contact information for the selected Superintendent that will be the site contact for the project. An Emergency Call Log will be developed and distributed to the project team (to include subcontractors).

Quarterly reporting and updating of our Construction Management Plan will be required to update the city and community of the following activities:

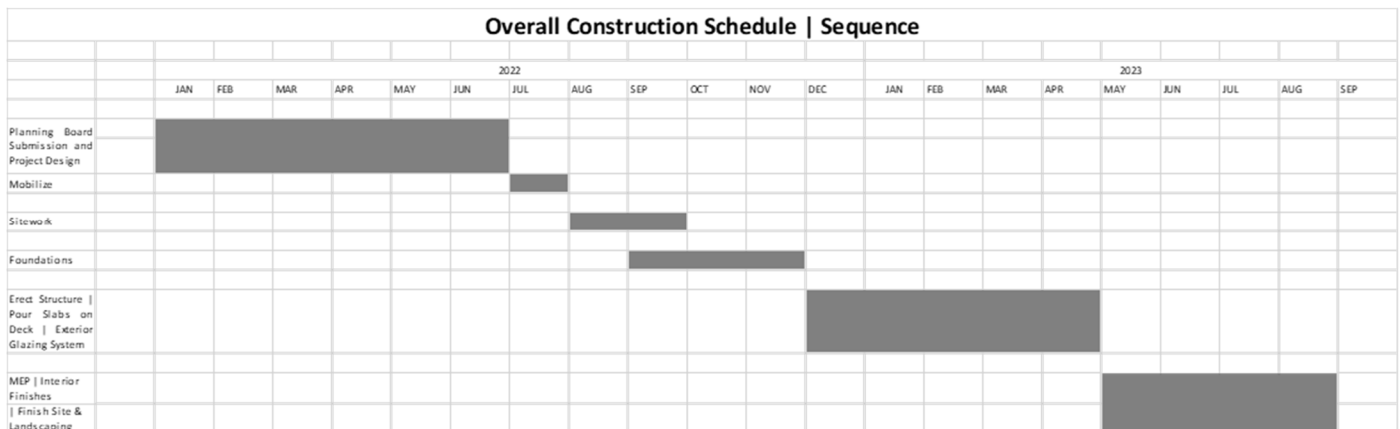
1. Construction schedule updates
2. Material deliveries, including notice of any oversized loads that may impact public traffic
3. Requests for upcoming off-hours work including weekends and holidays
4. Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities
5. Requests for any street openings or public sidewalk work to be completed as part of the construction contract

## E. Construction Schedule

The project is expected to commence immediately upon permit issuance (August 2022) and be completed no more than 12 months post commencement of work. The anticipated completion date is August of 2023.

Construction work hours will be in accordance with section 17-18.

Specifically, work hours will be limited to Monday – Friday 7:00am -7:00pm. Should Saturday work be required, the use of heavy equipment will be kept within the time constraints of 8:00am to 4:00pm.



## F. Security & Public Safety

Please refer to Exhibit A for the site fencing/gates, traffic and pedestrian routing plan, which will be utilized for the duration of the project. If required by the city, Knox Box Pad Locks will be installed at each gate for fire department emergency access.

The fire safety program on-site will consist of the following:

1. Fire extinguishers will be placed throughout the construction site for the duration of the project.
2. On site fuel storage will be limited but will be required throughout construction. A free-standing, 30-minute fire-rated enclosure will be provided for this safe and secure storage.
3. During construction, our Means of Egress will have at least two permanent stairs. Temporary signage will be installed to clearly indicate these egress methods.



4. Good Housekeeping – Penobscot General Contractors will provide dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas. Additionally, Penobscot General Contractors will have laborers to assist with this daily clean-up. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and a clear means of egress in the event of an emergency.
5. Any personnel (whether working or visiting the site) will go through our safety orientation that will include our emergency evacuation plan.

## **G. Construction Permitting and Traffic Control Plans**

The construction will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. There will be little to no lay down area for materials on-site. Deliveries will be scheduled in advance and planned for accordingly. We will stay in constant communication with the City and the neighboring businesses to keep them informed of our upcoming construction activities / deliveries with the intent to minimize impacts to all surrounding Streets.

This project includes new utilities that will require new taps/tie-ins within the public ROW. All street opening permits will be applied for and approved prior to start of utility work in the street.

## **H. Site Management and Controls**

Penobscot General Contractors will adopt the following site management and maintenance activities through the duration of the project:

1. Trash and debris will be contained within the project fencing and changed out on a regular basis.
2. A stabilized construction entrance will be installed at the gate locations and maintained by the selected sitework contractor. Street cleaning will be reviewed daily and cleaned as required to remove dirt/debris caused by the construction efforts
3. Noise will comply with City Ordinances.
4. If needed, water will be used to control dust during the sitework activities of the project. We do not anticipate any other activities that will require dust control measures.
5. Onsite snow removal will be handled by Penobscot General Contractors.

## **I. Erosion Control and Preservation of Trees**

We will comply with the approved erosion and sedimentation control plan.

## **J. Construction Staging Area**

Exhibit A of this document is the site logistics plan for the project. An offsite marshalling area may be needed during the erection of the steel structure, concrete placements, and the exterior curtainwall system due to the limited area on site. Once all these subcontractors are procured, we will have further review and update this plan accordingly.

## **K. Parking During Construction**

Off-site parking is required. Employee parking will be provided by employers utilizing legal parking

methods. It will be discussed in the Subcontract agreements that no street parking will be allowed during work hours to leave available for the local businesses. Subcontractors can utilize the public lot off Marginal Way.

### **L. Special Measures as Necessary**

This is a 2-story steel building that will be erected utilizing a small 80-Ton RT Crane. Once an erector / crane has been selected, we will further review and discuss with the City to update this plan if needed.

Should we encounter any groundwater, dewatering will be handled by the sitework contractor. This can be further discussed with the Contractor at the Preconstruction meeting for specific details.

### **M. Project truck routing**

All truck deliveries will be routed as stated below:

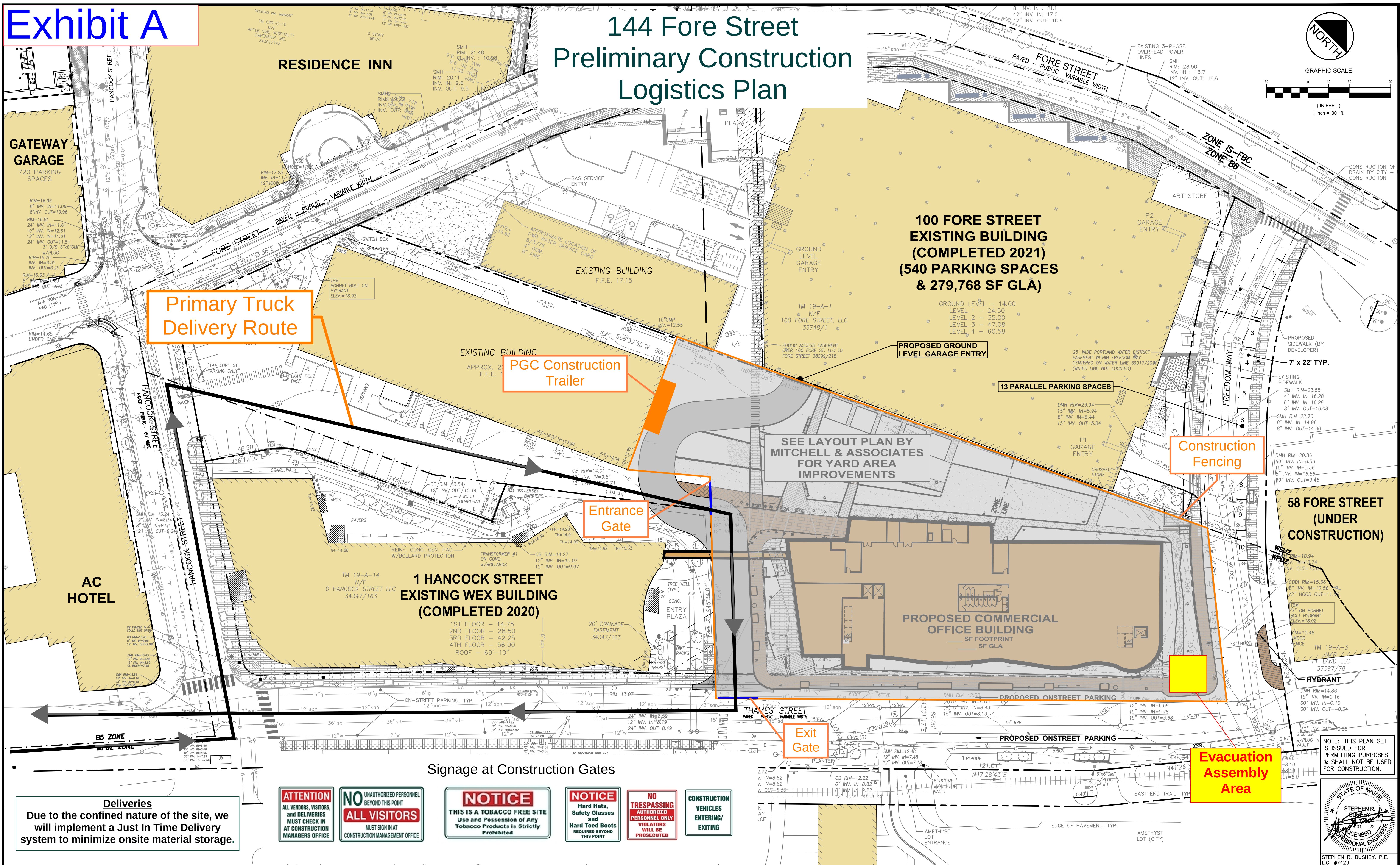
**Incoming-** US Highway I-295 exit 7 off I-295 onto Franklin Street, and then left onto Commercial Street, which will lead to Thames Street. Turn Left onto Hancock Street and then Right into Parking Lot between WEX and the VA Building. The gate entrance will be on straight ahead.

**Outgoing-** Leave site, turn right and head south on Thames and Commercial Street, turn right onto Franklin Street and back on to US Highway I-295



# Exhibit A

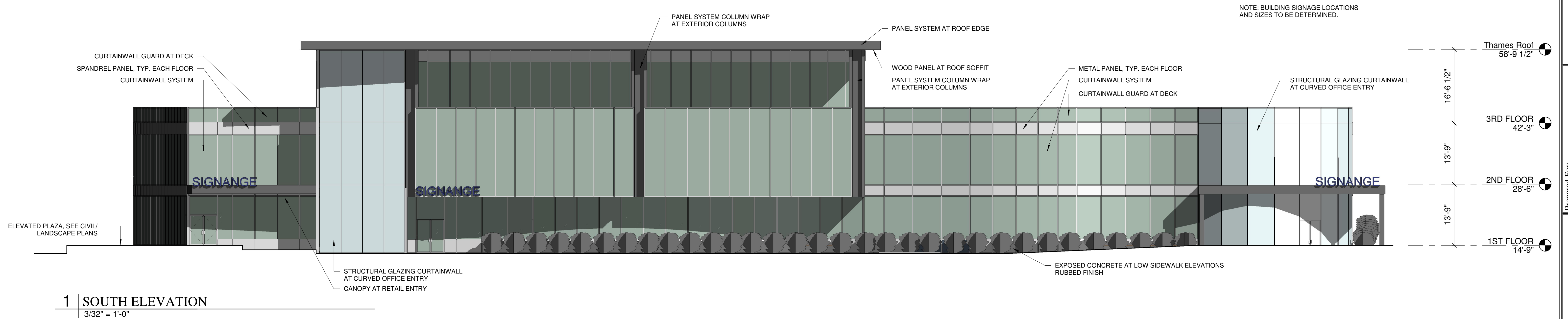
## 144 Fore Street Preliminary Construction Logistics Plan



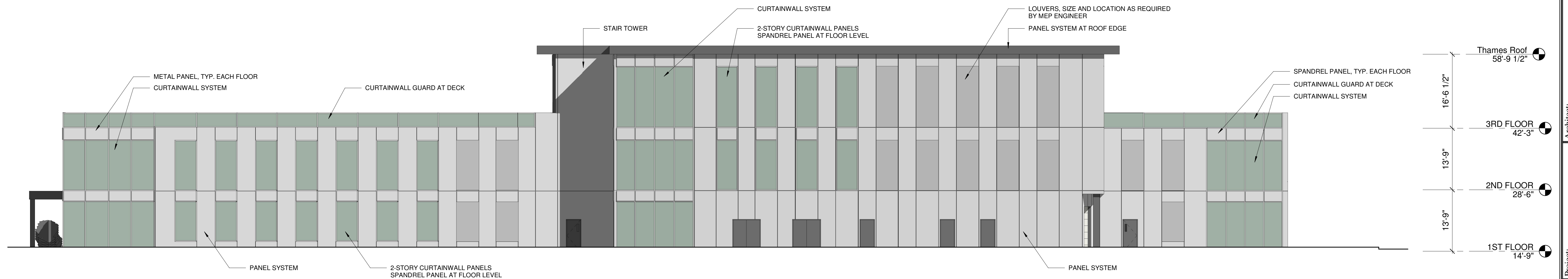
|                                        |      |          |                                            |      |          |                                 |      |          |                                                                                                                                                                                                     |      |          |                                                                                                                                      |      |          |                                 |      |          |                                                                    |      |          |                                                                          |      |          |                   |      |          |
|----------------------------------------|------|----------|--------------------------------------------|------|----------|---------------------------------|------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------|--------------------------------------------------------------------------------------------------------------------------------------|------|----------|---------------------------------|------|----------|--------------------------------------------------------------------|------|----------|--------------------------------------------------------------------------|------|----------|-------------------|------|----------|
| Design: SRR Draft: CDD Date: JAN, 2022 |      |          | Checked: SRR Scale: AS NOTED Job No.: 3924 |      |          | File Name: 3924-THAMES-SITE.dwg |      |          | This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer. |      |          | Relationships. Responsiveness. Results. www.gorrillpalmer.com 207.772.2515 707 Sables Oaks Drive - Suite 30 South Portland, ME 04106 |      |          | Drawing Name: OVERALL SITE PLAN |      |          | Project: Commercial Office Building Thames Street, Portland, Maine |      |          | Client: 144 Fore Street, OZ, LLC PO Box 910, Westbrook, Maine 04098-0910 |      |          | Drawing No. C-3.0 |      |          |
| Rev.                                   | Date | Revision | Rev.                                       | Date | Revision | Rev.                            | Date | Revision | Rev.                                                                                                                                                                                                | Date | Revision | Rev.                                                                                                                                 | Date | Revision | Rev.                            | Date | Revision | Rev.                                                               | Date | Revision | Rev.                                                                     | Date | Revision | Rev.              | Date | Revision |

U:\3924-Thames Street-WEX-Portland, ME\3 - CAD\DWG\3924-THAMES-SITE.dwg 1/26/2022 2:05 PM

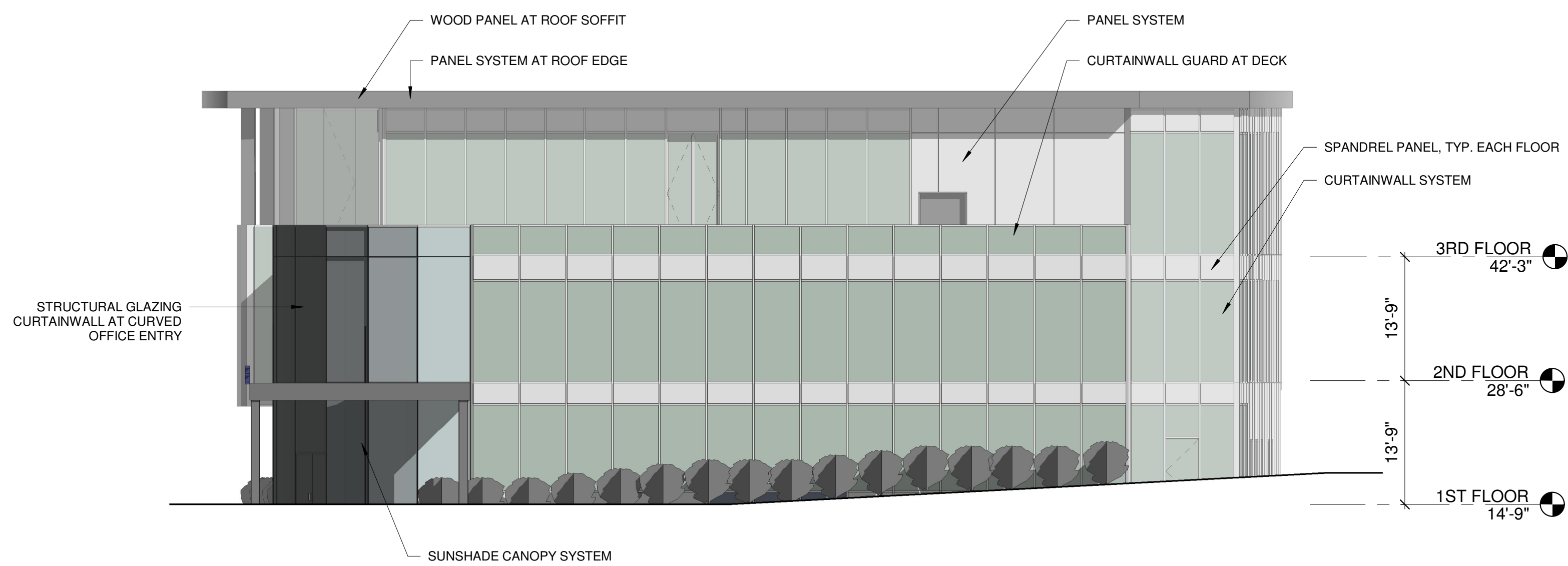




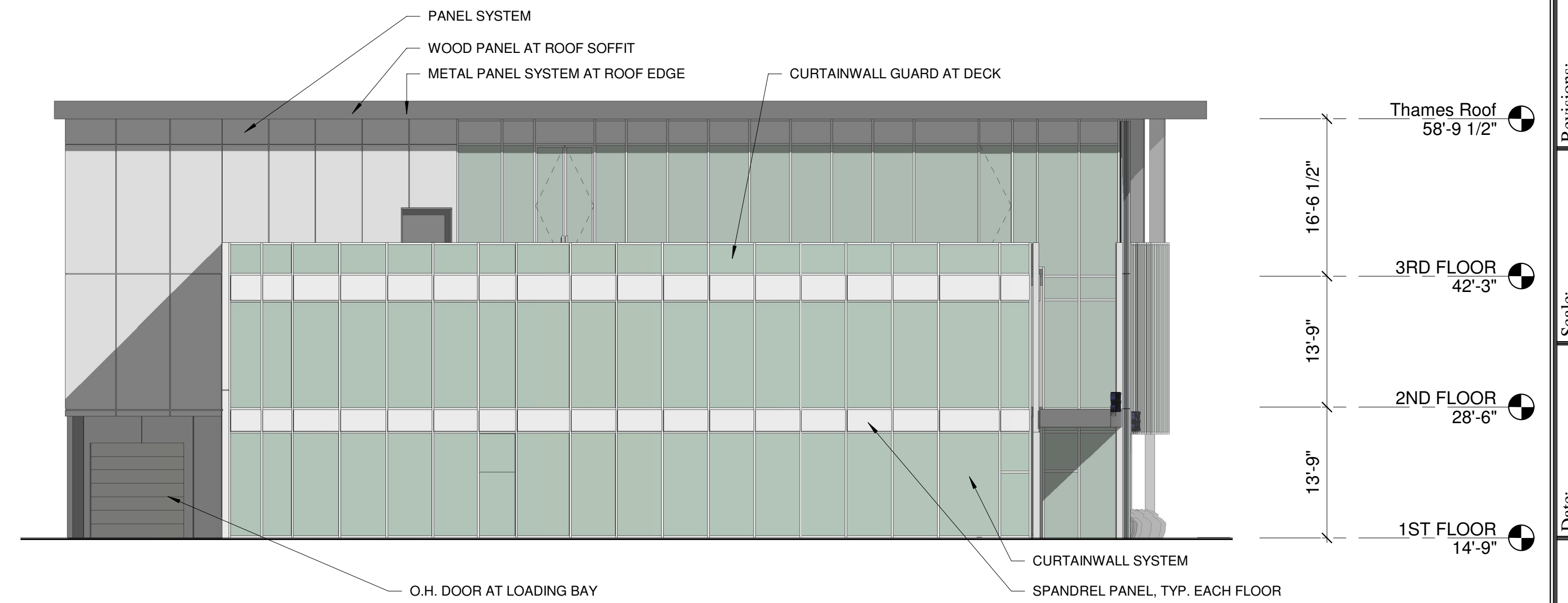
1 | SOUTH ELEVATION  
3/32" = 1'-0"



2 | NORTH ELEVATION  
3/32" = 1'-0"



3 | EAST ELEVATION  
3/32" = 1'-0"



4 | WEST ELEVATION  
3/32" = 1'-0"

NOTE: BUILDING SIGNAGE LOCATIONS AND SIZES TO BE DETERMINED.

Prepared For:

Consultant:

Architect:

Project:

Revisions:

Date: JUNE 09 2023

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

Building Elevations

A2.01

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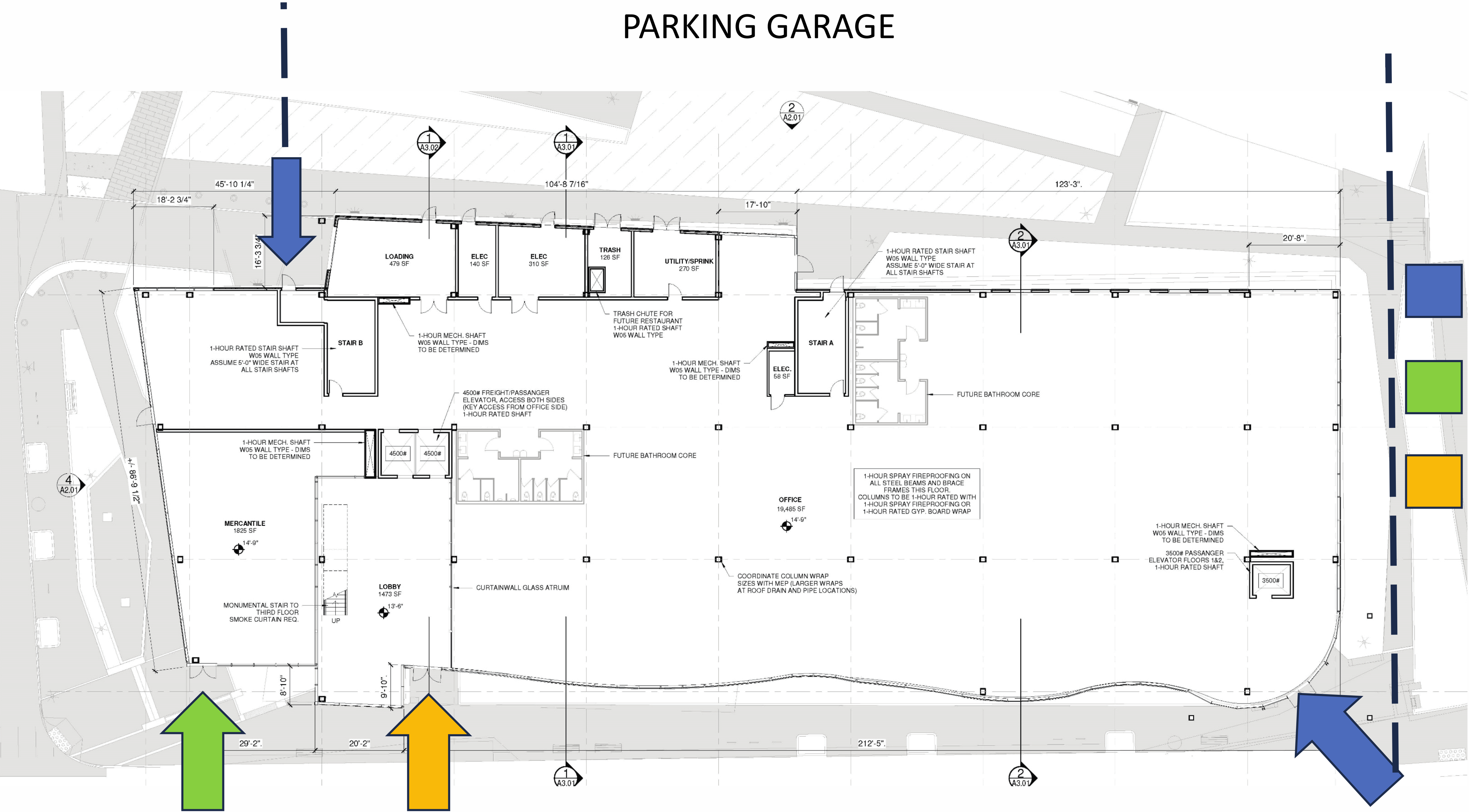
Address  
City, State

**ARCHETYPE  
ARCHITECTS**  
48 Union Wharf Portland, Maine 04101  
207.772.6022 archetype@archetypepa.com

**THAMES STREET  
OFFICE BUILDING**  
Thames Street  
Portland, Maine



PARKING GARAGE



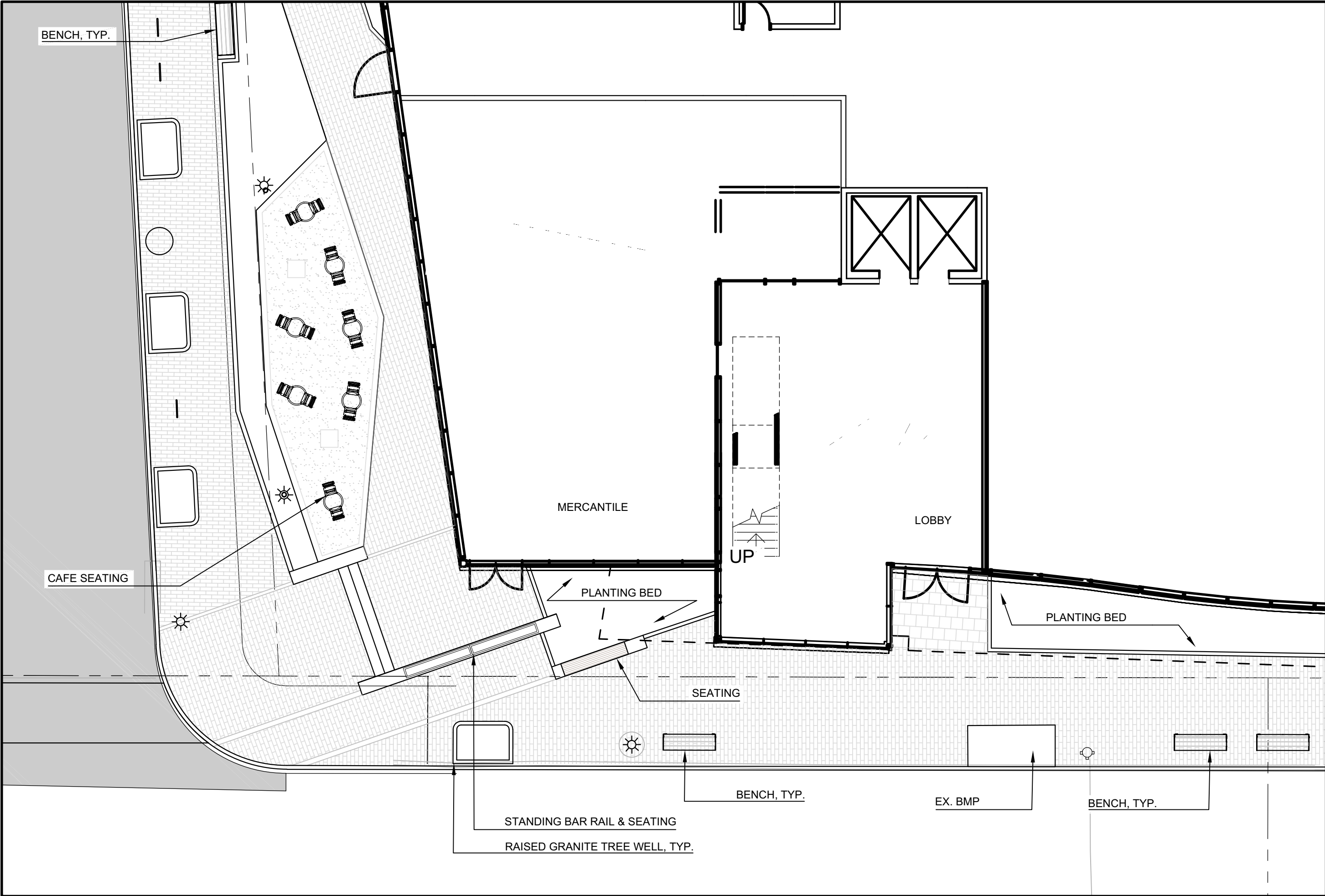
THAMES STREET

1<sup>st</sup> & 2<sup>nd</sup> floor office

1<sup>st</sup> floor mercantile

3<sup>rd</sup> floor assembly





sk1

North:

|          |                                         |
|----------|-----------------------------------------|
| Title:   | THAMES STREET & MONTFORT STREET SEATING |
| Date:    | 06/13/2023                              |
| Scale:   | 1"=10'-0"                               |
| Project: | 70 THAMES STREET                        |

Mitchell & Associates

LANDSCAPE ARCHITECTS  
70 Center Street  
Portland, Maine 04101  
P: 207.774.4427  
F: 207.874-2460











**Planning and Urban Development**

Kevin Kraft, AICP

*Deputy Director*



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To: Brandon Mazer, Chair and members of the Portland Planning Board

From: Matthew Grooms, Development Review Services Manager, Planning and Urban Development Department

Date: June 23, 2023

Re: Postponement Request for Major Site Plan and Traffic Movement Permit Application; 84 Auburn Street; MSP Properties 94 Auburn, LLC and 84 Auburn, LLC, Co-Applicants

Project #: PL-002298-2023

Meeting date: June 27, 2023

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Planning & Urban Development staff, in coordination with the applicant, are requesting that Application PL-002298-2023 be withdrawn from the Planning Board's June 27<sup>th</sup> agenda, to allow time for the applicant to bring the project into compliance with applicable zoning regulations. Once the identified issue has been addressed, staff will coordinate a new workshop date for this application.



To: Chair Mazer & Members of the Planning Board  
From: Maya Balassa  
Date: June 23, 2023  
Re: Rezoning to B-2b  
Project ID: ZN-002413-2023  
Meeting Date: June 27, 2023

## I. INTRODUCTION

Troy Huynh is seeking a zoning map amendment to change the zoning at 17 and 25 Bates Street from RP Residence Professional zone to B-2 Community Business zone (Figure 1). The action is being sought to facilitate the development of a mixed-use building with ground floor commercial and residential units on the upper floors. The proposed zoning map amendment aims to allow a broader range of uses, including commercial and higher density residential, than is currently allowed in the existing RP zone and to have a consistent zoning approach within an area of the City identified as a priority node in the City's Comprehensive Plan.

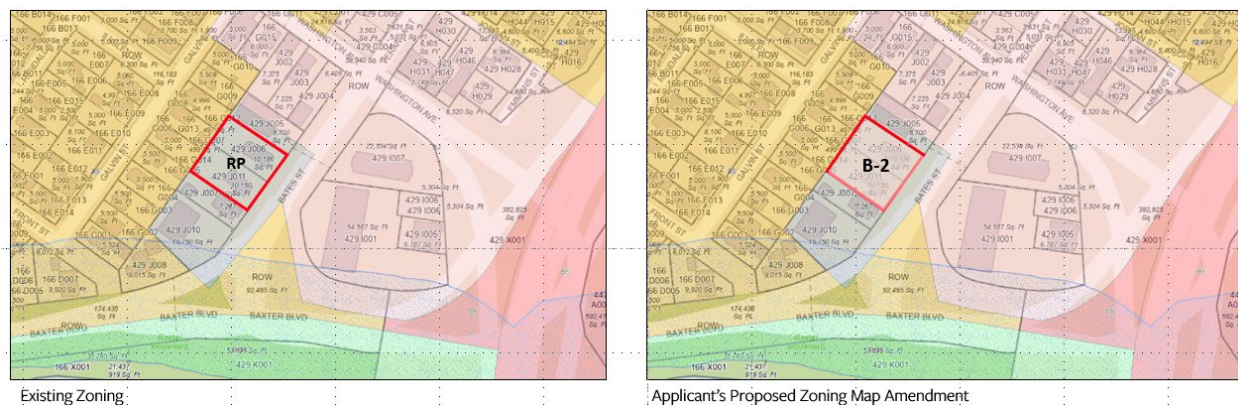


Figure 1: Existing zoning map and applicant's proposed zoning map amendment to B-2

In addition to the applicant's proposal Planning staff is recommending that the Board consider rezoning the properties to B-2b Community Business, as opposed to B-2, though both zones, B-2 and B-2b, may be found appropriate and generally consistent with Portland's Plan 2030. Moreover, Planning staff is recommending that the Board consider extending the proposed zoning map amendment boundary to encompass 24 additional parcels, as shown in Figure 2 below (26 total, including the applicant's two parcels). The City's recommendation is due to slight differences between the dimensional and use standards for the two zones, with those of the B-2b being better aligned with the Future Land Use Plan's vision for this prominent City node, specifically with respect to urban form. The proposed zoning map amendments and differences between the various zones are discussed further in Section VI Zoning Analysis of this memo.



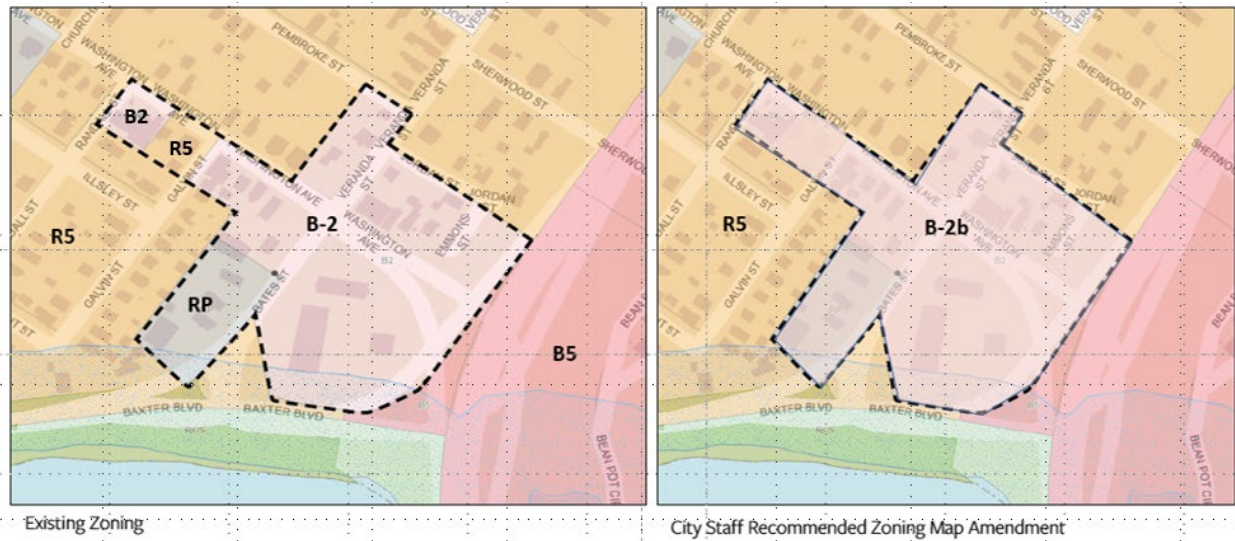


Figure 2: City Staff recommended zoning map amendment for consideration

The Planning and Urban Development Department mailed 85 notices advertising this meeting to interested parties and property owners within 500 feet of the site. The legal advertisement ran in June 17 and 20, 2023 editions of the *Portland Press Herald*. Additionally, the applicant held a neighborhood meeting on May 2<sup>nd</sup>, 2023.

**Applicant:** Troy Huynh  
**Applicant Representative:** Sam Lebel; Acorn Engineering

## II. PROJECT DATA

|                 |                           |
|-----------------|---------------------------|
| Existing Zoning | RP Residence Professional |
| Proposed Zoning | B-2 Community Business    |

### III. BACKGROUND & EXISTING CONDITIONS



Figure 3 Google image of 17 and 25 Bates Street from Nov, 2022



The area proposed to be rezoned by the applicant is comprised of two, applicant owned parcels (429 Jo11 and 429 Jo06), which are approximately 20,300 square feet (0.47 acres) and zoned RP Residence Professional. The current use of these parcels are two, one-story residential buildings. The site is bounded by Bates Street to the east, an auto service center to the north, and residential uses to the west and south. Immediately east of the site is a three-story retail plaza and commercial office complex.

The applicant's parcels are bordered by the R-5 Residential zone to the west and south and B-5 Business zone to the southeast, beyond I-295. A Recreation Open Space (ROS) zone is mapped to the south along Baxter Blvd. The intersection of Washington Avenue, Bates Street, and Veranda Street is zoned B-2; the cluster of parcels in B-2 at this node contains a variety of uses including, residential (single to 20+ family), retail, restaurant, office business, auto dealership and auto service station. Within the area of the zoning boundary staff is recommending for consideration, 19 parcels are zoned B-2, four parcels are zoned R-P Residence Professional, one parcel is split between the B-2 and R-P zones, and two parcels are zoned R-5 Residential, a breakdown of each parcel is provided in Table 1.

The B-5 Business zone southeast of the collection of parcels along Washington Avenue beyond I-295, went to a public hearing with the Planning Board to be rezoned to B-5 from the I-M Moderate Impact Industrial zone on November 22, 2022 to facilitate the construction of a mixed-use campus development for The Roux Institute. The zoning map amendment was adopted by the City Council on February 6, 2023, Order 126-22/23.

There are five METRO bus stops within a quarter mile of 17 and 25 Bates Street. Route 9B runs along Washington Avenue, which runs from downtown Portland to North Deering, and route 7 runs along Veranda Street, which runs from Portland to Falmouth.

#### **IV. APPLICANT'S CONCEPTUAL DEVELOPMENT PROPOSAL**

The proposed rezoning of 17 Bates Street and 25 Bates Street to B-2 would facilitate the development of a mixed-use commercial and residential development as shown in Figure 3 below. The development contemplated at 17 and 25 Bates Street in this application is conceptual at this stage and no site plan application has yet been submitted. Should the proposed rezoning be approved by the City Council, a site plan application, addressing all applicable land use standards, would be required to be submitted by the applicant to facilitate the development of this project.



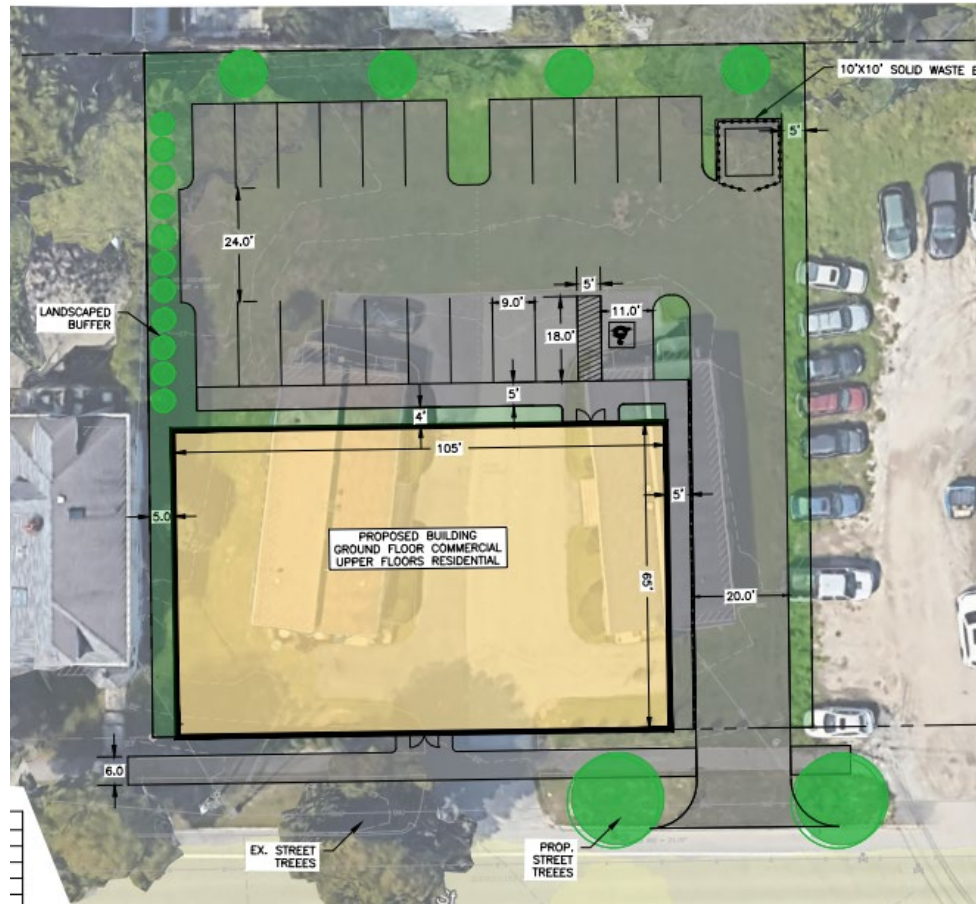


Figure 4 The conceptual site plan for 17 & 25 Bates Street

## V. PROPOSED ZONING MAP AMENDMENT

Troy Huynh proposes a zoning map amendment to change 17 Bates Street and 25 Bates Street (429 Jo06001, 429 Jo11001) from RP Residence Professional zone to B-2 Community Business zone.

In addition to the applicant's request, Planning staff recommends that the Planning Board consider expanding the zoning map amendment to include 24 additional contiguous parcels (26 total) zoned B-2 Community Business zone, RP Residence Professional zone, and R-5 Residential zone to B-2b Community Business zone. The proposed rezoning to B-2b would not bring any existing properties into non-conformity. The B-2b zone is more permissive in regards to lot area, lot area per dwelling unit, height, and impervious surface ratio than the R-P and R-5 zones.

*Table 1 provides the addresses, CBL, zone, and use for the parcels proposed by Planning staff to be rezoned to B-2b.*

| TABLE 1: PROPSOED PARCELS TO BE REZONED TO B-2B |             |      |                   |                            |                   |
|-------------------------------------------------|-------------|------|-------------------|----------------------------|-------------------|
| Address                                         | CBL         | Zone | Use               | Permitted in existing zone | Permitted in B-2b |
| 970 Baxter Blvd                                 | 429 1001001 | B-2  | Office Business   | Yes                        | Yes               |
| 476 Washington Ave                              | 429 1005001 | B-2  | 5 to 10 Family    | Yes                        | Yes               |
| 484 Washington Ave                              | 429 1006001 | B-2  | Accessory Parking | Yes                        | Yes               |



|                    |             |        |                       |                 |                 |
|--------------------|-------------|--------|-----------------------|-----------------|-----------------|
| 500 Washington Ave | 429 1007001 | B-2    | Office Business       | Yes             | Yes             |
| 5 Bates St         | 429 J004001 | B-2    | Auto service station  | Conditional Use | Conditional Use |
| 522 Washington Ave | 429 J003001 | B-2    | Office Business       | Yes             | Yes             |
| 526 Washington Ave | 429 J002001 | B-2    | Multi-Use Residential | Yes             | Yes             |
| 532 Washington Ave | 166 G015001 | B-2    | Two Family            | Yes             | Yes             |
| 536 Washington Ave | 166 G011001 | B-2    | Retail Services       | Yes             | Yes             |
| 550 Washington Ave | 166 F003001 | B-2    | Retail Services       | Yes             | Yes             |
| 513 Washington Ave | 429 C004001 | B-2    | Auto dealership       | Conditional Use | Conditional Use |
| 14 Veranda St      | 429 C006001 | B-2    | Retail Services       | Yes             | Yes             |
| 18 Veranda St      | 429 C007001 | B-2    | Retail Services       | Yes             | Yes             |
| 9 Veranda St       | 429 H030001 | B-2    | Retail Services       | Yes             | Yes             |
| 505 Washington Ave | 429 H031001 | B-2    | 11 to 20 Family (12)  | Yes             | Yes             |
| 501 Washington Ave | 429 H047001 | B-2    | Retail Services       | Yes             | Yes             |
| 9 Jordan St        | 429 H046001 | B-2    | Four Family           | Yes             | Yes             |
| 10 Emmons St       | 429 H029001 | B-2    | Single Family         | Yes             | Yes             |
| 14 Emmons St       | 429 H028001 | B-2    | Two Family            | Yes             | Yes             |
| 542 Washington Ave | 166 F006001 | R-5    | Four Family           | Conditional Use | Yes             |
| 548 Washington Ave | 166 F005001 | R-5    | Two Family            | Yes             | Yes             |
| 41 Bates St        | 429 J010001 | RP     | Office Business       | Yes             | Yes             |
| 29 Bates St        | 429 J007001 | RP     | Three Family          | Conditional Use | Yes             |
| 25 Bates St        | 429 J011001 | RP     | Two Family            | Yes             | Yes             |
| 17 Bates St        | 429 J006001 | RP     | Two Family            | Yes             | Yes             |
| 13 Bates St        | 429 J005001 | RP/B-2 | Vacant Land           | Yes             | Yes             |



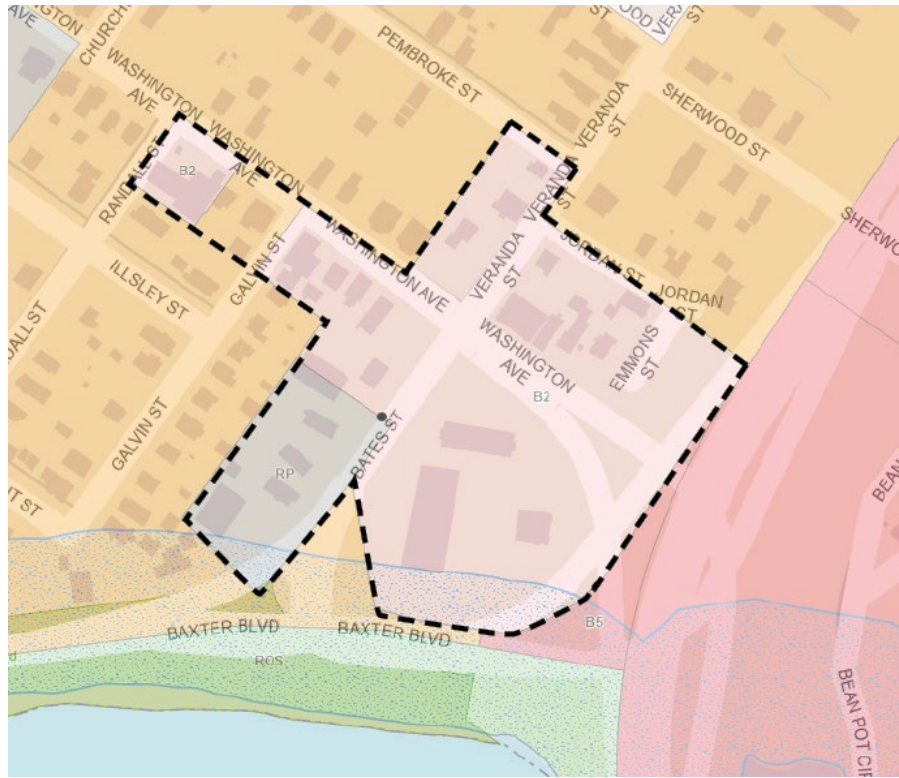


Figure 5: Aerial Image of the RP, B-2 and R-5 recommended to be rezoned to B-2b by Planning Staff.

## VI. ZONING ANALYSIS

### A. Overview of Zoning Purpose Statements Existing Versus Proposed Zoning

The area proposed to be rezoned includes property in the RP Residence Professional Zone. In addition, Planning staff's recommendation includes properties in three separate zones; the B-2, the R-5 and the R-P. The purpose statement for each zone is listed below:

#### Existing zones:

**R-P Residence Professional:** *"to provide appropriate location for the development and operation of low-intensity business uses, including offices on or near major arterials, that are compatible in scale, density and use with surrounding and adjacent residential neighborhoods; or to serve as a transition or buffer zone between residential and more intensive nonresidential zones."*

**B-2 Community Business:** *"To provide appropriate locations for the development and operation of community centers offering a mixture of commercial uses, housing, and services serving the adjoining neighborhoods and the larger community. The variety, sites, and intensity of the permitted commercial uses in the B-2 zone are intended to be greater than those permitted in the B-1/B-1b zones. The zone provides a broad range of goods and services with a mixture of large and small buildings, such as grocery stores, shops and services located in major shopping centers and along arterial streets. Such establishments should be readily accessible by automobile, by pedestrians and by bicycle. Development in the B-2 zone should relate to the surrounding neighborhoods by design, orientation, and circulation patterns. The zone should provide locations for moderate to high-density housing in urban neighborhoods along arterials."*



**R-5 Residential:** *“to provide appropriate areas of the city for medium-density residential development characterized by single-family, two-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially-sized parcels.”*

### **Proposed Zone:**

**B-2b Community Business:** *“To provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development pattern exists or where a neighborhood-compatible commercial district is established which exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood-oriented building pattern. The B-2b should provide locations for moderate to high-density housing in urban neighborhoods along arterials.”*

## **B. Discussion of Zoning Amendments**

### R-P Residence Professional to B-2b Community Business

Even though the parcels zoned RP abut R-5 residential along the rear of their properties, the context along Bates Street and at the intersection of Washington Avenue and Bates Street does not match the intention of the RP. Across the street from the line of RP zoned parcels is a multi-use multi-story building containing offices and retail. The connection and proximity to Washington Avenue, an identified priority corridor in Portland’s Plan 2030, and utilized as a major commuter road into Portland’s downtown, makes it better suited for the B-2b Community Business zone, which is targeted to not only support neighborhood retail, business and services, but is dimensioned to support a neighborhood scale and encourage walkability.

The RP zone allows any residential use permitted in the nearest residential zone. In this instance the nearest residential zone is the R-5 Residential Zone. The R-5 zone allows single- and two-family dwellings and allows multi-family as a conditional use only within a non-residential structure existing as of January 1, 1984 and requires 3,000 square feet of land area per dwelling unit. Additionally, the RP zone allows funeral homes, general offices, studios for artists and craftspeople, parks and open, solar energy system, and utility substations. The B-2b zone is intended provide opportunities for mixed-use development. The B-2b allows single and two-family dwellings as well as multi-family dwellings. In addition, the B-2b zone allows a number of commercial uses outlined in Table 2 below.

### R-5 Residential to B-2b Community Business

The two parcels currently zoned as R-5, that are recommended to be rezoned to B-2b by Planning staff, are four-family and two-family residential buildings. Two family residential is permitted in both the R-5 and B-2b zones. However, four-family residential is a conditional use in the R-5 and would be permitted use in the B-2b. These parcels are located along Washington Avenue, immediately abutting a METRO bus stop for route 9A and, if rezoned, would connect the existing B-2 zoned parcels, which are currently improved with Botto’s Bakery consisting of a retail storefront and manufacturing component.

### Differences Between the B-2 and B-2b Community Business Zones

There are several differences between the B-2 and B-2b zones. In regards to use, the B-2b zone is less permissive. The B-2b zone does not permit adult business establishments or low impact industrial uses greater than 10,000 square feet, whereas these uses are permitted within the B-2 zone. Registered marijuana dispensary and marijuana retail stores are a conditional use in the B-2b, but are permitted in the



B-2. Auto service stations are a conditional use in the B-2 zone and prohibited in the B-2b zone, though the B-2b zone does permit the expansion of auto service stations that were in existence as of 11/15/1999 as a conditional use. In regards to their dimensional standards, the B-2b is more permissive, allowing a higher impervious surface ratio of 90% compared with the B-2's 80%. The B-2b, as described in the zone's purpose statement, is intended to achieve a more compact urban form and development at a more pedestrian scale when compared with the B-2 zone.

*Table 2 provides a comparison of the permitted uses between existing and proposed zone. Uses marked with a 'P', are permitted uses in the zone. A 'C' indicates a conditional use, otherwise uses are not permitted. The differences between B-2 and B-2b are highlighted in blue.*

| TABLE 2: PERMITTED AND CONDITIONAL USES<br>IN<br>B-2 and B-2b |                                           | B-2 | B-2b |
|---------------------------------------------------------------|-------------------------------------------|-----|------|
| Residential                                                   | Single-family dwellings                   | P   | P    |
|                                                               | Two-family dwellings                      | P   | P    |
|                                                               | Multi-family dwellings                    | P   | P    |
|                                                               | Combined Living/working spaces            | P   | P    |
|                                                               | Lodging houses                            | P   | P    |
|                                                               | Clinics                                   | P   | P    |
|                                                               | Lodging houses                            | P   | P    |
| Institutional                                                 | Elementary, middle, and secondary schools | P   | P    |
|                                                               | Governmental uses                         | P   | P    |
|                                                               | Long-term and extended care facilities    | P   | P    |
|                                                               | Intermediate care facilities              | P   | P    |
|                                                               | Places of assembly (<10,000 SF)           | P   | P    |
|                                                               | Places of assembly (>10,000 SF)           | P   | P    |
|                                                               | Preschool facilities                      | P   | P    |
|                                                               | Post-secondary schools                    | P   | P    |
| Commercial & Other                                            | Adult business establishments             | P   |      |
|                                                               | Auto, boat, related dealerships           | C   | C    |
|                                                               | Auto service stations                     | C   | C    |
|                                                               | Bars                                      | P   | P    |
|                                                               | Bed and breakfasts                        | P   | P    |
|                                                               | Funeral homes                             | P   | P    |
|                                                               | General offices (all square feet)         | P   | P    |
|                                                               | Hostels                                   | P   | P    |
|                                                               | Marijuana retail stores                   | P   | C    |
|                                                               | Registered marijuana dispensary           | P   | C    |
|                                                               | Restaurants                               | P   | P    |
|                                                               | Retail (all square feet)                  | P   | P    |
|                                                               | Small-scale marijuana caregiver           | P   | P    |
|                                                               | Theater and performance halls             | P   | P    |
|                                                               | Veterinary services                       | P   | P    |
|                                                               | Communication studios                     | P   | P    |



|  |                                                       |          |   |
|--|-------------------------------------------------------|----------|---|
|  | Dairies                                               | P        | P |
|  | Laboratory and research facilities                    | C        | C |
|  | Low-impact industrial (<10,000 square feet)           | P        | P |
|  | <b>Low-impact industrial (&gt;10,000 square feet)</b> | <b>P</b> |   |
|  | Printing and publishing                               | P        | P |
|  | Repair services                                       | P        | P |
|  | Studios for artists and craftspeople                  | P        | P |
|  | Warehousing, storage, and distribution                | C        | C |
|  | Parks and open space                                  | P        | P |
|  | Solar energy systems (minor)                          | P        | P |
|  | Utility substations                                   | P        | P |
|  | Wind energy systems (minor)                           | C        | C |

### Dimensional

#### RP

The existing RP Residence Professional zone requires residential uses to meet the dimensional requirements of the nearest residential zone. In this instance the nearest residential zone is the R-5 Residential Zone. The R-5 zone limits residential density by requiring a minimum of 3,000 square feet of lot area per dwelling unit and further requires a minimum lot area of 6,000 square feet for residential uses. Maximum height in the R-5 zone is 35 feet. For non-residential uses the RP zone requires a minimum lot area of 6,000 square feet, and 60 feet of street frontage. Front setbacks are required to be 20 feet or the average depth of adjacent front yards, rear setbacks of 20 feet, and 10 foot side yard setbacks for one story buildings, 12 feet for 2 story buildings, and 14 feet for 3+ story buildings. Maximum permitted building height is 45 feet and the maximum impervious surface ratio is 70%.

#### B-2 versus B-2b

In comparing the B-2b Community Business zones' dimensional requirements, the only differences are in the maximum height allowed and impervious surface ratio. The maximum height for both zones is 45 ft, or 50 feet if the first floor is in commercial use, however in the B-2 zone, lots larger than five acres are permitted to increase height up to 65 feet in exchange for increasing the building's setbacks. As there are no lots larger than five acres in this proposed rezoning area, the only relevant difference is the impervious surface ratio, with the B-2 zone permitting a maximum of 80%, while the B-2b permits a maximum up to 90% impervious surface.

Both of these zones would permit the conceptual development at 17 & 25 Bates Street and would not create any new non-conformity on other properties included as part of the staff's recommendation, as both the B-2 and B-2b zones are more permissive than the R-P and R-5 zones. The staff's recommended map amendment would also bring two parcels into code conformance.



*Table 3 provides a comparison of the dimensional requirements between the two proposed zones.*

| TABLE 3: Zoning Requirements by Use                                  | B-2                                                                                                                                                                               | B-2b                                                       |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| Lot area (min.)                                                      | None                                                                                                                                                                              | None                                                       |
| Lo area per dwelling unit off-peninsula (min.)                       | 1,000 SF, except 435 if active street frontage                                                                                                                                    | 1,000 SF, except 435 if active street frontage             |
| Lot area per rooming unit off-peninsula (min)                        | 350 SF                                                                                                                                                                            | 350 SF                                                     |
| Street frontage (min)                                                | 20 ft.                                                                                                                                                                            | 20 ft.                                                     |
| Front setback (max)                                                  | 10 ft.                                                                                                                                                                            | 10 ft.                                                     |
| Structure height – off-peninsula (max.)                              | 45 ft., except 50 ft if first floor is in commercial use, or 65 ft. on lots >5 ac. If required side and rear setbacks are increased by 1 foot for each foot of height over 45 ft. | 45 ft., except 50 ft if first floor is in commercial use   |
| Rear setback – principal (min)                                       | 10 ft.                                                                                                                                                                            | 10 ft.                                                     |
| Rear setback – accessory (min)                                       | 5ft.                                                                                                                                                                              | 5 ft.                                                      |
| Side setback – principal (min)                                       | None                                                                                                                                                                              | None                                                       |
| Side setback – accessory (min)                                       | 5 ft.                                                                                                                                                                             | 5 ft.                                                      |
| Stepbacks (above 35 ft when property abuts a residential zone) (min) | Side: 5 ft. Rear: 15 ft.                                                                                                                                                          | Side: 5 ft. Rear: 15 ft.                                   |
| Floor area                                                           | Laboratory and research facilities, warehousing, 10,000 SF                                                                                                                        | Laboratory and research facilities, warehousing, 10,000 SF |
| Impervious surface ratio (max)                                       | Residential: None Other uses: 80%                                                                                                                                                 | Residential: None Other uses: 90%                          |

## VII. COMPREHENSIVE PLAN ANALYSIS

### Portland's Plan 2030

Comprehensive Plan goals and policies relevant to the proposed zoning map amendment are included below.

Several aspects of the proposed map amendment are consistent with goals and objectives of Portland's Plan 2030. The Comprehensive Plan highlights the importance of increasing housing opportunities and for supporting interspersed nodes around the city for concentrated mixed-use activity as a way to support complete neighborhoods. In Portland's Plan 2030, this area is highlighted as a priority node for further evaluation and potential investment to serve neighborhood needs.



Figure 6: Visions of Portland's Plan 2030



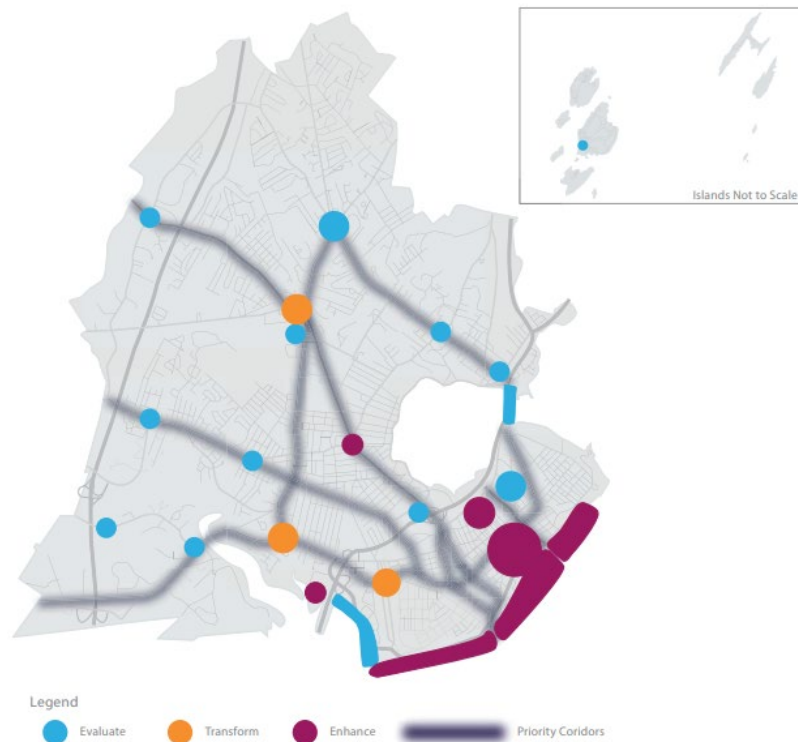


Figure 7 Portland's Plan 2030 Priority Nodes and Corridors

The proposed map amendment would allow for the development of a mixed-use project that would provide additional housing and commercial activity within a key City node, that is convenient to a range of services and amenities, as well as public transportation.

Relevant Comprehensive Plan goals have been excerpted below:

#### *Housing:*

- 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.
- State Goal: To encourage and promote affordable decent, housing opportunities for all Maine citizens.
- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density, and/or use, as whether it allows for priority in growth areas.
- Future Land Use – Evaluate Nodes: Evaluate the area near the Washington Avenue, Veranda/Bates Street intersection as an area to be assessed for its ability to address neighborhood needs and serve as centers for complete neighborhoods (pg. 84)

#### **VIII. PUBLIC COMMENT**

No public comments have been received as of June 23, 2023.



A neighborhood meeting was held by the applicant on May 2, 2023, at GPCOG 970 Baxter Blvd., suite 201 at 5pm. There were five attendees with concerns around parking and stormwater.

**IX. NEXT STEPS**

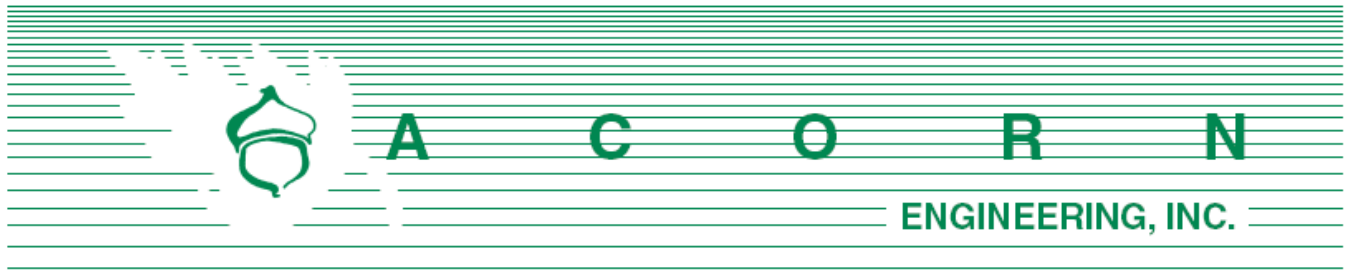
- Incorporate feedback from Staff and Planning Board
- Return to Planning Board for future meeting
- Forward recommendation to City Council for consideration

**X. ATTACHMENTS**

**APPLICANT'S SUBMITTAL**

- A. Cover Letter
- B. Vicinity Map
- C. Zoning Map
- D. Amendment Checklist
- E. Deed
- F. Concept Site Plan
- G. Neighborhood Meeting





Planning & Urban Development Department  
Attn: Matthew Grooms, Development Review Manager  
City of Portland, Maine  
389 Congress Street, 4th Floor  
Portland, ME 04101

April 10, 2023

Subject: Zoning Map Amendment – 17-25 Bates Street Redevelopment

Matt:

On behalf of Troy Huynh, we are pleased to submit this map amendment for the approximate 0.47-acre combined parcel located at 17 and 25 Bates Street (Tax Map: 429/J/006 & 429/J/011) in the East Deering neighborhood. The parcels are within the R-P district (Residence Professional Zone) and are proposed to be re-zoned to the B-2 district (Business Community Zone).

The current use of these parcels are two (2) one-story residential buildings with a designation of “Two Family”. Abutting uses are as follows:

- North – automobile repair shop and storage lot
- South – three-family residential and office building
- West – single family residential lots
- East – three-story office buildings

The proposed zone change is consistent with the City’s Comprehensive Plan, is in the vicinity of an existing B-2 zone, and will allow the project to develop a new mixed-use building with commercial and residential offerings. With an approved map amendment by City Council, the project would be subject to the Major Site Plan process with the Planning Board.

We look forward to your review of this project – if you have any questions regarding these application materials, please do not hesitate to reach out.

Sincerely,

A handwritten signature in black ink, reading 'Sam Lebel'.

Samuel J. Lebel, P.E.  
Project Manager  
Acorn Engineering, Inc.



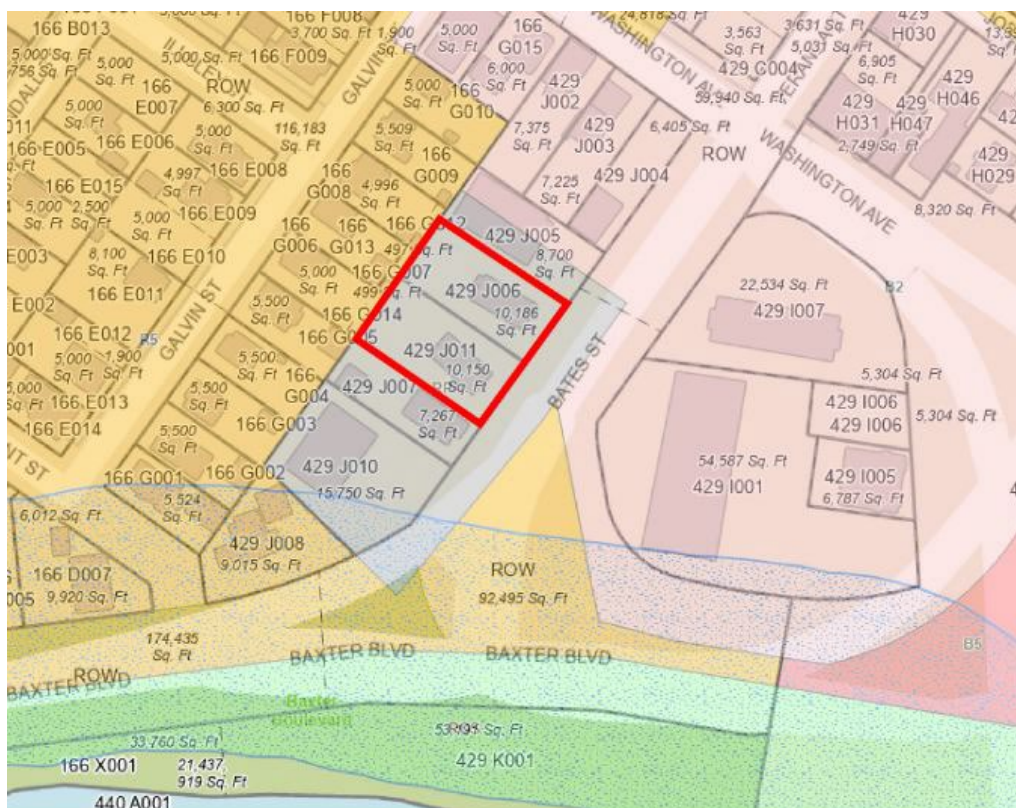
## Consistency with Portland's Zone Purpose Statements & Comprehensive Plan

*This document provides an analysis of the consistency of the zone change request with Portland's Zone Purpose Statements and the goals of Portland's Comprehensive Plan.*

This map amendment helps implement goals and strategies outlined in Portland's Chapter 14 Zone Purpose Statements and *Portland's Plan 2030*. The proposed development will use smart growth principles and will likely include ground-level commercial space with upper level housing units. The zone change will considerably increase the allowable residential density on the parcel while allowing for a variety of light commercial uses to occupy the site.

The parcel is located within a relatively small section (4 1/2 parcels) of the R-P zone for which the zone designation is out of character with the current uses of the parcels. Only one out of five parcels has a use designation of "low intensity business" consistent with the Chapter 14-5.4 Zone Purpose Statements for the R-P zone. Three of the parcels, two of which are the lots associated with this application, are multi-family residential uses, and one lot is unoccupied and used as car storage for the adjacent auto repair shop.

The parcels associated with this application are close to, but don't directly abut the B-2 zone. This is due to parcel 429 J005, the unoccupied parcel mentioned above which is directly adjacent to 17 Bates Street (429 J006), being half in the B-2 Zone and half in the R-P, as illustrated by the City's online GIS mapping, shown below. This parcel is not currently under site control.





The B-2 zone is intended to provide a “mixture of commercial uses, housing, and services serving the adjoining neighborhoods and the larger community.” This zone makes more sense for the parcels in question being on a major arterial road and close to other housing, goods and services, and the METRO line. Conversely, the R-P zone is intended for the “development and operation of low-intensity business uses, including offices.”

Specifically, this map change helps achieve the following Plan goals:

#### Housing

- ✓ Increase, preserve, and modify the overall supply of housing city-wide to meet the needs and preferences 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.

#### Facilities & Services

- ✓ Make fiscal stability a factor in land use planning by considering both public investments and potential gains in the City’s tax base when planning for a sustainable future for the city, while recognizing that not all land use decisions will be driven by the fiscal impacts of the development produced.

In summary, this map change is fully consistent with Portland’s Chapter 14-5.4 “Zone Purpose Statements” as well as the City’s Comprehensive Plan.





---

# Section 1

## Vicinity Map







|                                                                                                                                                                                                                     |                                                                                                              |                                                                                                                                                                      |                                                   |                             |                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------|------------------------------|
| 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: 1195<br>DATE: 2/26/23<br>JUN: 1195<br>SCALE: NTS<br>DESIGN BY: TAL<br>DRAWN BY: AWG<br>CHECKED BY: WHS | <br>ACORN ENGINEERING, INC. P.O. BOX 3372<br>PORTLAND, MAINE 04104 (207) 775-2655 | DRAWING NAME:<br>VICINITY MAP                     | ISSUED FOR<br>MAP AMENDMENT | BY<br>DATE<br>TAL<br>2/26/23 |
|                                                                                                                                                                                                                     | DRAWING NO.<br>LOCATION/TOPO<br>MAP                                                                          |                                                                                                                                                                      | PROJECT NAME:<br>17-25 BATES STREET REDEVELOPMENT |                             |                              |
|                                                                                                                                                                                                                     |                                                                                                              |                                                                                                                                                                      | CLIENT:<br>TROY HUYNH                             |                             |                              |



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# Section 2

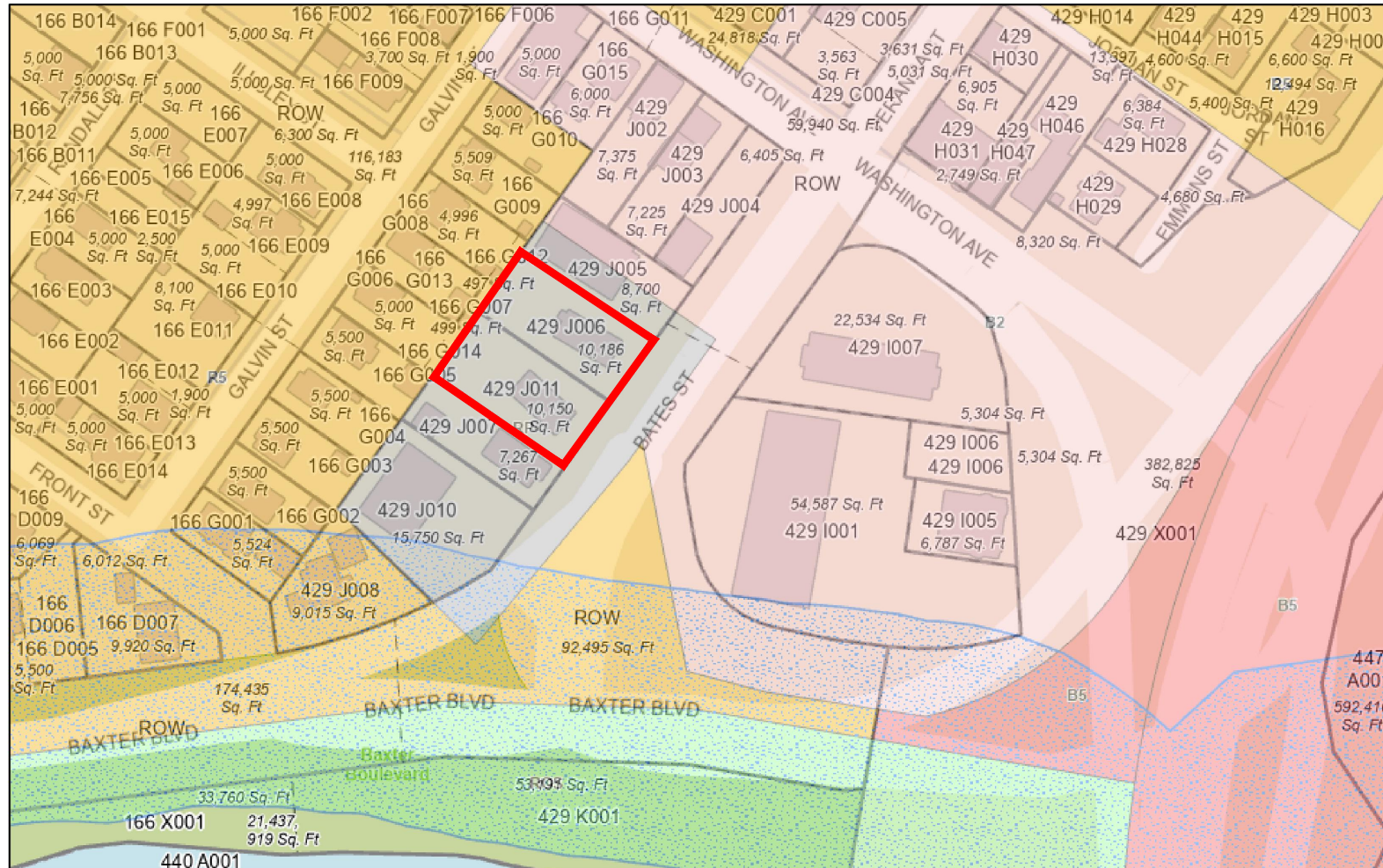
## Zoning Map





- NOTES:  
1. ZONING INFORMATION OBTAINED FROM CITY OF  
PORTLAND ZONING MAP. ADOPTED 12/28/22

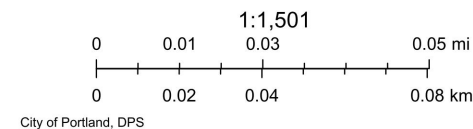
## ArcGIS Web Map



2/21/2023, 8:52:16 AM

Zoning

|                                                                                                                                                                     |                                                                                                                                                       |                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f9d71c; border: 1px solid black;"></span> R5 Residential                          | <span style="display: inline-block; width: 15px; height: 15px; background-color: #f9d71c; border: 1px solid black;"></span> B2 Business Community     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9e1f2; border: 1px solid black;"></span> Shoreland Overlay Zone |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9e1f2; border: 1px solid black;"></span> IM Industrial - Moderate Impact parcels | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9e1f2; border: 1px solid black;"></span> Tax                       |                                                                                                                                                    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9e1f2; border: 1px solid black;"></span> RP Residential Professional             | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9e1f2; border: 1px solid black;"></span> ROS Recreation Open Space |                                                                                                                                                    |



Web AppBuilder for ArcGIS  
City of Portland, Maine

|               |         |
|---------------|---------|
| ISSUED FOR    | BY      |
| MAP AMENDMENT | TAL     |
|               | 2/26/23 |

DRAWING NAME:  
PROPOSED MAP AMENDMENT

PROJECT NAME:  
17-25 BATES STREET REDEVELOPMENT

CLIENT:  
TROY HUYNH



|             |           |
|-------------|-----------|
| FILE:       | 1195      |
| DATE:       | 2/26/2023 |
| JN:         | 1195      |
| SCALE:      | AS NOTED  |
| DESIGN BY:  | TAL       |
| DRAWN BY:   | AWG       |
| CHECKED BY: | WHS       |

THIS PLAN SHALL NOT BE  
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PERMISSION FROM ACORN  
ENGINEERING, INC. ANY  
ALTERATIONS, AUTHORIZED  
OR OTHERWISE, SHALL BE  
AT THE USER'S SOLE RISK  
AND WITHOUT LIABILITY TO  
ACORN ENGINEERING, INC.

DRAWING NO.

EX-02



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# Section 3

## Map Amendment Checklist





**CITY OF PORTLAND**  
**Planning & Urban Development Department**

| <b>MAP AMENDMENT<br/>SUBMISSION CHECKLIST</b>                                                                                                                                                                                                   |                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * Please submit each document <u>and</u> drawing as a separate PDF file<br>* Please submit all drawings in a <u>24 x 36</u> sheet size<br>* Please confirm each item by electronically checking the boxes to the left for each document/drawing |                                                                                                                                                                                                                                  |
| GENERAL APPLICATION DOCUMENTS                                                                                                                                                                                                                   |                                                                                                                                                                                                                                  |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Project Description</b> <ul style="list-style-type: none"> <li>Cover Letter with detailed project description</li> </ul>                                                                                                      |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Consistency with Comprehensive Plan</b> <ul style="list-style-type: none"> <li>Analysis of the consistency of the zone change request with the goals, policies and land use plan of Portland's Comprehensive Plan.</li> </ul> |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Completed Checklist – Map Amendment Application (this document)</b>                                                                                                                                                           |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Right, Title and Interest</b> <ul style="list-style-type: none"> <li>Deeds, leases, or purchase and sales agreements</li> </ul>                                                                                               |
| PLANS                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                  |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Vicinity Map</b>                                                                                                                                                                                                              |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Proposed Map Amendment</b> (please use the Portland zoning map as a reference)                                                                                                                                                |
| <input checked="" type="checkbox"/>                                                                                                                                                                                                             | <b>Site Plan (if applicable)</b><br>Provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries.       |



---

# Section 4

Deed



---

*Do Not Write Above This Line – For Registry Use Only*

**DEED OF DISTRIBUTION  
BY PERSONAL REPRESENTATIVE**  
(Intestate)

KNOW ALL PERSONS BY THESE PRESENTS

TRUNG HUYNH, also known as Troy Huynh, of Scarborough, Cumberland County, Maine, duly appointed and acting Personal Representatives of THE ESTATE OF TRUC HUYNH, deceased, as shown by the probate records of Cumberland County, Maine, Docket #2022-0992, by the powers conferred by law, and every other power, in distribution of the estate grants to TRUNG HUYNH, also known as TROY HUYNH, of Scarborough, Maine, whose mailing address is 5 Hampton Circle, Scarborough, Maine 04074, being the person entitled to distribution, the real property in Portland, Cumberland County, Maine, situated on Bates Street, in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning on the northerly side of Bates Street at a point distant two hundred eighty and four hundredths (280.04) feet, more or less, southwesterly from the intersection of the northerly side of Bates Street with the Southwesterly line of Washington Avenue; thence Southwesterly by said Bates Street seventy (70) feet, more or less, to the land sold by Walter P. Vincent to the Northern New England Conference of Seventh Day Adventists, Inc., on July 28, 1947, as shown by a deed recorded in the Cumberland County Registry of Deeds in Book 1879, Page 289; thence northwesterly by said Conference land, one hundred forty-five and four tenths (145.4) feet, more or less, to the southwesterly corner of the premises hereby conveyed; thence northeasterly seventy (70) feet, more or less, to the land now or formerly of Scott N. Howland; thence southeasterly by said Howland land one hundred forty-five (145) feet, more or less, to said Bates Street, at the point of beginning.

MEANING AND INTENDING to describe and convey and hereby conveying all those same premises conveyed by Hans Alma, Personal Representative of the Estate of Lucy Marmanillo Gore, to Truc T. Huynh by Personal Representative's Deed of Sale dated December 8, 2017 and recorded in the Cumberland County Registry of Deeds in Book 34525, Page 278.



In accordance with 18-C MRS §901 *et seq.* the Decedent's parents and other siblings, who are his heirs at law pursuant to 18-C MRS §2-103, have filed written renunciations with the Personal Representative, disclaiming their interest in the above-described real property.

WITNESS the hand and seal of TRUNG HUYNH, Personal Representative of the Estate of Truc Huynh, on this tenth day of January, 2023.

SIGNED, SEALED AND DELIVERED  
in the presence of

Kristine Skettles

Trung Huynh, a/k/a Troy Huynh  
Personal Representative of the  
Estate of Truc Huynh

STATE OF MAINE  
CUMBERLAND, ss

Date: 1/10/23

Then personally appeared the above-named Trung Huynh, also known as Troy Huynh, in his capacity as Personal Representatives of the Estate of Truc Huynh and acknowledged the foregoing instrument as his free act and deed in said capacity.

Before me,

Brenda M. Buchanan  
~~Notary Public~~ ATTORNEY AT LAW

BRENDA M. BUCHANAN  
Printed Name MAINE BAR #7042

Commission Expires: N/A

Received  
Recorded Register of Deeds  
Jan 10, 2023 02:27:11P  
Cumberland County  
Jessica M. Spaulding





| SPACE AND BULK STANDARDS      |                |          |
|-------------------------------|----------------|----------|
| B-2 ZONE                      | REQUIRED       | PROVIDED |
| ALLOWABLE RESIDENTIAL DENSITY | 435 SF PER DU* | TBD      |
| MINIMUM STREET FRONTAGE       | 20'            | 135'     |
| FRONT YARD SETBACK            | 10' MAX        | 0'       |
| SIDE YARD SETBACK             | NONE           | 5'       |
| REAR YARD SETBACK             | 10'            | 80'      |
| MAXIMUM BUILDING HEIGHT       | 50'            | <50'     |
| IMPERVIOUS SURFACE RATIO      | ~90%           | 80%      |

SCALE: 1" = 10'

ISSUED FOR  
CLIENT REVIEW

BY  
DATE  
7/2/23

DRAWING NAME  
SITE PLAN

PROJECT NAME  
CONCEPT SITE PLAN

CLIENT  
TROY HUYNH  
5 HAMPTON CIRCLE, SCARBOROUGH, MAINE 04074

**ACOORN ENGINEERING, INC.**

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACOORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACOORN ENGINEERING, INC.

ACOORN ENGINEERING, INC.  
PO BOX 3372, PORTLAND MAINE 04104  
(207) 775-2655

FILE: 1195\_CIVIL

JN: 1195

SCALE: AS NOTED

DESIGNED BY: CMH

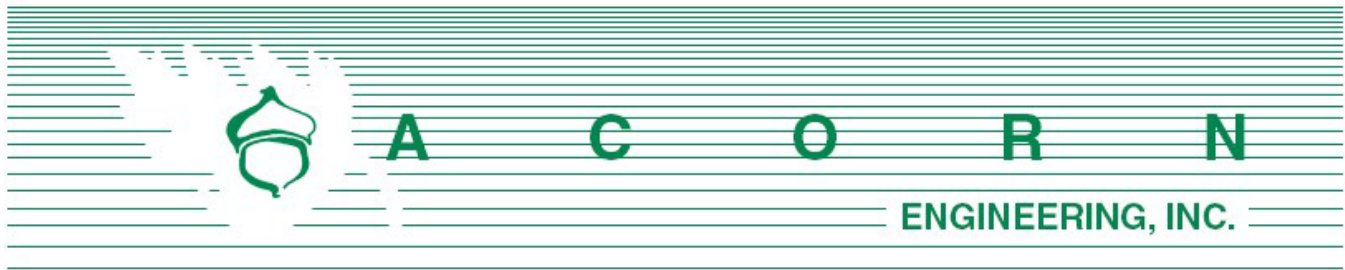
DRAWN BY: CMH

CHECKED BY: TAL

DRAWING NO.

**EXH**





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

May 8, 2023

Subject: 17-25 Bates Street Map Amendment Neighborhood Meeting

I, Sam Lebel, hereby certify that a neighborhood meeting was held on May 2, 2023 at  
GPCOG 970 Baxter Blvd., Suite 201, in Portland at 5:00 pm.

I also certify that on April 19, 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,

A handwritten signature in black ink that reads 'Sam Lebel'.

Sam Lebel, P.E.  
Project Manager  
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



**Sign-in Sheet**

**Participants:**

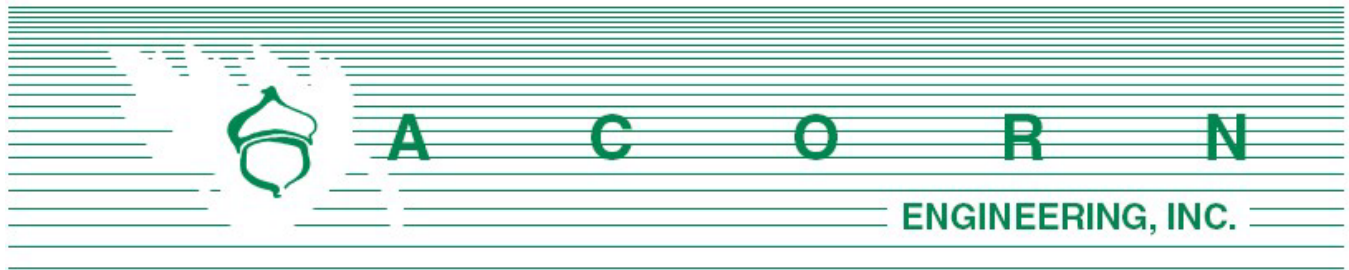
| Name            | Email                     |
|-----------------|---------------------------|
| Helen White     | Helenwhite38@gmail.com    |
| Heather Bennet  | Bennett.heather@gmail.com |
| Jim Wicholar    | Jnicholas9@yahoo.com      |
| John Wensman    | jkwensman@gmail.com       |
| Justin Crabtree | 30galvinst@gmail.com      |
|                 |                           |
|                 |                           |

**Sign-in Sheet**

**Applicants:**

| Name             | Email                          |
|------------------|--------------------------------|
| Troy Huynh       | troynotary@gmail.com           |
| Sam Lebel        | slebel@acorn-engineering.com   |
| Andrew Godfrey   | agodfrey@acorn-engineering.com |
| Nancy O'Sullivan | office@acorn-engineering.com   |
|                  |                                |
|                  |                                |





## **17-25 Bates Street Redevelopment**

### **Neighborhood Meeting Minutes**

May 02<sup>th</sup>, 2023 / 5:00 pm  
970 Baxter Blvd, Suite 201, Portland, ME

#### Project Team Attendees:

Troy Huynh (TH): Client/Presenter

Sam Lebel (SL): Civil Engineer/Presenter (Acorn Engineering)

Andrew Godfrey (AG): Civil Engineer/Note Taker (Acorn Engineering)

***Meeting started at approximately 5:05 pm.***

#### Presentation:

Sam Lebel introduced project team and meeting process.

#### **Troy Huynh:**

- Introduced himself to neighbors.
- Background history on the property in question and his family.
- Gave his preliminary vision for the site to contain a restaurant and housing units.

#### **Sam Lebel:**

- Neighborhood Meeting is a City requirement for a Major Site Plan Application.
- Sign-in sheet will become public record along with the meeting minutes taken by AG.
- Explained that this meeting was for a zoning map amendment, and that there will be further meetings to discuss aspects of the site plan review.
- Gave a presentation of the map zone amendment proposal.
  - o R-P existing overview
  - o B-2 proposed overview
  - o Key differences in land use and space/bulk
  - o Concept plan overview with 3-4 story building along front property line



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.*

*Q: Does this proposal go to the Zoning Board of Appeals? Or City staff? Are they allowed to change any zone?*

SL: Staff hear the proposal and make a recommendation to the Planning Board who makes a recommendation to City Council. The recommendation is typically more favorable for transforming a smaller zone like the R-P which is isolated. Staff and the board take many different important points of stakeholders into consideration making the recommendation and approval. They may choose to increase the proposed map amendment boundary if they feel the B-2 zone is more appropriate than the current R-P segment on either side of the subject parcel.

*Q: I'm curious how the parking for the site will play out, with a potentially 4-story building and restaurant, it doesn't appear that the plan shows enough parking. Concern about overcrowding with parking already exists within the neighborhood with the new Front Street development likely the make things even more crowded.*

SL: Overall it is a balancing act with providing parking. Theoretically this project would not be required to provide parking given its proximity to a METRO stop. The City's policy is headed towards model where people don't always rely on single occupancy vehicles within the city. There are multi-modal opportunities available within the area and there is no on-street parking on Bates Street. This location here is not downtown Portland, but it's also not the Maine Mall, so there will need to be a compromise found for the necessary parking. We think we've found that with 15-20 parking off-street parking spaces, but will study it more during the Site Plan application should this map amendment be approved.

*Q: Would there be a potential to use the office parking lot across Bates Street during the evening?*

SL: That lot is currently private parking. It would work in concept from the stand-point that during the evening the office workers have left the parking open. It may be something that we explore, but up to the private landowners.

*Q: Have you heard anything about the Roux Institute, and will this proposal be affected in any way by that proposal?*

SL: I have not heard plans that would influence this project.

*Q: The neighborhood is mostly wet soils, I am assuming you'll be taking care of stormwater runoff from the site?*

SL: Yes, the site will be designed so that runoff is cooled, treated, and detained according to the regulations and will not impact abutting properties. We will run an in depth analysis during the site plan process.





*Q: What is the timeline for the project and upcoming meetings? Do notifications get mailed for those?*

SL: There will likely be four public/neighborhood meetings, beginning with the zone map amendment in late May and possibly going to Planning Board in June. Notifications will be mailed for each of the meetings. Overall, this neighborhood meeting is first, followed by one or two Planning Board workshops, and then two City Council meetings before it's voted on.

AG: You will be able to participate in those meetings and make comments and suggestions for the board to consider.

TH: There is no absolute timeline for the project. Our family runs the Phover Maine restaurant in Westbrook now and would really like to bring a sister restaurant to this Portland neighborhood. We would also like to name the building or restaurant in honor of my brother Truc.

*Q: Are the housing units anticipated to be condominiums?*

TH: It's still undecided at this time, we would ideally like to keep the same type of affordable housing that currently exists on site.

***The meeting concluded at approximately 5:45 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,

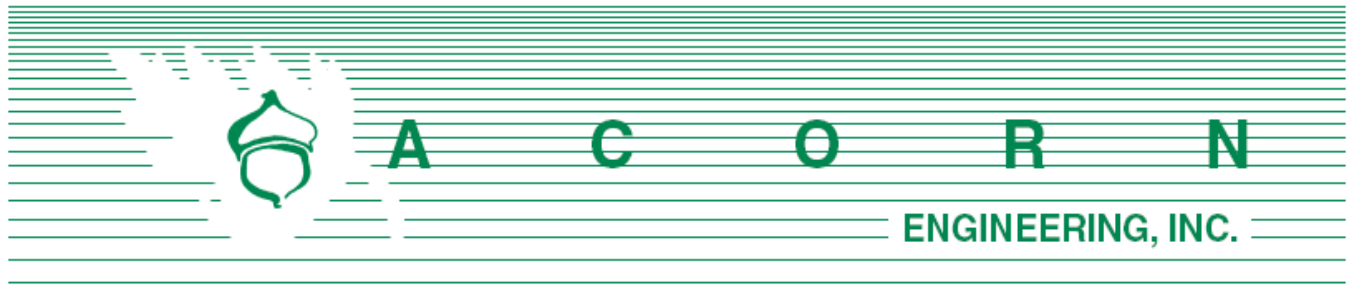
***Andrew Godfrey***

Andrew Godfrey, E.I

Design Engineer, Acorn Engineering, Inc.

[agodfrey@acorn-engineering.com](mailto:agodfrey@acorn-engineering.com)





Dear Neighbor:

April 19, 2023

On behalf of Troy Huynh, we are pleased to invite you to a neighborhood meeting on Tuesday, May 2, 2023, to discuss a proposed map amendment for the approximate 0.47-acre parcel located at 17-25 Bates Street (Tax Map 429/J/011 & 429/J/006). The parcel is currently within the Residence Professional (R-P) zoning district and is proposed to be rezoned into the Community Business (B-2) zoning district. The zone change will allow for the opportunity to establish a commercial use on active street frontage the ground floor with housing units on the floor(s) above. The size of the building is yet to be determined, but is planned to be situated against the property line closest to Bates Avenue. With an approved map amendment by City Council, the project would then be subject to the Major Site Plan process with the Planning Board.

**Meeting Location:** GPCOG – 970 Baxter Blvd, Suite 201, Portland, ME 04103  
**Meeting Date/Time:** Tuesday, May 02, 2023 at 5:00pm

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.

Sincerely,

Sam Lebel, P.E.  
Project Manager  
Acorn Engineering, Inc.

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](mailto:planning@portlandmaine.gov) or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101.



# Planning Board Report

## Planning & Urban Development Department

Building Expansion for Portland Community Squash  
76 Noyes Street  
Conditional Use  
CU-002398-2023  
Portland Community Squash, Applicant

|                             |                         |                     |                     |
|-----------------------------|-------------------------|---------------------|---------------------|
| <b>Submitted to:</b>        | Portland Planning Board | <b>Prepared By:</b> | Austen Torres Davis |
| <b>Public Hearing Date:</b> | June 27, 2023           | <b>Date:</b>        | June 23, 2023       |



*Figure 1: Existing Portland Community Squash Building Located at 76 Noyes Street*

### I. INTRODUCTION

Portland Community Squash (“PCS”), a Portland-based non-profit organization, has submitted a Conditional Use application to facilitate an expansion to its squash and member gathering spaces at 76 Noyes Street (CBL: 118 E003000). In addition to the approximately 4,719 square-foot proposed building addition, an existing parking area will be removed and replaced closer to the eastern edge of the property. The expansion and site improvements are proposed to occur in two phases, with Phase 1 entailing building expansion, the construction of a surface parking area, and utility upgrades. Phase 2 entails outdoor improvements to landscaping, the creation of an outdoor classroom, a gathering space, and squash court.

The site currently operates as a place of assembly, permitted as a Conditional Use in the R-5 residential zone. Historically utilized as a synagogue, PCS received a Conditional Use Permit by the Portland Planning Board in 2016. As an expansion of the existing Conditional Use, this application is being referred to the Planning Board for compliance with Section 6.5.2 (General Conditional Use Standards), and Section 6.5.6(F) (Supplemental Use-Specific Conditional Use Standards for Institutional Uses). In addition to this Conditional

Use review before the Planning Board, the proposed project triggers a minor site plan review. Planning and Urban Development staff have received this minor site plan application and are conducting the required administrative-level review. PCS is required to gain approval of this Conditional Use application prior to receiving any site plan approval.

In anticipation of this Planning Board Public Hearing, the Planning and Urban Development Department mailed 155 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the June 17 and 20, 2023 editions of the *Portland Press Herald*.

**Applicant:** Portland Community Squash

**Applicant Representatives:** Tighe & Bond

## II. REQUIRED REVIEWS

| <i>Review</i>                                                              | <i>Applicable Standards</i>    |
|----------------------------------------------------------------------------|--------------------------------|
| General Conditional Use                                                    | Land Use Code Section 6.5.2    |
| Supplemental Use-Specific Conditional Use Standards for Institutional Uses | Land Use Code Section 6.5.6(F) |

## III. PROJECT DATA

|                              |                        |
|------------------------------|------------------------|
| Existing Zoning              | R-5 Residential        |
| Property Size                | 1.04 acres             |
| Existing Use                 | Place of Assembly      |
| Proposed Use                 | Place of Assembly      |
| Proposed Development Program | Two-Phased Development |

|                         | <i>Existing</i> | <i>Proposed</i> | <i>Net Change</i> |
|-------------------------|-----------------|-----------------|-------------------|
| Building Floor Area     | 13,658 sq ft    | 16,738 sq ft    | +3,080 sq ft      |
| Impervious Surface Area | 27,757 sq ft    | 31,597 sq ft    | +3,840 sq ft      |
| Parking Spaces          | 8               | 7               | -1                |
| ADA Parking Spaces      | 0               | 2               | +2                |
| Bicycle Parking Spaces  | 4               | 12              | +8                |



#### IV. BACKGROUND AND EXISTING CONDITIONS

76 Noyes Street sits mid-block between two residential properties on Noyes Street between Deering Ave and Oakdale Street in the Oakdale Neighborhood. The neighborhood is predominantly residential in character, with other nearby institutions including the Portland Center for Assisted Living, Temple Beth El, and Levey Day School to the west. Commercial uses line nearby Forest Avenue, which is about 840 feet to the northeast along Noyes Street. Longfellow Park is also nearby, approximately 230 feet northeast along Noyes Street.

The main Portland Community Squash structure at 76 Noyes Street is a former synagogue built in 1955 including a main hall with an adjoining school. After a period of decline in the synagogue's membership, the site was sold to Portland Community Squash. The site is currently used for community recreation and educational functions, including adult squash, junior squash league, and classroom space.

Three structures exist on site, including the PCS main building, a small brick building, and a shed. Through this development, the brick building and shed would be demolished, with all operations coming under the roof of a single structure. In addition to the existing structures, there are currently eight onsite parking spaces on the eastern portion of the property. The development site includes a former residential property, formerly known as 62 Noyes Street. This parcel was acquired by the applicant with the intention of demolishing the existing single-family residence to facilitate the proposed development.



Figure 2: 76 Noyes Street Neighborhood Context

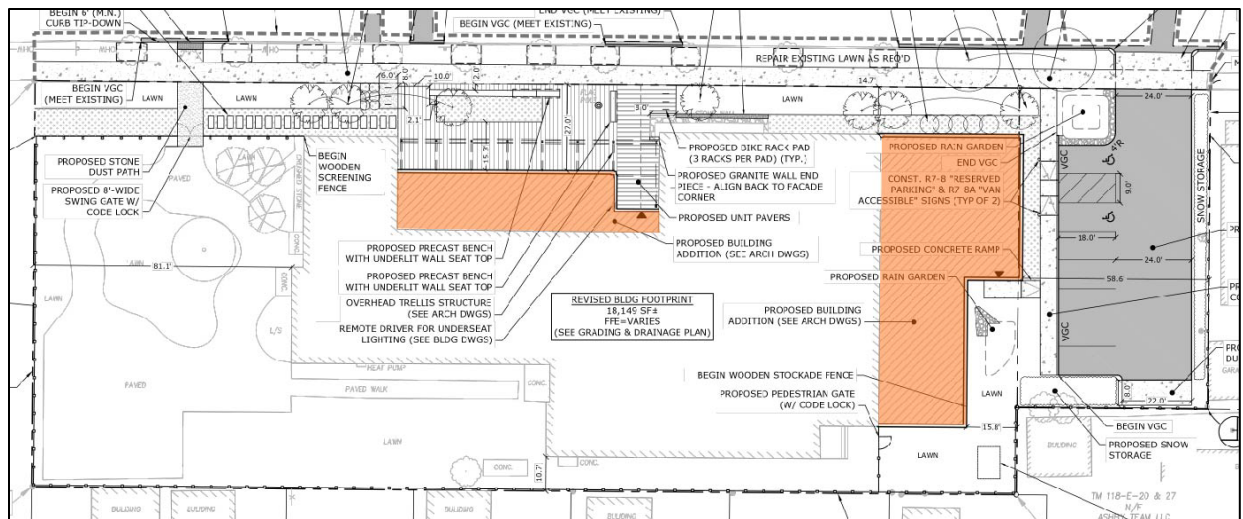


Figure 3: Phase 1 with Building Expansions Highlighted

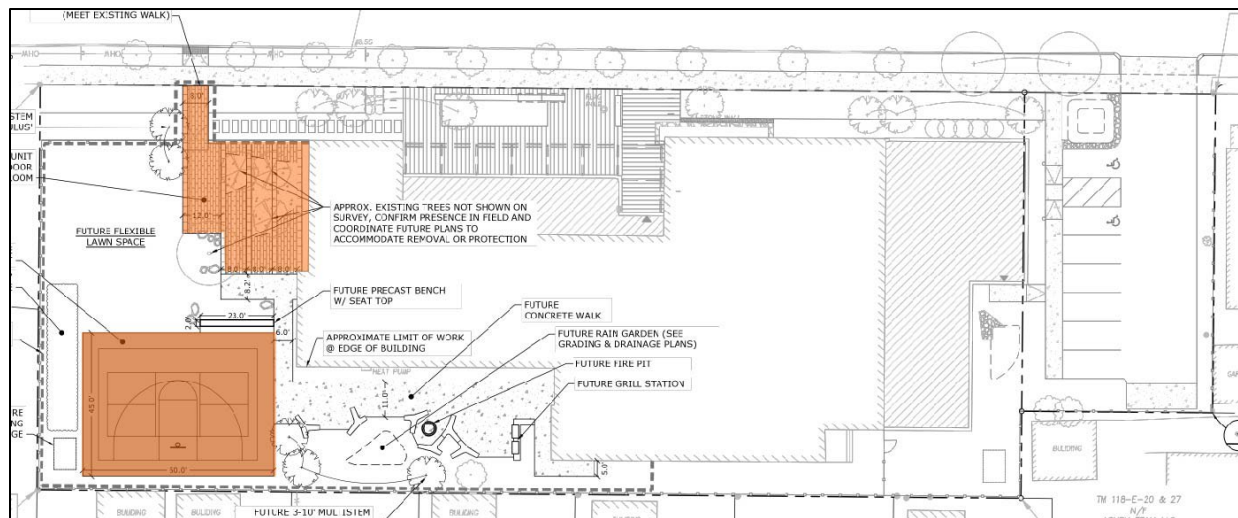


Figure 4: Phase 2 with outdoor Classroom and Squash Court Highlighted

## V. PROPOSED DEVELOPMENT

PCS is proposing an approximately 4,719 square-foot expansion to its squash and member gathering spaces. Four interior squash courts are located within the existing building, with three more to be located in the building expansion. Additionally, a café and living room area will be provided, as well as fitness areas for PCS members. Through this expansion, Portland Community Squash's goal is to provide flexible common spaces to support both their sport activities and special events.

In addition to the interior spaces, PCS is proposing to demolish accessory structures on site, relocate the driveway and parking area, replace sidewalks and fencing, and provide upgraded landscaping. An outdoor squash court and outdoor classroom are proposed to be located to the southwest of the building, in an area currently utilized as a back yard. In relocating the parking area, two ADA spaces are proposed, as well as two rain gardens.

The development program calls for these upgrades to be made in two phases, with the building expansion and parking area relocated in Phase 1. Phase 2 would entail upgrades to landscaping and the construction of the outdoor court and classroom features.





*Figure 5: Rendering of Existing Conditions from Noyes Street*



*Figure 6: Rendering of Proposed Conditions from Noyes Street*

## VI. RIGHT, TITLE, & INTEREST

The applicant has provided evidence of right, title, and interest in the form of a Quitclaim deed listing Portland Community Squash as the owner.

## VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has provided evidence of financial capacity in the form of bank account statements from Camden National Bank, as well as corporate brokerage account statements from Vanguard. Additionally, PCS has provided evidence of review of their organizational financial statements by independent accountants Purdy Powers & Company. Information on fundraising has also been provided.

## VIII. ZONING ANALYSIS

76 Noyes Street (CBL: 118 E003000), is located in the R-5 Residential zone. The R-5 dimensional standards are described in Table 7-A of the Land Use Code. Places of assembly uses are permitted as Conditional Uses in Residential zones as described in Table 6-A of the Land Use Code. This proposal is therefore subject to the General Conditional Use Standards. As places of assembly are considered institutional uses, this proposal is subject to the supplemental use-specific Conditional Use standards for institutional uses, Section 6.5.6(F).

As per Article 19, Table 19-A, the minimum off-street parking requirement is calculated as one space per 150 square feet of floor area for assembly purposes. However, footnote 2 notes that for neighborhood centers which primarily serve clientele from the surrounding neighborhood, one vehicular parking space is required per 1,000 square feet of floor area. Therefore, the baseline zoning requirement is for a minimum of 16.7 spaces (16,738/1,000). However, according to categorical exemptions to off street parking minimums found in Table 19-B, no off-street parking is required for sites within  $\frac{1}{4}$  mile of fixed route transit service.

The following table shows the dimensional requirements of the R-5 zone which are met by this proposal, except where existing, non-conforming conditions are being maintained:

| <i>Standard</i>                     | <i>R-5 Zoning Requirement</i>                         | <i>Existing</i>             | <i>Proposed</i>                |
|-------------------------------------|-------------------------------------------------------|-----------------------------|--------------------------------|
| Minimum Lot Area                    | 1 acre                                                | .90 acres<br>(39,374 sq ft) | 1.04 acres<br>(6,000 sq ft)    |
| Minimum Street Frontage             | 50 feet                                               | 309.4 feet                  | 369.4 feet                     |
| Minimum Front Setback               | 13.45 feet<br>(average depth of adjacent front yards) | 14.7 feet                   | 14.7 feet                      |
| Minimum Rear Setback                | 20 feet                                               | 10.7 feet                   | 10.7 feet                      |
| Minimum Side Setback (>2.5 stories) | 12 feet                                               | 81.1 feet (L)<br>41.4 (R)   | 81.1 feet (L)<br>15.8 feet (R) |
| Maximum Lot Coverage                | 40%                                                   | 37.45%                      | 40%                            |
| Maximum Structure Height            | 35 feet                                               | 30.4 feet                   | 27.4 feet                      |

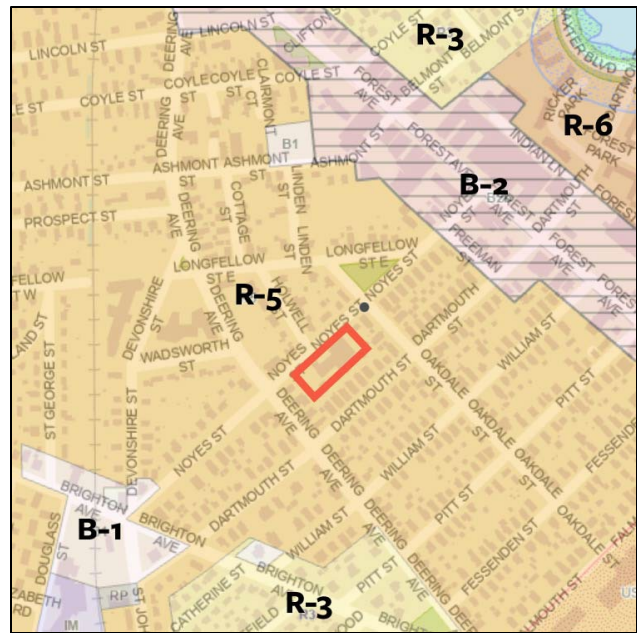


Figure 7. 76 Noyes Street Zoning Context



|                                    |   |          |          |
|------------------------------------|---|----------|----------|
| Minimum Off-Street Parking         | 0 | 8 spaces | 7 spaces |
| Minimum Off-Street Bicycle Storage | 2 | 4        | 12       |

## X. CONDITIONAL USE REVIEW

### A. GENERAL CONDITIONAL USE STANDARDS – SECTION 6.5.2

1. **The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone.**

**Staff Response:** The proposed project is located on Noyes Street, which is a one-way minor residential street that includes parking on both sides. Street parking on Noyes and nearby Oakdale and Holwell Streets are limited to one-hour parking between the hours of 8:00am to 8:00pm. Being within ¼ mile of fixed route transit service, the applicant intends to utilize the transit proximate categorical exemption to off-street parking minimums.

With no added off-street parking, and the removal of one parking space, the number of spaces provided is anticipated by the applicant to meet parking demand. The applicant has noted that during the busy winter months, one to four cars may need to park on the street.

Most members stay for about one and a half hours, which is greater than the parking limits in the area. The applicant has encouraged members to arrive by foot as opposed to parking in the area.

In adding three interior and one exterior squash court, a substantial increase the number of members on site is not anticipated. Therefore the amount of traffic generated is not anticipated to be substantially greater than what would normally occur at surrounding allowable uses.

2. **The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.**

**Staff Response:** The building expansion will include added squash courts, and a living room and café space. The daily operations of Portland Community Squash are not anticipated to substantially increase the number of members on site, nor significantly alter the amount of waste or noise created. As such, no noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter are anticipated.

3. **The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.**

**Staff Response:** The property at 76 Noyes Street is located on a tree-lined street, set back from the roadway behind an esplanade and sidewalk. Table 7-A in the Land Use Code requires that front setbacks be 20-feet, or the average depth of adjacent front yards. With a front setback of 14.7 feet, the existing building and proposed addition meet the 13.45-foot average of the two adjacent residential structures. Though the existing structure does not meet the required 20-foot rear setback, the proposed addition meets the standard at 21-feet. The existing building and addition are

not anticipated to have a substantially greater impact on surrounding properties than allowable uses in the R-5 zone.

The applicant has noted that deliveries are infrequent, and delivery access to the site takes place via a concrete tipdown at the western portion of the property. As much of the proposed expansion includes added squash courts and fitness areas, the amount of deliveries that occur are not anticipated to increase.

**4. The proposed use will meet any additional zone or use-specific standards identified in Tables 6-A to 6-F and Subsections 6.5.6 and 6.5.7.**

Staff Response: According to Table 6-A in the Land Use Code, places of assembly are considered institutional uses within residential zones. This application is therefore subject to use-specific standards identified in Section 6.5.6(F).

**B. USE-SPECIFIC STANDARDS FOR INSTITUTIONAL USES – SECTION 6.5.6(F)**

**1. The Planning Board shall be the review authority.**

Staff Response: Staff have provided responses to use-specific standards below for the benefit of the Planning Board's review.

**2. In the case of expansion of existing institutional uses onto land other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas.**

Staff Response: In order to expand Portland Community Squash operations while meeting the applicable R-5 minimum lot area requirement of 1 acre for Places of Assembly >10,000 sf, PCS acquired and demolished an existing single-family home at 62 Noyes Street. At 37.45% lot coverage out of the maximum of 40%, and at 30.4 feet in height out of the maximum permissible 35 feet, PCS could not reasonably accommodate their proposed expansion without acquiring additional land and expanding into the adjacent residential area.

**3. The proposed use shall not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or July 15, 1985 in the IR-1 and IR-2 zones, or thereafter.**

Staff Response: Portland Community Squash acquired the adjacent parcel at 62 Noyes Street and plans to demolish it to facilitate this expansion, this action would result in the loss of one single-family home. As only one residential unit is being removed, staff have determined the demolition and conversion of residential use on site will not cause significant displacement.

**4. In the case of a use or use expansion which constitutes a combination of the conditional institutional uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative.**

Staff Response: The lot size has been calculated to include the entirety of land owned and operated by Portland Community Squash, including the recently acquired parcel at 62 Noyes Street, and totals 1.04 acres (6,000 sq ft). This meets the applicable minimum lot sizes of one acre as required in Table 7-A of the Land Use Code.



**Note: Sections 6.5.6(F. 5–8)** are related to community halls, private clubs or fraternal organizations selling alcohol, as well as post-secondary schools in the R-2 and R-5 zones. These standards are therefore not applicable to this application.

## **XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT**

No public comments have been received by the Planning & Urban Development Department as of June 23, 2023.

## **XII. STAFF RECOMMENDATION**

Subject to the proposed motions listed below, Planning Department staff find that the Building Expansion for Portland Community Squash located at 76 Noyes Street meets the applicable standards of Portland's Land Use Code.

## **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 June 27, 2023 for application CU-002398-2023 relevant to Land Use Code sections 6.5.2 and 6.5.6(F) and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is/is not in conformance with the Conditional Use standards of the Land Use Code.

## **XIV. ATTACHMENTS**

### **Report Attachments:**

- A. 76 Noyes Street – Staff Review Comments

### **Applicant's Submittal:**

1. Conditional Use Letter & Summary
2. Evidence of Right, Title, & Interest
3. Existing Parking Management Plan
4. Noise Calculations
5. Stormwater Report
6. Conditional Use Checklist

### **Applicant Plans:**

- Plan 1. Cover Sheet
- Plan 2. Boundary Survey & Existing Conditions
- Plan 3. Site Demolition Phase 1
- Plan 4. Site & Landscape Plan Phase 1
- Plan 5. Grading, Drainage, and Erosion Control Plan Phase 1
- Plan 6. Site Utilities Plan Phase 1
- Plan 7. Site Demolition Plan Phase 2
- Plan 8. Site & Landscape Plan Phase 2
- Plan 9. Grading, Drainage, and Erosion Control Plan Phase 2
- Plan 10. Erosion Control Notes & Details Sheet
- Plan 11. Details Sheet 1
- Plan 12. Details Sheet 2
- Plan 13. Details Sheet 3
- Plan 14. Architectural Exterior Renderings

Plan 15. Architectural Plans and Elevations

Plan 16. Site Permit Plans



*Review Criteria:*

The proposed Building Expansion for Portland Community Squash located at 76 Noyes Street (CU-002398-2023; PL-002405-2023) was reviewed against Sections 6.5 and 14.6 of the City of Portland Land Use Code. Please find below, comments from Planning & Urban Development Department staff and site plan peer-reviewers.

## GENERAL PLANNING

- In addition to site plan review standards of Land Use Code section 14.6, this application must meet general conditional use standards of section 6.5.2, and the supplemental use-specific conditional use standards for institutions of section 6.5.6(F).

### CU-002398-2023:

- No comments at this time.

### PL-002405-2023:

## ZONING

- Please provide more information on how the lot coverage dimensional standards are being met. The requirement is 40%, while the application notes 39.99%. This is calculated as the area of the footprint divided by the square footage of the lot.

## TRANSPORTATION

- The applicant shall extend the sidewalk reconstruction limits to include the section that ends at the intersection of Oakdale Street. The applicant shall construct a compliant pedestrian ramp at the intersection of Oakdale Street per the City's Technical Manual section one.
- The City's Technical Manual was updated and approved in 2022. The applicant shall update all proposed details (Site, Sewer, Stormwater, Landscape, .... details) to meet the requirements of the approved technical manual update or add a note to each to the proposed details (for example Granite Curb, Sidewalk, Driveway Apron, Pavement Section in the R.O.W. ) that states the City standard detail (figure # and name )shall be followed.
- Consolidate proposed service trenches (water and sewer) to have one final trench repair.
- The proposed trenches shall be repaired per the Minor Excavation Pavement Repair Details (prior to paving the finished surface) found in the Rules and Regulations for Excavation Activity. Update the plans and detail sheets to show these requirements.
- What is the purpose of the proposed concrete tip-down ramp in front of the playground entrance?

## LANDSCAPING & ENVIRONMENTAL QUALITY

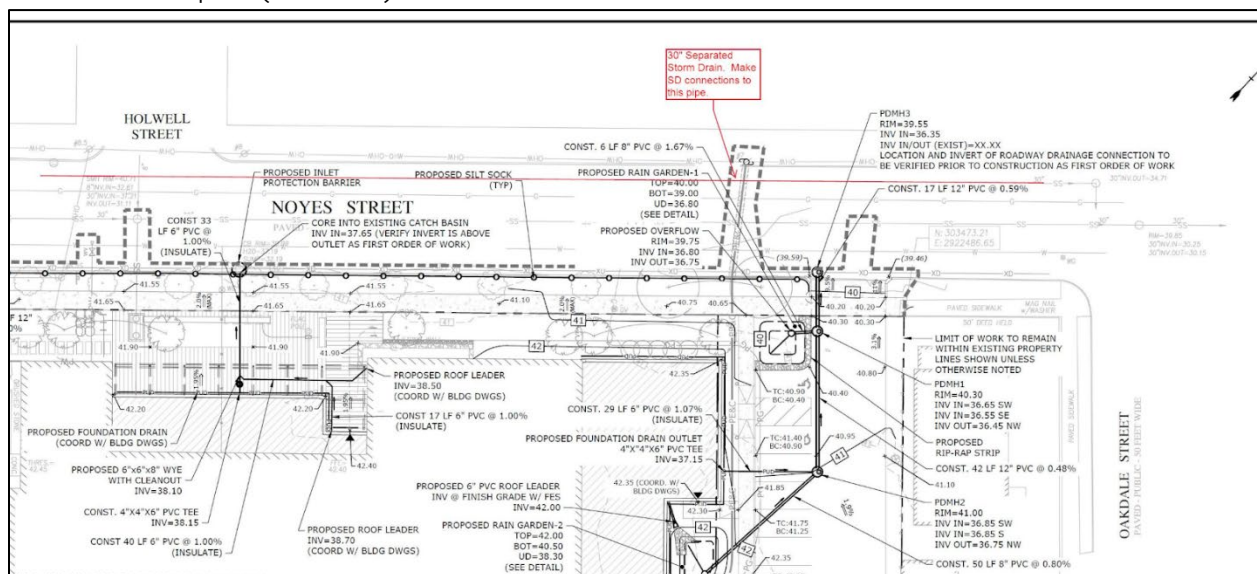
- Per the City's Technical Manual Chapter 4.3.1, the survey should identify location, size and species of all existing trees 10" diameter at breast height (DBH) or greater on the site and in the right-of-way along the property. This survey provides tree locations but not their size and species information. Additionally, the applicants have identified eight existing trees on plans that were not captured in the survey. If they meet the size requirements specified in technical manual section

4.3.1, the applicant should provide the missing size and species information for these trees. The size of trees being removed factors into calculations for replacement trees. See formula for calculating number of replacement trees in section 4.3.6.

- Trees to remain despite surrounding construction must be protected. See Technical Manual section 4.3.4 through 4.3.8 for minimum tree protection provisions that must be followed to protect the trees and ensure their survival.
- It appears that the proposed rain garden positioned near the parking lot driveway is intended to serve both stormwater and parking lot buffering purposes. The applicant must provide a proposed planting palette for this rain garden so Staff may confirm that the plants are appropriate selections for the rain garden and buffering purposes.

## WATER RESOURCES

- Direct connections into City catch basins are not permitted per technical manual standard 2.9.7.
- There is a 30" separated storm drain running along the north side of Noyes Street. All proposed private storm drain connections from this development should be connected into this separated drain. All connections shall be completed in accordance with section 2 Tech Manual standards.
- The pipe depicted as XD running along the southerly Noyes Street gutter line does not appear in the City's mapping system. DPW is unsure if a pipe exists here or what purpose it might serve.
- The 4" sanitary sewer connection shall not connect to the City's existing sewer manhole as shown on the plans. The lateral connection shall be made to the city's sewer line in accordance with Tech Manual section 2 building sewer lateral standards.
- A wastewater capacity application shall be submitted to the Water Resources Division of DPW for review and approval.
- The applicant should note on the plans the approximate location of the existing domestic sanitary sewer line.
- A stone construction entrance shall be utilized during construction and be designed in accordance with Maine DEP ESC best management practices. A note should be added to the Grading and Erosion plan. (see below)





P-5063-001  
March 8, 2023

Matt Grooms  
Development Review Manager  
Planning & Urban Development Department  
389 Congress Street  
Portland, Maine 04101

Re: **Conditional Use Permit Application  
Portland Community Squash Community Commons  
66 Noyes Street  
Portland, ME 04101**

Dear Matt & Members of the Portland Planning Board:

On behalf of Portland Community Squash, we are pleased to submit the following information relative to a Conditional Use Permit (CUP) application for an expansion of the existing non-conforming use to be reviewed by the Planning Board at the next available hearing for the above referenced project:

- Cover Letter/Project Summary with Conformity to Applicable Conditional Use Standards & Criteria
- Conditional Use Permit Checklist
- Evidence of Right, Title and Interest
- Site Plans, dated March 8, 2023
- Architectural Plans & Renderings
- Stormwater Management Report, dated March 8, 2023
- HVAC Noise Calculations
- Existing Parking Management Plan, dated July 6, 2016

## **Project Background**

The Project Site is located at the existing Portland Community Squash facility at 66 Noyes Street, including the public streetscape along Noyes Street frontage. Portland Community Squash ("PCS"), a local non-profit organization, is proposing An approximately 4,719 square-foot expansion to its squash and member gathering spaces. PCS has acquired the adjacent property to the east (62 Noyes Street) to accommodate the proposed expansion. The purpose of this project is to provide a flexible, inclusive common space for all PCS members to use on both a daily basis and for special events, provide increased squash court space to support a wide range of ages and abilities, and create communal outdoor spaces to support PCS activities. The expansion will add new squash courts and will add a café for use by the members. The café will not be open to the general public.

PCS operates as a Community Hall/Place of Assembly under a Conditional Use Permit granted by the Planning Board on August 9, 2016. Review by the Planning Board is again required because PCS is proposing to expand their conditional use. The expansion project, as it results in the construction of new additions totaling less than 10,000 SF (4,179 SF), is being submitted under separate cover to staff for a Minor Site Plan review.

Descriptions of the project conformance with applicable conditional use standards and criteria are included on the following pages.



## Conditional Use Permit

The following has been provided to demonstrate that the project meets the requirements of the City of Portland Land Use Code Section 6.5.2 (General Conditional Use Standards).

**Traffic** - *Demonstrate that the volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the zone.*

The project does not propose a change in use. Although a building expansion is proposed, volume and type of vehicle traffic is not anticipated to be increased beyond the baseline of the existing use. Because the site is within ¼ mile of the nearest public transit shelter, there is no requirement for off-street parking. However, parking supply for the proposed site has been provided to the extent practical for the benefit of site users, and to help mitigate parallel parking adjacent to the site along Noyes Street. Hours of operation of the facility are to remain unchanged from the current operation.

**Environmental Impacts** - *Demonstrate that the proposed use will not create any unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.*

A Stormwater Management Report has been completed for the project which details the stormwater drainage, mitigation, and treatment design proposed for the site in accordance with the City of Portland (Section 5) Stormwater Management Standards. As a result, the potential increase in stormwater runoff as a result of a slight overall increase of impervious area will be captured, detained, and treated to mitigate the post-development condition.

Additional sewer flows from the café use of the building are proposed to be conveyed via a service lateral to an external grease trap, for proper separation of oils and fats of the waste stream prior to discharge to the existing sewer main under Noyes Street. All drainage and sewer design for the site has been designed in accordance with the City's Technical Manual (Section 2).

Change to emissions in the air will be negligible compared to the existing use. There will be no changes in odor as a result of the project.

Exterior lighting at the building's Commons and Entrance area shall consist of Type 'A' B-K Lighting Olympus series LED mounted at 8'-0" ± The fixtures shall be specified with a "Spot" optical package to limit angle of throw to 17-degrees and achieve less than 0.1 footcandle at the public right-of-way Noyes Street. The fixtures will be controlled via common photocell. A single linear wall wash Type 'B' fixture will be installed adjacent to the building's entrance to illuminate a wall-mounted "PCS" logo. This fixture is specified as a 4'-0" Insight Lighting Medley Exterior LED mounted at 9'0"±. This fixture will be specified with a full cut-off visor to limit illumination to the entrance wall only; therefore light spillage towards the public right-of-way or either property boundary will be negligible.

Proposed outdoor HVAC units will not generate noise beyond the allowable standards for the site's zone, per the Land Use Code noise standards (Section 6.8.9). Acoustic calculations of sound pressure at 40 feet from the roof top air handler were determined to be 53.5 dBA, which remains under the maximum of 55dBA or less at the property line which is 44 feet from the proposed equipment. All proposed outdoor units are under the 55 dBA requirement. Manufacturer cut sheets and calculations are provided.

**Design & Operation** - *Demonstrate that the design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste*



*generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*

The design of the site and building expansion is such that it is not expected to have a substantially greater effect/impact on the surrounding neighborhood or uses than the existing condition. Improvements to the site are proposed in order to establish increased separation and screening from adjacent residential properties, maintain off-street parking to mitigate parking along Noyes Street, and improve public/pedestrian connectivity to and around the site.

Additional 6-foot-high site screening and fencing around the western, southern, and eastern limits of the site are included to inhibit unauthorized access to and through the site, as well as establish territorial reinforcement. A more robust screening fence is included along the street frontage west of the building to prevent viewing and access into the future backyard space of the site. Gates, secured by a form of code lock, are proposed to allow only appropriate access to the back yard.

Seven (7) new parking spaces are included within the new parking lot off the relocated driveway, replacing the eight (8) existing undersized parking spaces. Two (2) of these spaces are assigned to be ADA-compliant, promoting site accessibility and connection to the public sidewalk (to be reconstructed). Additional pedestrian connections to the public sidewalk are proposed along the frontage of the site to the proposed front commons area. Additional off-street bicycle parking is proposed to promote non-vehicular access.

Potential increases in waste generation and/or deliveries to/from the site are expected to increase only marginally above the existing condition.

**Use & Zone Specific Criteria** - Address any use- or zone-specific standards in Sections 6.5.6 and 6.5.7 of the land use code.

As a "community hall", the building use falls under an institutional use (Section 6.5.6 (F)).

**Section 6.5.6 (F)(2)** – *In the case of expansion of existing institutional uses onto land other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential area.*

The proposed building expansion could not be reasonably accommodated within the existing lot without exceeding the dimensional requirements. The adjacent property was purchased in order to allow the expansion to meet the dimensional requirements in the zone and to retain off-street parking.

**Section 6.5.6 (F)(5)** - *In the case of community halls:*

*a. The structure shall have been in existence as of January 4, 2010.*

The structure was built in 1955.

*b. The structure shall have been built for institutional or other non-residential uses.*

The structure was built for use as a synagogue and school and was used for such purposes from 1955 until 2016.

*c. The structure shall be operated by, or operated subject to the control of, a not-for-profit entity in accordance with its not-for-profit purposes.*

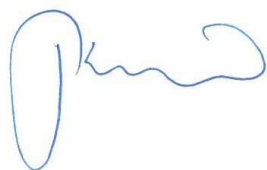
The structure is operated by Portland Community Squash, a non-profit organization.

*d. A parking management plan shall be submitted for review and approval by the Planning Board.*

A parking management plan exists for the current facility. The expanded use and relocation of the off-street parking lot for the site is not expected to impact the parking management plan that is in place. A copy of the plan is attached. It should be noted that the property is located less than a quarter mile from fixed route transit service and therefore no off-street parking is required.

Should any additional information beyond the described and enclosed materials be needed to address the criteria to grant a Conditional Use Permit for the proposed project, please contact us by phone at (603) 433-8818, or via email at [jmpersechino@tighebond.com](mailto:jmpersechino@tighebond.com)

Sincerely,  
**TIGHE & BOND, INC.**



Joseph Persechino, PE  
Vice President

Enclosures

CC: Barrett Takesian, Portland Community Squash  
Tyler Hinckley, Perkins & Will  
Mary Costigan, Bernstein & Shur



DLN: 1001640010299

**QUITCLAIM DEED WITH COVENANT**

(Maine Statutory Short Form)

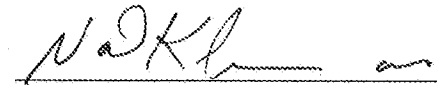
**CONGREGATION SHAAREY TPHILOH**, a Maine non-profit corporation having an address of 66 Noyes Street, Portland, Maine 04103 ("Grantor"), for consideration paid, grants to **PORTLAND COMMUNITY SQUASH**, a Maine non-profit corporation whose mailing address is P.O. Box 10412, Portland, Maine 04101 ("Grantee"), with **Quitclaim Covenant**, a certain lot or parcel of land, together with the buildings and improvements thereon, situated at 66 Noyes Street in the City of Portland, County of Cumberland and State of Maine, more particularly described in **Schedule A** attached hereto and made a part hereof.

In Witness Whereof, the undersigned Congregation Shaarey Tphiloh has caused this deed to be executed this 5<sup>th</sup> day of October, 2016 by Natan Kahn, M.D., its President.

WITNESS



CONGREGATION SHAAREY TPHILOH



By: Natan Kahn, M.D.  
Its President

State of Maine  
County of Cumberland

October 5<sup>th</sup>, 2016

PERSONALLY APPEARED the above-named Natan Kahn, M.D., President of Congregation Shaarey Tphiloh, 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 Congregation Shaarey Tphiloh.

  
Notary Public/Attorney at Law

Print Name

My Commission Expires

Reid Hayton-Hunt  
NYA

MAINE REAL ESTATE TAX-Paid

**SCHEDULE A****Parcel One:**

Beginning at a point on the Southerly side of Noyes Street, said point being one hundred seventy (170) feet westerly from the Southwesterly corner of the intersection of Oakdale Street and Noyes Street; thence in a Westerly direction along the Southerly side of Noyes Street sixty (60) feet; thence Southerly and at right angles to the last-mentioned bound one hundred twenty-seven and twenty-seven hundredths (127.27) feet, more or less, to a point, which said point is midway between Noyes Street and Dartmouth Street; thence in an Easterly direction and at right angles to said last-mentioned bound on a line parallel to Noyes Street sixty (60) feet; thence in a Northerly direction and at right angles to the last-mentioned bound and parallel to the second-mentioned bound a distance of one hundred twenty-seven and twenty-seven hundredths (127.27) feet, more or less, to the point of beginning.

**Parcel Two:**

Beginning at a point on the Southerly side of Noyes Street, said point being one hundred and ten (110) feet Westerly from the Southwesterly corner of the intersection of Oakdale Street and Noyes Street and being the Northwesterly corner of the lot of land conveyed by Edward D. Noyes to Bessie Silver by deed dated December 5, 1951 and recorded in Cumberland County Registry of Deeds in Book 2067 at Page 459; thence in a Southerly direction bounding on said lot of land so conveyed to said Bessie Silver one hundred and one hundredths (100.01) feet more or less to the Southwesterly corner of said lot of land so conveyed to said Bessie Silver; thence in an Easterly direction bounding on said lot of land so conveyed to said Bessie Silver and at right angles to said last mentioned bound ten (10) feet to a point; thence in a Southerly direction at right angles to said last mentioned bound and parallel to the first mentioned bound twenty seven and twenty six hundredths (27.26) feet to a point, which point is midway between Noyes Street and Dartmouth Street; thence in a Westerly direction at right angles to said last mentioned bound and parallel to said Noyes Street seventy (70) feet to a point and to the Southeasterly corner of the lot of land conveyed by Edward D. Noyes to Myer Cope by deed dated September 28, 1951 and recorded in said Cumberland County Registry of Deeds in Book 2060, Page 381; thence in a Northerly direction at right angles to said last mentioned bound and bounding on said lot of land so conveyed to said Myer Cope one hundred twenty seven and twenty seven hundredths (127.27) feet more or less to Noyes Street; thence in an Easterly direction at right angles to said last mentioned bound and along Noyes Street sixty (60) feet more or less to the point of beginning.

**Parcel Three:**

Beginning at a point on the Southerly side of Noyes Street, said point being two hundred and thirty (230) feet Westerly from the Southwesterly corner of the intersection of Oakdale Street and Noyes Street and being the Northwesterly corner of the lot of land conveyed by Edward D. Noyes to Myer Cope by deed dated September 28, 1951 and recorded in said Cumberland County Registry of Deeds in Book 2060, Page 381; thence in a Southerly direction bounding on said lot of land so conveyed to said Myer Cope one hundred twenty seven and twenty seven hundredths (127.27) feet to a point which point is midway between Noyes Street and Dartmouth



Street; thence in a Westerly direction at right angles to said last mentioned bound one hundred and ninety (190) feet to a point; thence in a Northerly direction at right angles to said last mentioned bound and parallel to said first mentioned bound one hundred twenty seven and twenty seven hundredths (127.27) feet more or less to Noyes Street; thence in an Easterly direction at right angles to said last mentioned bound and along Noyes Street one hundred and ninety (190) feet more or less to the point of beginning.

Excepting, however, a certain lot or parcel of land described in a deed from Portland Hebrew School to Dorothy B. Goodman dated October 22, 1954 and recorded in the Cumberland County Registry of Deeds in Book 2455, Page 400.

For source of title, reference is made to a Quitclaim Deed with Covenant from Portland Hebrew School Synagogue Association, Inc. dated October 26, 1982 and recorded in the Cumberland County Registry of Deeds in Book 6277, Page 88 and a Quitclaim Deed with Covenant granted by Portland Hebrew School Synagogue Association, Inc. f/k/a Portland Hebrew School dated December 29, 2000 and recorded in the said Registry of Deeds in Book 15935, Page 42.

**QUITCLAIM DEED WITH COVENANT**  
Statutory Short Form

**DLN: 1002140150932**

KNOW ALL BY THESE PRESENTS, That **I, Elizabeth A. Carter**, whose mailing address is **62 Noyes Street, Portland, ME 04103**, for consideration paid, grant to **Portland Community Squash, a Maine non-profit corporation**, whose mailing address is **66 Noyes Street, Portland, ME 0413** with Quitclaim Covenant the real property in the City of **Portland**, County of **Cumberland** and State of **Maine**, more particularly described as follows:

**Certain lots or parcels of land, with the buildings thereon, situated in the City of Portland, County of Cumberland and State of Maine, commonly referred to as 62 Noyes Street, and more particularly described as follows:**

**Beginning at a point on the southerly side of Noyes Street distant fifty (50) feet westerly thereon from the southwesterly corner of Oakdale and Noyes Streets; thence running westerly and along said southerly line of Noyes Street fifty (50) feet to a point; thence at right angles and southerly one hundred (100) feet to a point; thence at right angles and easterly fifty (50) feet to a point; thence at right angles and northerly one hundred (100) feet to said southerly line of Noyes Street and the point of beginning.**

**Also, a certain lot or parcel of land situated in Portland in said County and State and being more particularly bounded and described as follows:**

**Beginning at a point on the Southerly side of Noyes Street, said point being one hundred (100) feet Westerly from the Southwesterly corner of the intersection of Oakdale Street and Noyes Street and marking the Northwesterly corner of land now or formerly owned by this Grantor and/or this Grantee; thence in a Southerly direction bounding on land now or formerly owned by this Grantor and/or this Grantee one hundred and one hundredths (100.01) feet more or less to the Southwesterly corner of said land now or formerly of this Grantor and/or this Grantee; thence in a Westerly direction and at right angles to said last mentioned bound a distance of ten (10) feet to a point; thence in a Northerly direction at right angles to said last mentioned bound and parallel to said first mentioned bound a distance of one hundred and one hundredths (100.01) feet, more or less, to Noyes Street; thence at right angles to said last mentioned bound along Noyes Street in an Easterly direction ten (10) feet, more or less, to the point of beginning.**

**Meaning and intending to convey and hereby conveying a strip of land ten (10) feet in width and one hundred and one hundredths (100.01) feet in length and adjoining land now or formerly owned by this Grantor and/or this Grantee, the same being a portion of Lot 28 as appears on a "Plan of Part of the Deering Estate" made by E.C. Jordan & Co., July 1921.**

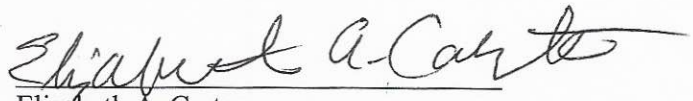
Meaning and intending to convey and conveying the real property described in a deed to **Elizabeth A. Carter** dated October 14, 1994 and recorded with the Cumberland County Registry of Deeds in Book 11673, Page 257.



Witness my hand and seal this 30th day of June, 2021.

Witness:

\_\_\_\_\_

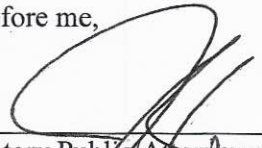
  
Elizabeth A. Carter

STATE OF MAINE  
COUNTY OF CUMBERLAND, ss.

June 30, 2021

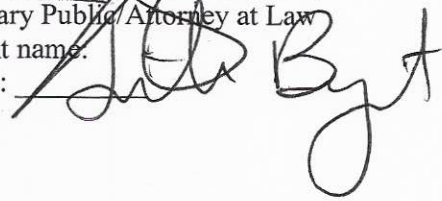
Personally appeared on the above date, the above-named **Elizabeth A. Carter** and acknowledged the foregoing instrument to be her free act and deed.

Before me,

  
Notary Public/Attorney at Law

Print name.

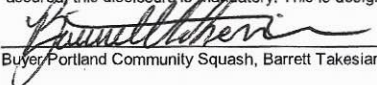
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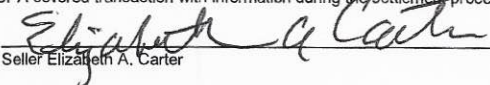
  
Jenilee Rose Bryant  
State of Maine  
Notary Public  
Commission Expires:  
September 16, 2021

**A. Settlement Statement (HUD-1)**

|                                                                                                                                                                                                                                                                                      |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------|--|
| <b>B. Type of Loan</b>                                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 1. <input type="checkbox"/> FHA   2. <input type="checkbox"/> RHS   3. <input type="checkbox"/> Conv. Unins                                                                                                                                                                          |  |                   | 7. File Number:<br>2021-1344                                                                                                                                                                        |  | 8. Loan Number:                                                           |  |
| 4. <input type="checkbox"/> VA   5. <input type="checkbox"/> Conv. Ins   6. <input type="checkbox"/> Other                                                                                                                                                                           |  |                   |                                                                                                                                                                                                     |  | 9. Mortgage Insurance Case Number:                                        |  |
| C. NOTE: This form is furnished to give you a statement of actual settlement costs. Amounts paid to and by the settlement agent are shown. Items marked "(p.o.c.)" were paid outside the closing, they are shown here for informational purposes and are not included in the totals. |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| D. NAME AND ADDRESS OF BORROWER:<br>Portland Community Squash<br>66 Noyes Street, Portland, ME 04103                                                                                                                                                                                 |  |                   | E. NAME AND ADDRESS OF SELLER:<br>Elizabeth A. Carter<br>62 Noyes Street, Portland, ME 04103                                                                                                        |  | F. NAME AND ADDRESS OF LENDER:                                            |  |
| G. PROPERTY LOCATION:<br>62 Noyes Street<br>Portland ME 04103                                                                                                                                                                                                                        |  |                   | H. SETTLEMENT AGENT<br>Two Lights Settlement Services, LLC<br>970 Baxter Blvd, Ste. 204, Portland ME 04103<br>(207) 761-7277<br>Place of Settlement<br>970 Baxter Blvd, Ste. 204, Portland ME 04103 |  | I. Settlement Date:<br>06/30/2021<br><br>Disbursement Date:<br>06/30/2021 |  |
| <b>J. Summary of Borrower's Transaction</b>                                                                                                                                                                                                                                          |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>100. Gross Amount Due From Borrower</b>                                                                                                                                                                                                                                           |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 101. Contract sales price                                                                                                                                                                                                                                                            |  | 450,000.00        |                                                                                                                                                                                                     |  |                                                                           |  |
| 102. Personal Property                                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 103. Settlement charges to borrower (line 1400)                                                                                                                                                                                                                                      |  | 2,869.00          |                                                                                                                                                                                                     |  |                                                                           |  |
| 104.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 105.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>Adjustments for items paid by seller in advance</b>                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 106. City/town taxes 06/30/2021 to 06/30/2021                                                                                                                                                                                                                                        |  | 10.44             |                                                                                                                                                                                                     |  |                                                                           |  |
| 107. County Taxes                                                                                                                                                                                                                                                                    |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 108. Water Fees 06/30/2021 to 06/30/2021                                                                                                                                                                                                                                             |  | .21               |                                                                                                                                                                                                     |  |                                                                           |  |
| 109.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 110.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 111.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 112.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>120. Gross Amount Due From Borrower</b>                                                                                                                                                                                                                                           |  | <b>452,879.65</b> |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>200. Amounts Paid By Or In Behalf Of Borrower</b>                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 201. Deposit or earnest money North Point Realty, LLC                                                                                                                                                                                                                                |  | 1,000.00          |                                                                                                                                                                                                     |  |                                                                           |  |
| 202. Principal amount of new loan(s)                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 203. Existing loan(s) taken subject to                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 204. Lease Payment                                                                                                                                                                                                                                                                   |  | 1.00              |                                                                                                                                                                                                     |  |                                                                           |  |
| 205.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 206.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 207.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 208.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 209.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>Adjustments for items unpaid by seller</b>                                                                                                                                                                                                                                        |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 210. City/town taxes                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 211. County taxes                                                                                                                                                                                                                                                                    |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 212. Assessments                                                                                                                                                                                                                                                                     |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 213.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 214.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 215.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 216.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 217.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 218.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 219.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>220. Total Paid By/For Borrower</b>                                                                                                                                                                                                                                               |  | <b>1,001.00</b>   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>300. Cash At Settlement From/To Borrower</b>                                                                                                                                                                                                                                      |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 301. Gross Amount due from borrower (line 120)                                                                                                                                                                                                                                       |  | 452,879.65        |                                                                                                                                                                                                     |  |                                                                           |  |
| 302. Less amounts paid by/for borrower (line 220)                                                                                                                                                                                                                                    |  | 1,001.00          |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>303. CASH From BORROWER</b>                                                                                                                                                                                                                                                       |  | <b>451,878.65</b> |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>K. Summary of Seller's Transaction</b>                                                                                                                                                                                                                                            |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>400. Gross Amount Due To Seller</b>                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 401. Contract sales price                                                                                                                                                                                                                                                            |  | 450,000.00        |                                                                                                                                                                                                     |  |                                                                           |  |
| 402. Personal property                                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 403.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 404.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 405.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>Adjustments for items paid by seller in advance</b>                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 406. City/town taxes 06/30/2021 to 06/30/2021                                                                                                                                                                                                                                        |  | 10.44             |                                                                                                                                                                                                     |  |                                                                           |  |
| 407. County taxes                                                                                                                                                                                                                                                                    |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 408. Water Fees 06/30/2021 to 06/30/2021                                                                                                                                                                                                                                             |  | .21               |                                                                                                                                                                                                     |  |                                                                           |  |
| 409.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 410.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 411.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 412.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>420. Gross Amount Due To Seller</b>                                                                                                                                                                                                                                               |  | <b>450,010.65</b> |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>500. Reductions in Amount Due To Seller</b>                                                                                                                                                                                                                                       |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 501. Excess deposit (see instructions)                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 502. Settlement charges to seller (line 1400)                                                                                                                                                                                                                                        |  | 1,937.50          |                                                                                                                                                                                                     |  |                                                                           |  |
| 503. Existing loan(s) taken subject to                                                                                                                                                                                                                                               |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 504. Chase                                                                                                                                                                                                                                                                           |  | 48,077.05         |                                                                                                                                                                                                     |  |                                                                           |  |
| 505. Evergreen Credit Union                                                                                                                                                                                                                                                          |  | 43,171.85         |                                                                                                                                                                                                     |  |                                                                           |  |
| 506. Portland Water District                                                                                                                                                                                                                                                         |  | 123.28            |                                                                                                                                                                                                     |  |                                                                           |  |
| 507. Stormwater - City of Portland                                                                                                                                                                                                                                                   |  | 139.15            |                                                                                                                                                                                                     |  |                                                                           |  |
| 508. Lease Payment                                                                                                                                                                                                                                                                   |  | 1.00              |                                                                                                                                                                                                     |  |                                                                           |  |
| 509.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>Adjustments for items unpaid by seller</b>                                                                                                                                                                                                                                        |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 510. City/town taxes                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 511. County taxes                                                                                                                                                                                                                                                                    |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 512. Assessments                                                                                                                                                                                                                                                                     |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 513.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 514.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 515.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 516.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 517.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 518.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 519.                                                                                                                                                                                                                                                                                 |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>520. Total Reduction Amount Due Seller</b>                                                                                                                                                                                                                                        |  | <b>93,449.83</b>  |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>600. Cash At Settlement From/To Seller</b>                                                                                                                                                                                                                                        |  |                   |                                                                                                                                                                                                     |  |                                                                           |  |
| 601. Gross Amount due to Seller (line 420)                                                                                                                                                                                                                                           |  | 450,010.65        |                                                                                                                                                                                                     |  |                                                                           |  |
| 602. Less reductions in amount due seller (line 520)                                                                                                                                                                                                                                 |  | 93,449.83         |                                                                                                                                                                                                     |  |                                                                           |  |
| <b>603. CASH To SELLER</b>                                                                                                                                                                                                                                                           |  | <b>356,560.82</b> |                                                                                                                                                                                                     |  |                                                                           |  |

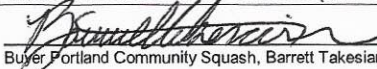
The Public Reporting Burden for this collection of information is estimated at 35 minutes per response for collecting, reviewing, and reporting the data. This agency may not collect this information, and you are not required to complete this form, unless it displays currently valid OMB control number. No confidentiality is assured; this disclosure is mandatory. This is designed to provide the parties to RESPA covered transaction with information during the settlement process.

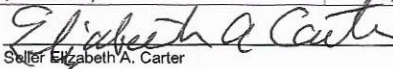
  
Buyer Portland Community Squash, Barrett Takesian, President

  
Seller Elizabeth A. Carter

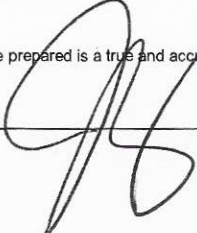


| L. SETTLEMENT CHARGES                                                                    |                                                   |                 |                 |
|------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------|-----------------|
| <b>700. Total Real Estate Broker Fees</b>                                                |                                                   | Paid From       | Paid From       |
| Division of commission (line 700) as follows:                                            |                                                   | Borrower's      | Seller's        |
| 701. \$.00 to North Point Realty, LLC                                                    |                                                   | Funds at        | Funds at        |
| 702. \$.00 to RE/MAX Shoreline                                                           |                                                   | Settlement      | Settlement      |
| 703. Commission paid at settlement                                                       |                                                   |                 |                 |
| 704.                                                                                     |                                                   |                 |                 |
| 705.                                                                                     |                                                   |                 |                 |
| 706.                                                                                     |                                                   |                 |                 |
| <b>800. Items Payable in connection with Loan</b>                                        |                                                   |                 |                 |
| 801. Our Origination Charge                                                              | (from GFE #1)                                     |                 |                 |
| 802. Your credit or charge (points) for the specific interest rate chosen                | (from GFE #2)                                     |                 |                 |
| 803. Your adjusted origination charges                                                   | (from GFE A)                                      |                 |                 |
| 804.                                                                                     | (from GFE #3)                                     |                 |                 |
| 805.                                                                                     | (from GFE #3)                                     |                 |                 |
| 806.                                                                                     | (from GFE #3)                                     |                 |                 |
| 807.                                                                                     | (from GFE #3)                                     |                 |                 |
| 808.                                                                                     | (from GFE #3)                                     |                 |                 |
| <b>900. Items Required By Lender To Be Paid In Advance</b>                               |                                                   |                 |                 |
| 901. Daily interest charges                                                              | From 06/30/2021 To 07/01/2021                     | (from GFE #10)  |                 |
| 902.                                                                                     |                                                   | (from GFE #3)   |                 |
| 903.                                                                                     |                                                   | (from GFE #11)  |                 |
| 904.                                                                                     |                                                   | (from GFE #11)  |                 |
| <b>1000. Reserves Deposited With Lender</b>                                              |                                                   |                 |                 |
| 1001. Initial deposit for your escrow account                                            | (from GFE #9)                                     |                 |                 |
| 1002. Homeowner's insurance                                                              |                                                   |                 |                 |
| 1003. Mortgage insurance                                                                 |                                                   |                 |                 |
| 1004. Property taxes                                                                     |                                                   |                 |                 |
| 1005.                                                                                    |                                                   |                 |                 |
| 1006.                                                                                    |                                                   |                 |                 |
| 1007. Aggregate Adjustment                                                               |                                                   |                 |                 |
| <b>1100. Title Charges</b>                                                               |                                                   |                 |                 |
| 1101. Title services and lender's title insurance                                        | (from GFE #4)                                     | 500.00          |                 |
| 1102. Settlement or closing fee to Two Lights Settlement Services, LLC                   | \$500.00                                          |                 |                 |
| 1103. Owner's title insurance to Chicago Title Insurance Company                         | (from GFE #5)                                     | 1,350.00        |                 |
| 1104. Lender's title insurance to Chicago Title Insurance Company                        |                                                   |                 |                 |
| 1105. Lender's title policy limit                                                        |                                                   |                 |                 |
| 1106. Owner's title policy limit \$450,000.00                                            |                                                   |                 |                 |
| 1107. Agent's portion of the total title insurance premium                               | \$1,080.00 to Two Lights Settlement Services, LLC |                 |                 |
| 1108. Underwriter's portion of the total title insurance                                 | \$270.00 to Chicago Title Insurance Company       |                 |                 |
| 1109.                                                                                    |                                                   |                 |                 |
| <b>1200. Government Recording and Transfer Charges</b>                                   |                                                   |                 |                 |
| 1201. Government recording charges                                                       | (from GFE #7)                                     | 29.00           |                 |
| 1202. Deed \$29.00 Mortgage Releases                                                     |                                                   |                 |                 |
| 1203. Transfer Taxes                                                                     | (from GFE #8)                                     | 990.00          |                 |
| 1204. City/County tax/stamps Deed Mortgage                                               |                                                   |                 |                 |
| 1205. State tax/stamps Deed \$1,980.00 Mortgage                                          |                                                   |                 | 990.00          |
| 1206.                                                                                    | from GFE #7                                       |                 |                 |
| <b>1300. Additional Settlement Charges</b>                                               |                                                   |                 |                 |
| 1301. Required services that you can shop for                                            | (from GFE #6)                                     |                 |                 |
| 1302. Mortgage Discharge Tracking Fee to Require                                         |                                                   |                 | 45.00           |
| 1303. Wire Fee to Two Lights Settlement Services, LLC                                    |                                                   |                 | 10.00           |
| 1304. Deed Preparation to Two Lights Settlement Services, LLC                            |                                                   |                 | 150.00          |
| 1305. Attorney's Fees to Jewell & Bulger                                                 |                                                   |                 | 742.50          |
| <b>1400. TOTAL SETTLEMENT CHARGES (enter on lines 103, Section J and 502, Section K)</b> |                                                   | <b>2,869.00</b> | <b>1,937.50</b> |

  
 Buyer Portland Community Squash, Barrett Takesian, President

  
 Seller Elizabeth A. Carter

The HUD-1 Settlement Statement which I have prepared is a true and accurate account of this transaction. I have caused or will cause the funds to be disbursed in accordance with this statement.

Settlement Agent: 

Date: 6/30/21

**NOTICE OF AVAILABILITY  
OF OWNER'S TITLE INSURANCE**

TITLE NO: 2021-1344

TO: Portland Community Squash

Buying property identified as 62 Noyes Street, Portland, ME 04103

A Mortgagee's Policy of title insurance insuring the title to the property you are buying is being issued to your mortgage lender, but that policy does not provide title insurance coverage to you.

You may obtain an Owner's Policy of title insurance which provides title insurance to you. If you request it at this time the total premium for both policies will be \$1,350.00. This is an additional \$.00 above the cost of the Lender's Policy.

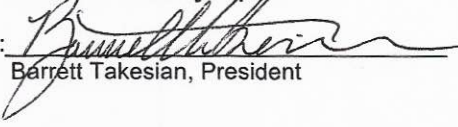
If you are uncertain as to whether you should obtain an Owner's Policy of title insurance, you are urged to seek independent advice.

☒ I/We do request an Owner's Policy of title insurance.

☐ I/We do not request an Owner's Policy of title insurance.

Dated: 6/30/2021

**Portland Community Squash**

By:   
Barrett Takesian, President





**Form REW-4**  
Maine Revenue Services  
Income/Estate Tax Division - REW  
P.O. Box 1060  
Augusta, ME 04332-1060  
Tel. 207-626-8473  
Fax 207-624-5062

**Notification to Buyer(s) of Withholding Tax Requirement**

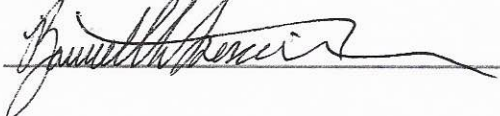
36 M.R.S. § 5250-A provides that every buyer of real property in Maine must withhold tax in an amount equal to 2.5% of the consideration. Any buyer who fails to withhold the tax is personally liable for the tax. The withholding required by § 5250-A must be transmitted to the State Tax Assessor with the appropriate REW-1 form within 30 days of the transfer of the real property.

A buyer is not required to withhold tax if:

- (a) The seller furnishes the buyer with a certificate stating that, under penalty of perjury, as of the date of the transfer, the seller is a resident of the State of Maine;
- (b) The seller or the buyer has received from the State Tax Assessor, a certificate stating that no tax is due on the gain from the transfer or that the seller has provided adequate security to cover the liability;
- (c) The consideration from the transfer of the property is less than \$100,000;
- (d) Written notification of the withholding requirements of 36 M.R.S. § 5250-A has not been provided to the buyer;
- (e) The seller is the State or an agency or a political subdivision of the State, the federal government or an agency of the federal government, an organization exempt from income taxes pursuant to the Internal Revenue Code, § 501(a), an insurance company exempt from Maine income taxes or a subsidiary of an insurance company described in 24-A M.R.S., § 1157 (5)(B)(1) that is exempt from Maine income taxes; or
- (f) The property is being transferred via a foreclosure sale when the consideration paid does not exceed the debt secured by the property held by a mortgagee or lien holder, or a mortgagor conveys the property to a mortgagee in lieu of foreclosure and with no additional consideration.

The undersigned buyer(s) acknowledge(s) receipt of this notification of the withholding tax requirements of 36 M.R.S. § 5250-A.

Buyer(s) name(s):

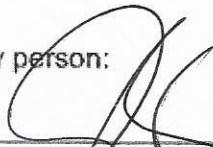
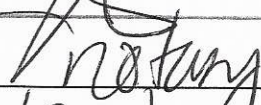
  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Real estate escrow person:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

  
  
6/30/24

**Note:** The buyer, or real estate escrow person, must retain a signed copy of this document.



### **Certification of Smoke and Carbon Monoxide Alarms**

In accordance with 25 M.R.S.A. § 2464, subsection 10 and 25 M.R.S.A. §2468, subsection 6, I/(we), Portland Community Squash do hereby certify that I/(we) shall properly install operational smoke detector(s) and carbon monoxide detector(s), if they are not already present, in this building located at 62 Noyes Street, Portland, ME 04103 within 30 days of this closing or occupancy of the building located on the property, whichever comes later.

Date: June 30, 2021

Buyer(s):

**Portland Community Squash**

By: \_\_\_\_\_

Barrett Takesian, President



## **IMPORTANT NOTICE ABOUT PROPERTY TAXES FOR BUYERS AND SELLERS**

1. UNDER MAINE LAW PAYMENT OF PROPERTY TAXES IS THE RESPONSIBILITY OF THE PERSON WHO OWNS THE PROPERTY ON APRIL 1ST.
2. THE BUYER AND SELLER MAY AGREE TO DIVIDE THE TAXES BETWEEN THEM, BUT IF ANY PART OF THE TAXES IS NOT PAID, A LIEN WILL BE FILED IN THE NAME OF THE PERSON WHO OWNED THE PROPERTY ON APRIL 1ST.

### **PLEASE BE AWARE**

**IF YOU ARE THE SELLER** -- EVEN IF YOU NO LONGER OWN THE PROPERTY, A LIEN MAY HAVE A NEGATIVE EFFECT ON YOUR CREDIT RATING.

**IF YOU ARE THE BUYER** -- IF A LIEN IS FILED IN THE SELLER'S NAME, THE MUNICIPALITY MAY FORECLOSE ON YOUR PROPERTY UNLESS THE TAXES ARE PAID.

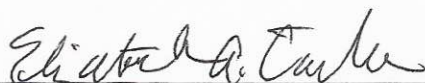
3. MUNICIPALITIES HAVE DIFFERENT FISCAL YEARS AND TAX DUE DATES.
4. MAKE SURE YOU UNDERSTAND THE BUYER'S AND SELLER'S OBLIGATIONS WITH REGARD TO PROPERTY TAXES AND WHAT MAY HAPPEN IF TAXES ARE NOT PAID AS AGREED.
5. IF YOU FEEL A LIEN HAS BEEN FILED INCORRECTLY IN YOUR NAME;
  - A. OBTAIN A COPY OF THE LIEN FROM THE REGISTRY OF DEEDS;  
AND
  - B. DISCUSS THE MATTER WITH YOUR MUNICIPALITY.

IF YOUR CREDIT REPORT IS INCORRECT, CONTACT THE BUREAU OF CONSUMER CREDIT PROTECTION AT 1-800-DEBT-LAW TO DETERMINE WHAT REMEDIES ARE AVAILABLE TO YOU TO CORRECT YOUR CREDIT REPORT.

**THESE POTENTIAL TAX LIEN PROBLEMS CAN BE AVOIDED BY PROVIDING THAT FUNDS ARE SET ASIDE IN ESCROW AT THE TIME OF CLOSING TO ENSURE THAT PROPERTY TAXES WILL BE PAID.**

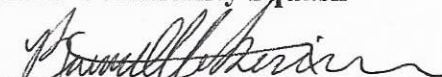
Date: June 30, 2021

Seller:

  
Elizabeth A. Carter

Buyer:

**Portland Community Squash**

By:   
Barrett Takesian, President

**AGREEMENT  
RE: REAL ESTATE TAXES AND UTILITIES**

Closing Date      **June 30, 2021**  
Property            **62 Noyes Street, Portland, ME 04103**  
Buyer(s)           **Portland Community Squash**  
Seller(s)           **Elizabeth A. Carter**

The above parties agree that (unless the parties have made some other specific arrangements) Seller is liable for all taxes and utility bills up to and including the date of closing and municipal betterments assessed up to and including the date of the Purchase and Sale Agreement, Buyer is liable for all taxes, utility bills and betterments after the date of closing. So that the charges are paid in an orderly manner the parties agree to and acknowledge:

Real estate taxes have been adjusted or otherwise accounted for in the following manner:

- ☐ A. The parties agree to adjust the real estate taxes by themselves outside of the closing, without involving the bank or the closing attorney.
- ☒ B. The tax rate has been set, the amount of the taxes is known and the taxes have been adjusted at the closing. If the adjustment is incorrect due to misinformation or clerical error the parties agree to readjust the taxes in accordance with the corrected information obtained.
- ☐ C. The amount of the real estate taxes on the above property is not known at this time. The taxes have this day been apportioned to the best judgment of the parties. The parties hereto agree to reapportion the taxes when the actual tax bill is issued. If the bill is in excess of the amount as apportioned this day, the Seller agrees to pay to the Buyer such portions of the same as the apportionment would show to be due by them and the Buyer agrees that if the tax bill is less than the amount as apportioned this day the Buyer agrees to pay to the Seller that portion of the taxes which had been paid by the Seller in excess of the amount that they should have paid.
- ☐ D. (other)

It is understood that real estate tax bills will not be in the name of the Buyer for approximately one year. Seller will forward any tax bills received to the Buyer. However, Buyer acknowledges that Buyer is primarily responsible for knowing when taxes are due and obtaining a tax bill from the Seller or directly from the Tax Collector's office. Buyer will pay interest and penalties if assessed.

--Continued--



#### Utilities and Similar Liens:

Water, sewer and possibly gas and electric charges due to the City or Town should appear on the Municipal Lien Certificate if a Certificate is available at the closing. However, the figures shown on the Certificate are frequently out of date (the figure shown has already been paid and a new monthly bill has been issued). Also amounts due for water, utilities (either public or privately owned), oil, taxes, including water or fire district taxes, and any other charges are based on figures supplied by the municipality, agency, real estate broker, buyer or seller. The parties understand that these figures may be estimates. Due to this lack of certainty the items referred to in this paragraph have not been adjusted. The parties agree to make these adjustments between themselves without involving the lending institution or closing attorney. However, if an exact figure is available or the parties can obtain an exact figure within a reasonable time after closing, those figures will be included at the option of the parties.

The Buyer and Seller in consideration of the purchase and sale of the property each promise and guarantee to the other that they pay any sums for which they are responsible.

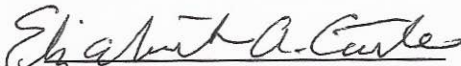
The Buyer and Seller each agree to supply the other with a forwarding address for future correspondence.

The Buyers, Borrowers, and Sellers jointly and severally and for good and valuable consideration, agree to execute and deliver to Two Lights Settlement Services, LLC whatever additional documents or amendments to existing documents, which are reasonably required to effectuate the transaction provided such additional documents are prepared by said closing attorney and do not in any way adversely affect, or otherwise enlarge the liability of, any of the undersigned relative to said transaction.

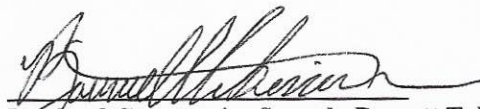
#### Tax and Mortgage Payoff Information

The undersigned Seller(s) have been informed and understand that the settlement agent is relying on information provided by the appropriate municipality concerning municipal liens and by the lending institution(s) with regard to any outstanding mortgages. The undersigned Seller(s) shall remain liable to the settlement agent in the event that any of said information is incorrect and as a result the full amount owing to said municipality and/or lending institution is not collected from said Seller(s).

#### **SELLER(S)**

  
Elizabeth A. Carter

#### **BUYER(S)**

  
Portland Community Squash, Barrett Takesian,  
President

Signed in the presence of:

Witness



## COMPLIANCE AGREEMENT &amp; ADDRESS VERIFICATION

DATE: June 30, 2021

LENDER:

BORROWERS: Portland Community Squash

SELLERS: Elizabeth A. Carter

PROPERTY: 62 Noyes Street, Portland, ME 04103

The undersigned Borrower(s) and Seller(s), in consideration of the Lender and/or Two Lights Settlement Services, LLC disbursing funds today for the closing of property referred to above, agree(s) to cooperate fully at the request of the Lender or its agents in adjusting for any possible clerical errors involved in the closing process.

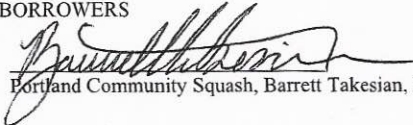
In addition, the Borrower(s) understand the lender has the unlimited right to transfer its right to receive payment under the Note of this date to any entity including but not limited to Fannie Mae, Ginnie Mae, Freddie Mac, Department of Housing and Urban Development, Veteran's Administration or any other Municipal Bonding Association, investor or other purchaser of such debt obligations as the Lender chooses in its sole discretion. It is understood by the Borrower(s) that at times such transfers require additional documents and/or revisions of and/or amendments to documents executed this day and the undersigned do hereby agree to fully cooperate in supplying such information, documents or revisions so requested.

Furthermore, it is agreed that any failure of the Borrower(s) to comply with these obligations shall constitute a default under the terms of the Mortgage, which, in accordance with paragraph of said document shall entitle Lender to the following options:

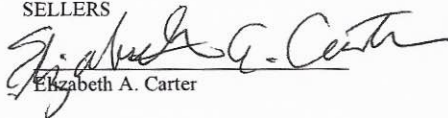
- 1) to declare all the sums secured by said mortgage to be immediately due and payable without further demand;
- 2) to invoke any of the remedies permitted by applicable law;
- 3) to collect all reasonable costs and expenses incurred in pursuing such remedies, including but not limited to reasonable attorney's fees and court costs not to exceed the maximum allowed by applicable law.

The undersigned do hereby so agree and covenant in order to assure that the loan documentation executed this date will conform and be acceptable in the market place in the instance of transfer, sale or conveyance by the Lender of its interest in and to said loan documentation, the undersigned also agree that they have read and understand the terms and conditions of the Agreement and have received a copy of the same.

BORROWERS

  
Portland Community Squash, Barrett Takesian, President

SELLERS

  
Elizabeth A. Carter

State of Maine

County of Cumberland

On this 30th day of June, 2021, before me personally appeared, Portland Community Squash, to me known to be the person(s) described in and who executed the foregoing instrument, and acknowledged that he/she/they executed the same as his/her free act and deed.

Notary Public comm. exp. \_\_\_\_\_

Jenilee Rose Bryant  
State of Maine  
Notary Public  
Commission Expires:  
September 16, 2021

On this 30th day of June, 2021, before me personally appeared, Elizabeth A. Carter, to me known to be the person(s) described in and who executed the foregoing instrument, and acknowledged that he/she/they executed the same as his/her/their free act and deed.

Notary Public comm. exp. \_\_\_\_\_

Jenilee Rose Bryant  
State of Maine  
Notary Public  
Commission Expires:  
September 16, 2021

Future Mailing Address for Borrowers (if different from the property address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

New Phone No. (Home) \_\_\_\_\_

Phone No. (Work) \_\_\_\_\_

Future Mailing Address for Sellers:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

New Phone No. (Home) \_\_\_\_\_

Phone No. (Work) \_\_\_\_\_



## Addendum to HUD-1

Loan Number:

Borrower(s): Portland Community Squash

Seller(s): Elizabeth A. Carter

Lender:

Property: 62 Noyes Street, Portland, ME 04103

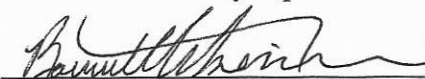
Date: 30th day of June, 2021

### To the Settlement Agent:

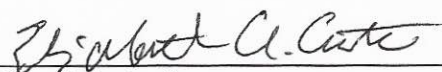
I have carefully reviewed the HUD-1 Settlement Statement and to the best of my knowledge and belief, it is a true and accurate statement of all receipts and disbursements made on my account or by me in the transaction. I further certify that I have received a copy of the HUD-1 Settlement Statement.

### Borrower(s)

#### Portland Community Squash

By:   
Barrett Takesian, President

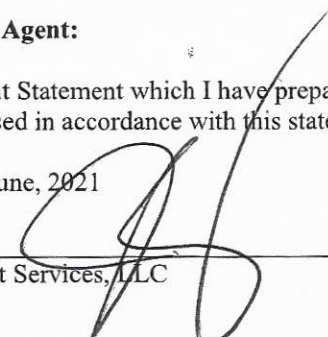
### Seller(s)

  
Elizabeth A. Carter

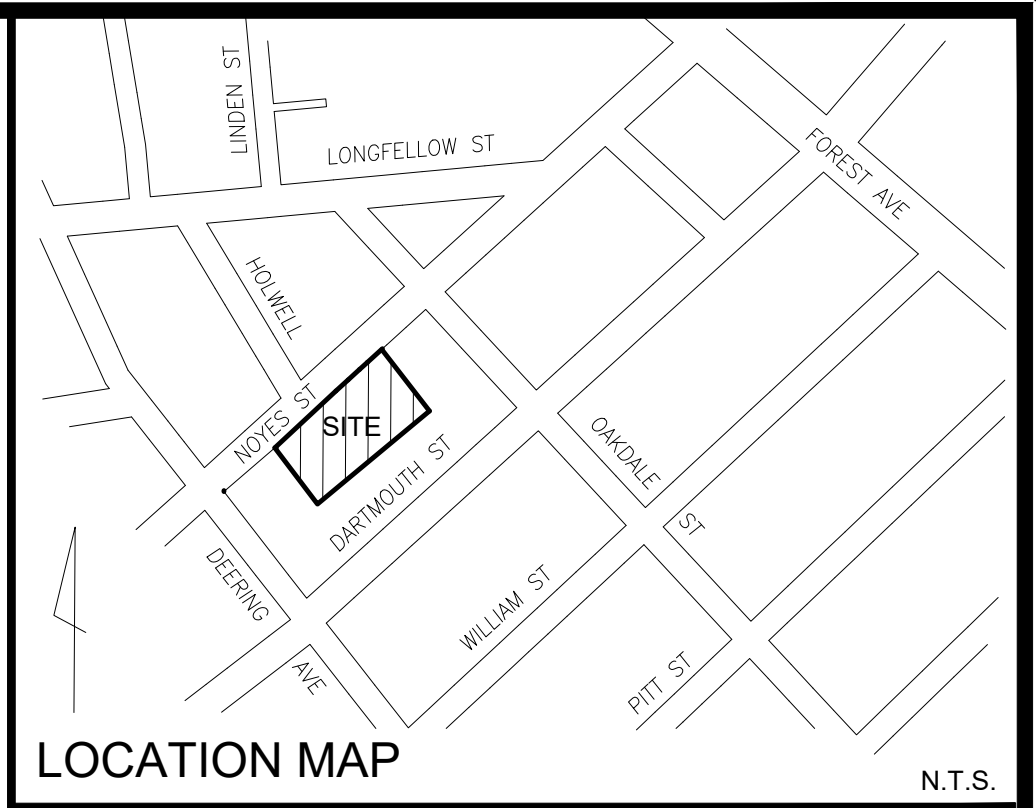
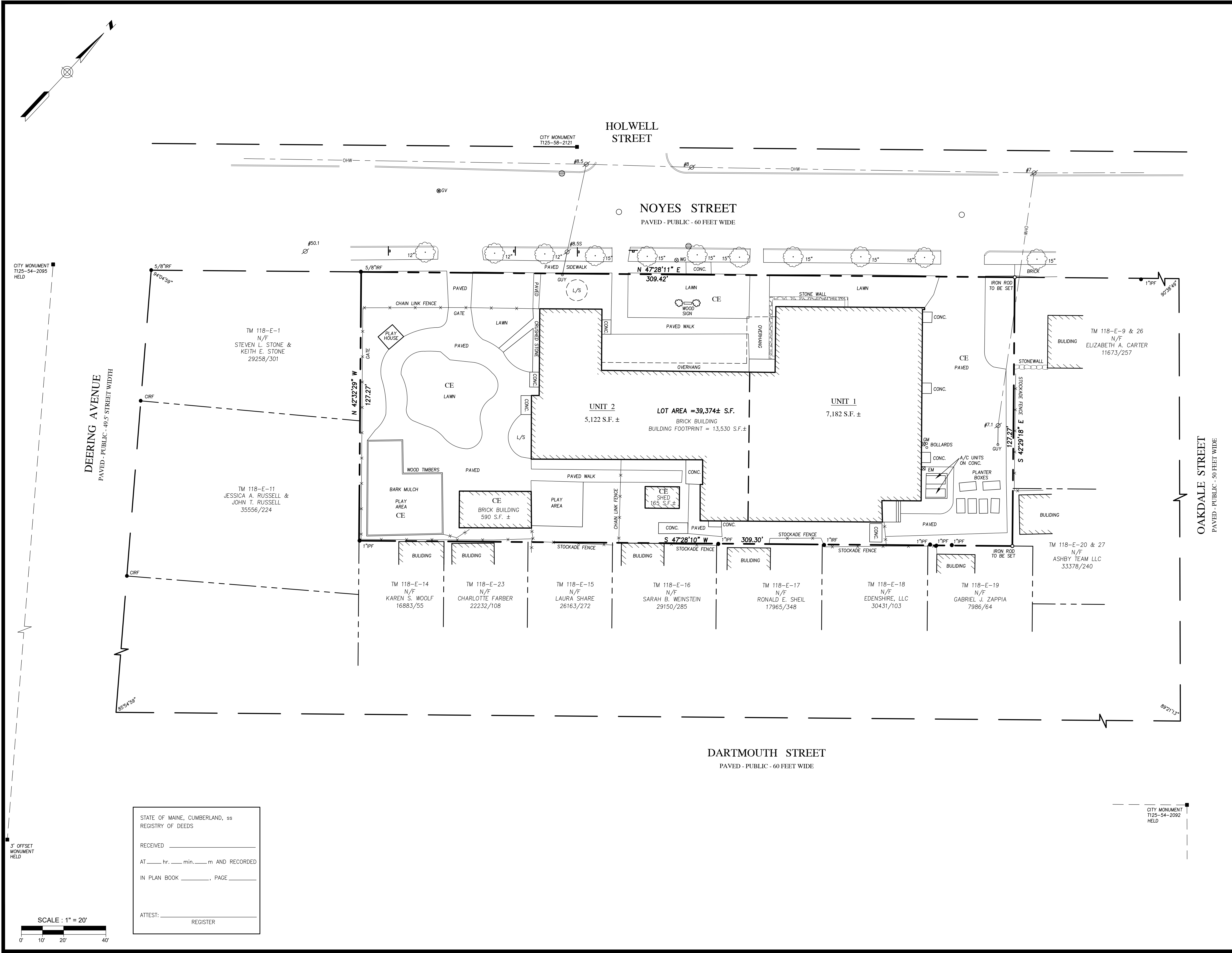
### From the Settlement Agent:

The HUD-1 Settlement Statement which I have prepared is a true and accurate account of this transaction. I have caused or will cause the funds to be disbursed in accordance with this statement.

Date: 30th day of June, 2021

  
Two Lights Settlement Services, LLC  
Settlement Agent

**WARNING:** It is a crime to knowingly make false statements to the United States on this or any other similar form. Penalties upon conviction can include a fine and imprisonment. For details see: Title 18 U.S. Code Section 1001 and Section 1010.



**LEGEND**

|     |                        |           |                        |
|-----|------------------------|-----------|------------------------|
| ●   | IRON PIPE OR ROD FOUND | —X—X—     | FENCE                  |
| ■   | MONUMENT FOUND         | —O—O—O—   | STONE WALL             |
| ⊙   | UTILITY POLE           | —         | CURB                   |
| ○   | MANHOLE                | —OHW—     | OVERHEAD WIRES         |
| ⊗   | ELECTRIC/GAS METER     | —CIRF—    | CAPPED IRON ROD FOUND  |
| —T— | SIGN                   | —IPF/IPF— | IRON PIPE OR ROD FOUND |
| ⊗   | CATCH BASIN            | —CONC.—   | CONCRETE               |
| ⊗   | GAS VALVE              | —L/S—     | LANDSCAPED AREA        |
| ⊗   | WATER VALVE OR SHUTOFF | —TM—      | TAX MAP—BLOCK—LOT NO.  |
| ⊗   | DECIDUOUS TREE         | —N/F—     | NOW OR FORMERLY        |
|     |                        | —000/000— | DEED BOOK AND PAGE     |

- PLAN REFERENCES**
- "PLAN OF PART OF THE DEERING ESTATE MADE BY E.C. JORDAN & CO. CIV. ENGRS." DATED JULY 1921. THIS PLAN WAS COPIED FROM ONE MADE IN FEBRUARY 1892 WITH CHANGES ON PLAN MADE IN SEPTEMBER 1930. THE ORIGINAL PLAN RECORDED JULY 3, 1990 IN PLAN BOOK 186, PAGE 5, C.C.R.D.
  - WORKSHEET OF THE BLOCK BOUNDED BY DEERING AVE., AND NOYES, OAKDALE, AND DARTMOUTH STREETS.
  - CITY STREET "ROLLS" SHOWING MONUMENTS ON DEERING AVENUE.
  - "STANDARD BOUNDARY SURVEY AT 83 NOYES STREET, PORTLAND, MAINE FOR PAUL OUELLETTE, OWNER / RESIDENT" DATED SEPTEMBER 27, 1993 BY OWEN HASKELL, INC.
  - "BOUNDARY SURVEY AT 94 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHLOH" DATED AUGUST 2, 2007 REV. 1 02-26-08 BY OWEN HASKELL, INC.
  - CITY OF PORTLAND'S ASSESSOR'S MAPS.
  - "BOUNDARY SURVEY AT 76 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHLOH" JUNE 23, 206 REVISED 9-21-2016 BY OWEN HASKELL, INC.

- GENERAL NOTES**
- OWNER OF RECORD: PORTLAND COMMUNITY SQUASH  
TAX MAP 118 BLOCK E LOT 3-8,24,25  
C.C.R.D. BOOK 33504 PAGE 302
  - BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD1983. CITY POINTS T125-54-2095 (N:303126.5874 E:2922105.3774) & T125-54-2092 (N:303281.8333 E:2922738.9050) HELD.
  - THE PROPERTY IS LOCATED IN THE CITY OF PORTLAND R5 ZONE.
  - CENTRAL MAINE POWER COMPANY AND NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY EASEMENT DEED GRANTED IN BOOK 4171, PAGE 168, DOES NOT AFFECT LOCUS.

**CERTIFICATE**

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

ORIGINALLY SIGNED BY JOHN W. SWAN, PLS #1038 SEPT. 21, 2016

ELLEN C. BREWER, PLS #2367

DATE

**Condominium Plat**

"66 Noyes Street Condominium"

66 Noyes Street, Portland, Maine

Made for Record Owner

Portland Community Squash

66 Noyes Street, 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: FEB. 26, 2020 JOB NO. 2020-031 P

CHECKED BY: JWS/ECB SCALE: 1" = 20' DRWG. NO. 1CP



## Hawley Strait

---

**From:** Hawley Strait <hstrait@bernsteinshur.com>  
**Sent:** Tuesday, March 10, 2020 5:26 PM  
**To:** Barrett Takesian (barrett@portlandcommunitysquash.com); John Beliveau  
**Subject:** FW: Portland Community Squash/66 Noyes Street - Condominium

Done and done!

Thanks, team!

**Hawley Strait**

**BERNSTEINSHUR** - Shareholder

207 228-7118 direct

**Confidentiality notice:** If you are not the person intended to receive this email, please notify us and please do not make use of this email for any purpose. Thank you.

---

**From:** Christopher Huff <chuff@portlandmaine.gov>  
**Sent:** Tuesday, March 10, 2020 5:24 PM  
**To:** Hawley Strait <hstrait@bernsteinshur.com>  
**Subject:** Re: Portland Community Squash/66 Noyes Street - Condominium

Thanks, Hawley. This is everything we need. We will create the separate condos for the April 1, 2020 assessment date with Unit 2 being fully tax-exempt.

Thanks for your assistance on this!

Chris

**Christopher A. Huff, CMA**

City Tax Assessor

City of Portland

389 Congress Street, Room 115

Portland, Maine 04101

Office: 207-874-8754

[chuff@portlandmaine.gov](mailto:chuff@portlandmaine.gov)

[www.portlandmaine.gov](http://www.portlandmaine.gov)



On Tue, Mar 10, 2020 at 5:21 PM Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)> wrote:

Hi Chris:

The condo declaration was recorded today at 12:59pm in Book 36495, Page 126.

Please let me know if you need anything else from me in order to wrap up this process.

Thanks again!

Hawley

**Hawley Strait**  
**BERNSTEINSHUR** - Shareholder  
**207 228-7118 direct**

**Confidentiality notice:** If you are not the person intended to receive this email, please notify us and please do not make use of this email for any purpose. Thank you.

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**From:** Christopher Huff <[chuff@portlandmaine.gov](mailto:chuff@portlandmaine.gov)>  
**Sent:** Thursday, March 5, 2020 5:55 PM  
**To:** Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)>  
**Subject:** Re: Portland Community Squash/66 Noyes Street - Condominium

This message was sent securely using Zix®

Thanks so much Hawley. Once the condo declaration is recorded, if you could just send along the Book and Page numbers from Registry, that would be awesome!

Thanks!

Chris



**Christopher A. Huff, CMA**

City Tax Assessor

City of Portland

389 Congress Street, Room 115

Portland, Maine 04101

Office: 207-874-8754

[chuff@portlandmaine.gov](mailto:chuff@portlandmaine.gov)

[www.portlandmaine.gov](http://www.portlandmaine.gov)



On Thu, Mar 5, 2020 at 5:47 PM Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)> wrote:

Hi Chris:

Please see attached the signed application and all of the supporting documentation for the application. As you will note, we titled the application as being for Unit 2.

Please let me know if there is anything else we need to send you or otherwise submit.

I expect we will record the condo declaration next week or the following – and certainly before April 1.

Thank you and again, let me know if there is anything else you need from PCS to complete this process.

Best,

Hawley

**Hawley Strait**

**BERNSTEINSHUR** - Shareholder

**207 228-7118 direct**

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---

**From:** Christopher Huff <[chuff@portlandmaine.gov](mailto:chuff@portlandmaine.gov)>

**Sent:** Wednesday, March 4, 2020 9:54 PM

**To:** Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)>

**Subject:** Re: Portland Community Squash/66 Noyes Street - Condominium

This message was sent securely using Zix®

You can denote condo unit 2 on the application in the margin after the Lot field.

I'm happy to accept the condo declaration you provided in the original email. No need to submit it with the application as long as there are no substantial changes prior to recording.

You can submit the application and other documents through email. PDF's are fine.

As long as everything is completed and submitted by April 1, I see no reason that would prevent granting the exemption on this unit. I'm pleased to see this come to fruition for your clients.

On Wed, Mar 4, 2020 at 9:28 PM Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)> wrote:



Hi Chris,

Thanks for your response. Yes, Unit 2 will be exempt.

A couple questions on the application: 1) Do we need to make reference to the condominium at all on the application or, as you said, just refer to the current parcel ID information?; 2) In terms of documentation, do we just provide what is described in the application (in other words, I assume we do not need to include the condominium documents with the application)?; and 3) Do you need to deliver an original of the completed application or can we submit it online or to you directly in PDF form?

Thanks again!

Hawley

**Hawley Strait**  
**BERNSTEINSHUR** - Shareholder  
207 228-7118 direct

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**From:** Christopher Huff <[chuff@portlandmaine.gov](mailto:chuff@portlandmaine.gov)>  
**Sent:** Wednesday, March 4, 2020 9:18 PM  
**To:** Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)>  
**Subject:** Re: Portland Community Squash/[66 Noyes Street](#) - Condominium

This message was sent securely using Zix®

Hi Hawley,

Thank you for sending these along. I'm glad this is moving forward.

An application for exemption and document submissions will also be required. The application can be found here:

<http://www.portlandmaine.gov/DocumentCenter/View/23381/Application-for-Tax-Exemption---Institutions-and-Organizations>

The application and materials will need to be filed by April 1st. Since we won't have a new Parcel ID assigned yet when you submit the application, it's ok to use the current Parcel ID/CBL. I am assuming Unit 2 will be the exempt unit?

Chris

On Wed, Mar 4, 2020 at 9:09 PM Hawley Strait <[hstrait@bernsteinshur.com](mailto:hstrait@bernsteinshur.com)> wrote:

Hi Chris,

I hope you are doing well!

I wanted to follow-up on our conversation that we had toward the end of last regarding the creation of a condominium at [66 Noyes Street](#) in order to allow for Portland Community Squash (PCS) to obtain tax exempt status on one of the units within this condominium and thus reduce PCS' real estate tax bill by 50% going forward.

PCS is now prepared to move forward with this condominium formation and attached is the Declaration, Plat and Plan that we intend to record in the Cumberland County Registry of Deeds this month to ensure that these documents are of record prior to April 1, 2020.

I will plan to follow-up and send you confirmation of the recording of these documents once we are of record (probably in the next week or two) but in the meantime, I wanted to make sure that this all you need from PCS in order to process this change to tax exempt status for one half of the PCS property.



Please let me know if you have any questions or if there is anything else we need to do other than confirm when the attached documents are recorded.

Thanks in advance and I will look forward to hearing back from you.

Best,

Hawley

**Hawley Strait**

**Shareholder**

207 228-7118 direct

207 774-1200 main

[My Bio](#) | [LinkedIn](#) | [Twitter](#)

**BERNSTEIN SHUR**

[Portland, ME](#) | [Manchester, NH](#) | [Augusta, ME](#) | [bernsteinshur.com](#)

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--

Christopher Huff  
City Tax Assessor  
City of Portland, Maine

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

This message was secured by [Zix](#)®.

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Christopher Huff  
City Tax Assessor  
City of Portland, Maine

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## Parking Management Plan – 7/6/2016

### 66 Noyes Street Historical Data

- 1955 the synagogue was built to accommodate 208 adults in the main hall with an adjoined school. Source: Original Building Plans
- “In 1955, the synagogue had a vibrant Hebrew School with 120 kids from K – 6<sup>th</sup> grade. From then until now, it’s always been used as a Hebrew school or daycare.” Natan Kahn – Representative of Shaarey Tphiloh Congregation
- In approximately 2004, the Hebrew School moved to South Portland. The school transitioned to the YMCA daycare. After the YMCA, there was another daycare operator, and the last four years Sherry Adams has run the Children’s Adventure Center. Source: Natan Kahn
- “For many years, the synagogue had between 100-200 members in the congregation. At one time there would be up to 200 people with cars parked on the surrounding streets and 5 or 6 cars parked in the parking lot. People were not supposed to drive, although most people did. Cars were asked to park away from the synagogue. That’s why there is a sign in front of the synagogue that says don’t park in front of the building on Saturdays and Holidays.” Natan Kahn
- Parking would spill from Noyes Street into Holwell Street and around Longfellow Park.” Natan Kahn

### 66 Noyes Street Current Data

- The Synagogue
  - “We are down to 20 people that come on Saturdays. It’s been a gradual decline over the last 4-5 years from 100 members.” Natan Kahn
  - “Still 100 people come for the high holiday services.” Natan Kahn
  - Large parties visit the synagogue for life cycle events throughout the year: births, circumcisions, baby naming for a girl, funerals, and certain events when the synagogue would honor people. Source: Natan Kahn
- Children’s Adventure Center
  - The daycare currently serves 50 students. Source: Employee at Children’s Adventure Center
  - Drop-offs occur between 6-8 AM and pick-ups occur from 3-5:30 PM. Source: Employee at Children’s Adventure Center
  - “There are upwards of 40-50 cars throughout the day, from 7 AM – 5-6 PM.” Natan Kahn
  - “Most of the daycare kids are being driven in.” Natan Kahn
  - 5-6 staff members. Source Natan Kahn
  - Parents park on the curb in front of the synagogue while they pickup their children.

- Acupuncture Clinics for Veterans
  - An acupuncture group stopped coming in February or March. They had a free acupuncture clinic for veterans. They would have about 30 people on Tuesday nights for the last three years. Source Natan Kahn

### **Existing Traffic & Parking Data Collection and Observations**

Existing trip generation and parking data was collected for the current uses at 66 Noyes Street (Synagogue and Daycare). Data was collected for a typical weekday during the morning and afternoon peak commuter travel times. Staff members from Milone & MacBroom collected data and observed operations on Thursday July 7, 2016, for the time periods, 6 AM to 9 AM, and 3 PM to 6PM.

The observation of trips generated included arrival and departure of synagogue and daycare staff, drop-off and pick-up of daycare children, and any other miscellaneous trips generated. Additionally, MMI staff observed parking operations on Noyes Street in the vicinity of 66 Noyes Street. In this area, Noyes Street is a low volume, low speed, one-way roadway with on-street parallel parking located on both sides of the road. The road is approximately 36 ft. wide.

For the purposes of collection of parking data we limited our study on Noyes Street from Deering Avenue at the west end, easterly to Oakdale Street. This included approximately 540 ft. of Noyes Street. Subtracting side-streets and driveways located within this 540 ft. area, results in approximately 400 ft. of roadway available on each side for on-street parking. Based on a typical length of parallel space of 22 ft., this corresponds to approximately 18 spaces available on each side of the roadway, (36 total).

Data was collected in 15-minute intervals and included a breakdown of trips by use (daycare or synagogue) as well as by travel mode (vehicles, bikes, pedestrians). During each 15-minute interval we noted how many vehicles were parked on-street. This allowed us to quantify how parking spaces were being utilized and how many were not currently being utilized and would be available for potential use by activities related to the proposed Portland Community Squash.

The following summarizes the results of the data collection and observations.

#### **Trip Generation Data**

- AM (6 to 9 AM)
  - A total of 59 trip-ends were counted during the AM time period.
  - 50 trip-ends were vehicles and 9 trips were pedestrians.
  - The daycare generated 59 total trip-ends and the synagogue 0 trip-ends.
  - The peak hour occurred during the hour of 745 to 845 AM.
  - During the 745 to 845 AM peak hour, a total of 38 trip-ends were generated. 31 trips were vehicles and 8 pedestrians.



- PM (3 to 6 PM)
  - A total of 66 trip-ends were counted during the PM time period.
  - 56 trip-ends were vehicles and 10 trips were pedestrians.
  - The daycare generated 66 total trip-ends and the synagogue 0 trip-ends.
  - The peak hour occurred during the hour of 430 to 530 PM.
  - During the 430 to 530 PM peak hour, a total of 40 trip-ends were generated. 32 trips were vehicles and 8 pedestrians.

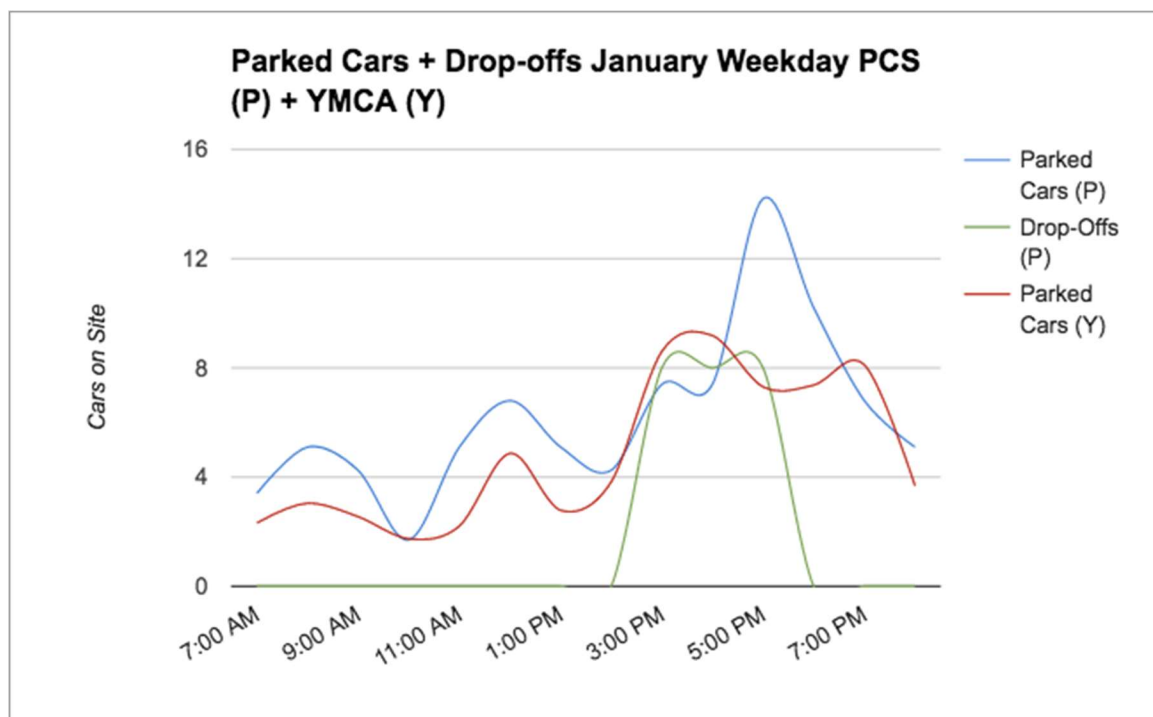
#### Parking Observations

- AM (6 to 9 AM)
  - During the morning observation time period we observed an average of 4 vehicles parked on Noyes Street between Deering Avenue and Oakdale Street.
  - There was a low of 2 vehicles parked on-street from 645 to 7 AM, and a high of 9 vehicles parked from 845 to 9 AM.
  - Based on approximately 36 total parking spaces available on Noyes Street within the study area, this results in an average occupancy of 11% and a peak occupancy of 25%.
  - During the morning study hours, there was an average of 32 spaces available for parking and during the peak usage there was 27 spaces available.
- PM (3 to 6 PM)
  - During the afternoon observation time period we observed an average of 7 vehicles parked on Noyes Street between Deering Avenue and Oakdale Street.
  - There was a low of 2 vehicles parked on-street from 545 to 6 PM, and a high of 11 vehicles parked from 3 to 315 PM.
  - Based on approximately 36 total parking spaces available on Noyes Street within the study area, this results in an average occupancy of 11% and a peak occupancy of 31%.
  - During the afternoon study hours, there was an average of 29 spaces available for parking and during the peak usage there were 25 spaces available.

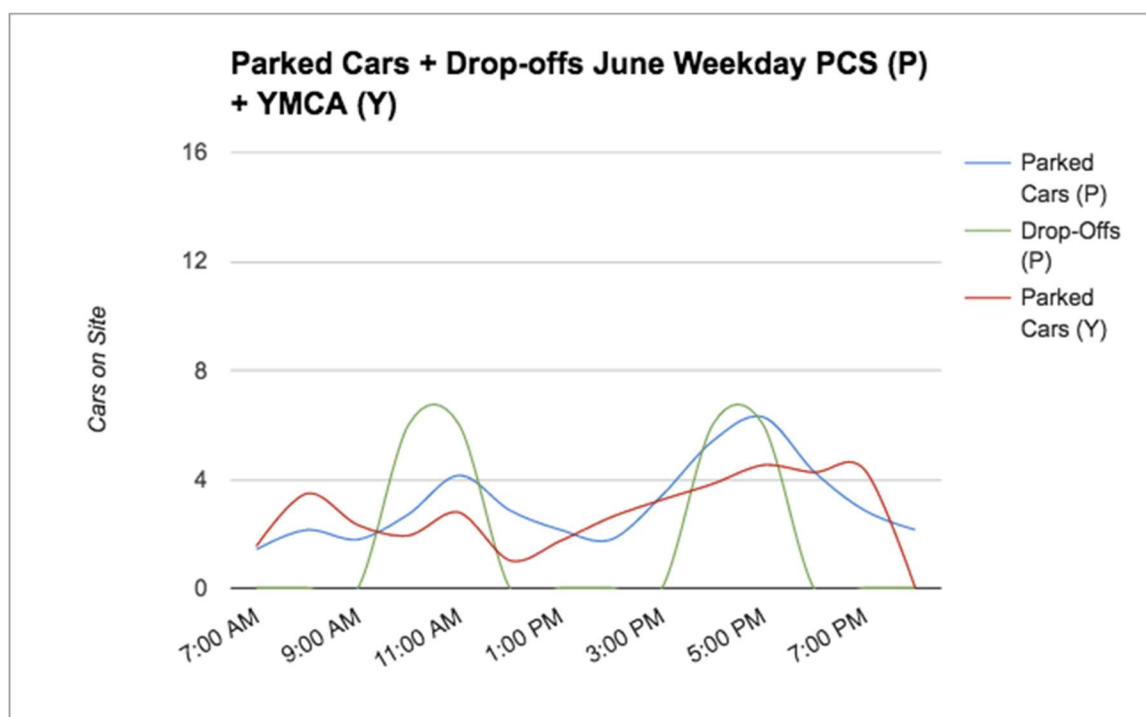
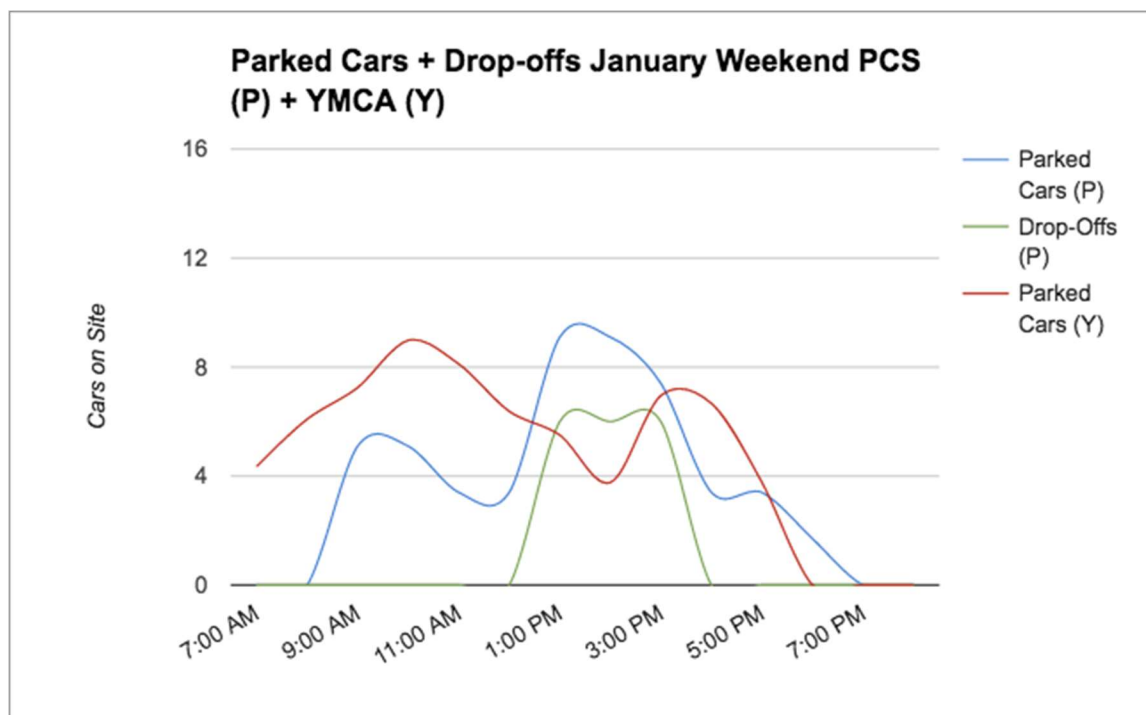
It should be noted that the collected on-street parking data, included; vehicles parked for drop-off/pick-up at the daycare, the synagogue, and other vehicles parked on-street not related to the daycare and synagogue. Also, although not specifically quantified, the existing parking demand on Noyes Street further away from the facility, and on nearby Oakdale Street and Longfellow Street, appeared to have similar parking demands as nearby Noyes Street exhibited. Therefore, in the event of occasional higher parking demands, the area roadway network should be able to accommodate it.

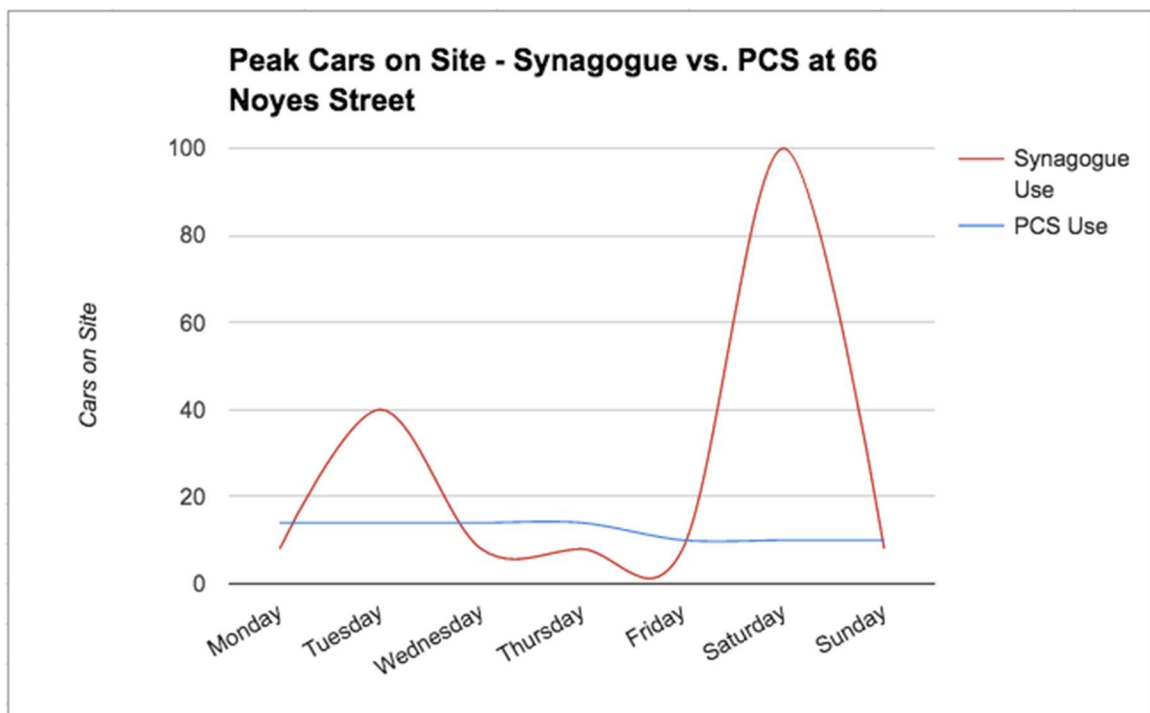
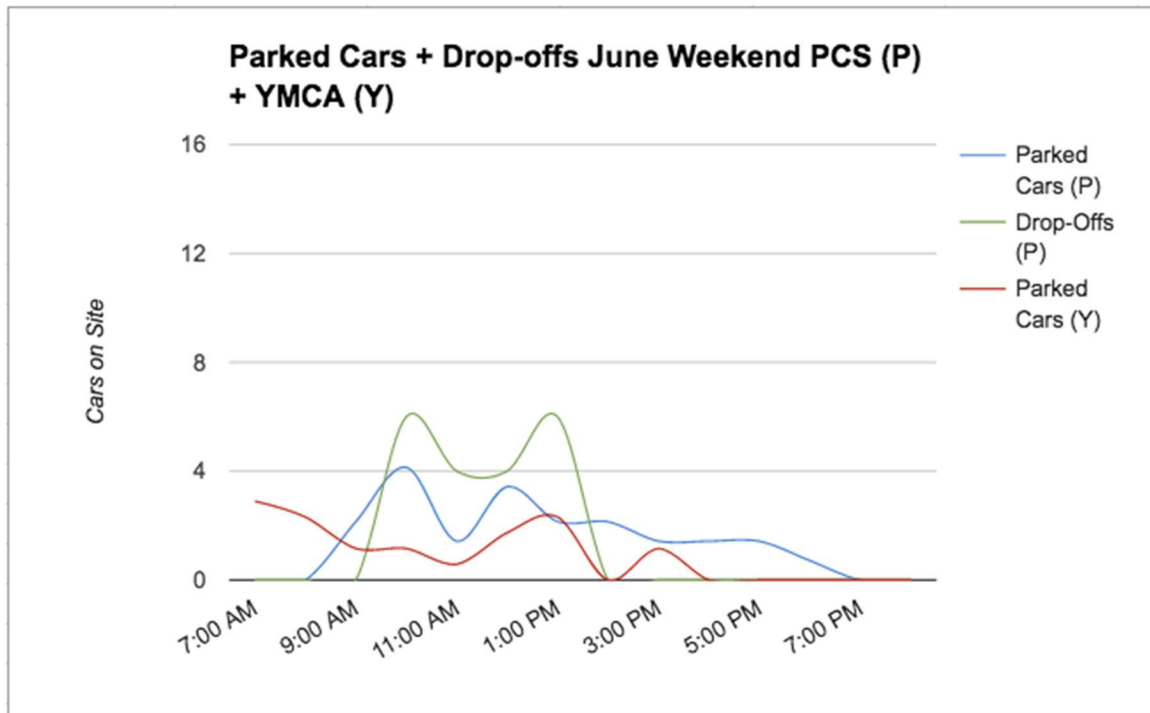
## 66 Noyes Street Future Estimates

- PCS is building four singles courts in the main hall and will use 5 existing classrooms.
- Members can only reserve courts through an online reservation called Club Locker. PCS has used Club Locker effectively at the Portland YMCA.
- At peak times only eight individuals can be playing squash at any given time.
- PCS used YMCA court reservation data plus the addition of more youth programs to estimate the amount of trips per hour to 66 Noyes Street.
- Urban Squash students will be driven to the site with 14 passenger busses, middle school students in the junior squash league will be dropped off by parents and some parents will park, high school students will take the #2 or #4 metro line.
- The YMCA has four courts and close to 250 squash players. PCS is starting with 130 members and hopes to reach 250. YMCA data is pulled from January 2016 (busy season) and June 2016 (Quiet Season). Assumptions:
  - 85% of squash players drive their own car and will park at 66 Noyes Street for their matches.
  - Adults will park at the facility for an average of 1.5 hours to play squash and shower.











## Comparison and Takeaways

- By changing the main hall from a large place of assembly to four squash courts, PCS will change the trip pattern from large peaks to a steady and moderate number of trips to the site.
- When PCS surpasses 200 members, PCS will produce slightly more trips than the Portland YMCA. Most of the additional trips will be drop-offs from parents.
- We have compared the observed existing weekday AM and PM peak hour trip generation of the synagogue and daycare center to the expected trip generation of Portland Community Squash facility for the same time periods. We compared data provided by Portland Community Squash, which was based on data from their activities currently at the Portland YMCA. They confirmed their existing trip generation rates and then made projections of expected trip generation rates at their proposed facility at 66 Noyes Street.
- The data collected by MMI confirmed weekday AM and PM peak hour trip generation rates of; 38 total trip-ends and 40 total trip ends respectively. Of these total trips ends, there were 31 AM and 32 PM total vehicle trip ends, respectively. A review of Portland Community Squash data indicates an expected AM peak hour total vehicle trips-ends of 12 (6 vehicles, entering and exiting), and during the PM peak hour total trip-ends should be 30 (15 vehicles entering and exiting. This conservatively assumes that all vehicles would arrive and leave during the same hour, which will not always be the case. Based on current operations, it is typical for many club members to spend a minimum of 1.5 hours at the facility.
- A comparison of current trip generation at the synagogue and daycare center indicates that the expected trip generation will typically be less during the existing weekday AM and PM peak hours.

## Parking Management Plan

- Portland Community Squash would like to provide parking for members and parents, while keeping costs low.
  - PCS will paint spaces on the pavement on the East side of the building.
  - The pavement on the east side of the building is 45' by 140'
  - 10 full spaces on the East side of the pavement and a bike rack on the North-East corner of the pavement. This is a significant improvement over the existing and historical conditions, which only provided 5 spaces-site with the remainder of the parking demand being serviced by the area neighborhood streets.
  - 90% of the time, 10 spots will accommodate all parents and members that need parking. At 5 pm during the busy winter months, one to four cars may need to park on the street.
  - Based on our observations of existing traffic and parking operations on Noyes Street between Deering Avenue and Oakdale Street there is

plenty of available on-street parking to service parking demand by the proposed Portland Community Squash when it exceeds the amount provided on-site (10 spaces) parking does not.

- Portland Community Squash will continue the daycare's tradition of a drop-off zone in front of the synagogue. Noyes Street is one-way and the drop-off zone in front will be least intrusive to the flow of traffic. Our review of on-street parking demand confirms there are plenty of spaces available for use as a drop-off zone, without detriment to existing demands.
- At this point in time, Portland Community Squash proposes to keep the existing playground area located at the east side of the building as is. Our review of existing traffic operations during the typical weekday AM and PM peak hours indicates that traffic operates satisfactory and safely utilizing drop-off and pick-up areas in front of the facility on Noyes Street. In addition Noyes Street is more than wide enough (36 ft.) to accommodate the existing one-way traffic pattern and on-street parking on both sides of the road.



### Values from TAP program:

(T/YSJ180) Sound Pressure Data (40 ft) - MultiWing with Compressor Enclosure

|             | <b><u>63</u></b> | <b><u>125</u></b> | <b><u>250</u></b> | <b><u>500</u></b> | <b><u>1k</u></b> | <b><u>2k</u></b> | <b><u>4k</u></b> | <b><u>8k</u></b> |                                |
|-------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|--------------------------------|
| Component 1 | 75.0             | 72.0              | 70.0              | 71.0              | 70.0             | 68.0             | 71.0             | 68.0             | MW - 5,760 cfm, 0.14" - 1 fan  |
| Component 2 | 75.0             | 72.0              | 70.0              | 71.0              | 70.0             | 68.0             | 71.0             | 68.0             | MW - 5,760 cfm, 0.14" - 1 fan  |
| Component 3 | 70.0             | 63.4              | 64.1              | 57.0              | 51.4             | 44.6             | 38.6             | 38.6             | (2) Compressors with enclosure |
| Component 4 | -30.0            | -30.0             | -30.0             | -30.0             | -30.0            | -30.0            | -30.0            | -30.0            | Outdoor Sound Correction, 40'  |
| Sum:        | 48.6             | 45.3              | 43.5              | 44.1              | 43.0             | 41.0             | 44.0             | 41.0             |                                |
| Rating:     |                  |                   |                   |                   |                  |                  | 49.8 dBA         |                  |                                |
|             |                  |                   |                   |                   |                  |                  | 53.5 dB          |                  |                                |

**MSZ-FS12NA & MUZ-FS12NAH**  
**12,000 BTU/H HYPER-HEATING OUTDOOR UNIT W/BASE PAN HEATER**  
**12,000 BTU/H DELUXE WALL-MOUNTED INDOOR UNIT**



Job Name:

System Reference:

Date:



Indoor Unit.....MSZ-FS12NA

Outdoor Unit.....MUZ-FS12NAH

**INDOOR UNIT FEATURES**

- Slim wall-mounted indoor units provide zone comfort control
- Dual Barrier Coating applied to the heat exchanger, vanes and fan to prevent hydrophilic and hydrophobic dirt build-up
- Multiple fan speed options: Quiet, Low, Medium, High, Super-high, Auto
- 3D i-see Sensor® enables advance features:
  - Indirect or Direct Airflow for personalized comfort
  - Absence Detection for energy-saving mode
- Double Vane features:
  - Separates airflow to deliver air across a large area
  - Simultaneously deliver to air separate sections of a room
  - Generates more comfortable natural airflow pattern
- Multiple control options available:
  - Back-lit screen handheld remote controller (provided with unit)
  - kumo cloud® smart device app for remote access
  - Third-party interface options
  - Wired or wireless controllers
- Triple-action Filtration: Nano Platinum Filter, Deodorizing Filter, & Electrostatic Anti-Allergy Enzyme Filter
- Hot-Start Technology: no cold air rush at equipment startup or when restarting after Defrost Cycle
- Quiet operation

**OUTDOOR UNIT FEATURES**

- INVERTER-driven compressor and LEV provide high efficiency and comfort while using only the energy needed to maintain maximum performance
- H2i plus™ performance offers 100% heating capacity at -5° and 70% to 81% heating capacity at -13° F
- Blue Fin anti-corrosion treatment applied to the outdoor unit heat exchanger for increased coil protection and longer life
- Built-in base pan heater



# SPECIFICATIONS: MSZ-FS12NA & MUZ-FS12NAH

|                                         |                                               |                     |                                                        |
|-----------------------------------------|-----------------------------------------------|---------------------|--------------------------------------------------------|
| Cooling at 95°F <sup>1</sup>            | Maximum Capacity                              | BTU/H               | 13,600                                                 |
|                                         | Rated Capacity                                | BTU/H               | 12,000                                                 |
|                                         | Minimum Capacity                              | BTU/H               | 2,500                                                  |
|                                         | Maximum Power Input                           | W                   | 1,150                                                  |
|                                         | Rated Power Input                             | W                   | 870                                                    |
|                                         | Moisture Removal                              | Pints/h             | 1.9                                                    |
|                                         | Sensible Heat Factor                          |                     | 0.83                                                   |
|                                         | Power Factor [208V / 230V]                    | %                   | 94.0 / 94.0                                            |
| Heating at 47°F <sup>2</sup>            | Maximum Capacity                              | BTU/H               | 21,000                                                 |
|                                         | Rated Capacity                                | BTU/H               | 12,300                                                 |
|                                         | Minimum Capacity                              | BTU/H               | 3,700                                                  |
|                                         | Maximum Power Input                           | W                   | 1,980                                                  |
|                                         | Rated Power Input                             | W                   | 850                                                    |
|                                         | Power Factor [208V / 230V]                    | %                   | 94.0 / 94.0                                            |
| Heating at 17°F <sup>3</sup>            | Maximum Capacity                              | BTU/H               | 17,410                                                 |
|                                         | Rated Capacity                                | BTU/H               | 8,400                                                  |
|                                         | Maximum Power Input                           | W                   | 1,990                                                  |
|                                         | Rated Power Input                             | W                   | 740                                                    |
| Heating at 5°F <sup>4</sup>             | Maximum Capacity                              | BTU/H               | 14,690                                                 |
|                                         | Maximum Power Input                           | W                   | 1,910                                                  |
| Heating at -5°F <sup>6</sup>            | Maximum Capacity                              | BTU/H               | 12,300                                                 |
| Heating at -13°F <sup>7</sup>           | Maximum Capacity                              | BTU/H               | 11,000                                                 |
| Efficiency                              | SEER                                          |                     | 26.1                                                   |
|                                         | EER <sup>1</sup>                              |                     | 13.8                                                   |
|                                         | HSPF [IV]                                     |                     | 12.0                                                   |
|                                         | COP at 47°F <sup>2</sup>                      |                     | 4.24                                                   |
|                                         | COP at 17°F at Maximum Capacity <sup>3</sup>  |                     | 2.56                                                   |
|                                         | COP at 5°F at Maximum Capacity <sup>4</sup>   |                     | 2.07                                                   |
|                                         | COP at -5°F at Maximum Capacity <sup>6</sup>  |                     | 2.07                                                   |
|                                         | COP at -13°F at Maximum Capacity <sup>7</sup> |                     | 1.92                                                   |
| Electrical                              | ENERGY STAR® Certified                        |                     | Yes                                                    |
|                                         | Voltage, Phase, Frequency                     |                     | 208/230, 1, 60                                         |
|                                         | Guaranteed Voltage Range                      | V AC                | 187 - 253                                              |
|                                         | Voltage: Indoor - Outdoor, S1-S2              | V AC                | 208/230                                                |
|                                         | Voltage: Indoor - Outdoor, S2-S3              | V DC                | 24                                                     |
|                                         | Short-circuit Current Rating [SCCR]           | kA                  | 5                                                      |
|                                         | Recommended Fuse/Breaker Size (Outdoor)       | A                   | 15                                                     |
|                                         | Recommended Wire Size [Indoor - Outdoor]      | AWG                 | 14                                                     |
| Indoor Unit                             | Power Supply                                  |                     | Indoor unit is powered by the outdoor unit             |
|                                         | MCA                                           | A                   | 1.0                                                    |
|                                         | Fan Motor Full Load Amperage                  | A                   | 0.65                                                   |
|                                         | Fan Motor Type                                |                     | DC Motor                                               |
|                                         | Airflow Rate at Cooling, Dry                  | CFM                 | 137–167–221–304–424                                    |
|                                         | Airflow Rate at Cooling, Wet                  | CFM                 | 117–143–190–261–364                                    |
|                                         | Airflow Rate at Heating, Dry                  | CFM                 | 155–226–282–367–454                                    |
|                                         | Sound Pressure Level [Cooling]                | dB[A]               | 21–24–29–36–44                                         |
|                                         | Sound Pressure Level [Heating]                | dB[A]               | 21–28–32–38–43                                         |
|                                         | Drain Pipe Size                               | In. [mm]            | 5/8 [15.88]                                            |
|                                         | Coating on Heat Exchanger                     |                     | Dual Barrier Coating                                   |
|                                         | External Finish Color                         |                     | Munsell 1.0Y 9.2/0.2                                   |
|                                         | Unit Dimensions                               | W x D x H: In. [mm] | 36-7/16 x 9-3/16 x 12 (+11/16) [925 x 234 x 305 (+17)] |
|                                         | Package Dimensions                            | W x D x H: In. [mm] | 39 x 12-1/4 x 15-1/2 [990 x 310 x 400]                 |
|                                         | Unit Weight                                   | Lbs. [kg]           | 29 [13.5]                                              |
|                                         | Package Weight                                | Lbs. [kg]           | 34 [15.4]                                              |
| Indoor Unit Operating Temperature Range | Cooling Intake Air Temp [Maximum / Minimum]*  | °F                  | 90 DB, 73 WB / 67 DB, 57 WB                            |
|                                         | Heating Intake Air Temp [Maximum / Minimum]   | °F                  | 80 DB / 70 DB                                          |

## NOTES:

AHRI Rated Conditions

(Rated data is determined at a fixed compressor speed)

<sup>1</sup>Cooling (Indoor // Outdoor)

<sup>2</sup>Heating at 47°F (Indoor // Outdoor)

<sup>3</sup>Heating at 17°F (Indoor // Outdoor)

°F 80 DB, 67 WB // 95 DB, 75 WB

°F 70 DB, 60 WB // 47 DB, 43 WB

°F 70 DB, 60 WB // 17 DB, 15 WB

Conditions

<sup>4</sup>Heating at 5°F (Indoor // Outdoor)

<sup>6</sup>Heating at -5°F (Indoor // Outdoor)

<sup>7</sup>Heating at -13°F (Indoor // Outdoor)

°F 70 DB, 60 WB // 5 DB, 4 WB

°F 70 DB, 60 WB // -5 DB, -6 WB

°F 70 DB, 60 WB // -13 DB, -14 WB

\*Indoor/Outdoor Unit Operating Temperature Range (Cooling Air Temp [Maximum / Minimum]):

• Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.

\*\*Outdoor Unit Operating Temperature Range (Cooling Thermal Lock-out / Re-start Temperatures; Heating Thermal Lock-out / Re-start Temperatures):

• System cuts out in heating mode to avoid thermistor error and automatically restarts at these temperatures.

# SPECIFICATIONS: MSZ-FS12NA & MUZ-FS12NAH

|                                          |                                                            |                     |                                            |
|------------------------------------------|------------------------------------------------------------|---------------------|--------------------------------------------|
| Outdoor Unit                             | MCA                                                        | A                   | 10.0                                       |
|                                          | MOCP                                                       | A                   | 15                                         |
|                                          | Fan Motor Full Load Amperage                               | A                   | 0.5                                        |
|                                          | Fan Motor Output                                           | W                   | 55                                         |
|                                          | Airflow Rate [Cooling / Heating]                           | CFM                 | 1215 / 1201                                |
|                                          | Refrigerant Control                                        |                     | LEV                                        |
|                                          | Defrost Method                                             |                     | Reverse Cycle                              |
|                                          | Coating on Heat Exchanger                                  |                     | Blue Fin Coating                           |
|                                          | Sound Pressure Level, Cooling <sup>1</sup>                 | dB(A)               | 49                                         |
|                                          | Sound Pressure Level, Heating <sup>2</sup>                 | dB(A)               | 51                                         |
|                                          | Compressor Type                                            |                     | Twin Rotary                                |
|                                          | Compressor Model                                           |                     | SNB140FQUMT                                |
|                                          | Compressor Rated Load Amps                                 | A                   | 9.2                                        |
|                                          | Compressor Locked Rotor Amps                               | A                   | 7.4                                        |
|                                          | Compressor Oil [Type // Charge]                            | oz.                 | FV50S // 0.35                              |
|                                          | External Finish Color                                      |                     | Munsell 3Y 7.8/1.1                         |
|                                          | Base Pan Heater                                            |                     | Built-in                                   |
|                                          | Unit Dimensions                                            | W x D x H: In. [mm] | 31-1/2 x 11-1/4 x 21-5/8 [800 x 285 x 550] |
|                                          | Package Dimensions                                         | W x D x H: In. [mm] | 37 x 15 x 24-1/2 [940 x 380 x 630]         |
|                                          | Unit Weight                                                | Lbs. [kg]           | 84 [38]                                    |
|                                          | Package Weight                                             | Lbs. [kg]           | 91 [41]                                    |
| Outdoor Unit Operating Temperature Range | Cooling Air Temp [Maximum / Minimum]*                      | °F                  | 115 DB / 14 DB                             |
|                                          | Cooling Thermal Lock-out / Re-start Temperatures**         | °F                  | -4 / 0                                     |
|                                          | Heating Air Temp [Maximum / Minimum]                       | °F                  | 75 DB, 65 WB / -13 DB, -14 WB              |
|                                          | Heating Thermal Lock-out / Re-start Temperatures**         | °F                  | -18 / -14                                  |
| Refrigerant                              | Type                                                       |                     | R410A                                      |
|                                          | Maximum Charge Quantity                                    | Lbs, oz             | 2.0, 9.0                                   |
|                                          | Initial Charge Quantity                                    | Ft. [m]             | 25.0 [7.5]                                 |
|                                          | Additional Refrigerant Charge Per Additional Piping Length | oz./Ft. [g/m]       | 0.216 [20]                                 |
| Piping                                   | Gas Pipe Size O.D. [Flared]                                | In.[mm]             | 3/8 [9.52]                                 |
|                                          | Liquid Pipe Size O.D. [Flared]                             | In.[mm]             | 1/4 [6.35]                                 |
|                                          | Maximum Piping Length                                      | Ft. [m]             | 65 [20]                                    |
|                                          | Maximum Height Difference                                  | Ft. [m]             | 40 [12]                                    |
|                                          | Maximum Number of Bends                                    |                     | 10                                         |

## NOTES:

AHRI Rated Conditions

(Rated data is determined at a fixed compressor speed)

|                                                  |    |                              |
|--------------------------------------------------|----|------------------------------|
| <sup>1</sup> Cooling (Indoor // Outdoor)         | °F | 80 DB, 67 WB // 95 DB, 75 WB |
| <sup>2</sup> Heating at 47°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // 47 DB, 43 WB |
| <sup>3</sup> Heating at 17°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // 17 DB, 15 WB |

Conditions

|                                                   |    |                                |
|---------------------------------------------------|----|--------------------------------|
| <sup>4</sup> Heating at 5°F (Indoor // Outdoor)   | °F | 70 DB, 60 WB // 5 DB, 4 WB     |
| <sup>6</sup> Heating at -5°F (Indoor // Outdoor)  | °F | 70 DB, 60 WB // -5 DB, -6 WB   |
| <sup>7</sup> Heating at -13°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // -13 DB, -14 WB |

\*Indoor/Outdoor Unit Operating Temperature Range (Cooling Air Temp [Maximum / Minimum]):

- Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.

\*\*Outdoor Unit Operating Temperature Range (Cooling Thermal Lock-out / Re-start Temperatures; Heating Thermal Lock-out / Re-start Temperatures):

- System cuts out in heating mode to avoid thermistor error and automatically restarts at these temperatures.



## INDOOR UNIT ACCESSORIES: MSZ-FS12NA

|                            |                                                                                             |                                            |
|----------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------|
| Control Interface          | BACnet® and Modbus® Interface                                                               | <input type="checkbox"/> PAC-UKPRC001-CN-1 |
|                            | CN24 Relay Kit                                                                              | <input type="checkbox"/> CN24RELAY-KIT-CM3 |
|                            | IT Extender                                                                                 | <input type="checkbox"/> PAC-WHS01IE-E     |
|                            | kumo station® for kumo cloud®                                                               | <input type="checkbox"/> PAC-WHS01HC-E     |
|                            | Lockdown bracket for remote controller                                                      | <input type="checkbox"/> RCMKP1CB          |
|                            | System Control Interface                                                                    | <input type="checkbox"/> MAC-334IF-E       |
|                            | Thermostat Interface                                                                        | <input type="checkbox"/> PAC-US444CN-1     |
|                            | Thermostat Interface                                                                        | <input type="checkbox"/> PAC-US445CN-1     |
|                            | USNAP Adapter                                                                               | <input type="checkbox"/> PAC-WHS01UP-E     |
|                            | Wireless Interface for kumo cloud®                                                          | <input type="checkbox"/> PAC-USWHS002-WF-2 |
| Remote Sensor              | Wireless temperature and humidity sensor for kumo cloud®                                    | <input type="checkbox"/> PAC-USWHS003-TH-1 |
| Wired Remote Controller    | Deluxe Wired MA Remote Controller†                                                          | <input type="checkbox"/> PAR-40MAAU        |
|                            | Simple MA Remote Controller†                                                                | <input type="checkbox"/> PAC-YT53CRAU-J    |
|                            | Touch MA Controller†                                                                        | <input type="checkbox"/> PAR-CT01MAU-SB    |
| Wireless Remote Controller | kumo touch™ RedLINK™ Wireless Controller                                                    | <input type="checkbox"/> MHK2              |
| Condensate                 | Blue Diamond (Advanced) Mini Condensate Pump w/ Reservoir & Sensor (208/230V) [recommended] | <input type="checkbox"/> X87-721           |
|                            | Blue Diamond (MicroBlue) Mini Condensate Pump (110/208/230V) up to 18,000 BTU/H             | <input type="checkbox"/> X86-003           |
|                            | Blue Diamond Alarm Extension Cable — 6.5 Ft.                                                | <input type="checkbox"/> C13-192           |
|                            | Blue Diamond MultiTank — collection tank for use with multiple pumps                        | <input type="checkbox"/> C21-014           |
|                            | Blue Diamond Sensor Extension Cable — 15 Ft.                                                | <input type="checkbox"/> C13-103           |
|                            | Drain Pan Level Sensor/Control                                                              | <input type="checkbox"/> SS610E            |
|                            | Fascia Kit for MicroBlue Pump, mounts the MicroBlue and sensor directly beneath indoor unit | <input type="checkbox"/> T18-016           |
|                            | Refco Condensate Pump (100-240 VAC)                                                         | <input type="checkbox"/> GOBI-II           |
|                            | Refco Condensate Pump (100-240 VAC) up to 120,000 BTU/H                                     | <input type="checkbox"/> COMBI             |
|                            | Sauermann Condensate Pump                                                                   | <input type="checkbox"/> SI30-230          |
| Disconnect Switch          | (30A/600V/UL) [fits 2" X 4" utility box] - Black                                            | <input type="checkbox"/> TAZ-MS303         |
|                            | (30A/600V/UL) [fits 2" X 4" utility box] - White                                            | <input type="checkbox"/> TAZ-MS303W        |
| Drain Hose                 | Flexible Mini-Split Drain Hose                                                              | <input type="checkbox"/> DRX-16            |
| Filter                     | Electro Static Anti-allergy Enzyme Filter                                                   | <input type="checkbox"/> MAC-2330FT-E      |
|                            | Platinum Deodorizing Filter                                                                 | <input type="checkbox"/> MAC-3000FT-E      |
| Lineset                    | 15' x 1/4" x 15' / 3/8" Lineset (Twin-Tube Insulation)                                      | <input type="checkbox"/> MLS143812T-15     |
|                            | 30' x 1/4" x 30' / 3/8" Lineset (Twin-Tube Insulation)                                      | <input type="checkbox"/> MLS143812T-30     |
|                            | 50' x 1/4" x 50' / 3/8" Lineset (Twin-Tube Insulation)                                      | <input type="checkbox"/> MLS143812T-50     |
|                            | 65' x 1/4" x 65' / 3/8" Lineset (Twin-Tube Insulation)                                      | <input type="checkbox"/> MLS143812T-65     |

**NOTES:**

†Requires MAC-334IF-E

- M-Series EZ FIT® Recessed Ceiling Cassette, Floor-mount and Wall-mount
  - Allows indoor units to connect to an MA Controller:
    - Deluxe MA Remote Controller
    - Simple MA Controller
    - Touch MA Controller

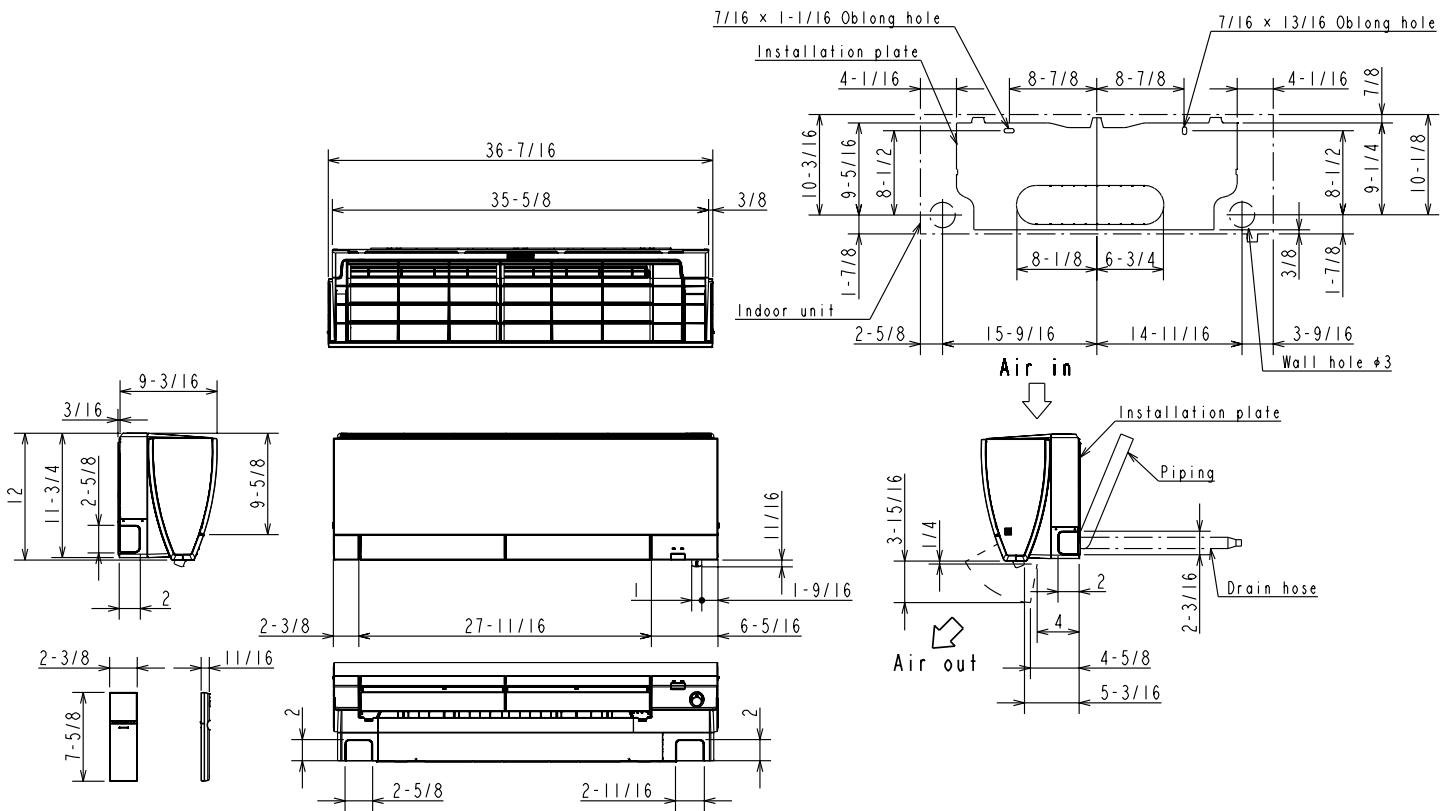
## OUTDOOR UNIT ACCESSORIES: MUZ-FS12NAH

|                  |                                                        |                                      |
|------------------|--------------------------------------------------------|--------------------------------------|
| Air Outlet Guide | Air Outlet Guide                                       | <input type="checkbox"/> MAC-881SG   |
| Drain Socket     | Drain Socket                                           | <input type="checkbox"/> MAC-811DS   |
| Hail Guards      | Hail Guard                                             | <input type="checkbox"/> HG-B4       |
| Mini-Split Wire  | 14 Gauge, 4 wire MiniSplit Cable—250 ft. roll          | <input type="checkbox"/> S144-250    |
|                  | 14 Gauge, 4 wire MiniSplit Cable—50 ft. roll           | <input type="checkbox"/> S144-50     |
|                  | 16 Gauge, 4 wire MiniSplit Cable—250 ft. roll          | <input type="checkbox"/> S164-250    |
|                  | 16 Gauge, 4 wire MiniSplit Cable—50 ft. roll           | <input type="checkbox"/> S164-50     |
| Mounting Pad     | Condensing Unit Mounting Pad: 16" x 36" x 3"           | <input type="checkbox"/> ULTRILITE1  |
|                  | Outdoor Unit 3-1/4 inch Mounting Base (Pair) - Plastic | <input type="checkbox"/> DSD-400P    |
| Stand            | 18" Single Fan Stand                                   | <input type="checkbox"/> QSMS1801M   |
|                  | 24" Single Fan Stand                                   | <input type="checkbox"/> QSMS2401M   |
|                  | Condenser Wall Bracket                                 | <input type="checkbox"/> QSWB2000M-1 |
|                  | Condenser Wall Bracket - Stainless Steel Finish        | <input type="checkbox"/> QSWBSS      |
|                  | Outdoor Unit Stand — 12" High                          | <input type="checkbox"/> QSMS1201M   |



# INDOOR UNIT DIMENSIONS: MSZ-FS12NA

Unit: inch



(06/09/12 KBTU/H)

|            |             |             |             |
|------------|-------------|-------------|-------------|
| Piping     | Insulation  | Insulation  | Insulation  |
|            | Insulation  | Insulation  | Insulation  |
|            | Liquid line | Liquid line | Liquid line |
|            | Gas line    | Gas line    | Gas line    |
| Drain hose | Insulation  | Insulation  | Insulation  |

(15/18 KBTU/H)

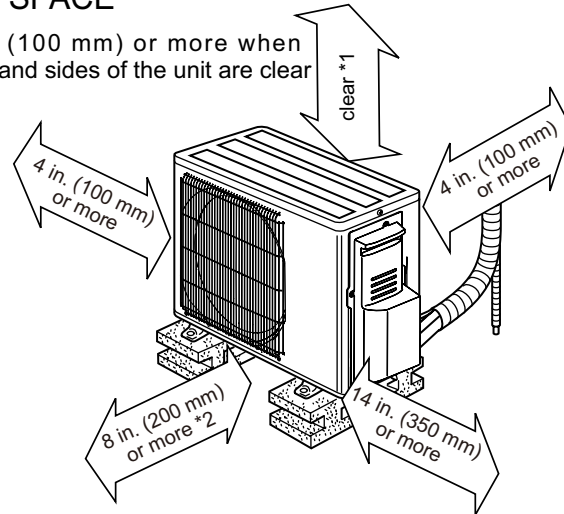
|            |             |             |             |
|------------|-------------|-------------|-------------|
| Piping     | Insulation  | Insulation  | Insulation  |
|            | Insulation  | Insulation  | Insulation  |
|            | Liquid line | Liquid line | Liquid line |
|            | Gas line    | Gas line    | Gas line    |
| Drain hose | Insulation  | Insulation  | Insulation  |

# OUTDOOR UNIT DIMENSIONS: MUZ-FS12NAH

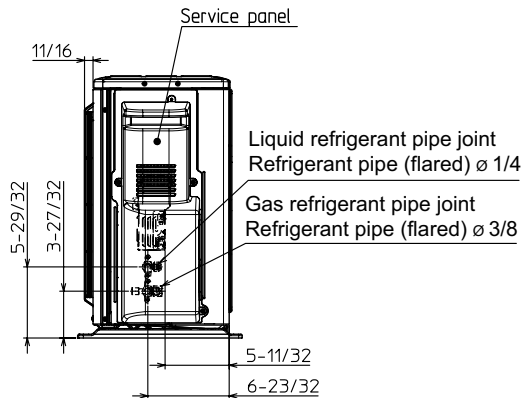
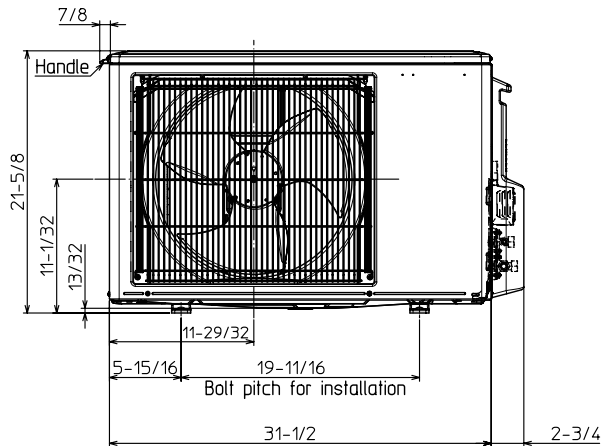
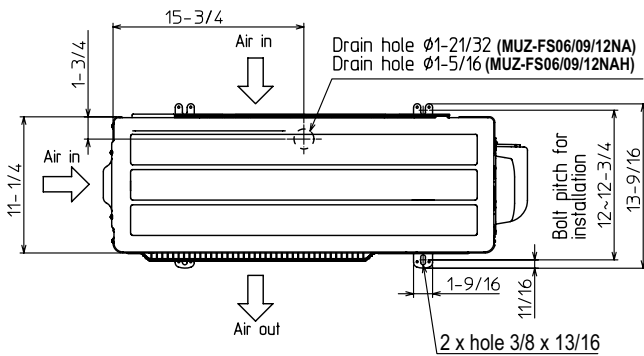
Unit: inch

## REQUIRED SPACE

\*1 4 in. (100 mm) or more when front and sides of the unit are clear



\*2 When any 2 sides of left, right and rear of the unit are clear



1340 Satellite Boulevard Suwanee, GA 30024  
Toll Free: 800-433-4822 www.mehvac.com

FORM# MSZ-FS12NA & MUZ-FS12NAH - 202212





# MXZ-SM48NAMHZ

## 4-TON MULTI-ZONE INVERTER HEAT-PUMP SYSTEM



Job Name:

System Reference:

Date:



### FEATURES

- Compatible with M- and P-Series and CITY MULTI® indoor units. Branch box required for connection with M- and P-Series
- Variable speed INVERTER-driven compressor
- Seacoast protection on heat exchanger and base panel (rated for 2,000 hrs in accordance with ASTM B117 testing)
- Thermal Differential 1°F (with PAC-MKA32/52BC only)
- Built-in base pan heater
- Quiet outdoor unit operation, rated sound pressure as low as 51 dB(A)
- High pressure protection
- Compressor thermal protection
- Compressor overcurrent detection
- Fan motor overheating/voltage protection
- Hyper-heating performance offers 100% heating capacity at 5°F and 75% heating capacity at -13°F

ENERGY STAR products are third-party certified by an EPA-recognized Certification Body.

# SPECIFICATIONS: MXZ-SM48NAMHZ

|                                                            |                                                                                 |                           |                                        |
|------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------|----------------------------------------|
| Cooling <sup>1</sup> (Non-Ducted // Mix // Ducted)         | Maximum Capacity                                                                | BTU/H                     | 48,000 // 48,000 // 48,000             |
|                                                            | Rated Capacity                                                                  | BTU/H                     | 48,000 // 48,000 // 48,000             |
|                                                            | Minimum Capacity                                                                | BTU/H                     | 16,000 // 16,000 // 16,000             |
|                                                            | Maximum Power Input                                                             | W                         | 3,665 // 3,930 // 4,245                |
|                                                            | Rated Power Input                                                               | W                         | 3,665 // 3,930 // 4,245                |
|                                                            | Power Factor (208V, 230V)                                                       | %                         | 98.5, 98.5 // 98.5, 98.5 // 98.5, 98.5 |
| Heating at 47°F <sup>2</sup> (Non-Ducted // Mix // Ducted) | Maximum Capacity                                                                | BTU/H                     | 54,000 // 54,000 // 54,000             |
|                                                            | Rated Capacity                                                                  | BTU/H                     | 54,000 // 54,000 // 54,000             |
|                                                            | Minimum Capacity                                                                | BTU/H                     | 27,000 // 27,000 // 27,000             |
|                                                            | Maximum Power Input                                                             | W                         | 3,955 // 4,335 // 4,795                |
|                                                            | Rated Power Input                                                               | W                         | 3,955 // 4,335 // 4,795                |
|                                                            | Power Factor (208V, 230V)                                                       | %                         | 98.5, 98.5 // 98.5, 98.5 // 98.5, 98.5 |
| Heating at 17°F <sup>3</sup> (Non-Ducted // Mix // Ducted) | Maximum Capacity                                                                | BTU/H                     | 54,000 // 54,000 // 54,000             |
|                                                            | Rated Capacity                                                                  | BTU/H                     | 39,000 // 39,000 // 39,000             |
|                                                            | Maximum Power Input                                                             | W                         | 6,330 // 7,750 // 8,600                |
|                                                            | Rated Power Input                                                               | W                         | 4,230 // 4,680 // 5,130                |
| Heating at 5°F <sup>4</sup> (Non-Ducted // Mix // Ducted)  | Maximum Capacity                                                                | BTU/H                     | 54,000 // 54,000 // 54,000             |
|                                                            | Maximum Power Input                                                             | W                         | 7,915 // 8,120 // 8,330                |
| Efficiency (Non-Ducted // Mix // Ducted)                   | SEER                                                                            |                           | 23.0 // 19.75 // 16.5                  |
|                                                            | EER <sup>1</sup>                                                                |                           | 13.1 // 12.2 // 11.3                   |
|                                                            | HSPF (IV)                                                                       |                           | 12.0 // 11.5 // 11.0                   |
|                                                            | COP at 47°F <sup>2</sup>                                                        |                           | 4.0 // 3.65 // 3.3                     |
|                                                            | COP at 17°F at Maximum Capacity <sup>3</sup>                                    |                           | 2.5 // 2.0 // 1.8                      |
|                                                            | COP at 5°F at Maximum Capacity <sup>4</sup>                                     |                           | 2.1 // 1.95 // 1.9                     |
|                                                            | ENERGY STAR® Certified                                                          |                           | Yes // No // No                        |
| Electrical                                                 | Electrical Power Requirements                                                   | Voltage, Phase, Frequency | 208/230, 1, 60                         |
|                                                            | Guaranteed Voltage Range                                                        | V AC                      | 187-253                                |
|                                                            | Voltage: Indoor - Outdoor, S1-S2                                                | V AC                      | 208/230                                |
|                                                            | Voltage: Indoor - Outdoor, S2-S3                                                | V DC                      | 24                                     |
|                                                            | Short-circuit Current Rating (SCCR)                                             | kA                        | 5                                      |
|                                                            | Recommended Fuse/Breaker Size if Branch Box Powered by Outdoor Unit             | A                         | 40 (45)                                |
|                                                            | Recommended Fuse/Breaker Size without Branch Box or Branch Box Powered Separate | A                         | 40                                     |
|                                                            | Recommended Wire Size                                                           | AWG                       | 6                                      |
|                                                            | MCA if Branch Box Powered by Outdoor Unit                                       | A                         | 42.0                                   |
|                                                            | MOCP if Branch Box Powered by Outdoor Unit                                      | A                         | 50                                     |
|                                                            | MCA without Branch Box or Branch Box Powered Separate                           | A                         | 36                                     |
|                                                            | MOCP without Branch Box or Branch Box Powered Separate                          | A                         | 40                                     |
|                                                            | Fan Motor Full Load Amperage                                                    | A                         | 0.6+0.6                                |
|                                                            | Airflow Rate (Cooling / Heating)                                                | CFM                       | 3,885 / 3,885                          |
| Outdoor unit                                               | Refrigerant Control                                                             |                           | LEV                                    |
|                                                            | Defrost Method                                                                  |                           | Reverse Cycle                          |
|                                                            | Heat Exchanger Type                                                             |                           | Plate fin coil                         |
|                                                            | Heat Exchanger Coating                                                          |                           | Blue Fin Coating                       |
|                                                            | Sound Pressure Level, Cooling <sup>1</sup>                                      | dB(A)                     | 51                                     |
|                                                            | Sound Pressure Level, Heating <sup>2</sup>                                      | dB(A)                     | 54                                     |
|                                                            | Compressor Type                                                                 |                           | Hermetic                               |
|                                                            | Compressor Model                                                                |                           | ANB33FJSMT                             |
|                                                            | Compressor Motor Output                                                         | kW                        | 3.4                                    |
|                                                            | Compressor Rated Load Amps                                                      | A                         | 19                                     |
|                                                            | Compressor Locked Rotor Amps                                                    | A                         | 22.0                                   |
|                                                            | Compressor Oil Type // Charge                                                   | oz.                       | FV50S // 73                            |
|                                                            | Base Pan Heater                                                                 |                           | Built-in                               |
|                                                            | Unit Dimensions                                                                 | W: In. [mm]               | 41-11/32 [1,050]                       |
|                                                            |                                                                                 | D: In. [mm]               | 13 [330]                               |
|                                                            |                                                                                 | H: In. [mm]               | 52-11/16 [1,338]                       |
|                                                            | Package Dimensions                                                              | W: In. [mm]               | 43 [1,090]                             |
|                                                            |                                                                                 | D: In. [mm]               | 18 [450]                               |
|                                                            |                                                                                 | H: In. [mm]               | 57 [1,430]                             |
|                                                            | Unit Weight                                                                     | Lbs.[kg]                  | 278 [126]                              |
|                                                            | Package Weight                                                                  | Lbs.[kg]                  | 302 [137]                              |

## NOTES:

AHRI Rated Conditions

(Rated data is determined at a fixed compressor speed)

<sup>1</sup>Cooling (Indoor // Outdoor)

<sup>2</sup>Heating at 47°F (Indoor // Outdoor)

<sup>3</sup>Heating at 17°F (Indoor // Outdoor)

°F 80 DB, 67 WB // 95 DB, 75 WB

°F 70 DB, 60 WB // 47 DB, 43 WB

°F 70 DB, 60 WB // 17 DB, 15 WB

Conditions

<sup>4</sup>Heating at 5°F (Indoor // Outdoor)

°F 70 DB, 60 WB // 5 DB, 4 WB

\*Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.

<sup>A</sup> when 1 or more PLA-A-EA7 connected

<sup>B</sup> Branch box should be placed within the level between the outdoor unit and indoor units

<sup>C</sup> 5°F DB - 115°F DB when optional wind baffles are installed

For actual capacity performance based on indoor unit type and number of indoor units connected, please refer to MXZ Operational Performance.

Although the maximum connectable capacity is 130%, the outdoor unit cannot provide more than 100% of the rated capacity. Please utilize this over capacity capability for load shedding or applications where it is known that all connected units will NOT be operating at the same time.



## SPECIFICATIONS: MXZ-SM48NAMHZ

|                                          |                                                                  |         |                        |
|------------------------------------------|------------------------------------------------------------------|---------|------------------------|
| Outdoor unit operating temperature range | Cooling Intake Air Temp (Maximum / Minimum) <sup>1</sup>         | °FDB    | 115 / 23 <sup>°C</sup> |
|                                          | Cooling Thermal Lock-out / Re-start Temperatures                 | °FDB    | N/A / N/A              |
|                                          | Heating Intake Air Temp (Maximum / Minimum)                      | °FDB    | 59 / -13               |
|                                          | Heating Thermal Lock-out / Re-start Temperatures                 | °FDB    | -24 / -14              |
| Refrigerant                              | Maximum Charge Quantity                                          | Lbs, oz | 10.0, 9.0              |
| Indoor unit connection                   | Maximum Number of Connected IDU with Branch Box                  |         | 8 (6) <sup>A</sup>     |
|                                          | Maximum Number of Connected IDU without Branch Box               |         | 12                     |
|                                          | Minimum Number of Connected IDU with Branch Box                  |         | 12,000                 |
|                                          | Minimum Number of Connected IDU without Branch Box               |         | 24,000                 |
|                                          | Maximum connected capacity                                       |         | 62,000                 |
| Piping                                   | Liquid Pipe Size O.D. (Flared)                                   | In.[mm] | 3/8 [9.52]             |
|                                          | Gas Pipe Size O.D. (Flared)                                      | In.[mm] | 5/8 [15.88]            |
|                                          | Total Piping Length when using Branch Box                        | Ft. [m] | 492 [150]              |
|                                          | Total Piping Length without Branch Box                           | Ft. [m] | 984 [300]              |
|                                          | Maximum Height Difference <sup>B</sup> , ODU above IDU           | Ft. [m] | 164 [50]               |
|                                          | Maximum Height Difference <sup>B</sup> , ODU below IDU           | Ft. [m] | 131 [40]               |
|                                          | Maximum Height Difference <sup>B</sup> , between branch boxes    | Ft. [m] | 49 [15]                |
|                                          | Maximum Height Difference between IDU and IDU without branch box | Ft. [m] | 49 [15]                |
|                                          |                                                                  | Ft. [m] | 49 [15]                |
|                                          | Maximum Piping Length between ODU and Branch Box                 | Ft. [m] | 180 [55]               |
|                                          | Farthest Piping Length from ODU to IDU with Branch Box           | Ft. [m] | 262 [80]               |
|                                          | Farthest Piping Length from ODU to IDU without Branch Box        | Ft. [m] | 492 [150]              |
|                                          | Farthest Piping Length after Branch Box                          | Ft. [m] | 82 [25]                |
|                                          | Total Piping Length between Branch Boxes and IDU                 | Ft. [m] | 311 [95]               |
|                                          | Maximum Number of Bends for IDU                                  |         | 15                     |

### NOTES:

|                                                                                 |                                                  |    |                              |
|---------------------------------------------------------------------------------|--------------------------------------------------|----|------------------------------|
| AHRI Rated Conditions<br>(Rated data is determined at a fixed compressor speed) | <sup>1</sup> Cooling (Indoor // Outdoor)         | °F | 80 DB, 67 WB // 95 DB, 75 WB |
|                                                                                 | <sup>2</sup> Heating at 47°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // 47 DB, 43 WB |
|                                                                                 | <sup>3</sup> Heating at 17°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // 17 DB, 15 WB |

|            |                                                 |    |                            |
|------------|-------------------------------------------------|----|----------------------------|
| Conditions | <sup>4</sup> Heating at 5°F (Indoor // Outdoor) | °F | 70 DB, 60 WB // 5 DB, 4 WB |
|------------|-------------------------------------------------|----|----------------------------|

<sup>A</sup>Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.

<sup>A</sup> when 1 or more PLA-A-EA7 connected

<sup>B</sup> Branch box should be placed within the level between the outdoor unit and indoor units

<sup>C</sup> 5°F DB - 115°F DB when optional wind baffles are installed

For actual capacity performance based on indoor unit type and number of indoor units connected, please refer to MXZ Operational Performance.

Although the maximum connectable capacity is 130%, the outdoor unit cannot provide more than 100% of the rated capacity. Please utilize this over capacity capability for load shedding or applications where it is known that all connected units will NOT be operating at the same time.

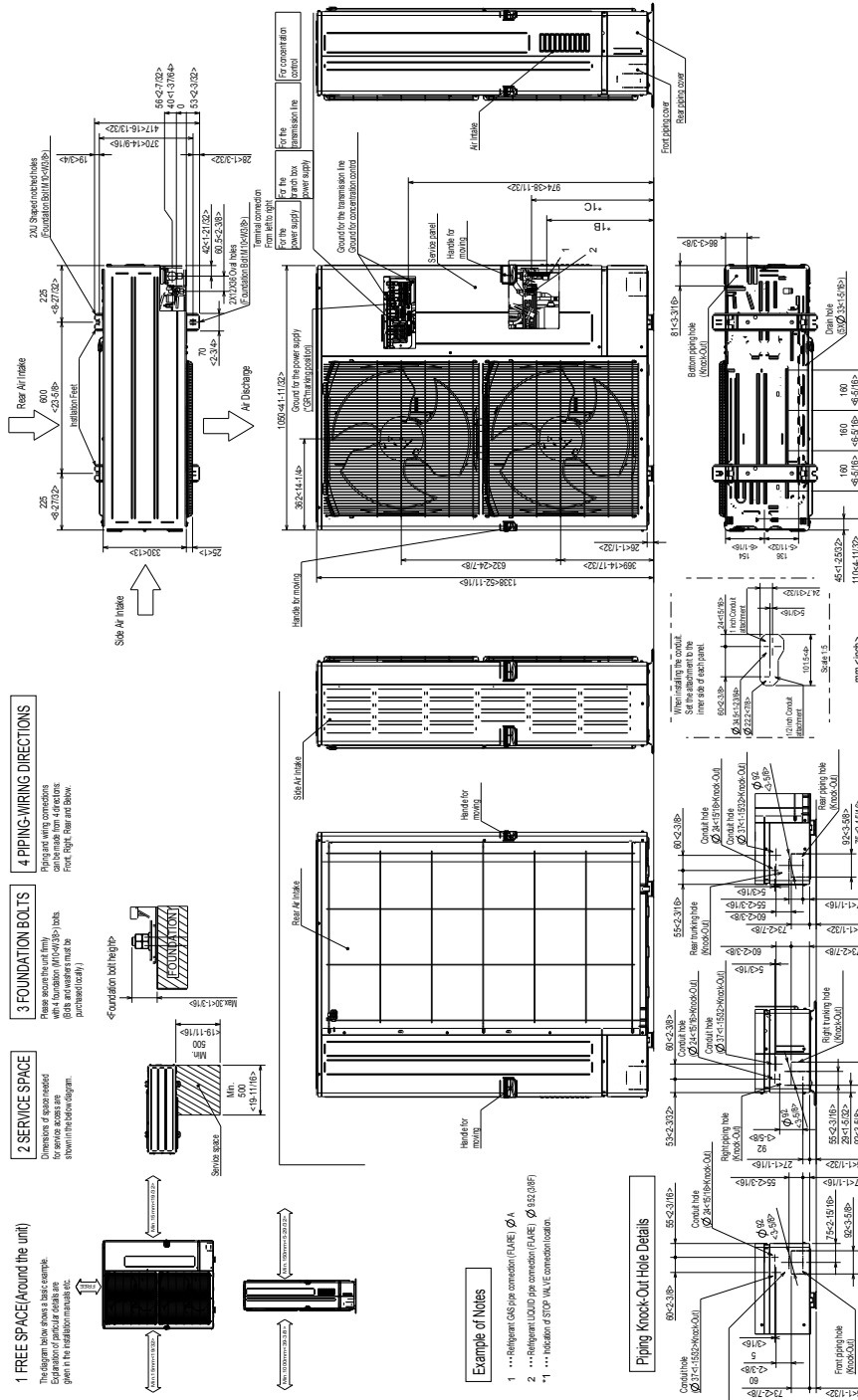
## OUTDOOR UNIT ACCESSORIES: MXZ-SM48NAMHZ

|                       |                                                                                                    |                                                                 |
|-----------------------|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| Air Deflector         | Vertical Air Deflector                                                                             | <input type="checkbox"/> ADV-1                                  |
| Air Outlet Guide      | Air Outlet Guide (1 Piece)                                                                         | <input type="checkbox"/> PAC-SH96SG-E (two pieces are required) |
| Ball Valve            | Refrigeration Ball Valve - 1/2"                                                                    | <input type="checkbox"/> BV12FFSI2                              |
|                       | Refrigeration Ball Valve - 1/4"                                                                    | <input type="checkbox"/> BV14FFSI2                              |
|                       | Refrigeration Ball Valve - 3/8"                                                                    | <input type="checkbox"/> BV38FFSI2                              |
|                       | Refrigeration Ball Valve - 5/8"                                                                    | <input type="checkbox"/> BV58FFSI2                              |
| Branch Box            | 3 Port Branch Box                                                                                  | <input type="checkbox"/> PAC-MKA32BC                            |
|                       | 5 Port Branch Box                                                                                  | <input type="checkbox"/> PAC-MKA52BC                            |
|                       | Branch Box Enclosure                                                                               | <input type="checkbox"/> BBE-1                                  |
| Centralized Drain Pan | Central Drain Pan                                                                                  | <input type="checkbox"/> PAC-SH97DP-E                           |
| Control Wire          | M-Net Control Wire, 1,000' Roll (16-AWG, Standard, Twisted Pair, Shielded, Jacketed- Plenum rated) | <input type="checkbox"/> CW162S-1000                            |
|                       | M-Net Control Wire, 250' Roll (16-AWG, Standard, Twisted Pair, Shielded, Jacketed- Plenum rated)   | <input type="checkbox"/> CW162S-250                             |
| Control/Service Tool  | Maintenance Tool Interface                                                                         | <input type="checkbox"/> PAC-USCMS-MN-1                         |
| Distribution pipe     | Brazed Connection                                                                                  | <input type="checkbox"/> MSDD-50BR-E                            |
|                       | Flare Connection                                                                                   | <input type="checkbox"/> MSDD-50AR-E                            |
| Drain Socket          | Drain Socket                                                                                       | <input type="checkbox"/> PAC-SG60DS-E                           |
| Hail Guards           | Hail Guard                                                                                         | <input type="checkbox"/> HG-A2                                  |
| Mini-Split Wire       | 14 Gauge, 4 wire MiniSplit Cable—250 ft. roll                                                      | <input type="checkbox"/> S144-250                               |
|                       | 14 Gauge, 4 wire MiniSplit Cable—250 ft. roll                                                      | <input type="checkbox"/> SW144-250                              |
|                       | 14 Gauge, 4 wire MiniSplit Cable—50 ft. roll                                                       | <input type="checkbox"/> S144-50                                |
|                       | 14 Gauge, 4 wire MiniSplit Cable—50 ft. roll                                                       | <input type="checkbox"/> SW144-50                               |
|                       | 16 Gauge, 4 wire MiniSplit Cable—250 ft. roll                                                      | <input type="checkbox"/> S164-250                               |
|                       | 16 Gauge, 4 wire MiniSplit Cable—250 ft. roll                                                      | <input type="checkbox"/> SW164-250                              |
|                       | 16 Gauge, 4 wire MiniSplit Cable—50 ft. roll                                                       | <input type="checkbox"/> S164-50                                |
|                       | 16 Gauge, 4 wire MiniSplit Cable—50 ft. roll                                                       | <input type="checkbox"/> SW164-50                               |
| Mounting Pad          | Condensing Unit Mounting Pad: 24" x 42" x 3"                                                       | <input type="checkbox"/> ULTRILITE2                             |
|                       | Outdoor Unit 3-1/4 inch Mounting Base (Pair) - Plastic                                             | <input type="checkbox"/> DSD-400P                               |
| Port Adapter          | Adaptor: 1/2" x 3/8"                                                                               | <input type="checkbox"/> MAC-A455JP-E                           |
|                       | Adaptor: 1/2" x 5/8"                                                                               | <input type="checkbox"/> MAC-A456JP-E                           |
|                       | Adaptor: 3/8" x 1/2"                                                                               | <input type="checkbox"/> MAC-A454JP-E                           |
|                       | Adaptor: 3/8" x 5/8"                                                                               | <input type="checkbox"/> PAC-SG76RJ-E                           |
| Stand                 | 18" Dual Fan Stand                                                                                 | <input type="checkbox"/> QSMS1802M                              |
|                       | 24" Dual Fan Stand                                                                                 | <input type="checkbox"/> QSMS2402M                              |
|                       | Condenser Wall Bracket                                                                             | <input type="checkbox"/> QSWB2000M-1                            |
|                       | Condenser Wall Bracket - Stainless Steel Finish                                                    | <input type="checkbox"/> QSWBSS                                 |
|                       | Outdoor Unit Stand — 12" High                                                                      | <input type="checkbox"/> QSMS1202M                              |
| Wind Baffle           | Front Wind Baffle                                                                                  | <input type="checkbox"/> WB-PA3 (two pieces are required)       |



# OUTDOOR UNIT DIMENSIONS: MXZ-SM48NAMHZ

Unit: mm  
<inch>



| MODEL NAME    | DIMENSION A | DIMENSION B   | DIMENSION C  |
|---------------|-------------|---------------|--------------|
| MXZ-SM48NAMHZ | 1588 (68F)  | 426 <16.2532> | 486 <19.332> |
| MXZ-SM48NAMHZ | 1588 (68F)  | 426 <16.2532> | 486 <19.332> |
| MXZ-SM48NAMHZ | 1588 (68F)  | 426 <16.2532> | 486 <19.332> |
| MXZ-SM48NAMHZ | 1588 (68F)  | 426 <16.2532> | 486 <19.332> |
| MXZ-SM48NAMHZ | 1588 (68F)  | 426 <16.2532> | 486 <19.332> |

1340 Satellite Boulevard Suwanee, GA 30024  
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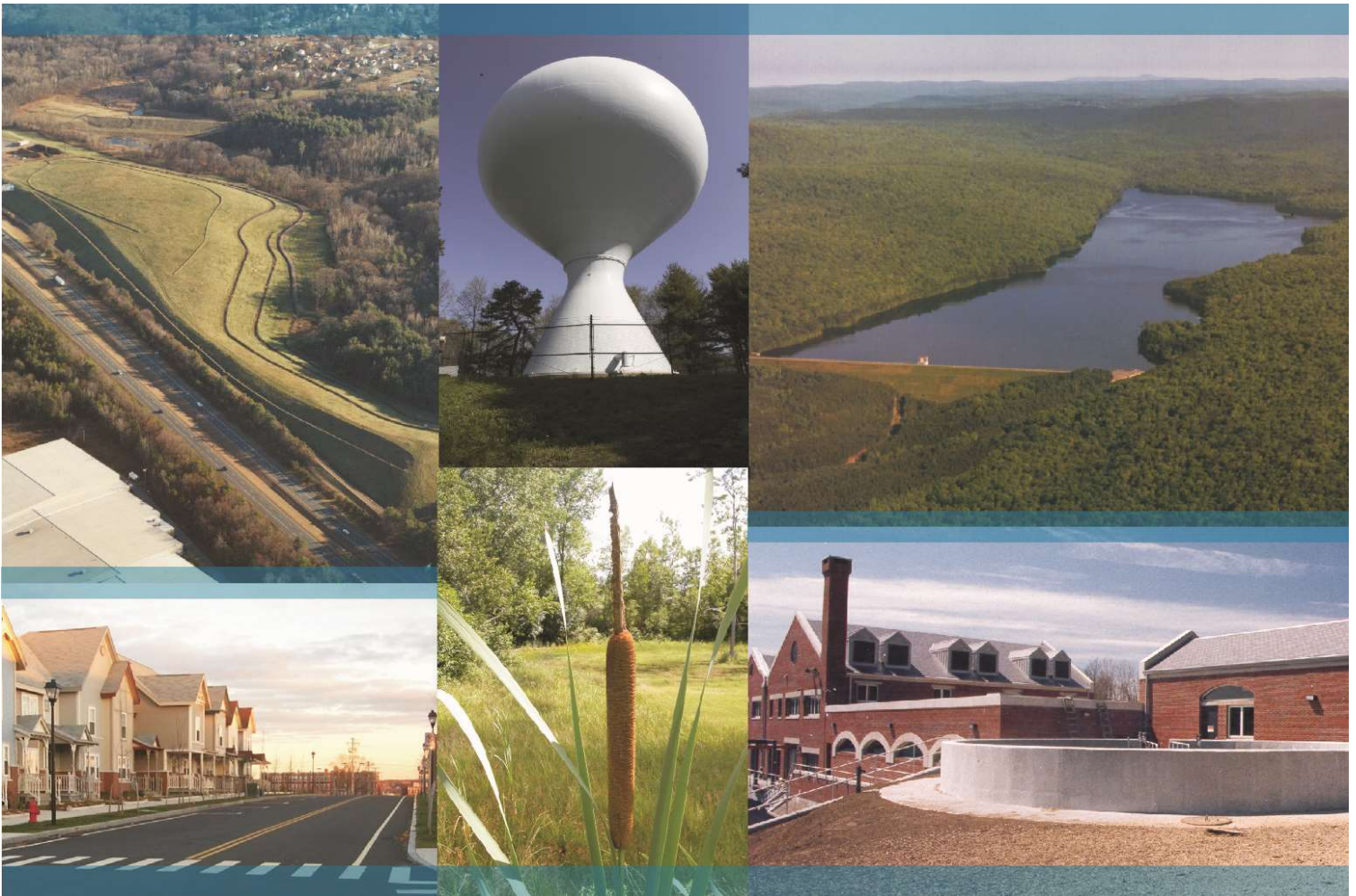
## Values from TAP program:

(T/YSJ180) Sound Pressure Data (40 ft) - MultiWing with Compressor Enclosure

|             | <b><u>63</u></b> | <b><u>125</u></b> | <b><u>250</u></b> | <b><u>500</u></b> | <b><u>1k</u></b> | <b><u>2k</u></b> | <b><u>4k</u></b> | <b><u>8k</u></b> |                                |
|-------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|--------------------------------|
| Component 1 | 75.0             | 72.0              | 70.0              | 71.0              | 70.0             | 68.0             | 71.0             | 68.0             | MW - 5,760 cfm, 0.14" - 1 fan  |
| Component 2 | 75.0             | 72.0              | 70.0              | 71.0              | 70.0             | 68.0             | 71.0             | 68.0             | MW - 5,760 cfm, 0.14" - 1 fan  |
| Component 3 | 70.0             | 63.4              | 64.1              | 57.0              | 51.4             | 44.6             | 38.6             | 38.6             | (2) Compressors with enclosure |
| Component 4 | -30.0            | -30.0             | -30.0             | -30.0             | -30.0            | -30.0            | -30.0            | -30.0            | Outdoor Sound Correction, 40'  |
| Sum:        | 48.6             | 45.3              | 43.5              | 44.1              | 43.0             | 41.0             | 44.0             | 41.0             |                                |

**Rating:       49.8 dBA**  
**53.5 dB**





**Tighe & Bond**

Portland Community Squash  
Community Commons  
Portland, Maine

## **Stormwater Management Report**

Prepared For:

**Portland Community Squash  
66 Noyes Street  
Portland, ME**

March 8, 2023

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**APPENDICES**

- A NRCS Web Soil Survey Report
- B Civil Drawings (*Bound Separately*)
- C Treatment Area Plan
- D Watershed Plans
- E HydroCAD Calculations

## **Section 1**

# **Project Introduction**

Tighe & Bond has prepared this Stormwater Management Report in compliance with the applicable City of Portland (Section 5) Stormwater Management Standards to support the proposed construction of a building expansion and site redevelopment at the existing Portland Community Squash facility, located at 66 Noyes Street.

The project site contains the current Portland Community Squash (PCS) building, a small outbuilding, front and rear yards, and side yard with parking and drop off facilities. Portland Community Squash is currently acquiring the adjacent property to the east to create a larger overall site to accommodate the expansion of the existing building footprint. The purpose of this project is to provide a flexible, inclusive common space for all PCS member to use on both a daily basis and for special events, provide increased squash court space to support a wide range of ages and abilities, and create communal outdoor spaces to support PCS activities.

This project is currently planned to be completed in two phases. As the overall area of disturbance for both phases combined does not exceed one (1) acre, a MaineDEP Stormwater Law Permit is not required.



## Section 2

### Project Description

#### 2.1 Existing Conditions

The existing site is generally bound by other residential properties to the east, south, and west, and has frontage along Noyes Street to the north. The site is accessed by vehicle via paved driveway entrance to a small parking lot on the east side of the primary structure. The site can also be accessed by foot via sidewalks along its frontage. The adjacent residential property to the east (62 Noyes Street), which is to be demolished to allow space for the proposed building expansion, is accessed similarly by a narrow driveway and/or path to the street sidewalk.

The project site consists primarily of previously developed flat grassed and landscaped areas, in addition to paved parking and backyard amenities. The site currently contains no known stormwater management features on site. Stormwater runoff flows either to low points on site, or generally sheets northwest into Noyes Street. All surfaces within the City Right-of-Way (R.O.W.) along the project limits slope and direct runoff to Noyes Street, as well. Ultimately, a catch basin within Noyes Street conveys runoff to the closed drainage system under the road. There are no detention or treatment systems for the runoff on site.

An NRCS Web Soil Survey was conducted within the limits of the proposed project (see Appendix A). Soil types depicted on the soils map within the Project area include Lamoine and Deerfield soils, classified by Hydrologic Soil Groups (HSGs) of C/D and A, respectively. Note that if a soil is assigned to a dual hydrologic group (ex. C/D), the first letter is for drainage areas and the second is for undrained areas. For the purpose of this site and report, any area within the dual designation area was represented as HSG C.

#### 2.2 Proposed Conditions

Proposed site work includes the demolition of the existing property east of the primary structure, as well as a majority of the other existing features on site including (but not limited to) adjacent accessory structures, paved parking, driveways, sidewalks, overhead and underground utilities, fence lines, and landscaping. Construction of approximately 4,719 SF of additional building space (18,149 SF gross area), new paved parking spaces, driveway, sidewalks, utilities, drainage, fence lines, landscaping/trees, three raingardens, and miscellaneous site furnishings are proposed.

Proposed site topography remains similar in nature to the existing condition, generally pitching drainage towards Noyes Street. However, additional site drainage infrastructure is included by means of yard drains and stormwater BMPs (rain gardens) to promote better pathways to the receiving drainage system, as well as provide treatment and detention to the level required by the City of Portland (Section 5) Stormwater Management Standards.

## **Section 3**

# **Regulatory Compliance & Drainage Analysis**

### **3.1 Calculation Methods**

The design storms analyzed in this study are the 2-year, 10-year, and 25-year 24-hour duration storm events. The stormwater modeling system, HydroCAD 10.0 was utilized to predict the peak runoff rates from these storm events. A Type III storm pattern was used in the model.

The time of concentration was computed using the TR-55 Method, which provides a means of determining the time for an entire watershed to contribute runoff to a specific location via sheet flows, shallow concentrated flow and channel flow. Runoff curve numbers were calculated by estimating the coverage areas and then summing the curve number for the coverage area as a percent of the entire watershed.

#### References:

1. HydroCAD Stormwater Modeling System, by HydroCAD Software Solutions LLC, Chocorua, New Hampshire.
2. New Hampshire Stormwater Management Manual, Volume 2, Post-Construction Best Management Practices Selection and Design, December 2008.
3. "Extreme Precipitation in New York & New England." Extreme Precipitation in New York & New England by Northeast Regional Climate Center (NRCC), 26 June 2012.

### **3.2 Basic Standards**

The plans outlined in this section were designed in accordance with 2016 MEDEP Erosion and Sediment Control Best Management Practices and the 2016 Maine Stormwater Management Design Manual to the extent practical. They have been designed to control and limit erosion and sedimentation that may occur during and after construction activities.

#### **3.2.1 Erosion and Sediment Control**

The contractor will be required to install erosion and sedimentation control measures before construction. Installed erosion and sedimentation control measures will be maintained by the Contractor through the duration of construction. The Contractor will have additional erosion and sedimentation control measure materials on-site during construction.

Erosion and Sediment Control Plans have been developed that detail the temporary erosion and sediment control practices used during construction of the Project. These measures include:

- Erosion control barriers, such as silt socks placed at the/downgradient limits of work.
- Stabilized construction exits/entrances;



- Dust control measures during construction to include covered dump truck loads and spraying of water;
- Temporary seeding and mulching during construction;
- Winter stabilization practices (e.g. temporary seeding, mulching, erosion control blankets, crushed stone, etc.)

A further description of the temporary erosion and sediment control practices can be found on the "Erosion Control Notes and Details" sheet in Appendix B.

Permanent erosion control measures will include the following:

- Permanent vegetation in areas not otherwise treated, including areas around proposed pavement, sidewalks, and other impervious surfaces;
- Riprap aprons and buffers at drainage inlets to select rain gardens.

Once all construction activities are complete, the site shall be stabilized within 7 days. Permanent stabilization shall be achieved in seeded areas once 90% of the disturbed area is covered with mature, healthy plants with no evidence of washing or rilling of the topsoil.

### **3.2.2 Vegetation Maintenance**

Temporary seeding shall be incorporated during construction if disturbed areas can not be promptly restabilized. All portions of the site not to be covered by impervious surfaces shall be seeded, landscaped, and/or planted as shown in the Plans. See "Erosion Control Notes and Details" sheet in Appendix B for temporary and permanent vegetation practices.

### **3.2.3 Inspection and Maintenance Plan**

See Section 4 for the site's proposed Operation and Maintenance plan.

### **3.2.4 Spill Prevention**

See "Erosion Control Notes and Details" sheet in Appendix B for spill prevention practices.

### **3.2.5 Groundwater Protection**

See "Erosion Control Notes and Details" sheet in Appendix B for groundwater protection practices.

### **3.2.6 Fugitive Sediment and Dust**

Dust control methods will include sprinkling water on exposed areas, covering loaded dump trucks leaving the site, and temporary mulching as needed. See "Erosion Control Notes and Details" sheet in Appendix B for additional Sediment and Dust control practices.

### **3.2.7 Debris and Other Materials**

See "Erosion Control Notes and Details" sheet in Appendix B for debris and other materials control practices.

### **3.2.8 Non-stormwater discharges**

Allowable non-stormwater discharges are as listed below and in "Erosion Control Notes and Details" sheet in Appendix B.

- Discharges from fire-fighting activities;

- Fire hydrant flushings;
- Vehicle washwater if detergents are not used and washing is limited to the exterior of vehicles;
- Dust control runoff in accordance with permits;
- Routine external building washdown, not including surface paint removal, that does not involve detergents;
- Pavement washwater (where spills/leaks of toxic or hazardous materials have not occurred, unless all piled material had been removed) and if detergents are not used;
- Uncontaminated air conditioning/compressor condensate;
- Uncontaminated ground water or spring water;
- Foundation or footing drains -not contaminated;
- Uncontaminated excavation dewatering;
- Potable water including uncontaminated water line flushings;
- Landscape irrigation;

### 3.2.9 Details

Erosion control details will be provided with the final construction plans. See Appendix B for design drawings of temporary and permanent erosion control measures.

## 3.3 General Standards

### 3.3.1 Treatment Requirements

This project is subject to a Minor Site Plan Application. As per Section 5-II-C-1 of the Portland Stormwater Management Standards, the development proposal under a Minor application must typically submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management rules. However, Section 5-II-D ("Redevelopment Projects") states that "all projects not subject to requirements of an existing Site Law or Stormwater Management Law Permit that include redevelopment of non-roof impervious area greater than 5,000 square-feet and are subject to City of Portland review shall provide stormwater quality treatment in accordance with the General Standards for no less than 50% of the redeveloped impervious area."

As this project is *not* subject to an existing Site Law or Stormwater Management Law Permit, the proposed work is contained within previously developed lots, and the proposed work includes redevelopment of over 5,000 sf of non-roof impervious area ( $\pm 12,050$  sf existing non-roof paved surfaces to be demolished) it is our understanding that section 5-II-D ("Redevelopment Projects") is applicable to this site and project.

The proposed redeveloped impervious area for this site (all impervious areas, excluding the existing building footprint to remain as existing) totals 18,069 sf. Therefore, 9,035 sf (50%) of the redeveloped impervious area would need to be treated in order to meet the minimum treatment requirement listed under Section 5-II-D. As currently designed, the site is expected to treat approximately 9,150 sf (50.6%) of impervious area, which exceeds the requirement. Refer to Appendix C for proposed treatment improvements in the post-development condition compared to the pre-development condition.



### 3.3.2 Methods of Treatment

Project site work includes the construction of three (3) rain gardens intended to collect and treat a portion of the proposed impervious surfaces on site to the extent practical. These three rain gardens receive flows from the revised parking lot (Rain Garden "RG-1"), the eastern proposed building expansion (Rain Garden "RG-2"), and a portion of the revised "backyard" (Rain Garden "RG-3"). Refer to Appendix C attached for a visual representation of the overall contributing drainage and treatment areas.

The design of these rain gardens is proposed to meet the design criteria of the Maine Stormwater Management Design Manual (Volume III) to the extent practical. There are a few design criteria of rain garden (or "Vegetated Soil Filter Bed") design that prove to be challenging to meet on this site, most notably the storage volume and soil filter area criteria. Strict compliance with these criteria would result in the loss of other significant site features, as space is limited. Rain Garden "RG-3" is generally capable of meeting the general design requirements for its sub-catchment, however.

Pretreatment for RG-1, which treats runoff from the revised parking lot, is proposed as a 2'-wide rip-rap filter strip intended to provide a space for aggradation of larger sediment prior to reaching the rain garden filter bed, in addition to reducing runoff velocities. Flows from the eastern building addition are not proposed to be pre-treated upstream of RG-2, since this runoff should not contain levels of sediments found on ground/parking surfaces. Pretreatment for RG-3 is also not proposed, as impervious surfaces in this area are not anticipated to handle vehicles or provide other sources of additional sediment or pollutant loading.

Neither the treatment of the western side of the backyard area nor the northern/front yard building expansion and patio area is feasible due to existing site features and constraints, in addition to other proposed site requirements and improvements. The amount of treatment area proposed elsewhere on site meets the minimum of the Redevelopment standards.

Any potential exfiltration to soil below rain gardens is not assumed in the analysis.

### 3.3.3 Calculations

#### 1. Rain Garden RG-1

##### Water Quality Volume (WQV)

$$= (\text{Impervious Area} * 1.0'') + (\text{Landscaped Area} * 0.4'')$$

$$= (4,043 \text{ sf} * 1.0 \text{ in} * 1 \text{ ft}/12 \text{ in}) + (1352 \text{ sf} * 0.4 \text{ in} * 1 \text{ ft}/12 \text{ in}) = \mathbf{382 \text{ cf}}$$

Provided Storage Volume = **131 cf** \*(see attached Stage-Storage table)

##### Filter Surface Area Required

$$= (\text{Impervious Area} * 0.05) + (\text{Landscaped Area} * 0.02)$$

$$= (4,043 \text{ sf} * 0.05) + (1,352 \text{ sf} * 0.02) = \mathbf{229 \text{ sf}}$$

Filter Surface Area Provided: **64 sf\***

\*Rain Garden has been sized to the extent practical towards the treatment and peak-flow management criteria under the given and proposed site constraints. See Details sheet C05-04 in Appendix B for a detailed cross-section of the system, designed in accordance with the criteria within the Maine Stormwater Management Technical Design Manual (Volume III).

## 2. Rain Garden RG-2

### Water Quality Volume (WQV)

$$= (\text{Impervious Area} * 1.0'') + (\text{Landscaped Area} * 0.4'')$$

$$= (3,586 \text{ sf} * 1.0 \text{ in} * 1 \text{ ft}/12 \text{ in}) + (2,464 \text{ sf} * 0.4 \text{ in} * 1 \text{ ft}/12 \text{ in}) = \mathbf{381 \text{ cf}}$$

Provided Storage Volume = **396 cf** (see attached Stage-Storage table)

### Filter Surface Area Required

$$= (\text{Impervious Area} * 0.05) + (\text{Landscaped Area} * 0.02)$$

$$= (3,586 \text{ sf} * 0.05) + (2,464 \text{ sf} * 0.02) = \mathbf{229 \text{ sf}}$$

Filter Surface Area Provided: **130 sf\***

\*Rain Garden has been sized to the extent practical towards the treatment and peak-flow management criteria under the given and proposed site constraints. See Details sheet C05-04 in Appendix B for a detailed cross-section of the system, designed in accordance with the criteria within the Maine Stormwater Management Technical Design Manual (Volume III).

## 3. Rain Garden RG-3

### Water Quality Volume (WQV)

$$= (\text{Impervious Area} * 1.0'') + (\text{Landscaped Area} * 0.4'')$$

$$= (1,521 \text{ sf} * 1.0 \text{ in} * 1 \text{ ft}/12 \text{ in}) + (2,184 \text{ sf} * 0.4 \text{ in} * 1 \text{ ft}/12 \text{ in}) = \mathbf{200 \text{ cf}}$$

Provided Storage Volume = **218 cf** (see attached Stage-Storage table)

### Filter Surface Area Required:

$$= (\text{Impervious Area} * 0.05) + (\text{Landscaped Area} * 0.02)$$

$$= (1,521 \text{ sf} * 0.05) + (2,184 \text{ sf} * 0.02) = \mathbf{120 \text{ sf}}$$

Filter Surface Area Provided: **123 sf**

\*See Details sheet C05-04 in Appendix B for a detailed cross-section of the system, designed in accordance with the criteria within the Maine Stormwater Management Technical Design Manual (Volume III).



## 3.4 Flooding Standard

### 3.4.1 Stormwater Management Quantity Narrative

A hydrologic analysis of the pre-development and post-development site was performed to confirm that the impacts of the proposed project peak discharge rates will not significantly affect the peak flow to the offsite drainage systems.

The topography of the existing conditions site conveys stormwater towards one (1) design point - the closed drainage system within Noyes Street. A breakdown of the existing conditions drainage area is presented on the Watershed Plans (Appendix D) and Pre-Development HydroCAD calculations (Appendix E).

Existing groundcover types and soil conditions were used to determine a Runoff Curve Number (CN) value for each drainage area. Weighted CN values were determined for the drainage area using the following CN values, as described in the United States Department of Agriculture (USDA) Technical Release (TR) 55:

- Paved Parking, HSG A (CN 98)
- Paved Parking, HSG C (CN 98)
- Roofs, HSG A (CN 98)
- Roofs, HSG C (CN 98)
- Grass Cover (>75%, Good), HSG A (CN 39)
- Grass Cover (>75%, Good), HSG C (CN 74)
- Gravel Roads, HSG A (CN 76)

Proposed groundcover types within the limit of work and existing soil conditions were used to determine a Runoff Curve Number (CN) value for each proposed condition drainage area. Proposed drainage areas are further summarized in Table 3.3 below.

**Table 3.1**

Proposed Conditions Drainage Area Summary

| Subcatchment Designation              | Area (acres) | Weighted Runoff Curve Number |
|---------------------------------------|--------------|------------------------------|
| Post 1.0                              | 0.12         | 92                           |
| Post 2.0                              | 0.14         | 88                           |
| Post 3.0                              | 0.085        | 84                           |
| Post 4.0                              | 0.69         | 84                           |
| Post 4.1                              | 0.005        | 90                           |
| <b>Overall Proposed Analysis Area</b> | <b>1.04</b>  | <b>N/A</b>                   |

Composite runoff curve number calculations are provided in the HydroCAD Report in Appendix E.

The HydroCAD Report includes the analysis for the 2-, 10- and 25-year storm events for both existing and proposed conditions. Rainfall depths used in the analysis are consistent with those published in MEDEP Chapter 500: Stormwater Management for Cumberland County (Southeast) and as provided in Table 3.4 below.

**Table 3.2**

Design Rainfall Depths for Cumberland County (Southeast)

| Storm Event | Rainfall Depth (inches) |
|-------------|-------------------------|
| 2-Year      | 3.1                     |
| 10-Year     | 4.6                     |
| 25-Year     | 5.8                     |

Table 3.3 presents the results of the pre-development stormwater runoff analysis versus the post-development stormwater runoff analysis for each design point. As shown, the peak discharge rates are reduced in the proposed conditions for the 2-, 10- and 25-year storm events.

**Table 3.3**

Discharge Rate Comparison

| Point of Analysis | Pre/ <b>Post</b> 2-Year Storm (cfs) | Pre/ <b>Post</b> 10-Year Storm (cfs) | Pre/ <b>Post</b> 25-Year Storm (cfs) |
|-------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| <b>PA-1</b>       | 1.78/ <b>1.69</b>                   | 3.32/ <b>2.97</b>                    | 4.64/ <b>4.37</b>                    |



## Section 4 Operation & Maintenance Plan

It is the intent of this Operation and Maintenance Plan to identify the areas of this site that need routine maintenance for the continued operation of the stormwater system designed for the project.

### 4.1 Contact/Responsible Party

Portland Community Squash  
ATTN: Barrett Takesian  
66 Noyes Street  
Portland, Maine | 04103

(Note: The contact information for the Contact/Responsible Party shall be kept current. If ownership changes, the Operation and Maintenance Plan must be transferred to the new party).

### 4.2 Operation and Maintenance Plan

The following items and schedule represent the minimum action required. Periodic site inspections and monitoring shall be conducted, and all measures must be maintained in effective operating condition.

The following items shall be observed during site inspection, maintenance, and long term monitoring:

- Inspect rain gardens, including, inlets and outlet control structures, for sediment buildup and remove as required; and,
- Inspect site for trash and debris and remove as required.

Maintenance of the following items shall be recorded:

- Litter/debris removal;
- Landscaping/repair of vegetation;
- Removal of sediment after construction and general rain garden maintenance.

As stated under the requirements of Chapter 32, Section 38 of the City of Portland Code of Ordinances, 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 postconstruction 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 works ("DPW") 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 DPW in a form provided by DPW, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.

**(d) Filing fee.** Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPW 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, DPW may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.



### 4.3 Overall Site Operation, Maintenance, and Monitoring Schedule

| Maintenance Item                                                                                                                | Frequency of Maintenance                       |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| Litter/Debris Removal                                                                                                           | Weekly                                         |
| Pavement Sweeping<br>- Sweep impervious areas to remove sand and litter.                                                        | Annually                                       |
| Landscaping<br>- Landscaped areas to be maintained and mulched.                                                                 | Maintained as required and mulched each Spring |
| Yard Drain Cleaning<br>- Yard Drains to be cleaned of solids.                                                                   | Annually                                       |
| Rain Gardens & Outlet Control Structures<br>- Trash and debris to be removed.<br>- Any required maintenance shall be addressed. | At least once Annually                         |
| Rip Rap Aprons<br>- Trash and debris to be removed.<br>- Any required maintenance shall be addressed.                           | Annually                                       |

#### 4.3.1 Disposal Requirements

Disposal of debris, trash, sediment and other waste material will be done at suitable disposal/recycling sites and in compliance with all applicable local, state and federal waste regulations.

#### 4.3.2 Annual Updates and Log Requirements

The Owner and/or Contact/Responsible Party shall review this Operation and Maintenance Plan once per year for its effectiveness and adjust the plan and deed as necessary, as well as meet the reporting and filing requirements listed above in Section 4.2.

A log of all preventative and corrective measures for the stormwater system shall be kept on-site and be made available upon request by any public entity with administrative, health environmental or safety authority over the site. Note that the City of Portland may require a separate form, provided by DPW, to be completed upon annual filing.

## 4.4 Sample Inspection and Maintenance Form

| Stormwater Inspection and Maintenance Form |                    |                           |                                                          |                                     |                           |              |
|--------------------------------------------|--------------------|---------------------------|----------------------------------------------------------|-------------------------------------|---------------------------|--------------|
| Project Name                               |                    | Portland Community Squash |                                                          |                                     |                           |              |
| Maintenance Item/BMP Description           | Date of Inspection | Inspector                 | Installed and Operating Properly?                        | Cleaning / Corrective Action Needed | Date of Cleaning / Repair | Performed By |
| Litter/Debris Removal                      |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
| Landscaping                                |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
| Yard Drains                                |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
| Rain Gardens & Outlet Control Structures   |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
| Rip Rap Aprons                             |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
|                                            |                    |                           | <input type="checkbox"/> Yes <input type="checkbox"/> No |                                     |                           |              |
|                                            |                    |                           |                                                          |                                     |                           |              |

\\Tighebond.com\data\Data\Projects\P\P5063 Portland Community Squash\09 Reports\2022.11.xx\_Minor Site Plan Application\Drainage\P-5063\_Drainage Report.docx



## **Appendix A:**

### NRCS Web Soil Survey Report



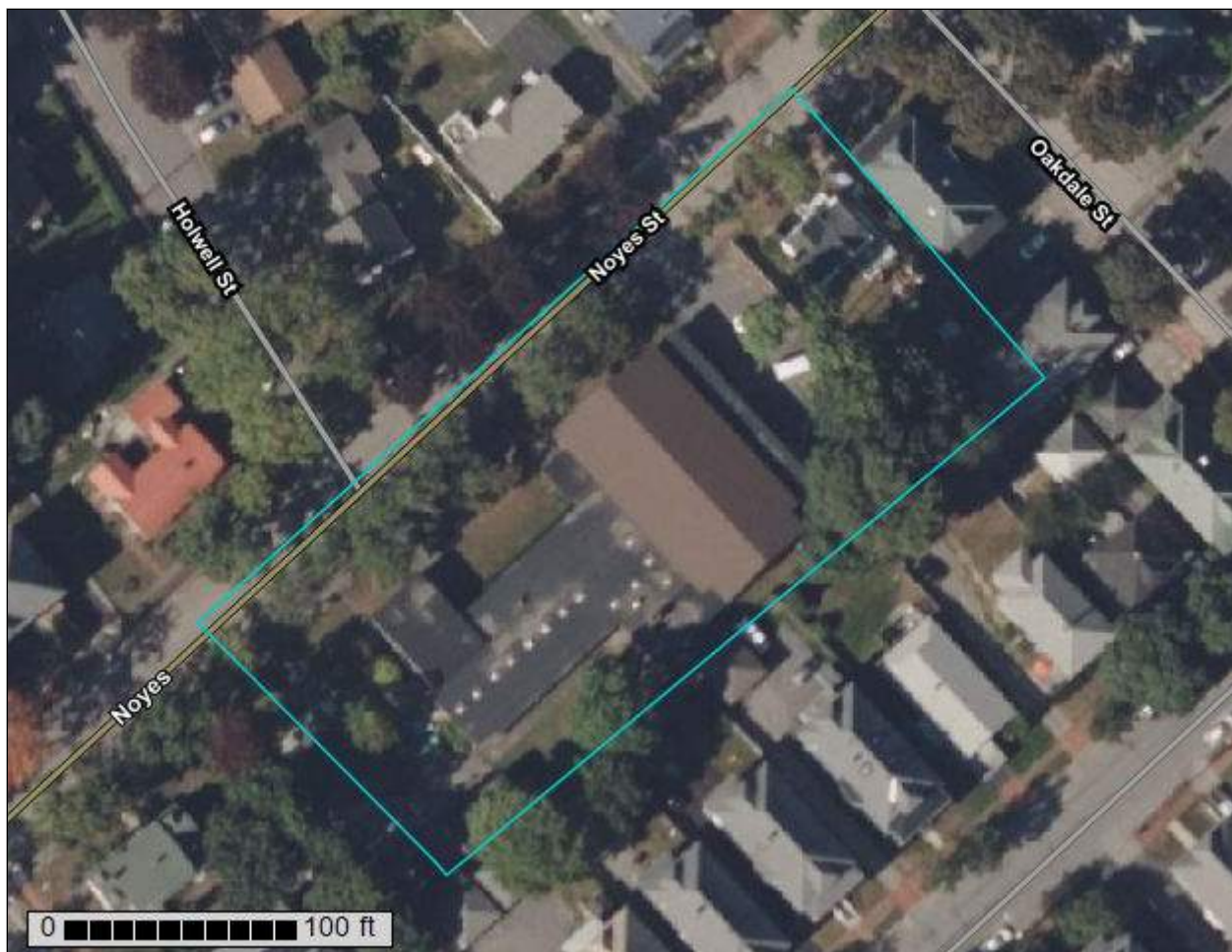
United States  
Department of  
Agriculture

**NRCS**

Natural  
Resources  
Conservation  
Service

A product of the National  
Cooperative Soil Survey,  
a joint effort of the United  
States Department of  
Agriculture and other  
Federal agencies, State  
agencies including the  
Agricultural Experiment  
Stations, and local  
participants

# Custom Soil Resource Report for Cumberland County and Part of Oxford County, Maine



February 20, 2023



# Preface

---

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist ([http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2\\_053951](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951)).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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| Soil Qualities and Features.....           | 5  |
| Hydrologic Soil Group.....                 | 5  |
| <b>References</b> .....                    | 11 |

# **Soil Information for All Uses**

---

## **Soil Properties and Qualities**

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

## **Soil Qualities and Features**

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

## **Hydrologic Soil Group**

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.



## Custom Soil Resource Report

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

# Custom Soil Resource Report Map—Hydrologic Soil Group





## Custom Soil Resource Report

### MAP LEGEND

#### Area of Interest (AOI)

Area of Interest (AOI)

#### Soils

##### Soil Rating Polygons

|                                                                                   |                            |
|-----------------------------------------------------------------------------------|----------------------------|
|  | A                          |
|  | A/D                        |
|  | B                          |
|  | B/D                        |
|  | C                          |
|  | C/D                        |
|  | D                          |
|  | Not rated or not available |

##### Soil Rating Lines

|                                                                                     |                            |
|-------------------------------------------------------------------------------------|----------------------------|
|    | A                          |
|    | A/D                        |
|    | B                          |
|    | B/D                        |
|    | C                          |
|   | C/D                        |
|  | D                          |
|  | Not rated or not available |

##### Soil Rating Points

|                                                                                     |     |
|-------------------------------------------------------------------------------------|-----|
|  | A   |
|  | A/D |
|  | B   |
|  | B/D |

|                                                                                   |                            |
|-----------------------------------------------------------------------------------|----------------------------|
|  | C                          |
|  | C/D                        |
|  | D                          |
|  | Not rated or not available |

#### Water Features

|                                                                                   |                    |
|-----------------------------------------------------------------------------------|--------------------|
|  | Streams and Canals |
|-----------------------------------------------------------------------------------|--------------------|

#### Transportation

|                                                                                   |                     |
|-----------------------------------------------------------------------------------|---------------------|
|  | Rails               |
|  | Interstate Highways |
|  | US Routes           |
|  | Major Roads         |
|  | Local Roads         |

#### Background

|                                                                                   |                    |
|-----------------------------------------------------------------------------------|--------------------|
|  | Aerial Photography |
|-----------------------------------------------------------------------------------|--------------------|

### MAP INFORMATION

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

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

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

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

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

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

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

Soil Survey Area: Cumberland County and Part of Oxford County, Maine  
Survey Area Data: Version 19, Aug 30, 2022

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

Date(s) aerial images were photographed: Jun 19, 2020—Sep 20, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

## MAP LEGEND

## MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



**Table—Hydrologic Soil Group**

| Map unit symbol                    | Map unit name                                    | Rating | Acres in AOI | Percent of AOI |
|------------------------------------|--------------------------------------------------|--------|--------------|----------------|
| BuB                                | Lamoine silt loam, 3 to 8 percent slopes         | C/D    | 0.8          | 63.3%          |
| DeB                                | Deerfield loamy fine sand, 3 to 8 percent slopes | A      | 0.5          | 36.7%          |
| <b>Totals for Area of Interest</b> |                                                  |        | <b>1.2</b>   | <b>100.0%</b>  |

**Rating Options—Hydrologic Soil Group**

*Aggregation Method:* Dominant Condition

*Component Percent Cutoff:* None Specified

*Tie-break Rule:* Higher

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---

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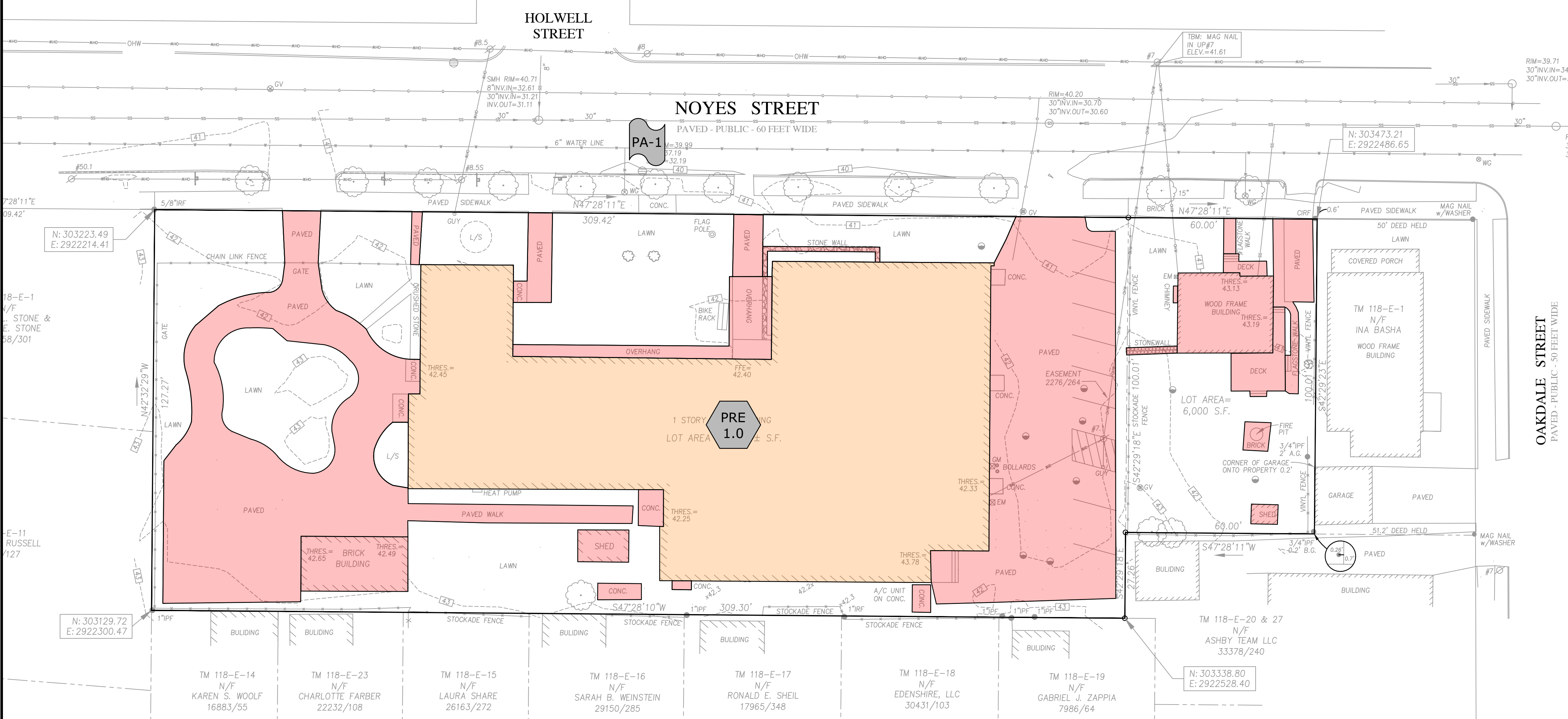
## **Appendix B:**

Civil Drawings (Bound Separately)



## **Appendix C:**

### Treatment Area Plan



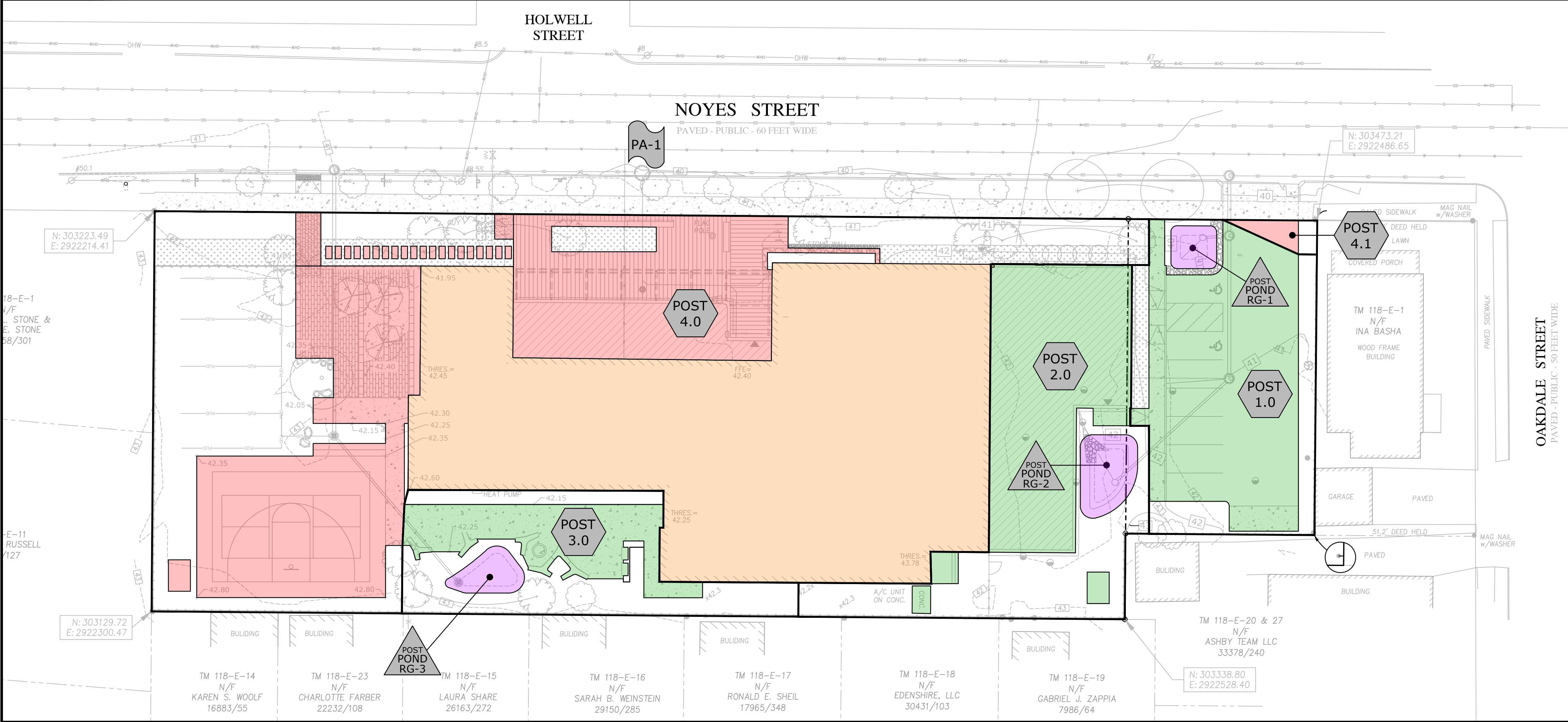
PRE-DEVELOPMENT TREATMENT AREAS

|                                                   |           |
|---------------------------------------------------|-----------|
| UNTREATED IMPERVIOUS AREA (NOT TO BE REDEVELOPED) | 13,528 SF |
| UNTREATED IMPERVIOUS AREA (TO BE REDEVELOPED)     | 14,229 SF |
| TREATED IMPERVIOUS AREA                           | 0 SF      |

PRE-DEVELOPMENT

TOTAL IMPERVIOUS AREA: 27,757 SF  
UNTREATED AREA: 27,757 SF  
TREATED AREA: 0 SF

PERMIT DRAWING  
NOT FOR  
CONSTRUCTION



POST-DEVELOPMENT TREATMENT AREAS

|                                           |           |
|-------------------------------------------|-----------|
| UNTREATED NON-REDEVELOPED IMPERVIOUS AREA | 13,528 SF |
| UNTREATED REDEVELOPED IMPERVIOUS AREA     | 8,918 SF  |
| TREATED REDEVELOPED IMPERVIOUS AREA       | 9,151 SF  |
| STORMWATER BMP AREA                       | 859 SF    |

POST-DEVELOPMENT

REDEVELOPED IMPERVIOUS AREA: 18,069 SF  
REQUIRED MIN. TREATMENT AREA (50%)\* = 9,035 SF

TOTAL IMPERVIOUS AREA: 31,597 SF  
UNTREATED AREA: 22,446 SF  
TREATED AREA: 9,151 SF (50.6% OF "REDEVELOPED")

\*(PER SECTION 5-II-D OF THE CITY OF PORTLAND STORMWATER MANAGEMENT STANDARDS)

COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE  
  
OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE  
  
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

| MARK                 | DATE              | DESCRIPTION |
|----------------------|-------------------|-------------|
| PROJECT NO:          | P-5063-001        |             |
| DATE:                | 3/8/2023          |             |
| FILE:                | P5063-C-HYDRO.dwg |             |
| DRAWN BY:            | BKC               |             |
| DESIGNED/CHECKED BY: | RA/JMP            |             |
| APPROVED BY:         | JMP               |             |

POST-DEVELOPMENT  
TREATMENT AREAS

SCALE: AS SHOWN

FIGURE 1



## **Appendix D:**

### Watershed Plans



|  |  |  |  |  |  |
|--|--|--|--|--|--|
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|  |  |  |  |  |  |

MARK DATE DESCRIPTION

---

PROJECT NO: P-5063-001

DRAWN BY: BKC  
 DESIGNED/CHECKED BY: RA/JMP

DATE: 3/8/2023

TITLE: P5063-C-HYDRO.dwg

JMP

WATERSHED PLANS

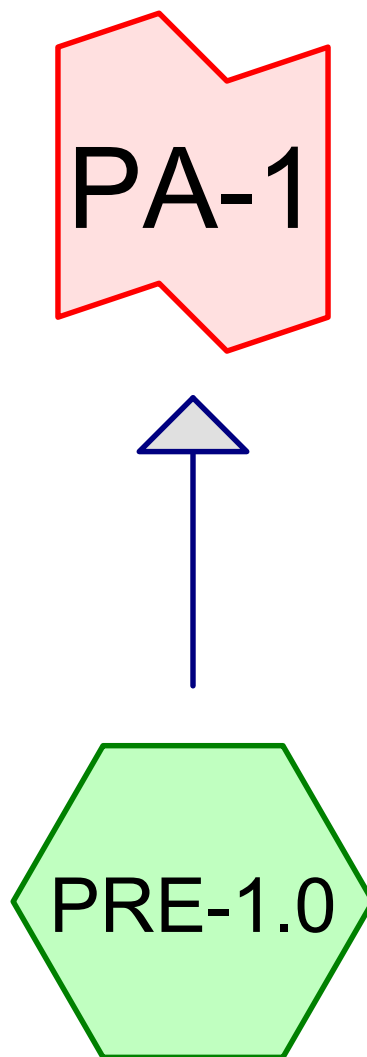
SCALE: AS SHOWN

FIGURE 2

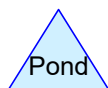
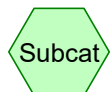


## **Appendix E:**

### Pre and Post HydroCAD Calculations



PRE 1.0



**Routing Diagram for PCS\_pre**  
Prepared by Tighe & Bond, Printed 2/24/2023  
HydroCAD® 10.00-20 s/n 03436 © 2017 HydroCAD Software Solutions LLC



### Area Listing (all nodes)

| Area<br>(sq-ft) | CN        | Description<br>(subcatchment-numbers)   |
|-----------------|-----------|-----------------------------------------|
| 8,791           | 39        | >75% Grass cover, Good, HSG A (PRE-1.0) |
| 8,669           | 74        | >75% Grass cover, Good, HSG C (PRE-1.0) |
| 158             | 76        | Gravel roads, HSG A (PRE-1.0)           |
| 4,846           | 98        | Paved parking, HSG A (PRE-1.0)          |
| 6,837           | 98        | Paved parking, HSG C (PRE-1.0)          |
| 4,972           | 98        | Roofs, HSG A (PRE-1.0)                  |
| 11,102          | 98        | Roofs, HSG C (PRE-1.0)                  |
| <b>45,375</b>   | <b>82</b> | <b>TOTAL AREA</b>                       |

**PCS\_pre**

Prepared by Tighe &amp; Bond

Printed 2/24/2023

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Page 3

**Soil Listing (all nodes)**

| Area<br>(sq-ft) | Soil<br>Group | Subcatchment<br>Numbers |
|-----------------|---------------|-------------------------|
| 18,767          | HSG A         | PRE-1.0                 |
| 0               | HSG B         |                         |
| 26,608          | HSG C         | PRE-1.0                 |
| 0               | HSG D         |                         |
| 0               | Other         |                         |
| <b>45,375</b>   |               | <b>TOTAL AREA</b>       |



**PCS\_pre**

Prepared by Tighe &amp; Bond

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*Type III 24-hr 2-yr Rainfall=3.10"*

Printed 2/24/2023

Page 4

Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment PRE-1.0: PRE 1.0**

Runoff Area=45,375 sf 61.17% Impervious Runoff Depth&gt;1.46"

Flow Length=189' Tc=5.0 min CN=82 Runoff=1.78 cfs 5,509 cf

**Link PA-1:**

Inflow=1.78 cfs 5,509 cf

Primary=1.78 cfs 5,509 cf

**Total Runoff Area = 45,375 sf Runoff Volume = 5,509 cf Average Runoff Depth = 1.46"**  
**38.83% Pervious = 17,618 sf 61.17% Impervious = 27,757 sf**

**PCS\_pre***Type III 24-hr 10-yr Rainfall=4.60"*

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Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment PRE-1.0: PRE 1.0**Runoff Area=45,375 sf 61.17% Impervious Runoff Depth>2.72"  
Flow Length=189' Tc=5.0 min CN=82 Runoff=3.32 cfs 10,293 cf**Link PA-1:**Inflow=3.32 cfs 10,293 cf  
Primary=3.32 cfs 10,293 cf**Total Runoff Area = 45,375 sf Runoff Volume = 10,293 cf Average Runoff Depth = 2.72"**  
**38.83% Pervious = 17,618 sf 61.17% Impervious = 27,757 sf**



**Summary for Subcatchment PRE-1.0: PRE 1.0**

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

Runoff = 3.32 cfs @ 12.08 hrs, Volume= 10,293 cf, Depth> 2.72"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs,  $dt=0.05$  hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 6,837     | 98 | Paved parking, HSG C          |
| 8,669     | 74 | >75% Grass cover, Good, HSG C |
| 11,102    | 98 | Roofs, HSG C                  |
| 4,846     | 98 | Paved parking, HSG A          |
| 4,972     | 98 | Roofs, HSG A                  |
| 8,791     | 39 | >75% Grass cover, Good, HSG A |
| 158       | 76 | Gravel roads, HSG A           |
| 45,375    | 82 | Weighted Average              |
| 17,618    |    | 38.83% Pervious Area          |
| 27,757    |    | 61.17% Impervious Area        |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                                               |
|----------|---------------|---------------|-------------------|----------------|-----------------------------------------------------------|
| 3.1      | 29            | 0.0330        | 0.16              |                | <b>Sheet Flow,</b><br>Grass: Short $n=0.150$ $P2=3.00"$   |
| 1.9      | 160           | 0.0050        | 1.44              |                | <b>Shallow Concentrated Flow,</b><br>Paved $K_v=20.3$ fps |
| 5.0      | 189           | Total         |                   |                |                                                           |

**Summary for Link PA-1:**

Inflow Area = 45,375 sf, 61.17% Impervious, Inflow Depth > 2.72" for 10-yr event

Inflow = 3.32 cfs @ 12.08 hrs, Volume= 10,293 cf

Primary = 3.32 cfs @ 12.08 hrs, Volume= 10,293 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs,  $dt=0.05$  hrs

**PCS\_pre***Type III 24-hr 25-yr Rainfall=5.80"*

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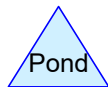
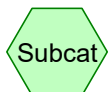
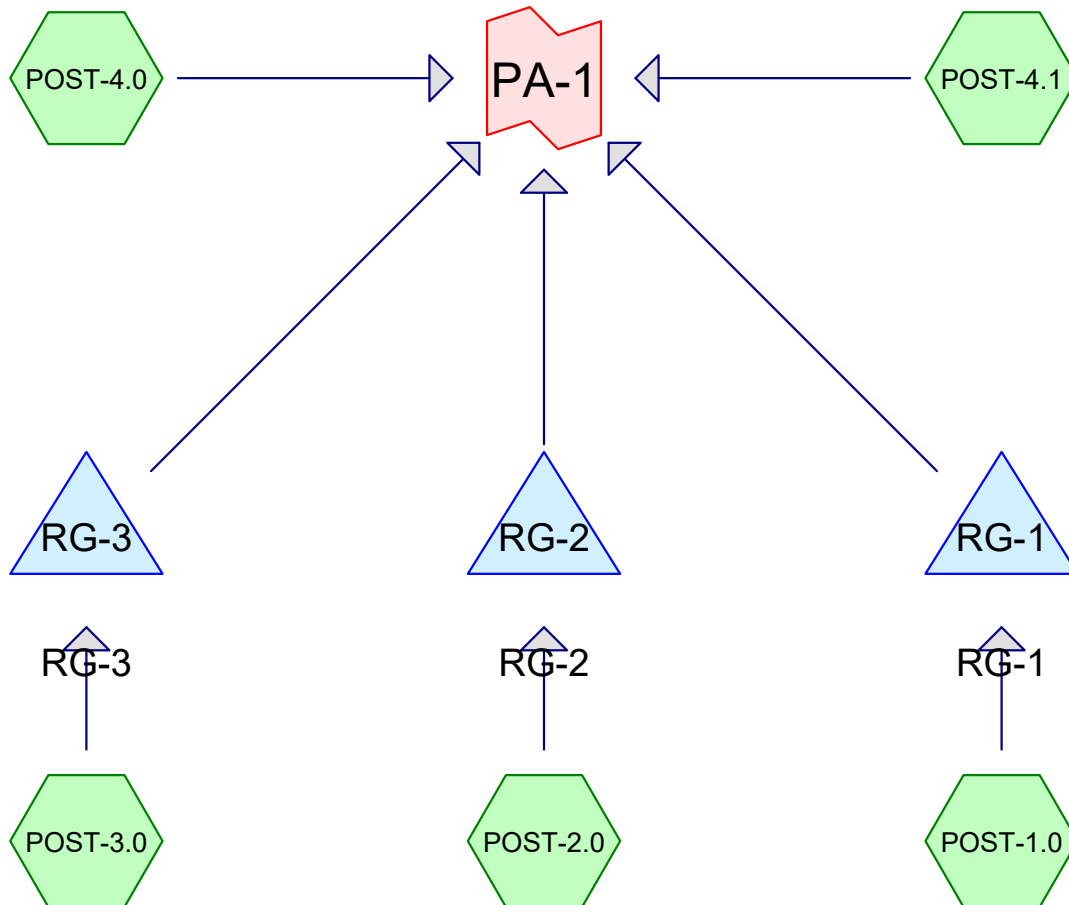
Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment PRE-1.0: PRE 1.0**Runoff Area=45,375 sf 61.17% Impervious Runoff Depth>3.80"  
Flow Length=189' Tc=5.0 min CN=82 Runoff=4.64 cfs 14,373 cf**Link PA-1:**Inflow=4.64 cfs 14,373 cf  
Primary=4.64 cfs 14,373 cf**Total Runoff Area = 45,375 sf Runoff Volume = 14,373 cf Average Runoff Depth = 3.80"**  
**38.83% Pervious = 17,618 sf 61.17% Impervious = 27,757 sf**





**Routing Diagram for PCS\_post**  
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**Area Listing (all nodes)**

| Area<br>(sq-ft) | CN        | Description<br>(subcatchment-numbers)                                            |
|-----------------|-----------|----------------------------------------------------------------------------------|
| 6,755           | 39        | >75% Grass cover, Good, HSG A (POST-4.0)                                         |
| 7,024           | 74        | >75% Grass cover, Good, HSG C (POST-1.0, POST-2.0, POST-3.0, POST-4.0, POST-4.1) |
| 6,271           | 98        | Paved parking, HSG A (POST-4.0)                                                  |
| 7,027           | 98        | Paved parking, HSG C (POST-1.0, POST-2.0, POST-3.0, POST-4.0, POST-4.1)          |
| 5,741           | 98        | Roofs, HSG A (POST-4.0)                                                          |
| 12,557          | 98        | Roofs, HSG C (POST-2.0, POST-4.0)                                                |
| <b>45,375</b>   | <b>86</b> | <b>TOTAL AREA</b>                                                                |



## PCS\_post

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### Soil Listing (all nodes)

| Area<br>(sq-ft) | Soil<br>Group | Subcatchment<br>Numbers                          |
|-----------------|---------------|--------------------------------------------------|
| 18,767          | HSG A         | POST-4.0                                         |
| 0               | HSG B         |                                                  |
| 26,608          | HSG C         | POST-1.0, POST-2.0, POST-3.0, POST-4.0, POST-4.1 |
| 0               | HSG D         |                                                  |
| 0               | Other         |                                                  |
| <b>45,375</b>   |               | <b>TOTAL AREA</b>                                |

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

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Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment POST-1.0:** Runoff Area=5,395 sf 74.94% Impervious Runoff Depth>2.25"  
Flow Length=88' Tc=5.0 min CN=92 Runoff=0.32 cfs 1,014 cf

**Subcatchment POST-2.0:** Runoff Area=6,050 sf 59.27% Impervious Runoff Depth>1.91"  
Flow Length=102' Slope=0.0100 '/ Tc=7.3 min CN=88 Runoff=0.29 cfs 961 cf

**Subcatchment POST-3.0:** Runoff Area=3,705 sf 41.05% Impervious Runoff Depth>1.60"  
Flow Length=90' Slope=0.0100 '/ Tc=5.0 min CN=84 Runoff=0.16 cfs 493 cf

**Subcatchment POST-4.0:** Runoff Area=30,030 sf 74.32% Impervious Runoff Depth>1.60"  
Flow Length=137' Tc=5.0 min CN=84 Runoff=1.29 cfs 3,998 cf

**Subcatchment POST-4.1:** Runoff Area=195 sf 66.15% Impervious Runoff Depth>2.07"  
Flow Length=11' Slope=0.0310 '/ Tc=5.0 min CN=90 Runoff=0.01 cfs 34 cf

**Pond RG-1: RG-1** Peak Elev=39.85' Storage=148 cf Inflow=0.32 cfs 1,014 cf  
Outflow=0.35 cfs 1,013 cf

**Pond RG-2: RG-2** Peak Elev=41.43' Storage=289 cf Inflow=0.29 cfs 961 cf  
Outflow=0.07 cfs 959 cf

**Pond RG-3: RG-3** Peak Elev=40.78' Storage=130 cf Inflow=0.16 cfs 493 cf  
Outflow=0.04 cfs 492 cf

**Link PA-1:** Inflow=1.69 cfs 6,495 cf  
Primary=1.69 cfs 6,495 cf

**Total Runoff Area = 45,375 sf Runoff Volume = 6,500 cf Average Runoff Depth = 1.72"**  
**30.37% Pervious = 13,779 sf 69.63% Impervious = 31,596 sf**



**PCS\_post**

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

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Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment POST-1.0:** Runoff Area=5,395 sf 74.94% Impervious Runoff Depth>3.70"  
Flow Length=88' Tc=5.0 min CN=92 Runoff=0.52 cfs 1,662 cf

**Subcatchment POST-2.0:** Runoff Area=6,050 sf 59.27% Impervious Runoff Depth>3.29"  
Flow Length=102' Slope=0.0100 '/' Tc=7.3 min CN=88 Runoff=0.50 cfs 1,657 cf

**Subcatchment POST-3.0:** Runoff Area=3,705 sf 41.05% Impervious Runoff Depth>2.90"  
Flow Length=90' Slope=0.0100 '/' Tc=5.0 min CN=84 Runoff=0.29 cfs 897 cf

**Subcatchment POST-4.0:** Runoff Area=30,030 sf 74.32% Impervious Runoff Depth>2.90"  
Flow Length=137' Tc=5.0 min CN=84 Runoff=2.34 cfs 7,269 cf

**Subcatchment POST-4.1:** Runoff Area=195 sf 66.15% Impervious Runoff Depth>3.49"  
Flow Length=11' Slope=0.0310 '/' Tc=5.0 min CN=90 Runoff=0.02 cfs 57 cf

**Pond RG-1: RG-1** Peak Elev=39.88' Storage=153 cf Inflow=0.52 cfs 1,662 cf  
Outflow=0.51 cfs 1,661 cf

**Pond RG-2: RG-2** Peak Elev=41.83' Storage=424 cf Inflow=0.50 cfs 1,657 cf  
Outflow=0.30 cfs 1,655 cf

**Pond RG-3: RG-3** Peak Elev=41.30' Storage=228 cf Inflow=0.29 cfs 897 cf  
Outflow=0.15 cfs 895 cf

**Link PA-1:** Inflow=2.97 cfs 11,537 cf  
Primary=2.97 cfs 11,537 cf

**Total Runoff Area = 45,375 sf Runoff Volume = 11,543 cf Average Runoff Depth = 3.05"**  
**30.37% Pervious = 13,779 sf 69.63% Impervious = 31,596 sf**

**Summary for Subcatchment POST-1.0:**

[49] Hint: Tc<2dt may require smaller dt

Runoff = 0.52 cfs @ 12.07 hrs, Volume= 1,662 cf, Depth> 3.70"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 4,043     | 98 | Paved parking, HSG C          |
| 1,352     | 74 | >75% Grass cover, Good, HSG C |
| 5,395     | 92 | Weighted Average              |
| 1,352     |    | 25.06% Pervious Area          |
| 4,043     |    | 74.94% Impervious Area        |

| Tc (min) | Length (feet) | Slope (ft/ft)                            | Velocity (ft/sec) | Capacity (cfs) | Description                                             |
|----------|---------------|------------------------------------------|-------------------|----------------|---------------------------------------------------------|
| 1.0      | 13            | 0.1000                                   | 0.21              |                | <b>Sheet Flow,</b><br>Grass: Short n= 0.150 P2= 3.00"   |
| 0.4      | 75            | 0.0190                                   | 2.80              |                | <b>Shallow Concentrated Flow,</b><br>Paved Kv= 20.3 fps |
| 1.4      | 88            | Total, Increased to minimum Tc = 5.0 min |                   |                |                                                         |

**Summary for Subcatchment POST-2.0:**

Runoff = 0.50 cfs @ 12.10 hrs, Volume= 1,657 cf, Depth> 3.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 209       | 98 | Paved parking, HSG C          |
| 2,464     | 74 | >75% Grass cover, Good, HSG C |
| 3,377     | 98 | Roofs, HSG C                  |
| 6,050     | 88 | Weighted Average              |
| 2,464     |    | 40.73% Pervious Area          |
| 3,586     |    | 59.27% Impervious Area        |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                                                          |
|----------|---------------|---------------|-------------------|----------------|----------------------------------------------------------------------|
| 5.8      | 35            | 0.0100        | 0.10              |                | <b>Sheet Flow,</b><br>Grass: Short n= 0.150 P2= 3.00"                |
| 0.0      | 5             | 0.0100        | 2.03              |                | <b>Shallow Concentrated Flow,</b><br>Paved Kv= 20.3 fps              |
| 1.5      | 62            | 0.0100        | 0.70              |                | <b>Shallow Concentrated Flow,</b><br>Short Grass Pasture Kv= 7.0 fps |
| 7.3      | 102           | Total         |                   |                |                                                                      |



**Summary for Subcatchment POST-3.0:**

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

Runoff = 0.29 cfs @ 12.08 hrs, Volume= 897 cf, Depth> 2.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs,  $dt=0.05$  hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 1,521     | 98 | Paved parking, HSG C          |
| 2,184     | 74 | >75% Grass cover, Good, HSG C |
| 3,705     | 84 | Weighted Average              |
| 2,184     |    | 58.95% Pervious Area          |
| 1,521     |    | 41.05% Impervious Area        |

| Tc (min) | Length (feet) | Slope (ft/ft)                            | Velocity (ft/sec) | Capacity (cfs) | Description                                                          |
|----------|---------------|------------------------------------------|-------------------|----------------|----------------------------------------------------------------------|
| 1.2      | 50            | 0.0100                                   | 0.70              |                | <b>Shallow Concentrated Flow,</b><br>Short Grass Pasture Kv= 7.0 fps |
| 1.0      | 40            | 0.0100                                   | 0.70              |                | <b>Shallow Concentrated Flow,</b><br>Short Grass Pasture Kv= 7.0 fps |
| 2.2      | 90            | Total, Increased to minimum Tc = 5.0 min |                   |                |                                                                      |

**Summary for Subcatchment POST-4.0:**

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

Runoff = 2.34 cfs @ 12.08 hrs, Volume= 7,269 cf, Depth> 2.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs,  $dt=0.05$  hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 1,125     | 98 | Paved parking, HSG C          |
| 9,180     | 98 | Roofs, HSG C                  |
| 958       | 74 | >75% Grass cover, Good, HSG C |
| 6,271     | 98 | Paved parking, HSG A          |
| 5,741     | 98 | Roofs, HSG A                  |
| 6,755     | 39 | >75% Grass cover, Good, HSG A |
| 30,030    | 84 | Weighted Average              |
| 7,713     |    | 25.68% Pervious Area          |
| 22,317    |    | 74.32% Impervious Area        |

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

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| Tc<br>(min) | Length<br>(feet) | Slope<br>(ft/ft)                         | Velocity<br>(ft/sec) | Capacity<br>(cfs) | Description                                                                                                      |
|-------------|------------------|------------------------------------------|----------------------|-------------------|------------------------------------------------------------------------------------------------------------------|
| 0.5         | 5                | 0.0800                                   | 0.16                 |                   | <b>Sheet Flow,</b><br>Grass: Short n= 0.150 P2= 3.00"                                                            |
| 0.4         | 50               | 0.0100                                   | 2.03                 |                   | <b>Shallow Concentrated Flow,</b><br>Paved Kv= 20.3 fps                                                          |
| 0.2         | 12               | 0.0300                                   | 1.21                 |                   | <b>Shallow Concentrated Flow,</b><br>Short Grass Pasture Kv= 7.0 fps                                             |
| 0.4         | 70               | 0.0050                                   | 3.21                 | 2.52              | <b>Pipe Channel,</b><br>12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25'<br>n= 0.013 Corrugated PE, smooth interior |
| 1.5         | 137              | Total, Increased to minimum Tc = 5.0 min |                      |                   |                                                                                                                  |

**Summary for Subcatchment POST-4.1:**

[49] Hint: Tc&lt;2dt may require smaller dt

Runoff = 0.02 cfs @ 12.07 hrs, Volume= 57 cf, Depth&gt; 3.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Type III 24-hr 10-yr Rainfall=4.60"

| Area (sf) | CN | Description                   |
|-----------|----|-------------------------------|
| 129       | 98 | Paved parking, HSG C          |
| 66        | 74 | >75% Grass cover, Good, HSG C |
| 195       | 90 | Weighted Average              |
| 66        |    | 33.85% Pervious Area          |
| 129       |    | 66.15% Impervious Area        |

| Tc<br>(min) | Length<br>(feet) | Slope<br>(ft/ft)                         | Velocity<br>(ft/sec) | Capacity<br>(cfs) | Description                                           |
|-------------|------------------|------------------------------------------|----------------------|-------------------|-------------------------------------------------------|
| 1.5         | 11               | 0.0310                                   | 0.13                 |                   | <b>Sheet Flow,</b><br>Grass: Short n= 0.150 P2= 3.00" |
| 1.5         | 11               | Total, Increased to minimum Tc = 5.0 min |                      |                   |                                                       |

**Summary for Pond RG-1: RG-1**

Inflow Area = 5,395 sf, 74.94% Impervious, Inflow Depth > 3.70" for 10-yr event  
Inflow = 0.52 cfs @ 12.07 hrs, Volume= 1,662 cf  
Outflow = 0.51 cfs @ 12.09 hrs, Volume= 1,661 cf, Atten= 1%, Lag= 0.8 min  
Primary = 0.51 cfs @ 12.09 hrs, Volume= 1,661 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
Peak Elev= 39.88' @ 12.09 hrs Surf.Area= 178 sf Storage= 153 cf  
Flood Elev= 40.00' Surf.Area= 194 sf Storage= 176 cf

Plug-Flow detention time= 25.2 min calculated for 1,658 cf (100% of inflow)  
Center-of-Mass det. time= 24.7 min ( 808.8 - 784.1 )



**PCS\_post**

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

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| Volume | Invert | Avail.Storage | Storage Description                                        |
|--------|--------|---------------|------------------------------------------------------------|
| #1     | 36.80' | 176 cf        | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation<br>(feet) | Surf.Area<br>(sq-ft) | Voids<br>(%) | Inc.Store<br>(cubic-feet) | Cum.Store<br>(cubic-feet) |
|---------------------|----------------------|--------------|---------------------------|---------------------------|
| 36.80               | 64                   | 0.0          | 0                         | 0                         |
| 37.50               | 64                   | 40.0         | 18                        | 18                        |
| 39.00               | 64                   | 30.0         | 29                        | 47                        |
| 40.00               | 194                  | 100.0        | 129                       | 176                       |

| Device | Routing  | Invert | Outlet Devices                                                                                                                              |
|--------|----------|--------|---------------------------------------------------------------------------------------------------------------------------------------------|
| #1     | Primary  | 36.75' | <b>8.0" Round Culvert</b> L= 6.0' Ke= 0.500<br>Inlet / Outlet Invert= 36.75' / 36.65' S= 0.0167 ' Cc= 0.900<br>n= 0.013, Flow Area= 0.35 sf |
| #2     | Device 1 | 36.80' | <b>4.0" Vert. Underdrain</b> C= 0.600                                                                                                       |
| #3     | Device 2 | 36.80' | <b>10.000 in/hr RG Media Percolation Rate over Surface area</b>                                                                             |
| #4     | Device 1 | 39.75' | <b>9.3" x 9.3" Horiz. Orifice/Grate</b> C= 0.600<br>Limited to weir flow at low heads                                                       |

**Primary OutFlow** Max=0.50 cfs @ 12.09 hrs HW=39.88' TW=0.00' (Dynamic Tailwater)

- 1=Culvert (Passes 0.50 cfs of 2.81 cfs potential flow)  
 2=Underdrain (Passes 0.04 cfs of 0.72 cfs potential flow)  
 3=RG Media Percolation Rate (Exfiltration Controls 0.04 cfs)  
 4=Orifice/Grate (Weir Controls 0.46 cfs @ 1.16 fps)

**Summary for Pond RG-2: RG-2**

Inflow Area = 6,050 sf, 59.27% Impervious, Inflow Depth > 3.29" for 10-yr event  
 Inflow = 0.50 cfs @ 12.10 hrs, Volume= 1,657 cf  
 Outflow = 0.30 cfs @ 12.25 hrs, Volume= 1,655 cf, Atten= 39%, Lag= 9.0 min  
 Primary = 0.30 cfs @ 12.25 hrs, Volume= 1,655 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs  
 Peak Elev= 41.83' @ 12.26 hrs Surf.Area= 380 sf Storage= 424 cf  
 Flood Elev= 42.00' Surf.Area= 415 sf Storage= 493 cf

Plug-Flow detention time= 41.7 min calculated for 1,655 cf (100% of inflow)  
 Center-of-Mass det. time= 40.8 min ( 842.3 - 801.5 )

| Volume | Invert | Avail.Storage | Storage Description                                        |
|--------|--------|---------------|------------------------------------------------------------|
| #1     | 38.30' | 493 cf        | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation<br>(feet) | Surf.Area<br>(sq-ft) | Voids<br>(%) | Inc.Store<br>(cubic-feet) | Cum.Store<br>(cubic-feet) |
|---------------------|----------------------|--------------|---------------------------|---------------------------|
| 38.30               | 130                  | 0.0          | 0                         | 0                         |
| 39.00               | 130                  | 40.0         | 36                        | 36                        |
| 40.50               | 130                  | 30.0         | 59                        | 95                        |
| 41.00               | 211                  | 100.0        | 85                        | 180                       |
| 42.00               | 415                  | 100.0        | 313                       | 493                       |

**PCS\_post**

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

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| Device | Routing  | Invert | Outlet Devices                                                                                                                                 |
|--------|----------|--------|------------------------------------------------------------------------------------------------------------------------------------------------|
| #1     | Primary  | 37.25' | <b>8.0" Round Culvert</b> L= 50.0' Ke= 0.500<br>Inlet / Outlet Invert= 37.25' / 36.85' S= 0.0080 '/' Cc= 0.900<br>n= 0.013, Flow Area= 0.35 sf |
| #2     | Device 1 | 38.30' | <b>4.0" Vert. Underdrain</b> C= 0.600                                                                                                          |
| #3     | Device 2 | 38.30' | <b>10.000 in/hr RG Media Percolation Rate over Surface area</b>                                                                                |
| #4     | Device 1 | 41.75' | <b>9.3" x 9.3" Horiz. Orifice/Grate</b> C= 0.600<br>Limited to weir flow at low heads                                                          |

**Primary OutFlow** Max=0.30 cfs @ 12.25 hrs HW=41.83' TW=0.00' (Dynamic Tailwater)

1=Culvert (Passes 0.30 cfs of 2.84 cfs potential flow)  
 2=Underdrain (Passes 0.09 cfs of 0.77 cfs potential flow)  
 3=RG Media Percolation Rate (Exfiltration Controls 0.09 cfs)  
 4=Orifice/Grate (Weir Controls 0.21 cfs @ 0.90 fps)

**Summary for Pond RG-3: RG-3**

Inflow Area = 3,705 sf, 41.05% Impervious, Inflow Depth > 2.90" for 10-yr event  
 Inflow = 0.29 cfs @ 12.08 hrs, Volume= 897 cf  
 Outflow = 0.15 cfs @ 12.26 hrs, Volume= 895 cf, Atten= 48%, Lag= 11.1 min  
 Primary = 0.15 cfs @ 12.26 hrs, Volume= 895 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs

Peak Elev= 41.30' @ 12.26 hrs Surf.Area= 225 sf Storage= 228 cf

Flood Elev= 41.50' Surf.Area= 251 sf Storage= 277 cf

Plug-Flow detention time= 35.9 min calculated for 893 cf (100% of inflow)

Center-of-Mass det. time= 34.6 min ( 847.1 - 812.6 )

| Volume | Invert | Avail.Storage | Storage Description                                        |
|--------|--------|---------------|------------------------------------------------------------|
| #1     | 38.30' | 277 cf        | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation<br>(feet) | Surf.Area<br>(sq-ft) | Voids<br>(%) | Inc.Store<br>(cubic-feet) | Cum.Store<br>(cubic-feet) |
|---------------------|----------------------|--------------|---------------------------|---------------------------|
| 38.30               | 123                  | 0.0          | 0                         | 0                         |
| 39.00               | 123                  | 40.0         | 34                        | 34                        |
| 40.50               | 123                  | 30.0         | 55                        | 90                        |
| 41.50               | 251                  | 100.0        | 187                       | 277                       |

| Device | Routing  | Invert | Outlet Devices                                                                                                                                 |
|--------|----------|--------|------------------------------------------------------------------------------------------------------------------------------------------------|
| #1     | Primary  | 38.30' | <b>8.0" Round Culvert</b> L= 58.0' Ke= 0.500<br>Inlet / Outlet Invert= 38.30' / 37.95' S= 0.0060 '/' Cc= 0.900<br>n= 0.013, Flow Area= 0.35 sf |
| #2     | Device 1 | 38.30' | <b>4.0" Vert. Underdrain</b> C= 0.600                                                                                                          |
| #3     | Device 2 | 38.30' | <b>10.000 in/hr RG Media Percolation Rate over Surface area</b>                                                                                |
| #4     | Device 1 | 41.25' | <b>9.3" x 9.3" Horiz. Orifice/Grate</b> C= 0.600<br>Limited to weir flow at low heads                                                          |



**Primary OutFlow** Max=0.14 cfs @ 12.26 hrs HW=41.29' TW=0.00' (Dynamic Tailwater)

1=Culvert (Passes 0.14 cfs of 2.13 cfs potential flow)  
 2=Underdrain (Passes 0.05 cfs of 0.71 cfs potential flow)  
 3=RG Media Percolation Rate (Exfiltration Controls 0.05 cfs)  
 4=Orifice/Grate (Weir Controls 0.09 cfs @ 0.68 fps)

### Summary for Link PA-1:

Inflow Area = 45,375 sf, 69.63% Impervious, Inflow Depth > 3.05" for 10-yr event  
 Inflow = 2.97 cfs @ 12.08 hrs, Volume= 11,537 cf  
 Primary = 2.97 cfs @ 12.08 hrs, Volume= 11,537 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs

**PCS\_post**

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

Prepared by Tighe &amp; Bond

Printed 3/4/2023

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Time span=0.00-24.00 hrs, dt=0.05 hrs, 481 points  
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN  
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

**Subcatchment POST-1.0:** Runoff Area=5,395 sf 74.94% Impervious Runoff Depth>4.87"  
Flow Length=88' Tc=5.0 min CN=92 Runoff=0.67 cfs 2,190 cf

**Subcatchment POST-2.0:** Runoff Area=6,050 sf 59.27% Impervious Runoff Depth>4.43"  
Flow Length=102' Slope=0.0100 '/' Tc=7.3 min CN=88 Runoff=0.66 cfs 2,233 cf

**Subcatchment POST-3.0:** Runoff Area=3,705 sf 41.05% Impervious Runoff Depth>4.01"  
Flow Length=90' Slope=0.0100 '/' Tc=5.0 min CN=84 Runoff=0.40 cfs 1,237 cf

**Subcatchment POST-4.0:** Runoff Area=30,030 sf 74.32% Impervious Runoff Depth>4.01"  
Flow Length=137' Tc=5.0 min CN=84 Runoff=3.22 cfs 10,028 cf

**Subcatchment POST-4.1:** Runoff Area=195 sf 66.15% Impervious Runoff Depth>4.65"  
Flow Length=11' Slope=0.0310 '/' Tc=5.0 min CN=90 Runoff=0.02 cfs 76 cf

**Pond RG-1: RG-1** Peak Elev=39.91' Storage=158 cf Inflow=0.67 cfs 2,190 cf  
Outflow=0.66 cfs 2,188 cf

**Pond RG-2: RG-2** Peak Elev=41.90' Storage=451 cf Inflow=0.66 cfs 2,233 cf  
Outflow=0.65 cfs 2,230 cf

**Pond RG-3: RG-3** Peak Elev=41.35' Storage=240 cf Inflow=0.40 cfs 1,237 cf  
Outflow=0.35 cfs 1,235 cf

**Link PA-1:** Inflow=4.37 cfs 15,758 cf  
Primary=4.37 cfs 15,758 cf

**Total Runoff Area = 45,375 sf Runoff Volume = 15,764 cf Average Runoff Depth = 4.17"**  
**30.37% Pervious = 13,779 sf 69.63% Impervious = 31,596 sf**



**Stage-Area-Storage for Pond RG-1: RG-1**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 36.80               | 64                 | 0                       | 37.32               | 64                 | 13                      |
| 36.81               | 64                 | 0                       | 37.33               | 64                 | 14                      |
| 36.82               | 64                 | 1                       | 37.34               | 64                 | 14                      |
| 36.83               | 64                 | 1                       | 37.35               | 64                 | 14                      |
| 36.84               | 64                 | 1                       | 37.36               | 64                 | 14                      |
| 36.85               | 64                 | 1                       | 37.37               | 64                 | 15                      |
| 36.86               | 64                 | 2                       | 37.38               | 64                 | 15                      |
| 36.87               | 64                 | 2                       | 37.39               | 64                 | 15                      |
| 36.88               | 64                 | 2                       | 37.40               | 64                 | 15                      |
| 36.89               | 64                 | 2                       | 37.41               | 64                 | 16                      |
| 36.90               | 64                 | 3                       | 37.42               | 64                 | 16                      |
| 36.91               | 64                 | 3                       | 37.43               | 64                 | 16                      |
| 36.92               | 64                 | 3                       | 37.44               | 64                 | 16                      |
| 36.93               | 64                 | 3                       | 37.45               | 64                 | 17                      |
| 36.94               | 64                 | 4                       | 37.46               | 64                 | 17                      |
| 36.95               | 64                 | 4                       | 37.47               | 64                 | 17                      |
| 36.96               | 64                 | 4                       | 37.48               | 64                 | 17                      |
| 36.97               | 64                 | 4                       | 37.49               | 64                 | 18                      |
| 36.98               | 64                 | 5                       | 37.50               | 64                 | 18                      |
| 36.99               | 64                 | 5                       | 37.51               | 64                 | 18                      |
| 37.00               | 64                 | 5                       | 37.52               | 64                 | 18                      |
| 37.01               | 64                 | 5                       | 37.53               | 64                 | 18                      |
| 37.02               | 64                 | 6                       | 37.54               | 64                 | 19                      |
| 37.03               | 64                 | 6                       | 37.55               | 64                 | 19                      |
| 37.04               | 64                 | 6                       | 37.56               | 64                 | 19                      |
| 37.05               | 64                 | 6                       | 37.57               | 64                 | 19                      |
| 37.06               | 64                 | 7                       | 37.58               | 64                 | 19                      |
| 37.07               | 64                 | 7                       | 37.59               | 64                 | 20                      |
| 37.08               | 64                 | 7                       | 37.60               | 64                 | 20                      |
| 37.09               | 64                 | 7                       | 37.61               | 64                 | 20                      |
| 37.10               | 64                 | 8                       | 37.62               | 64                 | 20                      |
| 37.11               | 64                 | 8                       | 37.63               | 64                 | 20                      |
| 37.12               | 64                 | 8                       | 37.64               | 64                 | 21                      |
| 37.13               | 64                 | 8                       | 37.65               | 64                 | 21                      |
| 37.14               | 64                 | 9                       | 37.66               | 64                 | 21                      |
| 37.15               | 64                 | 9                       | 37.67               | 64                 | 21                      |
| 37.16               | 64                 | 9                       | 37.68               | 64                 | 21                      |
| 37.17               | 64                 | 9                       | 37.69               | 64                 | 22                      |
| 37.18               | 64                 | 10                      | 37.70               | 64                 | 22                      |
| 37.19               | 64                 | 10                      | 37.71               | 64                 | 22                      |
| 37.20               | 64                 | 10                      | 37.72               | 64                 | 22                      |
| 37.21               | 64                 | 10                      | 37.73               | 64                 | 22                      |
| 37.22               | 64                 | 11                      | 37.74               | 64                 | 23                      |
| 37.23               | 64                 | 11                      | 37.75               | 64                 | 23                      |
| 37.24               | 64                 | 11                      | 37.76               | 64                 | 23                      |
| 37.25               | 64                 | 12                      | 37.77               | 64                 | 23                      |
| 37.26               | 64                 | 12                      | 37.78               | 64                 | 23                      |
| 37.27               | 64                 | 12                      | 37.79               | 64                 | 23                      |
| 37.28               | 64                 | 12                      | 37.80               | 64                 | 24                      |
| 37.29               | 64                 | 13                      | 37.81               | 64                 | 24                      |
| 37.30               | 64                 | 13                      | 37.82               | 64                 | 24                      |
| 37.31               | 64                 | 13                      | 37.83               | 64                 | 24                      |

**Stage-Area-Storage for Pond RG-1: RG-1 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 37.84               | 64                 | 24                      | 38.36               | 64                 | 34                      |
| 37.85               | 64                 | 25                      | 38.37               | 64                 | 35                      |
| 37.86               | 64                 | 25                      | 38.38               | 64                 | 35                      |
| 37.87               | 64                 | 25                      | 38.39               | 64                 | 35                      |
| 37.88               | 64                 | 25                      | 38.40               | 64                 | 35                      |
| 37.89               | 64                 | 25                      | 38.41               | 64                 | 35                      |
| 37.90               | 64                 | 26                      | 38.42               | 64                 | 36                      |
| 37.91               | 64                 | 26                      | 38.43               | 64                 | 36                      |
| 37.92               | 64                 | 26                      | 38.44               | 64                 | 36                      |
| 37.93               | 64                 | 26                      | 38.45               | 64                 | 36                      |
| 37.94               | 64                 | 26                      | 38.46               | 64                 | 36                      |
| 37.95               | 64                 | 27                      | 38.47               | 64                 | 37                      |
| 37.96               | 64                 | 27                      | 38.48               | 64                 | 37                      |
| 37.97               | 64                 | 27                      | 38.49               | 64                 | 37                      |
| 37.98               | 64                 | 27                      | 38.50               | 64                 | 37                      |
| 37.99               | 64                 | 27                      | 38.51               | 64                 | 37                      |
| 38.00               | 64                 | 28                      | 38.52               | 64                 | 38                      |
| 38.01               | 64                 | 28                      | 38.53               | 64                 | 38                      |
| 38.02               | 64                 | 28                      | 38.54               | 64                 | 38                      |
| 38.03               | 64                 | 28                      | 38.55               | 64                 | 38                      |
| 38.04               | 64                 | 28                      | 38.56               | 64                 | 38                      |
| 38.05               | 64                 | 28                      | 38.57               | 64                 | 38                      |
| 38.06               | 64                 | 29                      | 38.58               | 64                 | 39                      |
| 38.07               | 64                 | 29                      | 38.59               | 64                 | 39                      |
| 38.08               | 64                 | 29                      | 38.60               | 64                 | 39                      |
| 38.09               | 64                 | 29                      | 38.61               | 64                 | 39                      |
| 38.10               | 64                 | 29                      | 38.62               | 64                 | 39                      |
| 38.11               | 64                 | 30                      | 38.63               | 64                 | 40                      |
| 38.12               | 64                 | 30                      | 38.64               | 64                 | 40                      |
| 38.13               | 64                 | 30                      | 38.65               | 64                 | 40                      |
| 38.14               | 64                 | 30                      | 38.66               | 64                 | 40                      |
| 38.15               | 64                 | 30                      | 38.67               | 64                 | 40                      |
| 38.16               | 64                 | 31                      | 38.68               | 64                 | 41                      |
| 38.17               | 64                 | 31                      | 38.69               | 64                 | 41                      |
| 38.18               | 64                 | 31                      | 38.70               | 64                 | 41                      |
| 38.19               | 64                 | 31                      | 38.71               | 64                 | 41                      |
| 38.20               | 64                 | 31                      | 38.72               | 64                 | 41                      |
| 38.21               | 64                 | 32                      | 38.73               | 64                 | 42                      |
| 38.22               | 64                 | 32                      | 38.74               | 64                 | 42                      |
| 38.23               | 64                 | 32                      | 38.75               | 64                 | 42                      |
| 38.24               | 64                 | 32                      | 38.76               | 64                 | 42                      |
| 38.25               | 64                 | 32                      | 38.77               | 64                 | 42                      |
| 38.26               | 64                 | 33                      | 38.78               | 64                 | 42                      |
| 38.27               | 64                 | 33                      | 38.79               | 64                 | 43                      |
| 38.28               | 64                 | 33                      | 38.80               | 64                 | 43                      |
| 38.29               | 64                 | 33                      | 38.81               | 64                 | 43                      |
| 38.30               | 64                 | 33                      | 38.82               | 64                 | 43                      |
| 38.31               | 64                 | 33                      | 38.83               | 64                 | 43                      |
| 38.32               | 64                 | 34                      | 38.84               | 64                 | 44                      |
| 38.33               | 64                 | 34                      | 38.85               | 64                 | 44                      |
| 38.34               | 64                 | 34                      | 38.86               | 64                 | 44                      |
| 38.35               | 64                 | 34                      | 38.87               | 64                 | 44                      |



**Stage-Area-Storage for Pond RG-1: RG-1 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 38.88               | 64                 | 44                      | 39.40               | 116                | 83                      |
| 38.89               | 64                 | 45                      | 39.41               | 117                | 84                      |
| 38.90               | 64                 | 45                      | 39.42               | 119                | 85                      |
| 38.91               | 64                 | 45                      | 39.43               | 120                | 86                      |
| 38.92               | 64                 | 45                      | 39.44               | 121                | 87                      |
| 38.93               | 64                 | 45                      | 39.45               | 123                | 89                      |
| 38.94               | 64                 | 46                      | 39.46               | 124                | 90                      |
| 38.95               | 64                 | 46                      | 39.47               | 125                | 91                      |
| 38.96               | 64                 | 46                      | 39.48               | 126                | 92                      |
| 38.97               | 64                 | 46                      | 39.49               | 128                | 94                      |
| 38.98               | 64                 | 46                      | 39.50               | 129                | 95                      |
| 38.99               | 64                 | 47                      | 39.51               | 130                | 96                      |
| 39.00               | 64                 | 47                      | 39.52               | 132                | 98                      |
| 39.01               | 65                 | 47                      | 39.53               | 133                | 99                      |
| 39.02               | 67                 | 48                      | 39.54               | 134                | 100                     |
| 39.03               | 68                 | 49                      | 39.55               | 136                | 102                     |
| 39.04               | 69                 | 49                      | 39.56               | 137                | 103                     |
| 39.05               | 71                 | 50                      | 39.57               | 138                | 104                     |
| 39.06               | 72                 | 51                      | 39.58               | 139                | 106                     |
| 39.07               | 73                 | 52                      | 39.59               | 141                | 107                     |
| 39.08               | 74                 | 52                      | 39.60               | 142                | 109                     |
| 39.09               | 76                 | 53                      | 39.61               | 143                | 110                     |
| 39.10               | 77                 | 54                      | 39.62               | 145                | 111                     |
| 39.11               | 78                 | 55                      | 39.63               | 146                | 113                     |
| 39.12               | 80                 | 55                      | 39.64               | 147                | 114                     |
| 39.13               | 81                 | 56                      | 39.65               | 149                | 116                     |
| 39.14               | 82                 | 57                      | 39.66               | 150                | 117                     |
| 39.15               | 84                 | 58                      | 39.67               | 151                | 119                     |
| 39.16               | 85                 | 59                      | 39.68               | 152                | 120                     |
| 39.17               | 86                 | 59                      | 39.69               | 154                | 122                     |
| 39.18               | 87                 | 60                      | 39.70               | 155                | 123                     |
| 39.19               | 89                 | 61                      | 39.71               | 156                | 125                     |
| 39.20               | 90                 | 62                      | 39.72               | 158                | 126                     |
| 39.21               | 91                 | 63                      | 39.73               | 159                | 128                     |
| 39.22               | 93                 | 64                      | 39.74               | 160                | 130                     |
| 39.23               | 94                 | 65                      | 39.75               | 162                | 131                     |
| 39.24               | 95                 | 66                      | 39.76               | 163                | 133                     |
| 39.25               | 97                 | 67                      | 39.77               | 164                | 135                     |
| 39.26               | 98                 | 68                      | 39.78               | 165                | 136                     |
| 39.27               | 99                 | 69                      | 39.79               | 167                | 138                     |
| 39.28               | 100                | 70                      | 39.80               | 168                | 140                     |
| 39.29               | 102                | 71                      | 39.81               | 169                | 141                     |
| 39.30               | 103                | 72                      | 39.82               | 171                | 143                     |
| 39.31               | 104                | 73                      | 39.83               | 172                | 145                     |
| 39.32               | 106                | 74                      | 39.84               | 173                | 146                     |
| 39.33               | 107                | 75                      | 39.85               | 175                | 148                     |
| 39.34               | 108                | 76                      | 39.86               | 176                | 150                     |
| 39.35               | 110                | 77                      | 39.87               | 177                | 152                     |
| 39.36               | 111                | 78                      | 39.88               | 178                | 153                     |
| 39.37               | 112                | 79                      | 39.89               | 180                | 155                     |
| 39.38               | 113                | 80                      | 39.90               | 181                | 157                     |
| 39.39               | 115                | 82                      | 39.91               | 182                | 159                     |

**Stage-Area-Storage for Pond RG-1: RG-1 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|
| 39.92               | 184                | 161                     |
| 39.93               | 185                | 162                     |
| 39.94               | 186                | 164                     |
| 39.95               | 188                | 166                     |
| 39.96               | 189                | 168                     |
| 39.97               | 190                | 170                     |
| 39.98               | 191                | 172                     |
| 39.99               | 193                | 174                     |
| 40.00               | <b>194</b>         | <b>176</b>              |



**Stage-Area-Storage for Pond RG-2: RG-2**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 38.30               | 130                | 0                       | 38.82               | 130                | 27                      |
| 38.31               | 130                | 1                       | 38.83               | 130                | 28                      |
| 38.32               | 130                | 1                       | 38.84               | 130                | 28                      |
| 38.33               | 130                | 2                       | 38.85               | 130                | 29                      |
| 38.34               | 130                | 2                       | 38.86               | 130                | 29                      |
| 38.35               | 130                | 3                       | 38.87               | 130                | 30                      |
| 38.36               | 130                | 3                       | 38.88               | 130                | 30                      |
| 38.37               | 130                | 4                       | 38.89               | 130                | 31                      |
| 38.38               | 130                | 4                       | 38.90               | 130                | 31                      |
| 38.39               | 130                | 5                       | 38.91               | 130                | 32                      |
| 38.40               | 130                | 5                       | 38.92               | 130                | 32                      |
| 38.41               | 130                | 6                       | 38.93               | 130                | 33                      |
| 38.42               | 130                | 6                       | 38.94               | 130                | 33                      |
| 38.43               | 130                | 7                       | 38.95               | 130                | 34                      |
| 38.44               | 130                | 7                       | 38.96               | 130                | 34                      |
| 38.45               | 130                | 8                       | 38.97               | 130                | 35                      |
| 38.46               | 130                | 8                       | 38.98               | 130                | 35                      |
| 38.47               | 130                | 9                       | 38.99               | 130                | 36                      |
| 38.48               | 130                | 9                       | 39.00               | 130                | 36                      |
| 38.49               | 130                | 10                      | 39.01               | 130                | 37                      |
| 38.50               | 130                | 10                      | 39.02               | 130                | 37                      |
| 38.51               | 130                | 11                      | 39.03               | 130                | 38                      |
| 38.52               | 130                | 11                      | 39.04               | 130                | 38                      |
| 38.53               | 130                | 12                      | 39.05               | 130                | 38                      |
| 38.54               | 130                | 12                      | 39.06               | 130                | 39                      |
| 38.55               | 130                | 13                      | 39.07               | 130                | 39                      |
| 38.56               | 130                | 14                      | 39.08               | 130                | 40                      |
| 38.57               | 130                | 14                      | 39.09               | 130                | 40                      |
| 38.58               | 130                | 15                      | 39.10               | 130                | 40                      |
| 38.59               | 130                | 15                      | 39.11               | 130                | 41                      |
| 38.60               | 130                | 16                      | 39.12               | 130                | 41                      |
| 38.61               | 130                | 16                      | 39.13               | 130                | 41                      |
| 38.62               | 130                | 17                      | 39.14               | 130                | 42                      |
| 38.63               | 130                | 17                      | 39.15               | 130                | 42                      |
| 38.64               | 130                | 18                      | 39.16               | 130                | 43                      |
| 38.65               | 130                | 18                      | 39.17               | 130                | 43                      |
| 38.66               | 130                | 19                      | 39.18               | 130                | 43                      |
| 38.67               | 130                | 19                      | 39.19               | 130                | 44                      |
| 38.68               | 130                | 20                      | 39.20               | 130                | 44                      |
| 38.69               | 130                | 20                      | 39.21               | 130                | 45                      |
| 38.70               | 130                | 21                      | 39.22               | 130                | 45                      |
| 38.71               | 130                | 21                      | 39.23               | 130                | 45                      |
| 38.72               | 130                | 22                      | 39.24               | 130                | 46                      |
| 38.73               | 130                | 22                      | 39.25               | 130                | 46                      |
| 38.74               | 130                | 23                      | 39.26               | 130                | 47                      |
| 38.75               | 130                | 23                      | 39.27               | 130                | 47                      |
| 38.76               | 130                | 24                      | 39.28               | 130                | 47                      |
| 38.77               | 130                | 24                      | 39.29               | 130                | 48                      |
| 38.78               | 130                | 25                      | 39.30               | 130                | 48                      |
| 38.79               | 130                | 25                      | 39.31               | 130                | 48                      |
| 38.80               | 130                | 26                      | 39.32               | 130                | 49                      |
| 38.81               | 130                | 27                      | 39.33               | 130                | 49                      |

**Stage-Area-Storage for Pond RG-2: RG-2 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 39.34               | 130                | 50                      | 39.86               | 130                | 70                      |
| 39.35               | 130                | 50                      | 39.87               | 130                | 70                      |
| 39.36               | 130                | 50                      | 39.88               | 130                | 71                      |
| 39.37               | 130                | 51                      | 39.89               | 130                | 71                      |
| 39.38               | 130                | 51                      | 39.90               | 130                | 72                      |
| 39.39               | 130                | 52                      | 39.91               | 130                | 72                      |
| 39.40               | 130                | 52                      | 39.92               | 130                | 72                      |
| 39.41               | 130                | 52                      | 39.93               | 130                | 73                      |
| 39.42               | 130                | 53                      | 39.94               | 130                | 73                      |
| 39.43               | 130                | 53                      | 39.95               | 130                | 73                      |
| 39.44               | 130                | 54                      | 39.96               | 130                | 74                      |
| 39.45               | 130                | 54                      | 39.97               | 130                | 74                      |
| 39.46               | 130                | 54                      | 39.98               | 130                | 75                      |
| 39.47               | 130                | 55                      | 39.99               | 130                | 75                      |
| 39.48               | 130                | 55                      | 40.00               | 130                | 75                      |
| 39.49               | 130                | 56                      | 40.01               | 130                | 76                      |
| 39.50               | 130                | 56                      | 40.02               | 130                | 76                      |
| 39.51               | 130                | 56                      | 40.03               | 130                | 77                      |
| 39.52               | 130                | 57                      | 40.04               | 130                | 77                      |
| 39.53               | 130                | 57                      | 40.05               | 130                | 77                      |
| 39.54               | 130                | 57                      | 40.06               | 130                | 78                      |
| 39.55               | 130                | 58                      | 40.07               | 130                | 78                      |
| 39.56               | 130                | 58                      | 40.08               | 130                | 79                      |
| 39.57               | 130                | 59                      | 40.09               | 130                | 79                      |
| 39.58               | 130                | 59                      | 40.10               | 130                | 79                      |
| 39.59               | 130                | 59                      | 40.11               | 130                | 80                      |
| 39.60               | 130                | 60                      | 40.12               | 130                | 80                      |
| 39.61               | 130                | 60                      | 40.13               | 130                | 80                      |
| 39.62               | 130                | 61                      | 40.14               | 130                | 81                      |
| 39.63               | 130                | 61                      | 40.15               | 130                | 81                      |
| 39.64               | 130                | 61                      | 40.16               | 130                | 82                      |
| 39.65               | 130                | 62                      | 40.17               | 130                | 82                      |
| 39.66               | 130                | 62                      | 40.18               | 130                | 82                      |
| 39.67               | 130                | 63                      | 40.19               | 130                | 83                      |
| 39.68               | 130                | 63                      | 40.20               | 130                | 83                      |
| 39.69               | 130                | 63                      | 40.21               | 130                | 84                      |
| 39.70               | 130                | 64                      | 40.22               | 130                | 84                      |
| 39.71               | 130                | 64                      | 40.23               | 130                | 84                      |
| 39.72               | 130                | 64                      | 40.24               | 130                | 85                      |
| 39.73               | 130                | 65                      | 40.25               | 130                | 85                      |
| 39.74               | 130                | 65                      | 40.26               | 130                | 86                      |
| 39.75               | 130                | 66                      | 40.27               | 130                | 86                      |
| 39.76               | 130                | 66                      | 40.28               | 130                | 86                      |
| 39.77               | 130                | 66                      | 40.29               | 130                | 87                      |
| 39.78               | 130                | 67                      | 40.30               | 130                | 87                      |
| 39.79               | 130                | 67                      | 40.31               | 130                | 87                      |
| 39.80               | 130                | 68                      | 40.32               | 130                | 88                      |
| 39.81               | 130                | 68                      | 40.33               | 130                | 88                      |
| 39.82               | 130                | 68                      | 40.34               | 130                | 89                      |
| 39.83               | 130                | 69                      | 40.35               | 130                | 89                      |
| 39.84               | 130                | 69                      | 40.36               | 130                | 89                      |
| 39.85               | 130                | 70                      | 40.37               | 130                | 90                      |



**Stage-Area-Storage for Pond RG-2: RG-2 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 40.38               | 130                | 90                      | 40.90               | 195                | 160                     |
| 40.39               | 130                | 91                      | 40.91               | 196                | 162                     |
| 40.40               | 130                | 91                      | 40.92               | 198                | 164                     |
| 40.41               | 130                | 91                      | 40.93               | 200                | 166                     |
| 40.42               | 130                | 92                      | 40.94               | 201                | 168                     |
| 40.43               | 130                | 92                      | 40.95               | 203                | 170                     |
| 40.44               | 130                | 93                      | 40.96               | 205                | 172                     |
| 40.45               | 130                | 93                      | 40.97               | 206                | 174                     |
| 40.46               | 130                | 93                      | 40.98               | 208                | 176                     |
| 40.47               | 130                | 94                      | 40.99               | 209                | 178                     |
| 40.48               | 130                | 94                      | 41.00               | 211                | 180                     |
| 40.49               | 130                | 95                      | 41.01               | 213                | 182                     |
| 40.50               | 130                | 95                      | 41.02               | 215                | 184                     |
| 40.51               | 132                | 96                      | 41.03               | 217                | 187                     |
| 40.52               | 133                | 98                      | 41.04               | 219                | 189                     |
| 40.53               | 135                | 99                      | 41.05               | 221                | 191                     |
| 40.54               | 136                | 100                     | 41.06               | 223                | 193                     |
| 40.55               | 138                | 102                     | 41.07               | 225                | 195                     |
| 40.56               | 140                | 103                     | 41.08               | 227                | 198                     |
| 40.57               | 141                | 104                     | 41.09               | 229                | 200                     |
| 40.58               | 143                | 106                     | 41.10               | 231                | 202                     |
| 40.59               | 145                | 107                     | 41.11               | 233                | 205                     |
| 40.60               | 146                | 109                     | 41.12               | 235                | 207                     |
| 40.61               | 148                | 110                     | 41.13               | 238                | 209                     |
| 40.62               | 149                | 112                     | 41.14               | 240                | 212                     |
| 40.63               | 151                | 113                     | 41.15               | 242                | 214                     |
| 40.64               | 153                | 115                     | 41.16               | 244                | 217                     |
| 40.65               | 154                | 116                     | 41.17               | 246                | 219                     |
| 40.66               | 156                | 118                     | 41.18               | 248                | 221                     |
| 40.67               | 158                | 119                     | 41.19               | 250                | 224                     |
| 40.68               | 159                | 121                     | 41.20               | 252                | 226                     |
| 40.69               | 161                | 123                     | 41.21               | 254                | 229                     |
| 40.70               | 162                | 124                     | 41.22               | 256                | 232                     |
| 40.71               | 164                | 126                     | 41.23               | 258                | 234                     |
| 40.72               | 166                | 127                     | 41.24               | 260                | 237                     |
| 40.73               | 167                | 129                     | 41.25               | 262                | 239                     |
| 40.74               | 169                | 131                     | 41.26               | 264                | 242                     |
| 40.75               | 171                | 132                     | 41.27               | 266                | 245                     |
| 40.76               | 172                | 134                     | 41.28               | 268                | 247                     |
| 40.77               | 174                | 136                     | 41.29               | 270                | 250                     |
| 40.78               | 175                | 138                     | 41.30               | 272                | 253                     |
| 40.79               | 177                | 139                     | 41.31               | 274                | 255                     |
| 40.80               | 179                | 141                     | 41.32               | 276                | 258                     |
| 40.81               | 180                | 143                     | 41.33               | 278                | 261                     |
| 40.82               | 182                | 145                     | 41.34               | 280                | 264                     |
| 40.83               | 183                | 147                     | 41.35               | 282                | 266                     |
| 40.84               | 185                | 148                     | 41.36               | 284                | 269                     |
| 40.85               | 187                | 150                     | 41.37               | 286                | 272                     |
| 40.86               | 188                | 152                     | 41.38               | 289                | 275                     |
| 40.87               | 190                | 154                     | 41.39               | 291                | 278                     |
| 40.88               | 192                | 156                     | 41.40               | 293                | 281                     |
| 40.89               | 193                | 158                     | 41.41               | 295                | 284                     |

**Stage-Area-Storage for Pond RG-2: RG-2 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 41.42               | 297                | 287                     | 41.94               | 403                | 469                     |
| 41.43               | 299                | 290                     | 41.95               | 405                | 473                     |
| 41.44               | 301                | 293                     | 41.96               | 407                | 477                     |
| 41.45               | 303                | 296                     | 41.97               | 409                | 481                     |
| 41.46               | 305                | 299                     | 41.98               | 411                | 485                     |
| 41.47               | 307                | 302                     | 41.99               | 413                | 489                     |
| 41.48               | 309                | 305                     | 42.00               | <b>415</b>         | <b>493</b>              |
| 41.49               | 311                | 308                     |                     |                    |                         |
| 41.50               | 313                | 311                     |                     |                    |                         |
| 41.51               | 315                | 314                     |                     |                    |                         |
| 41.52               | 317                | 317                     |                     |                    |                         |
| 41.53               | 319                | 321                     |                     |                    |                         |
| 41.54               | 321                | 324                     |                     |                    |                         |
| 41.55               | 323                | 327                     |                     |                    |                         |
| 41.56               | 325                | 330                     |                     |                    |                         |
| 41.57               | 327                | 334                     |                     |                    |                         |
| 41.58               | 329                | 337                     |                     |                    |                         |
| 41.59               | 331                | 340                     |                     |                    |                         |
| 41.60               | 333                | 343                     |                     |                    |                         |
| 41.61               | 335                | 347                     |                     |                    |                         |
| 41.62               | 337                | 350                     |                     |                    |                         |
| 41.63               | 340                | 354                     |                     |                    |                         |
| 41.64               | 342                | 357                     |                     |                    |                         |
| 41.65               | 344                | 360                     |                     |                    |                         |
| 41.66               | 346                | 364                     |                     |                    |                         |
| 41.67               | 348                | 367                     |                     |                    |                         |
| 41.68               | 350                | 371                     |                     |                    |                         |
| 41.69               | 352                | 374                     |                     |                    |                         |
| 41.70               | 354                | 378                     |                     |                    |                         |
| 41.71               | 356                | 381                     |                     |                    |                         |
| 41.72               | 358                | 385                     |                     |                    |                         |
| 41.73               | 360                | 389                     |                     |                    |                         |
| 41.74               | 362                | 392                     |                     |                    |                         |
| 41.75               | 364                | 396                     |                     |                    |                         |
| 41.76               | 366                | 399                     |                     |                    |                         |
| 41.77               | 368                | 403                     |                     |                    |                         |
| 41.78               | 370                | 407                     |                     |                    |                         |
| 41.79               | 372                | 410                     |                     |                    |                         |
| 41.80               | 374                | 414                     |                     |                    |                         |
| 41.81               | 376                | 418                     |                     |                    |                         |
| 41.82               | 378                | 422                     |                     |                    |                         |
| 41.83               | 380                | 426                     |                     |                    |                         |
| 41.84               | 382                | 429                     |                     |                    |                         |
| 41.85               | 384                | 433                     |                     |                    |                         |
| 41.86               | 386                | 437                     |                     |                    |                         |
| 41.87               | 388                | 441                     |                     |                    |                         |
| 41.88               | 391                | 445                     |                     |                    |                         |
| 41.89               | 393                | 449                     |                     |                    |                         |
| 41.90               | 395                | 453                     |                     |                    |                         |
| 41.91               | 397                | 457                     |                     |                    |                         |
| 41.92               | 399                | 461                     |                     |                    |                         |
| 41.93               | 401                | 465                     |                     |                    |                         |



**Stage-Area-Storage for Pond RG-3: RG-3**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 38.30               | 123                | 0                       | 38.82               | 123                | 26                      |
| 38.31               | 123                | 0                       | 38.83               | 123                | 26                      |
| 38.32               | 123                | 1                       | 38.84               | 123                | 27                      |
| 38.33               | 123                | 1                       | 38.85               | 123                | 27                      |
| 38.34               | 123                | 2                       | 38.86               | 123                | 28                      |
| 38.35               | 123                | 2                       | 38.87               | 123                | 28                      |
| 38.36               | 123                | 3                       | 38.88               | 123                | 29                      |
| 38.37               | 123                | 3                       | 38.89               | 123                | 29                      |
| 38.38               | 123                | 4                       | 38.90               | 123                | 30                      |
| 38.39               | 123                | 4                       | 38.91               | 123                | 30                      |
| 38.40               | 123                | 5                       | 38.92               | 123                | 31                      |
| 38.41               | 123                | 5                       | 38.93               | 123                | 31                      |
| 38.42               | 123                | 6                       | 38.94               | 123                | 31                      |
| 38.43               | 123                | 6                       | 38.95               | 123                | 32                      |
| 38.44               | 123                | 7                       | 38.96               | 123                | 32                      |
| 38.45               | 123                | 7                       | 38.97               | 123                | 33                      |
| 38.46               | 123                | 8                       | 38.98               | 123                | 33                      |
| 38.47               | 123                | 8                       | 38.99               | 123                | 34                      |
| 38.48               | 123                | 9                       | 39.00               | 123                | 34                      |
| 38.49               | 123                | 9                       | 39.01               | 123                | 35                      |
| 38.50               | 123                | 10                      | 39.02               | 123                | 35                      |
| 38.51               | 123                | 10                      | 39.03               | 123                | 36                      |
| 38.52               | 123                | 11                      | 39.04               | 123                | 36                      |
| 38.53               | 123                | 11                      | 39.05               | 123                | 36                      |
| 38.54               | 123                | 12                      | 39.06               | 123                | 37                      |
| 38.55               | 123                | 12                      | 39.07               | 123                | 37                      |
| 38.56               | 123                | 13                      | 39.08               | 123                | 37                      |
| 38.57               | 123                | 13                      | 39.09               | 123                | 38                      |
| 38.58               | 123                | 14                      | 39.10               | 123                | 38                      |
| 38.59               | 123                | 14                      | 39.11               | 123                | 38                      |
| 38.60               | 123                | 15                      | 39.12               | 123                | 39                      |
| 38.61               | 123                | 15                      | 39.13               | 123                | 39                      |
| 38.62               | 123                | 16                      | 39.14               | 123                | 40                      |
| 38.63               | 123                | 16                      | 39.15               | 123                | 40                      |
| 38.64               | 123                | 17                      | 39.16               | 123                | 40                      |
| 38.65               | 123                | 17                      | 39.17               | 123                | 41                      |
| 38.66               | 123                | 18                      | 39.18               | 123                | 41                      |
| 38.67               | 123                | 18                      | 39.19               | 123                | 41                      |
| 38.68               | 123                | 19                      | 39.20               | 123                | 42                      |
| 38.69               | 123                | 19                      | 39.21               | 123                | 42                      |
| 38.70               | 123                | 20                      | 39.22               | 123                | 43                      |
| 38.71               | 123                | 20                      | 39.23               | 123                | 43                      |
| 38.72               | 123                | 21                      | 39.24               | 123                | 43                      |
| 38.73               | 123                | 21                      | 39.25               | 123                | 44                      |
| 38.74               | 123                | 22                      | 39.26               | 123                | 44                      |
| 38.75               | 123                | 22                      | 39.27               | 123                | 44                      |
| 38.76               | 123                | 23                      | 39.28               | 123                | 45                      |
| 38.77               | 123                | 23                      | 39.29               | 123                | 45                      |
| 38.78               | 123                | 24                      | 39.30               | 123                | 46                      |
| 38.79               | 123                | 24                      | 39.31               | 123                | 46                      |
| 38.80               | 123                | 25                      | 39.32               | 123                | 46                      |
| 38.81               | 123                | 25                      | 39.33               | 123                | 47                      |

**Stage-Area-Storage for Pond RG-3: RG-3 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 39.34               | 123                | 47                      | 39.86               | 123                | 66                      |
| 39.35               | 123                | 47                      | 39.87               | 123                | 67                      |
| 39.36               | 123                | 48                      | 39.88               | 123                | 67                      |
| 39.37               | 123                | 48                      | 39.89               | 123                | 67                      |
| 39.38               | 123                | 48                      | 39.90               | 123                | 68                      |
| 39.39               | 123                | 49                      | 39.91               | 123                | 68                      |
| 39.40               | 123                | 49                      | 39.92               | 123                | 68                      |
| 39.41               | 123                | 50                      | 39.93               | 123                | 69                      |
| 39.42               | 123                | 50                      | 39.94               | 123                | 69                      |
| 39.43               | 123                | 50                      | 39.95               | 123                | 69                      |
| 39.44               | 123                | 51                      | 39.96               | 123                | 70                      |
| 39.45               | 123                | 51                      | 39.97               | 123                | 70                      |
| 39.46               | 123                | 51                      | 39.98               | 123                | 71                      |
| 39.47               | 123                | 52                      | 39.99               | 123                | 71                      |
| 39.48               | 123                | 52                      | 40.00               | 123                | 71                      |
| 39.49               | 123                | 53                      | 40.01               | 123                | 72                      |
| 39.50               | 123                | 53                      | 40.02               | 123                | 72                      |
| 39.51               | 123                | 53                      | 40.03               | 123                | 72                      |
| 39.52               | 123                | 54                      | 40.04               | 123                | 73                      |
| 39.53               | 123                | 54                      | 40.05               | 123                | 73                      |
| 39.54               | 123                | 54                      | 40.06               | 123                | 74                      |
| 39.55               | 123                | 55                      | 40.07               | 123                | 74                      |
| 39.56               | 123                | 55                      | 40.08               | 123                | 74                      |
| 39.57               | 123                | 55                      | 40.09               | 123                | 75                      |
| 39.58               | 123                | 56                      | 40.10               | 123                | 75                      |
| 39.59               | 123                | 56                      | 40.11               | 123                | 75                      |
| 39.60               | 123                | 57                      | 40.12               | 123                | 76                      |
| 39.61               | 123                | 57                      | 40.13               | 123                | 76                      |
| 39.62               | 123                | 57                      | 40.14               | 123                | 77                      |
| 39.63               | 123                | 58                      | 40.15               | 123                | 77                      |
| 39.64               | 123                | 58                      | 40.16               | 123                | 77                      |
| 39.65               | 123                | 58                      | 40.17               | 123                | 78                      |
| 39.66               | 123                | 59                      | 40.18               | 123                | 78                      |
| 39.67               | 123                | 59                      | 40.19               | 123                | 78                      |
| 39.68               | 123                | 60                      | 40.20               | 123                | 79                      |
| 39.69               | 123                | 60                      | 40.21               | 123                | 79                      |
| 39.70               | 123                | 60                      | 40.22               | 123                | 79                      |
| 39.71               | 123                | 61                      | 40.23               | 123                | 80                      |
| 39.72               | 123                | 61                      | 40.24               | 123                | 80                      |
| 39.73               | 123                | 61                      | 40.25               | 123                | 81                      |
| 39.74               | 123                | 62                      | 40.26               | 123                | 81                      |
| 39.75               | 123                | 62                      | 40.27               | 123                | 81                      |
| 39.76               | 123                | 62                      | 40.28               | 123                | 82                      |
| 39.77               | 123                | 63                      | 40.29               | 123                | 82                      |
| 39.78               | 123                | 63                      | 40.30               | 123                | 82                      |
| 39.79               | 123                | 64                      | 40.31               | 123                | 83                      |
| 39.80               | 123                | 64                      | 40.32               | 123                | 83                      |
| 39.81               | 123                | 64                      | 40.33               | 123                | 84                      |
| 39.82               | 123                | 65                      | 40.34               | 123                | 84                      |
| 39.83               | 123                | 65                      | 40.35               | 123                | 84                      |
| 39.84               | 123                | 65                      | 40.36               | 123                | 85                      |
| 39.85               | 123                | 66                      | 40.37               | 123                | 85                      |



**Stage-Area-Storage for Pond RG-3: RG-3 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) | Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|---------------------|--------------------|-------------------------|
| 40.38               | 123                | 85                      | 40.90               | 174                | 149                     |
| 40.39               | 123                | 86                      | 40.91               | 175                | 151                     |
| 40.40               | 123                | 86                      | 40.92               | 177                | 153                     |
| 40.41               | 123                | 86                      | 40.93               | 178                | 155                     |
| 40.42               | 123                | 87                      | 40.94               | 179                | 156                     |
| 40.43               | 123                | 87                      | 40.95               | 181                | 158                     |
| 40.44               | 123                | 88                      | 40.96               | 182                | 160                     |
| 40.45               | 123                | 88                      | 40.97               | 183                | 162                     |
| 40.46               | 123                | 88                      | 40.98               | 184                | 164                     |
| 40.47               | 123                | 89                      | 40.99               | 186                | 165                     |
| 40.48               | 123                | 89                      | 41.00               | 187                | 167                     |
| 40.49               | 123                | 89                      | 41.01               | 188                | 169                     |
| 40.50               | 123                | 90                      | 41.02               | 190                | 171                     |
| 40.51               | 124                | 91                      | 41.03               | 191                | 173                     |
| 40.52               | 126                | 92                      | 41.04               | 192                | 175                     |
| 40.53               | 127                | 94                      | 41.05               | 193                | 177                     |
| 40.54               | 128                | 95                      | 41.06               | 195                | 179                     |
| 40.55               | 129                | 96                      | 41.07               | 196                | 181                     |
| 40.56               | 131                | 97                      | 41.08               | 197                | 183                     |
| 40.57               | 132                | 99                      | 41.09               | 199                | 185                     |
| 40.58               | 133                | 100                     | 41.10               | 200                | 187                     |
| 40.59               | 135                | 101                     | 41.11               | 201                | 189                     |
| 40.60               | 136                | 103                     | 41.12               | 202                | 191                     |
| 40.61               | 137                | 104                     | 41.13               | 204                | 193                     |
| 40.62               | 138                | 105                     | 41.14               | 205                | 195                     |
| 40.63               | 140                | 107                     | 41.15               | 206                | 197                     |
| 40.64               | 141                | 108                     | 41.16               | 207                | 199                     |
| 40.65               | 142                | 110                     | 41.17               | 209                | 201                     |
| 40.66               | 143                | 111                     | 41.18               | 210                | 203                     |
| 40.67               | 145                | 113                     | 41.19               | 211                | 205                     |
| 40.68               | 146                | 114                     | 41.20               | 213                | 207                     |
| 40.69               | 147                | 115                     | 41.21               | 214                | 209                     |
| 40.70               | 149                | 117                     | 41.22               | 215                | 212                     |
| 40.71               | 150                | 118                     | 41.23               | 216                | 214                     |
| 40.72               | 151                | 120                     | 41.24               | 218                | 216                     |
| 40.73               | 152                | 121                     | 41.25               | 219                | 218                     |
| 40.74               | 154                | 123                     | 41.26               | 220                | 220                     |
| 40.75               | 155                | 125                     | 41.27               | 222                | 222                     |
| 40.76               | 156                | 126                     | 41.28               | 223                | 225                     |
| 40.77               | 158                | 128                     | 41.29               | 224                | 227                     |
| 40.78               | 159                | 129                     | 41.30               | 225                | 229                     |
| 40.79               | 160                | 131                     | 41.31               | 227                | 231                     |
| 40.80               | 161                | 132                     | 41.32               | 228                | 234                     |
| 40.81               | 163                | 134                     | 41.33               | 229                | 236                     |
| 40.82               | 164                | 136                     | 41.34               | 231                | 238                     |
| 40.83               | 165                | 137                     | 41.35               | 232                | 241                     |
| 40.84               | 167                | 139                     | 41.36               | 233                | 243                     |
| 40.85               | 168                | 141                     | 41.37               | 234                | 245                     |
| 40.86               | 169                | 142                     | 41.38               | 236                | 248                     |
| 40.87               | 170                | 144                     | 41.39               | 237                | 250                     |
| 40.88               | 172                | 146                     | 41.40               | 238                | 252                     |
| 40.89               | 173                | 147                     | 41.41               | 239                | 255                     |

**Stage-Area-Storage for Pond RG-3: RG-3 (continued)**

| Elevation<br>(feet) | Surface<br>(sq-ft) | Storage<br>(cubic-feet) |
|---------------------|--------------------|-------------------------|
| 41.42               | 241                | 257                     |
| 41.43               | 242                | 260                     |
| 41.44               | 243                | 262                     |
| 41.45               | 245                | 264                     |
| 41.46               | 246                | 267                     |
| 41.47               | 247                | 269                     |
| 41.48               | 248                | 272                     |
| 41.49               | 250                | 274                     |
| 41.50               | <b>251</b>         | <b>277</b>              |



**CITY OF PORTLAND**  
**Planning & Urban Development Department**

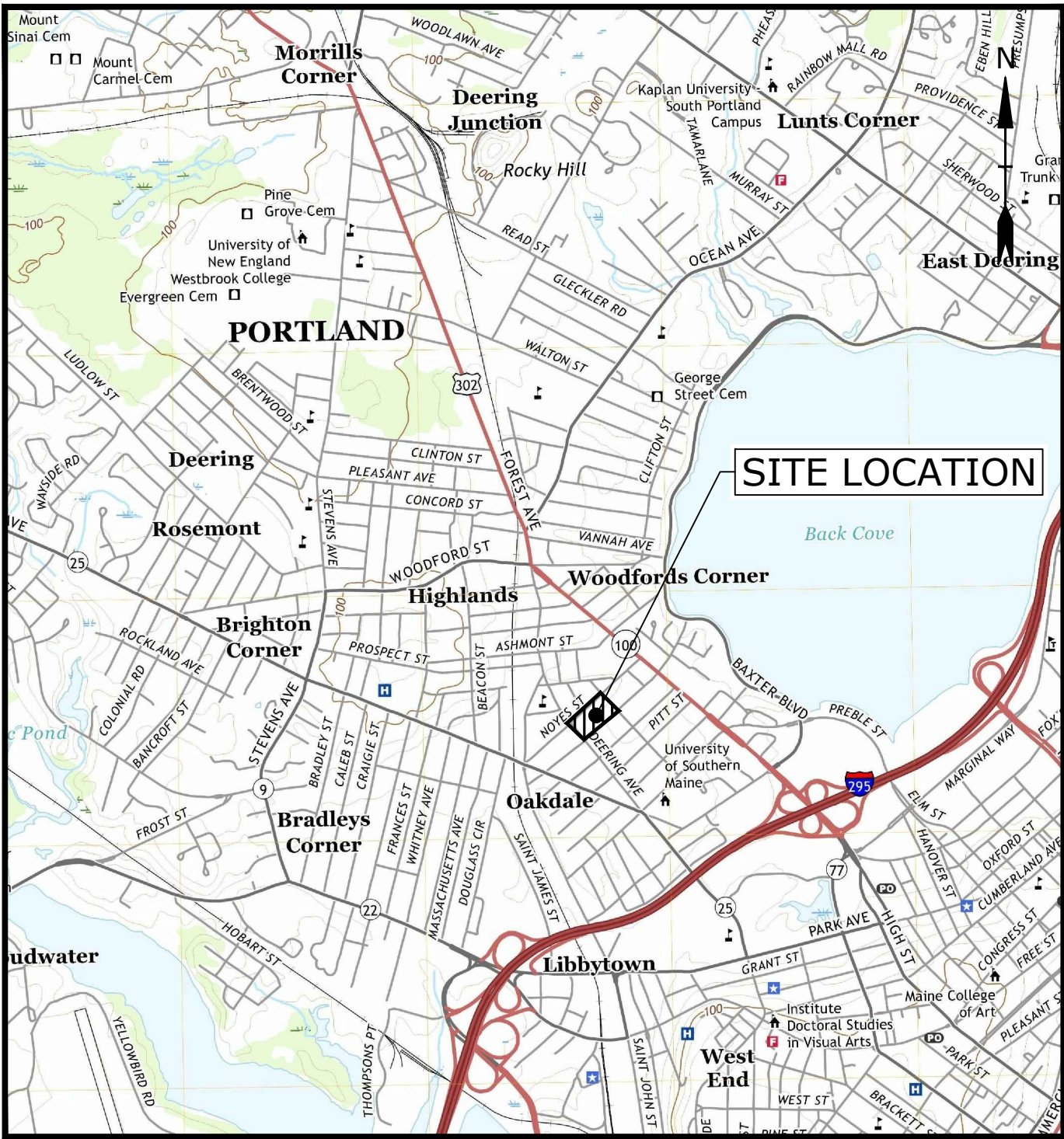
Att. 6

| <b>CONDITIONAL USE – PLANNING BOARD REVIEW<br/> SUBMISSION CHECKLIST</b>                                                                                                                                                                               |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please submit each document as a separate PDF file.<br>Please confirm by electronically checking the boxes in the left-hand column.                                                                                                                    |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Conditional uses are listed in the land use code for each zone. The applicant must address the general standards as well as any use- or zone-based conditional use standards contained in Article 6.5 of the land use code in the written application. |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>GENERAL APPLICATION DOCUMENTS</b>                                                                                                                                                                                                                   |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Project Description</b> <ul style="list-style-type: none"> <li>Cover letter with detailed project description</li> </ul>                                                                                                                                                                                                                                                                                                                                              |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Completed Checklist – Conditional Use</b> (this document)                                                                                                                                                                                                                                                                                                                                                                                                             |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Evidence of Right, Title and Interest</b> <ul style="list-style-type: none"> <li>Deeds, leases, or purchase and sales agreements</li> </ul>                                                                                                                                                                                                                                                                                                                           |
| <b>CONDITIONAL USE STANDARDS AND CRITERIA</b>                                                                                                                                                                                                          |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Traffic</b> <ul style="list-style-type: none"> <li>Demonstrate that the volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the zone.</li> </ul>                                                                                                                                |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Environmental Impacts</b> <ul style="list-style-type: none"> <li>Demonstrate that the proposed use will not create any unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.</li> </ul>                                                                                                                                                                                                 |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Design and Operation</b> <ul style="list-style-type: none"> <li>Demonstrate that the design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.</li> </ul> |
| <input checked="" type="radio"/>                                                                                                                                                                                                                       | N/A | <b>Use- and Zone-Specific Criteria</b> <ul style="list-style-type: none"> <li>Address any use- or zone-specific standards in Sections 6.5.6 and 6.5.7 of the land use code.</li> </ul>                                                                                                                                                                                                                                                                                   |

# PORTLAND COMMUNITY SQUASH COMMUNITY COMMONS CITY OF PORTLAND, MAINE

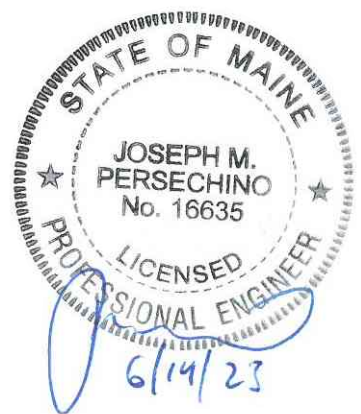
PERMIT DRAWINGS  
JUNE 14, 2023

| LIST OF DRAWINGS |             |                                                    |
|------------------|-------------|----------------------------------------------------|
| SHEET NO.        | DRAWING NO. | DRAWING TITLE                                      |
| GENERAL          |             |                                                    |
| 1                | G-001       | COVER SHEET                                        |
| 2                | 1 OF 1      | BOUNDARY SURVEY                                    |
| CIVIL            |             |                                                    |
| 3                | C01-01      | SITE DEMOLITION PLAN                               |
| 4                | C02-01      | SITE & LANDSCAPE PLAN                              |
| 5                | C03-01      | GRADING, DRAINAGE, & EROSION CONTROL PLAN          |
| 6                | C04-01      | UTILITIES PLAN                                     |
| 7                | C11-01      | SITE DEMOLITION PLAN (FUTURE)                      |
| 8                | C12-01      | SITE & LANDSCAPE PLAN (FUTURE)                     |
| 9                | C13-01      | GRADING, DRAINAGE, & EROSION CONTROL PLAN (FUTURE) |
| 10               | C15-01      | EROSION CONTROL NOTES & DETAILS                    |
| 11               | C15-02      | DETAILS                                            |
| 12               | C15-03      | DETAILS                                            |
| 13               | C15-04      | DETAILS                                            |



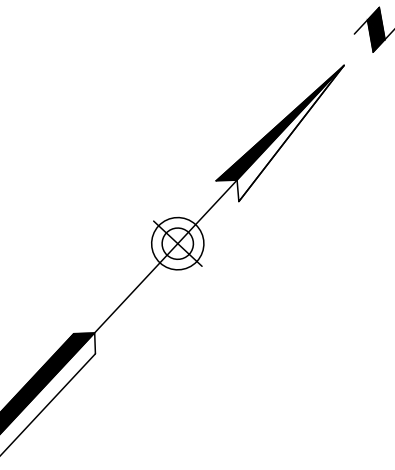
LOCATION MAP  
SCALE: 1" = 2000'

PREPARED BY:  
**Tighe&Bond**  
177 Corporate Drive  
Portsmouth, NH 03801  
(603) 433-8818



PREPARED FOR:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE



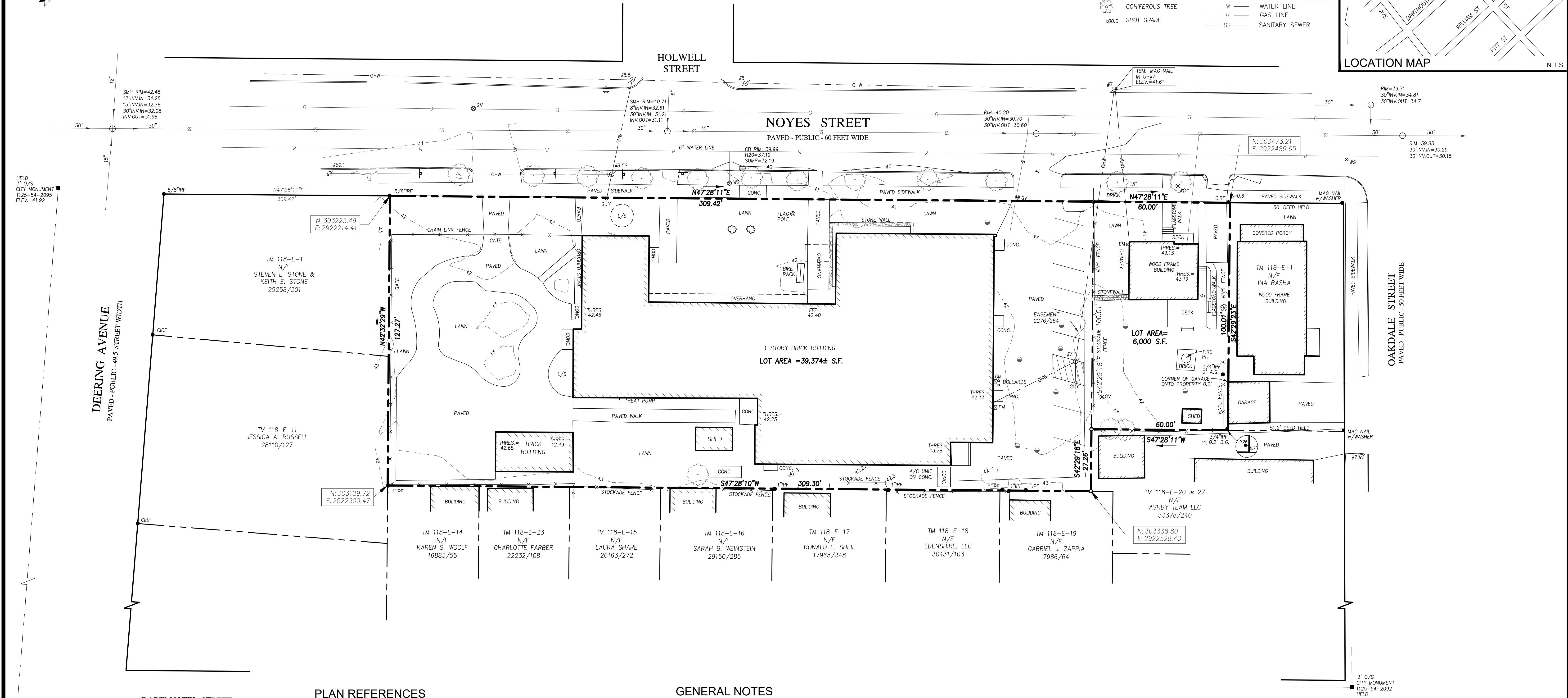
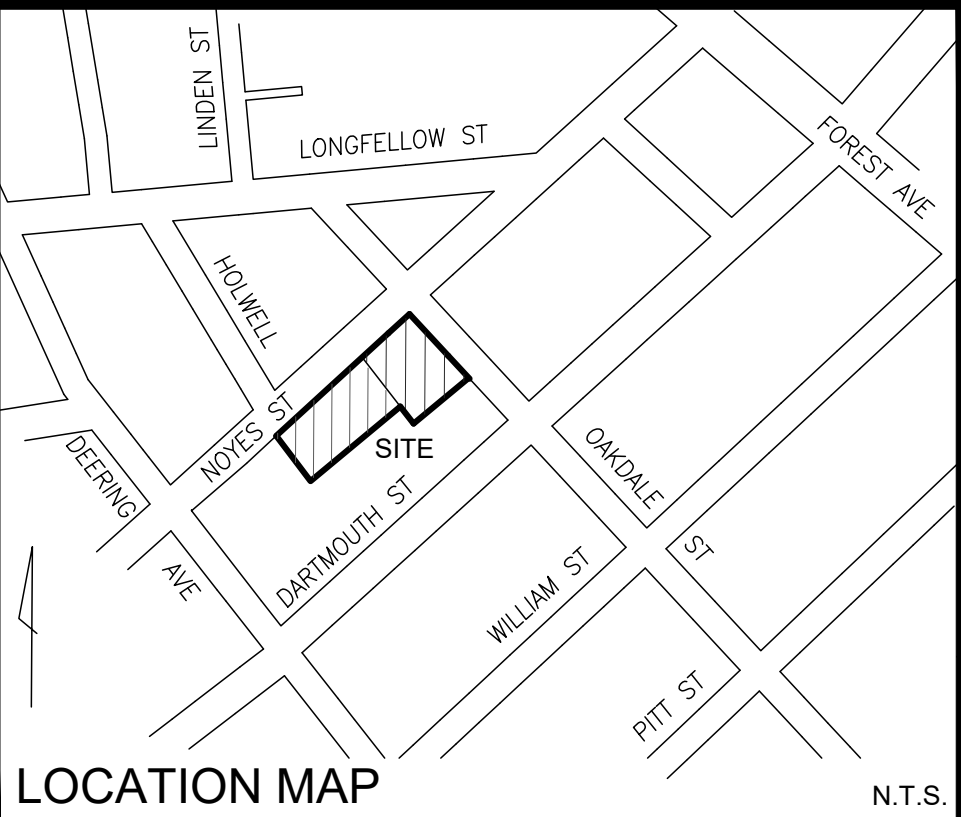


### UTILITY NOTE

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.

### LEGEND

- |         |                           |         |                          |
|---------|---------------------------|---------|--------------------------|
| ●       | IRON PIPE OR ROD FOUND    | ✕ ✕     | FENCE                    |
| ■       | MONUMENT FOUND            | —       | STONEWALL                |
| ○       | CAPPED IRON ROD TO BE SET | —       | CURB                     |
| ⊗       | UTILITY POLE              | —       | OVERHEAD WIRES           |
| ○       | MANHOLE                   | —       | 40' CONTOUR LINE         |
| ⊗ EM/GM | ELECTRIC/GAS METER        | —       | IRON PIPE OR ROD FOUND   |
| ⊗ WG    | WATER VALVE OR SHUTOFF    | N/F     | NOW OR FORMERLY          |
| ⊗ GV    | GAS VALVE                 | 000/000 | DEED BOOK / PAGE         |
| ⊗       | BORING                    | CONC.   | CONCRETE                 |
| ⊗       | DECIDUOUS TREE            | THRES.  | THRESHOLD                |
| ⊗       | CONIFEROUS TREE           | FFE     | FINISHED FLOOR ELEVATION |
| ⊗ 0.0   | SPOT GRADE                | —       | WATER LINE               |
|         |                           | —       | GAS LINE                 |
|         |                           | —       | SS SANITARY SEWER        |



### PLAN REFERENCES

- "BOUNDARY SURVEY AT 76 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHILOH" DATED JUNE 23, 2016 REVISED THRU 9-21-16 BY OWEN HASKELL, INC.
- "PLAN OF PART OF THE DEERING ESTATE MADE BY E.C. JORDAN & CO. CIV. ENG'RS." DATED JULY 1921. THIS PLAN WAS COPIED FROM ONE MADE IN FEBRUARY 1892 WITH CHANGES ON PLAN MADE IN SEPTEMBER 1930. THE ORIGINAL PLAN RECORDED JULY 3, 1990 IN PLAN BOOK 186, PAGE 5, C.C.R.D.
- WORKSHEET OF THE BLOCK BOUNDED BY DEERING AVE., AND NOYES, OAKDALE, AND DARTMOUTH STREETS.
- CITY STREET "ROLLS" SHOWING MONUMENTS ON DEERING AVENUE.
- "STANDARD BOUNDARY SURVEY AT 83 NOYES STREET, PORTLAND, MAINE FOR PAUL OUELLETTE, OWNER / RESIDENT" DATED SEPTEMBER 27, 1993 BY OWEN HASKELL, INC.
- "BOUNDARY SURVEY AT 94 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHILOH" DATED AUGUST 2, 2007 REV. 1 02-26-08 BY OWEN HASKELL, INC.
- "BOUNDARY SURVEY, 58-60 NOYES STREET, PORTLAND, MAINE FOR: TIM GEBHARDT, SURVEY BY: SURVEY, INC." OCTOBER 16, 2020.

### GENERAL NOTES

- OWNER OF RECORD: PORTLAND COMMUNITY SQUASH  
TAX MAP 118 BLOCK E LOTS 9 & 26  
C.C.R.D. BOOK 38380 PAGE 325  
TAM MAP 118 BLOCK E LOTS 3-8,24,25  
C.C.R.D. BOOK 33504 PAGE 302
- BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD1983. CITY POINTS T125-54-2095 (N:303126.5874 E:2922105.3774) & T125-54-2092 (N:303281.8333 E:2922738.9050) HELD.
- ELEVATIONS ARE BASED ON NGVD29. CITY MONUMENT T125-54-2095 USED.
- THE PROPERTY IS LOCATED IN THE CITY OF PORTLAND R5 ZONE.
- OAKDALE STREET ESTABLISHED BY USING 3' OFFSET MONUMENT AT THE SOUTHEAST CORNER OF DARTMOUTH STREET AND OAKDALE STREET AND HOUSE TIE SHOWN ON CITY BLUE SHEET FOR OAKDALE AT HOUSE #124.
- TOPOGRAPHY PERFORMED UNDER WINTER CONDITIONS OF SNOW AND ICE.

### CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

03-01-2022  
DATE

ELLEN C. BREWER, PLS #2367



|                                                                                                                                                         |            |                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------|
| REV. 1                                                                                                                                                  | 03-01-2022 | COMBINE PARCELS, ADD TOPOGRAPHY |
| <b>Boundary Survey</b><br>At<br>62-66 Noyes Street, Portland, Maine<br>Made for<br><b>Portland Community Squash</b><br>66 Noyes Street, Portland, Maine |            |                                 |
| <b>OWEN HASKELL, INC.</b><br>PROFESSIONAL LAND SURVEYORS<br>390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424                               |            |                                 |
| DRAWN BY:                                                                                                                                               | DRJ/JLW    | DATE: JULY 6, 2021              |
| CHECKED BY:                                                                                                                                             | DRJ/ECB    | SCALE: 1" = 20'                 |
| JOB NO. 2020-031 P                                                                                                                                      |            | DRWG. NO. 1                     |



PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

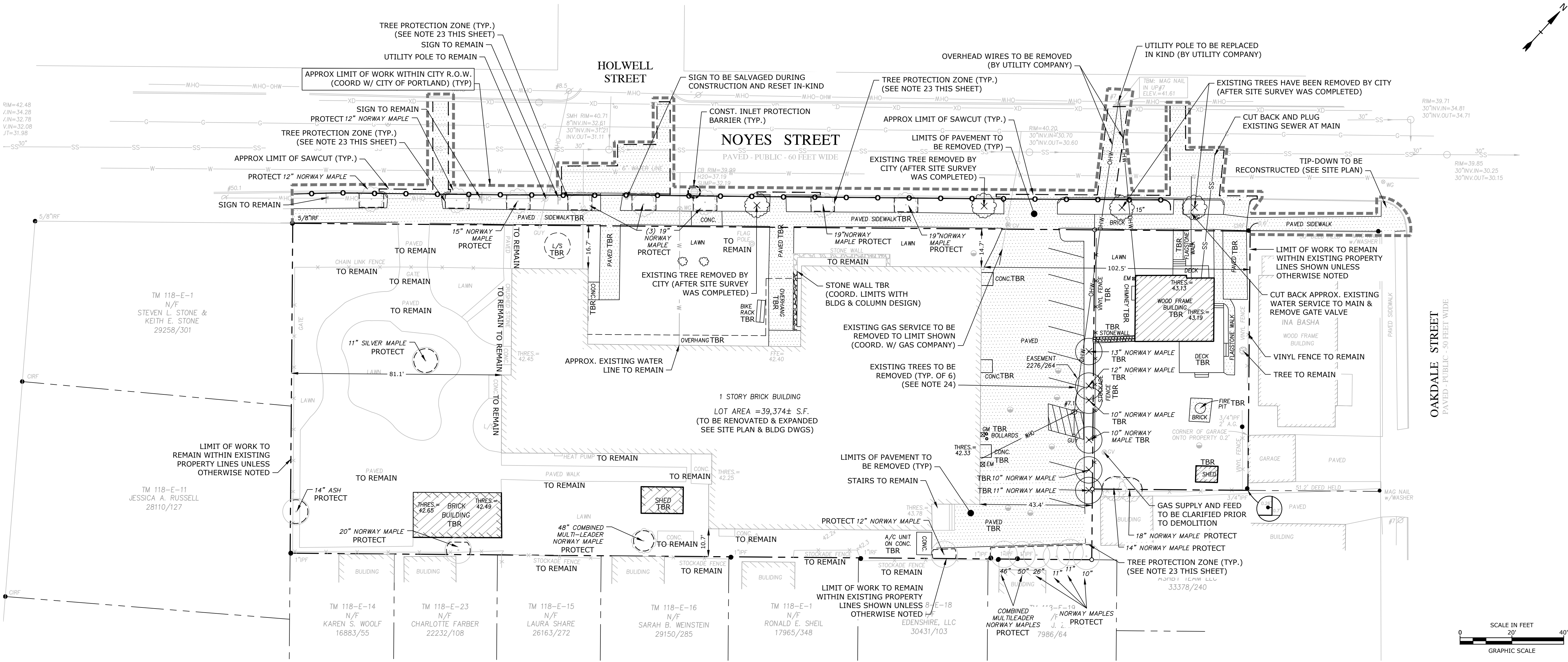
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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| 1                    | 6/14/2023 | RESPONSE TO COMMENTS |
| MARK                 | DATE      | DESCRIPTION          |
| PROJECT NO:          |           | P-5063-001           |
| DATE:                |           | 3/8/2023             |
| FILE:                |           | P5063-C-DSGN.dwg     |
| DRAWN BY:            |           | BKC                  |
| DESIGNED/CHECKED BY: |           | RA/JMP               |
| APPROVED BY:         |           | JMP                  |

DEMOLITION PLAN

SCALE: AS SHOWN

C01-01



DEMOLITION NOTES:

- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
- COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
- THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
- UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK.
- CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
- PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, UNDER GROUND PIPING, POLES, STAIRS, FENCES, BOLLARDS, TREES AND LANDSCAPING.
- COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND, MAINE.
- REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK (IN ACCORDANCE WITH THE LANDSCAPE PLANS). CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
- PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE

- INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER.
- THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
  - EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
  - THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
  - SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
  - THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.
  - CONTRACTOR TO PROVIDE DRIVEN 6" HIGH PROTECTIVE FENCE AT ALL EXISTING STREET TREES WITH SIGNS ATTACHED DESIGNATING THE AREA AS 'TREE PROTECTION ZONE'. NO MATERIALS TO BE STORED OR MODIFICATIONS TO EXISTING GRADE TO OCCUR WITHIN FENCING. REFER TO THE EROSION CONTROL NOTES AND DETAILS PLAN (C15-01) FOR COMPREHENSIVE TREE PROTECTION REQUIREMENTS AND DETAIL IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
  - STUMPS AND ROOTS OF TREES SHALL BE GRUBBED OUT FOR A 10' DIAMETER AROUND EACH TREE TO BE REMOVED.
  - CONTRACTOR TO PROVIDE A CONSTRUCTION MANAGEMENT PLAN PRIOR TO CONSTRUCTION THAT MEETS THE REQUIREMENTS OF THE CITY OF PORTLAND.

EXISTING CONDITIONS PLAN NOTES:

- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS, DATED JULY 6, 2021.

REFERENCE PLANS:

- SEE EXISTING CONDITIONS PLAN FOR REFERENCES RELEVANT TO THE DEVELOPMENT OF THE SITE BOUNDARY SURVEY AND ALL EXITING SITE AND TOPOGRAPHIC FEATURES.

LEGEND

EXISTING SITE FEATURES

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- CAPPED IRON ROD TO BE SET
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- WATER VALVE OR SHUTOFF
- GAS VALVE
- BORING
- LANDSCAPING
- DECIDUOUS TREE
- CONIFEROUS TREE
- SPOT GRADE
- APPROXIMATE EXISTING TREE
- FENCE
- STONEWALL
- CURB
- OVERHEAD WIRES
- CONTOUR LINE
- IRON PIPE OR ROD FOUND
- DEED BOOK / PAGE
- CONCRETE
- THRESHOLD
- FINISHED FLOOR ELEVATION
- WATER LINE
- GAS LINE
- SANITARY SEWER
- PROPERTY LINE

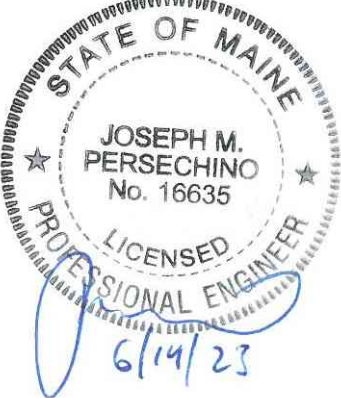
- APPROXIMATE LIMIT OF PROPOSED SAW CUT
- APPROXIMATE LIMIT OF WORK
- PROPOSED SILT SOCK
- APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
- BUILDING TO BE REMOVED

- APPROXIMATE TREE PROTECTION ZONE
- TBR TO BE REMOVED
- BLDG BUILDING
- TYP TYPICAL
- COORD COORDINATE
- APPROX APPROXIMATE









SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

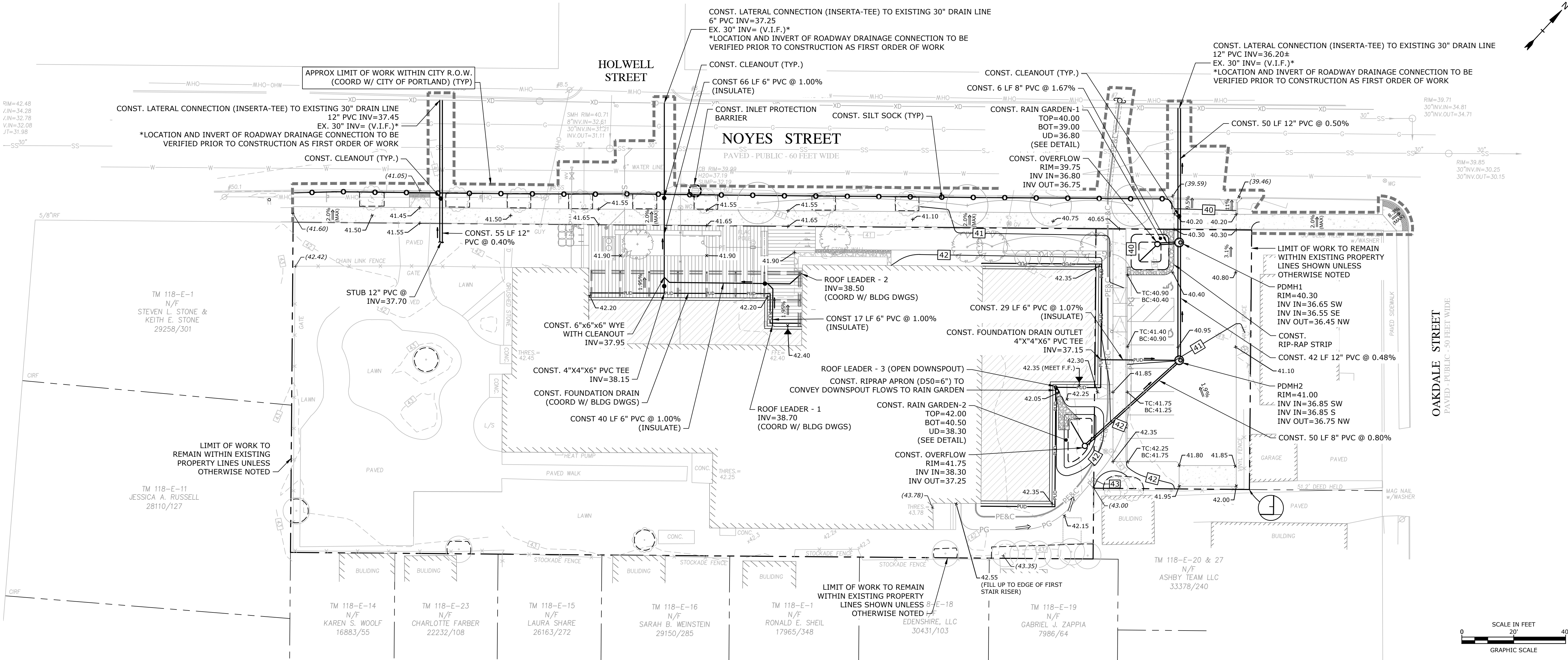
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| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

GRADING, DRAINAGE, &  
EROSION CONTROL PLAN

SCALE: AS SHOWN

C03-01



GRADING AND DRAINAGE NOTES:

- COMPACTION REQUIREMENTS:  
BELOW PAVED OR CONCRETE AREAS 95%  
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL 95%  
BELOW LOAM AND SEED AREAS 90%  
\* ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
- ALL STORM DRAINAGE PIPES SHALL BE SDR35 PVC, UNLESS OTHERWISE SPECIFIED.
- SEE UTILITY PLAN FOR ALL SITE UTILITY INFORMATION.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, AND RAMPS ADJACENT TO THE BUILDING.
- CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND LOCAL CODES.
- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH.
- ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL, SECTION II.

AS-BUILT REQUIREMENTS:

- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
- AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

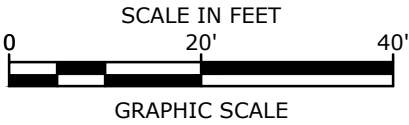
EROSION CONTROL NOTES:

- INSTALL EROSION CONTROL BARRIERS AS SHOWN AS FIRST ORDER OF WORK.
- SEE GENERAL EROSION CONTROL NOTES ON SHEET C15-01.
- PROVIDE INLET PROTECTION AROUND ALL EXISTING AND PROPOSED CATCH BASIN INLETS WITHIN THE WORK LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. MAINTAIN FOR THE DURATION OF THE PROJECT.
- INSTALL STABILIZED CONSTRUCTION EXIT(S) IN ACCORDANCE WITH THE DETAIL PROVIDED ON SHEET C15-01.
- INSPECT INLET PROTECTION AND PERIMETER EROSION CONTROL MEASURES DAILY AND AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.
- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
- CONSTRUCT EROSION CONTROL BLANKET ON ALL SLOPES STEEPER THAN 3:1.
- PRIOR TO ANY WORK OR SOIL DISTURBANCE COMMENCING ON THE SUBJECT PROPERTY, INCLUDING MOVING OF EARTH, THE APPLICANT SHALL INSTALL ALL EROSION AND SILTATION MITIGATION AND CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL PERMITS AND APPROVALS.
- CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE CONSTRUCTION PERIOD. DUST CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, SPRINKLING WATER ON UNSTABLE SOILS SUBJECT TO ARID CONDITIONS.
- THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION.
- ALL CATCH BASIN SUMPS AND PIPING SHALL BE THOROUGHLY CLEANED TO REMOVE ALL SEDIMENT AND DEBRIS AFTER THE PROJECT HAS BEEN FULLY PAVED.
- TEMPORARY SOIL STOCKPILE SHALL BE SURROUNDED WITH PERIMETER CONTROLS AND SHALL BE STABILIZED BY TEMPORARY EROSION CONTROL SEEDING. STOCKPILE AREAS TO BE LOCATED AS FAR AS POSSIBLE FROM ANY DELINEATED EDGE OF WETLANDS (IF APPLICABLE).
- SAFETY FENCING SHALL BE PROVIDED AROUND STOCKPILES OVER 10 FT.
- CONCRETE TRUCKS WILL BE REQUIRED TO WASH OUT (IF NECESSARY) SHOOTS ONLY WITHIN AREAS WHERE CONCRETE HAS BEEN PLACED. NO OTHER WASH OUT WILL BE ALLOWED.

LEGEND

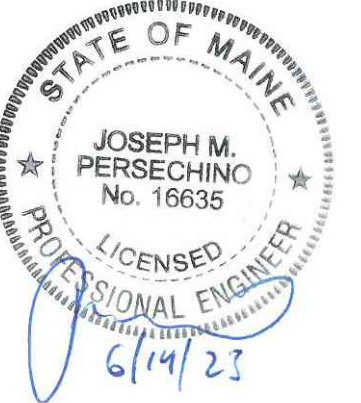
|                                     |                                |
|-------------------------------------|--------------------------------|
| SS                                  | EXISTING SANITARY SEWER        |
| XW                                  | APPROXIMATE EXISTING WATER     |
| G                                   | EXISTING GAS                   |
| OHW                                 | EXISTING OVERHEAD UTILITY      |
| EXISTING UTILITY POLE               |                                |
| EXISTING CATCHBASIN                 |                                |
| EXISTING SEWER MANHOLE              |                                |
| EXISTING WATER VALVE                |                                |
| EXISTING GAS VALVE                  |                                |
| PROPOSED MAJOR CONTOUR LINE         |                                |
| PROPOSED MINOR CONTOUR LINE         |                                |
| PROPOSED SILT SOCK                  |                                |
| PROPOSED STORM DRAIN                |                                |
| PROPOSED FOUNDATION DRAIN           |                                |
| APPROXIMATE LIMIT OF WORK           |                                |
| PROPOSED INLET PROTECTION SILT SACK |                                |
| PROPOSED DRAINAGE COURSE            |                                |
| PROPOSED DRAIN MANHOLE              |                                |
| PROPOSED CLEANOUT                   |                                |
| APPROX                              | APPROXIMATE                    |
| ARCH                                | ARCHITECT                      |
| BLDG                                | BUILDING                       |
| COORD                               | COORDINATE                     |
| CONST                               | CONSTRUCT                      |
| DWGS                                | DRAWINGS                       |
| INV                                 | INVERT                         |
| LF                                  | LINEAR FEET                    |
| LSCP                                | LANDSCAPE                      |
| PDMH                                | PROPOSED DRAIN MANHOLE         |
| TYP                                 | TYPICAL                        |
| VIF                                 | VERIFY IN FIELD                |
| VGC                                 | PROPOSED VERTICAL GRANITE CURB |
| 30'R                                | PROPOSED CURB RADIUS           |





## LEGEND

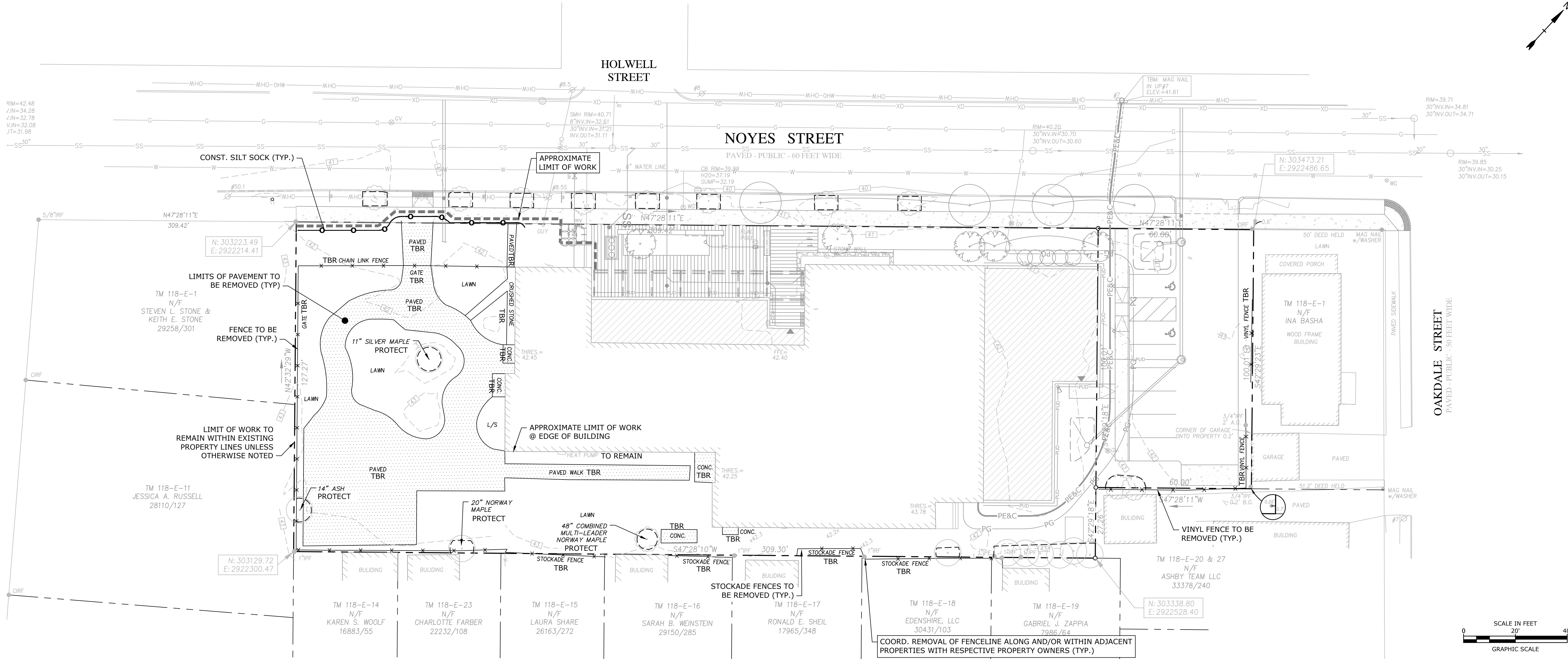
- PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION**



**COMMUNITY  
COMMONS**  
PORTLAND  
COMMUNITY  
SQUASH

C04-01





DEMOLITION NOTES:

- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
- COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
- THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
- UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK.
- CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
- PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, UNDER GROUND PIPING, POLES, STAIRS, FENCES, BOLLARDS, TREES AND LANDSCAPING.
- COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND, MAINE.
- REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK (IN ACCORDANCE WITH THE LANDSCAPE PLANS). CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
- PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE

INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER.

- THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
- THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
- THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.
- CONTRACTOR TO PROVIDE DRIVEN 6" HIGH PROTECTIVE FENCE AT ALL EXISTING STREET TREES WITH SIGNS ATTACHED DESIGNATING THE AREA AS "TREE PROTECTION ZONE". NO MATERIALS TO BE STORED OR MODIFICATIONS TO EXISTING GRADE TO OCCUR WITHIN FENCING. REFER TO THE EROSION CONTROL NOTES AND DETAILS PLAN (C15-01) FOR COMPREHENSIVE TREE PROTECTION REQUIREMENTS AND DETAIL IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
- STUMPS AND ROOTS OF TREES SHALL BE GRUBBED OUT FOR A 10' DIAMETER AROUND EACH TREE TO BE REMOVED.
- CONTRACTOR TO PROVIDE A CONSTRUCTION MANAGEMENT PLAN PRIOR TO CONSTRUCTION THAT MEETS THE REQUIREMENTS OF THE CITY OF PORTLAND.

EXISTING CONDITIONS PLAN NOTES:

- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS, DATED JULY 6, 2021.

REFERENCE PLANS:

- SEE EXISTING CONDITIONS PLAN FOR REFERENCES RELEVANT TO THE DEVELOPMENT OF THE SITE BOUNDARY SURVEY AND ALL EXITING SITE AND TOPOGRAPHIC FEATURES.

LEGEND

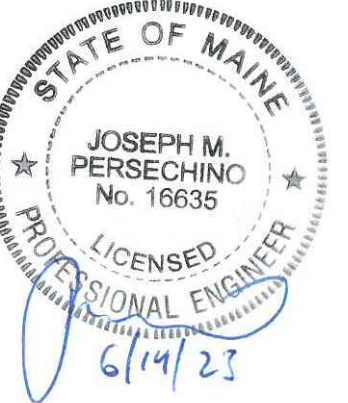
EXISTING SITE FEATURES

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- CAPPED IRON ROD TO BE SET
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- WATER VALVE OR SHUTOFF
- GAS VALVE
- BORING
- LANDSCAPING
- DECIDUOUS TREE
- CONIFEROUS TREE
- SPOT GRADE
- APPROXIMATE EXISTING TREE
- FENCE
- STONEWALL
- CURB
- OVERHEAD WIRES
- CONTOUR LINE
- IRON PIPE OR ROD FOUND
- NOW OR FORMERLY
- DEED BOOK / PAGE
- CONCRETE
- THRESHOLD
- FINISHED FLOOR ELEVATION
- WATER LINE
- GAS LINE
- SANITARY SEWER
- PROPERTY LINE

- APPROXIMATE LIMIT OF PROPOSED SAW CUT
- APPROXIMATE LIMIT OF WORK
- PROPOSED SILT SOCK
- APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
- BUILDING TO BE REMOVED

- APPROXIMATE TREE PROTECTION ZONE
- TBR TO BE REMOVED
- BLDG BUILDING
- TYP TYPICAL
- COORD COORDINATE
- APPROX APPROXIMATE

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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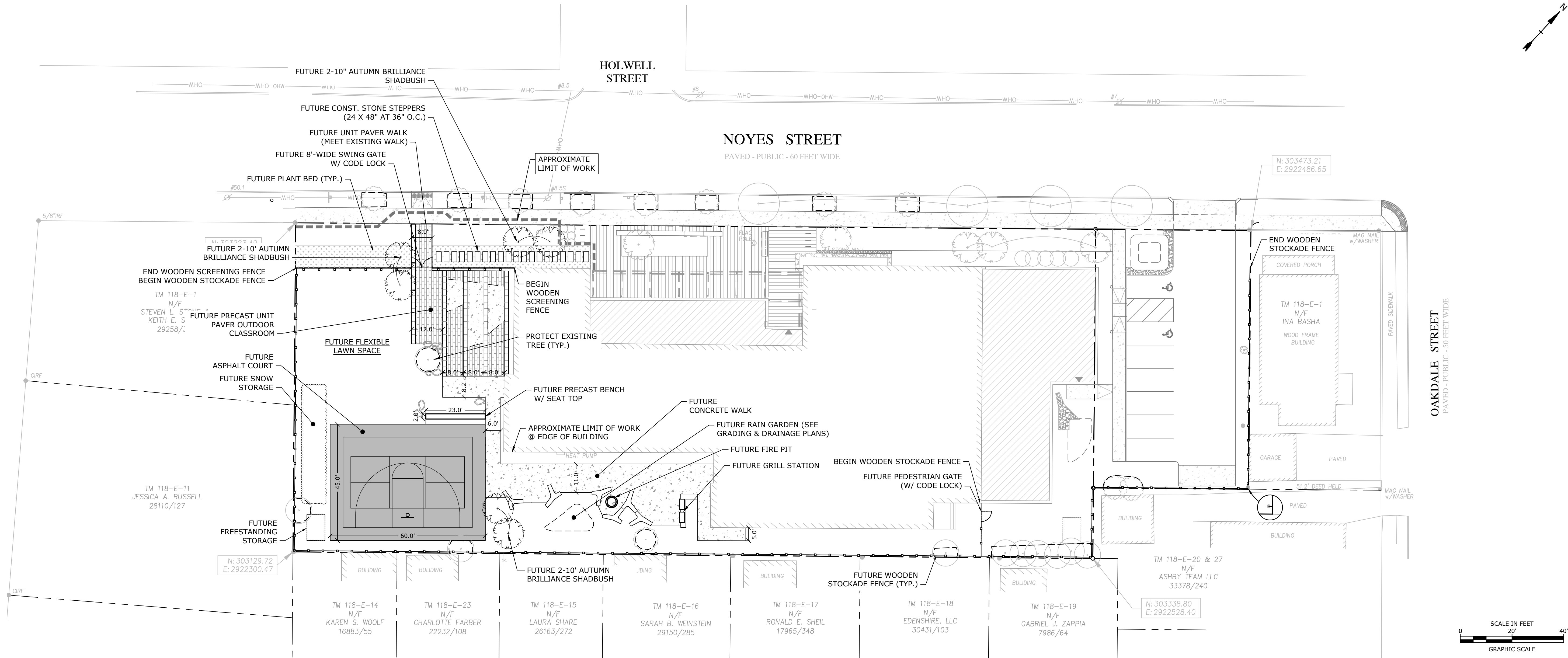
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| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

DEMOLITION PLAN  
(FUTURE WORK)

SCALE: AS SHOWN

C11-01





SITE DATA:

LOCATION: MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26  
66 NOYES STREET  
PORTLAND, MAINE

ZONING DISTRICT: R-5  
ALLOWED USE: RESIDENTIAL (MEDIUM-DENSITY)  
PROPOSED USE: COMMUNITY HALL (CONDITIONAL USE PERMIT REQUIRED)

| DIMENSIONAL REQUIREMENTS:         |  | REQUIRED                                 | EXISTING  | PROPOSED        |
|-----------------------------------|--|------------------------------------------|-----------|-----------------|
| MINIMUM LOT AREA:                 |  | 1 AC                                     | 0.90 AC±  | 1.04 AC±        |
| MINIMUM STREET FRONTAGE:          |  | 50 FT                                    | 309.4 FT± | 369.5 FT±       |
| MINIMUM SETBACKS:                 |  |                                          |           |                 |
| • FRONT:                          |  | 20 FT                                    | 14.7 FT±  | 14.7 FT±        |
| • SIDE (LEFT):                    |  | 12 FT                                    | 81.1 FT±  | 81.1 FT±        |
| • SIDE (RIGHT):                   |  | 12 FT                                    | 41.4 FT±  | 15.8 FT±        |
| • REAR:                           |  | 20 FT                                    | 10.7 FT±  | 10.7 FT±        |
| MAXIMUM BUILDING HEIGHT:          |  | 35 FT                                    | 30.4 FT±  | 27.4 FT±        |
| MAXIMUM LOT COVERAGE RATIO:       |  | 40%                                      | 37.45%    | 40% (SEE BELOW) |
| BUILDING FOOTPRINT AREA           |  | = 18,149 SF                              |           |                 |
| TOTAL LOT AREA                    |  | = 45,374 SF                              |           |                 |
| LOT COVERAGE                      |  | = (18,149 SF / 45,374 SF) * (100%) = 40% |           |                 |
| PARKING SPACE COUNT REQUIREMENTS: |  | N/A*                                     | 9 SPACES  | 7 SPACES**      |

\*OFF-STREET PARKING NOT REQUIRED PER TABLE 19B: CATEGORICAL EXCEPTIONS TO OFF-STREET PARKING MINIMUMS OF CITY OF PORTLAND LAND USE CODE DUE TO PROXIMITY OF NEAREST FIXED ROUTE TRANSIT SERVICE (WITHIN 1/4 MILE).

\*\*TWO (2) ADA SPACES PROVIDED

TREE REQUIREMENTS:

- a. A TOTAL OF SIX (6) TREES BETWEEN 10" AND 16" DBH ARE PROPOSED TO BE REMOVED, AND SHALL BE REPLACED WITH A MINIMUM OF SIX (6) REPLACEMENT TREES (1 PER TREE REMOVED). THE PROJECT WILL PROVIDE FOUR (4) NEW SHADE TREES AND FIVE (5) NEW UNDERSTORY TREES IN PHASE 1. SIX (6) NEW UNDERSTORY TREES ARE PROPOSED IN PHASE 2.

SITE NOTES:

1. STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, ADA SYMBOLS, PAINTED ISLANDS WITH TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F".
2. ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
3. SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
4. PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
5. THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
6. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
7. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
8. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTLAND.
9. ALL WORK SHALL CONFORM TO THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", CURRENT EDITION.
13. COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
10. SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS DIRECTLY ADJACENT TO BUILDING.
11. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
12. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
13. ALL PLANT MATERIAL AND MAINTENANCE OF PLANTING SHALL COMPLY WITH THE CITY OF PORTLAND TECHNICAL MANUAL SECTIONS 4.7 AND 4.8.
14. COORDINATE FINAL LOCATIONS, QUANTITIES, AND TYPES OF PLANTINGS WITH LANDSCAPE ARCHITECT AND ENGINEER PRIOR TO INSTALLATION.

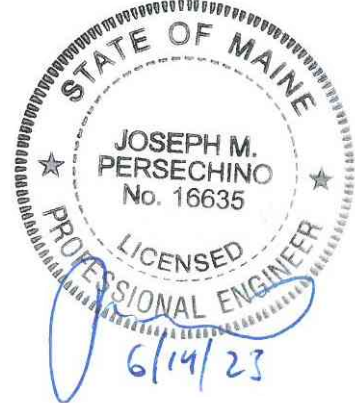
AS-BUILT REQUIREMENTS:

1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

LEGEND

|  |                                 |
|--|---------------------------------|
|  | PROPERTY LINE                   |
|  | PROPOSED EDGE OF PAVEMENT       |
|  | PROPOSED CURB                   |
|  | PROPOSED WOODEN STOCKADE FENCE  |
|  | PROPOSED WOODEN SCREENING FENCE |
|  | APPROXIMATE LIMIT OF SAWCUT     |
|  | APPROXIMATE LIMIT OF WORK       |
|  | PROPOSED BUILDING               |
|  | PROPOSED PAVEMENT SECTION       |
|  | PROPOSED CONCRETE SIDEWALK      |
|  | PROPOSED RIPRAP                 |
|  | PROPOSED PLANT BED              |
|  | APPROX ARCH                     |
|  | BLDG                            |
|  | COORD                           |
|  | CONST                           |
|  | DWGS                            |
|  | LSCP                            |
|  | TYP                             |
|  | VGC                             |
|  | 30'R                            |
|  | APPROXIMATE ARCHITECT BUILDING  |
|  | COORDINATE CONSTRUCT DRAWINGS   |
|  | TYPICAL LANDSCAPE               |
|  | PROPOSED VERTICAL GRANITE CURB  |
|  | PROPOSED CURB RADIUS            |

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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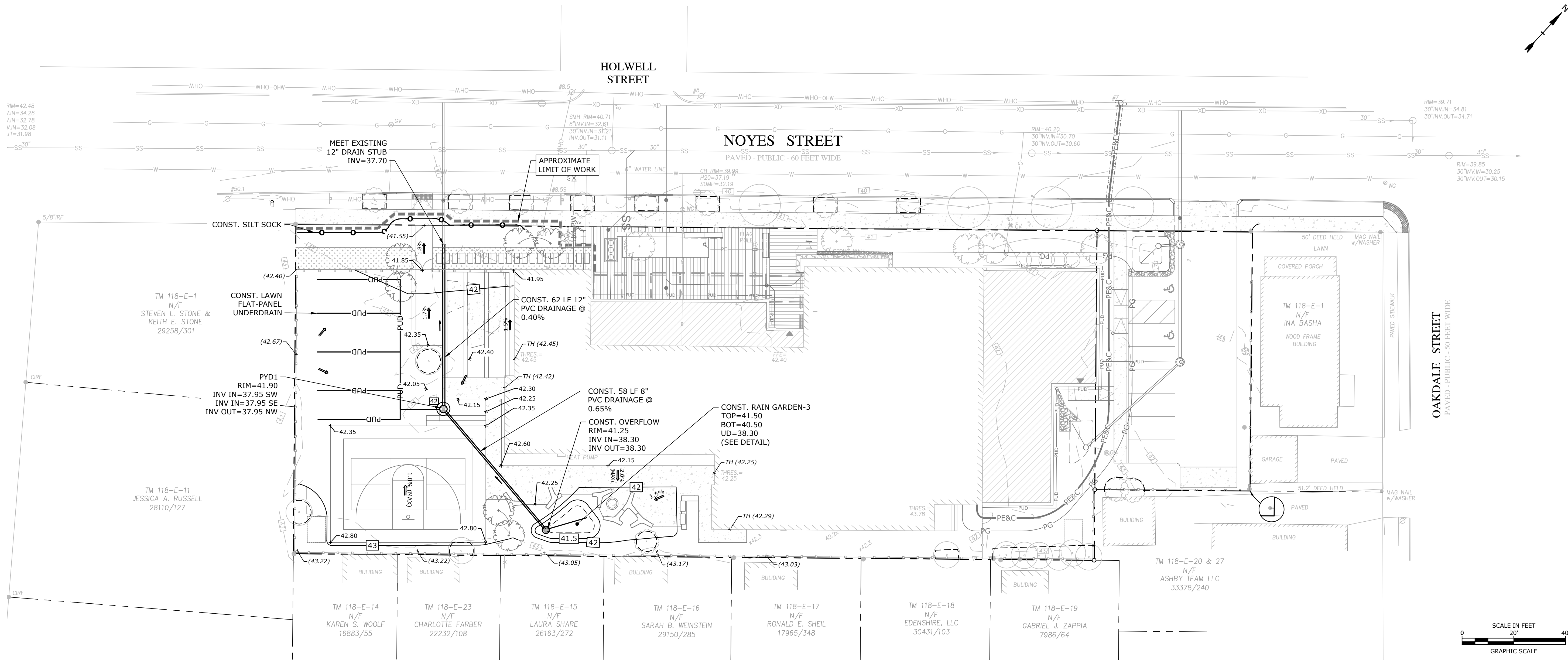
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| 1                           | 6/14/2023 | RESPONSE TO COMMENTS |
| PROJECT NO: P-5063-001      |           |                      |
| DATE: 3/8/2023              |           |                      |
| FILE: P5063-C-DSGN.dwg      |           |                      |
| DRAWN BY: BKC               |           |                      |
| DESIGNED/CHECKED BY: RA/JMP |           |                      |
| APPROVED BY: JMP            |           |                      |

SITE & LANDSCAPE PLAN  
(FUTURE)

SCALE: AS SHOWN

C12-01





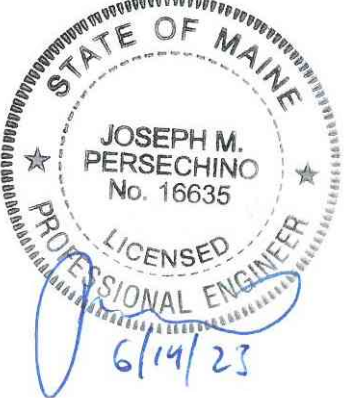
- GRADING AND DRAINAGE NOTES:**
1. COMPACTION REQUIREMENTS:  
BELOW PAVED OR CONCRETE AREAS 95%  
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL 95%  
BELOW LOAM AND SEED AREAS 90%  
\* ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
  2. ALL STORM DRAINAGE PIPES SHALL BE SDR35 PVC, UNLESS OTHERWISE SPECIFIED.
  3. SEE UTILITY PLAN FOR ALL SITE UTILITY INFORMATION.
  4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
  5. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, AND RAMPS ADJACENT TO THE BUILDING.
  6. CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
  7. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND LOCAL CODES.
  8. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH.
  9. ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL, SECTION II.

- AS-BUILT REQUIREMENTS:**
1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
  2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

- EROSION CONTROL NOTES:**
1. INSTALL EROSION CONTROL BARRIERS AS SHOWN AS FIRST ORDER OF WORK.
  2. SEE GENERAL EROSION CONTROL NOTES ON SHEET C15-01.
  3. PROVIDE INLET PROTECTION AROUND ALL EXISTING AND PROPOSED CATCH BASIN INLETS WITHIN THE WORK LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. MAINTAIN FOR THE DURATION OF THE PROJECT.
  4. INSTALL STABILIZED CONSTRUCTION EXIT(S) IN ACCORDANCE WITH THE DETAIL PROVIDED ON SHEET C15-01.
  5. INSPECT INLET PROTECTION AND PERIMETER EROSION CONTROL MEASURES DAILY AND AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.
  6. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
  7. CONSTRUCT EROSION CONTROL BLANKET ON ALL SLOPES STEEPER THAN 3:1.
  8. PRIOR TO ANY WORK OR SOIL DISTURBANCE COMMENCING ON THE SUBJECT PROPERTY, INCLUDING MOVING OF EARTH, THE APPLICANT SHALL INSTALL ALL EROSION AND SILTATION MITIGATION AND CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL PERMITS AND APPROVALS.
  9. CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE CONSTRUCTION PERIOD. DUST CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, SPRINKLING WATER ON UNSTABLE SOILS SUBJECT TO ARID CONDITIONS.
  10. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION.
  11. ALL CATCH BASIN SUMPS AND PIPING SHALL BE THOROUGHLY CLEANED TO REMOVE ALL SEDIMENT AND DEBRIS AFTER THE PROJECT HAS BEEN FULLY PAVED.
  12. TEMPORARY SOIL STOCKPILE SHALL BE SURROUNDED WITH PERIMETER CONTROLS AND SHALL BE STABILIZED BY TEMPORARY EROSION CONTROL SEEDING. STOCKPILE AREAS TO BE LOCATED AS FAR AS POSSIBLE FROM ANY DELINEATED EDGE OF WETLANDS (IF APPLICABLE).
  13. SAFETY FENCING SHALL BE PROVIDED AROUND STOCKPILES OVER 10 FT.
  14. CONCRETE TRUCKS WILL BE REQUIRED TO WASH OUT (IF NECESSARY) SHOOTS ONLY WITHIN AREAS WHERE CONCRETE HAS BEEN PLACED. NO OTHER WASH OUT WILL BE ALLOWED.

| LEGEND    |                                     |  |
|-----------|-------------------------------------|--|
| SS        | EXISTING SANITARY SEWER             |  |
| XW        | APPROXIMATE EXISTING WATER          |  |
| G         | EXISTING GAS                        |  |
| OHW       | EXISTING OVERHEAD UTILITY           |  |
| ⊙         | EXISTING UTILITY POLE               |  |
| ⊙         | EXISTING CATCHBASIN                 |  |
| ⊙         | EXISTING SEWER MANHOLE              |  |
| ⊙ WG      | EXISTING WATER VALVE                |  |
| ⊙ GV      | EXISTING GAS VALVE                  |  |
| 40        | PROPOSED MAJOR CONTOUR LINE         |  |
| 41        | PROPOSED MINOR CONTOUR LINE         |  |
| ○         | PROPOSED SILT SOCK                  |  |
| —         | PROPOSED STORM DRAIN                |  |
| PUD       | PROPOSED FOUNDATION DRAIN           |  |
| - - - - - | APPROXIMATE LIMIT OF WORK           |  |
| ⊙         | PROPOSED INLET PROTECTION SILT SACK |  |
| ←         | PROPOSED DRAINAGE COURSE            |  |
| ⊙         | PROPOSED DRAIN MANHOLE              |  |
| ●         | PROPOSED CLEANOUT                   |  |
| APPROX    | APPROXIMATE                         |  |
| ARCH      | ARCHITECT                           |  |
| BLDG      | BUILDING                            |  |
| COORD     | COORDINATE                          |  |
| CONST     | CONSTRUCT                           |  |
| DWGS      | DRAWINGS                            |  |
| INV       | INVERT                              |  |
| LF        | LINEAR FEET                         |  |
| LSCP      | LANDSCAPE                           |  |
| PDMH      | PROPOSED DRAIN MANHOLE              |  |
| TYP       | TYPICAL                             |  |
| VIF       | VERIFY IN FIELD                     |  |
| VGC       | PROPOSED VERTICAL GRANITE CURB      |  |
| 30'R      | PROPOSED CURB RADIUS                |  |

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE  
  
OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE  
  
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
|----------------------|------------------|----------------------|
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

GRADING, DRAINAGE, &  
EROSION CONTROL PLAN  
(FUTURE)

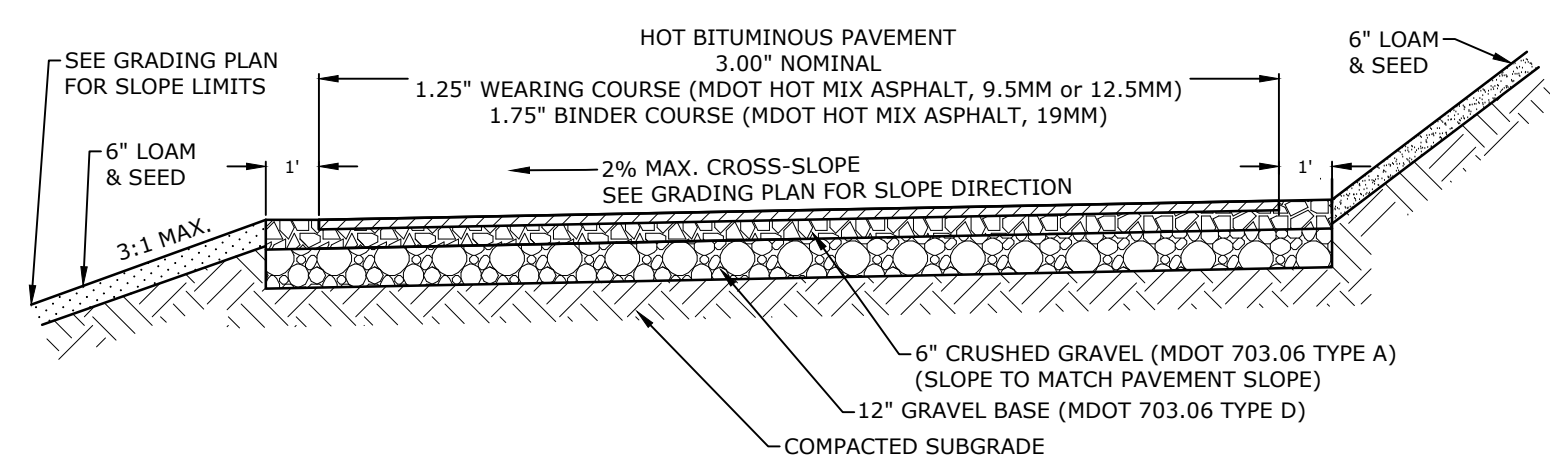
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C13-01

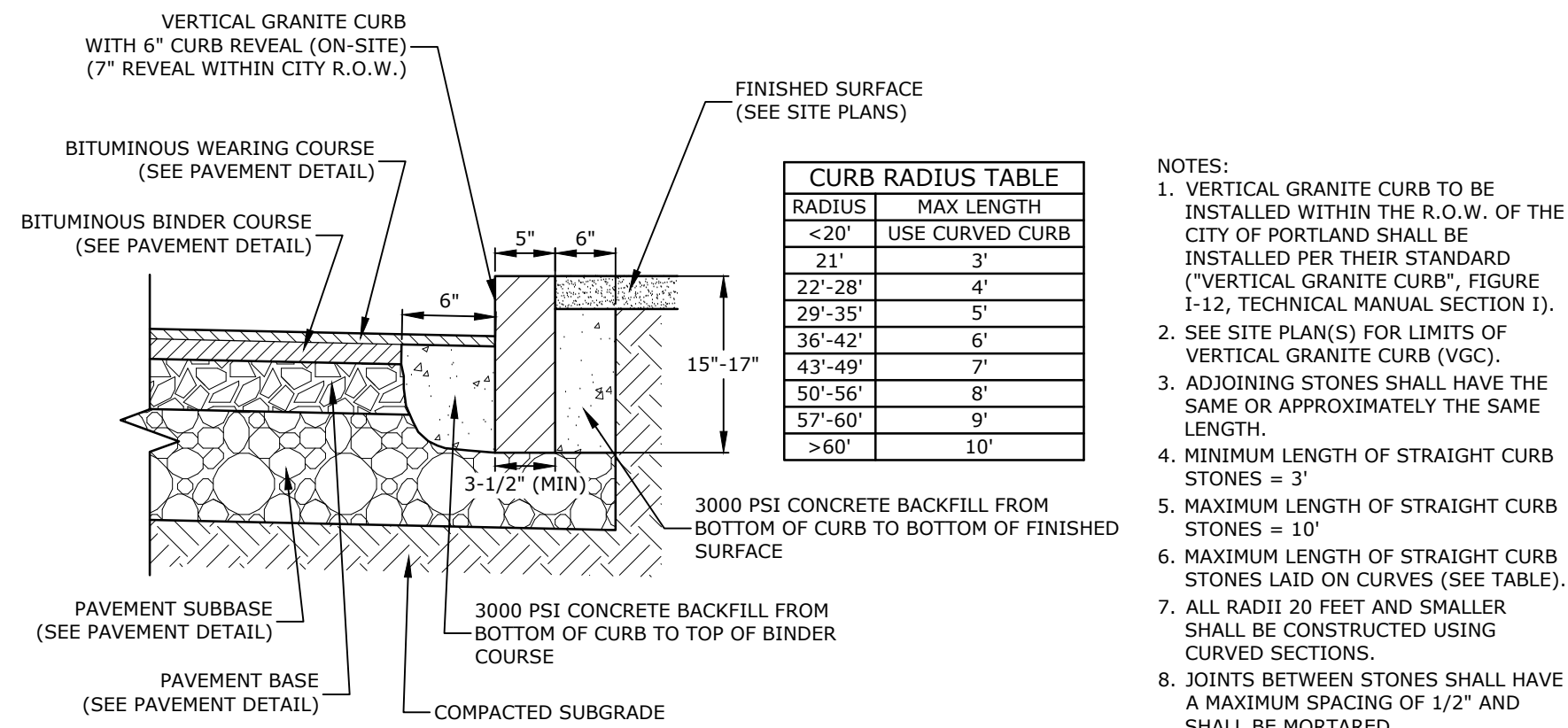




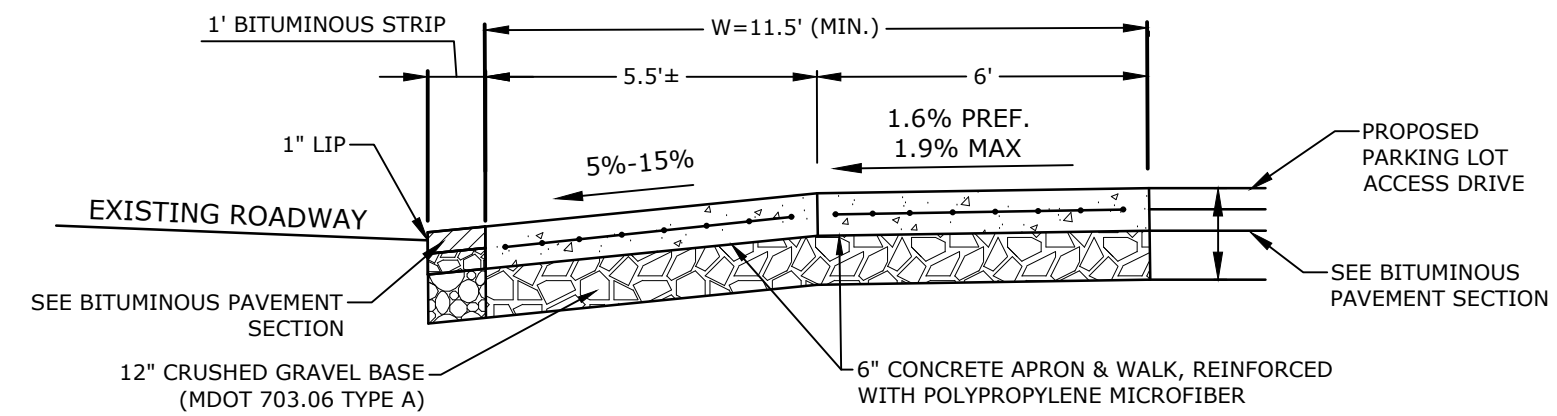




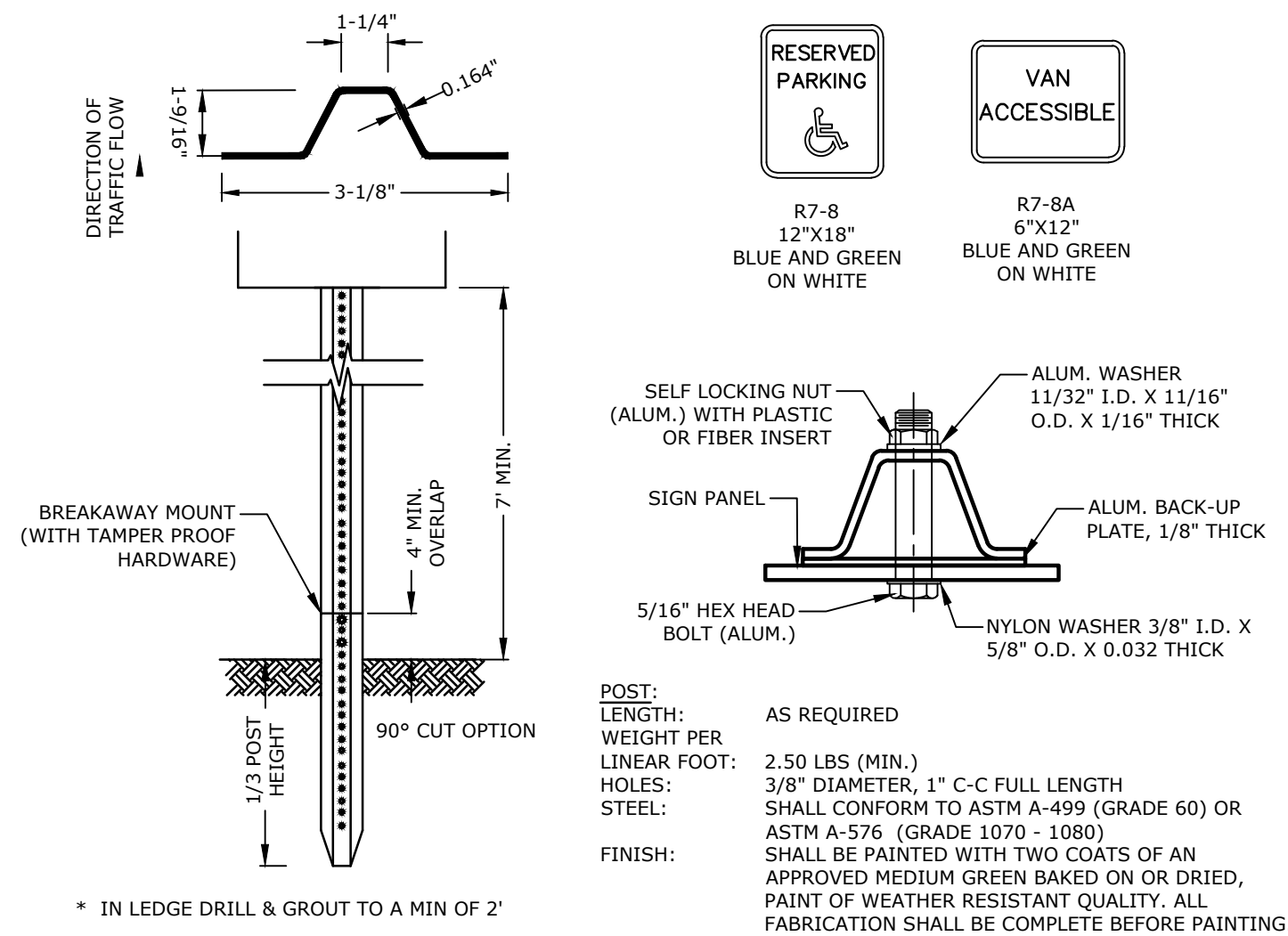
BITUMINOUS PAVEMENT SECTION  
NO SCALE



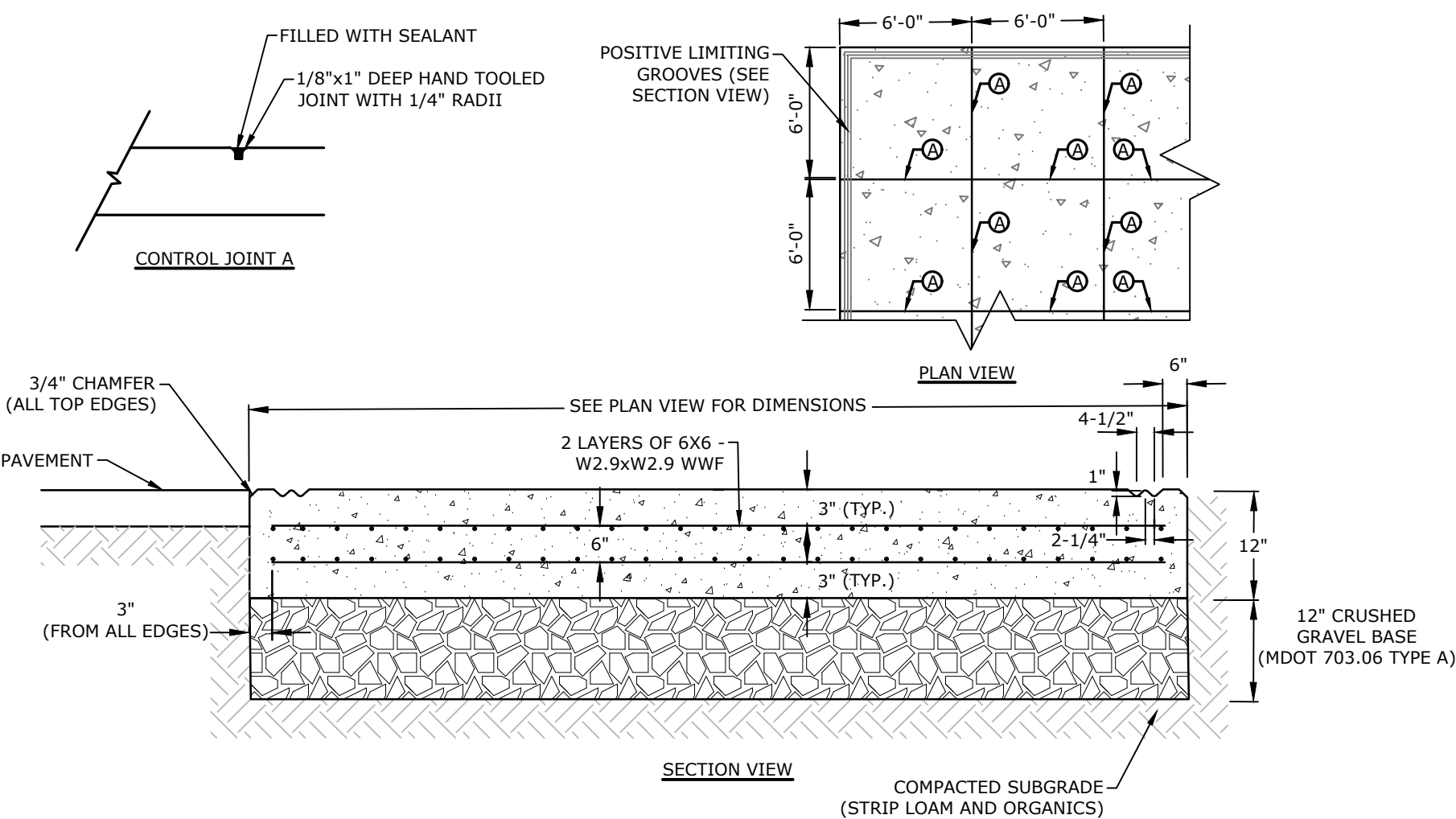
VERTICAL GRANITE CURB  
NO SCALE



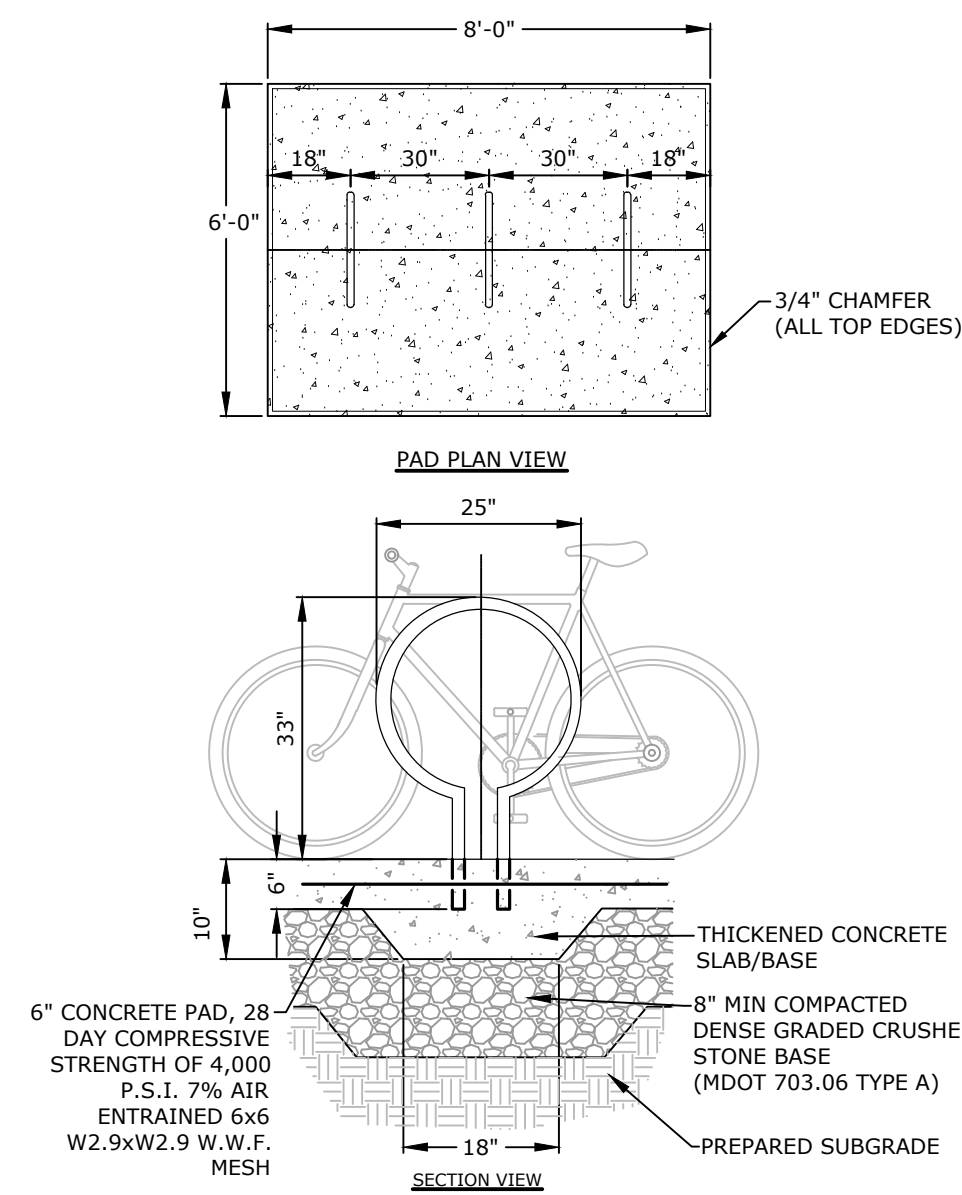
DRIVEWAY TRANSITION  
NO SCALE



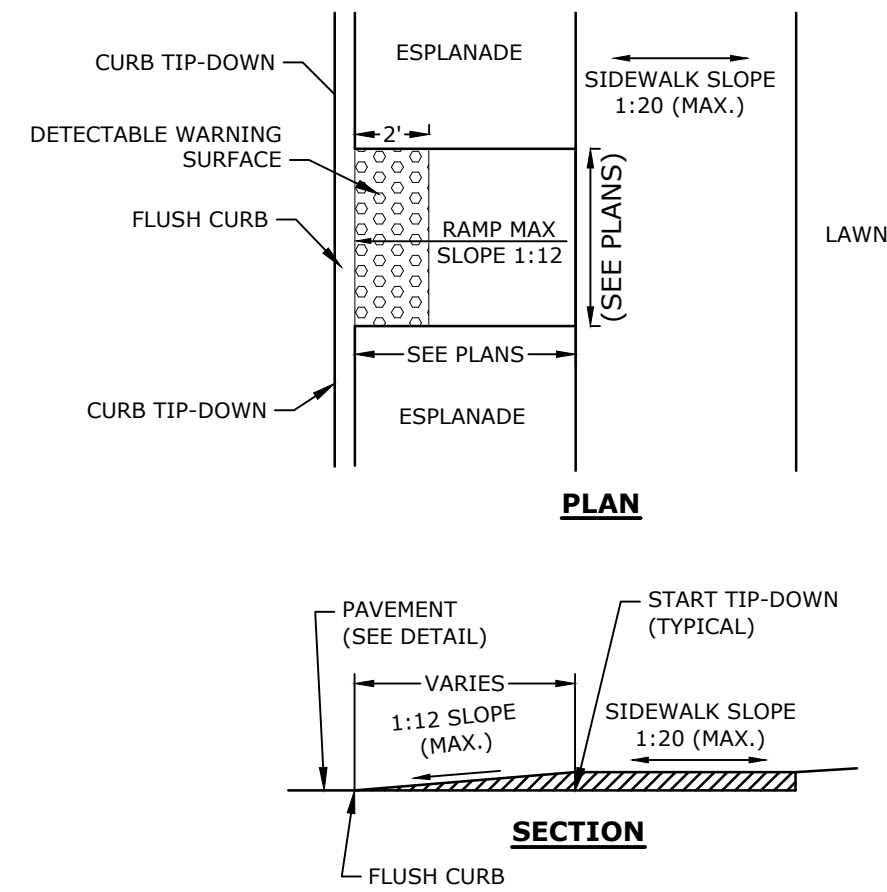
SIGN LEGEND AND SIGN POST  
WITH BREAKAWAY MOUNT  
NO SCALE



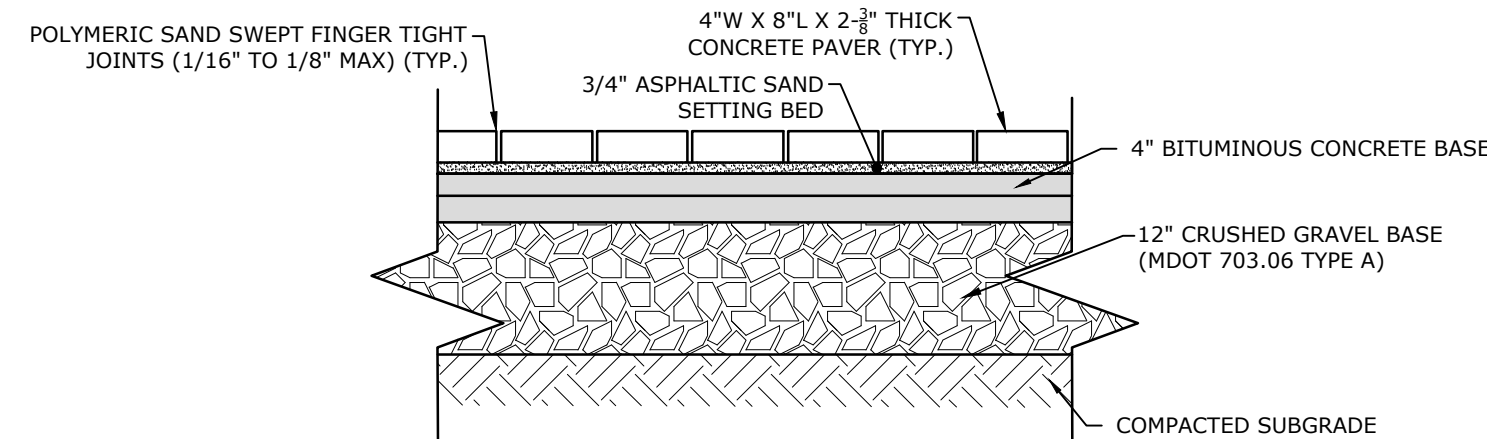
DUMPSTER PAD  
NO SCALE



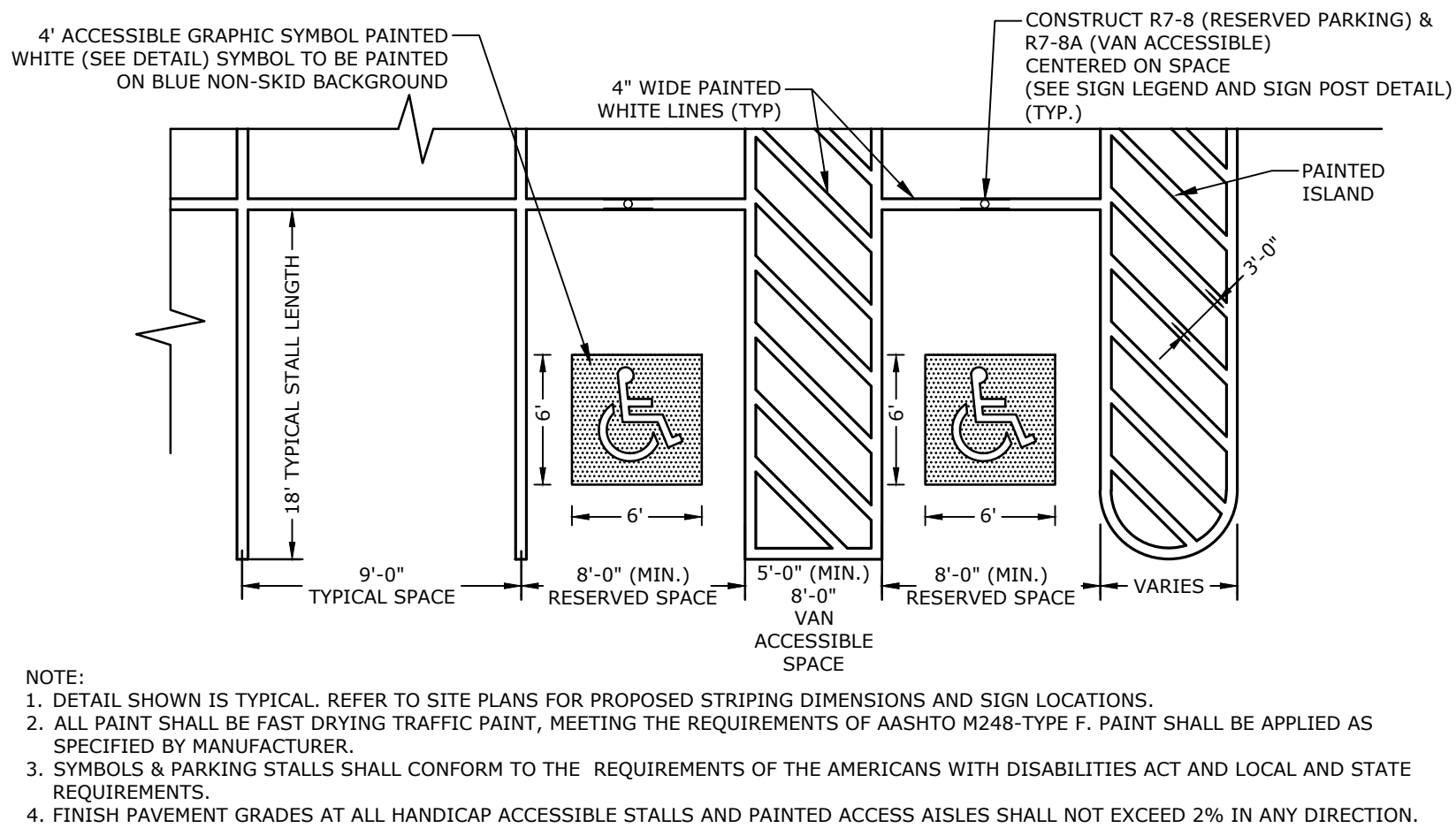
BICYCLE RACK & PAD  
NO SCALE



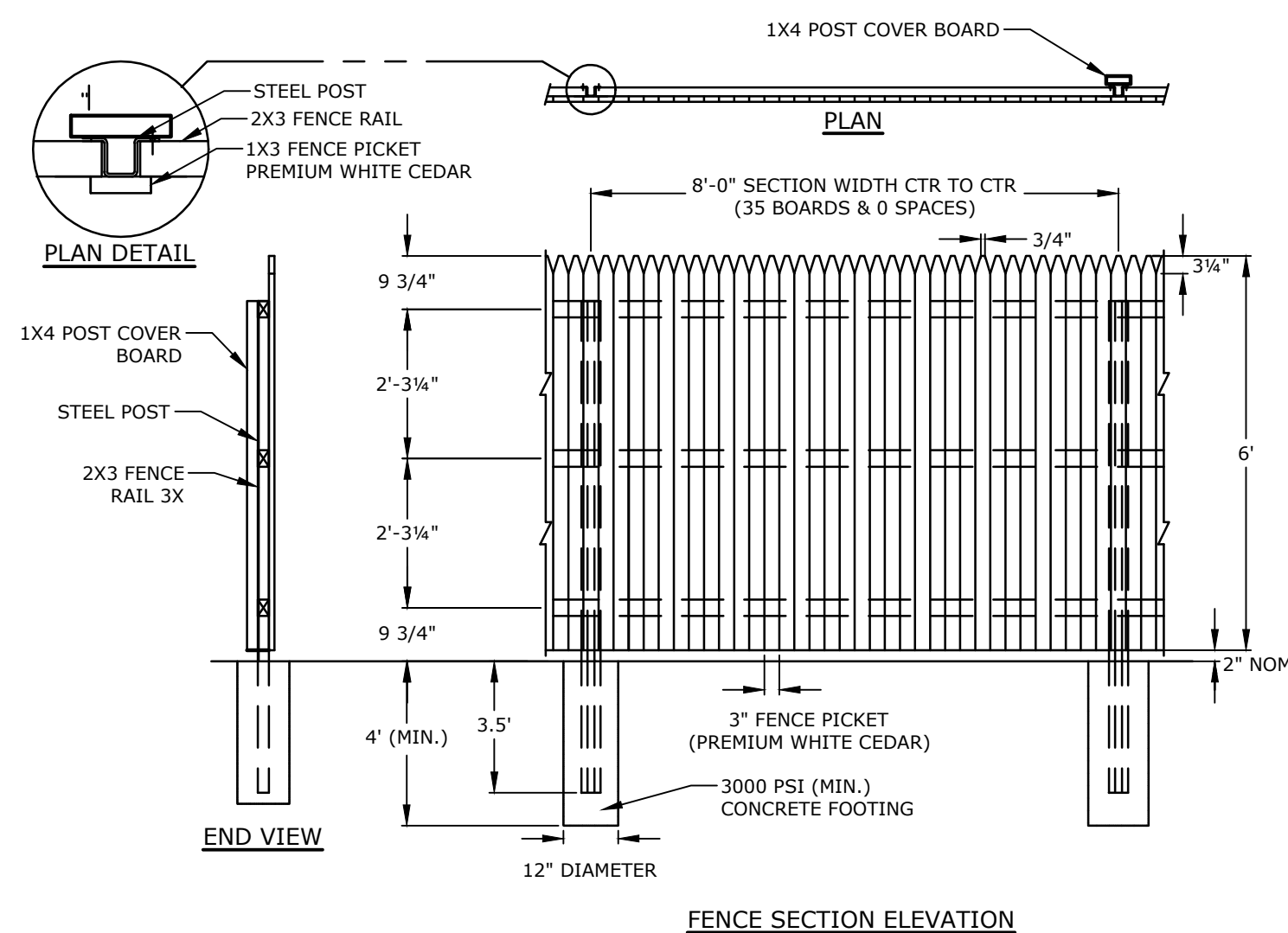
CONCRETE SIDEWALK TIP-DOWN  
RAMPS WITH DETECTABLE WARNING PANEL  
NO SCALE



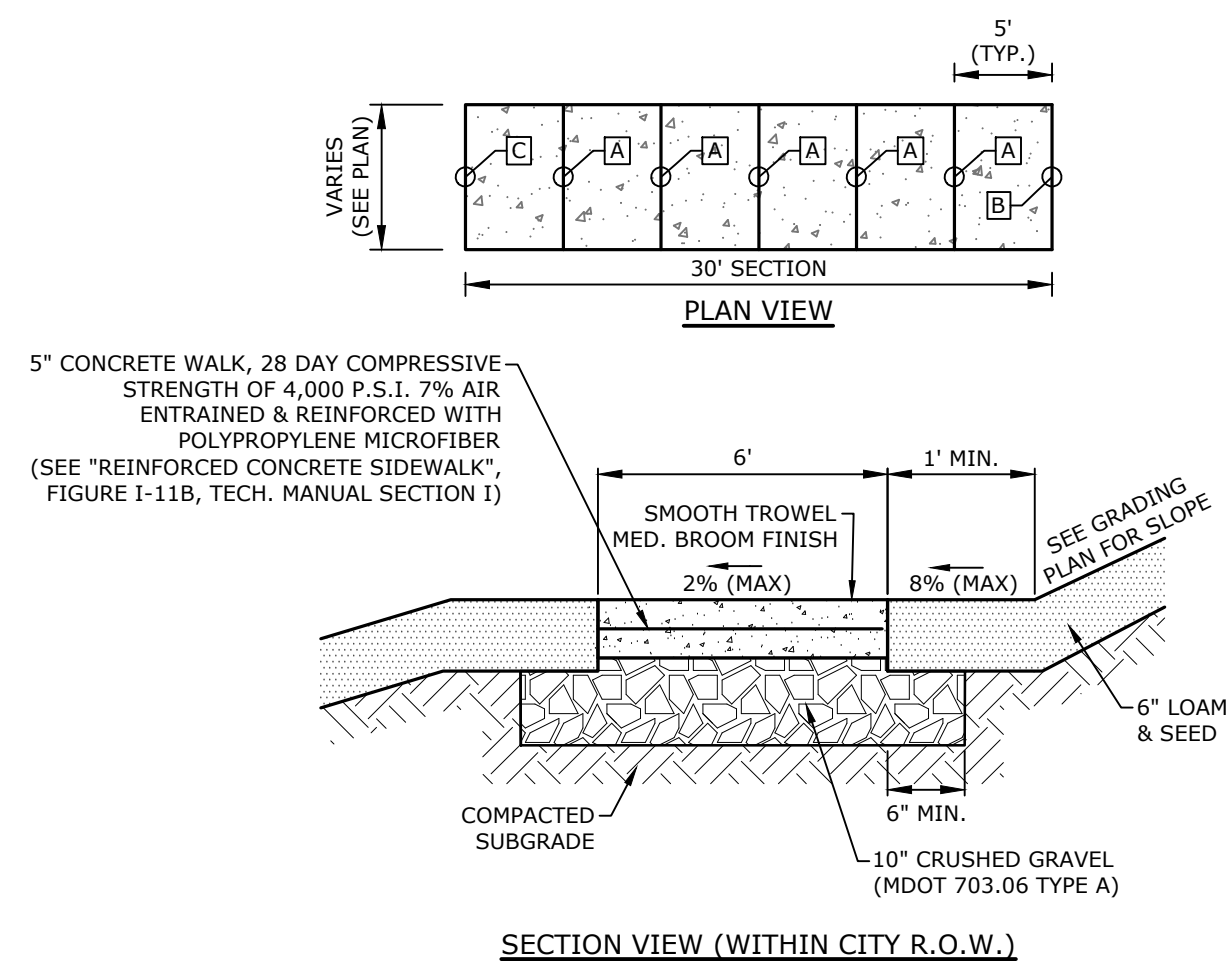
UNIT PAVER ON BITUMINOUS BASE  
NO SCALE



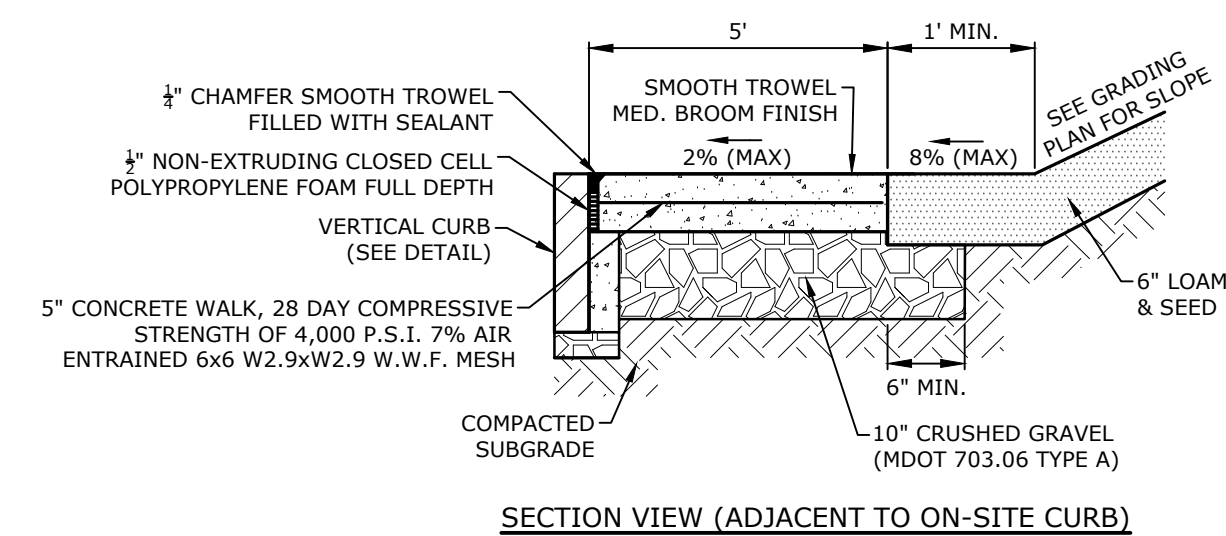
STALL STRIPING - SINGLE STRIPE  
NO SCALE



STOCKADE FENCE  
NO SCALE

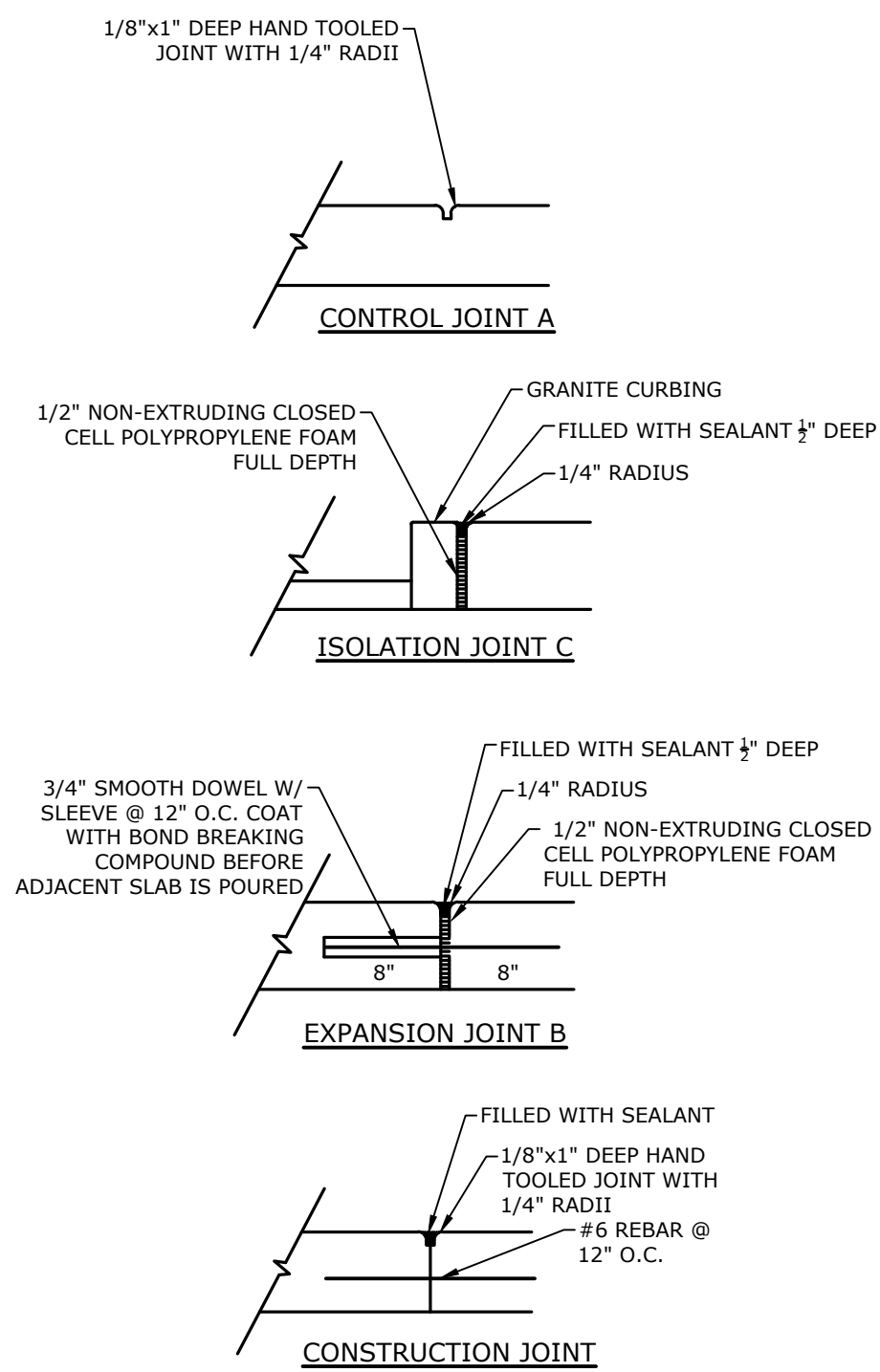


SECTION VIEW (WITHIN CITY R.O.W.)



SECTION VIEW (ADJACENT TO ON-SITE CURB)

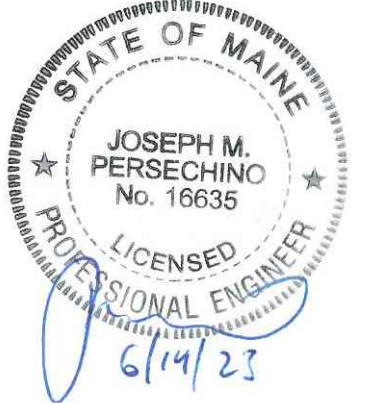
CONCRETE SIDEWALK  
NO SCALE



### CONSTRUCTION JOINT



**PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION**



**COMMUNITY  
COMMONS**  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

|                      |           |                      |  |        |  |
|----------------------|-----------|----------------------|--|--------|--|
|                      |           |                      |  |        |  |
|                      |           |                      |  |        |  |
|                      |           |                      |  |        |  |
|                      |           |                      |  |        |  |
|                      |           |                      |  |        |  |
| 1                    | 6/14/2023 | RESPONSE TO COMMENTS |  |        |  |
| MARK                 | DATE      | DESCRIPTION          |  |        |  |
| PROJECT NO:          |           | P-5063-001           |  |        |  |
| DATE:                |           | 3/8/2023             |  |        |  |
| FILE:                |           | P5063-C-DTLS.dwg     |  |        |  |
| DRAWN BY:            |           |                      |  | BKC    |  |
| DESIGNED/CHECKED BY: |           |                      |  | RA/JMP |  |
| APPROVED BY:         |           |                      |  | JMP    |  |

## DETAILS SHEET

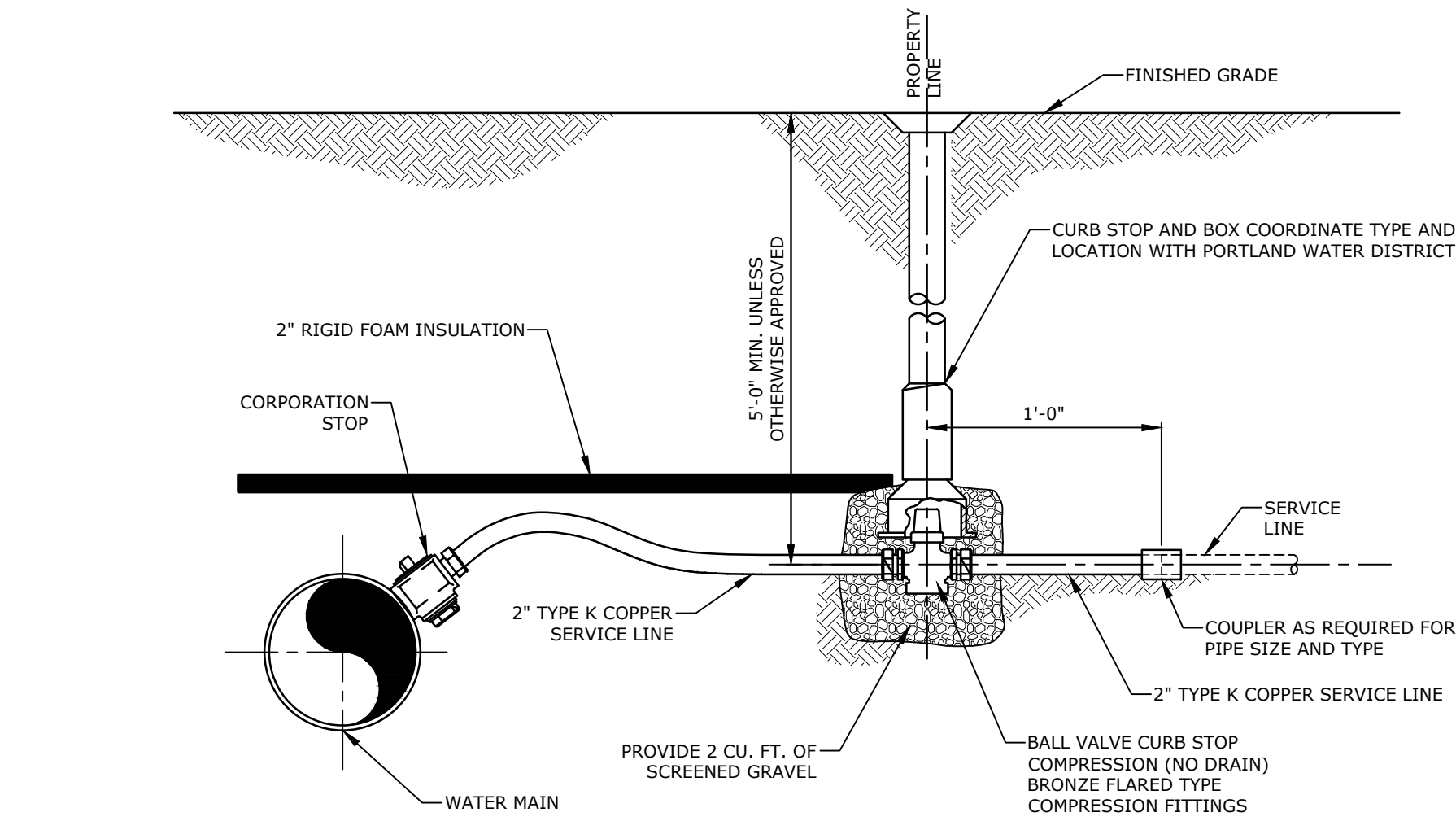
SCALE: AS SHOWN

C15-02



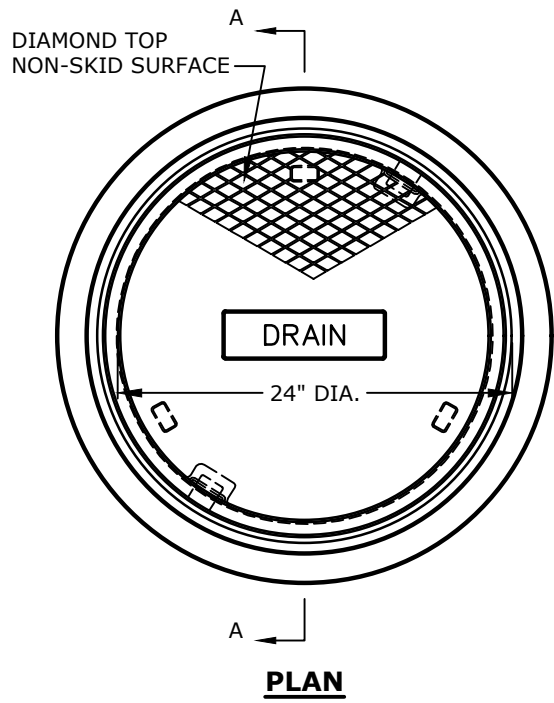
Page 352





NOTE:  
1. ALL WATER SERVICE CONNECTIONS SHALL CONFORM TO PORTLAND WATER DISTRICT STANDARDS.

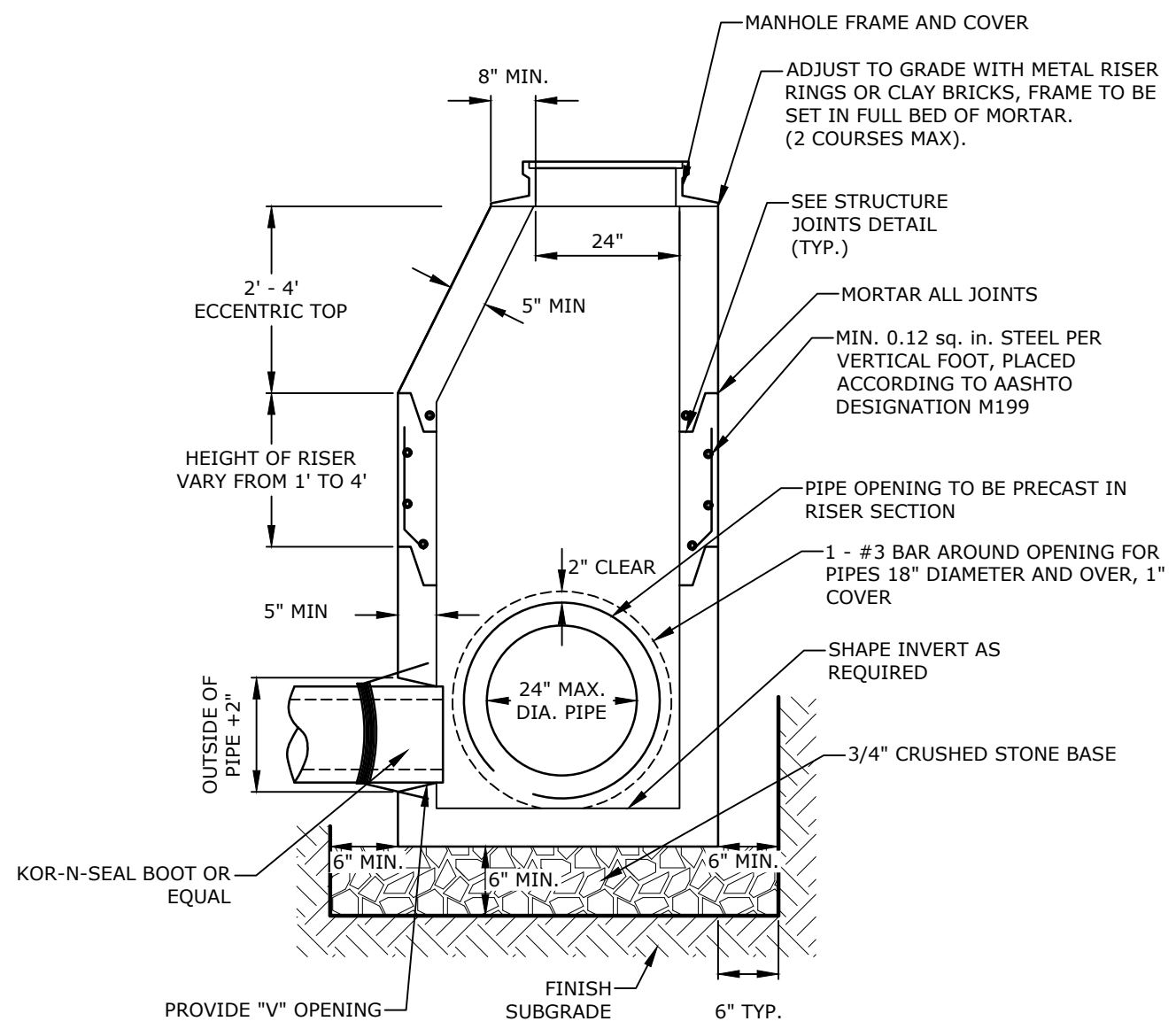
WATER SERVICE CONNECTION  
NO SCALE



CITY OF PORTLAND APPROVED MANHOLE FRAMES:  
1. EAST JORDAN = 16902  
2. NEENAH = R-1496  
3. OR APPROVED EQUAL  
CITY OF PORTLAND APPROVED COVERS:  
4. EAST JORDAN = 2160A  
5. NEENAH = R-1496  
6. OR APPROVED EQUAL

NOTES:  
1. DRAIN MANHOLE FRAME AND COVER TO MEET CITY OF PORTLAND, ME STANDARDS ("CAST IRON MANHOLE COVER AND FRAME", FIGURE II-5, TECHNICAL MANUAL SECTION II).  
2. ALL DIMENSIONS ARE NOMINAL.  
3. FRAMES USING NARROWER DIMENSIONS FOR THICKNESS ARE ALLOWED PROVIDED:  
A. THE FRAMES MEET OR EXCEED THE SPECIFIED LOAD RATING.  
B. THE INTERIOR PERIMETER (SEAT AREA) DIMENSIONS OF THE FRAMES REMAIN THE SAME TO ALLOW CONTINUED USE OF EXISTING GRATES/COVERS AS THE EXISTING FRAMES ALLOW, WITHOUT SHIMS OR OTHER MODIFICATIONS OR ACCOMMODATIONS.  
C. ALL OTHER PERTINENT REQUIREMENTS OF THE SPECIFICATIONS ARE MET.  
3. LABEL TYPE OF MANHOLE WITH 3" HIGH LETTERS IN THE CENTER OF THE COVER.

DRAIN MANHOLE FRAME & COVER  
NO SCALE

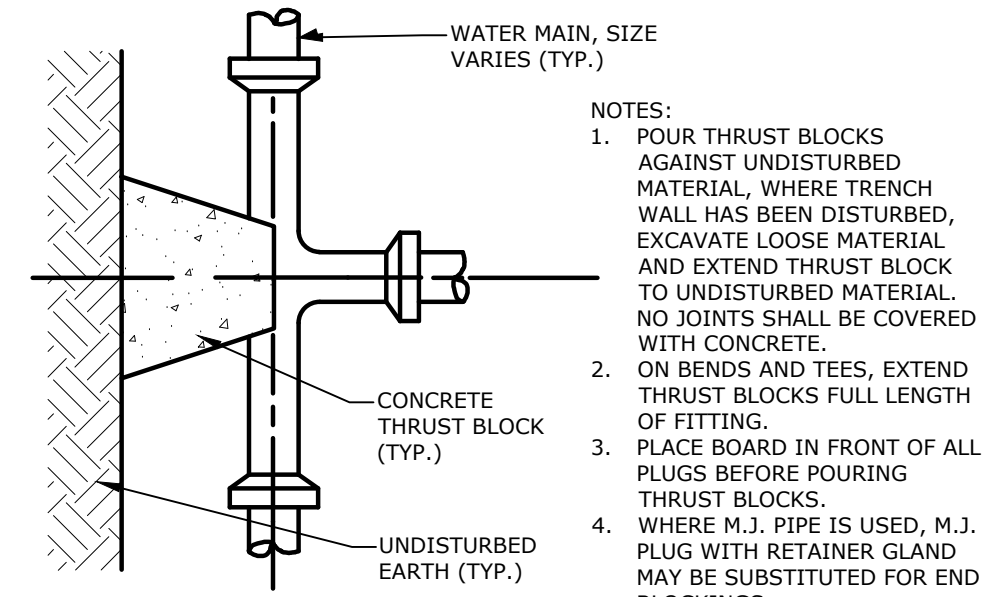


NOTES:  
1. ALL MANHOLES SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND SANITARY SEWER AND STORM DRAIN DESIGN STANDARDS ("PRECAST CONCRETE MANHOLE", FIGURE II-2, TECHNICAL MANUAL SECTION II).  
2. ALL SECTIONS SHALL BE 4,000 PSI CONCRETE.  
3. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQUARE INCHES PER LINEAR FOOT IN ALL SECTIONS AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.  
4. THE TONGUE AND THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQUARE INCHES PER LINEAR FOOT.  
5. THE STRUCTURES SHALL BE DESIGNED FOR H20 LOADING.  
6. CONSTRUCT CRUSHED STONE BEDDING AND BACKFILL UNDER (6" MINIMUM THICKNESS)  
7. THE TONGUE AND GROOVE JOINT SHALL BE SEALED WITH ONE STRIP OF BUTYL RUBBER SEALANT.  
8. PIPE ELEVATIONS SHOWN ON PLANS SHALL BE FIELD VERIFIED PRIOR TO PRECASTING.  
9. OUTSIDE EDGES OF PIPES SHALL PROJECT NO MORE THAN 3" BEYOND INSIDE WALL OF STRUCTURE.  
10. PRECAST SECTIONS SHALL HAVE A TONGUE AND GROOVE JOINT 4" HIGH AT AN 11° ANGLE CENTERED IN THE WIDTH OF THE WALL AND SHALL BE ASSEMBLED USING AN APPROVED FLEXIBLE SEALANT IN JOINTS.  
11. ALL STRUCTURES WITH MULTIPLE PIPES SHALL HAVE A MINIMUM OF 12" OF INSIDE SURFACE BETWEEN HOLES, NO MORE THAN 75% OF A HORIZONTAL CROSS SECTION SHALL BE HOLES, AND THERE SHALL BE NO HOLES CLOSER THAN 3" TO JOINTS.

| CORE HOLE SIZE |                    |                        |        |      |
|----------------|--------------------|------------------------|--------|------|
| PIPE SIZE      | RCP CORE HOLE DIA. | PLASTIC CORE HOLE DIA. |        |      |
| INCHES         | INCHES             | FEET                   | INCHES | FEET |
| 6              |                    |                        | 7      | 0.6  |
| 12             | 18                 | 1.5                    | 18     | 1.5  |
| 15             | 22                 | 1.8                    | 20     | 1.7  |
| 18             | 26                 | 2.2                    | 24     | 2.0  |

| DIAMETER | WALL THICKNESS (MIN.) | FLOOR THICKNESS (MIN.) |
|----------|-----------------------|------------------------|
| 4'       | 5"                    | 6"                     |
| 5'       | 6"                    | 8"                     |

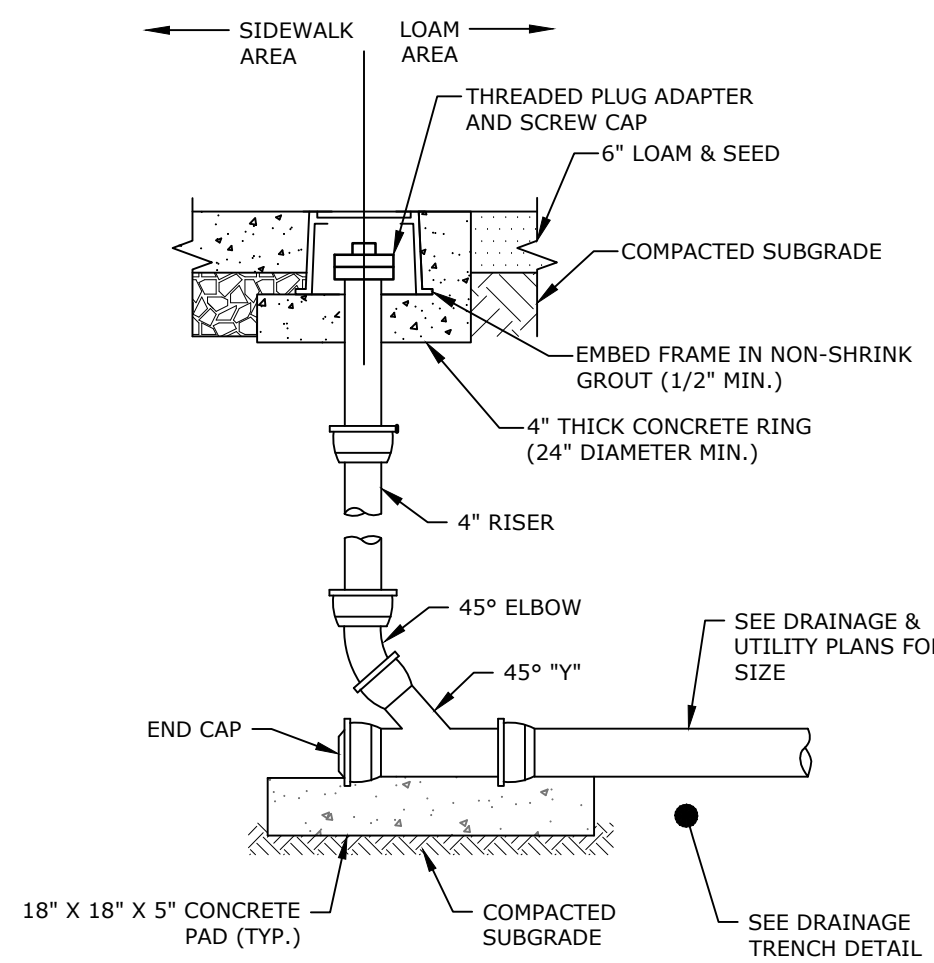
4' DIAMETER DRAIN MANHOLE  
NO SCALE



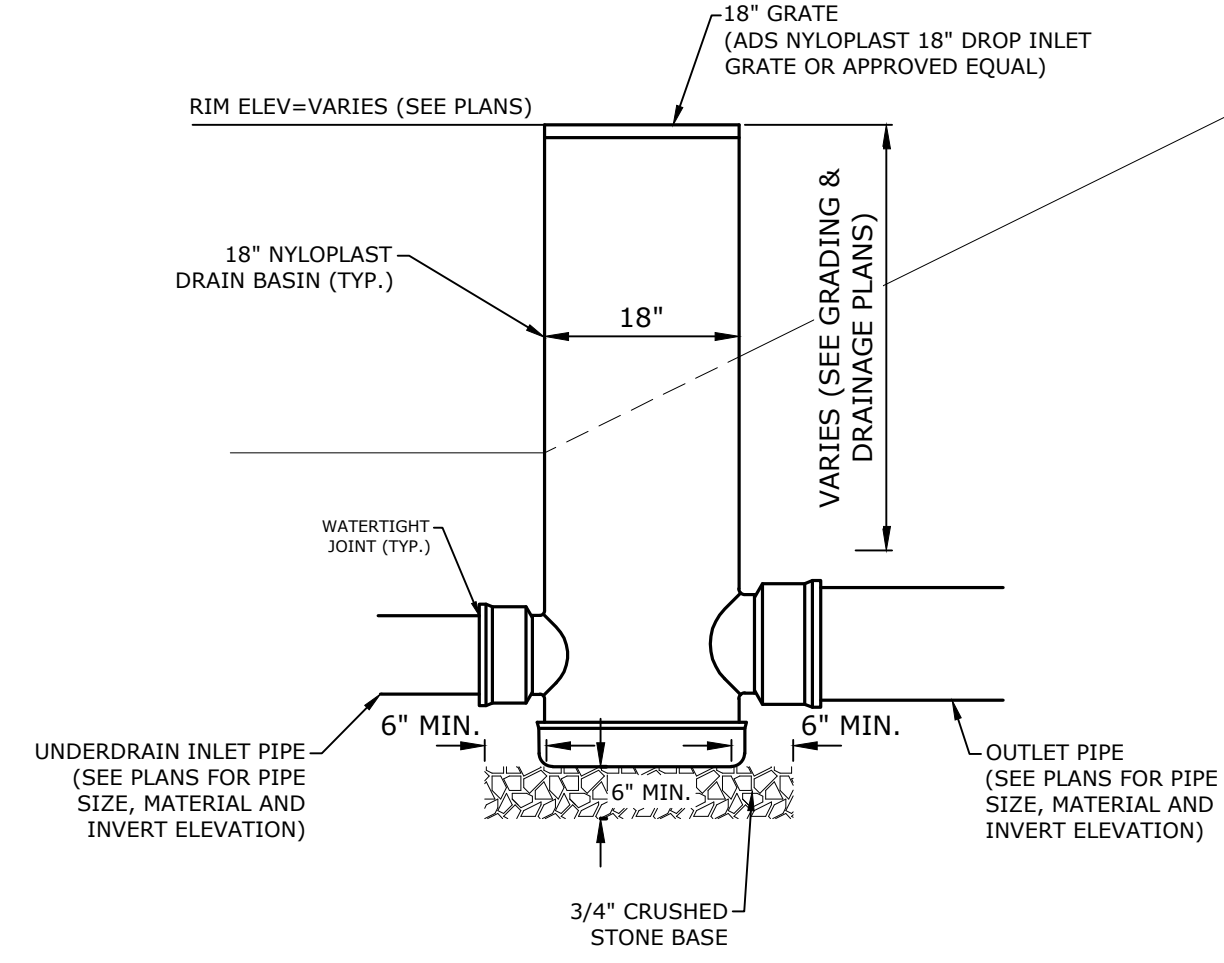
NOTES:  
1. POUR THRUST BLOCKS AGAINST UNDISTURBED MATERIAL, WHERE TRENCH WALL HAS BEEN DISTURBED, EXCAVATE LOOSE MATERIAL AND EXTEND THRUST BLOCK TO UNDISTURBED MATERIAL. NO JOINTS SHALL BE COVERED WITH CONCRETE.  
2. ON BENDS AND TEES, EXTEND THRUST BLOCKS FULL LENGTH OF FITTING.  
3. PLACE BOARD IN FRONT OF ALL PLUGS BEFORE POURING THRUST BLOCKS.  
4. WHERE M.J. PIPE IS USED, M.J. PLUG WITH RETAINER GLAND MAY BE SUBSTITUTED FOR END BLOCKINGS.

| REACTION TYPE | PIPE SIZE |      |      |       |       |
|---------------|-----------|------|------|-------|-------|
|               | 4"        | 6"   | 8"   | 10"   | 12"   |
| A 90°         | 0.89      | 2.19 | 3.82 | 11.14 | 17.24 |
| B 180°        | 0.65      | 1.55 | 2.78 | 8.38  | 12.00 |
| C 45°         | 0.48      | 1.19 | 2.12 | 6.02  | 9.32  |
| D 22-1/2°     | 0.25      | 0.60 | 1.06 | 3.08  | 4.74  |
| E 11-1/4°     | 0.13      | 0.30 | 0.54 | 1.54  | 2.38  |

THRUST BLOCKING DETAIL  
NO SCALE

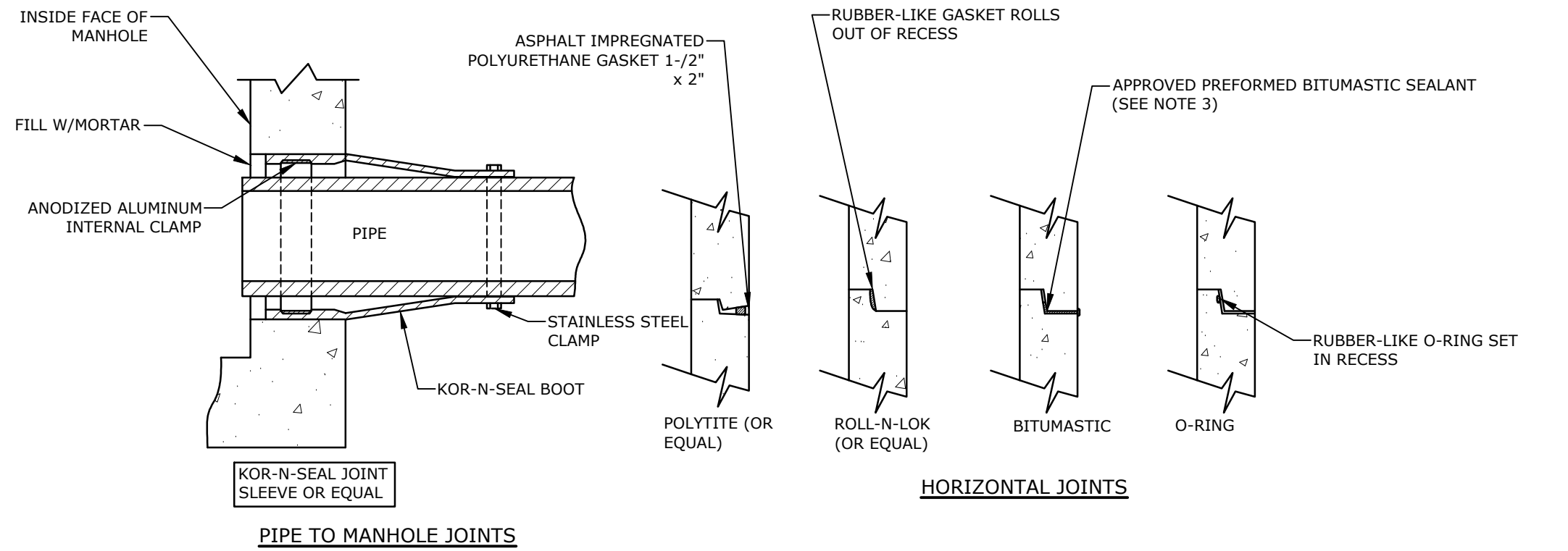


DRAINAGE CLEAN-OUT  
NO SCALE



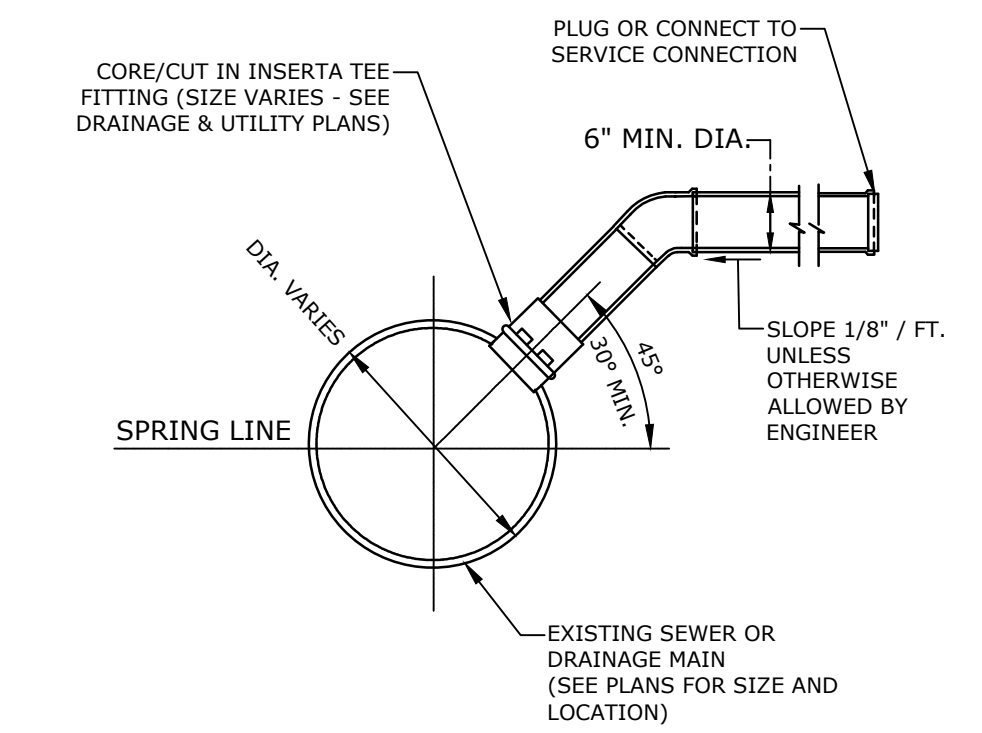
NOTES:  
1. SEE GRADING, DRAINAGE & EROSION CONTROL PLANS FOR LOCATIONS.  
2. ALL JOINTS ON THE STRUCTURE AND PIPING SHALL BE WATERTIGHT.

RAIN GARDEN OVERFLOW  
NO SCALE



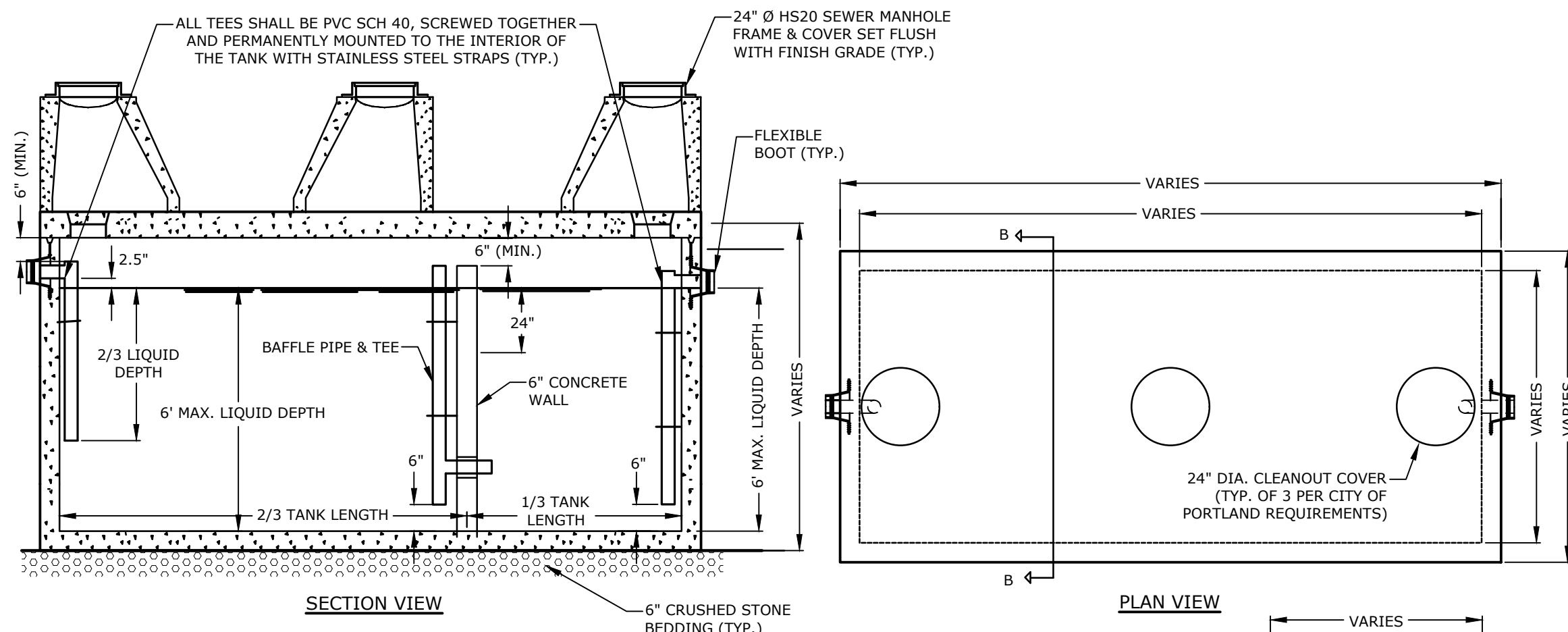
NOTES:  
1. PIPE TO MANHOLE JOINTS SHALL BE PER CITY OF PORTLAND STANDARD ("PLASTIC PIPE CONNECTIONS METHODS 1 & 2", FIGURE II-12, TECHNICAL MANUAL SECTION II)  
2. HORIZONTAL JOINTS BETWEEN THE SECTIONS OF PRECAST CONCRETE BARRELS SHALL BE PER CITY OF PORTLAND DPW STANDARD AND SHALL BE SEALED FOR WATERTIGHTNESS USING A DOUBLE ROW ELASTOMERIC OR MASTIC-LIKE GASKET.  
3. FOR BITUMASTIC TYPE JOINTS THE AMOUNT OF SEALANT SHALL BE SUFFICIENT TO FILL AT LEAST 75% OF THE JOINT CAVITY.  
4. ALL GASKETS, SEALANTS, MORTAR, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' WRITTEN INSTRUCTIONS.

MANHOLE JOINTS  
NO SCALE



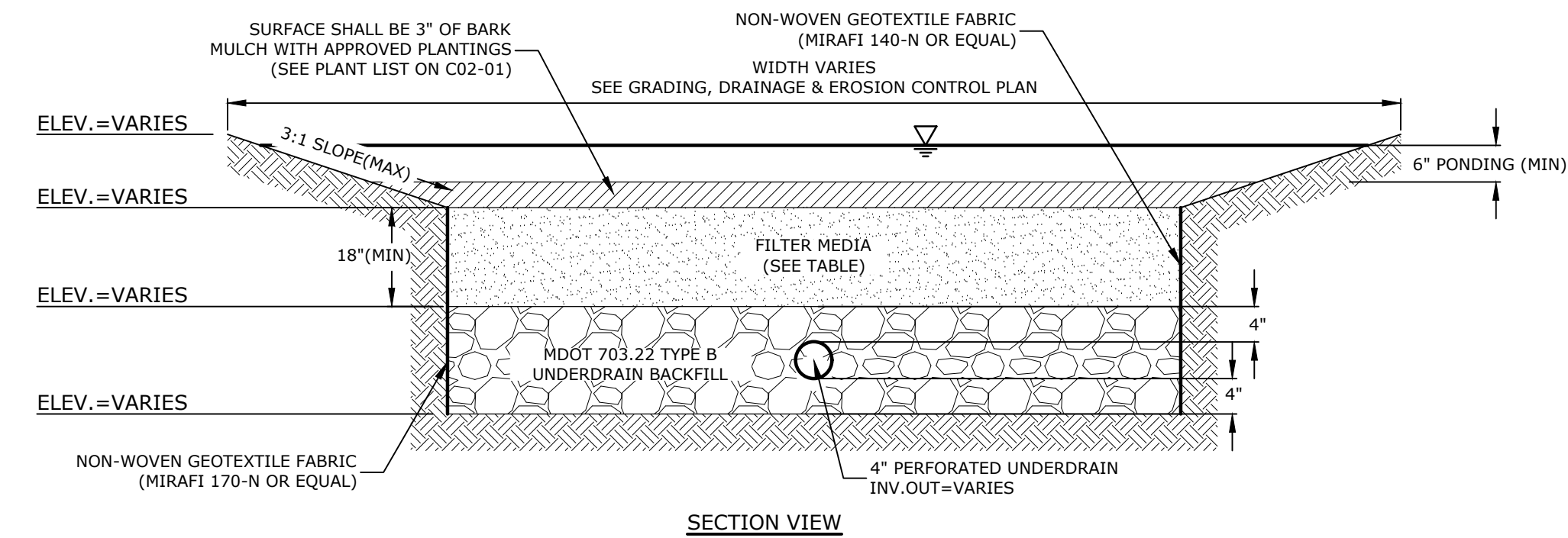
NOTES:  
1. INSERTA TEE CONNECTION TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.  
2. SERVICE LATERAL CONNECTIONS SHALL BE MADE IN ACCORDANCE WITH THE CITY OF PORTLAND'S TECHNICAL MANUAL (SECTION II).

INSERTA-TEE LATERAL SERVICE CONNECTION  
NO SCALE



NOTES:  
1. GREASE TRAP SHALL COMPLY WITH THE CITY OF PORTLAND "EXTERNAL GREASE TRAP DESIGN" DETAIL (FIGURE II-19, TECHNICAL MANUAL SECTION II)  
2. ALL COMPONENTS TO BE DESIGNED FOR AASHTO H-20 LOADING.  
3. CONCRETE STRENGTH TO BE 5,000 PSI (MIN.) AT 28 DAYS.  
4. JOINTS TO BE SEALED WITH BUTYL RUBBER JOINT SEALANT.  
5. FILL WITH WATER BEFORE REMOVAL OF ANY DEWATERING DEVICES.  
6. GREASE TRAP SHALL BE VENTED AS REQUIRED BY CODE.  
FRAMES AND COVERS  
(INCLUDING RAISED INSPECTION COVERS)  
MANHOLE FRAME AND COVERS SHALL BE OF HEAVY DUTY DESIGN AND PROVIDE A 24" CLEAR OPENING. A 3" (MINIMUM HEIGHT) LETTER "S" FOR SEWERS SHALL BE PLAINLY CAST INTO THE CENTER OF EACH COVER. ADJUST COVER TO GRADE WITH BRICKS - MAXIMUM 12" ADJUSTMENT. ALL COMPONENTS TO BE DESIGNED FOR HS-20 (AASHTO)

GREASE TRAP  
NO SCALE



NOTES:  
1. BARK MULCH SHALL BE AGED A MINIMUM OF 12 MONTHS AND SHALL NOT FLOAT.  
2. RAIN GARDENS SHALL NOT BE PLACED INTO SERVICE UNTIL THE PRACTICE HAS BEEN PLANTED AND ITS CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.  
3. DO NOT TRAFFIC EXPOSED SOIL SURFACES WITH CONSTRUCTION EQUIPMENT. CONTRACTOR SHALL KEEP ALL EXCAVATION EQUIPMENT OUTSIDE OF THE LIMIT OF THE RAIN GARDEN.  
4. SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR LOCATIONS, LAYOUTS, AND ELEVATIONS.  
5. THE SAND AND LOAMY SAND PORTIONS OF THE FILTER MEDIA SHALL MEET THE FOLLOWING GRADATIONS:

| SAND (ASTM C-33) |                 | SANDY LOAM TO FINE SANDY LOAM |                 |
|------------------|-----------------|-------------------------------|-----------------|
| SIEVE SIZE       | PERCENT PASSING | SIEVE SIZE                    | PERCENT PASSING |
| 3/8"             | 100             | #4                            | 75-95           |
| #4               | 95-100          | #10                           | 60-90           |
| #8               | 80-100          | #40                           | 35-85           |
| #16              | 50-85           | #200                          | 20-70           |
| #30              | 25-60           | #200 (CLAY)                   | <2              |
| #50              | 5-30            |                               |                 |
| #100             | 0-10            |                               |                 |

| FILTER MEDIA COMPOSITION:                         |                              |                       |                 |
|---------------------------------------------------|------------------------------|-----------------------|-----------------|
| COMPONENT MATERIAL                                | PERCENT OF MIXTURE BY VOLUME | GRADATION OF MATERIAL | PERCENT PASSING |
| ASTM C-33 CONCRETE SAND                           | 50                           | SIEVE NO. #5          | SEE NOTE #5     |
| LOAMY SAND TOPSOIL                                | 20                           | SEE NOTE #5           | SEE NOTE #5     |
| MODERATELY FINE SHREDDED BARK OR WOOD FIBER MULCH | 30                           | 200                   | 5 MAX           |

RAIN GARDEN  
NO SCALE

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

| MARK                        | DATE      | DESCRIPTION          |
|-----------------------------|-----------|----------------------|
| 1                           | 6/14/2023 | RESPONSE TO COMMENTS |
| PROJECT NO: P-5063-001      |           |                      |
| DATE: 3/8/2023              |           |                      |
| FILE: P5063-C-DTLS.dwg      |           |                      |
| DRAWN BY: BKC               |           |                      |
| DESIGNED/CHECKED BY: RA/JMP |           |                      |
| APPROVED BY: JMP            |           |                      |

DETAILS SHEET

SCALE: AS SHOWN

C15-04



# NOYES ST. ELEVATION

Existing



Lounge

Squash Courts

Entrance

Office & Kitchen

Fitness Studio

# NOYES ST. ELEVATION Proposed



**Squash Courts**

**Fitness**

**Squash Courts**

**Entrance**

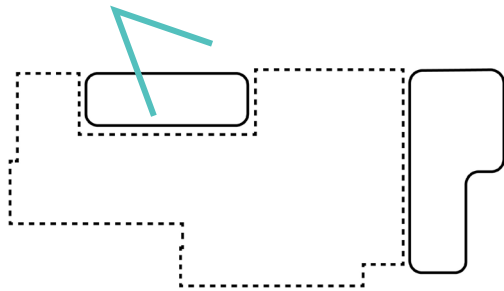
**Living Room**

**Fitness Studio**



## EXTERIOR VIEW

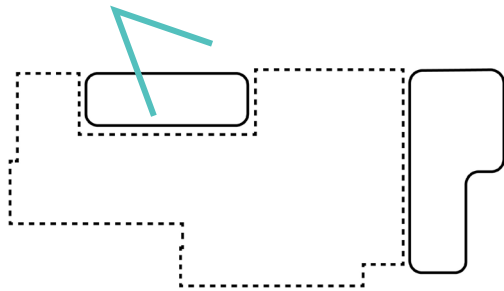
### Arrival





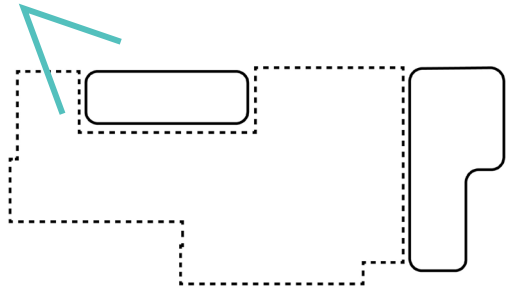
# EXTERIOR VIEW

## Entry



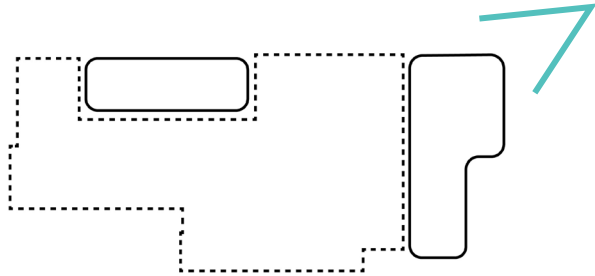


## EXTERIOR VIEW West Approach



## EXTERIOR VIEW 01

### East Approach



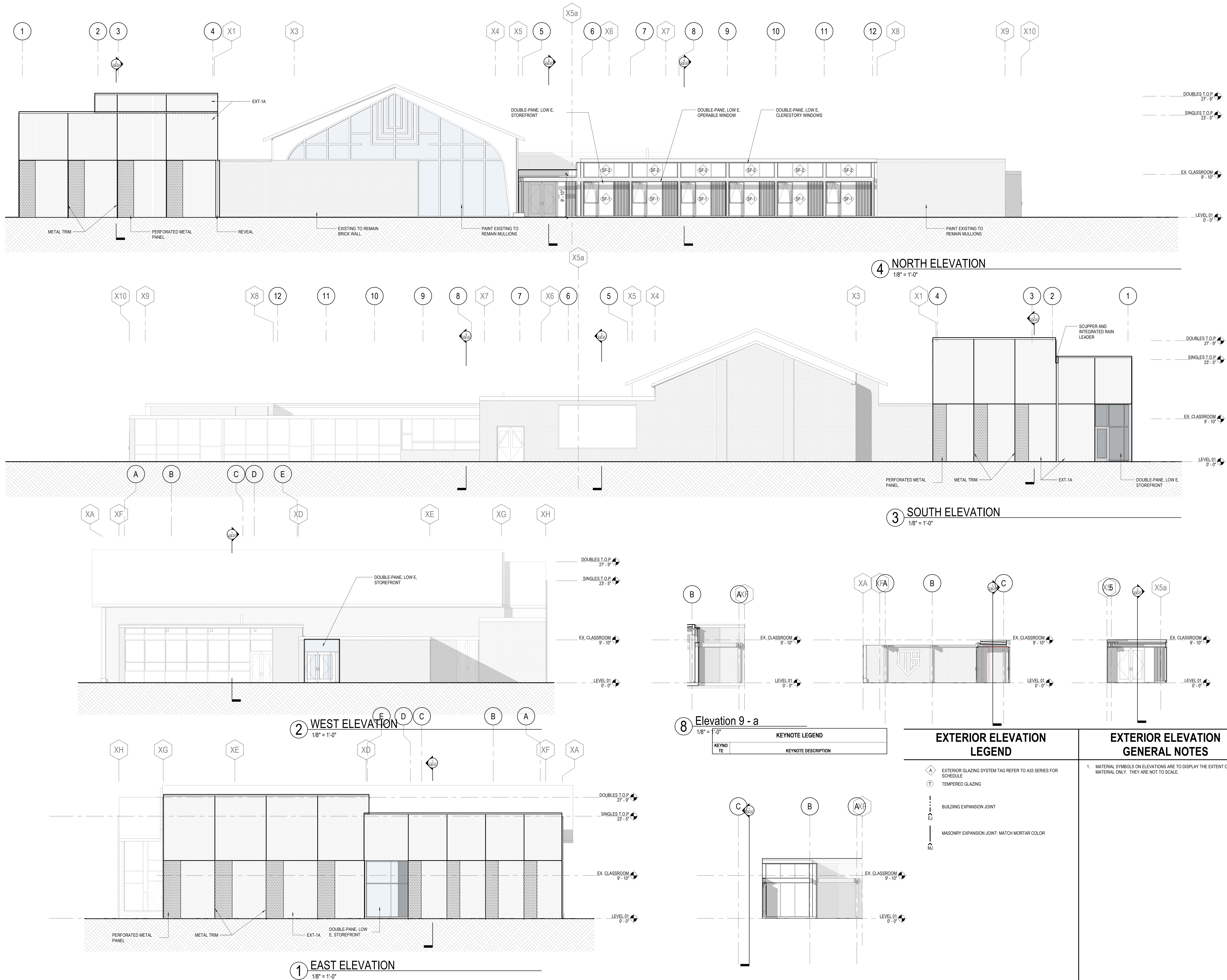












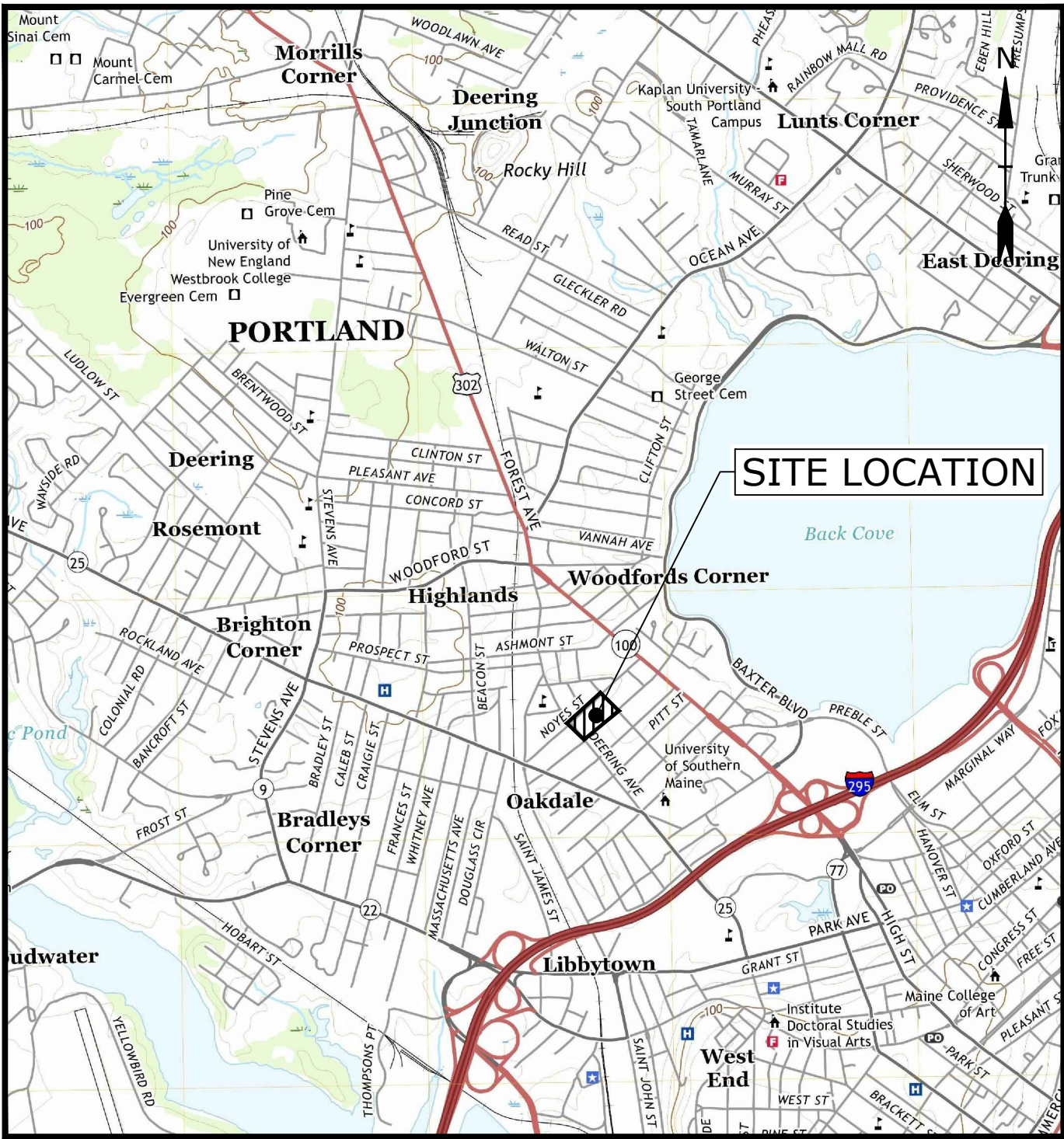
75% CD 03 March 2023



# PORTLAND COMMUNITY SQUASH COMMUNITY COMMONS CITY OF PORTLAND, MAINE

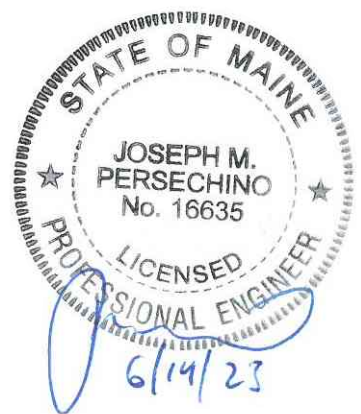
PERMIT DRAWINGS  
JUNE 14, 2023

| LIST OF DRAWINGS |             |                                                    |
|------------------|-------------|----------------------------------------------------|
| SHEET NO.        | DRAWING NO. | DRAWING TITLE                                      |
| GENERAL          |             |                                                    |
| 1                | G-001       | COVER SHEET                                        |
| 2                | 1 OF 1      | BOUNDARY SURVEY                                    |
| CIVIL            |             |                                                    |
| 3                | C01-01      | SITE DEMOLITION PLAN                               |
| 4                | C02-01      | SITE & LANDSCAPE PLAN                              |
| 5                | C03-01      | GRADING, DRAINAGE, & EROSION CONTROL PLAN          |
| 6                | C04-01      | UTILITIES PLAN                                     |
| 7                | C11-01      | SITE DEMOLITION PLAN (FUTURE)                      |
| 8                | C12-01      | SITE & LANDSCAPE PLAN (FUTURE)                     |
| 9                | C13-01      | GRADING, DRAINAGE, & EROSION CONTROL PLAN (FUTURE) |
| 10               | C15-01      | EROSION CONTROL NOTES & DETAILS                    |
| 11               | C15-02      | DETAILS                                            |
| 12               | C15-03      | DETAILS                                            |
| 13               | C15-04      | DETAILS                                            |



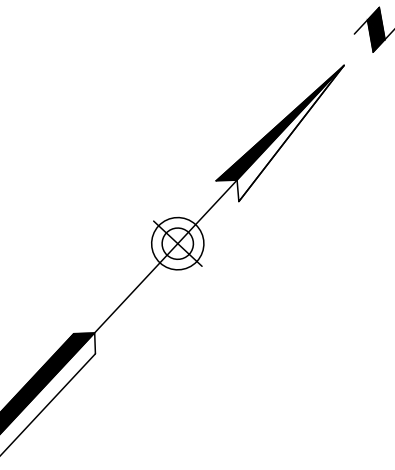
LOCATION MAP  
SCALE: 1" = 2000'

PREPARED BY:  
**Tighe & Bond**  
177 Corporate Drive  
Portsmouth, NH 03801  
(603) 433-8818



PREPARED FOR:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE



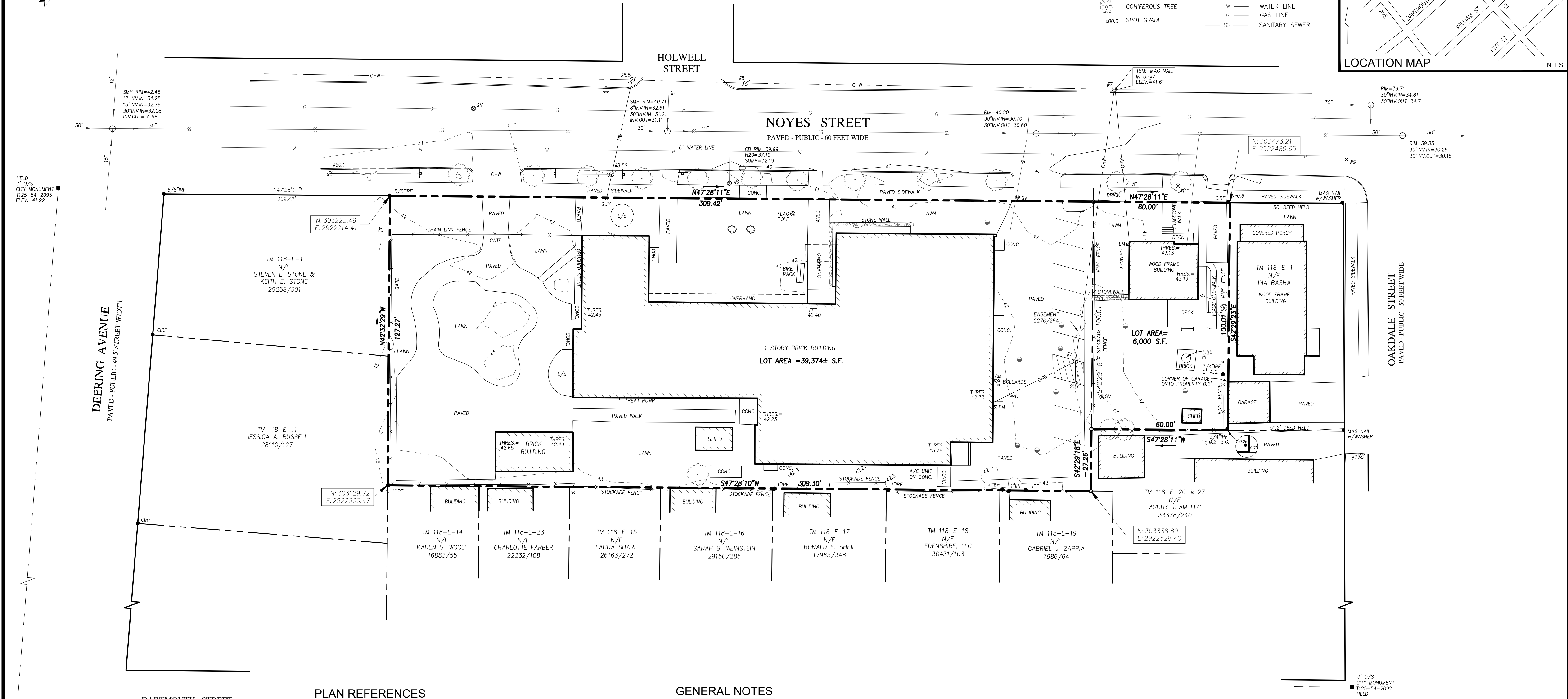
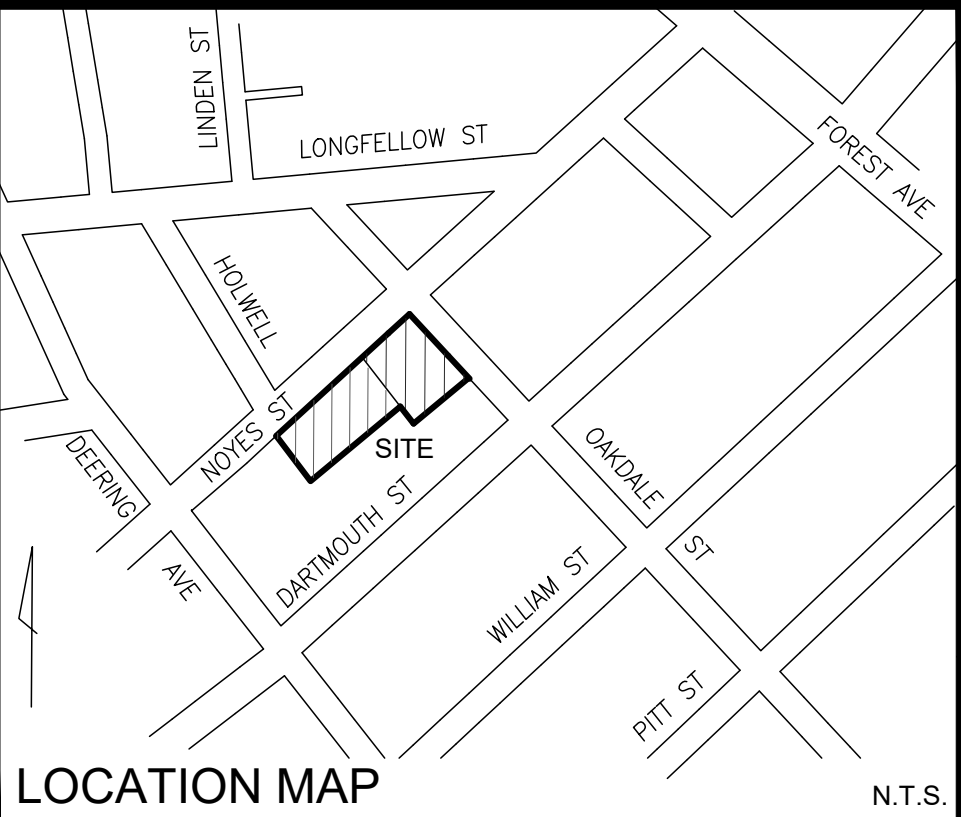


### UTILITY NOTE

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.

### LEGEND

- |         |                           |         |                          |
|---------|---------------------------|---------|--------------------------|
| ●       | IRON PIPE OR ROD FOUND    | ✕ ✕     | FENCE                    |
| ■       | MONUMENT FOUND            | —       | STONEWALL                |
| ○       | CAPPED IRON ROD TO BE SET | —       | CURB                     |
| ⊗       | UTILITY POLE              | —       | OVERHEAD WIRES           |
| ○       | MANHOLE                   | 40      | CONTOUR LINE             |
| ⊗ EM/GM | ELECTRIC/GAS METER        | —       | IRON PIPE OR ROD FOUND   |
| ⊗ WG    | WATER VALVE OR SHUTOFF    | N/F     | NOW OR FORMERLY          |
| ⊗ GV    | GAS VALVE                 | 000/000 | DEED BOOK / PAGE         |
| ⊗       | BORING                    | CONC.   | CONCRETE                 |
| ⊗       | DECIDUOUS TREE            | THRES.  | THRESHOLD                |
| ⊗       | CONIFEROUS TREE           | FFE     | FINISHED FLOOR ELEVATION |
| ⊗ 0.0   | SPOT GRADE                | —       | WATER LINE               |
|         |                           | —       | GAS LINE                 |
|         |                           | —       | SANITARY SEWER           |



### PLAN REFERENCES

- "BOUNDARY SURVEY AT 76 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHILOH" DATED JUNE 23, 2016 REVISED THRU 9-21-16 BY OWEN HASKELL, INC.
- "PLAN OF PART OF THE DEERING ESTATE MADE BY E.C. JORDAN & CO. CIV. ENG'RS." DATED JULY 1921. THIS PLAN WAS COPIED FROM ONE MADE IN FEBRUARY 1892 WITH CHANGES ON PLAN MADE IN SEPTEMBER 1930. THE ORIGINAL PLAN RECORDED JULY 3, 1990 IN PLAN BOOK 186, PAGE 5, C.C.R.D.
- WORKSHEET OF THE BLOCK BOUNDED BY DEERING AVE., AND NOYES, OAKDALE, AND DARTMOUTH STREETS.
- CITY STREET "ROLLS" SHOWING MONUMENTS ON DEERING AVENUE.
- "STANDARD BOUNDARY SURVEY AT 83 NOYES STREET, PORTLAND, MAINE FOR PAUL OUELLETTE, OWNER / RESIDENT" DATED SEPTEMBER 27, 1993 BY OWEN HASKELL, INC.
- "BOUNDARY SURVEY AT 94 NOYES STREET, PORTLAND, MAINE MADE FOR CONGREGATION SHAAREY TPHILOH" DATED AUGUST 2, 2007 REV. 1 02-26-08 BY OWEN HASKELL, INC.
- "BOUNDARY SURVEY, 58-60 NOYES STREET, PORTLAND, MAINE FOR: TIM GEBHARDT, SURVEY BY: SURVEY, INC." OCTOBER 16, 2020.

### GENERAL NOTES

- OWNER OF RECORD: PORTLAND COMMUNITY SQUASH  
TAX MAP 118 BLOCK E LOTS 9 & 26  
C.C.R.D. BOOK 38380 PAGE 325  
TAM MAP 118 BLOCK E LOTS 3-8,24,25  
C.C.R.D. BOOK 33504 PAGE 302
- BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD1983. CITY POINTS T125-54-2095 (N:303126.5874 E:2922105.3774) & T125-54-2092 (N:303281.8333 E:2922738.9050) HELD.
- ELEVATIONS ARE BASED ON NGVD29. CITY MONUMENT T125-54-2095 USED.
- THE PROPERTY IS LOCATED IN THE CITY OF PORTLAND R5 ZONE.
- OAKDALE STREET ESTABLISHED BY USING 3' OFFSET MONUMENT AT THE SOUTHEAST CORNER OF DARTMOUTH STREET AND OAKDALE STREET AND HOUSE TIE SHOWN ON CITY BLUE SHEET FOR OAKDALE AT HOUSE #124.
- TOPOGRAPHY PERFORMED UNDER WINTER CONDITIONS OF SNOW AND ICE.

### CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

03-01-2022  
DATE

ELLEN C. BREWER, PLS #2367



|                                                                                                                                                         |            |                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------|
| REV. 1                                                                                                                                                  | 03-01-2022 | COMBINE PARCELS, ADD TOPOGRAPHY |
| <b>Boundary Survey</b><br>At<br>62-66 Noyes Street, Portland, Maine<br>Made for<br><b>Portland Community Squash</b><br>66 Noyes Street, Portland, Maine |            |                                 |
| <b>OWEN HASKELL, INC.</b><br>PROFESSIONAL LAND SURVEYORS<br>390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424                               |            |                                 |
| DRAWN BY:                                                                                                                                               | DRJ/JLW    | DATE: JULY 6, 2021              |
| CHECKED BY:                                                                                                                                             | DRJ/ECB    | SCALE: 1" = 20'                 |
| JOB NO. 2020-031 P                                                                                                                                      |            | DRWG. NO. 1                     |



PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

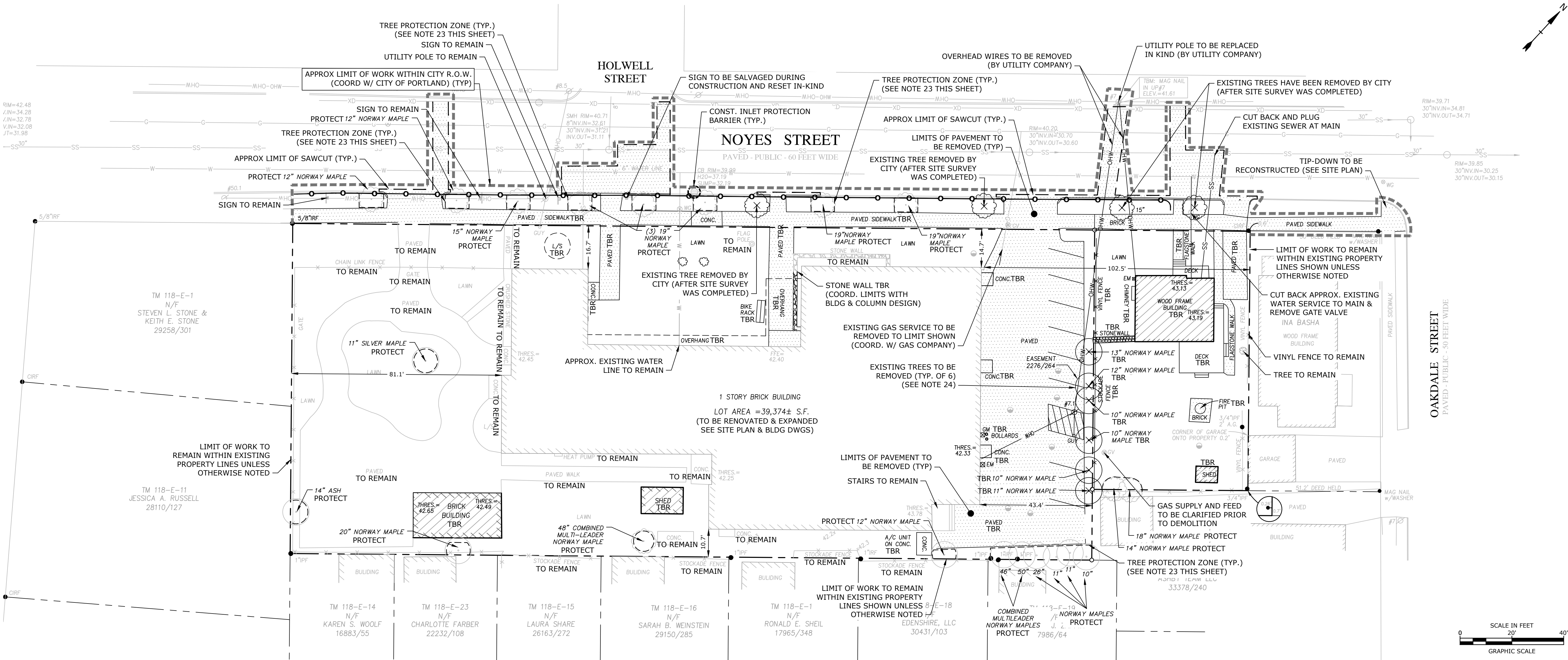
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

DEMOLITION PLAN

SCALE: AS SHOWN

C01-01



DEMOLITION NOTES:

- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
- COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
- THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
- UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK.
- CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
- PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, UNDER GROUND PIPING, POLES, STAIRS, FENCES, BOLLARDS, TREES AND LANDSCAPING.
- COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND, MAINE.
- REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK (IN ACCORDANCE WITH THE LANDSCAPE PLANS). CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
- PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE

- INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER.
- THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
  - EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
  - THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
  - SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
  - THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.
  - CONTRACTOR TO PROVIDE DRIVEN 6' HIGH PROTECTIVE FENCE AT ALL EXISTING STREET TREES WITH SIGNS ATTACHED DESIGNATING THE AREA AS 'TREE PROTECTION ZONE'. NO MATERIALS TO BE STORED OR MODIFICATIONS TO EXISTING GRADE TO OCCUR WITHIN FENCING. REFER TO THE EROSION CONTROL NOTES AND DETAILS PLAN (C15-01) FOR COMPREHENSIVE TREE PROTECTION REQUIREMENTS AND DETAIL IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
  - STUMPS AND ROOTS OF TREES SHALL BE GRUBBED OUT FOR A 10' DIAMETER AROUND EACH TREE TO BE REMOVED.
  - CONTRACTOR TO PROVIDE A CONSTRUCTION MANAGEMENT PLAN PRIOR TO CONSTRUCTION THAT MEETS THE REQUIREMENTS OF THE CITY OF PORTLAND.

EXISTING CONDITIONS PLAN NOTES:

- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS, DATED JULY 6, 2021.

REFERENCE PLANS:

- SEE EXISTING CONDITIONS PLAN FOR REFERENCES RELEVANT TO THE DEVELOPMENT OF THE SITE BOUNDARY SURVEY AND ALL EXITING SITE AND TOPOGRAPHIC FEATURES.

LEGEND

EXISTING SITE FEATURES

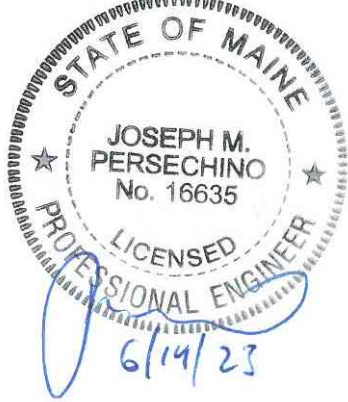
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- CAPPED IRON ROD TO BE SET
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- WATER VALVE OR SHUTOFF
- GAS VALVE
- BORING
- LANDSCAPING
- DECIDUOUS TREE
- CONIFEROUS TREE
- SPOT GRADE
- APPROXIMATE EXISTING TREE
- FENCE
- STONEWALL
- CURB
- OVERHEAD WIRES
- CONTOUR LINE
- IRON PIPE OR ROD FOUND
- DEED BOOK / PAGE
- CONCRETE
- THRESHOLD
- FINISHED FLOOR ELEVATION
- WATER LINE
- GAS LINE
- SANITARY SEWER
- PROPERTY LINE

- APPROXIMATE LIMIT OF PROPOSED SAW CUT
- APPROXIMATE LIMIT OF WORK
- PROPOSED SILT SOCK
- APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
- BUILDING TO BE REMOVED

- APPROXIMATE TREE PROTECTION ZONE
- TBR TO BE REMOVED
- BLDG BUILDING
- TYP TYPICAL
- COORD COORDINATE
- APPROX APPROXIMATE



PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

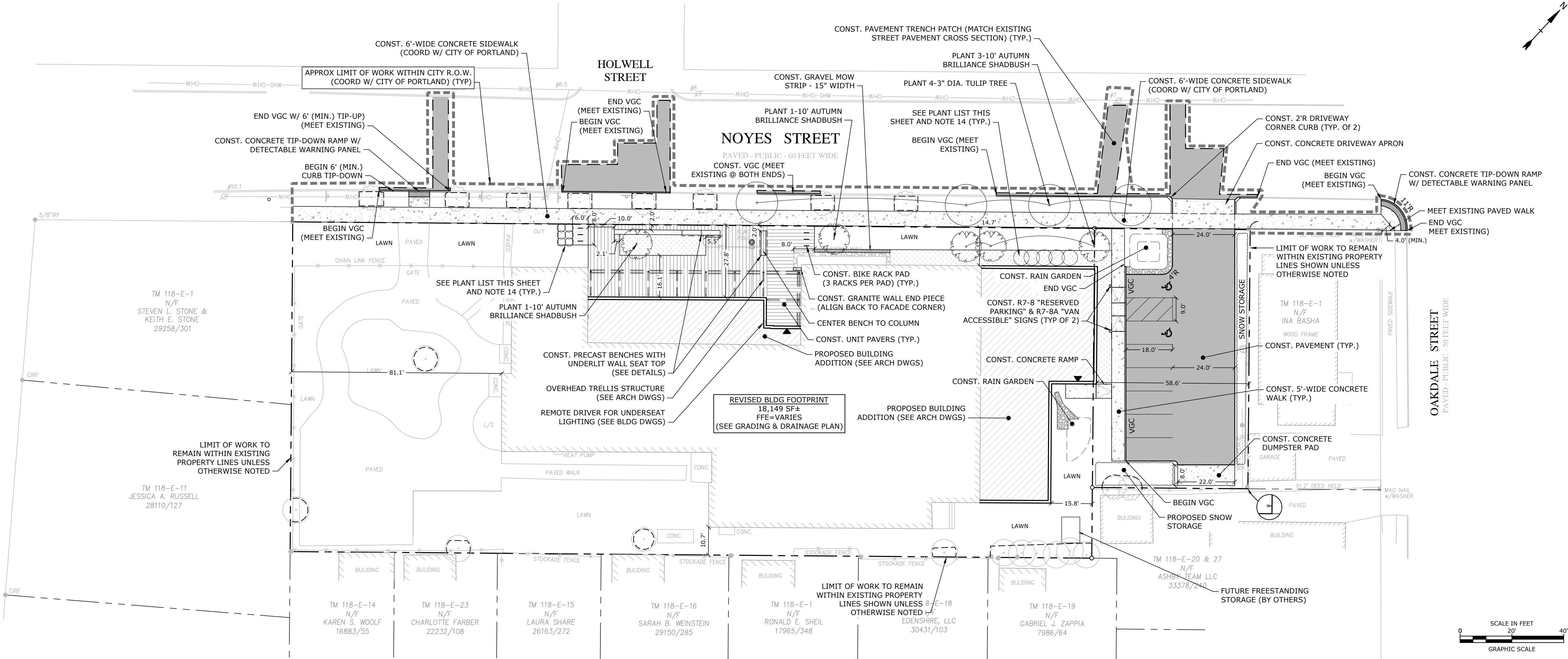
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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| 1                           | 6/14/2023 | RESPONSE TO COMMENTS |
| MARK                        | DATE      | DESCRIPTION          |
| PROJECT NO: P-5063-001      |           |                      |
| DATE: 3/8/2023              |           |                      |
| FILE: P5063-C-DSGN.dwg      |           |                      |
| DRAWN BY: BKC               |           |                      |
| DESIGNED/CHECKED BY: RA/JMP |           |                      |
| APPROVED BY: JMP            |           |                      |

SITE PLAN

SCALE: AS SHOWN

C02-01



SITE DATA:

LOCATION: MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26  
66 NOYES STREET  
PORTLAND, MAINE

ZONING DISTRICT: R-5  
ALLOWED USE: RESIDENTIAL (MEDIUM-DENSITY)  
PROPOSED USE: COMMUNITY HALL (CONDITIONAL USE PERMIT REQUIRED)

| DIMENSIONAL REQUIREMENTS:   | REQUIRED                                 | EXISTING  | PROPOSED        |
|-----------------------------|------------------------------------------|-----------|-----------------|
| MINIMUM LOT AREA:           | 1 AC                                     | 0.90 AC±  | 1.04 AC±        |
| MINIMUM STREET FRONTAGE:    | 50 FT                                    | 309.4 FT± | 369.5 FT±       |
| MINIMUM SETBACKS:           |                                          |           |                 |
| • FRONT:                    | 20 FT                                    | 14.7 FT±  | 14.7 FT±        |
| • SIDE (LEFT):              | 12 FT                                    | 81.1 FT±  | 81.1 FT±        |
| • SIDE (RIGHT):             | 12 FT                                    | 41.4 FT±  | 15.8 FT±        |
| • REAR:                     | 20 FT                                    | 10.7 FT±  | 10.7 FT±        |
| MAXIMUM BUILDING HEIGHT:    | 35 FT                                    | 30.4 FT±  | 27.4 FT±        |
| MAXIMUM LOT COVERAGE RATIO: | 40%                                      | 37.45%    | 40% (SEE BELOW) |
| BUILDING FOOTPRINT AREA     | = 18,149 SF                              |           |                 |
| TOTAL LOT AREA              | = 45,374 SF                              |           |                 |
| LOT COVERAGE                | = (18,149 SF / 45,374 SF) * (100%) = 40% |           |                 |

PARKING SPACE COUNT REQUIREMENTS: N/A\* 9 SPACES 7 SPACES\*\*

\*OFF-STREET PARKING NOT REQUIRED PER TABLE 19B: CATEGORICAL EXCEPTIONS TO OFF-STREET PARKING MINIMUMS OF CITY OF PORTLAND LAND USE CODE DUE TO PROXIMITY OF NEAREST FIXED ROUTE TRANSIT SERVICE (WITHIN 1/4 MILE).

\*\*TWO (2) ADA SPACES PROVIDED

TREE REQUIREMENTS:

- a. A TOTAL OF SIX (6) TREES BETWEEN 10" AND 16" DBH ARE PROPOSED TO BE REMOVED, AND SHALL BE REPLACED WITH A MINIMUM OF SIX (6) REPLACEMENT TREES (1 PER TREE REMOVED). THE PROJECT WILL PROVIDE FOUR (4) NEW SHADE TREES AND FIVE (5) NEW UNDERSTORY TREES IN PHASE 1. SIX (6) NEW UNDERSTORY TREES ARE PROPOSED IN PHASE 2.

SITE NOTES:

- STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, ADA SYMBOLS, PAINTED ISLANDS WITH TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F".
- ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
- SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
- PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
- THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
- CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
- COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTLAND.
- ALL WORK SHALL CONFORM TO THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", CURRENT EDITION.
- COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
- SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS DIRECTLY ADJACENT TO BUILDING.
- CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
- ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL PLANT MATERIAL AND MAINTENANCE OF PLANTING SHALL COMPLY WITH THE CITY OF PORTLAND TECHNICAL MANUAL SECTIONS 4.7 AND 4.8.
- COORDINATE FINAL LOCATIONS, QUANTITIES, AND TYPES OF PLANTINGS WITH LANDSCAPE ARCHITECT AND ENGINEER PRIOR TO INSTALLATION.

AS-BUILT REQUIREMENTS:

- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
- AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

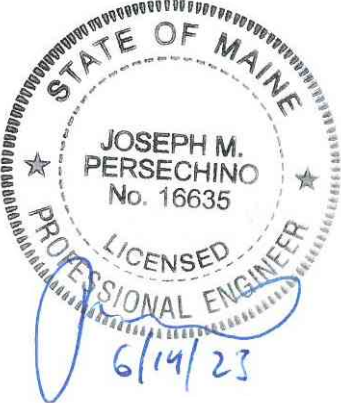
PLANT LIST

| Quantity                                   | Symbol | Botanical Name                          | Common Name                     | Size     |
|--------------------------------------------|--------|-----------------------------------------|---------------------------------|----------|
| <b>Trees</b>                               |        |                                         |                                 |          |
| 5                                          | AM GR  | Amelanchier x grandiflora 'Autumn Bri   | Autumn Brilliance Shadbush      | 10' hgt  |
| 4                                          | LI TU  | Liriodendron tulipifera                 | Tulip Tree                      | 3" cal   |
| <b>Shrubs</b>                              |        |                                         |                                 |          |
| 9                                          | BU GM  | Buxus "Winter Gem"                      | Winter Gem Boxwood              | #10 Cont |
| 9                                          | HY PA  | Hydrangea paniculata 'Little Quick Fire | Little Quick Fire Hydrangea     | #5 cont  |
| 4                                          | IL VE  | Ilex verticillata 'Berry Poppins'       | Berry Poppins Winterberry       | #3 cont  |
| 7                                          | MI DE  | Microbiota decussata 'Celtic Pride'     | Siberian Arbutus 'Celtic Pride' | #3 cont  |
| 6                                          | RH HC  | Rhododendron 'Helen Curtis'             | Helen Curtis Azalea             | #3 cont  |
| 110                                        | RH AR  | Rhus aromatica 'Gro-Low'                | Gro-Low Fragrant Sumac          | #3 cont  |
| 5                                          | VI CA  | Viburnum carlesii                       | Koreanspice Viburnum            | 3'-4'    |
| <b>Ground Covers</b>                       |        |                                         |                                 |          |
| 80                                         | Lir Sp | Liriope spicata                         | Creeping Lilyturf               | #1 cont  |
| <b>Rain Gardens (for each rain garden)</b> |        |                                         |                                 |          |
| 2                                          | Cl Ain | Clethra alnifolia                       | Summersweet                     | #2 cont  |
| 5                                          | Ca St  | Carex stricta                           | Tussock Sedge                   | #1 cont  |

LEGEND

|  |                                                              |
|--|--------------------------------------------------------------|
|  | PROPERTY LINE                                                |
|  | PROPOSED EDGE OF PAVEMENT                                    |
|  | PROPOSED CURB                                                |
|  | PROPOSED WOODEN STOCKADE FENCE                               |
|  | PROPOSED WOODEN SCREENING FENCE                              |
|  | APPROXIMATE LIMIT OF SAWCUT                                  |
|  | APPROXIMATE LIMIT OF WORK                                    |
|  | PROPOSED BUILDING                                            |
|  | PROPOSED PAVEMENT SECTION                                    |
|  | PROPOSED CONCRETE SIDEWALK                                   |
|  | PROPOSED RIPRAP                                              |
|  | PROPOSED PLANT BED                                           |
|  | PROPOSED SIGN                                                |
|  | APPROXIMATE ARCHITECT BUILDING COORDINATE CONSTRUCT DRAWINGS |
|  | LANDSCAPE TYPICAL                                            |
|  | PROPOSED VERTICAL GRANITE CURB                               |
|  | PROPOSED CURB RADIUS                                         |





SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

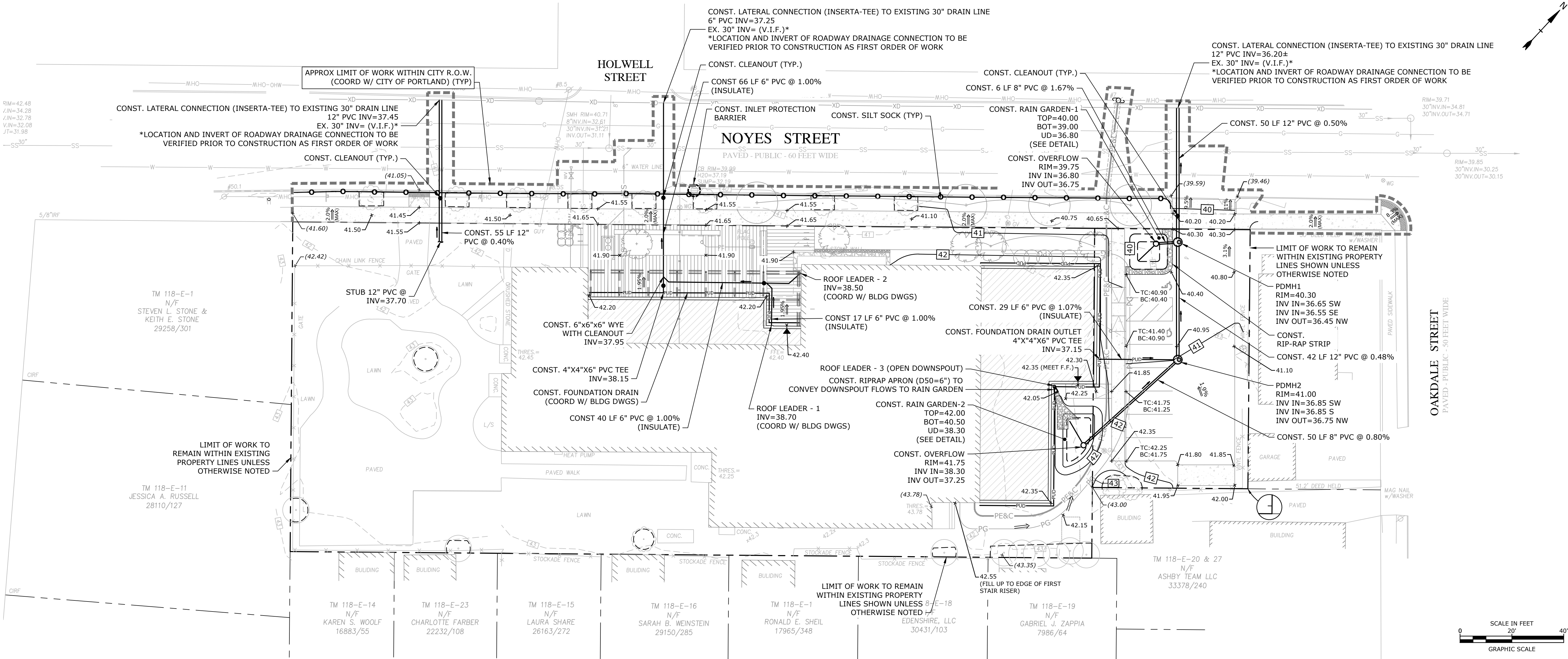
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|----------------------|------------------|----------------------|
| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

GRADING, DRAINAGE, &  
EROSION CONTROL PLAN

SCALE: AS SHOWN

C03-01



LEGEND

|        |                                     |
|--------|-------------------------------------|
| SS     | EXISTING SANITARY SEWER             |
| XW     | APPROXIMATE EXISTING WATER          |
| G      | EXISTING GAS                        |
| OHW    | EXISTING OVERHEAD UTILITY           |
| ⊙      | EXISTING UTILITY POLE               |
| ⊙      | EXISTING CATCHBASIN                 |
| ⊙      | EXISTING SEWER MANHOLE              |
| ⊙ WG   | EXISTING WATER VALVE                |
| ⊙ GV   | EXISTING GAS VALVE                  |
| 40     | PROPOSED MAJOR CONTOUR LINE         |
| 41     | PROPOSED MINOR CONTOUR LINE         |
| ○      | PROPOSED SILT SOCK                  |
| —      | PROPOSED STORM DRAIN                |
| —      | PROPOSED FOUNDATION DRAIN           |
| ---    | APPROXIMATE LIMIT OF WORK           |
| ⊙      | PROPOSED INLET PROTECTION SILT SACK |
| ←      | PROPOSED DRAINAGE COURSE            |
| ⊙      | PROPOSED DRAIN MANHOLE              |
| ●      | PROPOSED CLEANOUT                   |
| APPROX | APPROXIMATE                         |
| ARCH   | ARCHITECT                           |
| BLDG   | BUILDING                            |
| COORD  | COORDINATE                          |
| CONST  | CONSTRUCT                           |
| DWGS   | DRAWINGS                            |
| INV    | INVERT                              |
| LF     | LINEAR FEET                         |
| LSCP   | LANDSCAPE                           |
| PDMH   | PROPOSED DRAIN MANHOLE              |
| TYP    | TYPICAL                             |
| VIF    | VERIFY IN FIELD                     |
| VGC    | PROPOSED VERTICAL GRANITE CURB      |
| 30\"R  | PROPOSED CURB RADIUS                |

GRADING AND DRAINAGE NOTES:

1. COMPACTION REQUIREMENTS:  
BELOW PAVED OR CONCRETE AREAS 95%  
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL 95%  
BELOW LOAM AND SEED AREAS 90%  
\* ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
2. ALL STORM DRAINAGE PIPES SHALL BE SDR35 PVC, UNLESS OTHERWISE SPECIFIED.
3. SEE UTILITY PLAN FOR ALL SITE UTILITY INFORMATION.
4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
5. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, AND RAMPS ADJACENT TO THE BUILDING.
6. CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
7. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND LOCAL CODES.
8. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6\"
9. ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL, SECTION II.

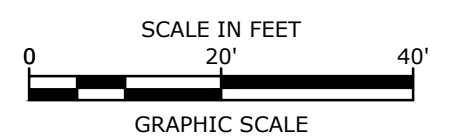
AS-BUILT REQUIREMENTS:

1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

EROSION CONTROL NOTES:

1. INSTALL EROSION CONTROL BARRIERS AS SHOWN AS FIRST ORDER OF WORK.
2. SEE GENERAL EROSION CONTROL NOTES ON SHEET C15-01.
3. PROVIDE INLET PROTECTION AROUND ALL EXISTING AND PROPOSED CATCH BASIN INLETS WITHIN THE WORK LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. MAINTAIN FOR THE DURATION OF THE PROJECT.
4. INSTALL STABILIZED CONSTRUCTION EXIT(S) IN ACCORDANCE WITH THE DETAIL PROVIDED ON SHEET C15-01.
5. INSPECT INLET PROTECTION AND PERIMETER EROSION CONTROL MEASURES DAILY AND AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.
6. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6\"
7. CONSTRUCT EROSION CONTROL BLANKET ON ALL SLOPES STEEPER THAN 3:1.
8. PRIOR TO ANY WORK OR SOIL DISTURBANCE COMMENCING ON THE SUBJECT PROPERTY, INCLUDING MOVING OF EARTH, THE APPLICANT SHALL INSTALL ALL EROSION AND SILTATION MITIGATION AND CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL PERMITS AND APPROVALS.
9. CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE CONSTRUCTION PERIOD. DUST CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, SPRINKLING WATER ON UNSTABLE SOILS SUBJECT TO ARID CONDITIONS.
10. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION.
11. ALL CATCH BASIN SUMPS AND PIPING SHALL BE THOROUGHLY CLEANED TO REMOVE ALL SEDIMENT AND DEBRIS AFTER THE PROJECT HAS BEEN FULLY PAVED.
12. TEMPORARY SOIL STOCKPILE SHALL BE SURROUNDED WITH PERIMETER CONTROLS AND SHALL BE STABILIZED BY TEMPORARY EROSION CONTROL SEEDING. STOCKPILE AREAS TO BE LOCATED AS FAR AS POSSIBLE FROM ANY DELINEATED EDGE OF WETLANDS (IF APPLICABLE).
13. SAFETY FENCING SHALL BE PROVIDED AROUND STOCKPILES OVER 10 FT.
14. CONCRETE TRUCKS WILL BE REQUIRED TO WASH OUT (IF NECESSARY) SHOOTS ONLY WITHIN AREAS WHERE CONCRETE HAS BEEN PLACED. NO OTHER WASH OUT WILL BE ALLOWED.





STATE OF MAINE  
JOSEPH M. PERSECHINO  
No. 16635  
LICENSED PROFESSIONAL ENGINEER  
6/14/23

**SITE:**  
66 NOYES STREET  
PORTLAND, MAINE

**OWNER:**  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

**PROJECT MAP / LOT:**  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

# UTILITIES PLAN

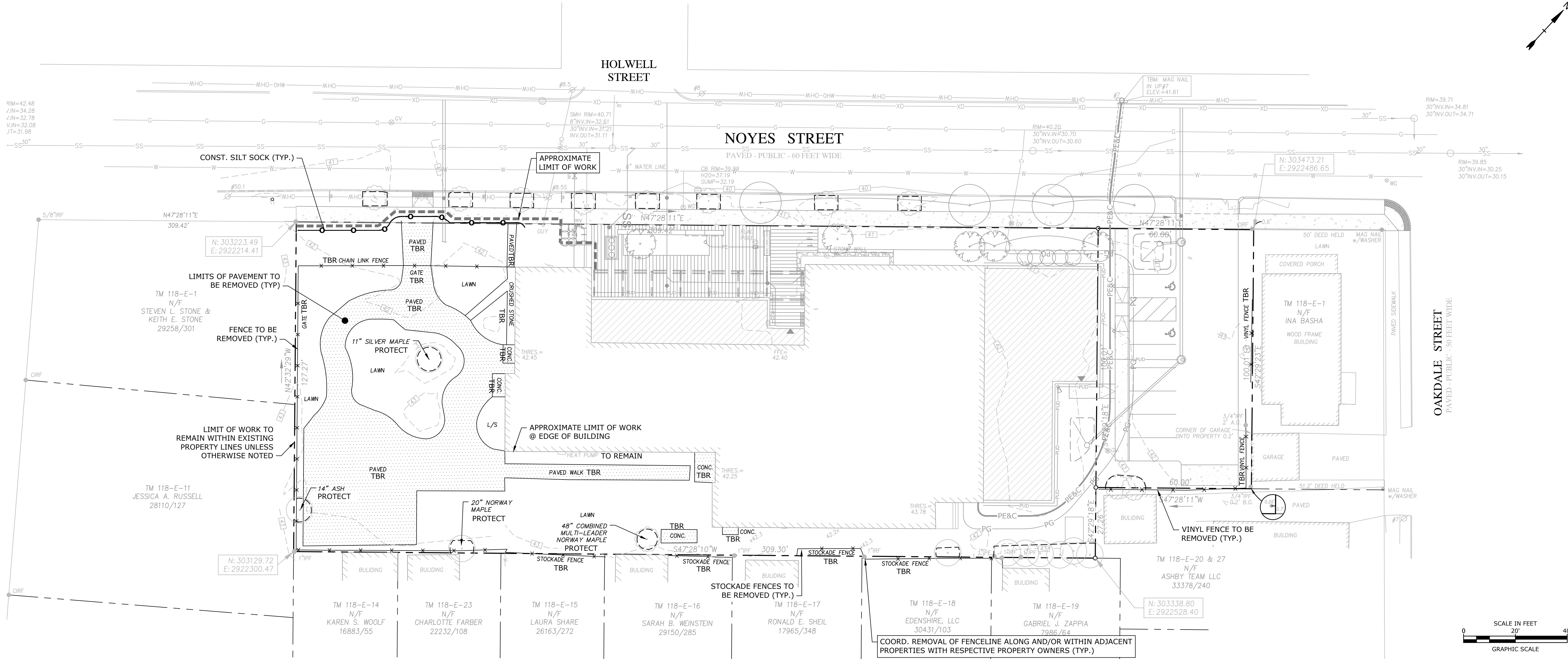
SCALE: AS SHOWN

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES, AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK AT NO ADDITIONAL COST TO THE OWNER.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY.
  - NATURAL GAS - UNITIL
  - WATER - PORTLAND DPW, PORTLAND WATER DISTRICT
  - SEWER - PORTLAND DPW, PORTLAND WATER DISTRICT
  - ELECTRIC - CENTRAL MAINE POWER
3. ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, CEMENT LINED DUCTILE IRON PIPE.
4. ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION PRIOR TO ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE CHLORINATION AND TESTING WITH THE CITY OF PORTLAND & PORTLAND WATER DISTRICT.
5. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
6. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND.
7. CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
8. CONNECTION TO EXISTING WATER MAIN SHALL BE CONSTRUCTED TO CITY OF PORTLAND & PORTLAND WATER DISTRICT STANDARDS.
9. EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.
10. ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
11. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS AND THE APPLICABLE UTILITY COMPANIES.
12. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
13. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
14. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO THE COMPLETION OF THIS PROJECT.
15. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
16. CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
17. A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS.
18. THE CONTRACTOR SHALL CONTACT "DIG-SAFE" 72 HOURS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL HAVE THE "DIG-SAFE" NUMBER ON SITE AT ALL TIMES.
19. SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
20. HYDRANTS, GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND & PORTLAND WATER DISTRICT.
21. ALL SEWER PIPE WITH LESS THAN 6' OF COVER IN PAVED AREAS OR LESS THAN 4' OF COVER IN UNPAVED AREAS SHALL BE INSULATED.
22. CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.
23. CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION, PARTICULARLY WATER MAIN AND GAS MAIN CONSTRUCTION AS TO MAINTAIN CONTINUOUS SERVICE TO ABUTTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
24. CONTRACTOR SHALL CONSTRUCT ALL UTILITIES AND DRAINS TO WITHIN 10' OF THE FOUNDATION WALLS AND CONNECT THESE TO SERVICE STUBS FROM THE BUILDING.

|        |                                     |
|--------|-------------------------------------|
| SS     | EXISTING SANITARY SEWER             |
| XS     | APPROXIMATE EXISTING SANITARY SEWER |
| XW     | APPROXIMATE EXISTING WATER          |
| XD     | APPROXIMATE EXISTING DRAIN LINE     |
| G      | EXISTING GAS                        |
| OHW    | EXISTING OVERHEAD UTILITY           |
|        | EXISTING UTILITY POLE               |
|        | EXISTING CATCHBASIN                 |
|        | EXISTING SEWER MANHOLE              |
| WG     | EXISTING WATER VALVE                |
| GY     | EXISTING GAS VALVE                  |
| PG     | PROPOSED GAS                        |
| PE&C   | PROPOSED UNDERGROUND ELECTRIC       |
| POHW   | PROPOSED OVERHEAD ELECTRIC          |
| PW     | PROPOSED WATER                      |
| SS     | PROPOSED SEWER                      |
|        | PROPOSED STORM DRAIN                |
|        | APPROXIMATE LIMIT OF WORK           |
|        | PROPOSED DRAIN MANHOLE              |
|        | PROPOSED UTILITY POLE W/ GUY WIRE   |
|        | PROPOSED WATER GATE VALVE           |
| APPROX | APPROXIMATE                         |
| ARCH   | ARCHITECT                           |
| BLDG   | BUILDING                            |
| COORD  | COORDINATE                          |
| CONST  | CONSTRUCT                           |
| DWGS   | DRAWINGS                            |
| INV    | INVERT                              |
| LF     | LINEAR FEET                         |
| LSCP   | LANDSCAPE                           |
| PDMH   | PROPOSED DRAIN MANHOLE              |
| TYP    | TYPICAL                             |
| VGC    | PROPOSED VERTICAL GRAB CURB         |
| 30'R   | PROPOSED CURB RADIUS                |

1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.





DEMOLITION NOTES:

- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
- COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
- THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
- UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK.
- CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
- PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, UNDER GROUND PIPING, POLES, STAIRS, FENCES, BOLLARDS, TREES AND LANDSCAPING.
- COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTLAND, MAINE.
- REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK (IN ACCORDANCE WITH THE LANDSCAPE PLANS). CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
- PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE

INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER.

- THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
- THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
- THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.
- CONTRACTOR TO PROVIDE DRIVEN 6" HIGH PROTECTIVE FENCE AT ALL EXISTING STREET TREES WITH SIGNS ATTACHED DESIGNATING THE AREA AS "TREE PROTECTION ZONE". NO MATERIALS TO BE STORED OR MODIFICATIONS TO EXISTING GRADE TO OCCUR WITHIN FENCING. REFER TO THE EROSION CONTROL NOTES AND DETAILS PLAN (C15-01) FOR COMPREHENSIVE TREE PROTECTION REQUIREMENTS AND DETAIL IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
- STUMPS AND ROOTS OF TREES SHALL BE GRUBBED OUT FOR A 10' DIAMETER AROUND EACH TREE TO BE REMOVED.
- CONTRACTOR TO PROVIDE A CONSTRUCTION MANAGEMENT PLAN PRIOR TO CONSTRUCTION THAT MEETS THE REQUIREMENTS OF THE CITY OF PORTLAND.

EXISTING CONDITIONS PLAN NOTES:

- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS, DATED JULY 6, 2021.

REFERENCE PLANS:

- SEE EXISTING CONDITIONS PLAN FOR REFERENCES RELEVANT TO THE DEVELOPMENT OF THE SITE BOUNDARY SURVEY AND ALL EXISTING SITE AND TOPOGRAPHIC FEATURES.

LEGEND

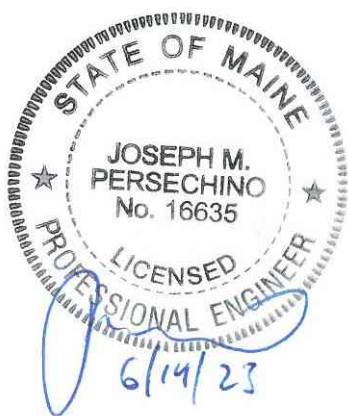
EXISTING SITE FEATURES

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- CAPPED IRON ROD TO BE SET
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- WATER VALVE OR SHUTOFF
- GAS VALVE
- BORING
- LANDSCAPING
- DECIDUOUS TREE
- CONIFEROUS TREE
- SPOT GRADE
- APPROXIMATE EXISTING TREE
- FENCE
- STONEWALL
- CURB
- OVERHEAD WIRES
- CONTOUR LINE
- IRON PIPE OR ROD FOUND
- NOW OR FORMERLY
- DEED BOOK / PAGE
- CONCRETE
- THRESHOLD
- FINISHED FLOOR ELEVATION
- WATER LINE
- GAS LINE
- SANITARY SEWER
- PROPERTY LINE

- APPROXIMATE LIMIT OF PROPOSED SAW CUT
- APPROXIMATE LIMIT OF WORK
- PROPOSED SILT SOCK
- APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
- BUILDING TO BE REMOVED

- APPROXIMATE TREE PROTECTION ZONE
- TBR TO BE REMOVED
- BLDG BUILDING
- TYP TYPICAL
- COORD COORDINATE
- APPROX APPROXIMATE

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE  
  
OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE  
  
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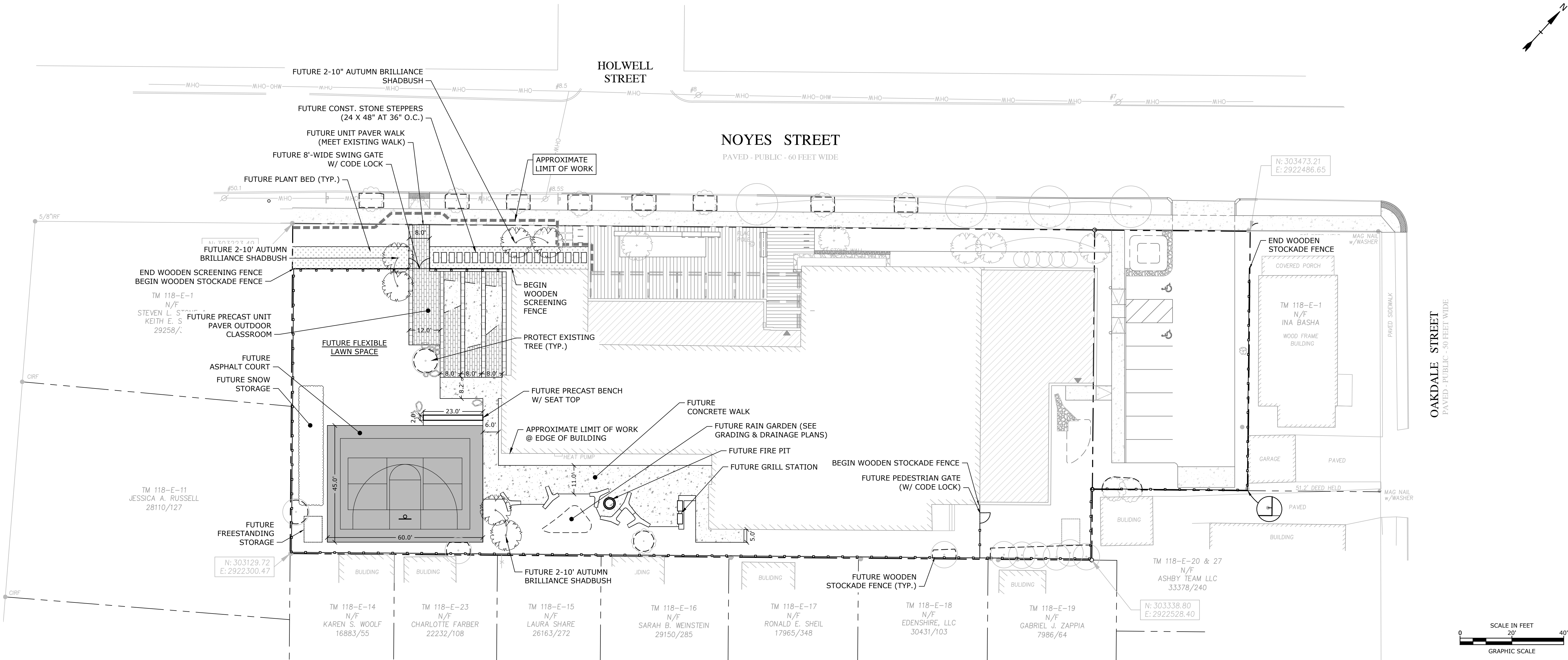
|                      |                  |                      |
|----------------------|------------------|----------------------|
| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

DEMOLITION PLAN  
(FUTURE WORK)

SCALE: AS SHOWN

C11-01





SITE DATA:

LOCATION: MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26  
66 NOYES STREET  
PORTLAND, MAINE

ZONING DISTRICT: R-5  
ALLOWED USE: RESIDENTIAL (MEDIUM-DENSITY)  
PROPOSED USE: COMMUNITY HALL (CONDITIONAL USE PERMIT REQUIRED)

| DIMENSIONAL REQUIREMENTS:         | REQUIRED                                 | EXISTING  | PROPOSED        |
|-----------------------------------|------------------------------------------|-----------|-----------------|
|                                   | 1 AC                                     | 0.90 AC±  | 1.04 AC±        |
| MINIMUM LOT AREA:                 |                                          |           |                 |
| MINIMUM STREET FRONTAGE:          | 50 FT                                    | 309.4 FT± | 369.5 FT±       |
| MINIMUM SETBACKS:                 |                                          |           |                 |
| • FRONT:                          | 20 FT                                    | 14.7 FT±  | 14.7 FT±        |
| • SIDE (LEFT):                    | 12 FT                                    | 81.1 FT±  | 81.1 FT±        |
| • SIDE (RIGHT):                   | 12 FT                                    | 41.4 FT±  | 15.8 FT±        |
| • REAR:                           | 20 FT                                    | 10.7 FT±  | 10.7 FT±        |
| MAXIMUM BUILDING HEIGHT:          | 35 FT                                    | 30.4 FT±  | 27.4 FT±        |
| MAXIMUM LOT COVERAGE RATIO:       | 40%                                      | 37.45%    | 40% (SEE BELOW) |
| BUILDING FOOTPRINT AREA           | = 18,149 SF                              |           |                 |
| TOTAL LOT AREA                    | = 45,374 SF                              |           |                 |
| LOT COVERAGE                      | = (18,149 SF / 45,374 SF) * (100%) = 40% |           |                 |
| PARKING SPACE COUNT REQUIREMENTS: | N/A*                                     | 9 SPACES  | 7 SPACES**      |

\*OFF-STREET PARKING NOT REQUIRED PER TABLE 19B: CATEGORICAL EXCEPTIONS TO OFF-STREET PARKING MINIMUMS OF CITY OF PORTLAND LAND USE CODE DUE TO PROXIMITY OF NEAREST FIXED ROUTE TRANSIT SERVICE (WITHIN 1/4 MILE).

\*\*TWO (2) ADA SPACES PROVIDED

TREE REQUIREMENTS:

- a. A TOTAL OF SIX (6) TREES BETWEEN 10" AND 16" DBH ARE PROPOSED TO BE REMOVED, AND SHALL BE REPLACED WITH A MINIMUM OF SIX (6) REPLACEMENT TREES (1 PER TREE REMOVED). THE PROJECT WILL PROVIDE FOUR (4) NEW SHADE TREES AND FIVE (5) NEW UNDERSTORY TREES IN PHASE 1. SIX (6) NEW UNDERSTORY TREES ARE PROPOSED IN PHASE 2.

SITE NOTES:

1. STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, ADA SYMBOLS, PAINTED ISLANDS WITH TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F".
2. ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
3. SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
4. PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
5. THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
6. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
7. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
8. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTLAND.
9. ALL WORK SHALL CONFORM TO THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", CURRENT EDITION.
13. COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
10. SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS DIRECTLY ADJACENT TO BUILDING.
11. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
12. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
13. ALL PLANT MATERIAL AND MAINTENANCE OF PLANTING SHALL COMPLY WITH THE CITY OF PORTLAND TECHNICAL MANUAL SECTIONS 4.7 AND 4.8.
14. COORDINATE FINAL LOCATIONS, QUANTITIES, AND TYPES OF PLANTINGS WITH LANDSCAPE ARCHITECT AND ENGINEER PRIOR TO INSTALLATION.

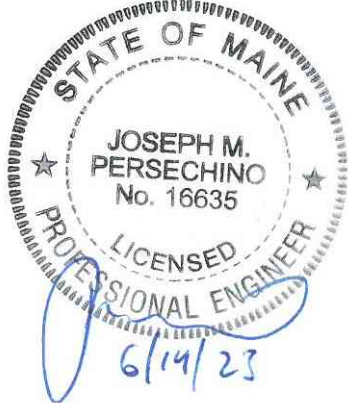
AS-BUILT REQUIREMENTS:

1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

LEGEND

|  |                                 |
|--|---------------------------------|
|  | PROPERTY LINE                   |
|  | PROPOSED EDGE OF PAVEMENT       |
|  | PROPOSED CURB                   |
|  | PROPOSED WOODEN STOCKADE FENCE  |
|  | PROPOSED WOODEN SCREENING FENCE |
|  | APPROXIMATE LIMIT OF SAWCUT     |
|  | APPROXIMATE LIMIT OF WORK       |
|  | PROPOSED BUILDING               |
|  | PROPOSED PAVEMENT SECTION       |
|  | PROPOSED CONCRETE SIDEWALK      |
|  | PROPOSED RIPRAP                 |
|  | PROPOSED PLANT BED              |
|  | PROPOSED SIGN                   |
|  | APPROXIMATE ARCHITECT           |
|  | BUILDING                        |
|  | COORDINATE                      |
|  | CONSTRUCT                       |
|  | DRAWINGS                        |
|  | LANDSCAPE                       |
|  | TYPICAL                         |
|  | PROPOSED VERTICAL GRANITE CURB  |
|  | PROPOSED CURB RADIUS            |

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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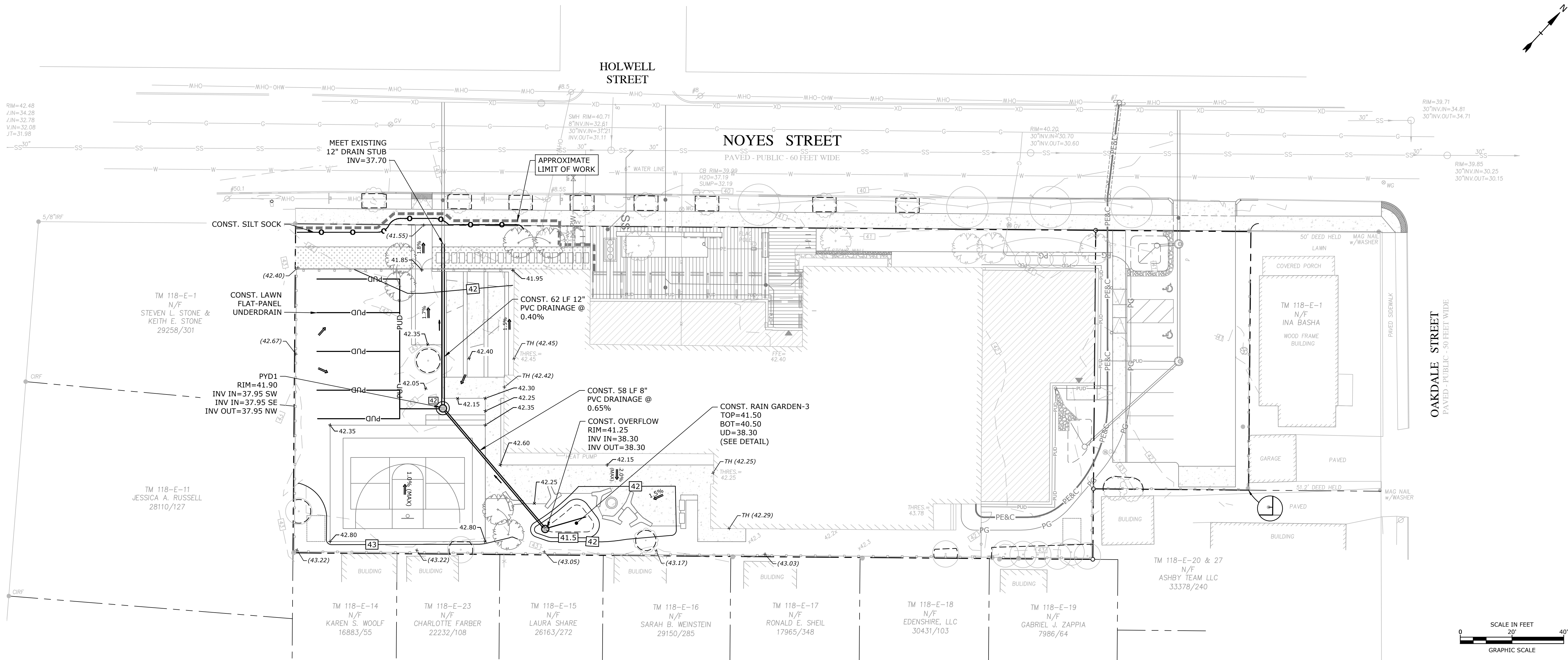
| MARK                        | DATE      | DESCRIPTION          |
|-----------------------------|-----------|----------------------|
| 1                           | 6/14/2023 | RESPONSE TO COMMENTS |
| PROJECT NO: P-5063-001      |           |                      |
| DATE: 3/8/2023              |           |                      |
| FILE: P5063-C-DSGN.dwg      |           |                      |
| DRAWN BY: BKC               |           |                      |
| DESIGNED/CHECKED BY: RA/JMP |           |                      |
| APPROVED BY: JMP            |           |                      |

SITE & LANDSCAPE PLAN  
(FUTURE)

SCALE: AS SHOWN

C12-01





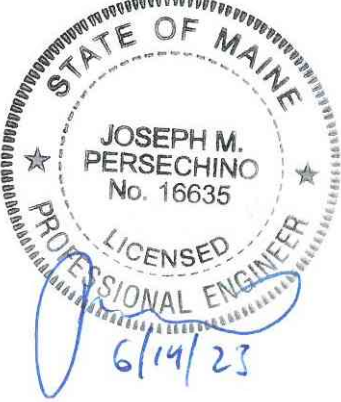
- GRADING AND DRAINAGE NOTES:**
1. COMPACTION REQUIREMENTS:  
BELOW PAVED OR CONCRETE AREAS 95%  
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL 95%  
BELOW LOAM AND SEED AREAS 90%  
\* ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
  2. ALL STORM DRAINAGE PIPES SHALL BE SDR35 PVC, UNLESS OTHERWISE SPECIFIED.
  3. SEE UTILITY PLAN FOR ALL SITE UTILITY INFORMATION.
  4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
  5. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, AND RAMPS ADJACENT TO THE BUILDING.
  6. CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
  7. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND LOCAL CODES.
  8. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH.
  9. ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL, SECTION II.

- AS-BUILT REQUIREMENTS:**
1. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT.
  2. AS-BUILT PLANS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSE LAND SURVEYOR AND SHALL INCLUDE A FULL TOPOGRAPHY SURVEY WITHIN THE LIMIT OF WORK INCLUDING BUT NOT LIMITED TO SITE TOPOGRAPHY, SITE FEATURES (BUILDINGS, ROADS, CURBS, SIDEWALKS, ETC.), STORM DRAINAGE, AND SURFACE AND SUBSURFACE UTILITIES.

- EROSION CONTROL NOTES:**
1. INSTALL EROSION CONTROL BARRIERS AS SHOWN AS FIRST ORDER OF WORK.
  2. SEE GENERAL EROSION CONTROL NOTES ON SHEET C15-01.
  3. PROVIDE INLET PROTECTION AROUND ALL EXISTING AND PROPOSED CATCH BASIN INLETS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. MAINTAIN FOR THE DURATION OF THE PROJECT.
  4. INSTALL STABILIZED CONSTRUCTION EXIT(S) IN ACCORDANCE WITH THE DETAIL PROVIDED ON SHEET C15-01.
  5. INSPECT INLET PROTECTION AND PERIMETER EROSION CONTROL MEASURES DAILY AND AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.
  6. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
  7. CONSTRUCT EROSION CONTROL BLANKET ON ALL SLOPES STEEPER THAN 3:1.
  8. PRIOR TO ANY WORK OR SOIL DISTURBANCE COMMENCING ON THE SUBJECT PROPERTY, INCLUDING MOVING OF EARTH, THE APPLICANT SHALL INSTALL ALL EROSION AND SILTATION MITIGATION AND CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL PERMITS AND APPROVALS.
  9. CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE CONSTRUCTION PERIOD. DUST CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, SPRINKLING WATER ON UNSTABLE SOILS SUBJECT TO ARID CONDITIONS.
  10. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION.
  11. ALL CATCH BASIN SUMPS AND PIPING SHALL BE THOROUGHLY CLEANED TO REMOVE ALL SEDIMENT AND DEBRIS AFTER THE PROJECT HAS BEEN FULLY PAVED.
  12. TEMPORARY SOIL STOCKPILE SHALL BE SURROUNDED WITH PERIMETER CONTROLS AND SHALL BE STABILIZED BY TEMPORARY EROSION CONTROL SEEDING. STOCKPILE AREAS TO BE LOCATED AS FAR AS POSSIBLE FROM ANY DELINEATED EDGE OF WETLANDS (IF APPLICABLE).
  13. SAFETY FENCING SHALL BE PROVIDED AROUND STOCKPILES OVER 10 FT.
  14. CONCRETE TRUCKS WILL BE REQUIRED TO WASH OUT (IF NECESSARY) SHOOTS ONLY WITHIN AREAS WHERE CONCRETE HAS BEEN PLACED. NO OTHER WASH OUT WILL BE ALLOWED.

| LEGEND    |                                     |  |
|-----------|-------------------------------------|--|
| SS        | EXISTING SANITARY SEWER             |  |
| XW        | APPROXIMATE EXISTING WATER          |  |
| G         | EXISTING GAS                        |  |
| OHW       | EXISTING OVERHEAD UTILITY           |  |
| ⊙         | EXISTING UTILITY POLE               |  |
| ⊙         | EXISTING CATCHBASIN                 |  |
| ⊙         | EXISTING SEWER MANHOLE              |  |
| ⊙ WG      | EXISTING WATER VALVE                |  |
| ⊙ GV      | EXISTING GAS VALVE                  |  |
| 40        | PROPOSED MAJOR CONTOUR LINE         |  |
| 41        | PROPOSED MINOR CONTOUR LINE         |  |
| ○         | PROPOSED SILT SOCK                  |  |
| —         | PROPOSED STORM DRAIN                |  |
| —         | PROPOSED FOUNDATION DRAIN           |  |
| - - - - - | APPROXIMATE LIMIT OF WORK           |  |
| ⊙         | PROPOSED INLET PROTECTION SILT SACK |  |
| ←         | PROPOSED DRAINAGE COURSE            |  |
| ⊙         | PROPOSED DRAIN MANHOLE              |  |
| ●         | PROPOSED CLEANOUT                   |  |
| APPROX    | APPROXIMATE                         |  |
| ARCH      | ARCHITECT                           |  |
| BLDG      | BUILDING                            |  |
| COORD     | COORDINATE                          |  |
| CONST     | CONSTRUCT                           |  |
| DWGS      | DRAWINGS                            |  |
| INV       | INVERT                              |  |
| LF        | LINEAR FEET                         |  |
| LSCP      | LANDSCAPE                           |  |
| PDMH      | PROPOSED DRAIN MANHOLE              |  |
| TYP       | TYPICAL                             |  |
| VIF       | VERIFY IN FIELD                     |  |
| VGC       | PROPOSED VERTICAL GRANITE CURB      |  |
| 30'R      | PROPOSED CURB RADIUS                |  |

PERMIT DRAWINGS  
NOT FOR  
CONSTRUCTION



COMMUNITY  
COMMONS  
PORTLAND  
COMMUNITY  
SQUASH

SITE:  
66 NOYES STREET  
PORTLAND, MAINE  
  
OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE  
  
PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

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| 1                    | 6/14/2023        | RESPONSE TO COMMENTS |
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| MARK                 | DATE             | DESCRIPTION          |
| PROJECT NO:          | P-5063-001       |                      |
| DATE:                | 3/8/2023         |                      |
| FILE:                | P5063-C-DSGN.dwg |                      |
| DRAWN BY:            | BKC              |                      |
| DESIGNED/CHECKED BY: | RA/JMP           |                      |
| APPROVED BY:         | JMP              |                      |

GRADING, DRAINAGE, &  
EROSION CONTROL PLAN  
(FUTURE)

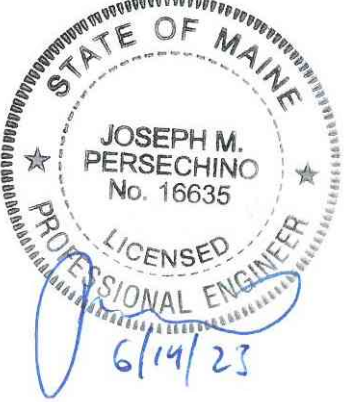
SCALE: AS SHOWN

C13-01







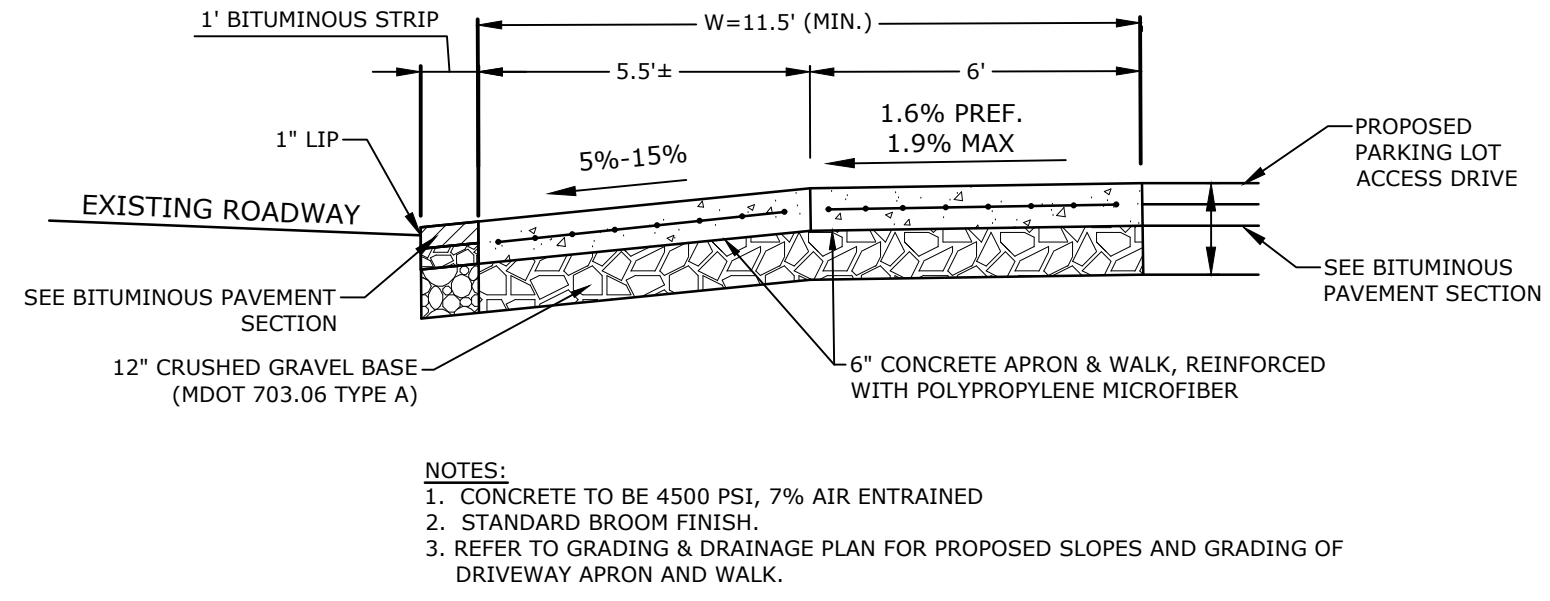


SITE:  
66 NOYES STREET  
PORTLAND, MAINE

OWNER:  
PORTLAND COMMUNITY SQUASH  
66 NOYES STREET  
PORTLAND, MAINE

PROJECT MAP / LOT:  
MAP 118 BLOCK E | LOTS 3-8, 24, 25  
MAP 118 BLOCK E | LOTS 9 & 26

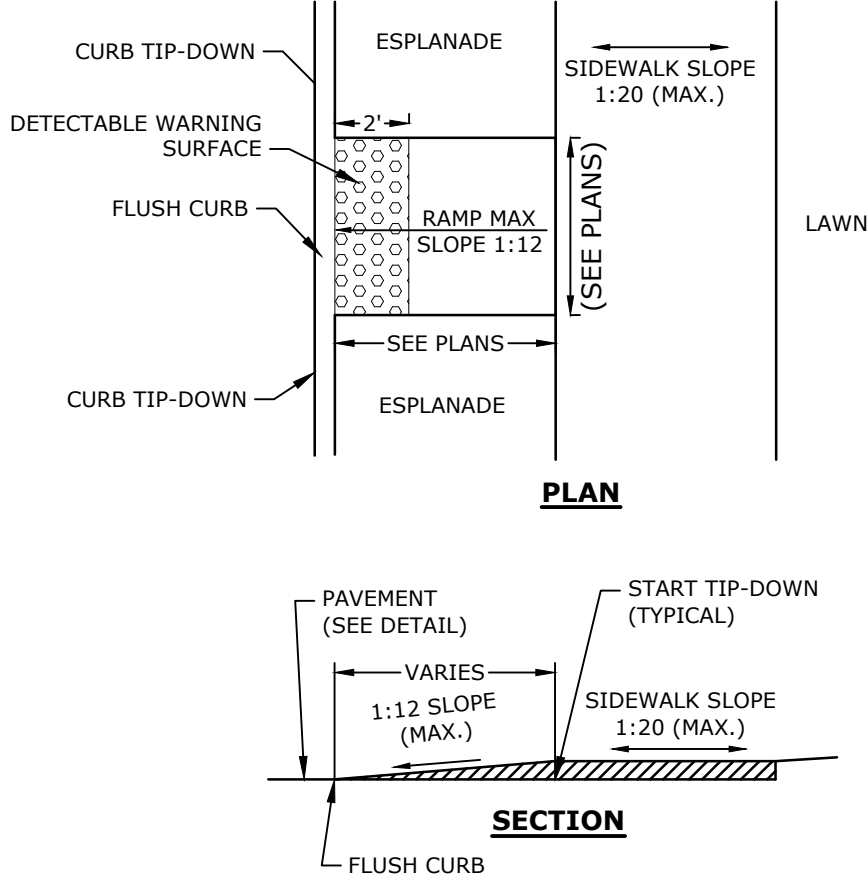
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| 1                           | 6/14/2023 | RESPONSE TO COMMENTS |
| MARK                        | DATE      | DESCRIPTION          |
| PROJECT NO: P-5063-001      |           |                      |
| DATE: 3/8/2023              |           |                      |
| FILE: P5063-C-DTLS.dwg      |           |                      |
| DRAWN BY: BKC               |           |                      |
| DESIGNED/CHECKED BY: RA/JMP |           |                      |
| APPROVED BY: JMP            |           |                      |



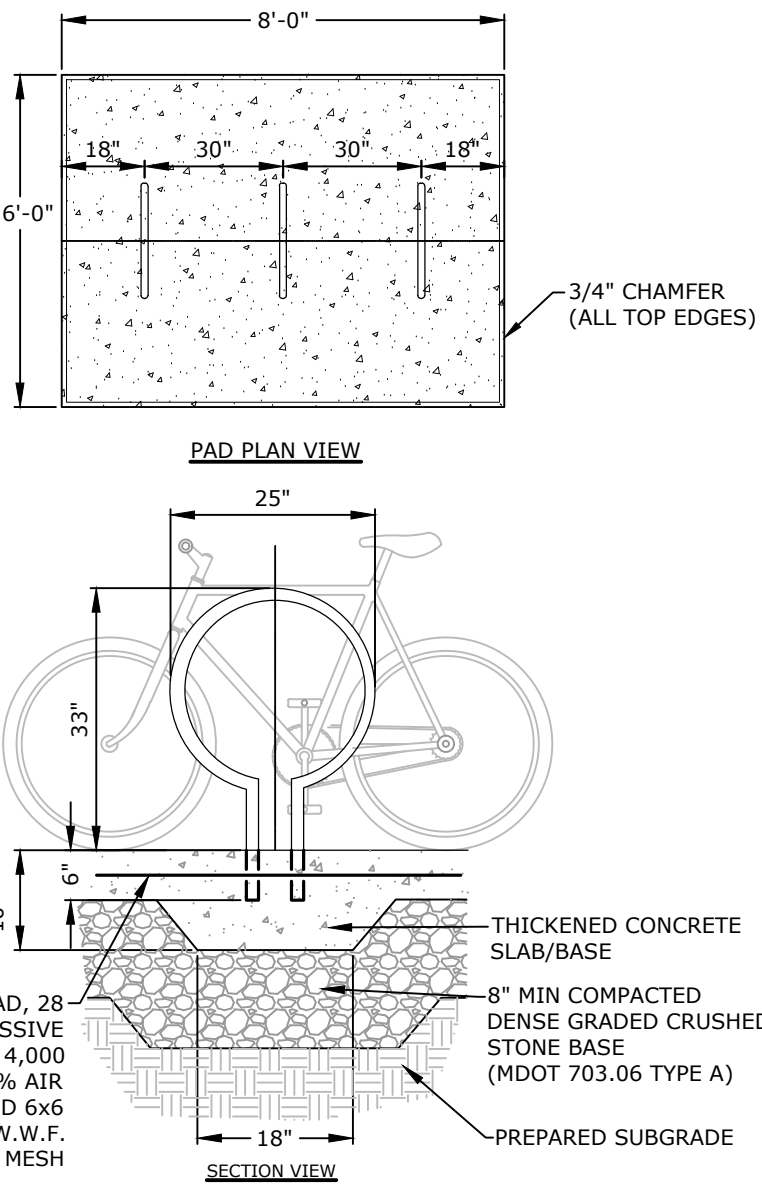
- NOTES:
- COORDINATE DRIVEWAY ENTRANCE REQUIREMENTS WITH THE CITY OF PORTLAND ("REINFORCED CONCRETE DRIVEWAY APRON", FIGURE I-10B, TECHNICAL MANUAL SECTION I).

DRIVEWAY TRANSITION

NO SCALE



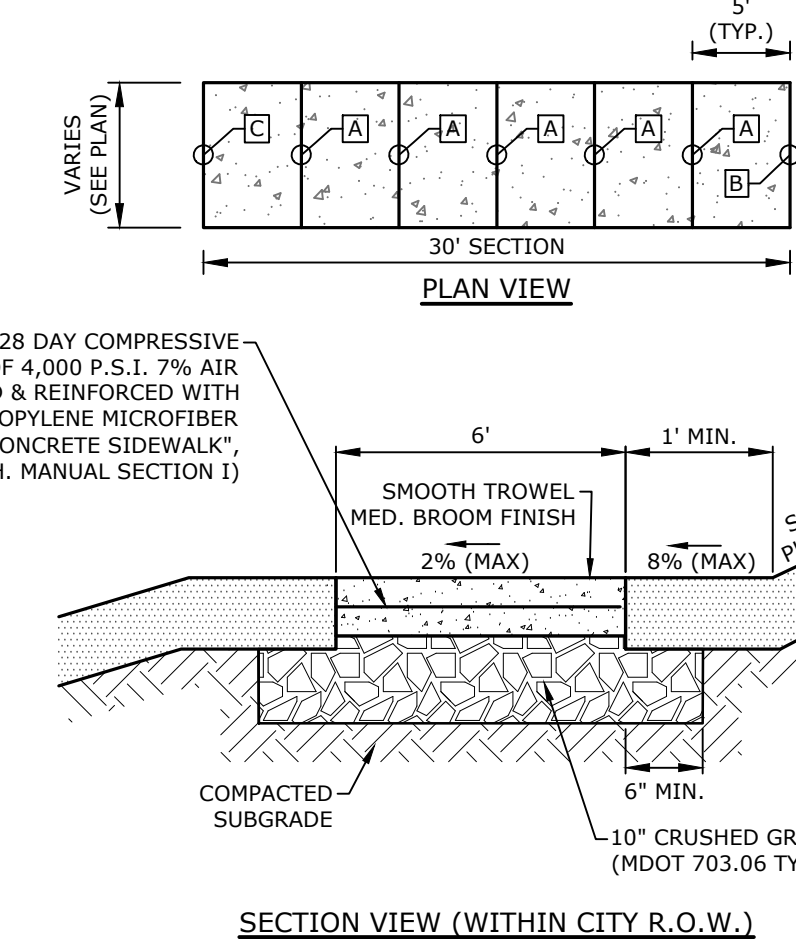
- NOTES:
- RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND LOCAL AND STATE REQUIREMENTS.
  - A 6" COMPACTED CRUSHED GRAVEL BASE (MDOT 703.06 TYPE A) SHALL BE PROVIDED BENEATH RAMPS.
  - DETECTABLE WARNING PANEL SHALL MEET CITY OF PORTLAND STANDARDS AND REQUIREMENTS ("PEDESTRIAN RAP REQUIREMENTS FOR SIDEWALK RAMPS", FIGURE I-6G, TECH. MANUAL SECTION I).
- CONCRETE SIDEWALK TIP-DOWN  
RAMPS WITH DETECTABLE WARNING PANEL
- NO SCALE



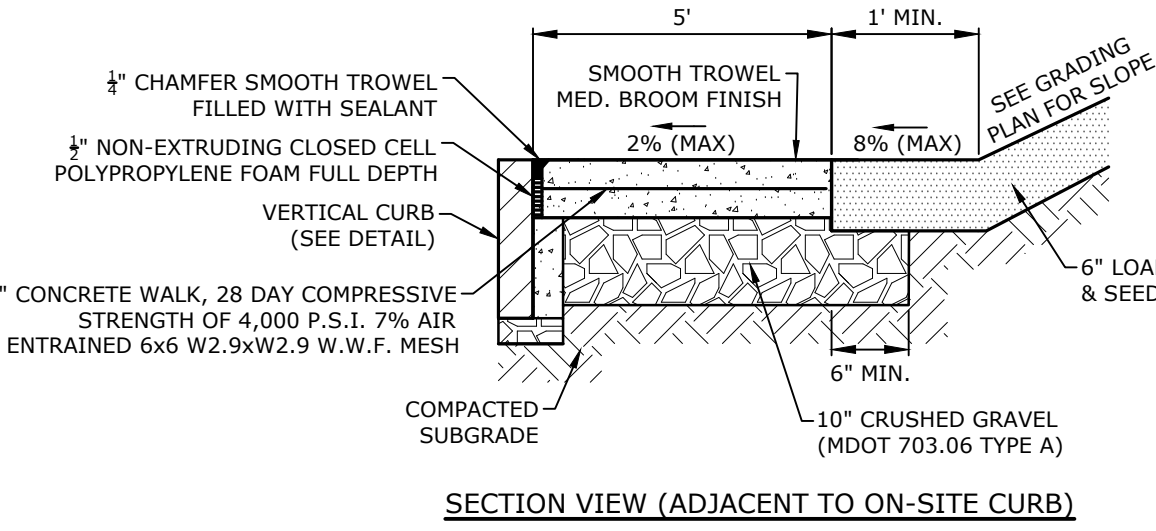
- NOTES:
- BIKE RACK TO BE "RING" BY LANDSCAPE FORMS. EMBED RACK IN CONCRETE PER MANUFACTURER'S RECOMMENDATIONS.
  - BIKE RACK TO HAVE STAINLESS STEEL FINISH.
  - SEE SITE PLANS FOR OVERALL PAD DIMENSIONS AND BIKE RACK LOCATIONS.

BICYCLE RACK & PAD

NO SCALE



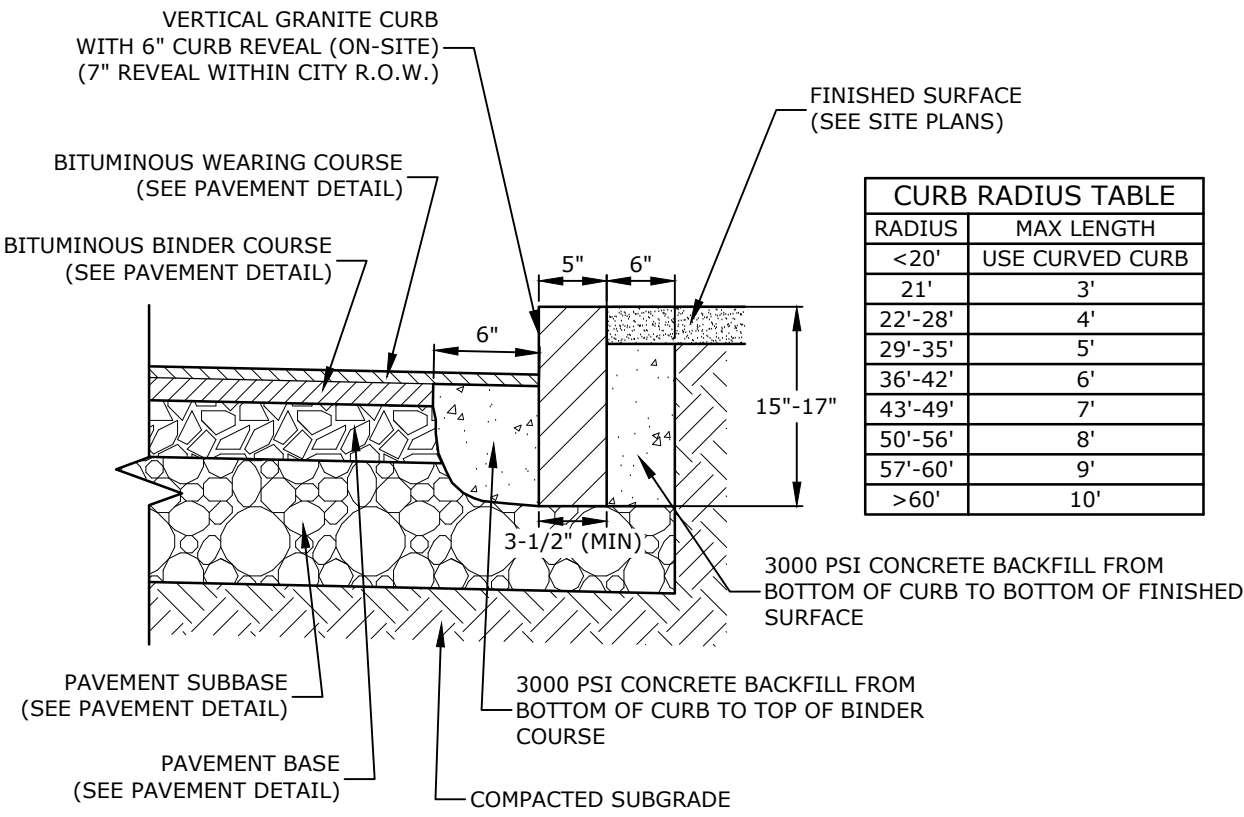
SECTION VIEW (WITHIN CITY R.O.W.)



SECTION VIEW (ADJACENT TO ON-SITE CURB)

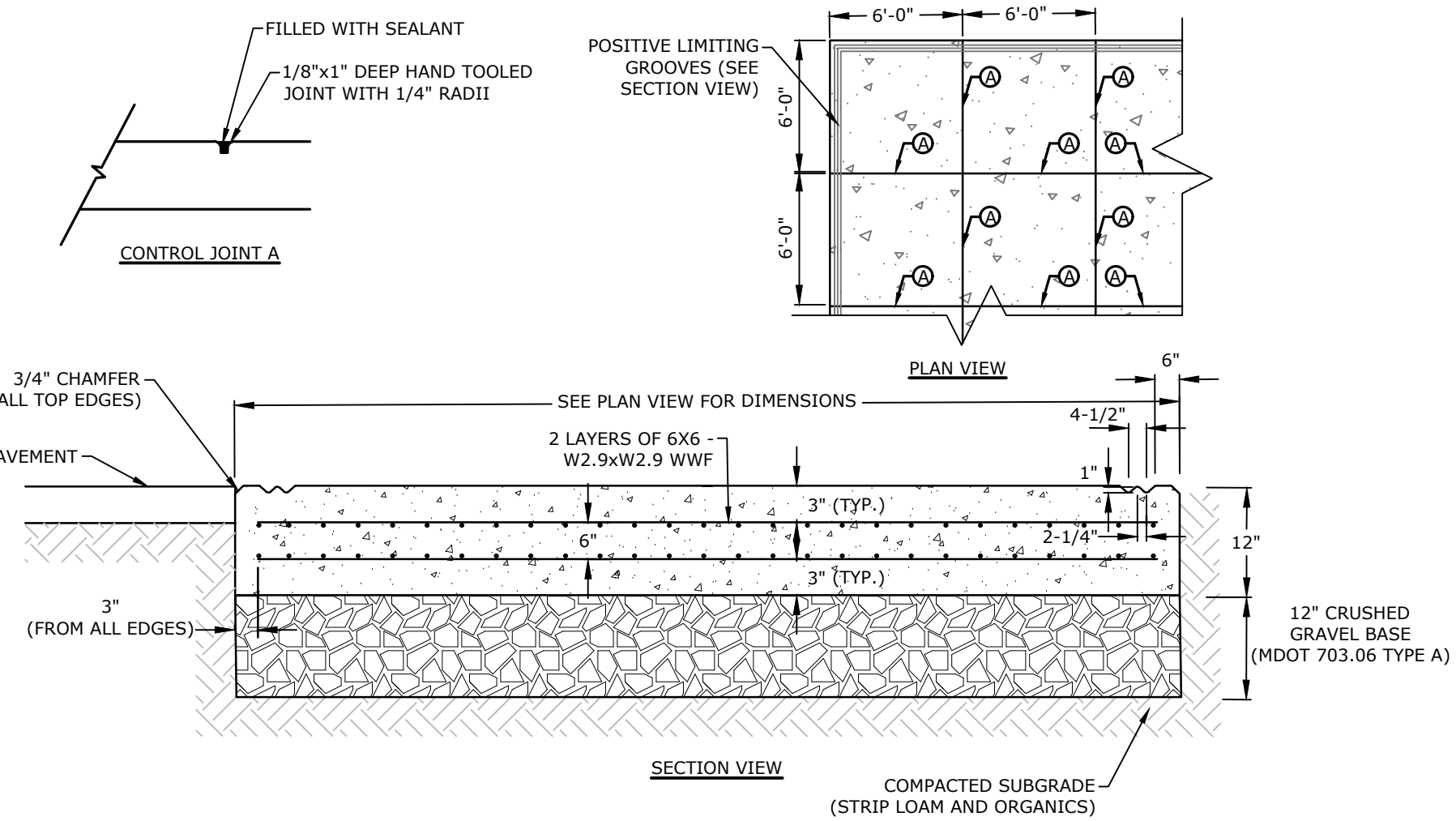
CONCRETE SIDEWALK

NO SCALE



VERTICAL GRANITE CURB

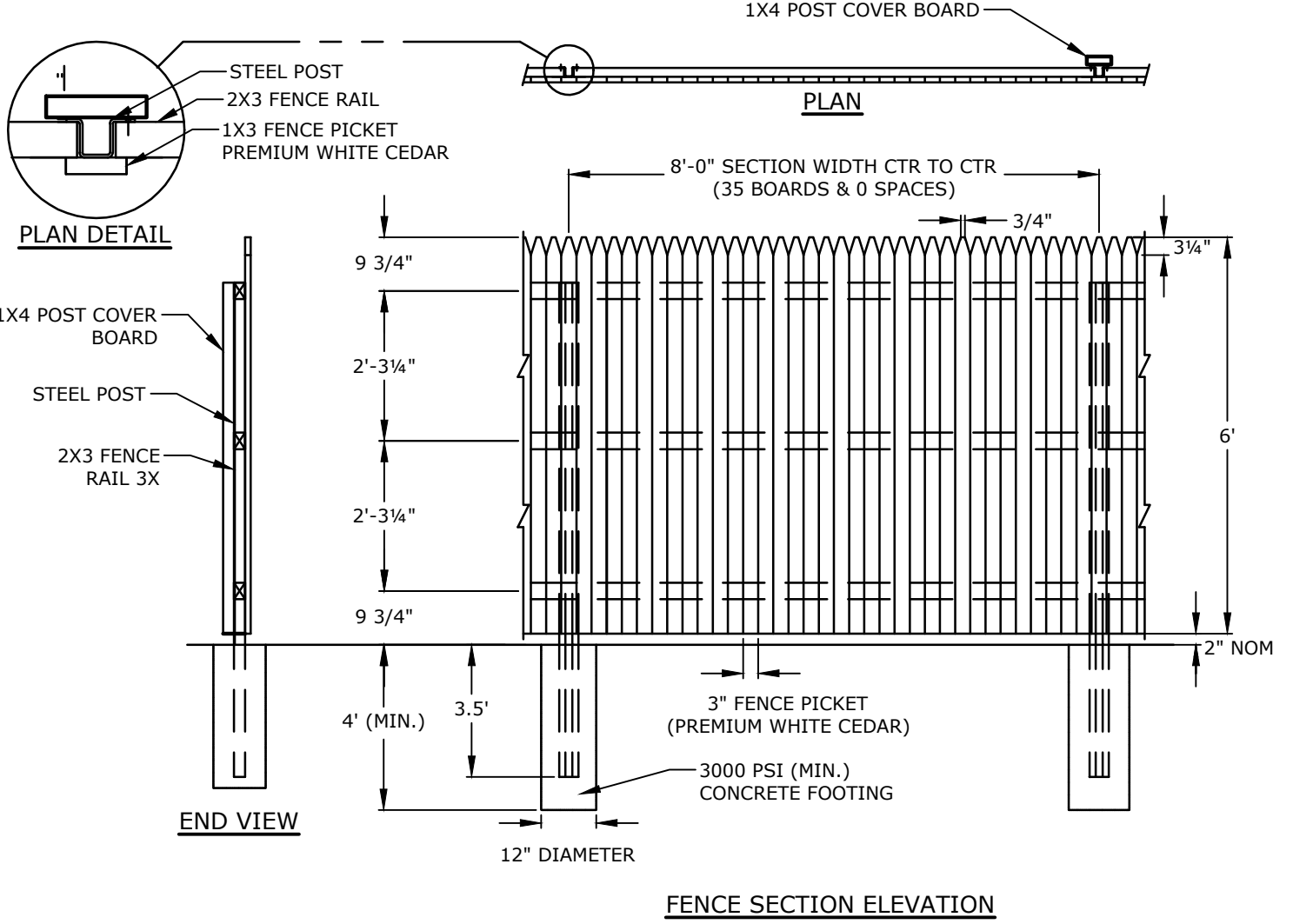
NO SCALE



- NOTES:
- CONCRETE TO BE 4500 PSI, 7% AIR ENTRAINED
  - STANDARD BROOM FINISH.

DUMPSTER PAD

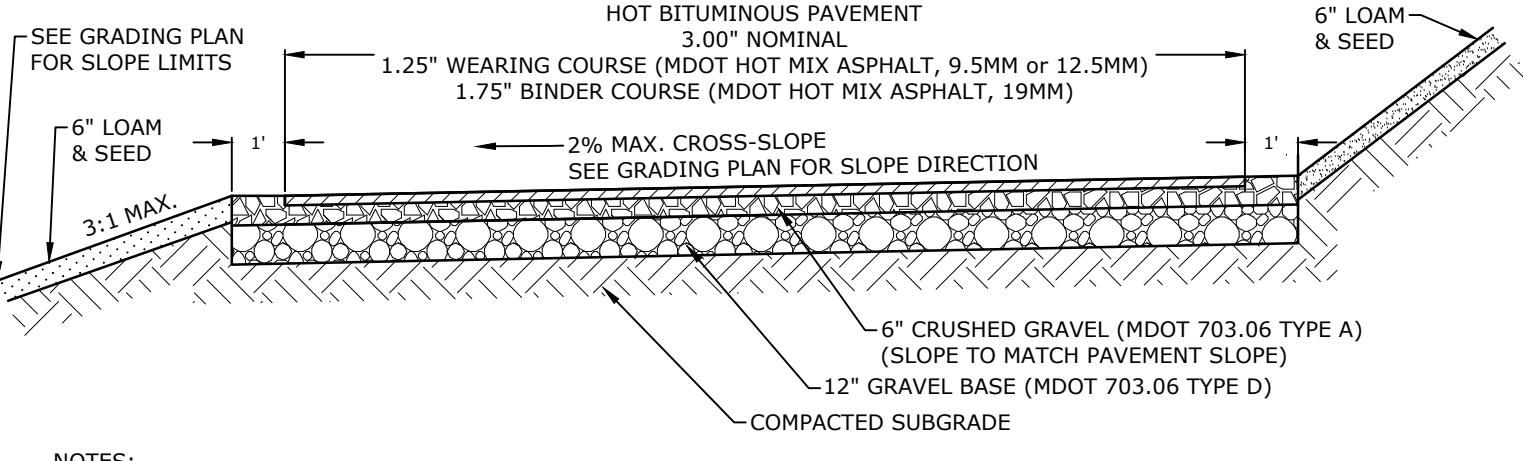
NO SCALE



- NOTES:
- DIMENSIONS SHOWN ARE NOMINAL FOR WOOD.
  - STEEL POSTS SHALL BE 3-1/2" X 3-3/4", 11 GAUGE GALVANIZED STEEL (WEIGHT = 2.64 LB/LF), ROLLED FORM STEEL SHAPES COMPLYING WITH ASTM A-653, 50,000 PSI YIELD STRENGTH AND G90 ZINC COATING. PUNCH THROUGH HOLES: 13/64" DIAMETER, 1" O.C. AT BOTH FLANGES.

STOCKADE FENCE

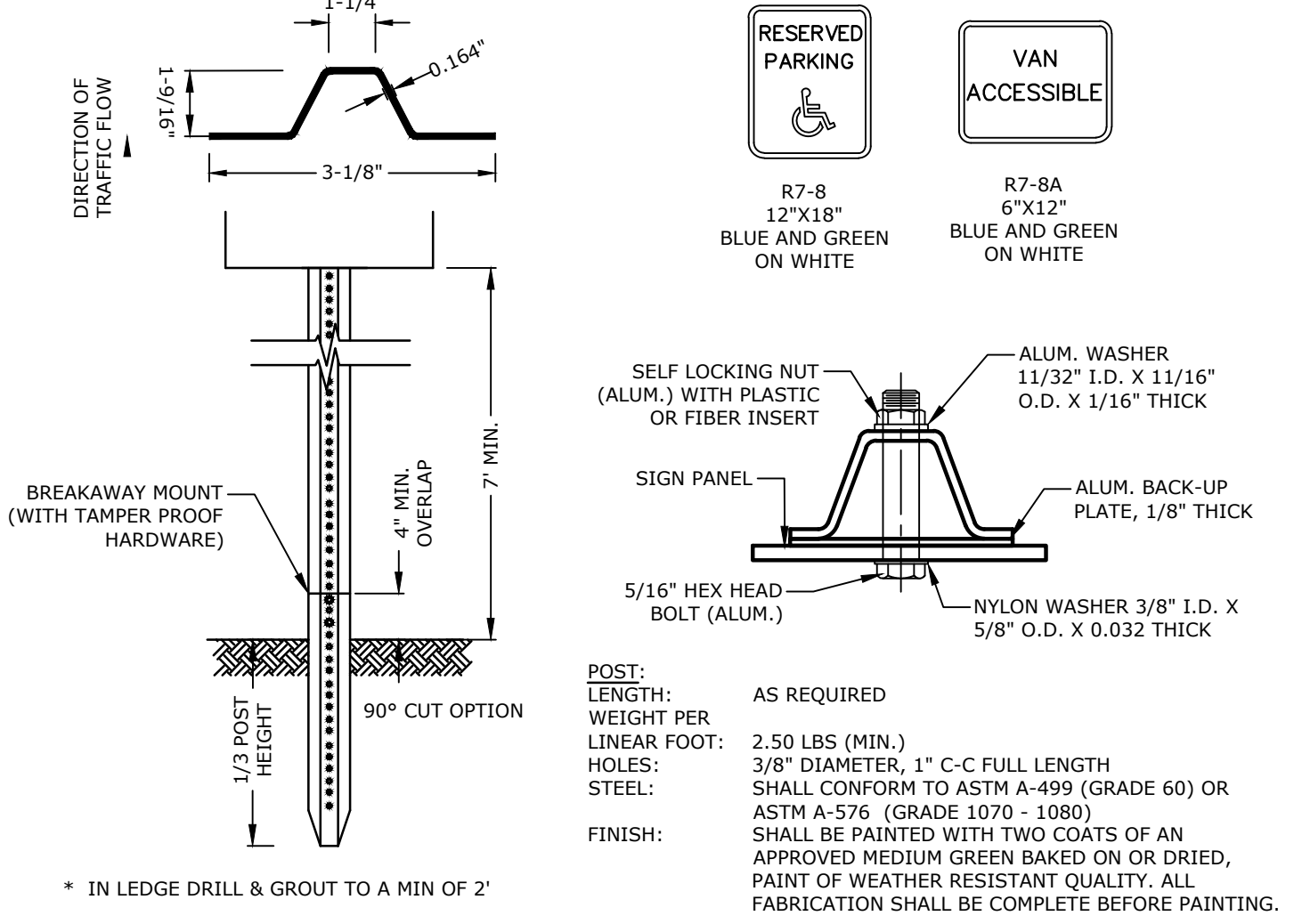
NO SCALE



- NOTES:
- A TACK COAT OF RS-1 EMULSION SHALL BE PLACED ON TOP OF BINDER COURSE PAVEMENT PRIOR TO PLACING WEARING COURSE.
  - TACK COAT SHALL BE APPLIED AT A RATE OF 0.03 GAL/SY.

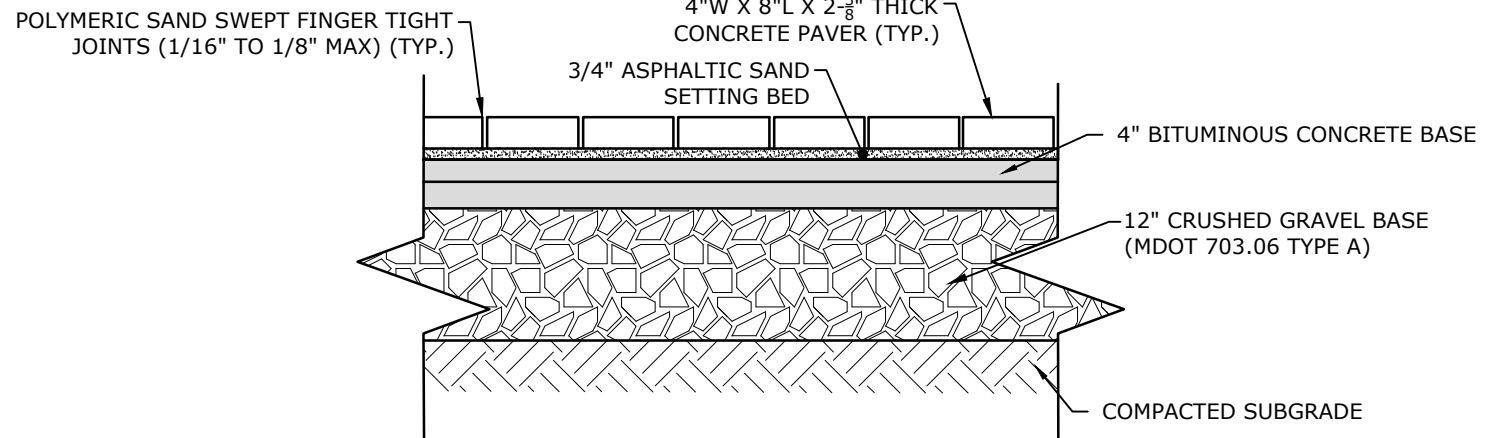
BITUMINOUS PAVEMENT SECTION

NO SCALE



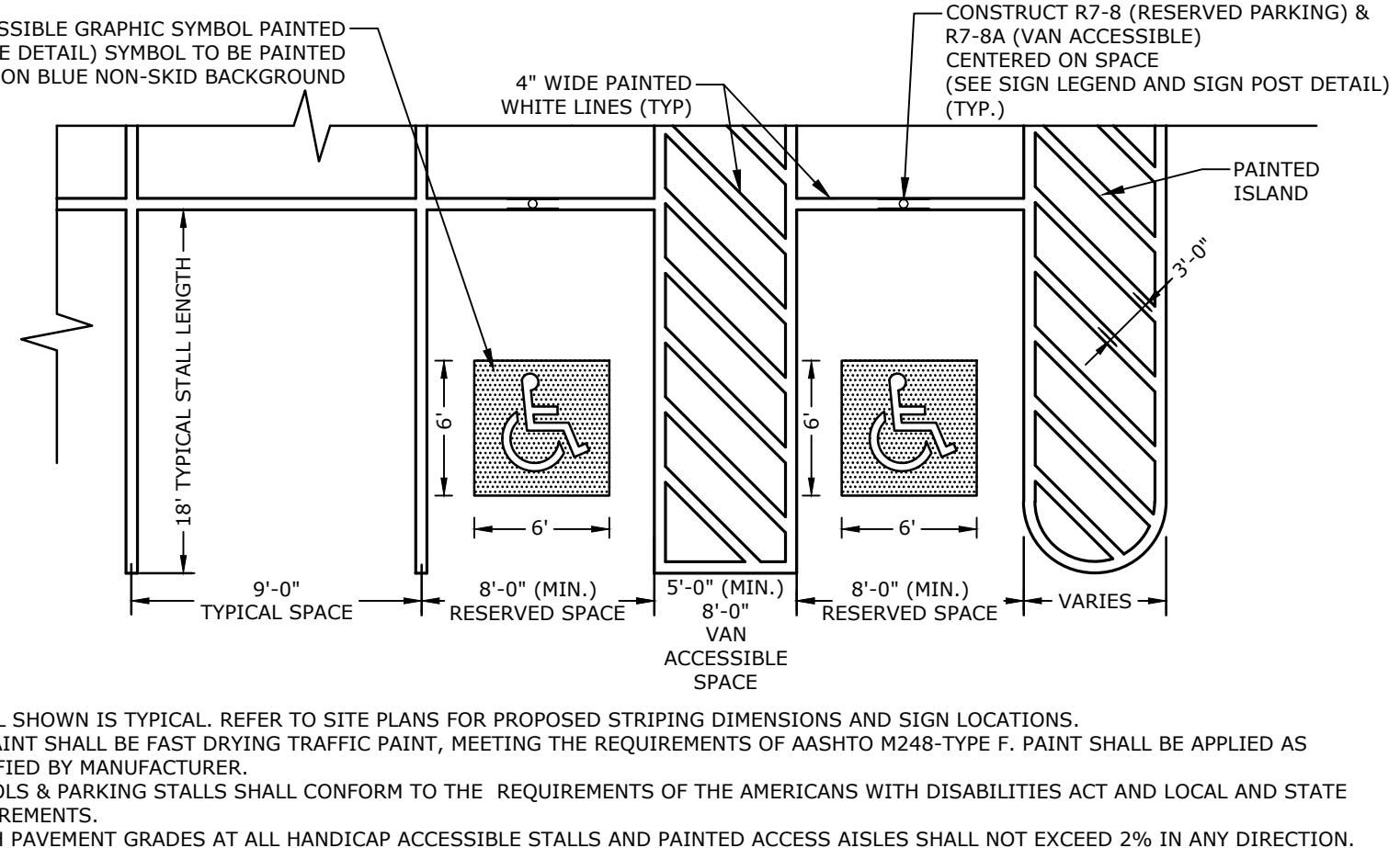
SIGN LEGEND AND SIGN POST  
WITH BREAKAWAY MOUNT

NO SCALE



UNIT PAVER ON BITUMINOUS BASE

NO SCALE



STALL STRIPING - SINGLE STRIPE

NO SCALE

- NOTE:
- DETAIL SHOWN IS TYPICAL. REFER TO SITE PLANS FOR PROPOSED STRIPING DIMENSIONS AND SIGN LOCATIONS.
  - ALL PAINT SHALL BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248-TYPE F. PAINT SHALL BE APPLIED AS SPECIFIED BY MANUFACTURER.
  - SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND LOCAL AND STATE REQUIREMENTS.
  - FINISH PAVEMENT GRADES AT ALL HANDICAP ACCESSIBLE STALLS AND PAINTED ACCESS AISLES SHALL NOT EXCEED 2% IN ANY DIRECTION.



