PLANNING BOARD

Tuesday, September 26, 2023 at 4:30 PM
Room 209, 2nd Floor, City Hall

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

The Planning Board will hold a hybrid meeting in Room 24, Basement Level City Hall. The public may attend the meeting in person or Zoom pursuant to the Remote Meeting Policy adopted by the Planning Board. Prior to the meeting, please check the Agenda Center (https://portlandme.portal.civicclerk.com) to view memos and reports which will be posted by the end of the day on the Friday before the Planning Board meeting as well as start times for each item as placement on the agenda can change.

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

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 click the link below to join the webinar:
You are invited to a Zoom webinar.
When: Sep 26, 2023 04:30 PM Eastern Time (US and Canada)
Topic: Planning Board Workshop and Public Hearing 9/26/2023

https://portlandmaine-gov.zoom.us/j/83945599386
Or One tap mobile :
+13017158592,,83945599386# US (Washington DC)
+13052241968,,83945599386# US
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
+1 301 715 8592 US (Washington DC)
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+1 312 626 6799 US (Chicago)
+1 646 931 3860 US
+1 929 205 6099 US (New York)
+1 253 205 0468 US
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 360 209 5623 US
+1 386 347 5053 US
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Webinar ID: 839 4559 9386
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Please note that the placement of items on this agenda are subject to change – please check the Agenda Center prior to the meeting for the item start time.

AGENDA:

WORKSHOP - 4:30 PM

i. Major Site Plan and Traffic Movement Permit; 84 Auburn Street; MSP Properties 94 Auburn, LLC and 84 Auburn, LLC Applicant. The Planning Board will hold a hybrid workshop to consider a Major Site Plan and Traffic Movement Permit (TMP) application to facilitate the development of a national coffee franchise with drive-through facility, patio, off-street parking and site infrastructure improvements at 84/94 Auburn Street. The subject property totals 2.07 acres, and is zoned B-1 Neighborhood Business. The property received a Certificate of Variance Approval from the City of Portland dated November 23, 2020 which eliminates the prohibition on drive-through sales for retail establishments on the 84 Auburn Street property. A project and plan summary are available for viewing on the city's CSS Portal (https://css.portlandmaine.gov/) by referencing Plan Number PL-002298-2022.

ii. Zoning Map Amendment; 426 Presumpscot Street; Backyard ADUs, LLC, Applicant. The Planning Board will hold a hybrid workshop to consider a Zoning Map Amendment for a 2.8 acre area located between Ocean Avenue and Presumpscot Street on property addressed at 426 Presumpscot Street (Tax Map 418A/A005, A007, and A008). This rezoning would involve rezoning the property from R-3 Residential to R-5 Residential and B-1b Neighborhood Business. A project and plan summary are available for viewing on the city's CSS Portal (https://css.portlandmaine.gov/) by referencing Plan Number ZN-002427-2023.

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 SEPTEMBER 12, 2023.

Workshop
1 Hope Ave: Chann, Mazer, Silk, Smith and Stanley present. Barker absent. Murphy recused.

Public Hearing
58 Fore Street: Chann, Mazer, Murphy, Silk, Smith and Stanley present. Barker absent.
17-25 Bates Street: Chann, Mazer, Murphy, Silk, Smith and Stanley present. Barker absent.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON SEPTEMBER 12, 2023

i. Level III Site Plan, Subdivision, and Conditional Use; 58 Fore Street; Portland Foreside Development Company, Applicant. Stanley motioned, and Silk seconded a motion to waive Technical Manual Standard 1.10.2 to reduce the size of a standard parking stall dimension from 9 feet by 18 feet down to 8.5 feet by 18 feet. Vote 6-0, Barker absent. Stanley motioned, and Silk seconded a motion to approve the Level III Site Plan application. Vote 6-0, Barker

absent. Stanley motioned, and Silk seconded a motion to approve the Subdivision application. Vote 6-0, Barker absent. Stanley motioned, and Silk seconded a motion to approve the Conditional Use application for Inclusionary Zoning. Vote 6-0, Barker absent. Stanley motioned, and Silk seconded a motion to approve the Site Location of Development application. Vote 6-0, Barker absent. Silk motioned, and Stanley seconded a motion to find the application consistent with the City of Portland Shoreland Zoning requirements.

ii. Zoning Map Amendment; 17 & 25 Bates Street; Troy Huynh, Applicant. Stanley motioned, and Murphy seconded a motion to recommend to the City Council adoption of the zoning map amendment as presented by City staff. Vote 6-0, Barker absent.

5. NEW BUSINESS

i. Major Site Plan; 70 Thames Street; 144 Fore St. OZ, LLC, Applicant. The Planning Board will hold a hybrid public hearing 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 Conditional Use; 246 Eastern Promenade; ECK Realty, LLC, Applicant. The Planning Board will hold a hybrid public hearing to consider a major site plan and conditional use application for inclusionary zoning to facilitate the redevelopment of 246 Eastern Promenade and 15 Turner Street. The project would involve demolition of a 12-unit residential building and the construction of two new buildings; an 11-unit residential building and a separate three-unit residential building along with 27 off-street parking spaces. The subject property is 27,706 square feet in area, and is zoned R-6 Residential. A project and plan summary are available for viewing on the city's CSS Portal (https://css.portlandmaine.gov/) by referencing Plan Number PL-002490-2023.

To:	Chair Mazer & Members of the Planning Board
From:	Maya Balassa
Date:	September 22, 2023
Re:	Coffee Shop Chain and Drive-Thru
Project ID:	PL-002298-2022
CBL:	375 A026001, 375 A023001
Meeting Date:	September 26, 2023

I. INTRODUCTION



Figure 1 Street view of 84 Auburn Street

MSP Properties 94 Auburn LLC and 84 Auburn, LLC have submitted a major site plan application and Traffic Movement Permit (TMP) application to facilitate the construction of a coffee shop with a drive-through at 84 Auburn Street (CBL: 375 A026001). The coffee shop is proposed to have approximately 2,250 square feet of interior floor area, including a dine-in area. Other site features include six street trees, a concrete patio and trellis, and a crosswalk with raised pedestrian island connecting the site across Auburn Street to the adjacent North Gate Shopping Plaza. A total of 17 parking spaces are proposed for 84 Auburn Street, while four parking spaces are proposed to be reconfigured on the adjacent property at 94 Auburn Street, which is under common ownership.

The city has delegated review of the TMP application and received a complete application on September 18, 2023.

Land Use Code Table 14-A related to site plan classifications specifies that developments that include drive-through facilities are to be reviewed as major site plans. The 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, as well as the Supplemental Use Standards, Section 6.4.6.

The Planning and Urban Development Department mailed 84 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the September 16 and 19, 2023 editions of the *Portland Press Herald*.

Applicant:	MSP Properties 94 Auburn LLC; 84 Auburn, LLC
Applicant Representatives:	Acorn Engineering, Inc. (Civil Engineer); Ryan Senatore Architecture (Architect); Owen Haskell, Inc. (Surveyor); Barton & Lodguidice (Traffic Engineer)

II. REQUIRED REVIEWS

Review	*Applicable Standards*
Major Site Plan	Land Use Code Section 14.6
Supplemental Use Standards for Commercial Uses in the B-1/B-1b Zones	Land Use Code Section 6.4.6

Waiver Requests	*Applicable Standards*
To construct driveways on site with spacing less than 100 feet.	Technical Manual Section 1.5.1.c Along arterial and collector streets with posted speeds of 35 miles per hour or less driveways shall be spaced at 100 feet or greater.

III. PROJECT DATA

Subject	*Data*
Existing Zoning	B-1 Neighborhood Business
Property Size	28,445 sf (0.65 ac)
Existing Use	Vacant
Proposed Use	Coffee Shop with Drive-Through

Subject	*Existing*	*Proposed*	*Net Change*
Building Footprint	0	2,250 sf	+2,250 sf
Building Floor Area	0	2,250 sf	+2,250 sf
Impervious Surface Area	32%	66%	+34%
Parking Spaces	0	17	+17
Bicycle Parking Spaces	0	2	+2
EV Charging Stations	0	2	+2

IV. BACKGROUND AND EXISTING CONDITIONS

The property at 84 Auburn Street is an approximately 0.65-acre parcel located in the North Deering neighborhood across from the North Gate Shopping Plaza and just north of Allen's Corner intersection.

The site is currently an undeveloped vacant lot that includes two curb cuts leading to impervious surface areas, as well as trees and other vegetation located at the edges of the property. The site was previously occupied by a gas station prior to its demolition in 2011. Since that time the site has remained undeveloped. Due to its previous use as a gas station, which resulted in significant soil contamination, a restrictive covenant was placed on the property by the Environmental Protection Agency (EPA), which greatly restricts future use of the site (Report Attachment E). Under this covenant, restricted uses include both residences and hotels, though other commercial uses, such as retail, restaurants, and offices, which are permitted within the B-1 zone, are not restricted. Per Section 6.6.2.D of the Land Use Code, commercial uses with drive-through facilities are not a permitted use within the B-1 zone, and are considered

conditional accessory uses in the B-2, B-3, B-6 and B-7 zones, with numerous zone-specific accessory use standards. Only the B-4 zone permits drive-throughs by right.

Though drive-through facilities are not permitted in the B-1 zone, the applicant is able to proceed with this application as they were granted a Hardship Variance by the Zoning Board of Appeals. This variance was first granted in 2020, though it expired after six months. The applicant again sought and was granted a variance in 2023 to build a drive-through facility. (Report Attachment C)

In addition, the ZBA granted the applicant a second variance of 6.4.6(A) to allow the proposed business as a retail drive through to be permitted to have more than 100 peak hour trips on July 20, 2023. (Report Attachment D)

V. PROPOSED DEVELOPMENT

The proposed development at 84 Auburn Street involves the construction of an approximately 2,250 square foot coffee shop with a drive-through and associated landscape and pedestrian improvements. The site is proposed to have two curb cuts off of Auburn Street, with one-way traffic circulating through the property in a counter clockwise direction. The proposal includes one lane for the drive-through, as well as a by-pass lane. The drive-through window is located on the south facing portion of the building, near to the vehicular exit of the site, while the dine-in area is accessed on the north side of the building, adjacent to the parking area.

Other site features include six street trees, and buffer landscaping located along the perimeter of the property. A concrete patio and trellis is proposed for outdoor dining, while an interior area will be provided for dine-in service. The application includes a crosswalk with raised pedestrian island connecting the site across Auburn Street to the adjacent North Gate Shopping Plaza. A total of 17 parking spaces are proposed for 84 Auburn Street, including three designated for staff, while four parking spaces are proposed to be reconfigured on the adjacent property at 94 Auburn Street, which is under common ownership. Stormwater management features include FocalPoint BMPs, as well as pervious paving of portions of the parking area.

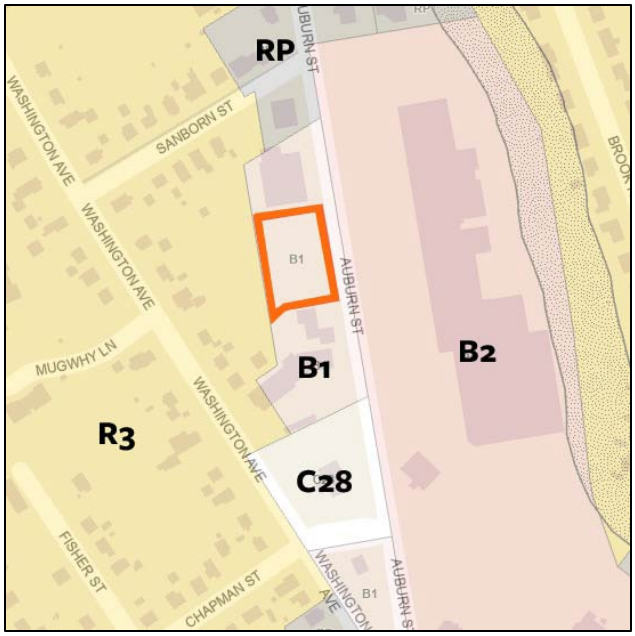
VI. RIGHT, TITLE, & INTEREST

The property at 84 Auburn Street and the adjacent property at 94 Auburn Street are under the common ownership of Mike Pride, though through two separate limited liability corporations (MSP Properties 94 Auburn LLC.; 84 Auburn, LLC.). The applicant has provided right, title, and interest in the form of a Quitclaim Deed for 84 Auburn LLC., and a Warranty Deed for MSP Properties 94 Auburn LLC.

VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has provided financial capacity confirmation from Katahdin Trust Company. Technical capacity in the form of background information related to successful projects completed by Acorn Engineering, Architect Ryan Senatore, and owner and developer Mike Pride. Acorn engineering has successfully designed and permitted more than twenty residential, mixed use, and commercial properties in the City of Portland. Ryan Senatore has designed projects both for private developers and public housing authorities, while Mike Pride has been a real estate investor, property manager, and developer since 1996.

VIII. ZONING ANALYSIS



84 Auburn Street (CBL: 375 A026001), is located in the B-1 Neighborhood Business zone. The B-1 dimensional standards are described in Table 7-E of the Land Use Code. Restaurants are listed as a permitted use in the B-1 zone as described in Table 6-C of the Land Use Code.

As mentioned above, drive-through facilities are not a permitted accessory use in the B-1 zone. Drive-through facilities are permitted as an accessory use in the B-4 zone, and reviewed as conditional accessory uses in the B-2/B-2b/B-2c zones, B3/B-3b/B-3c zones, B-6 zone, and B-7 zone. Given that this property is located within the B-1 zone, standards of Land Use Code Section 6.6.2 (D) 1 – 5 are not applicable.
Drive-through facilities are, however reviewed as major site plan applications subject to Land Use Code Section 14.6. Additionally, commercial Uses in the B-1/B-1b Zones are reviewed according to supplemental use standards of Land Use Code Section 6.4.6.

Per Article 19, Table 19-A, the minimum off-street parking requirement is calculated as one space per 150 square feet of floor area. As the proposed floor area totals 2,250 square feet, the baseline minimum parking requirement is for 15 parking spaces at 84 Auburn Street, however, new development located within a quarter mile of fixed public transit is exempt from providing new off-street parking.

In addition to vehicular parking, the applicant proposes to provide two bicycle parking spaces.

The following table shows the dimensional requirements of the B-1 zone which are met by this proposal:

Standard	*B-1 Zoning Requirement*	*84 Auburn Street*
Minimum Street Frontage	20 feet	200 feet
Maximum Front Setback	10 feet	10 feet
Minimum Rear Setback	None, except 10 ft. if abutting a residential zone	50.24 feet
Minimum Side Setback (>2.5 stories)	None, except 5 ft. if abutting residential zone	38.67 feet (L) 125.93 feet (R)
Maximum Floor Area	10,000 square feet	2,250 square feet

Maximum Structure Height	35 feet	35 feet
Impervious Surface Ratio	90%	66%
Minimum Off-Street Parking	15	21
Minimum Off-Street Bicycle Storage	2 Spaces (per 10 vehicular spaces)	2

IX. SUPPLEMENTAL USE STANDARDS

This project has been reviewed by staff for conformance with the relevant review standards of Portland's Land Use Code Section 6.4.6 Supplemental Use Standards for Commercial uses in the B-1/B-1b zones. Staff comments are below:

1. Supplemental Use Standards for Commercial Uses in the B-1/B-1b Zones (6.4.6)

A. Commercial uses shall be permitted provided that such uses generate less than 100 peak hour vehicle trips per 2,000 square feet of floor area and less than 100 peak hour vehicle trips in total.

Within the submitted Traffic Movement Permit Application, the applicant has shown that the proposed coffee shop is expected to generate 228 trips during weekday AM peak hours. This number exceeds the amount permitted by this standard. However, the applicant was granted a variance and relief from this standard by the Zoning Board of Appeals on July 20, 2023.

B. Retail and restaurant uses shall not operate between the hours of 11 p.m. and 6 a.m., and shall not accept deliveries or services between the hours of 10 p.m. and 7 a.m. For restaurants, food service and consumption shall be the primary function.

Information on the hours of operation of the proposed coffee shop has not been provided in application materials.

Staff Response:
The applicant shall provide information on the hours the coffee shop will be open to the public, as well as information on proposed delivery schedules for review.

C. No beverage container redemption centers shall be permitted. Beverage dealers shall be permitted as a retail use provided that the maximum total floor area for redemptions as an accessory use, including the storage of spent containers, shall be no greater than 500 square feet or 10% of the total floor area of the facility, whichever is less.

Staff Response:
This standard is not applicable.

X. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below:

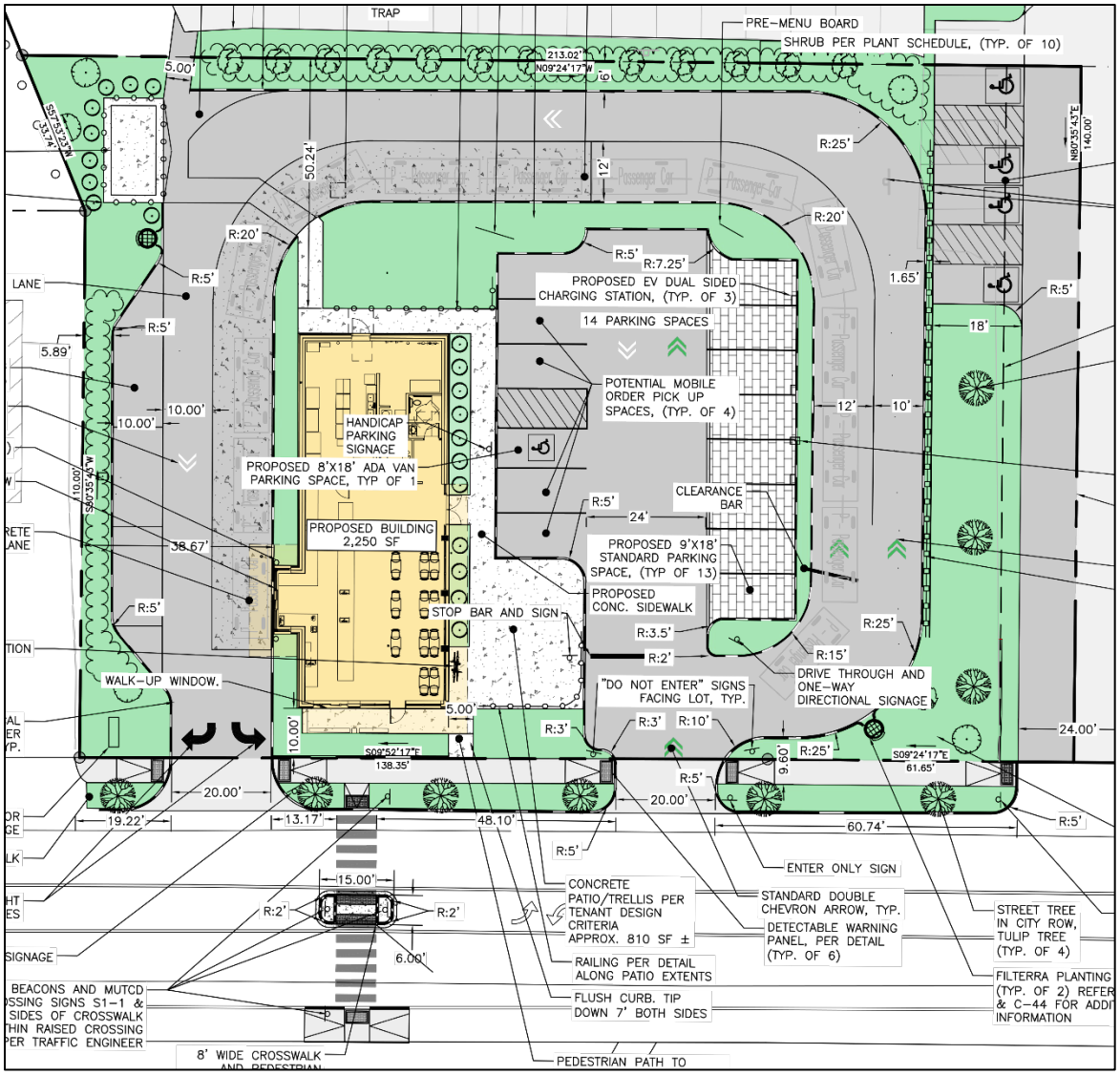


Figure 2 84 Auburn Street Site Plan

1. Transportation Standards (Section 14.6.1)

   A. Impact on surrounding street systems

   The proposed project is located on Auburn Street, which is a major arterial street and prominent gateway into Portland for communities such as Falmouth and Gray. The property is also proximate to Allen's Corner, which is a major node and intersection within the City.

   In preliminary comments, City staff requested that the applicant provide a direct pedestrian connection from their site to the Northgate Shopping Plaza across Auburn Street. In their most recent submission, the applicant provided both a crosswalk as well as a raised median. The applicant subsequently coordinated with staff to determine the safest location for this crosswalk and median, adding them to site plans.

   B. Access and circulation

The site is proposed to be accessed from a one-way, twenty foot, curb cut at the northern portion of the property. Customers will have the ability to either maneuver straight into a parking area, or right into the drive-through lane or the adjacent by-pass lane. These lanes wrap around the site toward the drive-through window before exiting at the southerly curb cut.

Pedestrian access from the sidewalk along Auburn Street is provided via a five-foot wide walkway. Additionally, a crosswalk is proposed with raised pedestrian island providing access across Auburn Street.

Staff Response:
Staff have requested that a traffic study be undertaken at businesses with similar configuration and use. This information is forthcoming. Additionally, staff find that stacking in the drive-through lane may conflict with turning movements of the customer parking area.

The site plan shows the southerly driveway as having the option for left and right turning movements. The option to turn left at this point should be eliminated to avoid conflicts with the proposed pedestrian traffic island.

C. Public transit access

The property at 84 Auburn Street is located 315 feet from the nearest bus stop along the west side of Auburn Street, and 492 feet from the nearest stop on the east side of the street, servicing Greater Portland METRO Routes 9A and 9B.

D. Parking

Table 19-A in the Land Use Code specifies that the minimum number of parking spaces to be provided is one space per 150 square feet of floor area. As the building is proposed to be 2,250 square feet, a total of 15 spaces are required.

The application proposes 14 parking spaces to be used by patrons, three parking spaces to be used by employees, and an additional four parking spaces on the adjacent parcel for a total of 21 parking spaces. As the application calls for six more parking spaces than is required, equaling over 10% of the parking minimum, the applicant is required to conduct a parking study. The applicant is seeking a waiver for relief from Land Use Code Section 14.6.1 D.1.c., in order not to conduct this required parking study.

Staff Response:
Staff are requesting additional information on why the parking spaces provided for the adjacent property are necessary for this development. Additionally, the City is not supportive of a waiver of the parking study requirement, and recommends that the applicant either provide a parking study to justify the additional parking, or reduce the number of parking spaces on-site. The staff would also note that there is a large existing parking lot at 94 Auburn Street which serves the adjacent office building. Staff would encourage the applicant to consider a shared parking arrangement to reduce the number of new parking spaces being developed.

E. Transportation demand management (TDM)

Per Land Use Code Section 14.6.1 D.1.b. Where a parking study is required, the City encourages Transportation Demand Management (TDM) strategies to be employed. As the applicant is seeking a waiver to not conduct a parking study, this information has not been provided.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

There are no Significant Natural Features located on or near the site.

B. Landscape preservation

The site has existing trees and landscaping along the perimeter of the site. The applicant has proposed to remove and replace much of the landscaping along the perimeter of the site.

Staff Response:
More information is sought by staff in relation to how the site meets Technical manual Section 4, and Land Use Code Section 14.6.2 B. The applicant shall provide a tree survey indicating the size and species of all existing trees 10" DBH, and preserve a minimum of 30% of existing trees 10 inches DBH or greater within the required setback area unless trees are non-native invasive species.

C. Site landscaping and buffers

The site is proposed to be buffered from adjacent properties by trees, shrubs, and landscaped areas. The applicant has provided a plant schedule consisting of tulip trees, Allegheny serviceberry, purple willow shrubs, and dappled willow shrubs.

Recycling and trash are proposed to be buffered by a fenced enclosure, as well as shrubs and landscaping.

D. Water quality/storm water management/erosion control

The applicant has provided a stormwater management report noting that roof and foundation drains will be routed directly to the storm drain network located within Auburn Street. The proposal also calls for areas of the site to be surfaced with pervious pavers, and the inclusion of two FocalPoint stormwater BMPs with catch basin overflows.

Staff Response: Per Maine DEP Chapter 500 Stormwater standards, the applicant will need to provide an analysis to determine if there is going to be an increase in peak flows into the City's storm drain as a result of this project. If the applicant is proposing to increase peak flows into the system the City may require the applicant to demonstrate that the system has adequate capacity for any increases in peak flow rates and volumes to the system and to provide photo documentation that the outfall of the public storm sewer system is being properly maintained. Alternatively, the applicant would be encouraged to provide on-site detention to mitigate potential increases of peak flows into the City's system and avoid the request for further analysis.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Public safety and fire prevention

The applicant has provided a letter describing their compliance with Public Safety standards of the Portland Technical Manual. A fire hydrant is located directly across Auburn Street from the project site, approximately 50 feet away.

The Fire Department has no site plan concerns regarding this proposal

B. Availability and capacity of public utilities

The applicant has provided utility ability to serve confirmation from the Portland Water District. No gas main is located within Auburn Street and gas service is not proposed to be utilized on site.

Staff Response:
The applicant must provide ability to serve confirmation from other utility providers such as Central Maine Power.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

As an infill development on a currently vacant parcel meeting applicable setback and dimensional requirements, this development is not anticipated to have an impact on massing, ventilation, or wind.

B. Shadows

As no publicly accessible open space or parks are in the vicinity of 84 Auburn Street, this development is not anticipated to adversely impact publicly accessible open spaces.

C. Snow and ice loading

Snow and ice are anticipated to be stored on site and the owner will be responsible for the maintenance and management of snow and ice removal from the site.

D. View corridors

Not applicable.

E. Historic resources

Not applicable. The site is not within an established historic district, nor within 100 feet of a historic landmark.

F. Exterior lighting

Applicants have submitted an exterior site lighting plan and cut sheets that show compliance with lighting standards.

G. Noise and vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will be required to meet state and federal emissions requirements.

Staff Response:
Clarification on where this equipment will be located and how it will be shielded from view should be included in final submissions.

H. Signage and wayfinding

Staff request information on the design and location of signage on site for review.

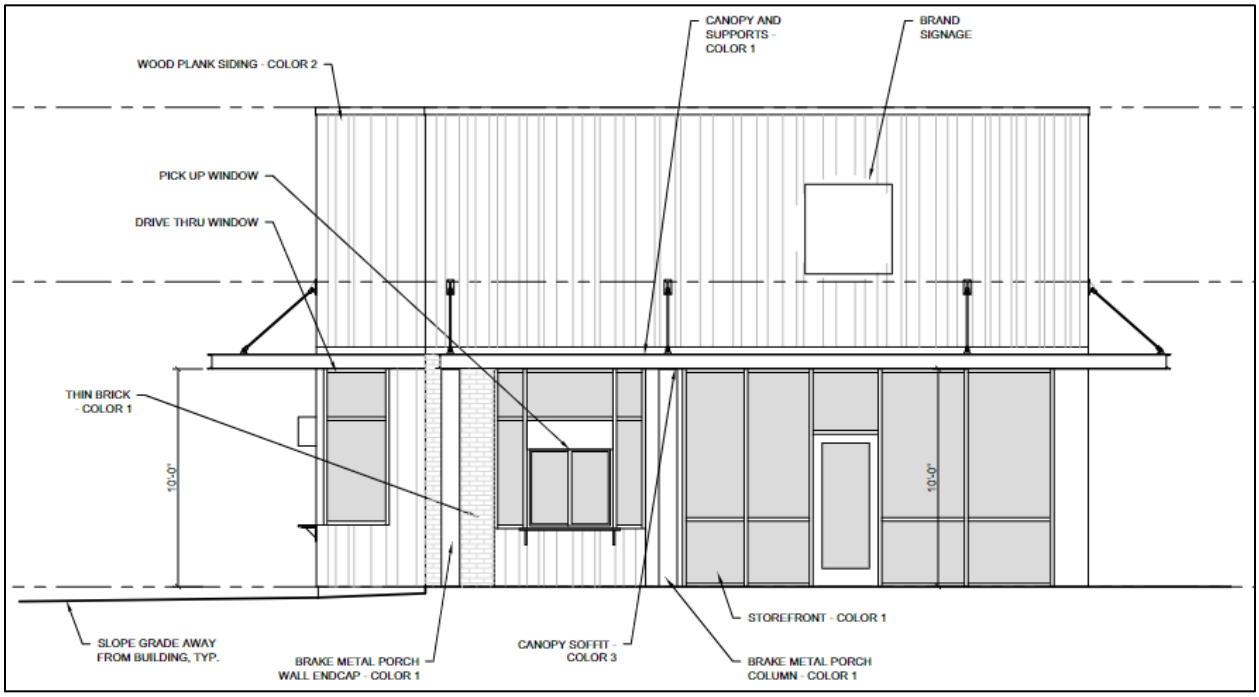


Figure 3:84 Auburn Architectural Elevation

I. Zoning-related design standards

The design of this structure has been reviewed according to standards of the Portland Design Manual section D) Neighborhood Business Zone and Appendix 2. There are several outstanding comments in the design review, including proposed screening details, renderings to show materiality, visual transmittance, and landscaping species.

Urban Designer Sean King has conducted a Design Review of 84 Auburn Street (Attachment B)

XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant held a neighborhood meeting, as required as part of this application, on March 15, 2023 with six members of the public in attendance.

Nine public comments have been received by the Planning Department as of September 14, 2023. There have been several comments submitted in favor of the development. Several comments raise concerns over having a drive-through at this parcel. One comment had concerns around noise and air pollution impacts to the neighborhood from having a drive-through.

XII. NEXT STEPS

The applicant should address any outstanding staff or Planning Board review comments and resubmit plans, materials, and a written response to comments prior to this application being scheduled for a Planning Board Public Hearing.

XIII. ATTACHMENTS

Report Attachments

A. 84 Auburn Street – Staff Review Comments
B. 84 Auburn Street – Design Review Memo
C. ZBA Approval Recorded 05/19/2023
D. ZBA Approval Recorded 07/31/2023
E. 2012 Auburn Street Recorded Covenant

Applicant's Submittal

1. Cover Letter
2. Major Site Plan Application Checklist
3. Right, Title, & Interest
4. Zoning Assessment
5. Site Plan Standards Assessment
6. Easements
7. Waivers
8. Financial Capacity
9. Technical Capacity
10. Stormwater Management Report
11. Erosion and Sedimentation Control Report
12. Fire Department Letter
13. Lighting
14. Wastewater Capacity
15. Utilities
16. Construction Management Plan
17. Solid Waste Disposal
18. Transportation & Parking
19. Parking Demand Memo
20. TMP Application
21. TMP Section 7
22. Neighborhood meeting Certification
23. Neighborhood Meeting Minutes
24. Neighborhood Meeting Sign in
25. Drive-Through Variance Approval
26. Recorded Certificate of Variance Approval
27. Comment Response Letter-March
28. Comment Response Letter-June

Applicant Plans

Plan 1. Cover Sheet & Legend
Plan 2. General Notes
Plan 3. Boundary & Topographic Study
Plan 4. Demolition, Construction Management, ESC, Plan
Plan 5. Site Plan
Plan 6. Utility Plan

Plan 7. Grading Plan
Plan 8. Site Details
Plan 9. Site Details 2
Plan 10. Utility Details
Plan 11. Utility Details 2
Plan 12. Utility Details 3
Plan 13. Drainage Details
Plan 14. Erosion & Sedimentation Control Notes & Details
Plan 15. First Floor Plan
Plan 16. Roof Plan
Plan 17. Elevations
Plan 18. Elevations

Public Comment

PC1. Devon Murph
PC2. Edward Greeley
PC3. Gretchen Greenberg
PC4. Heather Powers
PC5. Joan Twin (3)
PC6. Julie Bishop
PC7. Stephen Donohoe
PC8. Jeff Tidd
PC9. Kevin Kaserman

Review Criteria:

The proposed drive-through building and associated site improvements located at 84 Auburn Street (PL-002298-2022) was reviewed against Chapter 14 of the City of Portland Land Use Code, as well as the City of Portland Technical Manual. Please find below, comments from Planning & Urban Development Department staff and site plan peer-reviewers.

GENERAL

- Please provide more information on the parking area at Plan-Right (north of the drive-thru property). Will this be used as parking for the coffee shop? If not, it would be preferable to landscape this area as there is no connection between it and the new business, and the adjacent property has ample parking.
- Please provide more information on the proposed walkway/cut-thru at the southwest corner of the property, connecting to the adjacent parking lot. This area should be formalized as a walkway meeting the elevation of the sidewalk it is connecting to. (Technical Manual Sec. 1.7.2)
- A tree survey should be conducted showing the location of trees 10" DBH and above to determine if tree-replacement standards need to be met. (Technical Manual Sec. 4.3.1)
- Please provide the location of overhead utility lines and fire hydrants in the vicinity of the site. (Technical Manual Sec. 3.2.1)
- The ADA parking space should be located closer to the front door. Please depict curb-stops and ramps on plans, as well as striping for the area adjacent to ADA spaces.

ZONING

- The applicant needs to provide a copy of the recorded Certificate of Variance with the Book and Page and the date it was recorded for the Zoning Board of Appeals approved Hardship Variance, 11/19/20, to allow a drive-through at this property.

TRANSPORTATION

- The pedestrian access route (through the driveway) shall be designed and constructed to meet the elevation of the adjacent sidewalk. The driveway apron shall ramp up to the grade of the Sidewalk (pedestrian access route). The proposed driveway shall be redesigned to meet these requirements. See technical standards for further details on Commercial Aprons.
- Proposed driveway widths are to be 20ft as required.
- The pedestrian access portion of the proposed driveways shall be constructed in concrete.
- The proposed mid-block crosswalk shall be constructed with a raised median island in the roadway, in a manner similar to other recent City pedestrian crossing projects, such as Forest Avenue at Poland Street.
- The proposed arrows currently shown on the proposed driveway shall not be placed in the ROW. Revise the plan to show the proposed pavement markings in the drive aisles outside of the ROW.
- Please revise the plans to include one way circulation markings.
- DPW has concerns with the circulation of the parking lot. Consider a one way circulation through the parking lot exiting on the west end onto the exit lane. At a minimum the entrance driveway shall be modified to prohibit exiting the site from that driveway. In addition, the current exit

configuration from the internal parking area back to the circulation lanes shall be adjusted to reduce potential conflict with traffic entering the site from Auburn Street.

- The striping depicted on the center lane of Auburn Street is not correct. The applicant shall revise the plan sheets to depict the current existing striping for Auburn Street.
- The plan should include dimensions of the drive/parking aisle at 94 Auburn Street.
- The waiver request documentation shall be updated to reflect current driveway conditions.
- The plan shall include the Northgate Shopping Center pedestrian connector to ensure the crosswalk location is appropriately aligned. Utility poles in this area shall also be depicted to avoid conflicts during construction.
- The plan should note if the existing two-way center left-turn lane arrows will need modification given the introduction of the crosswalk.

LANDSCAPING & ENVIRONMENTAL QUALITY

- If a fence is going up on those pull-in spaces, what relationship do those spaces have to the proposed business, and why are they being included in this plan or scope of work? If possible, eliminate proposed spaces that are shown adjacent to the drive through area on the property and replace them with landscape areas for plantings that meet IV-6B and section 4 landscaping standards. If some parking is required to be done, use parallel parking layout to enable a more generous bed for screening plants to be installed with a fence.
- Consider Liriodendron Tulipifera species in place of proposed red maple, per recommendation from city forestry supervisor.
- Is the proposed 40′ width appropriate for property drive entrance / egress?
- Ensure all parking area planting bed widths comply with IV-6a and section 4 landscaping standards in technical manual.
- Trash and recycling enclosure should have shrubs or other understory screening plant materials to better blend and scale fence and bins into landscape. Per IV-7, section 4 of technical manual.
- Interior parking areas should attempt to include landscaping materials around furnishings and to provide interior screening / planting elements as recommended in section IV5, 4 of the technical manual, where plantings will not conflict with safe sight lines or operational use of furnishings for drive through equipment.
- Ensure all shrub and planting materials around drive through areas, parking spaces, or at entrance and egress locations should be selected with consideration for mature heights, widths, and growth habits that will not interrupt sightlines or block views of pedestrians, including children.

Design Review
Planning and Urban Development Department

City of portland

Subject:	84 Auburn Street
Zone:	B1
Date of Review:	Monday, September 11, 2023
Reviewer(s):	Sean King (Urban Designer), Maya Balassa (Planner), Bruce Hyman (Transportation Program Manager)
Project ID:	PL-002298-2022

I. INTRODUCTION

The development project at 84 Auburn Street is subject to the site design review standards, Land Use Code section 14.6.4.I Design standards.

The proposed development project is located in the North Deering neighborhood and within the B-1 Neighborhood Business zone. A new single-story commercial building with a drive-thru and surface parking and is subject to the design standards of the City of Portland *Design Manual* – ***(d) B-1 Neighborhood Business Zone & Appendix 2.***

II. DESIGN REVIEW COMMENTS: **bold** text denotes recent updates met, red text denotes standards not met and require resubmission.

(d) B-1 DESIGN STANDARDS

a. *Urban street wall: In the B-1 zone, it shall be required that buildings shall be located to create and preserve an urban street wall.*

Staff comment: The context of the surrounding buildings does not reinforce an urban street wall due to variations in slopes to the street, parking in front setback and prevailing residential character found within the adjacent neighborhood. Staff finds the ten-foot front setback to be appropriate to the context and finds architectural elements such as suspended canopy, building entrance facing street and material selection to activate the front building elevation that engages with the street.

b. *Mixed Uses:* Not applicable as the proposed development is within the B-1 Neighborhood Business zone.

c. *Building entrances: In the B-1 zone building entrances shall be oriented toward, located adjacent to, and directly accessible from, a sidewalk in a public right-of-way.*

Staff comment: The proposed development includes a building entrance and pick-up window oriented towards and directly accessible from the sidewalk along Auburn Street for pedestrians that staff finds appropriate. In addition, an alternative building entrance is located along the north elevation with a continuation of overhead canopy that is easily accessible from the site's interior parking lot.

d. *Windows: In the B-1 zone windows shall be required along the street frontage of a building. Windows shall be transparent (with visible transmittance (VT) of .7 or greater) and installed at a height to allow views into the building by passerby.*

Staff comment: The proposed building design indicates windows visible from the public way as indicated on east and north elevations that staff finds is well organized as a storefront window type. Staff is requesting additional documentation to meet this design standard for visible transmittance (VT) of .7 or greater.

e. *Façade character: In the B-1 zone, active and public portions of the buildings (e.g. doors, windows, entries retail displays) shall be oriented to and, where possible, be located adjacent to the public sidewalk to create an active presence along the sidewalk.*

Staff comment: The proposed development indicates building entrances and storefront windows oriented towards and accessible from the public way to create an active presence along the sidewalk.

f. *Building design: B-1 commercial buildings shall be designed to be compatible with their residential and commercial neighbors. In the B-1 zone, building scale, roof pitch, and fenestration shall be designed to complement surrounding residential structures.*

Staff comment: The proposed building design is compatible with the commercial neighboring properties that include examples of one-two story buildings with flat roof forms and large windows arranged in a symmetrical pattern.

g. *Building materials: Façade materials of buildings located in the B-1 zone shall be compatible with those materials of surrounding residential and commercial use.*

Staff comment: The proposed building design indicates proposed façade materials that staff finds is appropriate to enhance the residential character of the neighborhood. In particular, the use of wood plank siding and brick assists in integrating the proposed commercial building with adjacent residential style buildings along Auburn Street. Staff is requesting rendered elevations or 3-dimensional drawings to illustrate the materials proposed.

h. *Building scale: In the B-1 zone building scale must relate and be compatible with surrounding residential structures.*

Staff comment: The proposed building is compatible with the residential scale with a proposed structure height of 22 feet and includes a flat roof form that staff finds appropriate for commercial use.

i. Landscaping and buffers: In the B-1, B-1b, B-2 and B-2b zones buildings and associated parking areas *must be screened to buffer abutting properties. A densely planted landscape buffer and/or fencing will be required to protect neighboring properties from the impacts associated with the development, including lighting, parking, traffic, noise, odor, smoke, or other incompatible uses. Where buildings are setback from the street, a landscaped area must be planted along the front yard street line.*

Staff comment: The proposed development includes landscape buffers along the perimeter of the property to include vegetation and fencing for screening. Staff recommends the applicant provide

plant selection (trees, shrubs and groundcover) and fence detail to indicate height and materiality at the property perimeter for screening of parking and adjacent properties for staff review.

(d) B-1 DESIGN GUIDELINES

Please refer to Appendix 2 of this manual, The B-1, B-1b, B-2, B-2b Design Guidelines, for applicable design guidelines for the B-1 and B-2 zones.

(Appendix 2) B-1 DESIGN GUIDELINES

1. *Building location and form*

Urban street wall: Buildings shall be located near the street so as to create an urban street wall.

Staff comment: Applicant should refer to (d) B-1 DESIGN STANDARDS – a. Urban Street Wall in this design review memo that meets this design guideline in Appendix 2 of the City's Design Manual.

Building form, including height, bulk, and massing, contribute to the development of a street wall.

Staff comment: Applicant should refer to (d) B-1 DESIGN STANDARDS – a. Urban Street Wall in this design review memo that meets this design guideline in Appendix 2 of the City's Design Manual.

In the B-2b zone, buildings adjacent to streets should approach 1:2 height to street width, with a minimum of 1:3.

Staff comment: Not applicable, proposed development is located in the B-1 zone.

2. *Building function*

Staff comment: The proposed development is a commercial business with a drive-thru, the location of the building and entrance facing Auburn Street provides an activated street-facing façade that staff finds appropriate.

3. *Orientation of buildings and their entrances to the street*

Building entrances: Major building entries shall be designed and located to provide the primary building access oriented to the public street and sidewalk.

Staff comment: Applicant should refer to (d) B-1 DESIGN STANDARDS – c. Building Entrances in this design review memo that meets this design guideline in Appendix 2 of the City's Design Manual.

4. Windows

Windows: Windows shall be located in all building facades visible from the public way, especially on building facades along the major public street.

Staff comment: Applicant should refer to (d) B-1 DESIGN STANDARDS – d. Windows in this design review memo to address this design guideline in Appendix 2 of the City's Design Manual.

5. Building character, detail, scale and graphic qualities

Façade character: Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community.

Staff comment: The proposed building design indicates proposed façade materials that staff finds is appropriate to enhance the residential character of the neighborhood. In particular, the use of wood plank siding and brick assists in integrating the proposed commercial building with adjacent residential style buildings along Auburn Street. Staff finds the architectural light fixtures mounted to the blank façade walls provide sufficient visual interest that staff finds is appropriate. Staff requests that the lighting plan include the architectural light fixtures mounted to the blank facade walls at north and south elevations.

6. Signage and building entrances

Building entrances and building signage in the B-1 zone will be designed and constructed at the pedestrian scale.

Staff comment: Staff finds the proposed building entrances and building signage are at a pedestrian scale.

7. Development relationship to street

Building facade: Building facades and site amenities shall form a cohesive wall of enclosure along a street.

Staff comment: Applicant should refer to (d) B-1 DESIGN STANDARDS – a. Urban Street Wall in this design review memo that meets this design guideline in Appendix 2 of the City's Design Manual.

8. *Parking lots*

Parking lots shall be screened from view of the public way.

Staff comment: Staff finds that the parking lot is sufficiently screened from view of Auburn Street at the esplanade by new street trees.

Parking lots shall be screened from neighboring properties.

Staff comment: Staff finds that parking lots include landscape screening and fencing from neighboring properties. Staff is requesting additional information on plant selection and fence detail to indicate height and materiality for staff review.

Crosswalks shall be provided within parking lots and across entrance driveways, directing pedestrians to building entrances.

Staff comment: Staff is requesting the Applicant indicate a crosswalk to meet the City's technical manual standards from the adjacent property across the drive lane to access the sidewalk at the west side of the proposed building.

Street trees shall be planted along property frontage 25 feet on center.

Staff comment: Staff finds the addition of street trees along the property frontage to be appropriate. Staff recommends the Applicant indicate the street tree species for staff review.

9. *Transit connections*

Development proposed along established transit corridors must design uninterrupted access from the proposed development to the transit stop.

Staff comment: The applicant has proposed to replace the existing sidewalk in kind and maintain pedestrian connection to bus service on Auburn Street.

DOC :15630 BK:40136 PG:300
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
05/19/2023, 10:10:26A
Register of Deeds Jessica M. Spaulding E-RECORDED

Att. C

CITY OF PORTLAND, MAINE
CERTIFICATE OF VARIANCE APPROVAL

I, Joseph Zamboni, the duly appointed Chair of the Board of Appeals for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 4th day of May, 2023, the following variance was granted pursuant to the provisions of 30-A M.R.S.A. Section 4353(5) and the City of Portland's Code of Ordinances.

1. **Current Property Owner: 84 Auburn, LLC**

2. **Property: 84 Auburn Street, Portland Maine CBL: 375 A026**
   Cumberland County Registry of Deeds, **Book: 37890 Page: 331**
   Last recorded deed in chain of Title:**3/4/2021**

3. **Variance and Conditions of Variance**:
   To grant relief from section 6.6.2.D, Chapter 14 of the City of Portland Code of Ordinances to allow a drive-through at the proposed retail establishment on the subject property.

IN WITNESS WHEREOF, I have hereto set my hand and seal this 5th day of May, 2023

, Chair of
City of Portland Zoning Board,
Joseph Zamboni

STATE OF MAINE
Cumberland, ss.

Then personally appeared the above-named Joseph Zamboni and acknowledged the above certificate to be his free act and deed in his capacity as Chair of the Portland Zoning Board of Appeals, with his signature witnessed on May 5, 2023.

Notary Public
April Woodcock

APRIL LEE WOODCOCK
NOTARY PUBLIC
CUMBERLAND COUNTY
MAINE
MY COMMISSION EXPIRES APRIL 22, 2028

My term expires

PURSUANT TO 30-A M.R.S.A. SECTION 4353(5), THIS CERTIFICATE MUST BE RECORDED BY THE PROPERTY OWNER IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN 90 DAYS FROM FINAL WRITTEN APPROVAL FOR THE VARIANCE TO BE VALID. FURTHERMORE, THIS VARIANCE IS SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 14-474 OF THE CITY OF PORTLAND'S CODE OF ORDINANCES.

389 Congress St Portland, Maine 04101 (207) 874-8730 FAX 874-8949 TTY 874-8936

DOC :25320 BK:40270 PG:14
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
07/31/2023, 08:18:17A
Register of Deeds Jessica M. Spaulding E-RECORDED

Att. D

CITY OF PORTLAND, MAINE
CERTIFICATE OF VARIANCE APPROVAL

I, Joseph Zamboni, the duly appointed Chair of the Board of Appeals for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 20th day of July, 2023, the following variance was granted pursuant to the provisions of 30-A M.R.S.A. Section 4353(5) and the City of Portland's Code of Ordinances.

1. **Current Property Owner: 84 Auburn, LLC**

2. **Property: 84 Auburn Street, Portland Maine CBL: 375 A026**
   Cumberland County Registry of Deeds, **Book: 37890 Page: 331**
   Last recorded deed in chain of Title:**3/4/2021**

3. **Variance and Conditions of Variance:**
   To grant relief from section 6.4.6(A), Chapter 14 of the City of Portland Code of Ordinances to allow the proposed business as a retail drive through to be permitted to have more than 100 peak hour trips.

IN WITNESS WHEREOF, I have hereto set my hand and seal this 21st day of July, 2023

, Chair of
City of Portland Zoning Board,
Joseph Zamboni

STATE OF MAINE
Cumberland, ss.

Then personally appeared the above-named Joseph Zamboni and acknowledged the above certificate to be his free act and deed in his capacity as Chair of the Portland Zoning Board of Appeals, with his signature witnessed on July 21, 2023.

ALYSSA WILSON
NOTARY PUBLIC
CUMBERLAND COUNTY
MAINE
MY COMMISSION EXPIRES APRIL 12, 2029

Notary Public
Alyssa Wilson
My term expires

PURSUANT TO 30-A M.R.S.A. SECTION 4353(5), THIS CERTIFICATE MUST BE RECORDED BY THE PROPERTY OWNER IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN 90 DAYS FROM FINAL WRITTEN APPROVAL FOR THE VARIANCE TO BE VALID. FURTHERMORE, THIS VARIANCE IS SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 14-474 OF THE CITY OF PORTLAND'S CODE OF ORDINANCES.

389 Congress St Portland, Maine 04101 (207) 874-8730 FAX 874-8949 TTY 874-8936

Doc#: 1881 Bk:29268 Pg: 60

DECLARATION OF ENVIRONMENTAL COVENANT

This DECLARATION is made as of this 15th day of December, 2011 by **ALLIANCE ENERGY LLC**, a Massachusetts limited liability company, successor by statutory conversion to Alliance Energy Corp., a Massachusetts corporation, hereinafter referred to as the "Declarant" having as a mailing address 404 Wyman Street, Suite 425, Waltham Massachusetts 02451, and the **MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION** ("DEP"). This Declaration is an environmental covenant executed pursuant to the Maine Uniform Environmental Covenants Act ("UECA"), 38 M.R.S.A. §§3001-3013.

WITNESSETH:

WHEREAS, Declarant is the owner of certain property located on or about 84 Auburn Street, further designated as Lot 26 on Portland Tax Map 375, in the City of Portland, Cumberland County, Maine, a description of which property is set forth in Exhibit A attached hereto and described in a deed recorded in the Cumberland County Registry of Deeds in Book 22165, Page 274 (said property to be referred to as "Protected Parcel");

WHEREAS, the Protected Parcel had been utilized by Declarant and predecessors for storage of petroleum products;

WHEREAS, in anticipation of the decommissioning of the petroleum facility on the Protected Parcel, Declarant submitted to the DEP environmental site assessments report prepared by St. Germain Collins ("the Report");

WHEREAS, Declarant has caused the underground tanks and related piping to be removed;

WHEREAS, the DEP has issued a "Commissioner's Certification of Completion of Remedial Actions under a Voluntary Response Action Plan" dated October 27, 2011 to Declarant which requires that Declarant prepare and record a Declaration of Environmental Covenant consistent with the VRAP Certificate of Completion and the Maine Uniform Environmental Covenants Act ("UECA"), 38 M.R.S.A. § 3001 et seq.; and

WHEREAS, the DEP has determined in accordance with 38 M.R.S.A. § 1301 et seq. and the UECA that the environmental covenants set forth in this Declaration are necessary to prevent the installation of ground water wells, to address future soils excavation, to require commercial use and to require vapor protection for any structures, and to protect the public health and safety, which covenants shall run with the land.

NOW, THEREFORE, the Declarant for and in consideration of the facts above recited

and the covenants herein contained, and intending to create and be legally bound by a perpetual covenant running with the land, subject to the terms hereof, hereby declares, covenants and agrees as follows:

1. Declaration of Covenant. This instrument is an Environmental Covenant executed pursuant to the UECA.

2. Ground Water. No groundwater extraction wells shall be installed in or on the Protected Parcel and no other extraction or use of groundwater shall be permitted in or on the Protected Parcel, without express written permitted of the DEP, its successors or assigns (the "Holder").

3. Residential Use Prohibited. Residential use of the Protected Property is prohibited without the express written permission of the Holder.

4. Agency and Holder. DEP is the environmental agency with enforcement authority pursuant to the UECA, and is also the only Holder of the Environmental Covenant granted by Declarant in this Declaration.

5. Notice to Tenants and Others. The Declarant or future owners of the Property shall provide notice of this Environmental Covenant to any tenants or lessees, or to any person conducting any activities on the Property that could result in disturbance of soil or groundwater, or any activity that would be otherwise prohibited by this Covenant.

6. Perpetuity of Covenant. This Environmental Covenant and each and every covenant herein shall be a covenant running with the land in perpetuity, and shall bind the Protected Parcel, all persons or entities having any right, title, or interest in and to the Protected Parcel or any portion thereof, and their respective heirs, personal representatives, successors, and assigns, and all those acting by, through or under any of them forever. Any present or future owner of the Protected Parcel or any interest therein, by the acceptance of a deed of conveyance of all or any part of the Protected Parcel or any interest therein, whether or not the deed shall so express, shall be deemed to have accepted the Protected Parcel subject to the restrictions contained herein and shall be deemed bound by, obligated to comply with, and otherwise subject to the restrictions herein and this Covenant.

7. Representation of Ownership and Encumbrances. By its execution hereof, Declarant warrants that it is the sole owner of the Protected Parcel and that there are no mortgages, easements, or other encumbrances on the Protected Parcel that would materially adversely affect the effectiveness or enforceability of this Environmental Covenant.

8. Access. The Declarant, its successors and assigns, and all future owners and land users shall provide, without cost, access to the Protected Parcel to the DEP, including its authorized employees, agents, representatives, and independent contractors, upon presentation of credentials, for purposes of monitoring and enforcing this Environmental Covenant.

9. Notice of Noncompliance. The Declarant and all future owners shall provide written notice to the DEP within ten working days of discovery of any noncompliance with the terms of this Environmental Covenant.

10. Enforcement. This Environmental Covenant shall be enforceable as authorized by the UECA. Any forbearance as to the enforcement of any of the terms hereof shall not be deemed a waiver of the right to seek and obtain enforcement at any time thereafter as to the same violation or as to any other violations.

11. Amendment or Termination by Consent. The terms and conditions herein may not be amended or terminated except by a written instrument duly executed by the Declarant, the current owner of the Protected Parcel at the time of the amendment or termination, and DEP, or its successor in legal function, which instrument is duly recorded in the Cumberland County Registry of Deeds, pursuant to the UECA. Declarant waives its right to consent in the event that it no longer owns the Protected Property. See 38 M.R.S.A. § 3010(1)(C).

12. Notice Pursuant to Covenant. Any notice or other communication required pursuant to this Environmental Covenant shall be in writing and shall be sent by certified mail, return receipt requested and shall be sent to the following addresses, or such other addresses as the Declarant and the DEP may designate from time to time in a written notice to other entities: (a) if to the Declarant to the address set forth above, attention General Counsel; if to DEP, 17 State House Station, Augusta, Maine 04333-0017, to the attention of Director, Bureau of Remediation & Waste Management (or successor in position).

13. Recording. Declarant shall cause this Declaration to be duly recorded in the Cumberland County Registry of Deeds within ten (10) days of the execution of this Declaration by the last signatory, and shall, within thirty (30) days of the recording of the Declaration, notify the DEP of the book and page at which it is recorded, and submit to DEP a copy of the signed Declaration date-stamped by the Register of Deeds.

14. Administrative Record. The administrative record relating to the Protected Parcel is located at the main office of DEP, whose mailing address is 17 State House Station, Augusta, ME 04333-0017, with a street address of Ray Building, 28 Tyson Drive, Augusta, Maine.

15. Governing Law. This Environmental Covenant shall be governed and interpreted in accordance with the laws of the State of Maine.

16. Liberal Construction. It is intended that this Environmental Covenant be construed liberally to protect the health and welfare of the public and the quality of the environment from the risk of adverse effects of exposure to hazardous substances.

17. Invalidity. If any part of this Environmental Covenant shall be decreed to be invalid by any court of competent jurisdiction, all of the other provisions hereof shall not be affected thereby and shall remain in full force and effect.

IN WITNESS WHEREOF, the Declarant has caused this Declaration to be signed and sealed in its limited liability company name by its duly authorized manager as of the day and year first above written.

ALLIANCE ENERGY LLC

Witness

By: _____
Its President

Commonwealth of Massachusetts
Middlesex, ss

December 15, 2011

Then personally appeared before me the above-named Andrew Slifka in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of said limited liability company.

STACEY A. HICKEY
Notary Public
COMMONWEALTH OF MASSACHUSETTS
My Commission Expires
September 23, 2016

Stacey Hickey
Notary Public/Attorney at Law
Print Name:

ACKNOWLEDGED AND AGREED TO BY:
MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: _____
Name: Ronald E. Dyer
Title: Director, BLWM

State of Maine
Kennebec, ss

December 21, 2011

Then personally appeared before me the above-named Ron Dyer in his/her said capacity and acknowledged the foregoing to be his/her free act and deed and the free act and deed of said the Maine Department of Environmental Protection.

Jeanne F. Locke
Notary Public/Attorney at Law
Print Name: Jeanne F. Locke
My Commission Expires 5/15/16

Received
Recorded Register of Deeds
Jan 10,2012 03:18:28P
Cumberland County
Pamela E. Lovley

EXHIBIT A
PROPERTY DESCRIPTION

A certain lot or parcel of land with the buildings and improvements thereon, situated in Portland, County of Cumberland, and State of Maine, bounded and described as follows: Beginning on the westerly side of said Auburn Street at the northeasterly corner of Lot 23 as shown on a Plan of Highland Park recorded in the Cumberland County Registry of Deeds in Plan Book 8, page 139; thence westerly by the northerly line of said Lot 23 and its extension westerly by the northerly line of said Lot 23 and its extension westerly one hundred forty (140) feet to a point; thence southerly by land now or formerly of Canteen Co. of Maine on a course parallel with the westerly or rear lot lines of Lots 23, 22, 21, and 20 as shown on said Plan, and maintaining an uniform distance of thirty (30) feet westerly therefrom, a distance of two hundred ten (210) feet, more or less, to the southerly boundary line of land now or formerly of Canteen Co. of Maine and land now or formerly of Clarence S. Cressey, et al; thence northeasterly and easterly by said Cressey land and the southerly line of Lot 20 on said Plan one hundred forty-five (145) feet, more or less, to Auburn Street; thence northerly by Auburn Street two hundred (200) feet to the point of beginning; being lots 20 through 23 on said Plan and a portion of Lot 42 on said Plan. Being a portion of the premises conveyed by Canal National Bank as executor of the Estate of Augustus G. Hecker to Canteen Company of Portland, Inc. by deed dated July 20, 1962, recorded in the Cumberland County Registry of Deeds, Book 2689, Page 108; and the Grantee hereof is the corporate successor to said Canteen Company of Portland, Inc. as owner of said premises. There is also conveyed hereby any structures or buildings which may be situated partly on adjacent land at the westerly boundary line of the within described premises. Also known as and more particularly described as: That parcel of land situated on the westerly side of Auburn Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows: Beginning at a nail set at the northeasterly corner of the premises in the westerly sideline of Auburn Street at land now or formerly of Spinelli Co., Inc.; thence S 10°00' 00" E by the westerly sideline of Auburn Street a distance of sixty and thirteen hundredths feet (60.13') to a point in the westerly sideline of Auburn Street; thence S 10°29'00" E by the westerly sideline of Auburn Street a distance of one hundred thirty-nine and eighty-seven hundredths feet (139.87') to a pipe at land now or formerly of John F. LeFevre; thence S 80°00' 00" W by land now or formerly of John F. LeFevre a distance of one hundredths ten and no hundredths (110.00') to a point at land now or formerly of Charles T. Riddle; thence S 61°30' 45" W by land now or formerly of Charles T. Riddle a distance of thirty-one and fifty-four hundredths feet (31.54') to a pipe at land now or formerly of Spinelli Co., Inc., thence N 10°20' 45" W by land now or formerly of Spinelli Co., Inc. a distance of two hundred ten and no hundredths feet (210.00') to a nail at land now or formerly of Spinelli Co., Inc.,; thence N 80°00' 00" E by land now or formerly of Spinelli Co., Inc., a distance of one hundred forty and no hundredths feet (140.00') to the point of beginning The above described parcel of land contains an area of 28,111 S. F. or .65 acres, more or less.

The locus parcel is subject to an easement which is recorded in 3312/16 in the Cumberland Registry of Deeds, for the purpose of ingress an egress, by foot or motor vehicle.

LESS AND EXCEPT any condemnations, takings or declarations of record.

UNDER AND SUBJECT to agreements, easements, rights of way, covenants, conditions, and restrictions of record.

ACORN ENGINEERING, INC.

Planning and Urban Development Department, Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

January 6, 2023

Subject: Major Site Plan Application
Redevelopment of 84 & 94 Auburn Street, Portland, Maine

To Whom it may concern:

On behalf of MSP Properties 94 Auburn LLC and 84 Auburn, LLC (c/o Mike Pride), Acorn Engineering, Inc. (Acorn) is pleased to submit the accompanying package of materials related to the proposed project located at 84 & 94 Auburn Street (Map 375, Block A, Lot 26 (84 Auburn Street)) and Lots 23/24/25/35 (94 Auburn Street)), within the (B1) Neighborhood Business Zoning District in Portland, Maine. The proposed development intends to construct a single-story building to be utilized as a national coffee franchise with associated drive through, patio space, parking, and associated infrastructure improvements. The project will also include site improvements to the shared access drive and parking area located on both84 and 94 Auburn Street, including a sidewalk adjacent to the existing 94 Auburn Street building. Due to the proposed drive through facility, the project will require a Major Site Plan Application review from the City of Portland Planning Board. Please also refer to the Right, Title, and Interest attachment which includes a Certificate of Variance Approval, dated November 23, 2020, from the City of Portland Permitting and Inspection Department, which eliminates the prohibition on drive through sales for retail establishments on the 84 Auburn Street property.

The design team looks forward to your review and working with you on this exciting project. If you have any questions regarding these materials or the completeness of the application materials, please do not hesitate to contact us.

Sincerely,

Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- Section A: Cover Letter
- Section B: Major Site Plan Application & Checklist
- Section C: Right, Title and Interest
- Section D: Zoning Assessment
- Section E: Site Plan Standards Assessment
- Section F: Easements
- Section G: Waivers
- Section H: Financial Capacity
- Section I: Technical Capacity
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Fire Department Letter
- Section M: Lighting
- Section N: Utility Cover
- Section O: Construction Management Plan
- Section P: Solid Waste Disposal
- Section Q: Transportation & Parking
- Section R: Parking Demand Memo
- Section S: Traffic Movement Permit Application

Drawings:

- Civil Site Plan Set, Dated 1/4/2023
- Architectural Plan Set, Dated 1/4/23

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST
Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

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

At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.

GENERAL APPLICATION DOCUMENTS	
Yes NA	**Project Description** • Cover letter with detailed project description
Yes NA	**Completed Checklist** (this document)
Yes NA	**Evidence of Right, Title, and Interest** • Deeds, leases, or purchase and sales agreements
Yes NA	**Evidence of State or Federal Approvals** • Permits or letters of non-jurisdiction, if applicable
Yes NA	**Zoning Assessment** (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
Yes NA	**Site Plan Standards Assessment** (see Section 14.6 of the land use code) • Summary of project compliance with site plan standards of the land use code
Yes NA	**Summary of Existing and/or Proposed Easements or Covenants, applicable.** • Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
Yes NA	**Waiver Requests** (see Waiver Table) • Written request for waiver describing request and compliance with applicable waiver standards
Yes NA	**Financial Capability** • Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA	**Technical Capability** • Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

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	
Yes NA	**Impact on Surrounding Street Systems (14-14.6.1(A))** ● Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes NA	**Access and Circulation (14-14.6.1(B))** Identify and describe the following: ● Site access and internal circulation, including ADA access ● Drive-up features, if applicable ● Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable ● Sidewalks and condition along street frontages and internal walkways ● Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes NA	**Public Transit (14-14.6.1(C)), if applicable** Identify and describe the following: ● Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes NA	**Off-Street Parking (14-14.6.1(D)), if applicable** Identify and describe the following: ● Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code ● Curb cut separation and parking layout (Technical Manual, Section 1) ● Construction details for bicycle racks ● Management plan for snow storage and removal
Yes NA	**Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable** ● Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL	
Yes NA	**Preservation of Significant Natural Features (14-14.6.2(A)), if applicable** Identify and describe the following: ● High and moderate value waterfowl and wading habitat ● Aquifers (for Casco Bay Islands) ● Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) ● Proposed preservation areas and protection measures ● Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes NA	**Landscape Preservation (14-14.6.2(B))** Identify and describe the following: ● Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) ● Measures to protect existing vegetation during construction
Yes NA	**Site Landscaping and Buffers (14-14.6.2(C))** Identify and describe the following: ● Overall landscaping approach and consistency with standards ● The use of screening and buffering of service areas and between non-residential and residential uses ● Existing Heritage or Feature Trees on site and measures to preserve ● Compliance with street tree requirements
Yes NA	**Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D))** Identify and describe the following: ● Erosion and sedimentation control plan and measures ● Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable ● Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY	
Yes NA	**Consistency with City Master Plans (14-14.6.3(A))** • Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes NA	**Public Safety and Fire Prevention (14-14.6.3(B))** Identify and describe the following: • Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) • Emergency vehicle access • Consistency with public safety standards (Technical Manual, Section 3)
Yes NA	**Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9)** Identify and describe the following: • Electrical services, including providing underground services • Existing and proposed connections for public utilities and required public utility upgrades • Sewer line connections
SITE DESIGN	
Yes NA	**Massing, Ventilations and Wind Impact (14-14.6.4(A))** Identify and describe the following: • Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable • Bulk, location, or height impacts on adjoining structures
Yes NA	**Shadows (14-14.6.4(B)), if applicable** • Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes NA	**Snow and Ice Loading (14-14.6.4(C))** • Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes NA	**View Corridors (14-14.6.4(D)), if applicable** • Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes NA	**Historic Resources (14-14.6.4(E)), if applicable** Identify and describe the following: • 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 • Compliance with standards for preservation and documentation of archaeological resources

Yes NA	**Exterior Lighting (14-14.6.4(F))** ● 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
Yes NA	**Noise and Vibration (14-14.6.4(G))** ● 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
Yes NA	**Signage and Wayfinding (14-14.6.4(H)), if applicable** ● Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs ● Provide drawings of all commercial and directional signage on site
Yes NA	**Zone-Related Design Standards (14-14.6.4(I))** ● Address any applicable design review standards by zone, including compliance with Design Manual

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)
- Location of fire hydrants

- Location of solid waste management receptacles
- Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable
- Location of proposed easements and rights-of-way, including dimensions
- Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed

UTILITY PLAN including:

- Proposed electrical infrastructure
- Location, sizing and directional flows of all proposed sewer and stormwater infrastructure
- Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- Proposed grades
- Proposed stormwater management measures meeting Technical Manual (Section 5) standards
- Any proposed alteration of a watercourse or wetlands
- Any groundwater protection measures
- Proposed buffers and preservation measures for wetlands or significant natural features

LANDSCAPE PLAN including:

- Existing vegetation to be preserved and preservation measures
- Proposed landscaping, screening, and street trees, including caliper widths for trees
- Planting schedule, including street trees

ARCHITECTURAL PLANS AND RENDERINGS including:

- Exterior building elevations, color renderings, illustrations of all sides
- Axonometric and street-level views for structures greater than three stories in height
- Provide context drawings, if applicable (Design Manual, page 1)
- Floor plans

CONSTRUCTION MANAGEMENT PLAN including:

- Specifics on traffic control, sidewalk sheds, and pedestrian rerouting
- Include a drawing and written narrative

OTHER

- Details and cross-sections, as necessary

Right, Title, and Interest

Please refer to the attached Quitclaim Deed for 84 Auburn LLC and Warranty Deed for MSP Properties 94 Auburn LLC for the Applicant's Right, Title, Interest. Also attached is the Certificate of Variance Approval, dated November 23, 2020, from the City of Portland Permitting and Inspection Department, which eliminates the prohibition on drive through sales for retail establishments on the 84 Auburn Street property.

MAINE REAL ESTATE TAX-Paid

DLN#1002140134495

QUITCLAIM DEED

KNOW ALL PERSONS BY THESE PRESENTS, that, **Adam Mitchell** of 16 Yale Street, Portland, ME 04103, for consideration paid, grants to **84 Auburn, LLC**, a Maine Limited Liability Company with a mailing address of 7 Heather Lane, Falmouth ME 04105, with QUITCLAIM COVENANTS, the premises in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

See Exhibit A attached hereto

IN WITNESS WHEREOF, the said **Adam Mitchell** has caused this instrument to be signed this 4 day of March, 2021 ACM

Witness

Adam Mitchell

STATE OF MAINE
COUNTY OF CUMBERLAND

On this day, March 4, 2021, personally appeared before me the above-named **Adam Mitchell** and acknowledged the foregoing to be his free act and deed.

Notary Public/Attorney
Name: Scott Herrick
My commission expires: Attorney at Law
Scott Herrick
Attorney at Law

EXHIBIT A

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

A certain lot or parcel of land with the buildings and improvements thereon, situated in Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning on the westerly side of said Auburn Street at the northeasterly corner of Lot 23 as shown on a Plan of Highland Park recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 139; thence

Westerly by the northerly line of said Lot 23 and its extension westerly by the northerly line of said Lot 23 and its extension westerly one hundred forty (140) feet to a point; thence

Southerly by land now or formerly of Canteen Co. of Maine on a course parallel with the westerly or rear lot lines of Lots 23, 22, 21, and 20 as shown on said Plan, and maintaining a uniform distance of thirty (30) feet westerly therefrom, a distance of two hundred ten (210) feet, more or less, to the southerly boundary line of land now or formerly of Canteen Co. of Maine and land now or formerly of Clarence S. Cressey, et al; thence

Northeasterly and Easterly by said Cressey land and the southerly line of Lot 20 on said Plan one hundred forty-five (145) feet, more or less, to Auburn Street; thence

Northerly by Auburn Street two hundred (200) feet to the point of beginning; being lots 20 through 23 on said Plan and a portion of Lot 42 on said Plan.

There is also conveyed hereby any structures or buildings which may be situated partly on adjacent land at the westerly boundary line of the within described premises. Also known as and more particularly described as:

That parcel of land situated on the westerly side of Auburn Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a nail set at the northeasterly corner of the premises in the westerly sideline of Auburn Street at land now or formerly of Spinelli Co., Inc.; thence

S 10° 00' 00" E by the westerly sideline of Auburn Street a distance of sixty and thirteen hundredths feet (60.13') to a point in the westerly sideline of Auburn Street; thence

S 10° 29' 00" E by the westerly sideline of Auburn Street a distance of one hundred thirty-nine and eighty-seven hundredths feet (139.87') to a pipe at land now or formerly of John F. LeFevre; thence

S 80° 00' 00" W by land now or formerly of John F. LeFevre a distance of one hundred ten and no hundredths (110.00") to a point at land now or formerly of Charles T. Riddle; thence

S 61° 30'45" W by land now or formerly of Charles T. Riddle a distance of thirty-one and fifty-four hundredths feet (31.54') to a pipe at land now or formerly of Spinelli Co., Inc., thence

N 10° 20' 45" W by land now or formerly of Spinelli Co., Inc. a distance of two hundred ten and no

hundredths feet (210.00') to a nail at land now or formerly of Spinelli Co., Inc., thence

N 80° 00' 00" E by land now or formerly of Spinelli Co., Inc., a distance of one hundred forty and no hundredths feet (140.00') to the point of beginning.

This conveyance is made expressly subject to all conditions, restrictions, easements, covenants and exceptions as set forth on Deed to Adam Mitchell from Alliance Energy LLC dated March 9, 2017 and recorded in the Cumberland County Registry of Deeds in Book 33873, Page 153.

MAINE REAL ESTATE TAX-Paid

DLN 1001940049599

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS, That **OAKPOINT LLC**, a Maine Limited Liability Company located in Brunswick, County of Cumberland and State of Maine, for consideration paid, grants to **MSP PROPERTIES 94 AUBURN LLC**, a Maine Limited Liability Company with a mailing address of 7 Heather Lane, Falmouth, ME 04105 with **WARRANTY COVENANTS**, the real property situated in Portland, County of Cumberland and State of Maine more particularly described in Exhibit A attached hereto and incorporated herein by reference.

IN WITNESS WHEREOF, OAKPOINT LLC has caused this instrument to be executed by B. Catherine Carton, its sole member thereunto duly authorized, this 1 day of February, 2019

OAKPOINT LLC

Witness only R.E. Dankson

By: B. Catherine Carton
Its: Sole Member

State of Maine
County of Cumberland

February 1, 2019

Personally appeared before me the above named B. Catherine Carton, sole member of OAKPOINT LLC, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said OAKPOINT LLC.

~~Notary Public~~ Maine Attorney at Law
Print Name: Michael E. Lewis
My Commission Expires: _____

Exhibit A

A certain lot or parcel of land, with the buildings thereon, situated on the westerly side of Auburn Street, near Allen's Corner in the City of Portland, County of Cumberland and State of Maine, and being Lots No. 24 and 25 on Plan of land marked "Highland Park", recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 139, each of said Lots having Fifty (50) feet on said Auburn Street and extending back from said street line One Hundred Ten (110) feet as shown on plan, to which plan reference is hereby made.

Also a certain lot or parcel of land, with the buildings thereon, situated on the westerly side of Auburn Street, near Allen's Corner, in the City of Portland, County of Cumberland and State of Maine, and being lot numbered 26 on a Plan of Land marked "Highland Park" recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 139, said lot being Fifty (50) feet in width on said Auburn Street and extending back from said Street line of said Auburn Street One Hundred Ten (110) feet, holding said width of Fifty (50) feet.

Also, a certain lot or parcel of land with the buildings thereon, situated westerly of but not adjacent to Auburn Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at the southwesterly corner of Lot 24 as shown on said Plan of Highland Park, recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 139; thence westerly by the westerly extension of the southerly side line of said Lot 24 thirty (30) feet to a point; thence southerly on a course parallel with the westerly or rear lot lines of Lots 23, 22, 21 and 20 as shown on said Plan, and maintain a uniform distance of Thirty (30) feet westerly therefrom, a distance of Two Hundred Ten (210) feet, more or less, to land now or formerly of Clarence S. Cressey, et al.: thence southwesterly by said Cressey land One Hundred Six (106) feet, more or less, to the southeasterly corner of Lot 5 as shown on said Plan; thence northwesterly by the easterly boundary lines of Lots 5, 6, 7, 8, 9, 10 & 11 as shown on said Plan Three Hundred (300) feet, more or less, to the southwesterly corner of Lot 37 on said Plan; thence northeasterly by Lots 37, 38, 39, 40 and 41 Two Hundred Thirty-One (231) feet, more or less, to the westerly sideline of Lot 26 as shown on said Plan; thence southerly by Lots 26, 25, and 24 a distance of One Hundred Twenty-four (124) feet, more or less, to the point of beginning.

To the extent that same is applicable, this conveyance is subject to the restrictions, consideration and limitations provided in a deed by C. Rollin Nelson, et al, to G. Walther Passmore dated March 23, 1932 , recorded in the Cumberland County Registry of Deeds in Book 1393, Page 334 and the exception from this conveyance of any property excluded from the conveyance in a deed by Canteen Co., to Jacob A. Webb and Veronica A. Webb date October 28, 1970, recorded in Book 3148, Page 377 [sic]. This conveyance is also subject to the restriction set forth in the deed from C. Rollin Nelson, et al., to Earl E. Shapland, dated August 8, 1921 and recorded in Cumberland County Registry of Deeds in Book 1085, Page 97.

DOC :4573 BK:35441 PG:128
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
02/01/2019, 03:04:14P
Register of Deeds Nancy A. Lane E-RECORDED

Together with all of Grantor's right, title and interest in and to a certain Easement and Indenture dated September 29, 1972, between Jacob H. Webb and Veronica A. Webb and Kemco, Inc., which is recorded in Cumberland County Registry of Deeds in Book 3312, Page 16.

Meaning and intending to convey and hereby conveying the same premises as set forth in deed from 94 Auburn LLC to Oakpoint, LLC dated September 29, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26367, Page 319.

CITY OF PORTLAND
Permitting and Inspections Department

CERTIFICATE OF VARIANCE APPROVAL

I, Donna Katsiaficas, the duly appointed Chair of the Board of Appeals for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 19th day of November, 2020, the following variance was granted pursuant to the provisions of 30-A M.R.S.A. Section 4353(5) and the City of Portland's Code of Ordinances.

1. **Current Property Owner: Adam Mitchell**

2. **Property: 84 Auburn Street, Portland, ME** **CBL: 375 A026**
   Cumberland County Registry of Deeds, **Book: 33873 Page: 153**
   Last recorded deed in chain of Title: **3/10/2017.**

Variance and Conditions of Variance:
To grant relief from section 14-162(a)(2)(e) of the Land Use Zoning Ordinance to eliminate the prohibition on drive through sales for retail establishments.

IN WITNESS WHEREOF, I have hereto set my hand and seal this 23 day of November, 2020.

Donna Katsiaficas,
Chair of City of Portland Zoning Board

STATE OF MAINE
Cumberland, ss.

Then personally appeared the above-named and acknowledged the above certificate to be her free act and deed in her capacity as Chair of the Portland Board of Appeals, with her signature witnessed on *11/23/*2020.

James N. Katsiaficas
Attorney at Law
Bar#3029

PURSUANT TO 30-A M.R.S.A. SECTION 4353(5), THIS CERTIFICATE MUST BE RECORDED BY THE PROPERTY OWNER IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN 90 DAYS FROM FINAL WRITTEN APPROVAL FOR THE VARIANCE TO BE VALID. FURTHERMORE, THIS VARIANCE IS SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 14-474 OF THE CITY OF PORTLAND'S CODE OF ORDINANCES.

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B1

All Projects:

	Required	Proposed
Lot Size	10,000 SF	28,279.71 SF
Area Per Dwelling Unit	1,000 SF	28,279.71 SF
Minimum Street Frontage	20'	200'
Front Yard Minimum	NONE	0'
Front Yard Maximum	10'	23.09'*
Rear Yard	10'	43.15'
Yard Right	5'	125.93'
Yard Left	5'	39.48'
Side Street Setback	NONE	114.95'
Step Back	15'	NONE
Maximum Lot Coverage	N/A	N/A
Minimum Lot Coverage	N/A	N/A
Maximum Height	35'	<35'
Open Space	NONE	21.59%
Maximum Impervious Area	90%	78.41%
Pavement Setback	NONE	N/A
Floor Area Ratio	2,000 SF	2,250SF
Off Street Parking Spaces	NONE	14
Loading Bays	N/A	NONE
Other 1		
Other 2		
Other 3		

*Average Street Wall setback from adjacent properties

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):			

Site Plan Standards Assessment

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use. Specifically, Article 14 Section 6 Site Plan Review Standards.

OVERVIEW

The proposed project has been designed to conform to City standards where possible as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

   a. A Traffic Movement Permit will be obtained as part of the project. This permit will address the impact on surrounding street systems. Please refer to Section S for a copy of the application.

2. Access and Circulation:

   a. Site Access and Circulation:

      This project conforms with the design standards of Section 14.6.1.B as demonstrated in the following narrative:

      (i) All site access and internal circulation will be designed in accordance with the standards set forth in Section 1 of the Technical Manual.

      (ii) A crosswalk will connect the Auburn Street sidewalk to the proposed internal sidewalk along the building, giving pedestrian foot access to the proposed building. The interior sidewalk also gives access to the parcel to the rear of the proposed project.

      (iii) The main entrance is directly adjacent to the parking area. The drive-through lane is separated from the parking lot to avoid conflicts with moving traffic.

      (iv) The drive-through is a total of 270' in length which provides adequate length to stack at least 15 cars in that lane. A bypass lane will be provided alongside the drive through lane. The drive through lane is separate from the customer parking area to avoid conflicts.

   b. Loading and Servicing:

      (i) Access and adequate turning/backing space for delivery and service is provided through the development in the outer drive through bypass lane.

c. Curb and Sidewalks:

(i) The project proposes to consolidate the two existing curb cuts into one proposed curb cut as requested by DPW. The proposed curb cut is 40' wide; a waiver is being sought to increase the 24' maximum specified in Chapter 1 of the Portland Technical Manual. Sidewalks will be constructed along the majority of the project frontage in accordance with the street design standards of the Technical Manual.

(ii) Any disturbance of the existing sidewalk to accommodate the site will be rebuilt in conformance with Chapter 25 of the City's Code of Ordinances and the applicable design standards in the City's Technical Manual.

(iii) Not applicable.

(iv) Not applicable.

3. Public Transit Access:

a. The project consists of less than 20,000 square feet of gross floor area, therefore no public transit plan will be provided. There are existing METRO bus stop locations adjacent to the project, including a stop in front of 110 Auburn Street on the project side of the road, and across Auburn Street opposite 64 Auburn Street / in front of Shaw's grocery store.

b. Not applicable.

c. Not applicable.

4. Parking:

a. Vehicular parking:

(i) Off street parking will be provided as required per Section 19 Off-Street Parking & Loading, Table 19-A. 1 space/ dwelling unit. A total of 17 spaces will be provided 1 of which are ADA compliant.

(ii) A parking study is not required.

(iii) The project is proposing a waiver to the requirement of a parking study to exceed the 94 Auburn Street parking requirements by over 10%. See attached to this application parking demand memo and waiver requests.

(iv) Parking spaces will be of typical parking stall dimensions: 9' wide and 18' deep.

b. Bicycle parking

(i) The proposed retail development will provide secure bicycle parking near the entrance of the building. Please refer to the Site Plan for locations.

c. Snow Storage:

(i) A snow storage area will be provided at the eastern and southern edges of the parcel, as shown on the Site Plan.

(ii) Snow storage shall not be located where it interferes with pedestrian walkways or stormwater management systems.

d. Electric Vehicle (EV) charging

(i) Three (3) dual sided electric vehicle charging stations (total 6 spaces) will be provided on the site, and remaining spaces will be served by sufficient conduit, wiring, and electrical service to allow for future installation, per the Technical Manual.

5. Transportation Demand Management (TDM):

a. A Transportation Demand Management plan is not required for this project.

b. Not applicable.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

a. There are no significant natural features on site.

b. Not applicable.

c. Not applicable.

2. Landscaping Preservation:

a. Existing vegetation and trees will be preserved to the maximum extent practicable.

b. Existing vegetation and trees will be preserved to the maximum extent practicable.

c. Not applicable – the project is only subject to a front setback which has no existing trees 10 inches or greater DBH.

d. Where adequate space is available, replacement trees shall be planted as substitution for trees removed in accordance with table 14-D of Portland's land use code. See Sheet C-10, Site Plan, for a planting schedule. The client shall be willing to contribute to the City of Portland Tree Fund for an amount proportionate to the cost of trees removed and not replaced.

e. The client shall be willing to contribute to the City of Portland Tree Fund for an amount proportionate to the cost of trees removed and not replaced.

3. Site landscaping and buffers.

a. Landscaping

(i) Plantings will be incorporated into landscaped areas were available to meet the requirement of six plantings per 30 linear feet of all frontages. Please refer to the attached site plan for the plant schedule.

b. Buffers

(i) The on-site dumpster will be located to the back of the parking lot and will be enclosed to obscure the view.

(ii) Not applicable.

(iii) Not applicable

c. Parking and vehicle display lot landscaping.

(i) At least two trees (or one tree and three shrubs) per five parking spaces will be planted where adequate space is available.

(ii) Not applicable.

(iii) The client shall be willing to contribute to the City of Portland Tree Fund for an amount proportionate to the cost of required parking lot trees.

d. Street trees

(i) Street trees of a species identified on the City of Portland Recommended Tree List will be provided at a spacing of 30 to 45 feet apart on center in the City right of way along the street frontage.

(ii) Not applicable.

4. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater

(i) The drainage patterns will be maintained as they currently exist. No offsite stormwater drains are located on site in the existing conditions.

(ii) Any stormwater that flows onto adjacent lots will not exceed the pre-development flows.

(iii) The runoff from the site into the public way will not increase from the pre-development condition.

b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including standards of MEDEP Chapter 500. Please refer to the Stormwater Management Report for this information.

c. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:

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

   b. Not applicable.

2. Public Safety and Fire Prevention:

   a. Public Safety Design
      (i) The proposed site has long viewing aisles and minimal spaces obscured from view, which provides natural surveillance of the public spaces.

      (ii) No access control is proposed at this time.

      (iii) This area will promote natural surveillance to the furthest extent practicable for a public-facing business.

   b. Emergency Access
      (i) The proposed site design allows for adequate emergency vehicle access to the site. Emergency vehicles will be able to access the site from Auburn Street & circumnavigate the site via the drive-through lane and the parking area.

3. Public Utilities:

   a. Ability to Serve letters have been sent to the respective companies. Responses are forthcoming and will be provided upon receipt.

   b. The electrical service connection shall be underground via a riser pole on pole #8 on Auburn Street.

c. The sewer and stormwater infrastructure will comply with Chapter 2 of the Technical Manual, Sanitary Sewer and Storm Drain Design Standards.

d. The project will be served by connection to the public sewer system within Auburn Street.

e. Spaces allocated for solid waste storage can be seen on the Site Plan. The solid waste containers will be fully enclosed and screened from the public view.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

   a. The bulk, location, and height of the building will not have an impact on ventilation to abutting structures or changes to the existing wind climate that would result in unsafe wind conditions.

   b. The bulk, location and height of the proposed building will not have a substantial diminution in the value or utility of neighboring structures.

   c. HVAC mechanisms shall direct exhaust away from public spaces.

2. Shadows:

   a. Not applicable.

3. Snow and Ice Loading:

   a. The building addition will not cause significant snow and/or ice to fall on any adjacent properties or public ways.

4. View Corridors:

   a. Not applicable.

5. Historic Resources:

   a. The development is not located in any historic or historic landscape districts.

   b. The development is not located near any historic landmarks or buildings.

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

6. Exterior Lighting:

   a. Site Lighting.

(i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. See Lighting section of this application for additional information.

(ii) Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.

b. Architectural and Specialty Lighting.

(i) No architectural or specialty lighting is proposed.

(ii) No up-lighting is proposed.

c. Street Lighting.

(i) No new street lights are proposed as part of the project.

7. Noise and Vibration:

a. The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.

8. Signage and Wayfinding:
   a. Signage

(i) Signage will not conceal any architectural features from view.

(ii) Signage will be designed and sized to fit the scale and proportions of the building and features where they are affixed.

(iii) Freestanding signs will not adversely affect visibility at intersections or access drives. The proposed monument of pylon signage will be located about 75 feet south of the proposed access drive. Drive through menu screens & signs will be located along the drive through lane, away from the proposed parking and access drive.

(iv) Sign lighting will be downwardly directed, internally-illuminated, and/or shielded to avoid glare and light spillover towards the sky.

(v) No signs will be affixed to rooftop mechanicals, mechanical penthouses or other rooftop appurtenances unless those appurtenances have been screened and integrated into the architecture of the development.

b. Wayfinding

(i) Wayfinding signage will be provided to separate drive-through and parking traffic. All street and wayfinding signage shall meet the requirements of the

Manual on Uniform Traffic Devices (MUTCD) and Chapter 25 of the City Code.

9. Design Standards:

    a. The project has been designed to meet the standards set forth in the B-1 zone. Please refer to the Site Plan for more information on the Space & Bulk Standards.

Summary of Written Easements

Existing

There are two easements as identified by the Surveyor:

- 15' reciprocal easement for ingress & egress 3312/16. Located on the north side of lot 26.

Proposed

A parking easement is proposed from 84 Auburn for parking of 13 parking spaces along the shared access drive to benefit 94 Auburn Street.

Waivers

See the attached waiver table for the waiver requests.

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Portland Land Use Code Section 14.6.1 D. Parking, 1.c.	Developments proposing to exceed minimum parking requirements by 10% or more must demonstrate through a parking study that the amount of parking is appropriate for the proposed use of site.	Waiver is being sought for a parking study to exceed minimum requirements by greater than 10%	Justification for the waiver is the high existing demand for parking for the 94 Auburn Development from the existing uses. See attached to this application Parking Demand Memo.
Portland Technical Manual Chapter 1 Section 1.5.1.C	100 feet driveway spacing along arterial and collector streets with posted speeds of 35 mph or less	Waiver is being sought to have driveway spacing < 100 feet	Two curb cuts exist on site, modification proposed per direction from City DPW on driveway curb cuts into/out of site. See C-10 for specific dimensional information.

Financial Capacity

A letter from the Applicant's bank confirming financial capacity is attached to this section.

Katahdin Trust Company
Community Banking at its Best!

City of Portland

Planning Department

389 Congress St., 4th floor

Portland, ME 04101

Re: 84 Auburn LLC - Proposed development at 84 Auburn St., Portland

To Whom it May Concern;

84 Auburn LLC and principal Mike Pride have an established relationship with this bank. We have reviewed plans and discussed the project with Mr. Pride. They are considered financial capable of completing the proposed project referenced above.

Sincerely

Aaron Cannan

Sr. Vice President

Technical Capability

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting, and construction administration. Together, Acorn Engineering, Inc. has successfully designed and permitted more than 20 medium to large residential, mixed use, and commercial projects in Portland during the past 7 years, including: 200 Federal St, Munjoy Heights, East Bayside Lofts, The Hiawatha, and 70 Anderson, and the Mercy Hospital Redevelopment.

Ryan Senatore Architecture has designed several important multifamily residential projects in Southern and Central Maine, including the nine-story, 139-unit, concrete and steel framed high-rise apartment building known as the Hiawatha (for Redfern Properties). RSA's residential clients include private developers as well as public housing authorities, and completed projects include both new construction and adaptive reuse of existing historic structures.

Mike Pride has a degree in Marine Engineering and retired as a Chief Engineer from the Merchant Marines in 2016. He's also an experienced commercial real estate investor, property manager and developer dating back to 1996. He currently owns and operates several commercial properties throughout Greater Portland and in 2021 designed and developed Pride Storage Solutions, an 82,000 ft2 state of the art self-storage facility in the Innovation District at The Downs in Scarborough. He's currently working on a 31,000 ft2 self-storage development in Gray, Maine.

ACORN ENGINEERING, INC.

STORMWATER MANAGEMENT REPORT

Prepared For:

84 Auburn, LLC
7 Heather Lane
Falmouth, Maine 04105

Prepared By:

Acorn Engineering, Inc.
P.O. Box 3372
Portland, Maine 04104



January 2023

INTRODUCTION

Acorn Engineering, Inc. has been retained by 84 Auburn, LLC to provide civil engineering services for the proposed project located at 84 Auburn Street, Portland, ME. The site is currently comprised of mostly gravel that is being utilized as a parking lot. The project proposes to build a single story building to be utilized as a national coffee franchise with associated drive through, patio space, and parking. The project will also include site improvements to the abutting property located at 94 Auburn Street, including improvements to the shared drive and a sidewalk adjacent to the existing building.

A stormwater analysis has been prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14 Section 14.6.2.D. Required Approvals and Applicability (F) Major Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

EXISTING CONDITIONS

The proposed project site is located at 84 Auburn Street in Portland. A Boundary & Topographic Survey has been prepared by Owen Haskell, Inc. dated April 29, 2021.

The existing property is covered by approximately 43% impervious surfaces, which consists of about 6,573 sf of pavement & 5,697 sf of gravel. The site slopes gradually to the east, towards Auburn Street, at an average of 1.5%. There are two existing curb cuts on Auburn Street. The rear and perimeter of the parcel is generally lightly vegetated.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting and existing impervious surfaces as well as previous development, a field inventory of significant natural features was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.

PROPOSED DEVELOPMENT

As part of the proposed project, one building will be constructed with associated infrastructure on the lot. The building has an associated parking area, drive-though lane, and sidewalks. In addition, site improvements for the abutting property at 94 Auburn Street will be built, including a row of parking.

Utilities to serve the new development will be underground from Auburn Street. Roof & foundation drains will be routed directly to the storm drain network in Auburn Street. Stormwater will be captured on site by pervious pavers in the parking area and two FocalPoint Proprietary Stormwater BMPs with catch basin overflows.

BASIC STANDARDS – EROSION & SEDIMENT CONTROL

The project proposes measures to meet the basic standards requirements as outlined in Chapter 500. Please refer to Section 4: Erosion and Sedimentation Control Report.

GENERAL STANDARDS - WATER QUALITY

The development shall provide water quality treatment for no less than 50% of the redeveloped impervious area, per City of Portland Technical Manual Chapter 5 II.D. Redevelopment Projects. Water quality treatment shall be provided through the use of pervious pavers in the parking area and two focal points, which utilize "R Tanks" for water quality storage.

The stormwater treatment system is sized to meet or exceed the requirements set forth within the MDEP Volume III: BMPs Technical Design Manual. These BMPs have been shown to be very effective at removing a wide range of pollutants from stormwater runoff. See attached to this report a design letter from Ferguson Waterworks regarding the design of the focal points.

The treatment of the impervious surfaces is as follows:

Table 1 – Redeveloped Impervious Treatment Area Table			
Redeveloped Impervious Area (SF)	50% Redeveloped Impervious Area (SF) Required	Proposed Impervious Area with Treatment (SF)	Impervious Area Treated
21,237	10,619	14,398	67.5%

As shown above, the project anticipates meeting and exceeding the required treatment for redeveloped impervious area.

FLOODING STANDARDS - WATER QUANTITY

As the project is a redevelopment project, per the City of Portland Technical Manual Section 5.II.D., the project is not subject to meet flooding standards. The proposed project does not anticipate causing drainage or runoff problems for the development, the City, or abutting properties.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed, deep fills/cuts the applicant does not intend to perform a more intense hydric soil boundary delineation because of the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11;12/8/20 are met.

The area within and surrounding the project includes soils types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 5 - "K" Value		
Soils Type	**Subsurface**	**Substratum**
Deerfield loamy fine sand	.17	.17

The soil "K" values for the soils, listed above, show a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance.

PHOSPHOROUS STANDARD

As the project is not located in a watershed of a lake most-at-risk, or a proposing development of any other lake watershed, the Phosphorous Standard does not apply to this project.

URBAN IMPAIRED STREAM STANDARD

As the project is not located in an urban impaired stream watershed, the Urban Impaired Stream Standard does not apply to this project.

Conclusion

The proposed project does not anticipate creating erosion, drainage or runoff problems for the development, the City, or abutting properties. The project will meet the Stormwater Management Standards of the City of Portland for redevelopment projects.

Ferguson Waterworks
94 Pleasant Ave
South Portland, ME 04106

Mike Triglione,
PROJECT ENGINEER
Acorn Engineering, Inc.
PO Box 3372
Portland, ME 04104

December 9th, 2022
SUBJECT: 84 Auburn Street Redevelopment– Portland, ME
Design Review – FocalPoint Biofiltration Systems and SWM Systems

Dear Mike,

Thank you for forwarding the Plans and design information for the Redevelopment project located at 94 Auburn Street in Portland, Maine to Ferguson Waterworks for review. Our team has reviewed Plan Sheets C-30, C-45 with most recent revision date of December 5th, 2022 which shows the following FocalPoint systems each with an 8" dia. domed overflow structure with filter insert:

- FocalPoint System 1 – 23 SF w/ 17 R-Tank^{HD} Single Treatment Row modules and Rain Guardian Turret structure for pre-treatment
- FocalPoint System 2 – 20 SF w/ 12 R-Tank^{HD} Single Treatment Row modules and Rain Guardian Turret structure for pre-treatment

System Review:

- The FocalPoint systems are set in recessed vegetated 'bowl' areas.
- Runoff flows from the surrounding pavement and developed areas and enters the FocalPoint mulch bed areas via Rain Guardian Turret pre-treatment structures.
- The typical FocalPoint section appears to consist of 3" mulch, 18" media, 6" bridging stone and R-Tank^{HD} Treatment module underdrain.
- 8" dia. domed overflow risers with filter inserts are specified to convey larger storm events – essentially as a bypass.
- The HydroCAD modeling demonstrates the runoff WQV from a 0.95" rain event is processed via the FocalPoint biofilter media prior to activation of the overflow bypass device (WQ goal met).
- The FocalPoint systems are placed in-line with subsurface R-Tank Treatment rows as required by the MEDEP FocalPoint design guidance and is sized to treat peak flowrate from the 1-year 24-hr storm events.

- The FocalPoint specified plantings are a critical component to the effectiveness of the biofilter and are included on the plans. Please include a note calling out specified FocalPoint Plantings per the FocalPoint Planting guide. A planting list and instructions will be provided by Ferguson during the Submittal review process.

Overall, Ferguson takes no exceptions to the location and application of the FocalPoint system for this project to provide WQ treatment.

It appears that the systems have been designed in accordance with the design criteria set forth by Maine DEP in the FocalPoint system approval letter and meet the system specifications. With regard to the installation, Ferguson Waterworks will host a preconstruction meeting with the site contractor and will be on-site during installation to ensure that the installation is being conducted in accordance with our standard installation procedures. Ferguson Waterworks will also provide maintenance consultation for the first year following install consisting of typical maintenance procedures and overview of system condition.

Please review and contact me with any questions from your office. We look forward to working with you on this project.

Sincerely,



Loren Joyce,
Stormwater Engineer – Ferguson Waterworks
Cc: Robert J Woodman, Ferguson Waterworks

A C O R N
ENGINEERING, INC.

EROSION & SEDIMENTATION CONTROL REPORT

Prepared For:

84 Auburn, LLC
7 Heather Lane
Falmouth, Maine 04105

Prepared By:

Acorn Engineering, Inc.
500 Washington Ave, Suite 202
Portland, Maine 04103



January 2023

INTRODUCTION

The project proposes to develop the existing 84 Auburn Street to construct a single-story building to be utilized as a national coffee franchise with associated drive through, patio space and parking. The project will also include site improvements to the abutting property located at 94 Auburn Street, including improvements to the shared drive and a sidewalk adjacent to the existing building.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016.

1.0 EXISTING CONDITIONS

The proposed project site is located on Auburn Street. A boundary plan has been prepared by Owen Haskell, LLC, Maine dated April 29, 2021.

Abutting Uses:

- North RP Zone — Retail Services
- East B2 Zone — Retail Services
- South B1 Zone — Retail Services
- West R3 Zone — Office Business

The existing site is comprised of gravel and paved areas with no buildings. The slope is 3 to 8 percent with grades dropping from Northwest to Southeast.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11;12/8/20 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 1 - "K" Value		
Soils Type	**Subsurface**	**Substratum**
Deerfield loamy fine sand	0.17	0.17

The soil "K" value for the soil, listed above, shows a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

1.2 Existing Erosion Problems

There are no signs of erosion.

1.3 Critical Areas

With minimal site work for the proposed project. There are no critical areas.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.

2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:

- Stone size shall be 2-3 inches or reclaimed or recycled concrete equivalent.
- The thickness of the entrance stone layer shall be no less than 6 inches.
- The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
- Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
- The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public roadways.

2.1.2 Siltation fence or erosion control berm shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.

2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.

2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.

2.1.5 Auburn Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.

2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.

2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be "toed" into the ground.

2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached ½ the design height.

2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.

2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.

2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.

2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.

2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4" of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.

2.2.2 All stormwater devices shall be installed, and tributary areas stabilized prior receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.

- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.

- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.

- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.

- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a "storm event". A "storm event" shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary

check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Peter Heil, PE
Telephone: (207) 775-2655

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.

7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Commence installation of drainage infrastructure.
4. Install all other erosion control devices as necessary throughout the remainder of this schedule.
5. Commence earthwork operations, associated with the site construction.
6. Commence installation of utilities.
7. Continue earthwork and grading to subgrade as necessary for construction.
8. Complete installation of drainage infrastructure, as well as other utility work.
9. Complete remaining earthwork operations.
10. Install sub-base and base gravels in paved areas.
11. Install paving, curbing and brickwork.
12. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
13. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete, remove all temporary erosion control measures.
14. Touch up areas without a vigorous catch of grass with loam and seed.
15. Complete site signage and striping.
16. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan

TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P2O5-K2O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.

PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P2O5-K2O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.

ACORN ENGINEERING, INC.

Chief Gautreau
City of Portland Fire Department
380 Congress St.
Portland, ME 04101

January 4, 2023

Subject: 84 Auburn Street – Fire Department Checklist
Section L of Application

On behalf of 84 Auburn LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant:

   84 Auburn LLC
   7 Heather Lane
   Falmouth, Maine 04105
   (207) 310-8922

2. Name address, telephone number of architect:

   Ryan Senatore Architecture
   500 Congress Street Floor 2
   Portland, Maine 04101
   207-650-6414

3. Proposed uses of any structures [NFPA and IBC classification]

   NFPA: Restaurant / IBC: A-2 (Restaurant)

4. Square footage of all proposed structures, including decks [total and per story]

Existing Building		
1st Floor	Approx. 2,250	**sf**
Total	Approx. 2,250	**sf**

5. Elevation of all structures

   The proposed 1-story structure's height will be below the allowable 35 feet within the B1 zoning district. Please refer to the building elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

   The building will have a sprinkler system per code. Fire flows and requirements for system storage or booster pumping are subject to the fire designer which will be performed prior the request for a building permit.

7. Hydrant locations

   a. An existing hydrant is located across Auburn Street slightly north of the parcel. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

8. Water main size and location

   The existing 10" water main within Auburn Street is expected to remain as part of this project.

9. Access to all structures [min. 2 sides]

   Access to the structure is provided directly on Auburn Street. Additionally, the site is accessible from the 24' access lane between 84 and 94 Auburn street.

10. The Architect has provided a code summary (attached).

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a heavily developed area and is fronted by a public street. The following pavement street width is currently available:

- Auburn Street: 45 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: No dead-end roadway is proposed as part of this development.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: The project proposes to provide access to the site directly from Auburn Street. The proposed building will be accessible for Fire Department vehicles on three sides from the drive through lane. The other side of the building will be accessible through the customer parking area.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street & throughout the proposed development for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with exterior doors that will be within 50' of a Fire Department access route.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: The proposed site maintains the required clearance height of nine feet in all cases.

3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.

Response: There will be no elevators as part of this project.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The site addresses are 84 & 94 Auburn Street.

Thank you for your review. Please let me know if you have any additional questions or comments.
Sincerely,

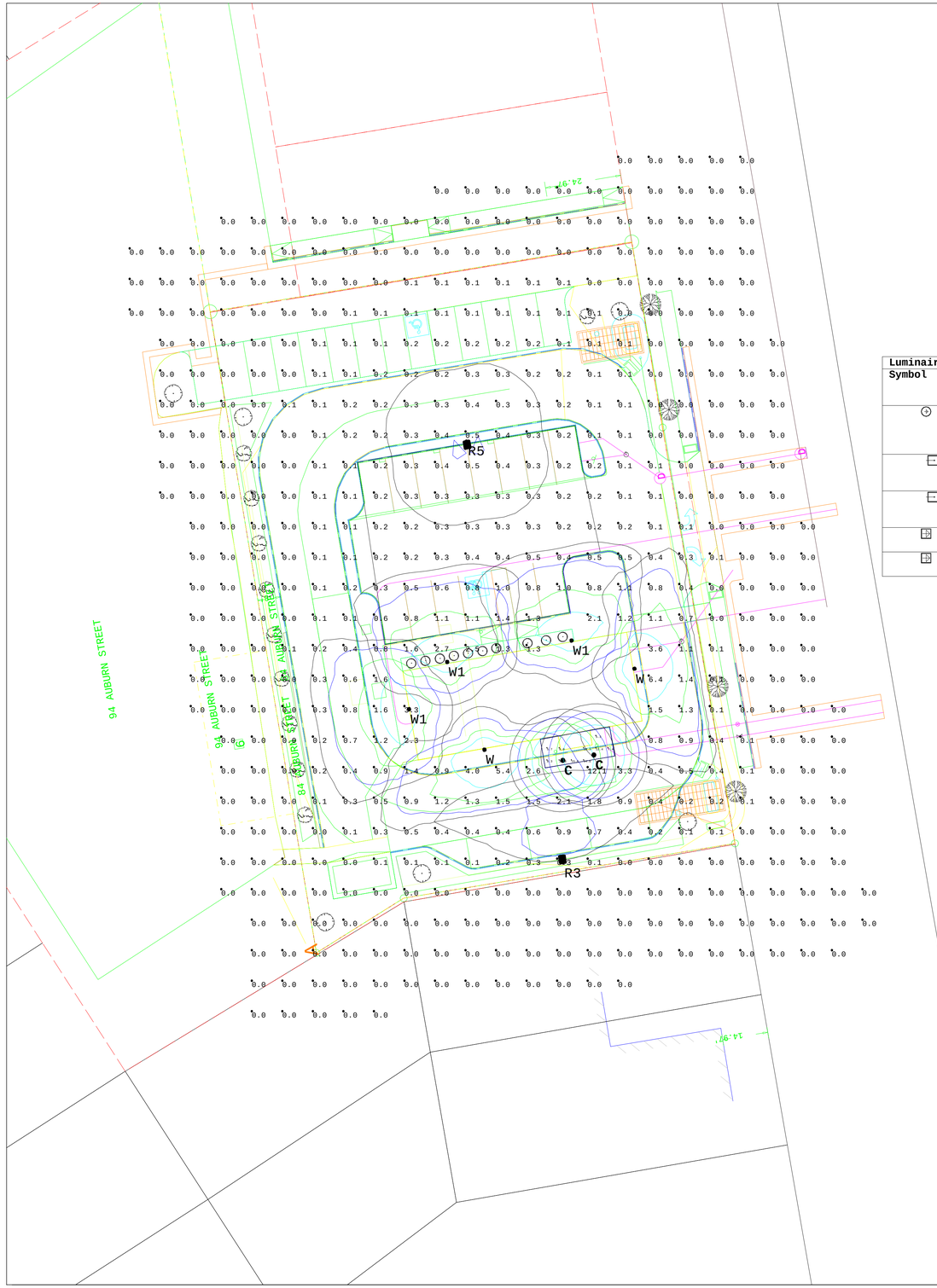


Peter Heil, P.E.
Project Manager
Acorn Engineering, Inc.

Att. 13

Lighting

Photometric plans and associated cut sheets can be found attached, prepared by Reflex Lighting, dated 10/19/2022.



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	[MANUFAC]	Mounting Height	Luminaire Lumens	Arrangement Luminaire Lumens
⊙	2	C	Single	LCR6219FSE010MW	COOPER LIGHTING SOLUTIONS - HALO	10	2329	2329
▭	1	R3	Single	NV-1-T3-16L-35-30K7-UNV-CXX-HSS / SSSP204S11G9BCSGL-CXX-3430 (20' AFG)	NLS Lighting LLC	20	1134	1134
▭	1	R5	Single	NV-1-T5-16L-35-30K7-UNV-ASA-CXX / SSSP204S11G98CSGL-CXX-3430 (20' AFG)	NLS Lighting, LLC	20	2231	2231
⊡	2	W	Single	NV-W-T3-16L-35-30K7-UNV-CXX / WALL MTD 10' AFG	NLS Lighting LLC	10	2499	2499
⊡	3	W1	Single	NV-W-T4-16L-35-30K7-UNV-CXX / WALL MTD 10' AFG	NLS Lighting LLC	10	2470	2470

PARKING LOT

Illuminance (Fc)
Average = 0.46
Maximum = 1.4
Minimum = 0.2
Avg/Min Ratio = 2.30
Max/Min Ratio = 7.00

BENEATH CANOPY

Illuminance (Fc)
Average = 10.56
Maximum = 15.6
Minimum = 5.3
Avg/Min Ratio = 1.99
Max/Min Ratio = 2.94

THE SOURCE FOR ALL THINGS L.E.D.
CHARRON

#	Date	Comments

Revisions

Drawn By: KTS
Checked By:
@Date+ 10-19-2022
Scale:

84 AUBURN
PORTLAND ME

@PageNumber+2

Project		Catalog #		Type	
Prepared by		Notes		Date	



HALO

LCR6

6-Inch Round All-Purpose LED Retrofit Module

Typical Applications

Residential • Multi-family • Mixed-Use

Interactive Menu

- Order Information page 2
- Product Specifications page 2
- Photometric Data page 3
- Energy & Performance Data page 3
- Product Warranty
- Dimming Guide

Product Certification

Refer to ENERGY STAR® Certified Products List.
Can be used to comply with California Title 24 High Efficacy requirements.
Certified to California Appliance Efficiency Database under JA8.

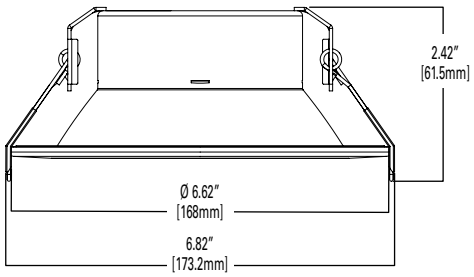
Product Features

Top Product Features

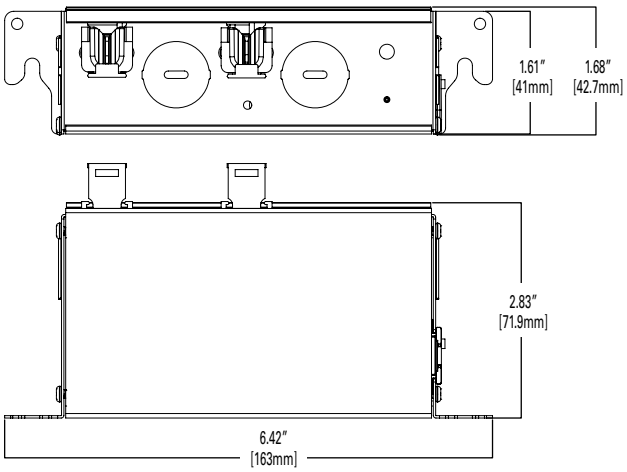
- Select from 5 CCTs via switch; 2700K, 3000K, 3500K, 4000K, 5000K CCT; 90 CRI
- Up to 3000 Lumens; IC rated
- Direct mount - does not require recessed housing or junction box
- Dimmable down to 5%, 0-10V
- Wet location listed for showers and protected ceilings

Dimensional and Mounting Details

1500 lumen / 2100 lumen



6" round cutout



additional product diagrams

Order Information

SAMPLE ORDER NUMBER: **LCR6159FSE010MW**

Models	Lumens	CRI/CCT	Driver	Finish
LCR6 = 6" all- purpose round LED module	**15 =** 1500 lumens (nominal) **21 =** 2100 lumens (nominal) **30 =** 3000 lumens (nominal)	**9FS =** 90 CRI minimum, field selectable CCT, choose 2700K, 3000K, 3500K, 4000K or 5000K CCT	**E010 =** UNV 120 - 277V, 50/60Hz, 0-10V analog 100% to 5% dimming	**MW =** Matte white
Notes	**Notes**	**Notes**	**Notes**	**Notes**

Accessories

Accessories	
Overized Trim Ring **HLB6ROTMW** = Oversize trim ring for 6" housings **Designer Trims** **LCR6TRMAH** = 6" Haze, white flange **LCR6TRMSC** = 6" Specular, white flange **LCR6TRMTBZ** = 6" Tuscan bronze **LCR6TRMWH** = 6" Paintable white	**Mounting Frame** **HL6RSMF** = 6" round and square mounting frame **Extension Cable | seleCCTable Driver/Jbox** **HLB06FSEC** – 6 ft. extension cable **HLB12FSEC** – 12 ft. extension cable **HLB20FSEC** – 20 ft. extension cable

Product Specifications

Module

- Module construction includes LED Array, reflector, lens, housing and heat sink where applicable
- Integral aluminum heat sink provides passive thermal cooling achieving L70 at 50,000 hours in IC and non-IC applications

LED Array

- Mid power LED array provides a uniform source with high efficiency and no pixilation.
- 90 CRI minimum, R9 greater than 50
- Color accuracy within 3 SDCM at the CCT endpoints and 4 SDCM in between endpoints, provide color accuracy and uniformity.
- Correlated Color Temperature (CCT) has a selectable range from 2700K to 5000K (factory default 3000K)
- Use the switch to choose between 2700K, 3000K, 3500K, 4000K, and 5000K CCT

Optical Assembly

- Regressed flat lens provides uniformity, UGR ≤ 10
- Exceeds ENERGY STAR® color angular uniformity requirements

Remote Driver/Junction Box

- Metal driver/junction box with captive hinged junction box cover. Listed for (6) #12 AWG 90˚C splice conductors, 2-in, 2-out plus (2) ground
- (4) 1/2" conduit pry-outs
- (2) Slide-N-Side™ non-metallic (NM) wire traps all accepts 14-2, 14-3, 12-2, 12-3 U.S and 14-2, 14-3, 12-2 Canadian NM cable
- (3) 4-port push wire nuts with clear caps for quick and reliable mains voltage connections
- Integral keyhole mounting slots facilitate direct mounting to building structure or new construction mounting frame

Driver

- Integral 120-277V, 50/60Hz constant current driver provides noise free operation
- Continuous, flicker-free dimmer from 100% to 5%
- Plenum rated inline electrical quick connect provides low voltage connection to fixture fitting

Installation

- Can be installed in 3/8" to 1-1/4" thick ceilings
- Cutout can utilize standard round hole saw sizes, cutout template provided
- Mousetrap springs hold fixture fitting securely in the ceiling eliminating light leaks
- Can be removed from below the ceiling for service or replacement

Mounting / Retention

- The LCR6 requires no housing or third party junction box
- The remote enclosure may be used in direct contact with insulation.
- Installer must cut template out of drywall and install into aperture with the clips compressed.
- When released, the mousetrap springs will rest on to the back side of the drywall
- Not for installation in recessed cans

Compliance

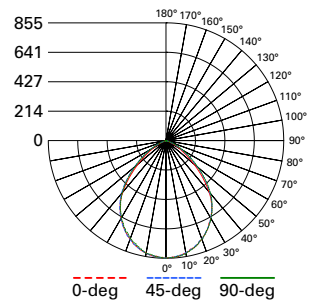
- UL certified US and Canada
- Wet location listed and IP64 ingress protection rated, covered ceiling only
- Airtight per ASTM-E283-04
- Suitable for use in clothes closets when installed in accordance with the NEC 410.16 spacing requirements
- EMI/RFI emissions per FCC 47CFR Part 15 consumer limits, CAN ICES-005(B)/NMB-005 (B)
- Contains no mercury or lead and RoHS compliant
- Photometric testing in accordance with IES LM-79-08
- Lumen maintenance projections in accordance with IES LM-80-08 and TM-21-11
- Can be used for State of California Title 24 high efficacy LED compliance under JA8, reference Modernized Appliance Efficiency Database System (MAEDBS) for 2019 JA8 High Efficacy Lighting
- ENERGY STAR® certified, reference "Certified Light Fixtures" database

Warranty

- Five year limited warranty, consult website for details. www.cooperlighting.com

Photometric Data

View IES files

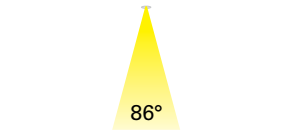


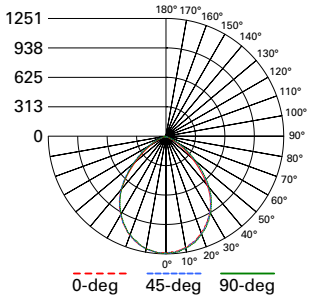
LCR6159FSE010MW
Spacing criterion: (0-180) 1.14
(90-270) 1.14
(Diagonal) 1.21
Beam Angle: 86°
Lumens: 1609
Input Watts: 15.85 W
Efficacy: 101.5 LPW
Test Report:
LCR6159FSE010MW.IES

Zonal Lumen	Lumens	% Lumens
0-30	633	39.3
0-40	996	61.9
0-60	1490	92.6
0-90	1607	99.9

TM-30-15	Rf = 94
	Rg = 99
CRI/CIE	Ra = 95
	R9 = 67

CCT - Range of 2700K- 5000K





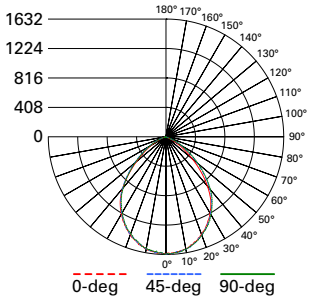
LCR6219FSE010MW
Spacing criterion: (0-180) 1.15
(90-270) 1.15
(Diagonal) 1.21
Beam Angle: 86°
Lumens: 2348
Input Watts: 24.26 W
Efficacy: 96.8 LPW
Test Report:
LCR6219FSE010MW.IES

Zonal Lumen	Lumens	% Lumens
0-30	921	39.2
0-40	1449	61.7
0-60	2172	92.5
0-90	2344	99.8

TM-30-15	Rf = 93
	Rg = 99
CRI/CIE	Ra = 95
	R9 = 65

CCT - Range of 2700K- 5000K





LCR6309FSE010MW
Spacing criterion: (0-180) 1.14
(90-270) 1.14
(Diagonal) 1.21
Beam Angle: 86°
Lumens: 3055
Input Watts: 29.41 W
Efficacy: 103.9 LPW
Test Report:
LCR6309FSE010MW.IES

Zonal Lumen	Lumens	% Lumens
0-30	1200	39.3
0-40	1884	61.7
0-60	2823	92.4
0-90	3049	99.8

TM-30-15	Rf = 94
	Rg = 100
CRI/CIE	Ra = 96
	R9 = 72

CCT - Range of 2700K- 5000K



Energy and Performance Data

LCR6159FSE010MW		
	120V	277V
Lumens	1613 @ 4000K	
Input Voltage	120-277V	
Input Frequency	50/60Hz	
Input Power	16.33W	16.45W
Input Current	0.137A	0.067A
Power Factor	>0.90	
THD	<20%	
EMI/RFI	FCC Title 47 CFR, Part 15, Class B CAN ICES-005(B)	
Sound Rating	Class A	
Minimum Starting Temp	-30°C (-22°F)	

LCR6219FSE010MW		
	120V	277V
Lumens	2333 @ 3500K	
Input Voltage	120-277V	
Input Frequency	50/60Hz	
Input Power	25.08W	24.36W
Input Current	0.211A	0.097A
Power Factor	>0.90	
THD	<20%	
EMI/RFI	FCC Title 47 CFR, Part 15, Class B CAN ICES-005(B)	
Sound Rating	Class A	
Minimum Starting Temp	-30°C (-22°F)	

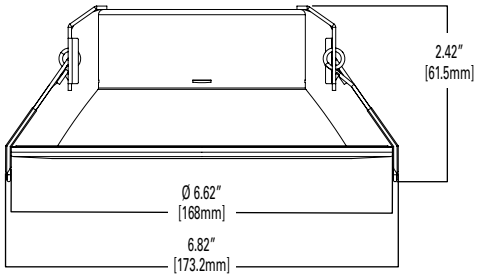
LCR6309FSE010MW		
	120V	277V
Lumens	2999 @ 4000K	
Input Voltage	120-277V	
Input Frequency	50/60Hz	
Input Power	30.66W	30.28W
Input Current	0.257A	0.115A
Power Factor	>0.90	
THD	<20%	
EMI/RFI	FCC Title 47 CFR, Part 15, Class B CAN ICES-005(B)	
Sound Rating	Class A	
Minimum Starting Temp	-30°C (-22°F)	

Tested in accordance with IES LM63. Field results may vary.

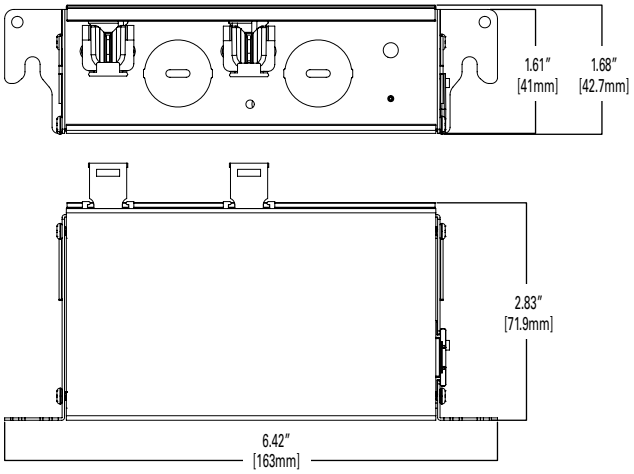
Note: Refer to IES files for more product data.

Dimensional Details

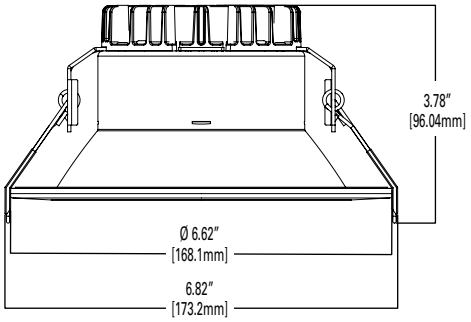
1500 lumen / 2100 lumen



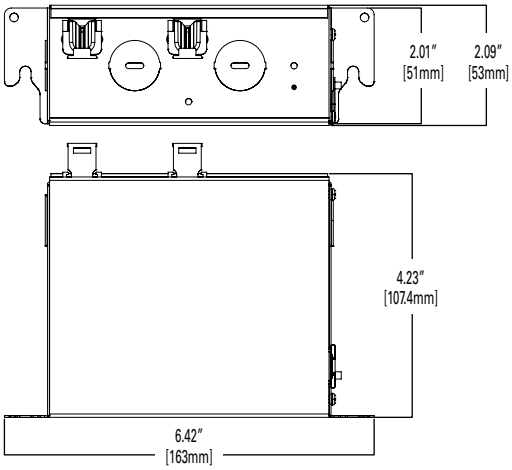
6" round cutout



3000 lumen



6" round cutout



Cooper Lighting Solutions
1121 Highway 74 South
Peachtree City, GA 30269
P: 770-486-4800
www.cooperlighting.com

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Specifications and dimensions subject to change without notice.

Calculation of Wastewater Flowrate for 84 Auburn Street, Portland, Maine

The project proposes to develop the existing 84 Auburn Street to construct a single-story building to be utilized as a national coffee franchise with associated drive through, patio space and parking. The project will also include potential site improvements to the abutting property located at 94 Auburn Street, including improvements to the shared drive and a sidewalk adjacent to the existing building. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows			
Development	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow			
Open Lot	-	-	0
Total Gallons per Day (Existing)			0
Proposed Flow			
84 Auburn National Coffee Franchise	2 Public Restrooms + 5 Employees	325/ toilet plus 12 gpd/employee	710
Total Gallons per Day (Proposed)			710
Net Change			**+710 GPD**

As seen above, the project anticipates an increase in daily flow of approximately 710 gallons. A request for ability to serve has been requested to City of Portland DPW, Water Resources. Their response will be forwarded to the planning department upon receipt.

Utilities

The proposed project anticipates utilizing the existing utilities to the existing structure.

Water:

A proposed 6" fire suppression line will be installed within Auburn Street. The project will continue to utilize the existing 2" domestic water service at the site and extend to the proposed building

Sewer:

A proposed 6" sewer lateral from the proposed building will connect with an existing 15" VCP within Auburn Street.

Stormwater:

There are currently two drainage grates on site and four within Auburn Street. Sizes of the existing storm drains are unknown at this time, and the onsite drains appear to outlet into the municipal system within Auburn Street. Stormwater runoff from the project will be conveyed to either the pervious pavers located within the parking area or the proposed FocalPoint water quality treatment systems which ultimately discharge into the existing 10" stormwater main installed within Auburn Street.

UGE/T/C:

A proposed UGE/T/C line will be installed along the East face of the proposed building and will connect to an existing telecommunications line within Auburn Street.

Gas:

There is currently no gas main located within Auburn Street in front of the parcel and no current proposal to run a new main or connect a service to serve the development.

Ability to serve letters have been sent out to the respective utility companies in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies can be found attached to this section.

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 5, 2023

Peter F. Heil, PE, CPESC
Acorn Engineering, Inc

Re: 84 Auburn Street, Portland
Ability to Serve with PWD Water

Dear Mr. Heil:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on December 20, 2022. Based on the information provided per plans dated January 5, 2023, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service may be installed from the water main in Auburn Street. The service should enter through the property's frontage on Auburn Street at least 10-feet from any side property lines.
- Our records show that the property is currently served with a 2-inch domestic water service. A 3/4-inch meter will be required to meet the peak demand of the site. The service will be required to be flushed and sampled prior to meter installation.
- An approved backflow prevention device (testable double check valve assembly) must be installed on each service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.
- The Portland Water District does not manage sewer collection in this area.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.

Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in Auburn Street and a public fire hydrant located approximately 100 feet from the site. The estimated static pressure in the area is 73 psi.

Public Fire Protection

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

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



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

August 31, 2022

Peter Heil, P.E.
Project Manager
Acorn Engineering

RE: May Serve Letter by Charter Communications or an affiliated to provide service ("Spectrum")

Subject: 84 Auburn Street Redevelopment
Portland, ME

Dear Peter:

Thank you for your interest in receiving Spectrum service. The development, on behalf of 84 AUBURN LLC, of 84 AUBURN STREET REDEVELOPMENT, PORTLAND, is within an area where Spectrum may lawfully provide video, internet and voice services.

However, this letter is not a commitment to provide service to the Property. Prior to any determination as to whether service can or will be provided to the Property, Spectrum will conduct a survey of the Property and will need the following information from you:

- Exact site address and legal description
- Is this an existing building or new construction?
- Site plans, blue prints, plat maps or any similar data
- The location of any existing utilities or easements
- [Other as required] _____

Please forward this information to me. Upon receipt, I will be assigned to you to work through the process. Ultimately, a mutually acceptable service agreement for the Property will be required and your cooperation in the process is appreciated.

Sincerely,

Steven Holmes
MDU, Account Executive
Spectrum Community Solutions
444 Perry Road
Bangor, ME 04401
(207) 631-1618 | steven.holmes@charter.com

Construction Management Plan

Project Address: 84 & 94 Auburn Street, Portland, ME

Project Description:

The project proposes to develop the existing 84 Auburn Street to construct a single-story building to be utilized as a national coffee franchise with associated drive through, patio space and parking. The project will also include site improvements to the abutting property located at 94 Auburn Street, including improvements to the shared drive and a sidewalk adjacent to the existing building.

Project Team Summary:

Owner:	84 Auburn, LLC
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Ryan Senatore Architecture
Structural Engineer:	TBD

The Owner/GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize any project impacts.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project. The GC will prepare a Construction Management Plan their means and methods to be taken during construction.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.

A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of

Transportation's Traffic Control Plan Standard Specification 652.3.3.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Guarantees and fees will be paid at the time of the respective application. Sections 14-530 and 13-532 will be complied with all necessary permits will be obtained prior to work.

1. Street Opening and Street Occupancy Permits:

   Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

   Although not anticipated, if blasting occurs, it shall conform to Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

   Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor contact information shall be posted on a sign on the construction fence along Auburn Street frontage. Additional signage necessary for communication shall be provided but will be temporary and removed upon completion of the project. The contact information for the project personnel is:

Mike Pride
84 Auburn, LLC
(207) 310-8922

GC and Subcontractor information will be posted along Auburn Street frontage once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18 of the Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8

am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will be subject to approval by the Public Works Authority.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. Deliveries will be scheduled between 7 am and 5 pm.

The estimated timeframe of the proposed project is outlined below:

Project Start Date:	Spring 2023
Project End Date:	Spring 2024

A more detailed work schedule shall be provided by the GC at or before the pre-construction meeting with the City.

F. Security & Public Safety

1. The GC will provide all fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.

2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations.*

3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
    - Good Housekeeping
    - On-site security
    - Installation of new fire protection systems as construction progresses
    - Preservation of existing systems during demolition
    - Organization and training of an on-site fire brigade
    - Development of a pre-fire plan with the local fire department
    - Rapid communication
    - Consideration of special hazards resulting from previous occupancies
    - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.

4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.

5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity including delivery vehicle to close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.

2. Sewer and Stormwater

   Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. This will apply to the new connections within Auburn Street.

3. Traffic Control Plans

   Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. The contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

   The MOT will address the work required for utility connections in Auburn Street. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

   The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close a portion of Auburn Street during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

   - Construction speed signing may be used as needed to slow traffic.
   - Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
   - Flaggers will be utilized when necessary.

   All existing modes of travel in the work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning and laying out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

Use of public parking spaces on Auburn Street shall not be permissible. The blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately, and its removal shall comply with all local, state, and federal regulations.

2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.

3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.

4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.

5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.

6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:

    a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
    b. Remove snow as needed within the work zone, including parking spaces. Driveways and site lines shall not be blocked by piles of snow.
    c. Clear all walks and ramps within the work zone
    d. Sand or salt as needed
    e. Clear all basin or drainage to help snow melt
    f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion Control and Preservation of Trees

1. The Contractor shall install all erosion and sedimentation controls as outlined in the plan set, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these

documents for inspection by the City, Maine Department of Environmental Protection (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.

2. Due to the existing sparse landscaping on site, no protection during construction will be necessary.

3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.

2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.

3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided.

2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:

    - Gravel & Stone – Approx. 10 CY. Earthwork subcontractor(s) pit to project site.
    - Hot Mix Asphalt – Approx. 20 tons. Paving subcontractor(s) pit to project site.

L. Dewatering Plans

1. A basic dewatering plan for any construction work is required and shall be submitted by the Contractor. The plan must cover construction sites where groundwater is not expected but the impact of rainwater may require dewatering. The plan must include operating procedures, equipment to be used, including filters, erosion and sediment control measures, or other methods of removing sediment from approved discharges.

2. For construction work that will require frequent dewatering of groundwater from site, a dewatering plan must be prepared by the Contractor and approved by the Department

of Public Works. Groundwater and/or soil testing may be required to determine course of action if treatment is necessary. Approval for all discharges to City infrastructure is required. The proposed plan must address the following:

- Project duration, discharge location, storage equipment on-site, dewatering schematic, and emergency contact.
- General requirements include trained staff on-site for all approve discharges and required site log for documentation of all discharges.
- Storage and/or treatment process should include proper settling time and maintain proper use of filtering medium as required.
- Contingency/maintenance plan for all dewatering equipment devices and filtration mediums.

Any water that is removed from an excavation must be pumped from a perforated device buried in crush stone prior discharge and/or prior to storage and treatment. There will be no discharge allowed during precipitation events.

M. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.

Solid Waste Disposal

The property management company or Owner shall be responsible for locating the solid waste and recyclable material to the space allocated for solid waste storage as noted on the Site Plan (C-10).

The solid waste containers will be enclosed and screened from the public view. A private hauler will be contracted with for removal.

Transportation & Parking

Public Transit:
There are existing METRO bus stop locations adjacent to the project, including a stop in front of 110 Auburn Street on the project side of the road, and across Auburn Street opposite 64 Auburn Street / in front of Shaw's grocery store.

Transportation:
Please refer to the attached Traffic Movement Permit application.

Parking:
Per Land Use Code Section 19 Off Street Parking Table 19-A Off-Street Parking Minimums. Parking Minimums for restaurants and bars: 1 space/150 sf of floor area. The proposed building at 84 Auburn Street is 2,250 sf. This makes off-street parking requirement 15 spaces. 17 spaces are provided on site.

The project proposes to create an additional 8 parking spaces for the existing development at the abutting 94 Auburn Street. This is greater than 10% of the minimum parking requirements. A waiver is being sought to forego a parking study for this portion of the project. See as part of this application the Parking Demand Memo which outlines a justification for this increase in parking & waiver.

ACORN ENGINEERING, INC.

Parking Demand Memo

The proposed development at 84 & 94 Auburn Street is proposing a new commercial retail building on the 84 Auburn Street parcel. As part of the project, there are proposed improvements to the drive aisle & parking lot that serves the 94 Auburn Street building. The drive aisle is shared between the 84 & 94 Auburn Street parcels. The project proposes 8 new parking spaces along this drive aisle intended to serve the 94 Auburn Street building.

Based upon the applicant's research and current usage at the 94 Auburn Street property, there is demand for expanded parking associated with this site. 56 parking spaces are required by the City of Portland Chapter 14: Land Use Code Table 19-A. The building is approximately 22,020 sf and is made up of general office space. There are 93 existing parking spaces associated with the building. There are 101 proposed parking spaces that will service the building with the proposed changes to the site. As the existing tenants are currently underserved by the existing parking, the parking expansion will be utilized & take an unnecessary load off of other public parking spaces in the surrounding area that may be currently utilized used by commuters to the 94 Auburn Street building. There is no existing on-street parking in this area of Auburn Street, so commuters who do cannot fit in the existing spaces at 94 Auburn may be pushed to nearby residential areas.

Given the existing demand of the development and lack of available on street parking, the applicant respectfully requests the Planning Board allow the applicant to exceed the minimum parking standard.

Please let me know if you have any additional questions or comments.

Sincerely,



Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc.

TRAFFIC MOVEMENT PERMIT APPLICATION

FOR PROPOSED

National Coffee Shop

84 Auburn Street, Portland, Maine

PREPARED FOR: 84 Auburn, LLC

PREPARED BY: Barton and Loguidice, LLC

Date: January 10, 2023

Provisionally Adopted 1/10/00

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE 1/2000
ID #

Total Fees:
Date: Received

****

PERMIT APPLICATION – TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 – A

Please type or print:

This application is for:

Traffic 100-200 PCE's _____
Traffic 200 + PC-E's **X**

Name of Applicant: **84 Auburn, LLC**

Address: **7 Heather Lane, Falmouth, ME. 04105** Telephone: **(207) 310-8922**

Name of local contact or agent: **William J. Bray, P.E., Barton Loguidice, LLC**

Address**: 383 US Route 1, Suite 2A, Box 4, Scarborough, Maine 04074**

Telephone**: (207) 400-6890**

Name and type of development**: Branch of a National Coffee Shop**

Location of development including road, street, or nearest route number: **84 Auburn Street, Portland, ME 04103**

City/Town/Plantation: **Portland**, County: **Cumberland**, Tax Map **375-A** Lot **# 26**

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes ____ No **X**

Was this development started prior to obtaining a traffic permit? **No**

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 – A, chapter 187)?
Yes, **X** No _____

Is this project located within a compact area of an urban compact municipality? Yes, **X** No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action? **No**

Existing DEP or MDOT permit number (if applicable): **N/A**

Name(s) of DOT staff person(s) contacted concerning this application: **N/A**

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

84 Auburn, LLC

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

January 10, 2023

The application is for

Development of a 2,250 square-foot National Coffee Shop with counter and drive-through window service. The proposed project is expected to generate the following peak hour trips:

Weekday AM Peak Hour of Site	**= 228 trips**
Weekday AM Peak Hour of Street	**= 194 trips**

At the following location: **84 Auburn Street, Portland, Maine 04103**

A request for a public hearing must be received by the City, in writing, no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the City of Portland's Planning and Urban Development office, during normal work hours.

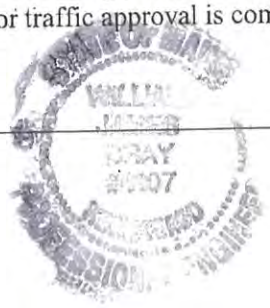
Written public comments concerning congestion or safety only, may be sent to the Department of Transportation, State Traffic Engineer, 16 State House Station, Augusta, Maine 04333.

1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: _____ Re/Cert/Lic No.: _____



Name (print): William J. Bray

Date: 1-10-2023

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

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

_____ 12/10/2022

Signature of applicant Date

B4 AUBURN LLC, ITS MANAGER

MSP PROPERTIES 94 AUBURN LLC
7 Heather Ln
Falmouth, ME 04105

627
52-239/112

12-10 20 22

FRAUDARMOR

PAY TO THE ORDER OF City of Portland $ 1,500 —

Fifteen hundred —— DOLLARS

Security features are included. Details on back.

Katahdin Trust Company

FOR 84 AUBURN TRAFFIC MOVEMENT PERMIT

:011202392: 1048 098 3# 0627

Abutting Parcels

1.

375 A030001
BIKERIDERS LLC
91 BRENTWOOD ST
PORTLAND, ME 04103

2.

375 A007001
RIDDLE CHARLES T & MARIE F JTS
1483 WASHINGTON AVE
PORTLAND, ME 04103

3.

375 A023001
MSP PROPERTIES 94 AUBURN LLC
7 HEATHER LANE
PORTLAND, ME 04105

4.

375 C001001
A & D REALTY LLC
80 HAYDEN AVE
LEXINGTON, MA 02421

Section 1

A. SITE PLAN

84 Auburn, LLC, is proposing development of a 2,250 square-foot (sf) National Coffee Shop on a vacant 28,280sf parcel located at 84 Auburn Street in the City of Portland. The site has frontage on Auburn Street. The proposed development connects directly to the western side of Auburn Street approximately 650-feet north of the signalized intersection at Auburn Street and Northgate Shopping Plaza.

The proposed National Coffee Shop features a drive-through lane, exterior pick-up window service and indoor counter service area with seating. The proposed drive-through lane circulates in a counterclockwise direction "*front to back*" around the proposed facility and parking lot. The proposed site plan features a 12-foot drive-through lane with stacking for 11 total vehicles. The proposed exterior window service is located within a protected area found on the southern side of the proposed National Coffee Shop building.

The proposed project re-configures 5 existing parking spaces and proposes 25 new parking spaces, two (2) of which are signed and marked as ADA. Fourteen (14) of the parking spaces are located within a reserved area in the center of the lot adjacent to the proposed National Coffee Shop.

The site will be accessed via a proposed full-access 40-foot-wide entrance directly onto Auburn Street. Secondary access will be provided through the adjacent driveway to the north of the site which offers pedestrian access from the rear parking lot on the western side of the lot to the National Coffee Shop via a proposed 5-foot-wide sidewalk.

B. EXISTING AND PROPOSED SITE USES

Existing: The existing parcel is presently vacant. The existing site is provided access through two (2) paved driveway entrances directly onto Auburn Street, a 36-foot driveway on the south of the lot and a 42-foot driveway on the north edge of the lot.

Auburn Street in the vicinity is a 3-lane bi-directional roadway, which provides 1 lane northbound, one lane southbound and a two-way center turn lane. Auburn Street features a bicycle lane between the edge of the travel lane and sidewalk on both sides of the road.

Proposed: 84 Auburn, LLC, is proposing development of a 2,250 square-foot (sf) National Coffee Shop on a vacant 28,280sf parcel located at 84 Auburn Street in the City of Portland. The site has frontage on Auburn Street. The proposed development connects directly to the western side of Auburn Street approximately 650-feet north of the signalized intersection at Auburn Street and Northgate Shopping Plaza.

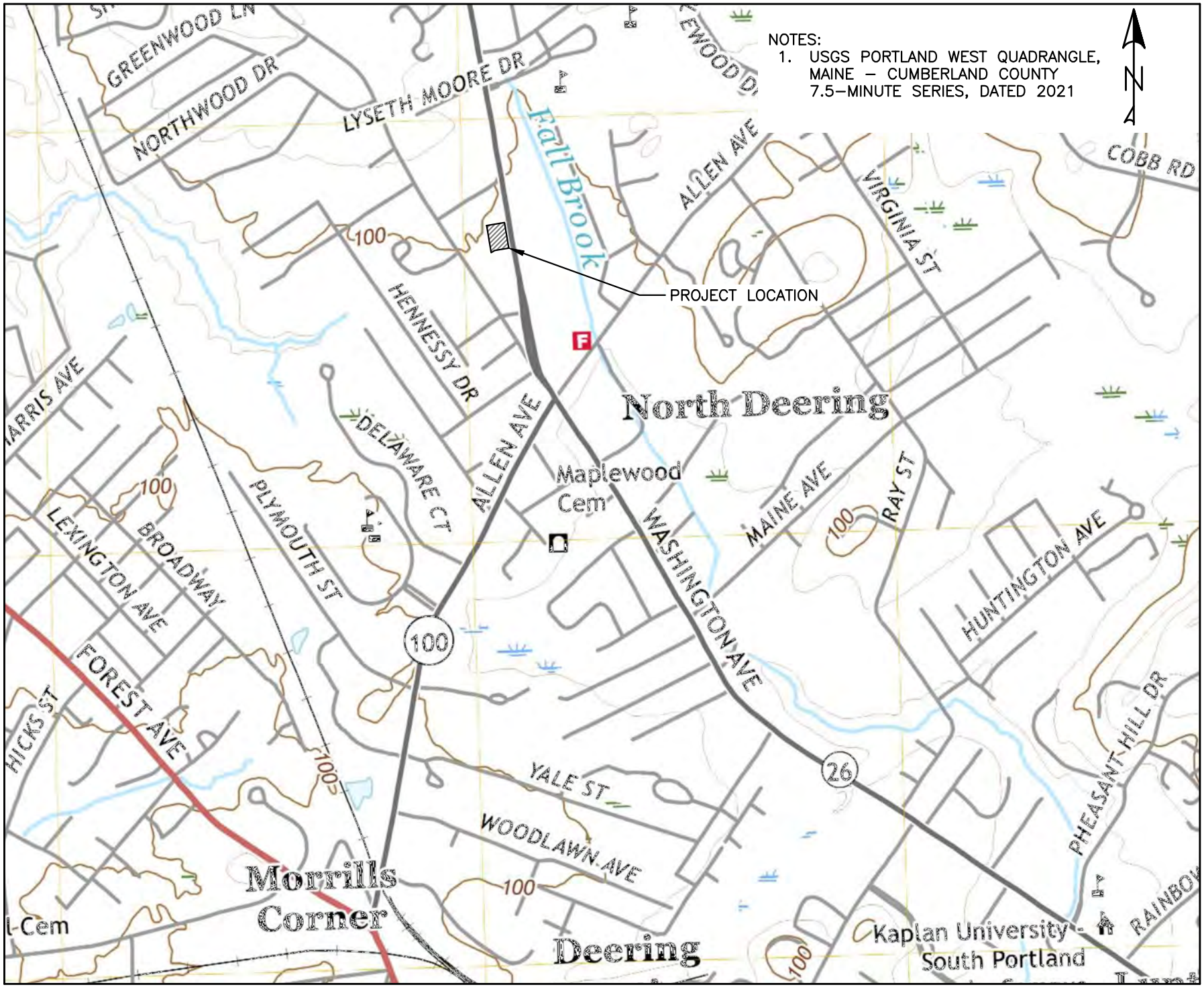
The proposed National Coffee Shop features a drive-through lane, exterior pick-up window service and indoor counter service area with seating. The proposed drive-through lane circulates in a counterclockwise direction "*front to back*" around the proposed facility and parking lot. The proposed site plan features a 12-foot drive-through lane with stacking for 11 total vehicles. The proposed exterior window service is located within a protected area found on the southern side of the proposed National Coffee Shop building.

The proposed project re-configures 5 existing parking spaces and proposes 25 new parking spaces, two (2) of which are signed and marked as ADA. Fourteen (14) of the parking spaces are located within a reserved area in the center of the lot adjacent to the proposed National Coffee Shop.

The site will be accessed via a proposed full-access 40-foot-wide entrance directly onto Auburn Street. Secondary access will be provided through the adjacent driveway to the north of the site which offers pedestrian access from the rear parking lot on the western side of the lot to the National Coffee Shop via a proposed 5-foot-wide sidewalk.

C. SITE AND VICINITY BOUNDARIES

The attached vicinity map on the following page depicts the location of the proposed development site. The proposed Coffee Shop is located on the western side of Auburn Street, approximately 650-feet north of the signalized intersection at Auburn Street and Washington Avenue/Northgate Shopping Plaza. The site is approximately 415-feet south of the signalized intersection of Auburn Street at Sanborn Street/Northgate Shopping Plaza.



ISSUED FOR	BY DATE
TMP	PFH 8/29/22

DRAWING NAME: VICINITY MAP

PROJECT NAME: 84 AUBURN STREET REDEVELOPMENT

CLIENT: MSP PROPERTIES 94 AUBURN LLC

ACORN ENGINEERING, INC
ACORN ENGINEERING, INC. P.O. BOX 3372 PORTLAND, MAINE 04104 (207) 775-2655

FILE:	2.79_CIVIL
DATE:	8/29/2022
JN:	2.79
SCALE:	1":1000'
DESIGN BY:	ZMS
DRAWN BY:	DSH
CHECKED BY:	PFH/WHS

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.

DRAWING NO.

VICINITY

D. PROPOSED USES IN THE GENERAL VICINITY OF THE PROPOSED DEVELOPMENT

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, yet are not opened, must be included in the estimate of pre-development traffic. We will request this data at the Traffic Movement Permit Scoping meeting if required by the City Consulting Traffic Engineer.

E. TRIP GENERATION

Site Trip Generation: Trip generation for the proposed 2,250sf National Coffee Shop was estimated based upon the latest edition (11th) of the Institute of Transportation Engineer's (ITE) Trip Generation Manual (TGM). The expected trip generation for the proposed National Coffee Shop was estimated using the following land use code (LUC) from the TGM: LUC #937 – Coffee/Donut Shop with Drive-Through Window.

Trip generation of LUC #937 for the proposed National Coffee Shop was calculated by using the average trip rate per 1,000sf. Table 1.1 presents trip generation for the proposed development.

Table 1.1
ITE Trip Generation Calculations

Land Use	Coffee/Donut Shop with Drive-Through Window - LUC 937					
Time Period	**Sq. Footage (1k)**	**Avg. Trip Generation Rate (Trips Per 1k Sf)**	**Trips Generated**	**Distribution Entering / Exiting**	**Enter**	**Exit**
Weekday	2.25	533.57	1201	50% / 50%	601	600
AM Weekday Peak Hour (Street)	2.25	85.88	194	51% / 49%	99	95
PM Weekday Peak Hour (Street)	2.25	38.99	88	50% / 50%	44	44
AM Weekday Peak Hour (Generator)	2.25	101.27	228	50% / 50%	114	114
PM Weekday Peak Hour (Generator)	2.25	43.65	99	50% / 50%	50	49

As shown in the preceding table, the proposed development is forecasted to generate 194 trips during the morning peak hour of the (street) and 228 trips during the morning peak hour of the (generator). The trips generated in the evening peak hour are significantly lower with 88 trips during the peak hour of the site and 99 trips during the peak hour of the generator.

The remaining trip generation detail in SECTION 1 is presented exclusively for the morning peak hour of the street given this is the highest trip generation time period.

F. TRIP COMPOSITION

The Institute of Transportation Engineers (ITE) Trip Generation Handbook publication defines three types of trips potentially generated by a Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (*"pass-by", "primary" and "diverted-link"*).

A 2007 study conducted by Gorrill-Palmer for the Dunkin Donuts Corporation, established on average approximately 15% of the total trips generated by a Dunkin Donuts coffee shop site are primary or new trips to the area; 70% are pass-by trips, vehicle trips already on the roadway system, and 15% are diverted-link trips, existing trips on adjacent roadways that shift travel patterns. This application assumes both the primary and diverted link trips are new trips to the roadway system.

Similar trip composition values have been applied and approved by MaineDOT for other Coffee Shop applications.

Table 1.2 below, provides the expected trip composition values for the morning peak hour:

Table 1.2
ITE Trip Composition Calculations

Land Use	National Coffee Shop Trips		
Time Period	**Total Trips**	**Primary/Diverted-Link Trips**	**Pass-By Trips**
AM Peak Hour (Street)	194	58	136

Overall, the proposed National Coffee Shop generates **58** primary/diverted-link trips and **136** pass-by trips during the morning peak hour.

G. SITE TRIP DISTRIBUTION

Primary vehicle trips generated during the noted weekday morning peak hour for LUC # 937 were assigned to/from the proposed development based upon the trip distribution rates presented in the eleventh edition of the Institute of Transportation Engineers Trip Generation Manual. The trip distribution rates for primary and diverted link trips entering and exiting the site are shown below in Table 1.3.

Table 1.3
ITE Trip Distribution For LUC 934

Time Period	Primary Trips Distribution Entering/Exiting
AM Peak Hour (Street)	51% / 49%

Pass-by vehicle trips were assigned to/from the proposed site based upon an equal split between both entry and exiting trips.

Table 1.4, below, presents the entering and exiting site trips for primary/diverted-link and pass-by trips.

Table 1.4
Site Trip Distribution

Primary/Diverted-Link		Pass-By	
Enter	Exit	Enter	Exit
30	28	68	68

During the morning peak hour of the proposed Coffee Shop, 30 primary trips will enter the site and 28 primary trips will exit the site. The number of pass-by trips entering and exiting the site is greater, with 68 trips for both movements.

H. TRIP ASSIGNMENT

Vehicle trip assignment models were prepared for the proposed development utilizing existing traffic distribution data collected at the intersections of Auburn Street at Sanborn Street/North Gate Shopping Plaza, and Auburn Street at Washington Avenue/Northgate Shopping Plaza. Site generated trips, both primary/diverted-link and pass-by trips, occurring in the morning street peak hour were appropriately assigned through the proposed site driveway based upon existing travel patterns recorded at the two noted signalized intersections. Additionally, the primary site trips were assigned through the signalized intersections located both north and south of the site based on recorded travel patterns at each intersection.

The manual traffic movement counts collected at the intersections at Auburn Street at Sanborn Street/North Gate Shopping Plaza, and Auburn Street at Washington Avenue/Northgate Shopping Plaza were collected during the first week of August in 2022. Copies of the traffic data are attached at the end of Section 1 for reference.

The traffic data summary reports for provide the following directional travel patterns for both the primary and pass-by trips generated by the proposed project:

Primary/Diverted-Link Trip Percent Distribution Patterns

Approach	Weekday AM Peak Hour
Auburn Street SB	**55%**
Sanborn Street and Washington Avenue SB[1]	**6%**
Auburn Street NB	**37%**
Northgate Shopping Plaza (South Entrance)	**2%**

1. We have made the assumption that 6% of vehicles will arrive from the Sanborn Street/Washington Avenue neighborhoods

Pass-By
Trip Distribution to Site Entrance

Approach	Weekday PM Peak Hour
Auburn Street SB	**59%**
Auburn Street NB	**41%**

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Portland Auburn St & Shaw's
August 3, 2022 AM
Sunny
Count by Jen Gilbert

File Name : Portland Auburn St & Shaw's Plaza 8-3-22 AM
Site Code : 00803221
Start Date : 8/3/2022
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Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

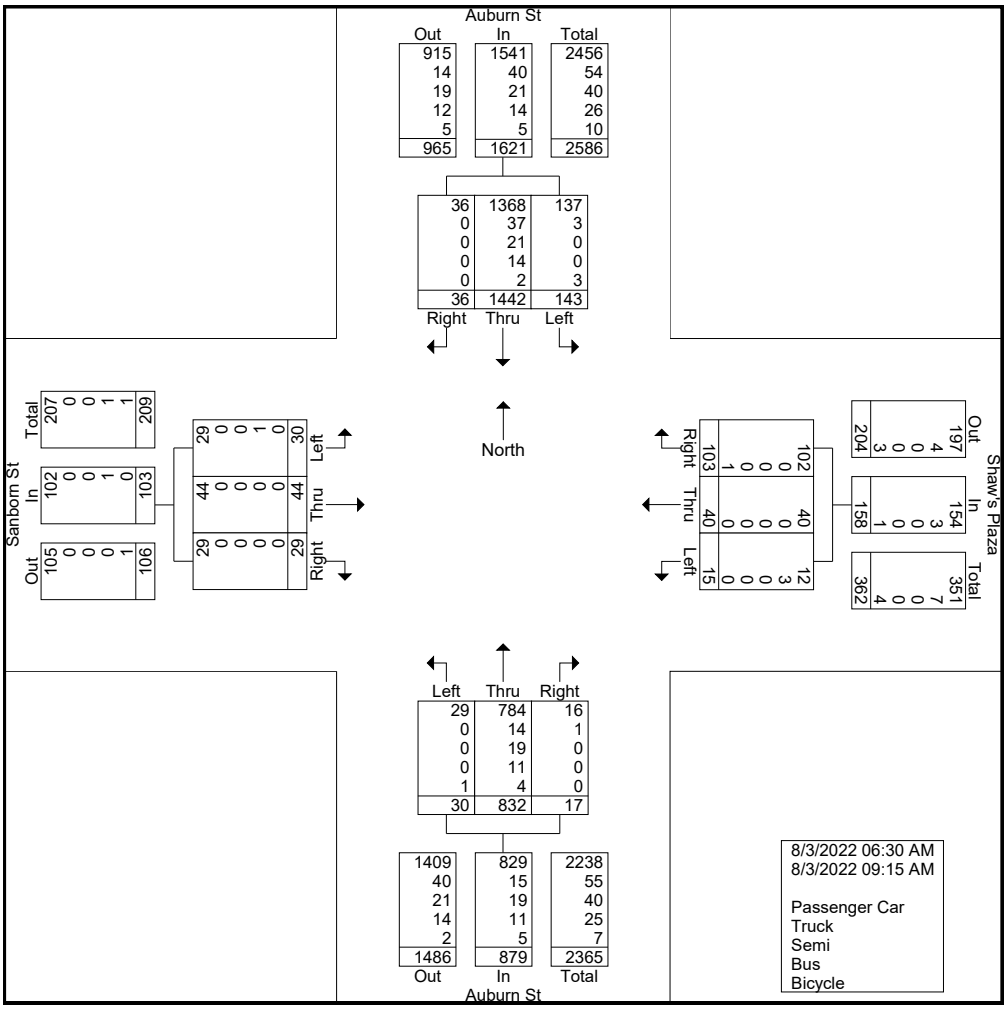
	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Sanborn St From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:30 AM	0	92	2	94	2	1	0	3	0	49	0	49	1	1	0	2	148
06:45 AM	0	98	4	102	3	0	1	4	0	58	1	59	0	0	0	0	165
Total	0	190	6	196	5	1	1	7	0	107	1	108	1	1	0	2	313
07:00 AM	0	109	5	114	3	2	0	5	1	57	2	60	1	2	1	4	183
07:15 AM	0	96	12	108	6	2	0	8	0	68	1	69	3	2	0	5	190
07:30 AM	3	150	8	161	6	3	0	9	1	65	1	67	1	5	2	8	245
07:45 AM	3	139	14	156	14	5	1	20	0	73	4	77	1	8	4	13	266
Total	6	494	39	539	29	12	1	42	2	263	8	273	6	17	7	30	884
08:00 AM	2	141	18	161	5	5	2	12	1	80	3	84	3	8	3	14	271
08:15 AM	4	128	17	149	13	3	1	17	1	74	5	80	4	5	2	11	257
08:30 AM	6	131	20	157	12	1	2	15	2	81	2	85	2	0	1	3	260
08:45 AM	10	127	22	159	17	5	1	23	3	93	3	99	6	7	8	21	302
Total	22	527	77	626	47	14	6	67	7	328	13	348	15	20	14	49	1090
09:00 AM	3	121	12	136	13	8	4	25	4	65	2	71	3	4	7	14	246
09:15 AM	5	110	9	124	9	5	3	17	4	69	6	79	4	2	2	8	228

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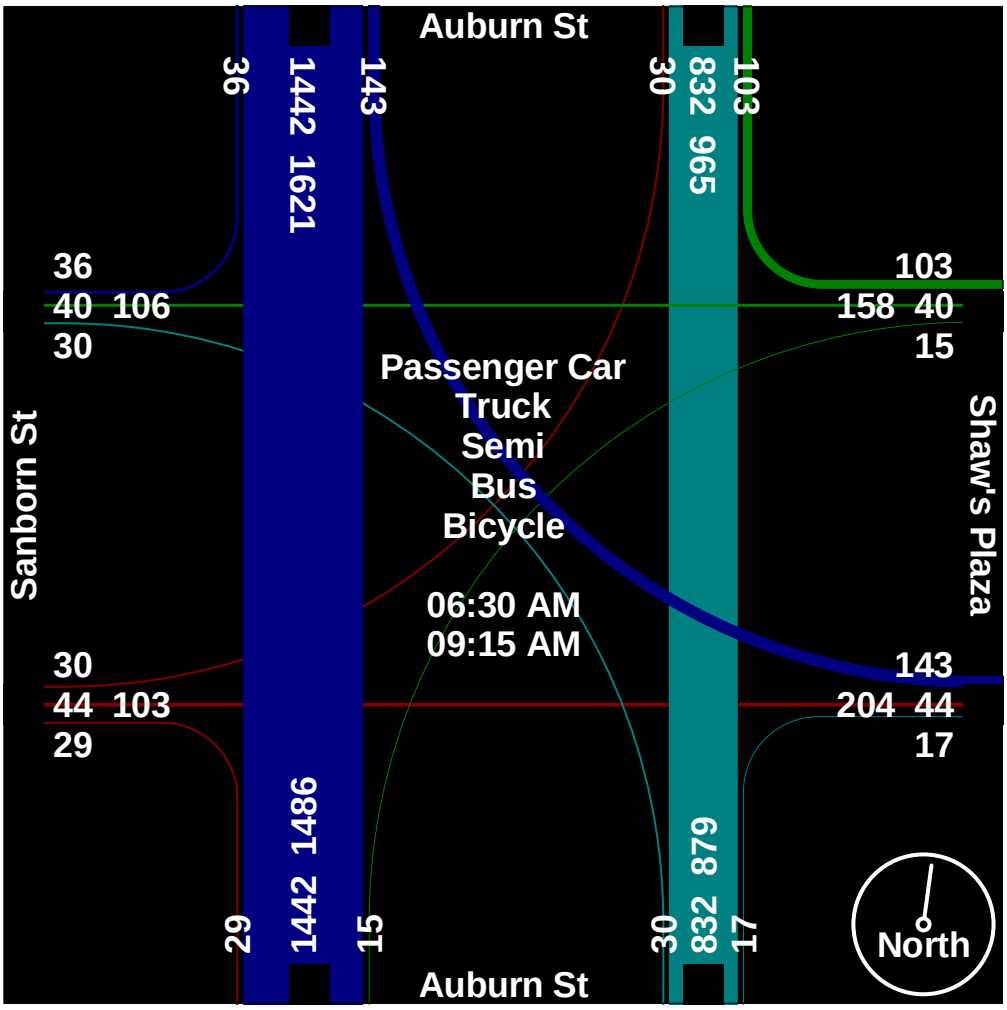
Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Sanborn St From West				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Grand Total	36	1442	143	1621	103	40	15	158	17	832	30	879	29	44	30	103	2761
Apprch %	2.2	89	8.8		65.2	25.3	9.5		1.9	94.7	3.4		28.2	42.7	29.1		
Total %	1.3	52.2	5.2	58.7	3.7	1.4	0.5	5.7	0.6	30.1	1.1	31.8	1.1	1.6	1.1	3.7	
Passenger Car	36	1368	137	1541	102	40	12	154	16	784	29	829	29	44	29	102	2626
% Passenger Car	100	94.9	95.8	95.1	99	100	80	97.5	94.1	94.2	96.7	94.3	100	100	96.7	99	95.1
Truck	0	37	3	40	0	0	3	3	1	14	0	15	0	0	0	0	58
% Truck	0	2.6	2.1	2.5	0	0	20	1.9	5.9	1.7	0	1.7	0	0	0	0	2.1
Semi	0	21	0	21	0	0	0	0	0	19	0	19	0	0	0	0	40
% Semi	0	1.5	0	1.3	0	0	0	0	0	2.3	0	2.2	0	0	0	0	1.4
Bus	0	14	0	14	0	0	0	0	0	11	0	11	0	0	1	1	26
% Bus	0	1	0	0.9	0	0	0	0	0	1.3	0	1.3	0	0	3.3	1	0.9
Bicycle	0	2	3	5	1	0	0	1	0	4	1	5	0	0	0	0	11
% Bicycle	0	0.1	2.1	0.3	1	0	0	0.6	0	0.5	3.3	0.6	0	0	0	0	0.4



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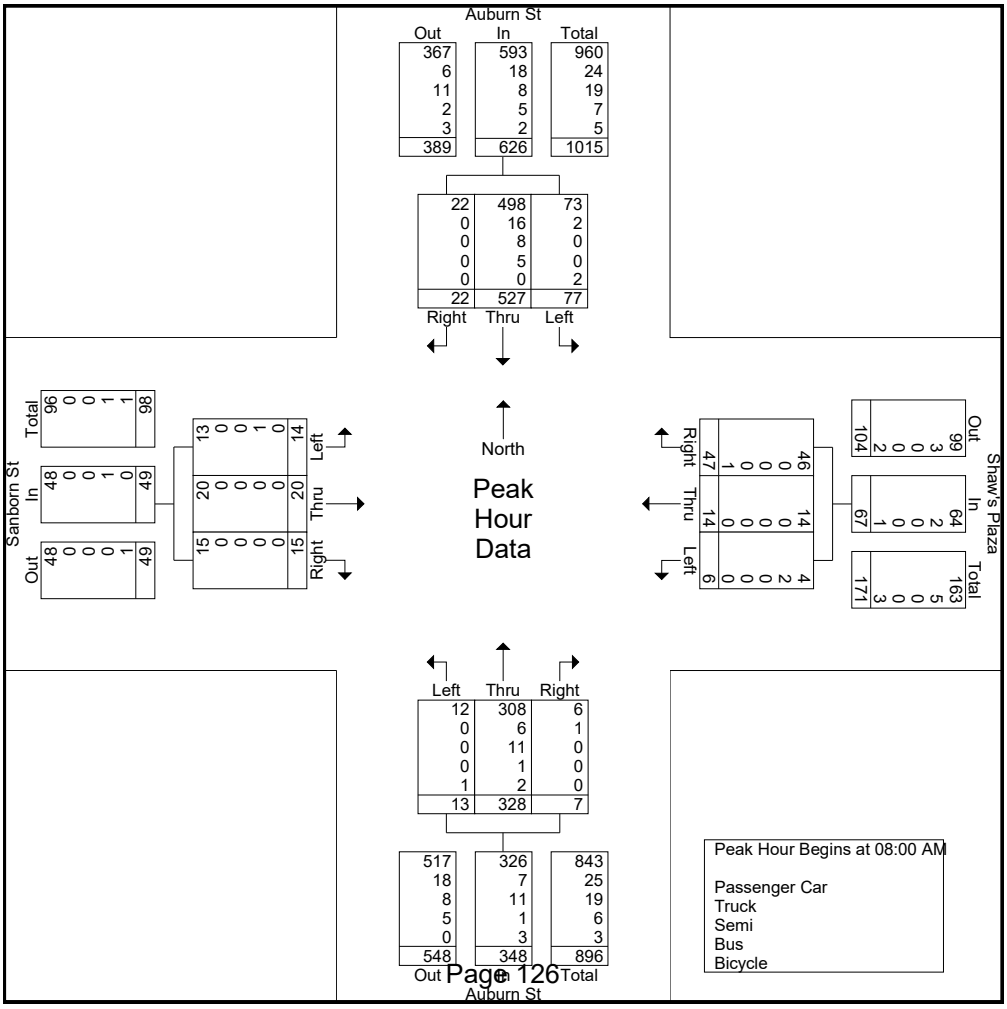
File Name : Portland Auburn St & Shaw's Plaza 8-3-22 AM
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	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Sanborn St From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	**141**	18	**161**	5	**5**	**2**	12	1	80	3	84	3	**8**	3	14	271
08:15 AM	4	128	17	149	13	3	1	17	1	74	**5**	80	4	5	2	11	257
08:30 AM	6	131	20	157	12	1	2	15	2	81	2	85	2	0	1	3	260
08:45 AM	**10**	127	**22**	159	**17**	5	1	**23**	**3**	**93**	3	**99**	**6**	7	**8**	**21**	**302**
Total Volume	22	527	77	626	47	14	6	67	7	328	13	348	15	20	14	49	1090
% App. Total	3.5	84.2	12.3		70.1	20.9	9		2	94.3	3.7		30.6	40.8	28.6		
PHF	.550	.934	.875	.972	.691	.700	.750	.728	.583	.882	.650	.879	.625	.625	.438	.583	.902
Passenger Car	22	498	73	593	46	14	4	64	6	308	12	326	15	20	13	48	1031
% Passenger Car	100	94.5	94.8	94.7	97.9	100	66.7	95.5	85.7	93.9	92.3	93.7	100	100	92.9	98.0	94.6
Truck	0	16	2	18	0	0	2	2	1	6	0	7	0	0	0	0	27
% Truck	0	3.0	2.6	2.9	0	0	33.3	3.0	14.3	1.8	0	2.0	0	0	0	0	2.5
Semi	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
% Semi	0	1.5	0	1.3	0	0	0	0	0	3.4	0	3.2	0	0	0	0	1.7
Bus	0	5	0	5	0	0	0	0	0	1	0	1	0	0	1	1	7
% Bus	0	0.9	0	0.8	0	0	0	0	0	0.3	0	0.3	0	0	7.1	2.0	0.6
Bicycle	0	0	2	2	1	0	0	1	0	2	1	3	0	0	0	0	6
% Bicycle	0	0	2.6	0.3	2.1	0	0	1.5	0	0.6	7.7	0.9	0	0	0	0	0.6

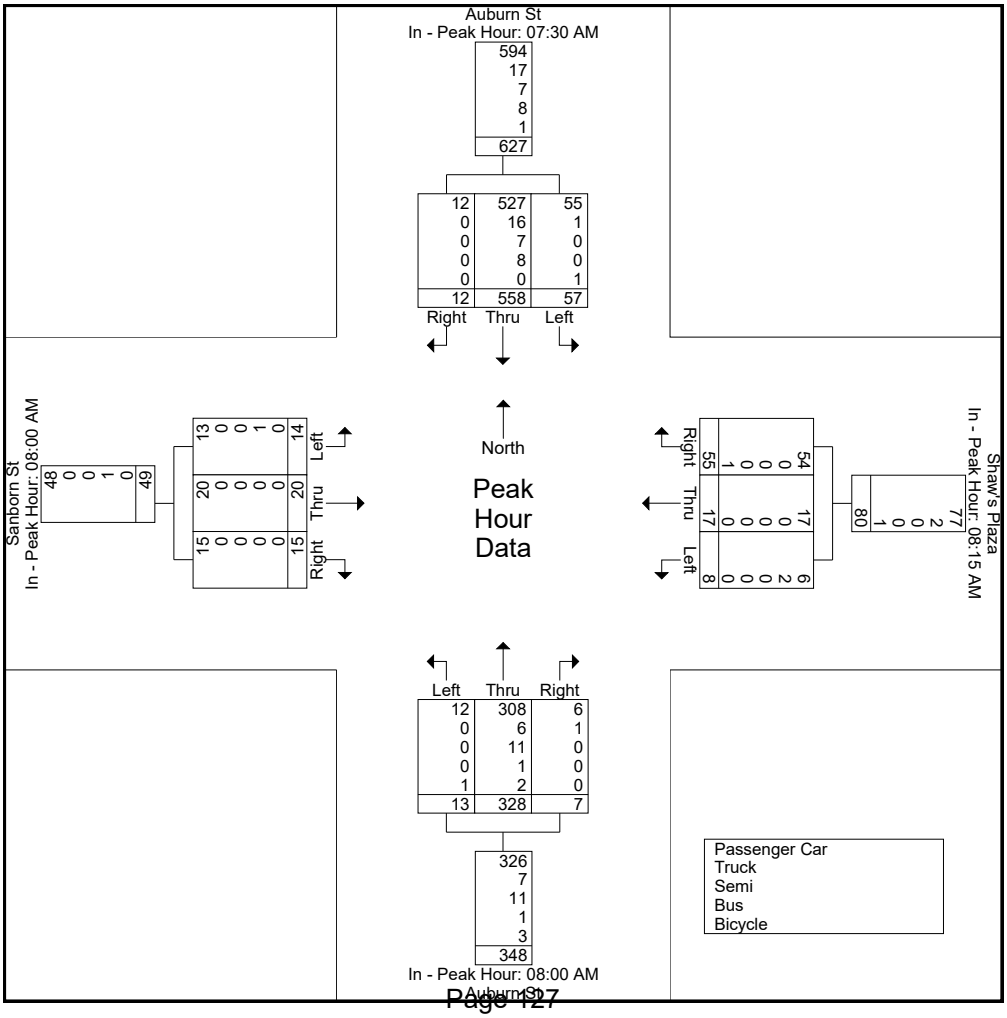


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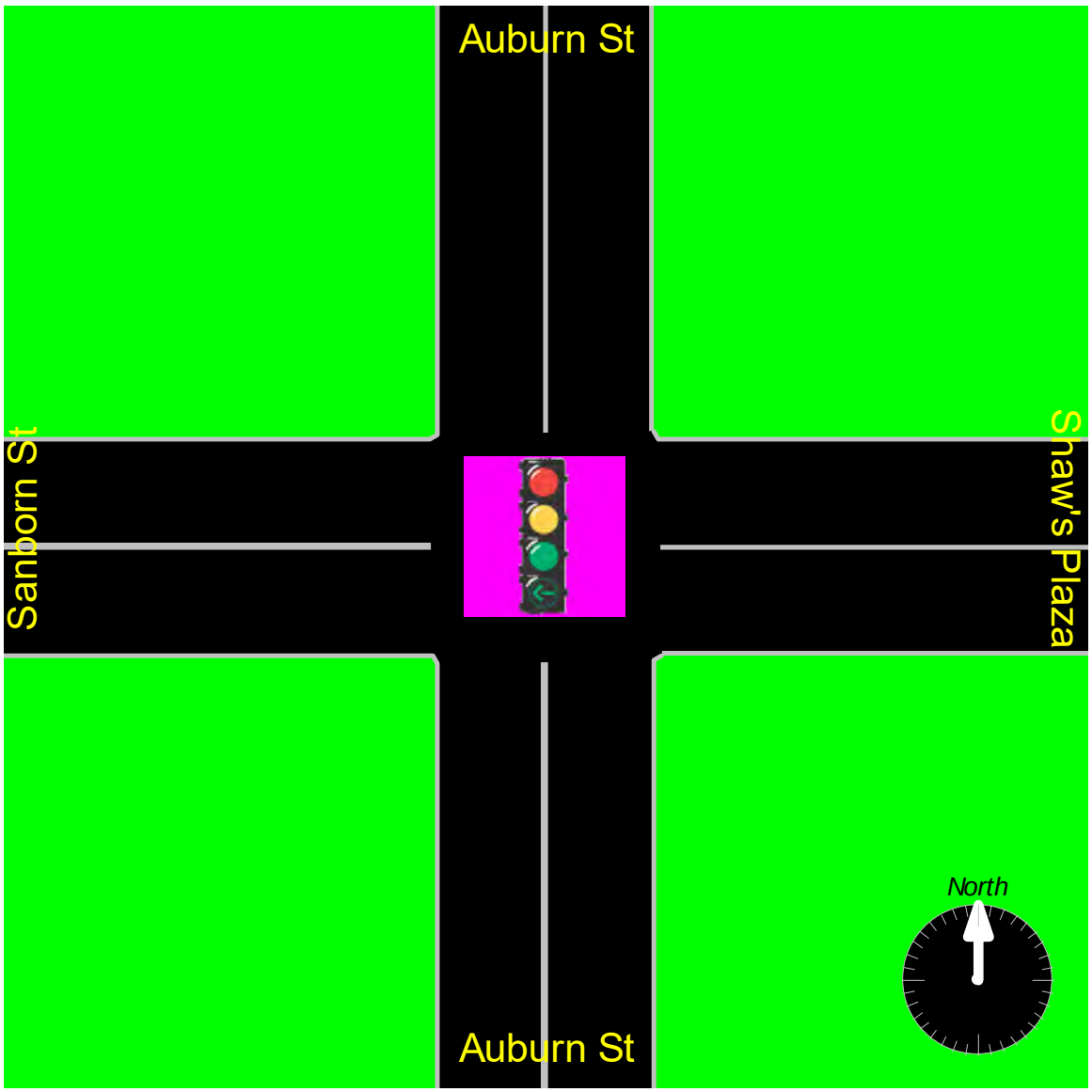
File Name : Portland Auburn St & Shaw's Plaza 8-3-22 AM
Site Code : 00803221
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	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Sanborn St From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:15 AM				08:00 AM				08:00 AM				
+0 mins.	3	**150**	8	**161**	13	3	1	17	1	80	3	84	3	**8**	3	14	
+15 mins.	3	139	14	156	12	1	2	15	1	74	**5**	80	4	5	2	11	
+30 mins.	2	141	**18**	161	**17**	5	1	23	2	81	2	85	2	0	1	3	
+45 mins.	**4**	128	17	149	13	**8**	**4**	**25**	**3**	**93**	3	**99**	**6**	7	**8**	**21**	
Total Volume	12	558	57	627	55	17	8	80	7	328	13	348	15	20	14	49	
% App. Total	1.9	89	9.1		68.8	21.2	10		2	94.3	3.7		30.6	40.8	28.6		
PHF	.750	.930	.792	.974	.809	.531	.500	.800	.583	.882	.650	.879	.625	.625	.438	.583	
Passenger Car	12	527	55	594	54	17	6	77	6	308	12	326	15	20	13	48	
% Passenger Car	100	94.4	96.5	94.7	98.2	100	75	96.2	85.7	93.9	92.3	93.7	100	100	92.9	98	
Truck	0	16	1	17	0	0	2	2	1	6	0	7	0	0	0	0	
% Truck	0	2.9	1.8	2.7	0	0	25	2.5	14.3	1.8	0	2	0	0	0	0	
Semi	0	7	0	7	0	0	0	0	0	11	0	11	0	0	0	0	
% Semi	0	1.3	0	1.1	0	0	0	0	0	3.4	0	3.2	0	0	0	0	
Bus	0	8	0	8	0	0	0	0	0	1	0	1	0	0	1	1	
% Bus	0	1.4	0	1.3	0	0	0	0	0	0.3	0	0.3	0	0	7.1	2	
Bicycle	0	0	1	1	1	0	0	1	0	2	1	3	0	0	0	0	
% Bicycle	0	0	1.8	0.2	1.8	0	0	1.2	0	0.6	7.7	0.9	0	0	0	0	



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Portland Auburn St & Washington Ave
August 4, 2022 AM
Sunny
Count by Jen Gilbert

File Name : Portland Auburn St & Washington Ave 8-4-22 AM
Site Code : 00804221
Start Date : 8/4/2022
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

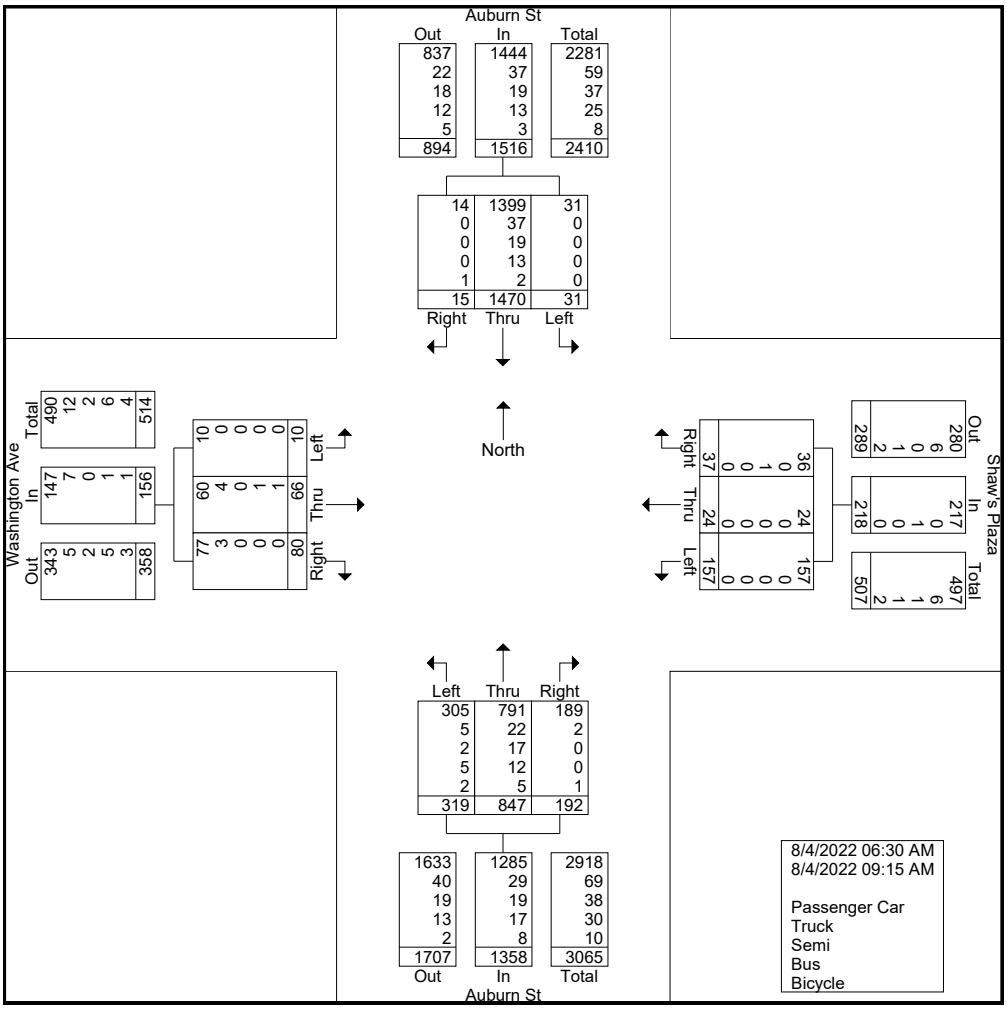
	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Washington Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:30 AM	0	85	1	86	1	1	3	5	5	43	8	56	1	5	1	7	154
06:45 AM	0	91	3	94	1	0	4	5	8	39	11	58	1	4	1	6	163
Total	0	176	4	180	2	1	7	10	13	82	19	114	2	9	2	13	317
07:00 AM	0	98	0	98	1	2	10	13	11	40	20	71	4	5	0	9	191
07:15 AM	0	127	0	127	3	0	7	10	11	67	18	96	6	7	1	14	247
07:30 AM	0	138	1	139	0	1	12	13	20	63	23	106	9	2	0	11	269
07:45 AM	6	124	5	135	5	3	14	22	21	81	44	146	12	6	2	20	323
Total	6	487	6	499	9	6	43	58	63	251	105	419	31	20	3	54	1030
08:00 AM	0	144	4	148	3	3	14	20	14	78	49	141	14	4	1	19	328
08:15 AM	3	141	0	144	4	3	17	24	19	78	25	122	9	9	1	19	309
08:30 AM	2	128	4	134	6	4	17	27	26	94	37	157	8	9	2	19	337
08:45 AM	3	138	1	142	6	4	22	32	21	103	28	152	7	10	0	17	343
Total	8	551	9	568	19	14	70	103	80	353	139	572	38	32	4	74	1317
09:00 AM	1	130	7	138	2	2	19	23	15	92	31	138	5	5	1	11	310
09:15 AM	0	126	5	131	5	1	18	24	21	69	25	115	4	0	0	4	274

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File Name : Portland Auburn St & Washington Ave 8-4-22 AM
Site Code : 00804221
Start Date : 8/4/2022
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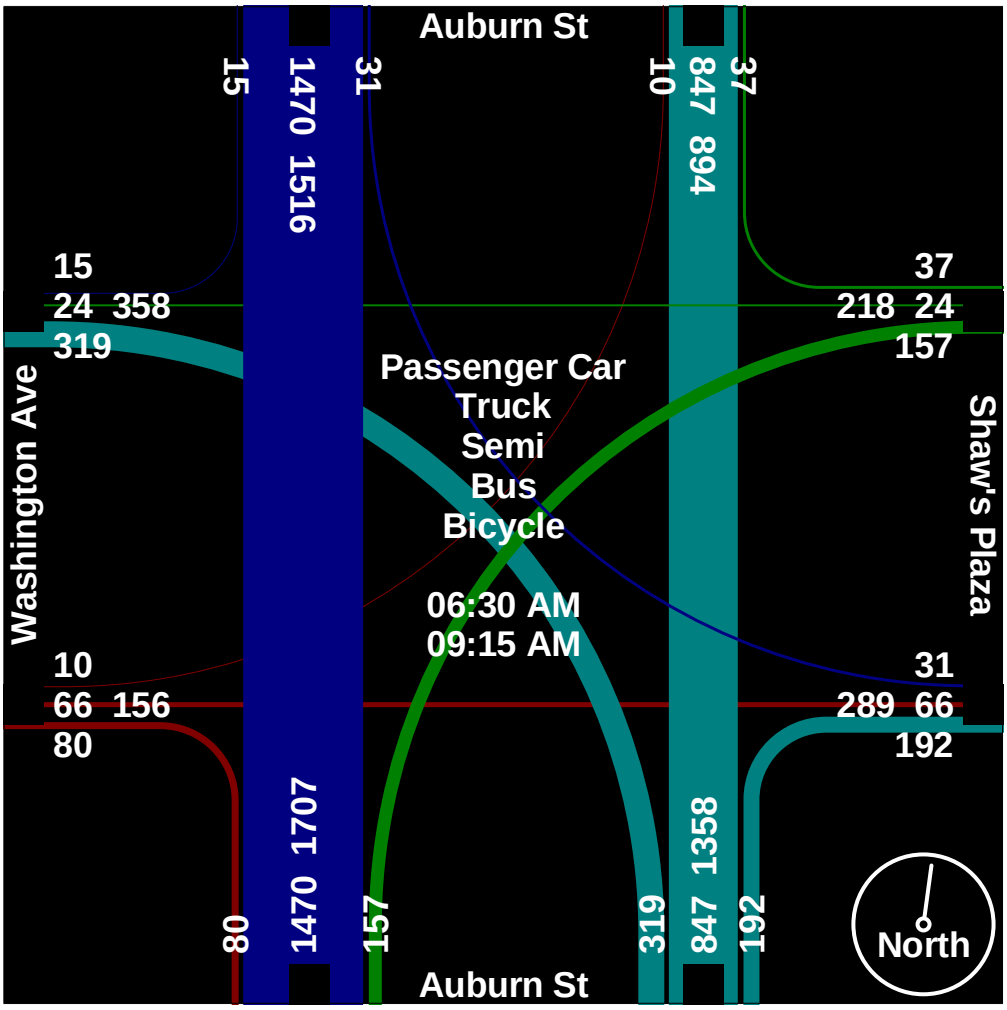
Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Washington Ave From West				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Grand Total	15	1470	31	1516	37	24	157	218	192	847	319	1358	80	66	10	156	3248
Apprch %	1	97	2		17	11	72		14.1	62.4	23.5		51.3	42.3	6.4		
Total %	0.5	45.3	1	46.7	1.1	0.7	4.8	6.7	5.9	26.1	9.8	41.8	2.5	2	0.3	4.8	
Passenger Car	14	1399	31	1444	36	24	157	217	189	791	305	1285	77	60	10	147	3093
% Passenger Car	93.3	95.2	100	95.3	97.3	100	100	99.5	98.4	93.4	95.6	94.6	96.2	90.9	100	94.2	95.2
Truck	0	37	0	37	0	0	0	0	2	22	5	29	3	4	0	7	73
% Truck	0	2.5	0	2.4	0	0	0	0	1	2.6	1.6	2.1	3.8	6.1	0	4.5	2.2
Semi	0	19	0	19	1	0	0	1	0	17	2	19	0	0	0	0	39
% Semi	0	1.3	0	1.3	2.7	0	0	0.5	0	2	0.6	1.4	0	0	0	0	1.2
Bus	0	13	0	13	0	0	0	0	0	12	5	17	0	1	0	1	31
% Bus	0	0.9	0	0.9	0	0	0	0	0	1.4	1.6	1.3	0	1.5	0	0.6	1
Bicycle	1	2	0	3	0	0	0	0	1	5	2	8	0	1	0	1	12
% Bicycle	6.7	0.1	0	0.2	0	0	0	0	0.5	0.6	0.6	0.6	0	1.5	0	0.6	0.4



Traffic Solutions
17 Mount View Dr
Gorham, ME 04038

File Name : Portland Auburn St & Washington Ave 8-4-22 AM
Site Code : 00804221
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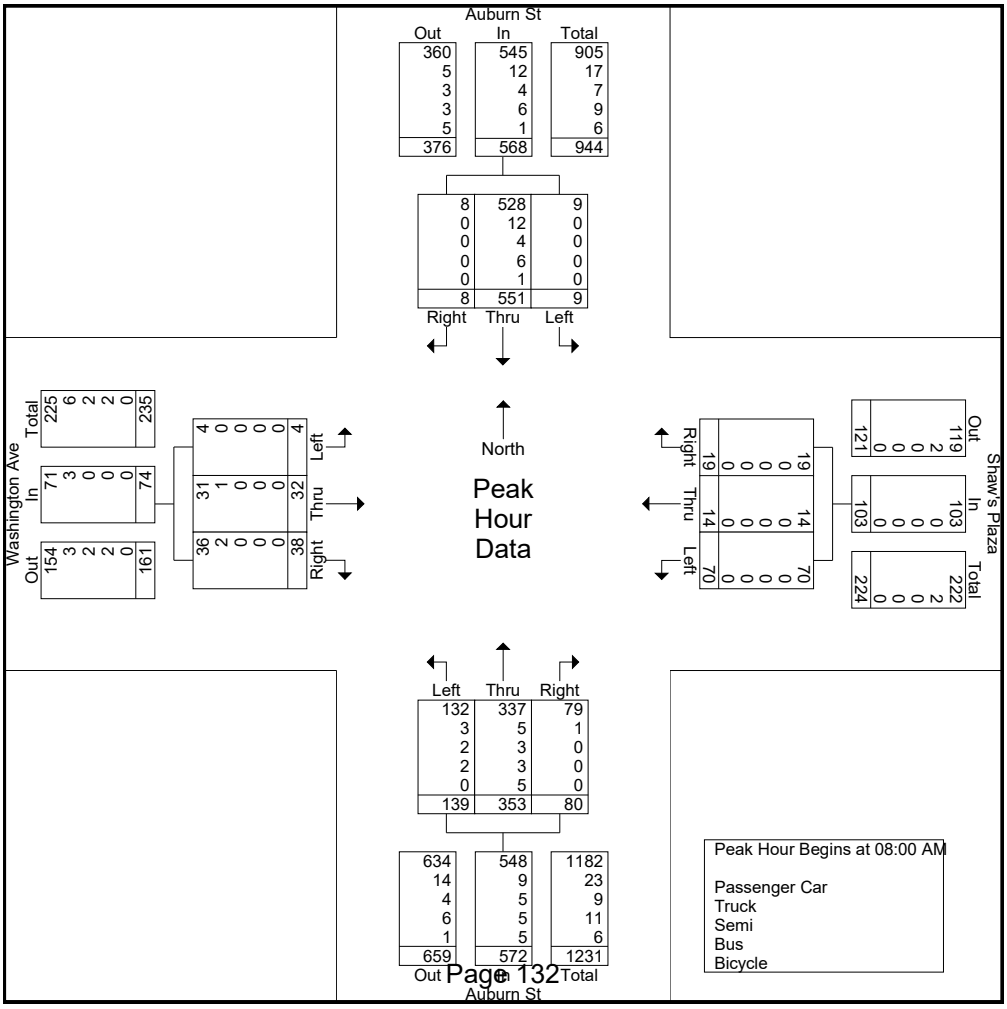


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File Name : Portland Auburn St & Washington Ave 8-4-22 AM
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	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Washington Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**144**	**4**	**148**	3	3	14	20	14	78	**49**	141	**14**	4	1	**19**	328
08:15 AM	**3**	141	0	144	4	3	17	24	19	78	25	122	9	9	1	19	309
08:30 AM	2	128	4	134	**6**	**4**	17	27	**26**	94	37	**157**	8	9	**2**	19	337
08:45 AM	3	138	1	142	6	4	**22**	**32**	21	**103**	28	152	7	**10**	0	17	**343**
Total Volume	8	551	9	568	19	14	70	103	80	353	139	572	38	32	4	74	1317
% App. Total	1.4	97	1.6		18.4	13.6	68		14	61.7	24.3		51.4	43.2	5.4		
PHF	.667	.957	.563	.959	.792	.875	.795	.805	.769	.857	.709	.911	.679	.800	.500	.974	.960
Passenger Car	8	528	9	545	19	14	70	103	79	337	132	548	36	31	4	71	1267
% Passenger Car	100	95.8	100	96.0	100	100	100	100	98.8	95.5	95.0	95.8	94.7	96.9	100	95.9	96.2
Truck	0	12	0	12	0	0	0	0	1	5	3	9	2	1	0	3	24
% Truck	0	2.2	0	2.1	0	0	0	0	1.3	1.4	2.2	1.6	5.3	3.1	0	4.1	1.8
Semi	0	4	0	4	0	0	0	0	0	3	2	5	0	0	0	0	9
% Semi	0	0.7	0	0.7	0	0	0	0	0	0.8	1.4	0.9	0	0	0	0	0.7
Bus	0	6	0	6	0	0	0	0	0	3	2	5	0	0	0	0	11
% Bus	0	1.1	0	1.1	0	0	0	0	0	0.8	1.4	0.9	0	0	0	0	0.8
Bicycle	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% Bicycle	0	0.2	0	0.2	0	0	0	0	0	1.4	0	0.9	0	0	0	0	0.5

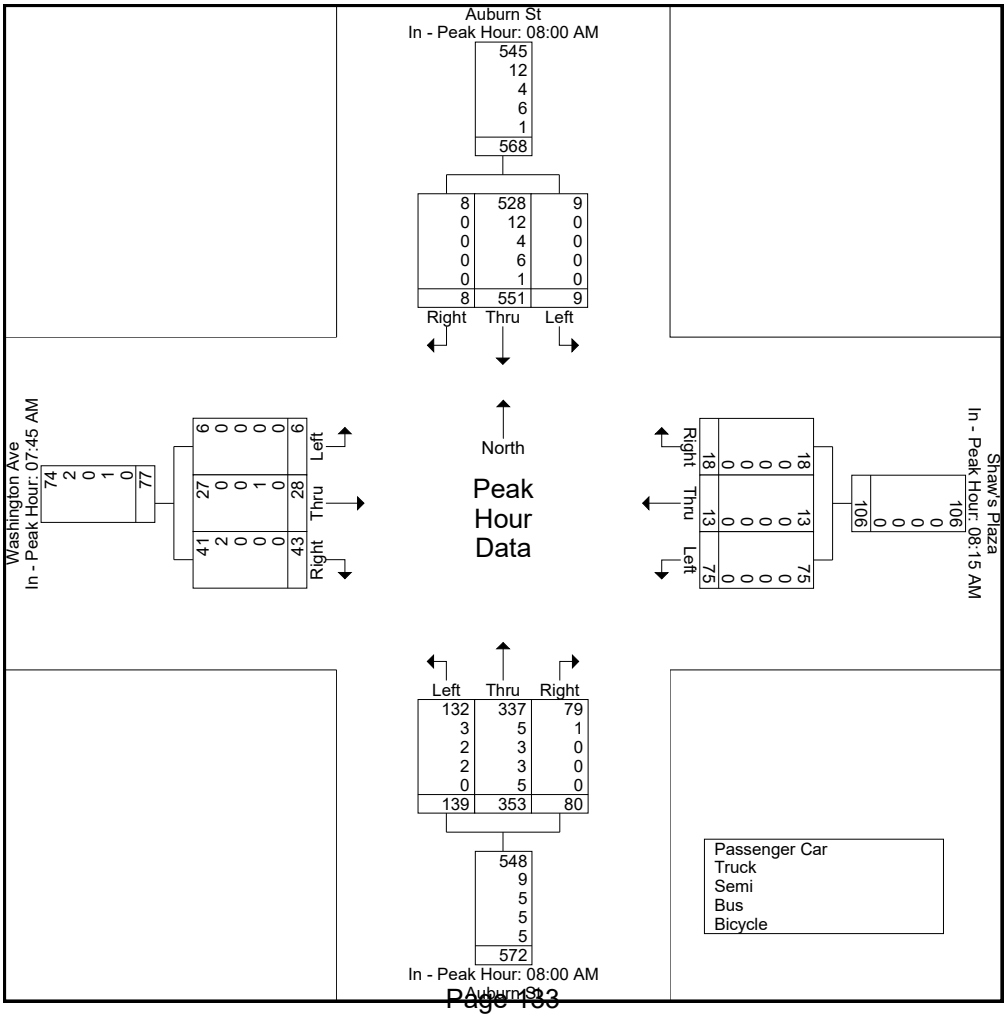


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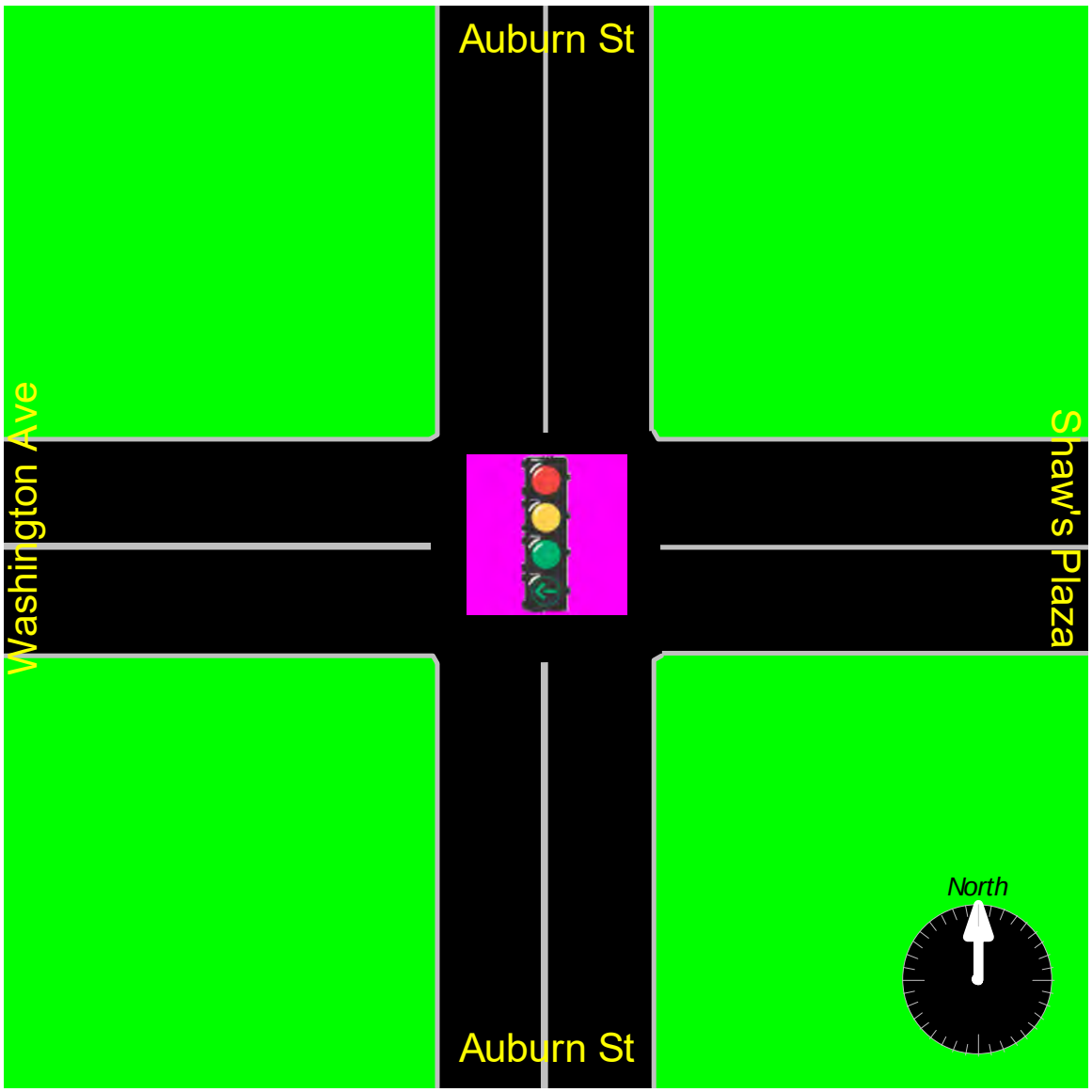
File Name : Portland Auburn St & Washington Ave 8-4-22 AM
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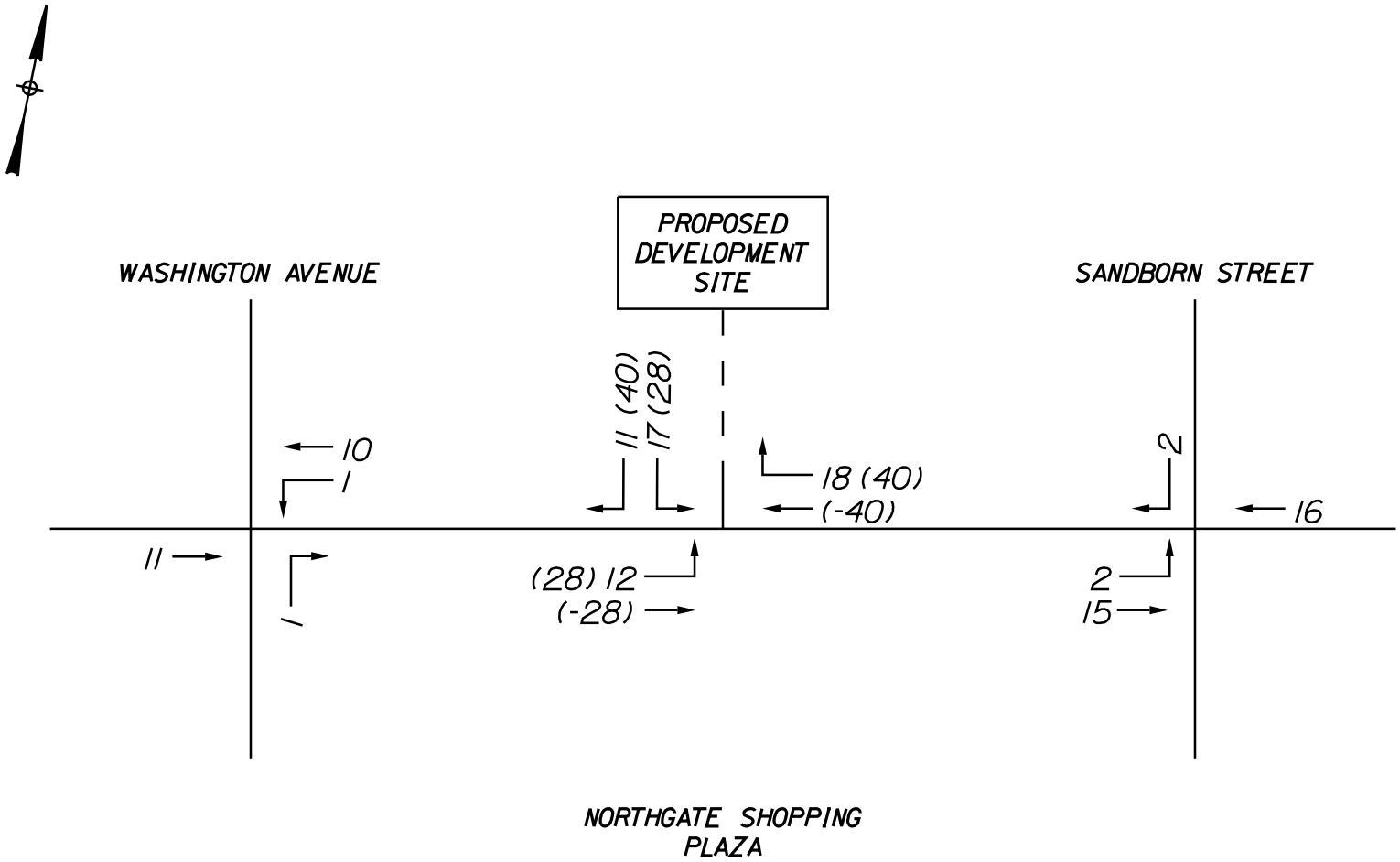
	Auburn St From North				Shaw's Plaza From East				Auburn St From South				Washington Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:15 AM				08:00 AM				07:45 AM				
+0 mins.	0	**144**	**4**	**148**	4	3	17	24	14	78	**49**	141	12	6	**2**	**20**	
+15 mins.	**3**	141	0	144	**6**	**4**	17	27	19	78	25	122	**14**	4	1	19	
+30 mins.	2	128	4	134	6	4	**22**	**32**	**26**	94	37	**157**	9	**9**	1	19	
+45 mins.	3	138	1	142	2	2	19	23	21	**103**	28	152	8	9	2	19	
Total Volume	8	551	9	568	18	13	75	106	80	353	139	572	43	28	6	77	
% App. Total	1.4	97	1.6		17	12.3	70.8		14	61.7	24.3		55.8	36.4	7.8		
PHF	.667	.957	.563	.959	.750	.813	.852	.828	.769	.857	.709	.911	.768	.778	.750	.963	
Passenger Car	8	528	9	545	18	13	75	106	79	337	132	548	41	27	6	74	
% Passenger Car	100	95.8	100	96	100	100	100	100	98.8	95.5	95	95.8	95.3	96.4	100	96.1	
Truck	0	12	0	12	0	0	0	0	1	5	3	9	2	0	0	2	
% Truck	0	2.2	0	2.1	0	0	0	0	1.2	1.4	2.2	1.6	4.7	0	0	2.6	
Semi	0	4	0	4	0	0	0	0	0	3	2	5	0	0	0	0	
% Semi	0	0.7	0	0.7	0	0	0	0	0	0.8	1.4	0.9	0	0	0	0	
Bus	0	6	0	6	0	0	0	0	0	3	2	5	0	1	0	1	
% Bus	0	1.1	0	1.1	0	0	0	0	0	0.8	1.4	0.9	0	3.6	0	1.3	
Bicycle	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	
% Bicycle	0	0.2	0	0.2	0	0	0	0	0	1.4	0	0.9	0	0	0	0	



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LEGEND
XX = PRIMARY TRIPS
(XX) = PASS-BY TRIPS

SITE TRIP ASSIGNMENT
AM PEAK HOUR
FIGURE 1

84 AUBURN STREET
COFFEE SHOP
PORTLAND, MAINE
DATE: SEPT., 2022

Barton & Loguidice

Section 2

TRAFFIC ACCIDENTS

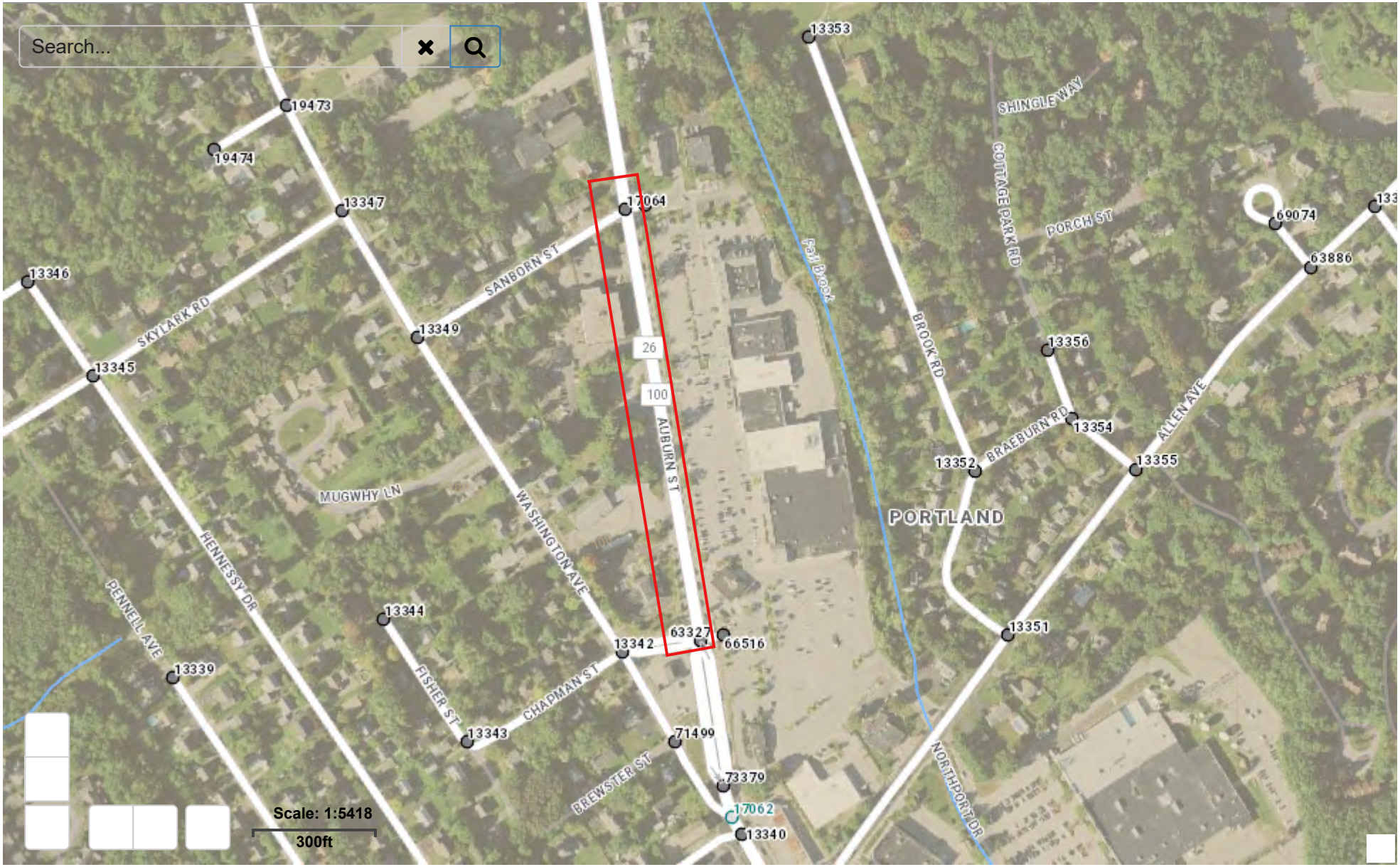
2019 -2021 Crash Report Summary
(Auburn Street – Sanborn Street to Washington Avenue/Northgate Shopping Plaza)

Location	Total Crashes	Critical Rate Factor
1. Auburn Street @ Sanborn Street/Northgate Shopping Plaza Entrance	9	0.57
2. Auburn Street @ Northgate Shopping Plaza /Washington Avenue Connector	12	0.63
3. Auburn Street btw. Washington Street/ Northgate Shopping Plaza Entrance and Sanborn Street/ Northgate Shopping Plaza Entrance	5	0.56

The MDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- ***8 or more accidents and,***
- ***A Critical Rate Factor greater than 1.00***

As the data presented in the chart shows, there are no identified high crash locations within the defined study area.


Search...
19473
19474
13347
13346
SKYLARK RD
13345
13349
SANBORN ST
17064
26
100
AUBURN ST
13353
SHINGLE WAY
COTTAGE PARK RD
PORCH ST
69074
63886
Fall Brook
BROOK RD
13356
13354
BRAEBURN RD
13352
13355
ALLEN AVE
PORTLAND
MUGWHY LN
WASHINGTON AVE
HENNESSY DR
PENNELL AVE
13344
13339
FISHER ST
13343
CHAPMAN ST
13342
63327
66516
13351
71499
73379
17062
13340
BREWSTER ST
NORTHPORT DR
Scale: 1:5418
300ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Bangor
Auburn St Rt 26 from Sanborn St to Washington Ave Connection

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: **0026X**	Start Node: **63327**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **17064**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
17064	0026X - 3.64	Int of AUBURN ST ENT NORTHGATE N SANBORN ST	9	9	0	0	1	3	5	44.4	4.462	0.67	1.18	0.57
												Statewide Crash Rate:	0.65	
63327	0026X - 3.44	Int of AUBURN ST NORTHGATE SHOPPING CENTER RD I	9	12	1	0	1	3	6	45.5	5.672	0.71	1.12	0.63
												Statewide Crash Rate:	0.65	
Study Years:	3.00	**NODE TOTALS:**		21	1	0	2	6	11	42.9	10.134	0.69	1.01	0.68

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
63327	17064	3943914	0 - 0.20	0026X - 3.44	0.20	2	5	0	0	0	1	4	20.0	0.00737	226.14	401.45	0.00
Int of AUBURN ST NORTHGATE SHOPPING CENTER RD INV 3201489 RD INV 3209640				ST RTE 26											Statewide Crash Rate: 187.10		
Study Years: 3.00				**Section Totals:**	0.20		5	0	0	0	1	4	20.0	0.00737	226.14	401.45	0.56
				Grand Totals:	0.20		26	1	0	2	7	15	38.5	0.00737	1175.93	545.51	2.16

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
63327	17064	3943914	0 - 0.20	0026X - 3.44	5	0	0	0	1	4	2021-21991	08/20/2021	3.47	PD
											2020-30443	12/04/2020	3.53	PD
											2021-102	01/01/2021	3.56	PD
											2021-22973	08/31/2021	3.59	C
											2021-13277	05/29/2021	3.61	PD
				Totals:	5	0	0	0	1	4				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	2	0	2	0	0	0	0	0	0	9
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
FRIDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	6
SATURDAY	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	6
Totals	0	1	0	0	0	0	0	1	1	0	1	1	3	1	1	4	3	1	3	1	2	0	0	2	0	**26**

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	24	23-Bicyclist	0
2-(Sport) Utility Vehicle	16	24-Witness	4
3-Passenger Van	4	25-Other	0
4-Cargo Van (10K lbs or Less)	1	26-Construction	0
5-Pickup	3	27-Farm Vehicle	0
6-Motor Home	0	**Total**	**54**
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	3	17	4	0	0	0	24
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	5	0	0	0	0	0	5
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	1	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	9	1	0	0	0	0	10
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	3	1	0	0	0	0	4
Unknown	0	0	0	0	0	0	0
Total	**24**	**20**	**4**	**0**	**0**	**0**	**48**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	19	19	4	0	0	0	42
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	2	0	0	0	0	0	2
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	2	1	0	0	0	0	3
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**24**	**20**	**4**	**0**	**0**	**0**	**48**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	2	0	0	0	0	2
20-24	3	0	0	0	0	3
25-29	2	0	0	0	0	2
30-39	9	0	0	0	0	9
40-49	9	0	0	0	0	9
50-59	7	0	0	0	0	7
60-69	9	0	0	0	0	9
70-79	3	0	0	0	0	3
80-Over	3	0	0	0	0	3
Unknown	3	0	0	0	0	3
Total	**50**	**0**	**0**	**0**	**0**	**50**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	1
2-Fire / Explosion	0	39-Unknown	3
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**49**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	42		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	1		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	1	1
A	0	0
B	2	2
C	7	12
PD	15	0
Total	**25**	**15**

Road Character

Road Grade	Total
1-Level	26
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**26**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	21
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	5
14-Other	0
Total	**26**

Light

Light Condition	Total
1-Daylight	19
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	7
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**26**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2019	2020	2021	Total
JANUARY	0	0	2	2
FEBRUARY	0	0	1	1
MARCH	1	0	0	1
APRIL	0	0	1	1
MAY	1	0	1	2
JUNE	0	0	0	0
JULY	1	1	0	2
AUGUST	1	0	3	4
SEPTEMBER	2	1	0	3
OCTOBER	1	1	0	2
NOVEMBER	2	0	0	2
DECEMBER	3	3	0	6
Total	**12**	**6**	**8**	**26**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	3	0	0	11	0	0	0	0	0	0	0	0	0	0	14
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	0	4	0	0	0	0	0	1	0	0	0	0	6
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**26**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	6	1	0	0	0	0	0	0	0	0	0	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	13	0	0	0	0	0	0	0	0	0	1	14
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	1	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**26**

Section 3

SECTION 3

A. ENTRANCE/EXIT LOCATION

The proposed development connects directly to the western side of Auburn Street approximately 650-feet north of the signalized intersection at Auburn Street and Northgate Shopping Plaza. The proposed National Coffee Shop features a drive-through lane, exterior pick-up window service and an indoor counter service area with seating. The proposed drive-through circulates in a counterclockwise direction "*front to back*" around the proposed facility and parking lot. The proposed site plan features a 12-foot drive-through lane with stacking for 11 total vehicles. The proposed exterior window service is located within a protected area found on the south side of the proposed National Coffee Shop building. The proposed site plan and design are illustrated on the plan titled "*84 Auburn Street Redevelopment*" prepared by Acorn Engineering, signed and stamped on October 26, 2022, enclosed herein in the plan "*jacket*" found in the Application.

B. ENTRANCE AND EXIT PLAN VIEW

The site will be accessed via a proposed full-access 40-foot-wide entrance directly onto Auburn Street. Secondary access will be provided for pedestrians through the adjacent driveway to the north of the site which offers access from the parking lot on the western side of the lot to the National Coffee Shop via a proposed 5-foot-wide sidewalk.

Sight distance field measurements recorded at the proposed site entrance looking left and right directionally onto Auburn Street indicate that current sight distances exceed the requirements based on a posted speed limit of 30mph. Looking left, we observed an unobstructed sight distance through the signalized intersection at Sanborn Street, a measurement in excess of 425-feet. Looking Right, an unobstructed sight distance was observed through the signalized intersection at Washington Avenue Connector and Auburn Street, for a distance greater than 650-feet.

C. ENTRANCE/EXIT DESIGN

The proposed project, including any required off-site improvements, will be designed, and constructed as directed by the City of Portland.

Section 4

SECTION 4

TITLE, RIGHT OR INTEREST

A QUITCLAIM DEED, signed and dated March 4th, 2021 provides documentation of 84 Auburn, LLC's ownership of the property located at 84 Auburn Street in the City of Portland.

MAINE REAL ESTATE TAX-Paid

DLN#1002140134495

QUITCLAIM DEED

KNOW ALL PERSONS BY THESE PRESENTS, that, **Adam Mitchell** of 16 Yale Street, Portland, ME 04103, for consideration paid, grants to **84 Auburn, LLC**, a Maine Limited Liability Company with a mailing address of 7 Heather Lane, Falmouth ME 04105, with QUITCLAIM COVENANTS, the premises in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

See Exhibit A attached hereto

IN WITNESS WHEREOF, the said **Adam Mitchell** has caused this instrument to be signed this 4 day of March, 2021 ACM

Witness

Adam Mitchell

STATE OF MAINE
COUNTY OF CUMBERLAND

On this day, March 4, 2021, personally appeared before me the above-named **Adam Mitchell** and acknowledged the foregoing to be his free act and deed.

Notary Public/Attorney
Name: Scott Herrick
My commission expires: Attorney at Law
Scott Herrick
Attorney at Law

EXHIBIT A

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

A certain lot or parcel of land with the buildings and improvements thereon, situated in Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning on the westerly side of said Auburn Street at the northeasterly corner of Lot 23 as shown on a Plan of Highland Park recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 139; thence

Westerly by the northerly line of said Lot 23 and its extension westerly by the northerly line of said Lot 23 and its extension westerly one hundred forty (140) feet to a point; thence

Southerly by land now or formerly of Canteen Co. of Maine on a course parallel with the westerly or rear lot lines of Lots 23, 22, 21, and 20 as shown on said Plan, and maintaining a uniform distance of thirty (30) feet westerly therefrom, a distance of two hundred ten (210) feet, more or less, to the southerly boundary line of land now or formerly of Canteen Co. of Maine and land now or formerly of Clarence S. Cressey, et al; thence

Northeasterly and Easterly by said Cressey land and the southerly line of Lot 20 on said Plan one hundred forty-five (145) feet, more or less, to Auburn Street; thence

Northerly by Auburn Street two hundred (200) feet to the point of beginning; being lots 20 through 23 on said Plan and a portion of Lot 42 on said Plan.

There is also conveyed hereby any structures or buildings which may be situated partly on adjacent land at the westerly boundary line of the within described premises. Also known as and more particularly described as:

That parcel of land situated on the westerly side of Auburn Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a nail set at the northeasterly corner of the premises in the westerly sideline of Auburn Street at land now or formerly of Spinelli Co., Inc.; thence

S 10° 00' 00" E by the westerly sideline of Auburn Street a distance of sixty and thirteen hundredths feet (60.13') to a point in the westerly sideline of Auburn Street; thence

S 10° 29' 00" E by the westerly sideline of Auburn Street a distance of one hundred thirty-nine and eighty-seven hundredths feet (139.87') to a pipe at land now or formerly of John F. LeFevre; thence

S 80° 00' 00" W by land now or formerly of John F. LeFevre a distance of one hundred ten and no hundredths (110.00") to a point at land now or formerly of Charles T. Riddle; thence

S 61° 30'45" W by land now or formerly of Charles T. Riddle a distance of thirty-one and fifty-four hundredths feet (31.54') to a pipe at land now or formerly of Spinelli Co., Inc., thence

N 10° 20' 45" W by land now or formerly of Spinelli Co., Inc. a distance of two hundred ten and no

hundredths feet (210.00') to a nail at land now or formerly of Spinelli Co., Inc., thence

N 80° 00' 00" E by land now or formerly of Spinelli Co., Inc., a distance of one hundred forty and no hundredths feet (140.00') to the point of beginning.

This conveyance is made expressly subject to all conditions, restrictions, easements, covenants and exceptions as set forth on Deed to Adam Mitchell from Alliance Energy LLC dated March 9, 2017 and recorded in the Cumberland County Registry of Deeds in Book 33873, Page 153.

Section 5

SECTION 5

PUBLIC OR PRIVATE RIGHTS-OF-WAY

On the northern side of the lot exists a 15-foot easement for ingress and egress.

Section 6

SECTION 6

SCHEDULE

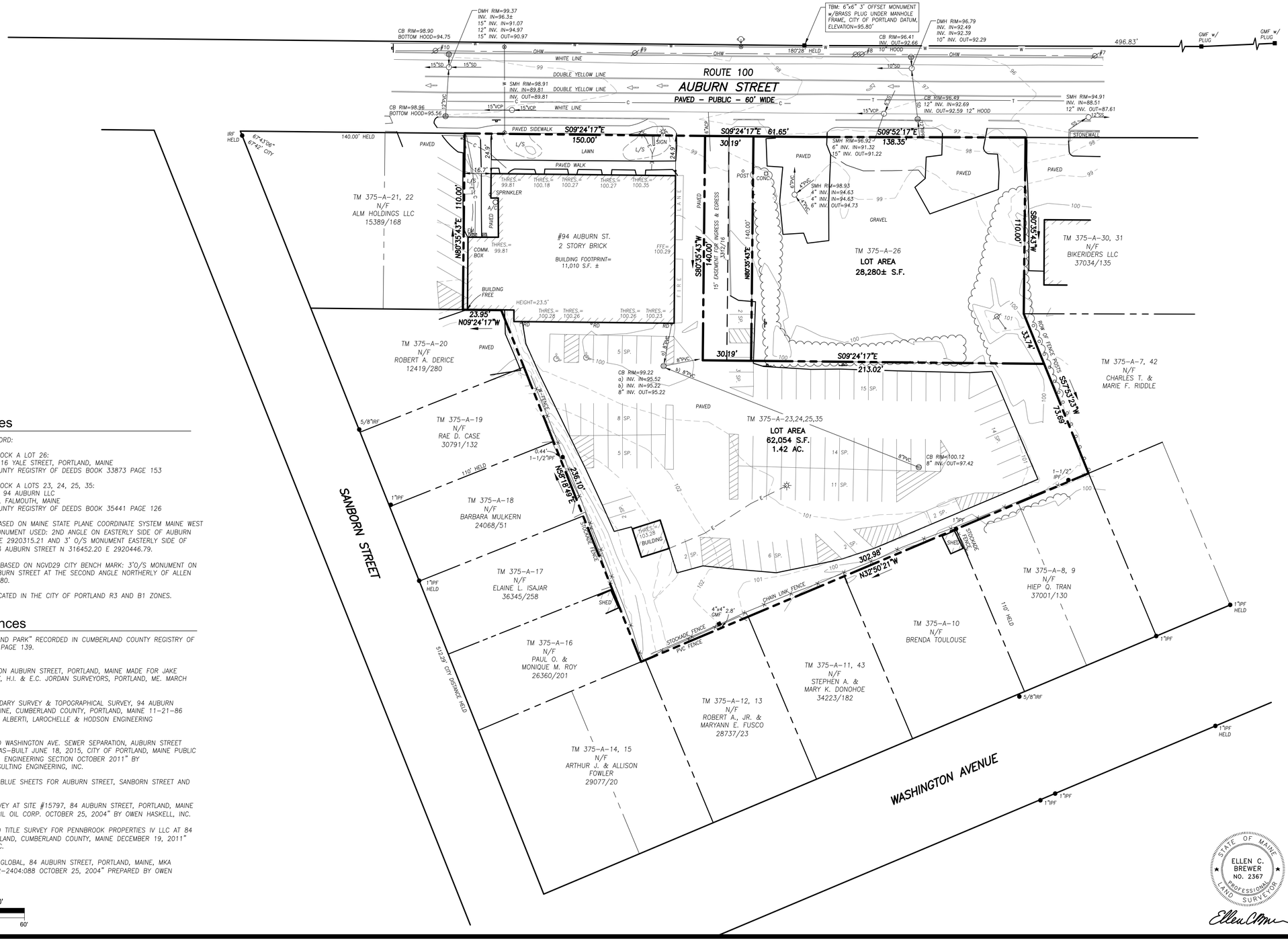
84 Auburn, LLC, is anticipating start of construction during early to mid-spring 2023 with a late 2023 completion.

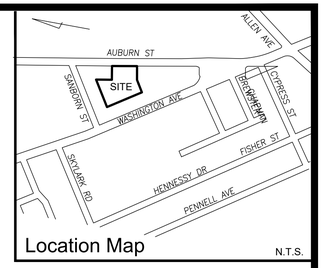
Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X, AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOOD PLAIN, OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0002C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 8, 1998 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.





Legend

●	IRON PIPE OR ROD FOUND
■	MONUMENT FOUND
⌀	UTILITY POLE
○	MANHOLE
⊠ EM/GM	ELECTRIC/GAS METER
	SIGN
▤ ◎	CATCH BASIN
	HYDRANT
⊗	WATER VALVE OR SHUTOFF
☼	LIGHT POLE
○ RD	6" ROOF DRAIN
	CURB
x x	FENCE
OHW	OVERHEAD WIRES
E	UNDERGROUND POWER
W	WATER LINE
T	TELEPHONE
C	COMMUNICATION
SD	STORM DRAIN
SS	SANITARY SEWER
100	1' CONTOUR
N/F	NOW OR FORMERLY
000/000	DEED BOOK / PAGE
IPF/IRF	IRON PIPE OR ROD FOUND
GMF	GRANITE MONUMENT FOUND
L/S	LANDSCAPE

General Notes

1. *OWNERS OF RECORD:*

   TAX MAP 375 BLOCK A LOT 26:
   ADAM MITCHELL, 16 YALE STREET, PORTLAND, MAINE
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33873 PAGE 153

   TAX MAP 375 BLOCK A LOTS 23, 24, 25, 35:
   MSP PROPERTIES 94 AUBURN LLC
   7 HEATHER LANE, FALMOUTH, MAINE
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 35441 PAGE 126

3. *BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY 3"O/S MONUMENT USED: 2ND ANGLE ON EASTERLY SIDE OF AUBURN STREET N 317149.10 E 2920315.21 AND 3" O/S MONUMENT EASTERLY SIDE OF AUBURN STREET AT #3 AUBURN STREET N 316452.20 E 2920446.79.*

4. *ELEVATIONS ARE BASED ON NGVD29 CITY BENCH MARK: 3"O/S MONUMENT ON EASTERLY SIDE OF AUBURN STREET AT THE SECOND ANGLE NORTHERLY OF ALLEN AVENUE ELEVATION 95.80.*

5. *PROPERTY IS LOCATED IN THE CITY OF PORTLAND R3 AND B1 ZONES.*

Plan References

1. *PLAN OF "HIGHLAND PARK" RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 8, PAGE 139.*

2. *"PLAN OF LAND ON AUBURN STREET, PORTLAND, MAINE MADE FOR JAKE WEBB-GREATER REALTY, H.I. & E.C. JORDAN SURVEYORS, PORTLAND, ME. MARCH 1973"*

3. *"STANDARD BOUNDARY SURVEY & TOPOGRAPHICAL SURVEY, 94 AUBURN STREET, PORTLAND, MAINE, CUMBERLAND COUNTY, PORTLAND, MAINE 11-21-86 REV. 1 12/15/86" BY ALBERTI, LAROCHELLE & HODSON ENGINEERING CORPORATION, INC.*

4. *"AUBURN ST. AND WASHINGTON AVE. SEWER SEPARATION, AUBURN STREET EXISTING CONDITIONS, AS-BUILT JUNE 18, 2015, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT, ENGINEERING SECTION OCTOBER 2011" BY GORRILL-PALMER CONSULTING ENGINEERING, INC.*

5. *CITY OF PORTLAND BLUE SHEETS FOR AUBURN STREET, SANBORN STREET AND WASHINGTON AVE.*

6. *"LAND TITLE SURVEY AT SITE #15797, 84 AUBURN STREET, PORTLAND, MAINE MADE FOR EXXON MOBIL OIL CORP. OCTOBER 25, 2004" BY OWEN HASKELL, INC.*

7. *"ALTA/ACSM LAND TITLE SURVEY FOR PENNBROOK PROPERTIES IV LLC AT 84 AUBURN STREET, PORTLAND, CUMBERLAND COUNTY, MAINE DECEMBER 19, 2011" BY OWEN HASKELL, INC.*

8. *"PROJECT NAME: GLOBAL, 84 AUBURN STREET, PORTLAND, MAINE, MKA PROJECT NO. 5930-12-2404:088 OCTOBER 25, 2004" PREPARED BY OWEN HASKELL, INC.*

SCALE : 1" = 30'

0' 15' 30' 60'

STATE OF MAINE
ELLEN C. BREWER
NO. 2367
PROFESSIONAL LAND SURVEYOR

Boundary & Topographic Survey
At
84 & 94 Auburn Street, Portland, Maine
Made for
Acorn Engineering, Inc.
P.O. Box 3372, 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: APRIL 29, 2021	JOB NO. 2021-020 P	
CHECKED BY: ECB	SCALE: 1" = 30'	DRWG. NO. 1	

SITE NOTES:

1. BITUMINOUS SIDEWALK, CONCRETE CURB AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO THE CITY OF PORTLAND STANDARDS.
2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND AND MUTCD STANDARDS.
3. ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT WITH A MAXIMUM RISE OF 30".
6. SITE SIGNAGE SHALL COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PAVEMENT JOINTS MUST BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT.
8. IN ACCORDANCE WITH SECTION 14.6.1 OF THE CITY OF PORTLAND LAND USE CODE, AND SECTION 1.17 OF THE PORTLAND TECHNICAL MANUAL, NEW PARKING LOTS WITH FIVE OR MORE SPACES SHALL INCLUDE ENERGIZED ELECTRICAL OUTLETS OR INSTALLED CHARGERS CAPABLE OF PROVIDING LEVEL 2 ELECTRIC VEHICLE CHARGING OR HIGHER TO 20% OF PARKING SPACES. REMAINING SPACES MUST BE SERVED BY SUFFICIENT CONDUIT, WIRING, AND ELECTRICAL SERVICE TO ALLOW FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT.
9. THE AMOUNT OF PARKING SPACES WAS DETERMINED BASED ON CHAPTER 14, TABLE 19-A OF PORTLANDS TECHNICAL MANUAL: 1 SPACE / 150SF OF RESTURANT OR BAR FLOOR AREA AND 1 SPACE / 400 SF OF GENERAL OFFICE FLOOR AREA.

SPACE AND BULK STANDARDS

ZONE: B1 – NEIGHBORHOOD BUSINESS	REQUIRED	EXISTING	PROPOSED – 84 AUBURN	PRPOSED – 94 AUBURN
BUILDING (PRINCIPAL): MAX. FRONT SETBACK	10'*	N/A	23.09'	24.97'
BUILDING MIN. SIDE SETBACK	NONE, EXCEPT 5' IF ABUTTING A RESIDENTIAL ZONE	N/A	39.48'	2.74'
BUILDING MIN. REAR SETBACK	NONE, EXCEPT 10' IF ABUTTING A RESIDENTIAL ZONE	N/A	43.22'	186.65'
SIDE STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	10'	N/A	N/A	N/A
REAR STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	15'	N/A	N/A	N/A
FLOOR AREA (NON-RESIDENTIAL)	MAX 10,000 SF	N/A	2,250 SF	11,010 SF
STREET FRONTAGE	MIN. 20'	200'	200'	150'
LOT COVERAGE	N/A	0%	8%	18%
BUILDING HEIGHT (OFF-PENINSULA)	MAX. 35'	N/A	<35'	<35'
IMPERVIOUS SURFACE RATIO	90%	32%	79%	77%
PARKING SETBACK	10' FROM ANY STREET LINE	N/A	24.91'	125.32'
PARKING SPACES REQUIRED	*SEE NOTE 9	N/A	17	56
PARKING SPACES PROVIDED	*SEE NOTE 9	N/A	17	101

* PORTLAND DESIGN MANUAL SECTION D.1.A. B1 & B1b NEIGHBORHOOD BUSINESS STANDARDS READS: URBAN STREET WALL IN THE B1, B1b, AND B2b ZONE IT SHALL BE REQUIRED THAT BUILDINGS SHALL BE LOCATED TO CREATE AND PRESERVE AN URBAN STREET WALL.

LANDSCAPE NOTES:

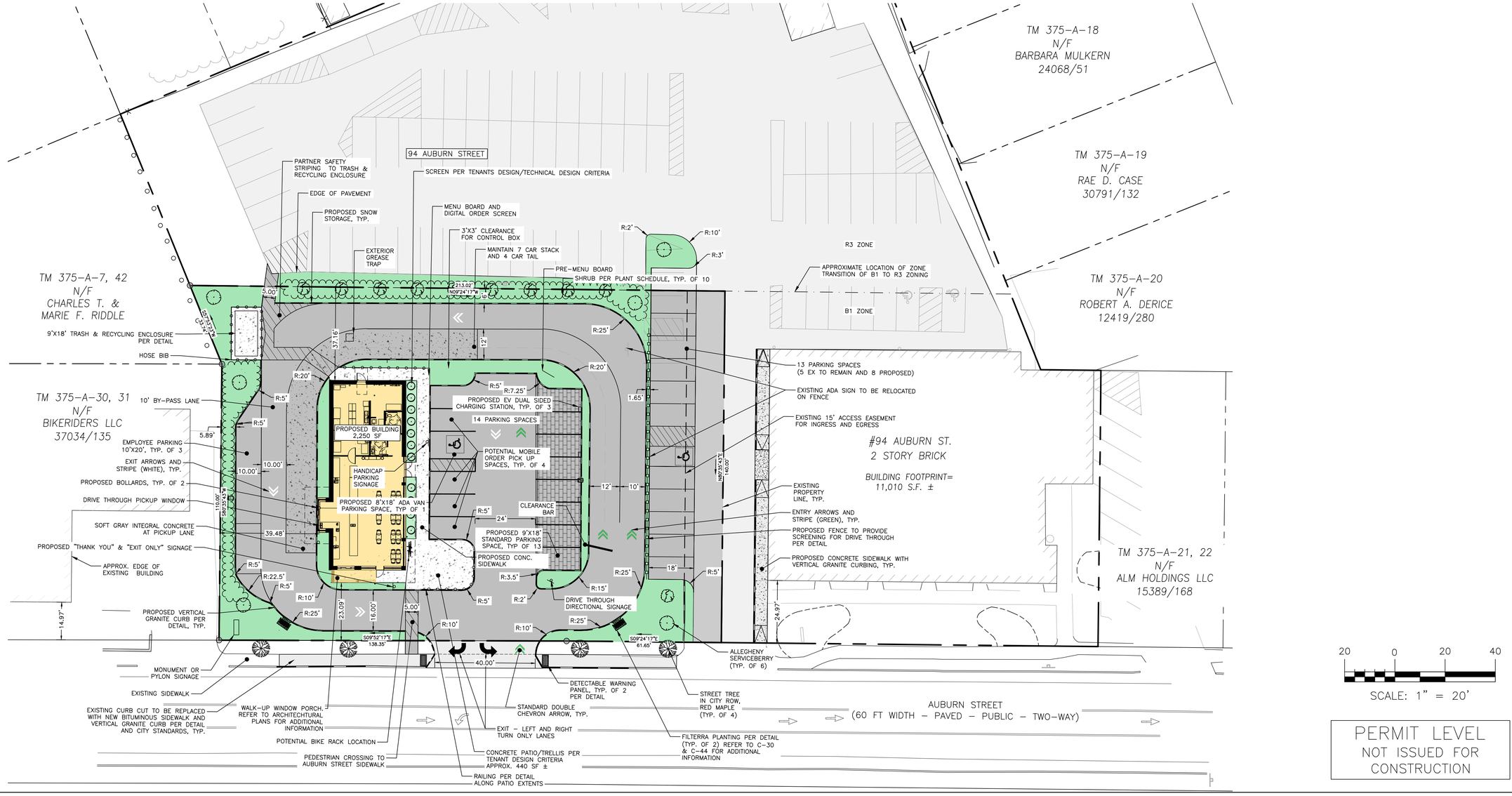
1. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
2. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
3. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. SUBSTITUTIONS TO THE PLANTING SCHEDULE ARE TO BE REVIEWED FOR APPROVAL BY THE TOWN'S DEPARTMENT OF PUBLIC WORKS & TOWN ARBORIST (OR OTHER APPLICABLE TOWN OFFICIAL).
5. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND STANDARDS. ANY SUBSTITUTIONS WILL BE REVIEWED FOR APPROVAL BY THE CITY ARBORIST (OR OTHER APPLICABLE CITY OFFICIAL).
6. CONTRACTOR TO VERIFY UTILITIES ON PROPERTY AND TO PROTECT DURING EXCAVATION FOR PLANTS.
7. CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
8. MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
9. CONTRACTOR SHALL REPAIR DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO ADDITIONAL COST TO OWNER.
10. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REJECTED AND REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO ADDITIONAL COST TO THE OWNER.
11. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.

PLANT SCHEDULE

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SYMBOL
	TREES				
AR	ACER RUBRUM	RED MAPLE	4	2" CAL.	
AL	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	6	5"	
	SHRUBS				
SP	SALIX PURPUREA 'NANA'	PURPLE WILLOW	5	3 GAL.	
SI	SALIX INTEGRA 'HAKURO NISHIKI'	DAPPLED WILLOW	5	3 GAL.	

PARKING SUMMARY

	EXISTING 84 AUBURN STREET	EXISTING 94 AUBURN STREET	PROPOSED 84 AUBURN STREET	PROPOSED 94 AUBURN STREET
9'X18'	0	91	16	98
ADA (8'X18')	0	2	1	3
TOTAL REQUIRED SPACES	N/A	56	1 SPACE/150 SF FLOOR AREA = 17	56
TOTAL SPACES	0	93	17	101



20 0 20 40

SCALE: 1" = 20'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
TMP	PFH	8/30/2022
REVIEW	PFH	12/26/2022

DRAWING NAME: **SITE PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN STREET REDEVELOPMENT**
84 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.
THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ANY MODIFICATION MADE BY ANY PERSON OTHER THAN AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
70 CENTRE STREET, PORTLAND, MAINE 04101
PO BOX 3422 PORTLAND, MAINE 04104
(207) 775-2655

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

SECTION 7 – REQUESTED TRAFFIC STUDY

TRAFFIC MOVEMENT PERMIT APPLICATION

FOR PROPOSED

National Coffee Shop

84 Auburn Street, Portland, Maine

PREPARED FOR: 84 Auburn, LLC

PREPARED BY: Barton and Loguidice, LLC

Date: September 15, 2023

Section 7 Requested Traffic Study: 84 Auburn Street National Coffee Shop

On February 17, 2023 a Scoping Meeting was held for the Traffic Movement Permit Application. At the meeting the following items were requested:

1. Forward the proof that the NOI was published in the newspaper to Tom Errico

2. Synchro Analysis at the site driveway (no need to look at the signalized intersections)
    a. Analysis of the AM Peak Hour
    b. Include driveway adjacent to site – Collect AM counts

3. Crosswalk connecting site to Northgate Shopping Plaza with RRFB
    a. A median in the center turn lane would be accepted – may not work given turning movements
        i. Example: crosswalk north of the intersection of Poland Street and Forest Avenue

4. Collect site turning movement counts, queue lengths and spill data at Forest Avenue and Poland Street Coffee Shop during the AM peak hour.
    a. Determine AM time period to count

5. Perform parking analysis at the 94 Auburn Street location – project increases number of parking spots

6. Include other development trips from the Lambert Woods project on Washington Ave Extension, north of this project.

Following is our response to the requested information from the Scoping Meeting.

1. Proof of NOI being published.

The Notice of Intent was published in the Press Herald and a copy of the NOI is enclosed in the appendix along with a receipt of payment dated January 18, 2023.

2. Synchro/Simtraffic Analysis at Site Driveway

Traffic operations analysis has been performed utilizing the proposed current site plan layout prepared by Acorn Engineering, which utilizes an exit only entrance at the south end of the site, with an enter only entrance at the north end of the site adjacent to the existing full-access entrance to #94 Auburn Street. #94 auburn Street has been included in the analysis. In addition, the City has requested a mid-block crosswalk on Auburn Street with a median between the two proposed #84 site

entrances, this is shown on the current site plan in the Appendix. With the mid-block crosswalk on auburn Street, this leaves about 60 ft. of storage in the center turn lane on Auburn Street for vehicles turning left into the proposed coffee shop. Our traffic analysis will focus on reviewing this storage length and its capacity to handle predicted vehicles queues, in addition to reviewing delay and queueing at both site entrances on Auburn Street.

To perform the requested traffic analysis, we performed traffic counts while school was still in session on May 23, 2023. This time period was important to also capture the morning school traffic in addition to the typical morning commuter traffic. Accordingly, we used these traffic volumes for our analysis and adjusted them by 1% annually to account for a 2024 Post Development Build year. In addition, Other Development trips were accounted for as requested, for the recently approved but not yet built, Lambert Woods project on Washington Avenue Extension, north of this project. These traffic volumes and the site expected trip generation were utilized for analysis and are shown in traffic figures at the end of this report.

Our traffic analysis centers on the 2024 AM Peak Hour Post Development Condition, and involves unsignalized analysis of the proposed coffee shop entrances and the adjacent #94 Auburn Street entrance.

We utilized Synchro/Simtraffic modeling software to perform the analysis for delay, level of service (LOS) and Queueing. Levels of Service rankings are similar to the academic grading system, where an "A" is very good with little delay and "F" represents poor conditions with delay.

The following tables presents the relationship between delay and Level of Service for an unsignalized intersection:

Level of Service Criteria for Unsignalized Intersections

Level of Service	Total Control Delay (sec/veh)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Table 1, below summarizes the results of the capacity analysis performed for the study intersections on Auburn Street for the proposed Coffee Shop and #94 Auburn Street. Table 1 on the next page shows the results determined for the 2024 weekday AM Peak Hour Post-Development Conditions.

Table 1
Level of Service & Queueing Summary
2024 Post-Development Conditions

Proposed Coffee Shop (#84 Auburn St) at Auburn Street

Movement	Delay (sec/veh)	LOS	Average Q	95th Percentile Q
Coffee Shop Eastbound L.T.	11.6	B	28'	57'
Coffee Shop Eastbound R.T.	5.3	A	27'	53'
Auburn St Northbound L.T.	5.8	A	20'	46'
Auburn St Northbound Thru	0.30	A	3'	27'
Auburn St Southbound Thru	0.40	A	2'	14'
Auburn St Southbound R.T.	0.10	A	shared lane with thru movement	

Existing #94 (Auburn St) Entrance at Auburn St

#94 Eastbound L.T.	9.4	A	9'	32'
#94 Eastbound R.T.	5.0	A	shared lane with L.T	
Auburn St Northbound L.T.	3.8	A	3'	19'
Auburn St Northbound Thru	0.10	A	3'	27'
Auburn St Southbound Thru	0.90	A	2'	14'
Auburn St Southbound R.T.	0.10	A	shared lane with thru movement	

The results of the 2024 Weekday AM Peak Hour Post Development condition indicates that all of the movements will operate a LOS "B" or better and there are no issues with predicted queueing and storage lengths. The critical storage length of 50 ft. for the northbound Auburn Street left-turn lane into the proposed coffee shop does not exceed it storage length (approx.. 55 ft.), with an average queue of 20 ft. and 95th queue of 46 ft. The on-site queues at the proposed coffee shop exit left-turn and right-turns include 28 ft. and 27 ft. for the average and 57 ft and 53 ft. for the 95th queues. There also are no issues with queues for the #94 Auburn Street site entrance. Additional detail on the analysis and Synchro/Simtraffic reports can be found in the appendix.

3. Crosswalk connecting site to Northgate Shopping Plaza with RRFB

This proposed crosswalk has been prepared as requested by the City and is consistent with the City's direction of its design with a raised island and RRFBs. This is presented on the Acorn Engineering Site Plan in the Appendix.

4. Collect site turning movement counts, queue lengths and spill data at Forest Avenue and Poland Street Coffee Shop during the AM peak hour.

Collected Data: Traffic Data was collected at a similar existing national coffee shop on Forest Avenue in Portland. The data was collected on June 8, 2023 between the hours of 630 AM and 930 AM. This time period was chosen as it was the beginning of the summer when traffic volumes tend to increase while at the same time the Portland Schools were still open and the school traffic was also on the roads during the data collection time period. The queues on site were observed for this three-hour time period in the morning when the coffee shop is at its busiest and on-site queue lengths were recorded every 2 minutes starting at 630 AM. In total 91 data points were collected.

The data indicates that during the time period queue lengths varied from 0 (no cars) to a max of 12 cars. The 12 car maximum queue was only observed one time during the three-hour period and that was at 8:12 AM. An 11 car queue was only observed twice during the time period and that was at 8:18 and 8:28. A 10 vehicle queue was observed eight time during the time period at 8:02, 8:04, 8:10, 8:14, 8:16, 8:20, 8:24, and 8:28. The period of time that 10 or more vehicle queues were observed was localized during the time period between 8:12 and 8:38. During a majority of the time period the observed queues were 5 to 6 vehicles or less. For further detail, this data is presented in the appendix.

Proposed Site Comparison: This data compares favorably to the proposed coffee shop site at 84 Auburn Street. A review of the site layout indicates that there is approximately 330 ft. from the pick-up window on the south side of the site to the curbline on Auburn Street at the site entrance. Based on vehicle storage requirements of 20 to 25 ft. per vehicle, this equates to the site having storage capacity of 13.2 to 16.5 vehicles.

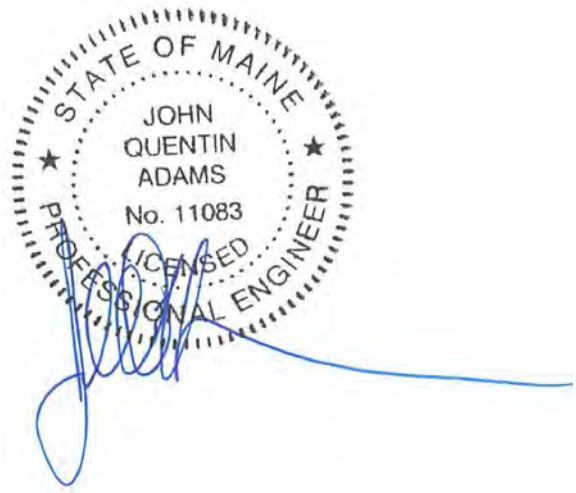
Based on this analysis, the proposed site layout should be able to handle and process drive-thru customers utilizing the proposed storage on-site without spillback onto Auburn Street.

5. Perform parking analysis at the 94 Auburn Street location – project increases number of parking spots.

Excess parking is no longer being pursued by the Applicant, so therefore a response to this comment is no longer required.

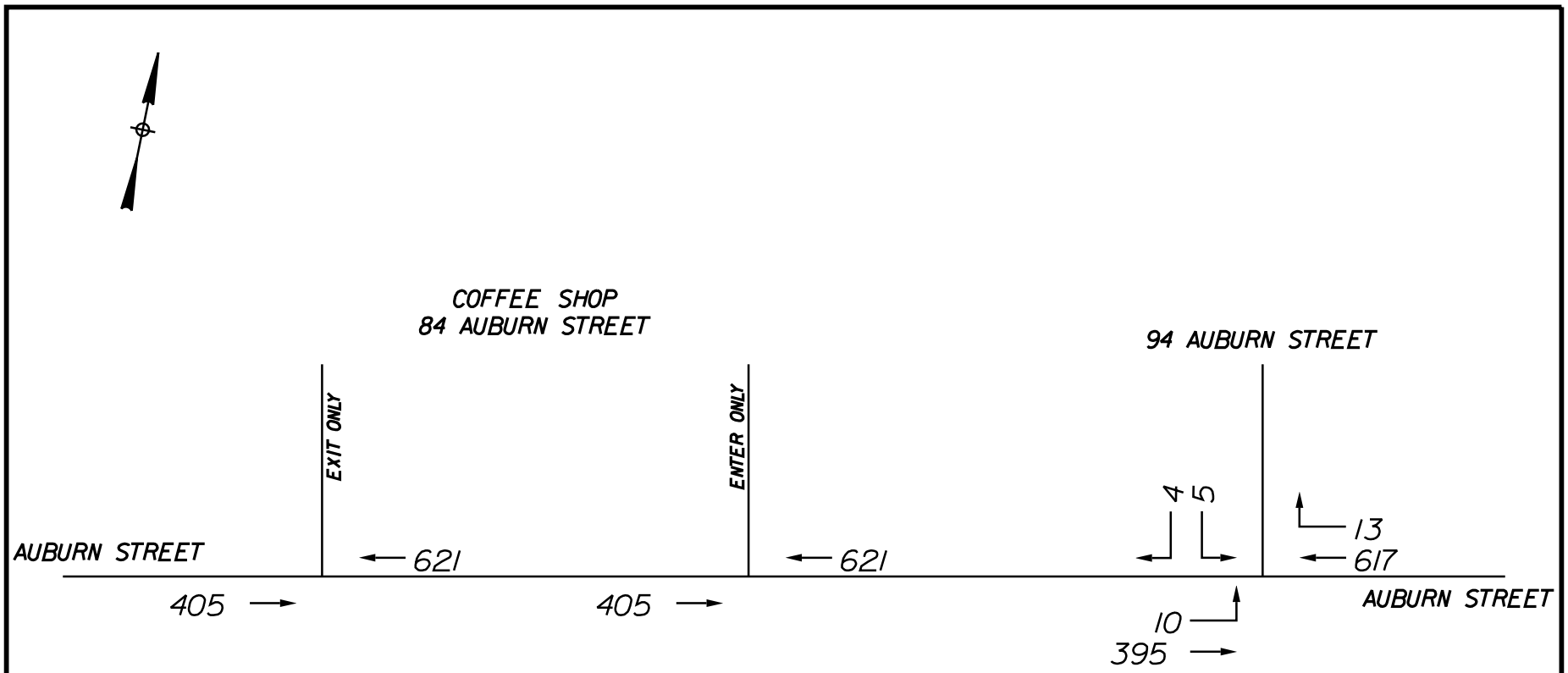
6. Include other development trips from the Lambert Woods project on Washington Ave Extension, north of this project.

Based on direction we received at the project Scoping Meeting on February 17, 2023, the Lambert Woods project was the only other development trips we needed to account for and we have done this and these trips are shown in Figure 3 and the end of this report and have been included in the AM Peak Hour Post Development analysis.



John Q. Adams, PE, PTOE, Date: 09/15/2023

TRAFFIC FIGURES



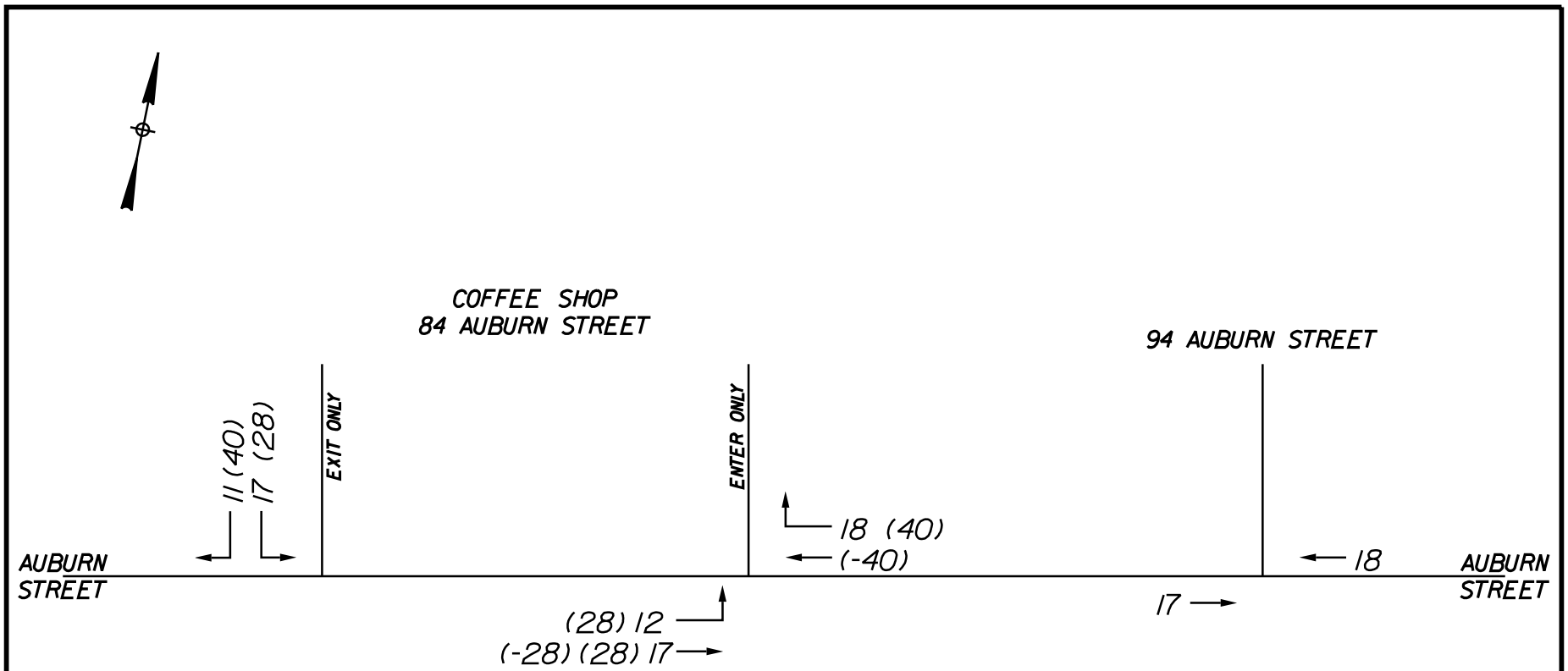
2023 AM PEAK HOUR TRAFFIC VOLUMES

FIGURE 1

AM PEAK HOUR: 7-30 AM TO 8:30 AM

84 AUBURN STREET
COFFEE SHOP
PORTLAND, MAINE
DATE: SEPT., 2023

Barton & Loguidice



AM PEAK HOUR
SITE GENERATED TRIPS

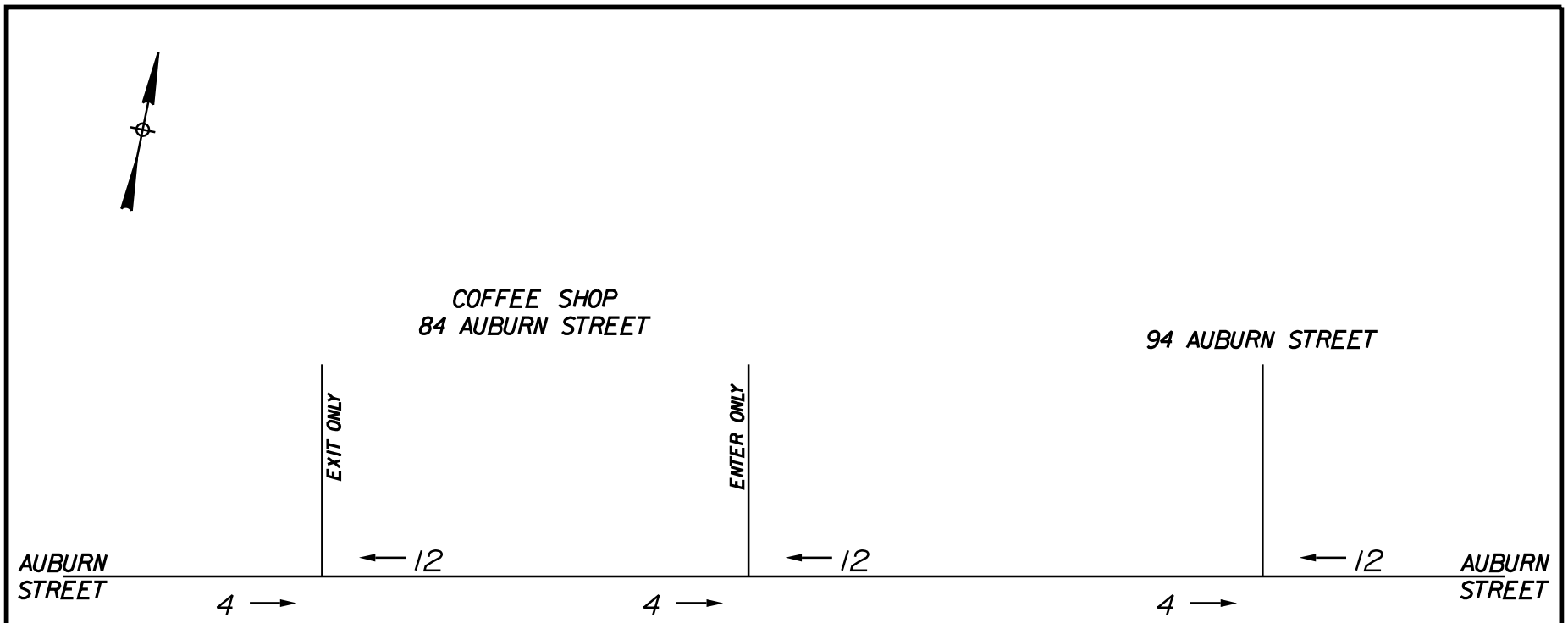
FIGURE 2

LEGEND
XX = PRIMARY TRIPS
(XX) = PASS-BY TRIPS

AM PEAK HOUR: 7:30 AM TO 8:30 AM

84 AUBURN STREET
COFFEE SHOP
PORTLAND, MAINE
DATE: SEPT., 2023

Barton & Loguidice



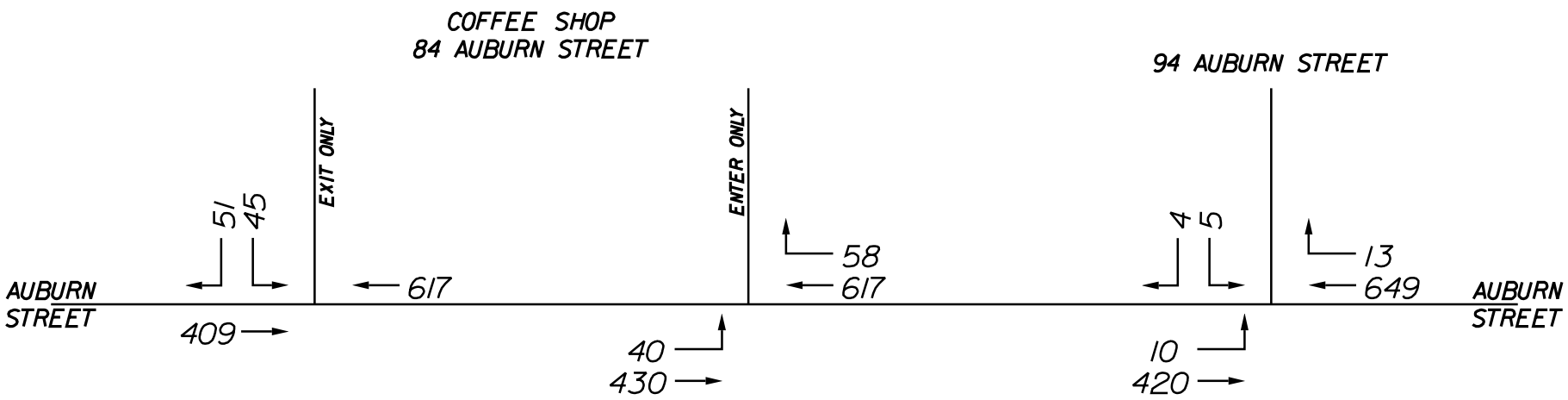
OTHER DEVELOPMENT TRIPS
(LAMBERT WOODS, WASHINGTON AVE EXT)

FIGURE 3

ASSUME 50% OF LAMBERT WOODS AUBURN STREET TRIPS IMPACT PROJECT AREA

84 AUBURN STREET
COFFEE SHOP
PORTLAND, MAINE
DATE: SEPT., 2023

Barton & Loguidice



2024 AM PEAK HOUR
POST-DEVELOPMENT TRAFFIC VOLUMES

FIGURE 4

*INCLUDES ANNUAL ADJUSTMENT OF 1% ON AUBURN ST THROUGH VOLUMES

AM PEAK HOUR: 7:30 AM TO 8:30 AM

84 AUBURN STREET
COFFEE SHOP
PORTLAND, MAINE

DATE: SEPT., 2023

Barton & Loguidice

APPENDIX

1. Site Plan, 84 Auburn St, by Acorn Engineering, 5/30/23
2. Proof of NOI Publishing
3. Synchro/Simtraffic Reports 2024 AM Post Development
4. Queueing Observations Data from Coffee Shop Forest Ave

SITE NOTES:

1. BITUMINOUS SIDEWALK, CONCRETE CURB AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO THE CITY OF PORTLAND STANDARDS.
2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND AND MUTCD STANDARDS.
3. ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT WITH A MAXIMUM RISE OF 30".
6. SITE SIGNAGE SHALL COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PAVEMENT JOINTS MUST BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT.
8. IN ACCORDANCE WITH SECTION 14.6.1 OF THE CITY OF PORTLAND LAND USE CODE, AND SECTION 1.17 OF THE PORTLAND TECHNICAL MANUAL, NEW PARKING LOTS WITH FIVE OR MORE SPACES SHALL INCLUDE ENERGIZED ELECTRICAL OUTLETS OR INSTALLED CHARGERS CAPABLE OF PROVIDING LEVEL 2 ELECTRIC VEHICLE CHARGING OR HIGHER TO 20% OF PARKING SPACES. REMAINING SPACES MUST BE SERVED BY SUFFICIENT CONDUIT, WIRING, AND ELECTRICAL SERVICE TO ALLOW FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT.
9. THE AMOUNT OF PARKING SPACES WAS DETERMINED BASED ON CHAPTER 14, TABLE 19-A OF PORTLANDS TECHNICAL MANUAL: 1 SPACE / 150SF OF RESTURANT OR BAR FLOOR AREA AND 1 SPACE / 400 SF OF GENERAL OFFICE FLOOR AREA.

SPACE AND BULK STANDARDS

ZONE: B1 – NEIGHBORHOOD BUSINESS	REQUIRED	EXISTING	PROPOSED – 84 AUBURN	PROPOSED – 94 AUBURN
BUILDING (PRINCIPAL): MAX. FRONT SETBACK	10'*	N/A	10.00'	24.97'
BUILDING MIN. SIDE SETBACK	NONE, EXCEPT 5' IF ABUTTING A RESIDENTIAL ZONE	N/A	38.67'	2.74'
BUILDING MIN. REAR SETBACK	NONE, EXCEPT 10' IF ABUTTING A RESIDENTIAL ZONE	N/A	50.24'	186.65'
SIDE STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	10'	N/A	N/A	N/A
REAR STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	15'	N/A	N/A	N/A
FLOOR AREA (NON-RESIDENTIAL)	MAX 10,000 SF	N/A	2,250 SF	11,010 SF
STREET FRONTAGE	MIN. 20'	200'	200'	150'
LOT COVERAGE	N/A	0%	8%	18%
BUILDING HEIGHT (OFF-PENINSULA)	MAX. 35'	N/A	<35'	EXIST <35'
IMPERVIOUS SURFACE RATIO	90%	32%	66%	77%
PARKING SETBACK	10' FROM ANY STREET LINE	N/A	24.94'	125.32'

* PORTLAND DESIGN MANUAL SECTION D.1.A. B1 & B1b NEIGHBORHOOD BUSINESS STANDARDS READS: URBAN STREET WALL IN THE B1, B1b, AND B2b ZONE IT SHALL BE REQUIRED THAT BUILDINGS SHALL BE LOCATED TO CREATE AND PRESERVE AN URBAN STREET WALL.

LANDSCAPE NOTES:

1. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
2. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
3. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. SUBSTITUTIONS TO THE PLANTING SCHEDULE ARE TO BE REVIEWED FOR APPROVAL BY THE TOWN'S DEPARTMENT OF PUBLIC WORKS & TOWN ARBORIST (OR OTHER APPLICABLE TOWN OFFICIAL).
5. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND STANDARDS. ANY SUBSTITUTIONS WILL BE REVIEWED FOR APPROVAL BY THE CITY ARBORIST (OR OTHER APPLICABLE CITY OFFICIAL).
6. CONTRACTOR TO VERIFY UTILITIES ON PROPERTY AND TO PROTECT DURING EXCAVATION FOR PLANTS.
7. CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
8. MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
9. CONTRACTOR SHALL REPAIR DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO ADDITIONAL COST TO OWNER.
10. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REJECTED AND REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO ADDITIONAL COST TO THE OWNER.
11. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.

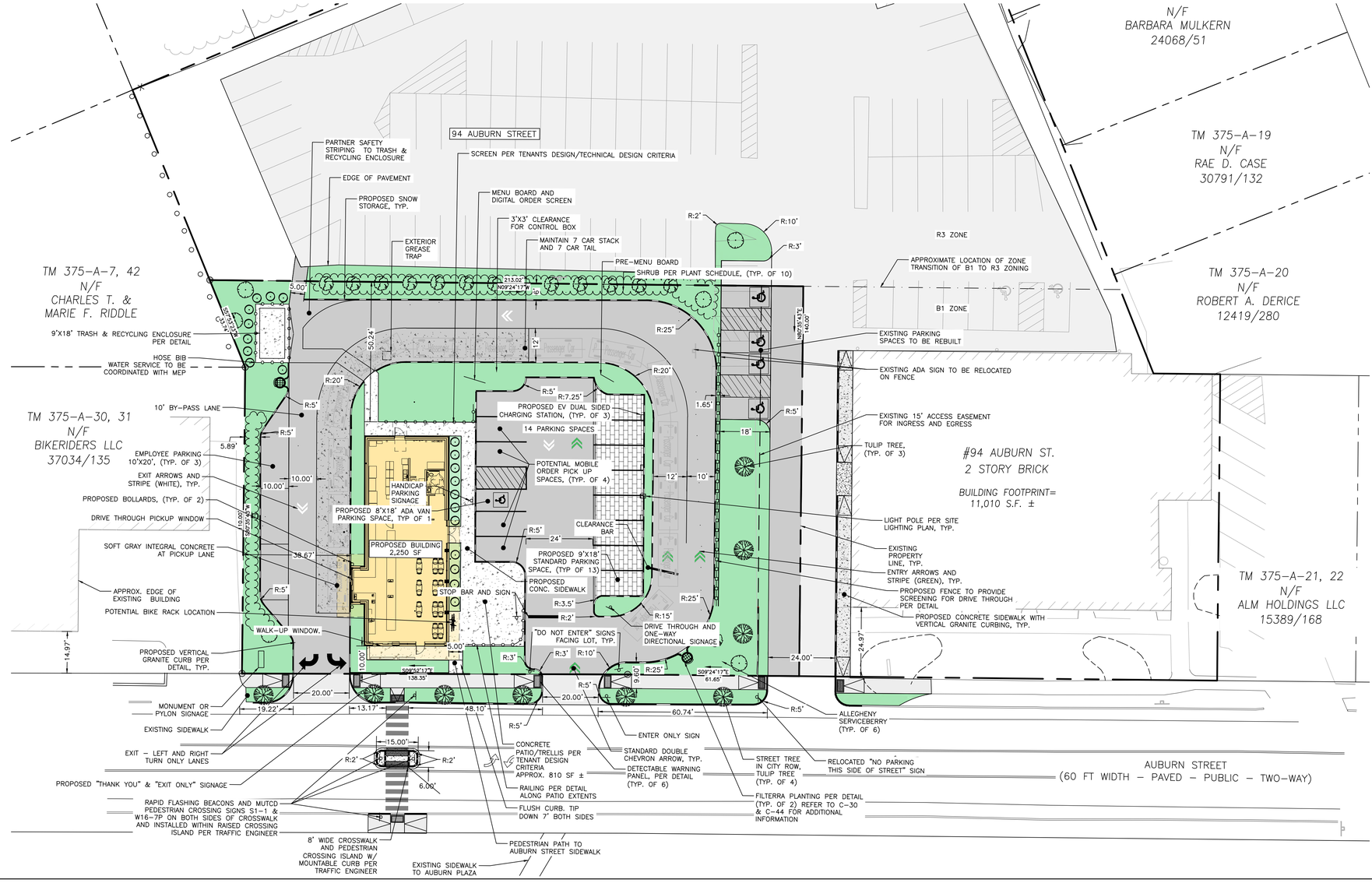
PLANT SCHEDULE

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SYMBOL
TREES					
LT	LIRIODENDRON TUPIFERA	TULIP TREE	7	2" CAL.	
AL	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	6	5"	
SHRUBS					
SP	SALIX PURPUREA 'NANA'	PURPLE WILLOW	13	3 GAL.	
SI	SALIX INTEGRA 'HAKURO NISHIKI'	DAPPLED WILLOW	21	3 GAL.	

PARKING SUMMARY

	EXISTING 84 AUBURN STREET	EXISTING 94 AUBURN STREET	PROPOSED 84 AUBURN STREET	PROPOSED 94 AUBURN STREET
9'X18'	0	91	16	87
ADA (8'X18')	0	2	1	6
TOTAL REQUIRED SPACES	N/A	55	1 SPACE/150 SF FLOOR AREA = 17	55
TOTAL SPACES	0	93	17	93

*THE AMOUNT OF PARKING SPACES WAS DETERMINED BASED ON CHAPTER 14, TABLE 19-A OF PORTLAND MAINE LAND USE CODE: 1 SPACE/150 SF OF RESTAURANT OR BAR FLOOR AREA AND 1 SPACE/400 SF OF GENERAL OFFICE FLOOR AREA.



20 0 20 40

SCALE: 1" = 20'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
TMP	PFH 8/30/22
CSS	PFH 12/1/22
MAJOR SITE PLAN	PFH 1/4/23
CITY COMMENTS	PFH 2/28/23

DRAWING NAME: **SITE PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.
ACORN ENGINEERING, INC.
70 FORE RIVER PKWY, PORTLAND, MAINE 04101
PO BOX 3422 PORTLAND, ME 04104 (207) 775-2655

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FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

NOTICE OF INTENT TO FILE

Please take notice that:

4 Auburn, LLC

Is intending to file a Maine Department of Transportation Traffic Movement Permit application with the City of Portland under their delegated review authority pursuant to the provisions of 23 M.R.S.A. § 704–A on or about

January 10, 2023

The application is for:

Development of a 2,250 square-foot National Coffee Shop with counter and drive-through window service. The proposed project is expected to generate the following peak hour trips:

Weekday AM Peak Hour of Site = 228 trips
Weekday AM Peak Hour of Street = 194 trips

At the following location: **84 Auburn Street, Portland, Maine 04103**

A request for a public hearing must be received by the City, in writing, no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the City of Portland's Planning and Urban Development office, during normal working hours.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

SUN JOURNAL | FORECASTER GROUP
Advertiser Democrat | American Journal
Bethel Citizen | Franklin Journal | Lakes Region Weekly
Livermore Falls Advertiser | Penobscot Times
Rangeley Highlander | Rumford Falls Times

part of the masthead maine network | masthead.me

PAYMENT RECEIPT

TRAFFIC SOLUTIONS
WILLIAM BRAY
235 BANCROFT ST
PORTLAND, ME 04102

Thank you for your Payment

Account Number: S48140

Payment Amount: $ 600.25

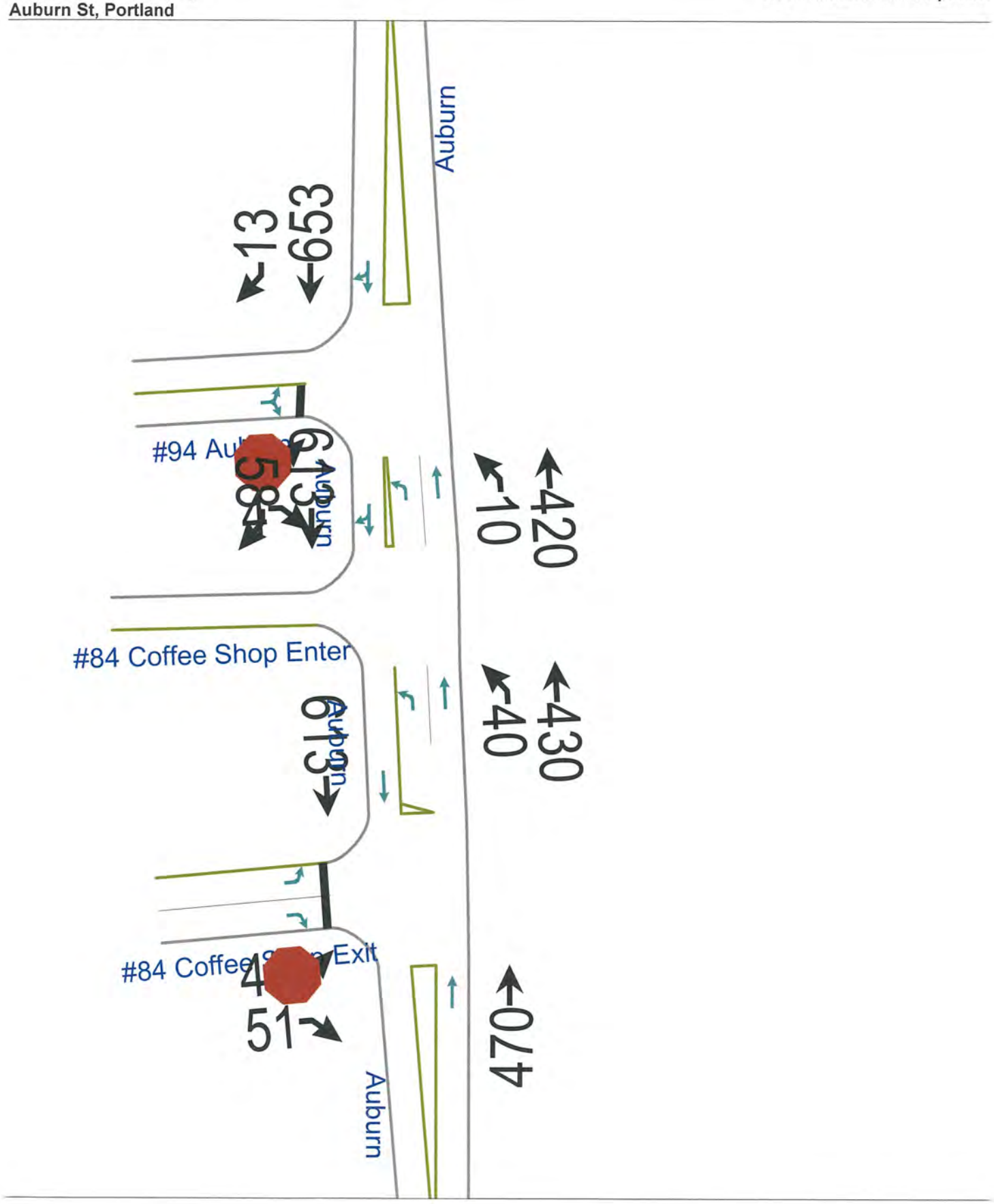
Description: 0405864. Payment Received on 18-JAN-2023

Payment Method: Gemstone CC (SMG) **Credit Card #:** xxxx3660

Payment Date: 01/18/23

Thank you,
Finance Department

(207)791- 6696
Monday-Friday 8am-5pm
billing@mainetoday.com


Auburn
13
653
#94 Au
613
584
Auburn
420
10
#84 Coffee Shop Enter
613
Auburn
430
40
#84 Coffee
Exit
4
51
Auburn
074

Summary of All Intervals

Run Number	1	3	4	5	7	Avg
Start Time	7:25	7:25	7:25	7:25	7:25	7:25
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1248	1251	1257	1270	1263	1257
Vehs Exited	1249	1256	1253	1265	1266	1257
Starting Vehs	5	7	5	1	6	4
Ending Vehs	4	2	9	6	3	3
Travel Distance (mi)	105	105	105	106	106	105
Travel Time (hr)	4.7	4.8	4.7	4.7	4.7	4.7
Total Delay (hr)	0.9	1.0	1.0	0.9	0.9	0.9
Total Stops	129	138	121	107	143	128
Fuel Used (gal)	5.2	5.3	5.3	5.3	5.3	5.3

Interval #0 Information Seeding

Start Time	7:25
End Time	7:30
Total Time (min)	5

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	3	4	5	7	Avg
Vehs Entered	1248	1251	1257	1270	1263	1257
Vehs Exited	1249	1256	1253	1265	1266	1257
Starting Vehs	5	7	5	1	6	4
Ending Vehs	4	2	9	6	3	3
Travel Distance (mi)	105	105	105	106	106	105
Travel Time (hr)	4.7	4.8	4.7	4.7	4.7	4.7
Total Delay (hr)	0.9	1.0	1.0	0.9	0.9	0.9
Total Stops	129	138	121	107	143	128
Fuel Used (gal)	5.2	5.3	5.3	5.3	5.3	5.3

1: Auburn & #94 Auburn Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.5	0.7	0.3
Total Del/Veh (s)	9.4	5.0	3.8	0.1	0.9	0.1	0.7

2: Auburn & #84 Coffee Shop Exit Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.0	0.2
Total Del/Veh (s)	11.6	5.3	0.7	0.3	1.1

5: Auburn & #84 Coffee Shop Enter Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	0.3	0.4	0.1	0.6

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	2.2

Intersection: 1: Auburn & #94 Auburn

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	34	31
Average Queue (ft)	9	3
95th Queue (ft)	32	19
Link Distance (ft)	61	33
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Auburn & #84 Coffee Shop Exit

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	67	56	17
Average Queue (ft)	28	27	1
95th Queue (ft)	57	53	9
Link Distance (ft)	62	62	110
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Auburn & #84 Coffee Shop Enter

Movement	NB	NB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	41	55	21
Average Queue (ft)	20	3	2
95th Queue (ft)	46	27	14
Link Distance (ft)		54	33
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	1	0
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	2	0	

Network Summary

Network wide Queuing Penalty: 5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	5	4	10	420	653	13
Future Volume (vph)	5	4	10	420	653	13
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.85	0.85	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	4	12	494	726	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	12	494	740	0

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	45	51	0	470	613	0
Future Volume (vph)	45	51	0	470	613	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.85	0.90	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	49	55	0	553	681	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	55	0	553	681	0

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	0	0	40	430	613	58
Future Volume (vph)	0	0	40	430	613	58
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.85	0.85	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	47	506	681	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	47	506	745	0

Intersection Summary

Starbucks Stacking Cue - Forest Avenue Site June 08, 2023

Time	Stacking Cue
6:30	3
6:32	4
6:34	2
6:36	2
6:38	1
6:40	0
6:42	1
6:44	3
6:46	4
6:48	3
6:50	2
6:52	1
6:54	2
6:56	0
6:58	2
7:00	2
7:02	1
7:04	2
7:06	7
7:08	4
7:10	5
7:12	6
7:14	4
7:16	3
7:18	4
7:20	6
7:22	6
7:24	5
7:26	4
7:28	3
7:30	0
7:32	1
7:34	0
7:36	3
7:38	4
7:40	8
7:42	7
7:44	6
7:46	5
7:48	7
7:50	4
7:52	6
7:54	9
7:56	8

7:58	7
8:00	8
8:02	10
8:04	10
8:06	8
8:08	9
8:10	10
8:12	12
8:14	10
8:16	10
8:18	11
8:20	10
8:22	9
8:24	10
8:26	9
8:28	11
8:30	8
8:32	8
8:34	7
8:36	7
8:38	10
8:40	5
8:42	8
8:44	8
8:46	5
8:48	5
8:50	6
8:52	8
8:54	5
8:56	3
8:58	2
9:00	0
9:02	1
9:04	3
9:06	2
9:08	4
9:10	4
9:12	4
9:14	6
9:16	7
9:18	5
9:20	3
9:22	4
9:24	3
9:26	4
9:28	3
9:30	2

ACORN ENGINEERING, INC.

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

March 20, 2023

Subject: 84 & 94 Auburn Street Neighborhood Meeting

I, Mike Triglione, hereby certify that a neighborhood meeting was held on March 15, 2023 at 94 Auburn Street at 5:30 pm.

I also certify that on March 3rd, 2023, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the "interested parties" list.

Sincerely,

Mike Triglione, P.E.
Project Engineer
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

ACORN ENGINEERING, INC.

84-94 Auburn St Major Site Plan

Neighborhood Meeting Minutes

March 15, 2023 / 5:30 pm
94 Auburn Street, Portland, ME

Project Team Attendees:

Peter Heil (PH): Civil Engineer/Presenter (Acorn Engineering)

Mike Triglione (MT): Civil Engineer/Note Taker (Acorn Engineering)

Mike Pride (MP): Developer/Applicant (84 Auburn, LLC)

Bill Bray (BB): Transportation Engineer (Barton & Loguidice)

Meeting started at approximately 5:30 pm.

Presentation:

Peter Heil:

- Neighborhood meeting housekeeping
- Team introduction
- High level neighborhood overview
- Zooming in to focus on site improvements – 94 Auburn parking improvements & new coffee shop with drive through
- Design has recently been revised from one curb cut to two
- Architectural elevations
- Next steps: Planning board workshop 4/11/23

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Neighbor: What coffee chain will it be? There is preference for a local company as opposed to national chain.

- **PH**: Cannot state at this time.

Neighbor: This is not a good place for a drive through. This section of Washington Ave is too crowded. There are concerns about queuing backing up into the street. Will there be a traffic study?

- **PH**: There will be a traffic study associated with a Traffic Movement Permit that is reviewed and approved by the City.

Neighbor: Agree with previous comment, concerns about the use of coffee shop with a drive through. Forest Ave Starbucks backs up into the roadway. Also showing support for local coffee business.

- **PH**: The City Board of Appeals had previously approved a drive through for this site a few years ago.

Neighbor: Is there a space for hanging out reading books, working on laptop, etc. planned for new building?

- **PH**: There is seating planned for both indoors and outdoors.

Neighbor: What does the traffic study look for?

- **BB**: The study is required to obtain a Traffic Movement Permit (TMP) due to trip generation. The City has delegated review authority. Scoping meeting gives instructions to traffic engineer on what needs to be studied for project. In general: trip generation, amount of traffic in/out of 94 Auburn Street, directional flow of traffic in and out of proposed coffee shop, crash information, sight distance, looking at crosswalk across Auburn St, etc. .

Neighbor: Several years ago the traffic light at Sanborn and Auburn Street was changed to flashing yellow, which had a negative effect. Sped up traffic, could not exit street in the morning. It has since changed back to regular stoplight. Will this light be changed due to this project?

- **BB**: While I am unaware of the specifics of that traffic light, it is unlikely that it will be impacted and unlikely the city will remove that traffic light.

Neighbor: What is intended to happen with the Mobil Station up the street?

- **PH**: Can't comment on other projects. The TMP will look at existing & future uses that have filed a TMP ahead of our submission.

Neighbor: What is the opening date for the new coffee shop?

- **PH**: Anticipated approximately 2 years out

Neighbor: The proposed crosswalk looks like an accident waiting to happen.

Neighbor: Where will the workshop be?

- **PH**: It is hosted online, the zoom link will be posted the City agenda center online.

Neighbor: Where can other public comments be directed?

- **PH**: Austen Torres-David, City Planner, austentd@portlandmaine.gov

Meeting concluded at approximately 6:00 pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

Recorded by,

Mike Triglione, PE
Project Engineer, Acorn Engineering, Inc.
mtriglione@acorn-engineering.com

84 & 94 Auburn Street Neighborhood Meeting
3/15/23 | 5:30 pm

Sign-in Sheet

Name	Email
Gretchen Greenberg	Gretch1949@gmail.com
Ed Jaczuk	Ed.jackzuk@gmail.com
Alexis Worn	Alexisworn@gmail.com
Elain Isajar	Elainisajar@gmail.com
Joan Tstsonis	Joantwin2jean@gmail.com
Ed Wolak	Ed9914@AOL.com
Project Team	
Mike Pride – Owner/Applicant	pridemike@hotmail.com
Peter F. Heil, P.E.	pheil@acorn-engineering.com
Michael Triglione, P.E.	mtriglione@acorn-engineering.com
David Horne, E.I.	dhorne@acorn-engineering.com
Bill Bray, P.E.	trafficsolutions@maine.rr.com

Doc#: 79213 Bk:37521 Pg: 215

Att. 25

CITY OF PORTLAND
Permitting and Inspections Department

CERTIFICATE OF VARIANCE APPROVAL

I, Donna Katsiaficas, the duly appointed Chair of the Board of Appeals for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 19th day of November, 2020, the following variance was granted pursuant to the provisions of 30-A M.R.S.A. Section 4353(5) and the City of Portland's Code of Ordinances.

1. **Current Property Owner: Adam Mitchell**

2. **Property: 84 Auburn Street, Portland, ME** **CBL: 375 A026**
Cumberland County Registry of Deeds, **Book: 33873 Page: 153**
Last recorded deed in chain of Title: **3/10/2017.**

Variance and Conditions of Variance:
To grant relief from section 14-162(a)(2)(e) of the Land Use Zoning Ordinance to eliminate the prohibition on drive through sales for retail establishments.

IN WITNESS WHEREOF, I have hereto set my hand and seal this 23 day of November, 2020.

Donna Katsiaficas
Chair of City of Portland Zoning Board

STATE OF MAINE
Cumberland, ss.

Then personally appeared the above-named and acknowledged the above certificate to be her free act and deed in her capacity as Chair of the Portland Board of Appeals, with her signature witnessed on *11/23/*2020.

James N. Katsiaficas
Attorney at Law
Bar#3029

PURSUANT TO 30-A M.R.S.A. SECTION 4353(5), THIS CERTIFICATE MUST BE RECORDED BY THE PROPERTY OWNER IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN 90 DAYS FROM FINAL WRITTEN APPROVAL FOR THE VARIANCE TO BE VALID. FURTHERMORE, THIS VARIANCE IS SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 14-474 OF THE CITY OF PORTLAND'S CODE OF ORDINANCES.

CITY OF PORTLAND
Permitting and Inspections Department

Received
Recorded Register of Deeds
Dec 03,2020 07:57:27A
Cumberland County
Nancy A. Lane

DOC :15630 BK:40136 PG:300
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
05/19/2023, 10:10:26A
Register of Deeds Jessica M. Spaulding E-RECORDED

Att. 26

CITY OF PORTLAND, MAINE
CERTIFICATE OF VARIANCE APPROVAL

I, Joseph Zamboni, the duly appointed Chair of the Board of Appeals for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 4th day of May, 2023, the following variance was granted pursuant to the provisions of 30-A M.R.S.A. Section 4353(5) and the City of Portland's Code of Ordinances.

1. **Current Property Owner: 84 Auburn, LLC**

2. **Property: 84 Auburn Street, Portland Maine CBL: 375 A026**
   Cumberland County Registry of Deeds, **Book: 37890 Page: 331**
   Last recorded deed in chain of Title:**3/4/2021**

3. **Variance and Conditions of Variance**:
   To grant relief from section 6.6.2.D, Chapter 14 of the City of Portland Code of Ordinances to allow a drive-through at the proposed retail establishment on the subject property.

IN WITNESS WHEREOF, I have hereto set my hand and seal this 5th day of May, 2023

, Chair of
City of Portland Zoning Board,
Joseph Zamboni

STATE OF MAINE
Cumberland, ss.

Then personally appeared the above-named Joseph Zamboni and acknowledged the above certificate to be his free act and deed in his capacity as Chair of the Portland Zoning Board of Appeals, with his signature witnessed on May 5, 2023.

Notary Public
April Woodcock

APRIL LEE WOODCOCK
NOTARY PUBLIC
CUMBERLAND COUNTY
MAINE
MY COMMISSION EXPIRES APRIL 22, 2028

My term expires

PURSUANT TO 30-A M.R.S.A. SECTION 4353(5), THIS CERTIFICATE MUST BE RECORDED BY THE PROPERTY OWNER IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN 90 DAYS FROM FINAL WRITTEN APPROVAL FOR THE VARIANCE TO BE VALID. FURTHERMORE, THIS VARIANCE IS SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 14-474 OF THE CITY OF PORTLAND'S CODE OF ORDINANCES.

389 Congress St Portland, Maine 04101 (207) 874-8730 FAX 874-8949 TTY 874-8936

ACORN ENGINEERING, INC.

Austen Torres Davis – City Planner
City of Portland
Planning & Urban Development Department
389 Congress Street, 4th Floor
Portland, ME 04101

March 27, 2023

Subject: Comment Response Letter – PL-002298-2022
84/94 Auburn Street Redevelopment, Portland Maine

Austen,

On behalf of MSP Properties 94 Auburn LLC and 84 Auburn, LLC (c/o Mike Pride), we are pleased to respond to the Staff Comments, dated 3/24/22, for the 84 & 94 Auburn Street redevelopment project.

Please find responses to the comments received thus far below.

GENERAL

Comment – *Please provide more information on the parking area at Plan-Right (north of the drive-thru property). Will this be used as parking for the coffee shop? If not, it would be preferable to landscape this area as there is no connection between it and the new business, and the adjacent property has ample parking.*

Response – This area is an existing parking area benefiting 94 Auburn Street, within a shared easement. The proposal is to expand this parking area by (7) new spaces and provide additional ADA accessible spaces closer to the main entry into 94 Auburn Street. As part of the lease agreement with the proposed coffee shop, the future tenant does have an agreement to park within these spots.

Comment – *Please provide more information on the proposed walkway / cut-thru at the southwest corner of the property, connecting to the adjacent parking lot. This area should be formalized as a walkway meeting the elevation of the sidewalk it is connecting to. (Technical Manual Sec. 1.7.2)*

Response – The walkway is intended to provide a connection from the rear parking lot to the proposed coffee shop, if additional parking is needed in the rear. The elevations of the walkway to meet the elevation of the sidewalk, as there is a tipdown at the curbline.

Comment – *A tree survey should be conducted showing the location of trees 10" DBH and above to determine if tree-replacement standards need to be met. (Technical Manual Sec. 4.3.1)*

Response – The applicant is coordinating the tree survey to locate any trees 10" DBH or greater with the projects Land Surveyor and will continue coordinate with Staff and the City's Forester on replacement requirements, if any.

Comment – *Please provide the location of overhead utility lines and fire hydrants in the vicinity of the site. (Technical Manual Sec. 3.2.1)*

Response – Please refer to C-20 for the locations of the overhead utility lines and the existing fire hydrants within the vicinity of the site across Auburn Street from the project.

Comment – *The ADA parking space should be located closer to the front door. Please depict curb-stops and ramps on plans, as well as striping for the area adjacent to ADA spaces.*

Response – The ADA parking space has been relocated to be closer to the front door and ADA striping shown. Please refer to C-30 for the location of the curb tipdowns and ramps.

ZONING

Comment – *The applicant needs to provide a copy of the recorded Certificate of Variance with the Book and Page and the date it was recorded for the Zoning Board of Appeals approved Hardship Variance, 11/19/20, to allow a drive-through at this property.*

Response – Please find the attached recorded Certificate of Variance, recorded within the Cumberland County Registry of Deeds on December 3, 2020, Book: 37521 / Pages: 215-216.

TRANSPORTATION

Comment – *The pedestrian access route (through the driveway) shall be designed and constructed to meet the elevation of the adjacent sidewalk. The driveway apron shall ramp up to the grade of the Sidewalk (pedestrian access route). The proposed driveway shall be redesigned to meet these requirements. See technical standards for further details on Commercial Aprons.*

Response – Understood, please refer to C-30 for the grading of the sidewalk and driveway apron to meet the City's technical standards.

Comment – *Proposed driveway widths are to be 20ft as required.*

Response – Understood, the driveway widths have been revised to show 20 feet wide each.

Comment – *The pedestrian access portion of the proposed driveways shall be constructed in concrete.*

Response – Per the City's sidewalk and driveway apron material policy map, this portion of Auburn Street is designated as bituminous asphalt and matches the existing sidewalk material along Auburn Street. The pedestrian access portion of the driveway has been left bituminous asphalt in

compliance with the City's sidewalk policy.

Comment – *The proposed mid-block crosswalk shall be constructed with a raised median island in the roadway, in a manner similar to other recent City pedestrian crossing projects, such as Forest Avenue at Poland Street.*

Response – The applicant and design and traffic engineers disagree with the appropriateness of a raised crossing in this location due to safety and center lane queueing concerns. If necessary, we would request a separate meeting with the City's transportation engineer to further discuss in more detail.

Comment – *The proposed arrows currently shown on the proposed driveway shall not be placed in the ROW. Revise the plan to show the proposed pavement markings in the drive aisles outside of the ROW.*

Response – The attached plans have been revised to move the proposed arrow markings within the private property.

Comment – *Please revise the plans to include one way circulation markings.*

Response – Please refer to C-10 for the one-way circulation pavement markings around the site bypass lane, along with drive through and one-way directional signage as vehicles enter the site off Auburn Street.

Comment – *DPW has concerns with the circulation of the parking lot. Consider a one way circulation through the parking lot exiting on the west end onto the exit lane. At a minimum the entrance driveway shall be modified to prohibit exiting the site from that driveway. In addition, the current exit configuration from the internal parking area back to the circulation lanes shall be adjusted to reduce potential conflict with traffic entering the site from Auburn Street.*

Response – Exiting to the west from the parking area would eliminate an additional car queue, which we understand is the priority for the drive through based on the TMP scoping meeting. The parking configuration remains the same, however additional one-way and do not enter signage has been shown to prohibit exiting the site from the northern driveway. Exiting from the internal parking area does not conflict the traffic entering from Auburn Street, and allows for vehicles to free enter the order/bypass lane or parking area. A new stop sign and stop bar has been added exiting the parking area to add additional safety measures.

Comment – *The striping depicted on the center lane of Auburn Street is not correct. The applicant shall revise the plan sheets to depict the current existing striping for Auburn Street.*

Response – The striping in the Auburn Street center turn lane has been revised to reflect current existing striping conditions.

Comment – *The plan should include dimensions of the drive/parking aisle at 94 Auburn Street.*

Response – The 24' wide drive/parking aisle dimension to the 94 Auburn Street driveway has been added to C-10.

Comment – *The waiver request documentation shall be updated to reflect current driveway conditions.*

Response – Please refer to the attached updated waiver request.

Comment – *The plan shall include the Northgate Shopping Center pedestrian connector to ensure the crosswalk location is appropriately aligned. Utility poles in this area shall also be depicted to avoid conflicts during construction.*

Response – Please refer to Sheets C-10 & C-20, which show the Northgate Shopping Center pedestrian connection and utility poles, which avoid conflicts to the new crosswalk ramp.

Comment – *The plan should note if the existing two-way center left-turn lane arrows will need modification given the introduction of the crosswalk.*

Response – Please refer to the above response requesting a meeting with the City's transportation engineer regarding the raised center median. With the addition of the requested raised median, it would prohibit cars queueing in the center turn lane from the south turning into the 94 Auburn Street driveway and potentially cause traffic backups within the northbound through lane. The applicants design and traffic engineer do not believe this is an appropriate location for a raised median. If no median was installed, the existing two-way center left turn lane arrows would not need to be modified.

LANDSCAPING & ENVIRONMENTAL QUALITY

Comment – *If a fence is going up on those pull-in spaces, what relationship do those spaces have to the proposed business, and why are they being included in this plan or scope of work? If possible, eliminate proposed spaces that are shown adjacent to the drive through area on the property and replace them with landscape areas for plantings that meet IV-6B and section 4 landscaping standards. If some parking is required to be done, use parallel parking layout to enable a more generous bed for screening plants to be installed with a fence.*

Response – This area is an existing parking area benefiting 94 Auburn Street, within a shared easement. The proposal is to expand this parking area by (7) new spaces and provide additional ADA accessible spaces closer to the main entry into 94 Auburn Street. As part of the lease agreement with the proposed coffee shop, the future tenant does have an agreement to park within these spots.

Comment – *Consider Liriodendron Tulipifera species in place of proposed red maple, per recommendation from city forestry supervisor.*

Response – The planting schedule has been revised to specify *Liriodendron Tulipifera* in place of the previously proposed red maple.

Comment – *Is the proposed 40' width appropriate for property drive entrance / egress?*

Response – We believe this comment may be referring to the previous plan single curb cut layout, and not the current two curb cut / one way layout.

Comment – *Ensure all parking area planting bed widths comply with IV-6a and section 4 landscaping standards in technical manual.*

Response – All parking area planting beds are in compliance with the technical manual landscaping standards.

Comment – *Trash and recycling enclosure should have shrubs or other understory screening plant materials to better blend and scale fence and bins into landscape. Per IV-7, section 4 of technical manual.*

Response – additional shrubs have added around the dumpster enclosure. Please refer to C-10 for the updated layout and planting schedule.

Comment – *Interior parking areas should attempt to include landscaping materials around furnishings and to provide interior screening / planting elements as recommended in section IV5, 4 of the technical manual, where plantings will not conflict with safe sight lines or operational use of furnishings for drive through equipment.*

Response – Plantings are proposed around the perimeter of the site to provide interior screening and planting elements. Please refer to C-10 for additional information.

Comment – *Ensure all shrub and planting materials around drive through areas, parking spaces, or at entrance and egress locations should be selected with consideration for mature heights, widths, and growth habits that will not interrupt sightlines or block views of pedestrians, including children.*

Response – Understood, all plantings will be designed to not interrupt sightlines or in conflict with safe pedestrian access.

<u>DESIGN MANUAL – B-1 DESIGN STANDARDS</u>

1. *Building Location and Form*
    - The building is located at the max. 10' setback, as the adjacent existing buildings are setback greater than 10' (approx. 15' and 25' respectively).
    - The building form is in general conformance with the surrounding buildings and neighborhood.
2. *Building Function*
    - The proposed coffee shop uses provides a commercial / pedestrian oriented use within the Business district to promote a variety of uses and in general conformance with the existing intensity of the area.

3. *Orientation of Buildings and their Entrances to the Street*
    - The building's primary façade is oriented towards Auburn Street, with an entrance and pedestrian connectivity, including patio, directly from Auburn Street. Windows, signage, and walkways are proposed oriented towards the street.
4. *Windows*
    - Windows are proposed on all building facades visible from the public way, including a walk-up order window facing Auburn Street.
5. *Building Character, Detail, Scale, and Graphic Qualities*
    - Please refer to the provided architectural renderings showing compliance with the buildings character, detail, scale, and graphic qualities proposed.
6. *Signage and Building Entrances*
    - The proposed coffee shop use encourages pedestrian use and the entrance and signage will be of a pedestrian scale. A separate sign permit application will be applied for along with the future building permit application.
7. *Development Relationship to Street*
    - The location of the building was placed by trying to create a pattern of the adjacent buildings, while also meeting the required 10' max setback from the ROW. New sidewalks and patios, along with new landscaping and street trees are proposed along the frontage to provide a sense of definition.
8. *Parking Lots*
    - The parking lot is proposed to be setback from the edge of ROW approx. 30', with new landscaping and street trees to provide some screening from the public ROW. The perimeter of the site also provides additional landscaping to provide additional buffer from adjacent properties.
9. *Transit Connections*
    - Existing Metro bus stops are located approx. 500' to the south and 350' to the north on the same side of Auburn Street as the project.

Please let us know if you have any additional questions or comments.

Sincerely,



Peter Heil, P.E.
Project Manager
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Austen Torres Davis – City Planner
City of Portland
Planning & Urban Development Department
389 Congress Street, 4th Floor
Portland, ME 04101

June 1, 2023

Subject: Comment Response Letter – PL-002298-2022
84/94 Auburn Street Redevelopment, Portland Maine

Austen,

On behalf of MSP Properties 94 Auburn LLC and 84 Auburn, LLC (c/o Mike Pride), we are pleased to respond to the Staff Comments, dated 3/24/22, for the 84 & 94 Auburn Street redevelopment project.

Please find responses to the comments received thus far below.

GENERAL

Comment – *Please provide more information on the parking area at Plan-Right (north of the drive-thru property). Will this be used as parking for the coffee shop? If not, it would be preferable to landscape this area as there is no connection between it and the new business, and the adjacent property has ample parking.*

Response – This area is an existing parking area benefiting 94 Auburn Street, within a shared easement. The proposal is to reconstruct the area to provide additional ADA accessible spaces closer to the main entry into 94 Auburn Street and add in a new landscaped island. As part of the lease agreement with the proposed coffee shop, the future tenant does have an agreement to park within spots in the 94 Auburn Street parking area, but not the area directly in front of the 94 Auburn Street building entrance. The previous additional parking spots have been removed to have the current total number of parking spots at 94 Auburn Street remain unchanged.

Comment – *Please provide more information on the proposed walkway / cut-thru at the southwest corner of the property, connecting to the adjacent parking lot. This area should be formalized as a walkway meeting the elevation of the sidewalk it is connecting to. (Technical Manual Sec. 1.7.2)*

Response – The walkway is intended to provide a connection from the rear parking lot to the proposed coffee shop for the employees as included within the lease agreement. The elevations of the walkway are to meet the elevation of the sidewalk, as there is a tipdown at the curbline.

Comment – *A tree survey should be conducted showing the location of trees 10" DBH and above to determine if tree-replacement standards need to be met. (Technical Manual Sec. 4.3.1)*

Response – Please find the attached updated survey, showing the locations of existing trees 10" DBH and above, as well as the planting schedule on Plan Sheet C-10 for new landscaping and trees proposed.

Comment – *Please provide the location of overhead utility lines and fire hydrants in the vicinity of the site. (Technical Manual Sec. 3.2.1)*

Response – Please refer to C-20 for the locations of the overhead utility lines and the existing fire hydrants within the vicinity of the site, across Auburn Street from the project.

Comment – *The ADA parking space should be located closer to the front door. Please depict curb-stops and ramps on plans, as well as striping for the area adjacent to ADA spaces.*

Response – The ADA parking space has been relocated to be closer to the front door and ADA striping shown. Please refer to C-30 for the location of the curb tipdowns and ramps.

ZONING

Comment – *The applicant needs to provide a copy of the recorded Certificate of Variance with the Book and Page and the date it was recorded for the Zoning Board of Appeals approved Hardship Variance, 11/19/20, to allow a drive-through at this property.*

Response – Please find the attached recorded new Certificate of Variance, recorded within the Cumberland County Registry of Deeds on May 19, 2023, Book: 40136 / Page: 300.

TRANSPORTATION

Comment – *The pedestrian access route (through the driveway) shall be designed and constructed to meet the elevation of the adjacent sidewalk. The driveway apron shall ramp up to the grade of the Sidewalk (pedestrian access route). The proposed driveway shall be redesigned to meet these requirements. See technical standards for further details on Commercial Aprons.*

Response – Understood, please refer to C-30 for the grading of the sidewalk and driveway apron to meet the City's technical standards.

Comment – *Proposed driveway widths are to be 20ft as required.*

Response – Understood, the driveway widths have been revised to show 20 feet wide each.

Comment – *The pedestrian access portion of the proposed driveways shall be constructed in concrete.*

Response – Per the City's sidewalk and driveway apron material policy map, this portion of Auburn Street is designated as bituminous asphalt and matches the existing sidewalk material along Auburn Street. The pedestrian access portion of the driveway has been left bituminous asphalt in compliance with the City's sidewalk policy.

Comment – *The proposed mid-block crosswalk shall be constructed with a raised median island in the roadway, in a manner similar to other recent City pedestrian crossing projects, such as Forest Avenue at Poland Street.*

Response – A crosswalk with raised median island has been added to provide crossing of Auburn Street. Please refer to Sheet C-10 for additional information on the detailing, signage and rapid flashing beacons and C-30 for the spot grade information for the island and proposed new crosswalk ramps.

Comment – *The proposed arrows currently shown on the proposed driveway shall not be placed in the ROW. Revise the plan to show the proposed pavement markings in the drive aisles outside of the ROW.*

Response – The attached plans have been revised to move the proposed arrow markings within the private property.

Comment – *Please revise the plans to include one way circulation markings.*

Response – Please refer to C-10 for the one-way circulation pavement markings around the site bypass lane, along with drive through and one-way directional signage as vehicles enter the site off Auburn Street.

Comment – *DPW has concerns with the circulation of the parking lot. Consider a one way circulation through the parking lot exiting on the west end onto the exit lane. At a minimum the entrance driveway shall be modified to prohibit exiting the site from that driveway. In addition, the current exit configuration from the internal parking area back to the circulation lanes shall be adjusted to reduce potential conflict with traffic entering the site from Auburn Street.*

Response – Exiting to the west from the parking area would eliminate an additional car queue, which we understand is the priority for the drive through based on the TMP scoping meeting. The parking configuration remains the same, however additional one-way and do not enter signage has been shown to prohibit exiting the site from the northern driveway. Exiting from the internal parking area does not conflict the traffic entering from Auburn Street, and allows for vehicles to free enter the order/bypass lane or parking area. A new stop sign and stop bar has been added exiting the parking area to add additional safety measures. Based on the Planning and DPW call on 5/30/23, it was generally understood that the current designs provide adequate circulation, while avoid potential conflicts with queuing and vehicles entering the site.

Comment – *The striping depicted on the center lane of Auburn Street is not correct. The applicant shall revise the plan sheets to depict the current existing striping for Auburn Street.*

Response – The striping in the Auburn Street center turn lane has been revised to reflect current existing striping conditions.

Comment – *The plan should include dimensions of the drive/parking aisle at 94 Auburn Street.*

Response – The 24' wide drive/parking aisle dimension to the 94 Auburn Street driveway has been added to C-10.

Comment – *The waiver request documentation shall be updated to reflect current driveway conditions.*

Response – Please refer to the attached updated waiver request.

Comment – *The plan shall include the Northgate Shopping Center pedestrian connector to ensure the crosswalk location is appropriately aligned. Utility poles in this area shall also be depicted to avoid conflicts during construction.*

Response – Please refer to Sheets C-10 & C-20, which show the Northgate Shopping Center pedestrian connection and utility poles, which avoid conflicts to the new crosswalk ramp.

Comment – *The plan should note if the existing two-way center left-turn lane arrows will need modification given the introduction of the crosswalk.*

Response – The existing center left turn lane arrow pointing east (towards the shopping plaza) is to be removed to avoid conflicts the crosswalk and raised median. Please refer to C-10 for additional information.

LANDSCAPING & ENVIRONMENTAL QUALITY

Comment – *If a fence is going up on those pull-in spaces, what relationship do those spaces have to the proposed business, and why are they being included in this plan or scope of work? If possible, eliminate proposed spaces that are shown adjacent to the drive through area on the property and replace them with landscape areas for plantings that meet IV-6B and section 4 landscaping standards. If some parking is required to be done, use parallel parking layout to enable a more generous bed for screening plants to be installed with a fence.*

Response – The proposed parking has been revised to match the existing number of parking spaces currently serving the 94 Auburn Site. The spaces will be rebuilt as part of the proposed project. As part of the lease agreement with the proposed coffee shop, the future tenant does have an agreement to park within these spots.

Comment – *Consider Liriodendron Tulipifera species in place of proposed red maple, per recommendation from city forestry supervisor.*

Response – The planting schedule has been revised to specify *Liriodendron Tulipifera* in place of the previously proposed red maple.

Comment – *Is the proposed 40' width appropriate for property drive entrance / egress?*

Response – We believe this comment may be referring to the previous plan single curb cut layout, and not the current two curb cut / one way layout.

Comment – *Ensure all parking area planting bed widths comply with IV-6a and section 4 landscaping standards in technical manual.*

Response – All parking area planting beds are in compliance with the technical manual landscaping standards.

Comment – *Trash and recycling enclosure should have shrubs or other understory screening plant materials to better blend and scale fence and bins into landscape. Per IV-7, section 4 of technical manual.*

Response – Additional shrubs have added around the dumpster enclosure. Please refer to C-10 for the updated layout and planting schedule.

Comment – *Interior parking areas should attempt to include landscaping materials around furnishings and to provide interior screening / planting elements as recommended in section IV5, 4 of the technical manual, where plantings will not conflict with safe sight lines or operational use of furnishings for drive through equipment.*

Response – Plantings are proposed around the perimeter of the site to provide interior screening and planting elements. Please refer to C-10 for additional information.

Comment – *Ensure all shrub and planting materials around drive through areas, parking spaces, or at entrance and egress locations should be selected with consideration for mature heights, widths, and growth habits that will not interrupt sightlines or block views of pedestrians, including children.*

Response – Understood, all plantings will be designed to not interrupt sightlines or in conflict with safe pedestrian access.

DESIGN MANUAL – B-1 DESIGN STANDARDS

1. *Building Location and Form*
    - The building is located at the max. 10' setback, as the adjacent existing buildings are setback greater than 10' (approx. 15' and 25' respectively).
    - The building form is in general conformance with the surrounding buildings and neighborhood.

2. *Building Function*
    - The proposed coffee shop uses provides a commercial / pedestrian oriented use within the Business district to promote a variety of uses and in general conformance with the existing intensity of the area.

3. *Orientation of Buildings and their Entrances to the Street*
    - The building's primary façade is oriented towards Auburn Street, with an entrance and pedestrian connectivity, including patio, directly from Auburn Street. Windows, signage, and walkways are proposed oriented towards the street.

4. *Windows*
    - Windows are proposed on all building facades visible from the public way, including a walk-up order window facing Auburn Street.

5. *Building Character, Detail, Scale, and Graphic Qualities*
    - Please refer to the provided architectural renderings showing compliance with the buildings character, detail, scale, and graphic qualities proposed.

6. *Signage and Building Entrances*
    - The proposed coffee shop use encourages pedestrian use and the entrance and signage will be of a pedestrian scale. A separate sign permit application will be applied for along with the future building permit application.

7. *Development Relationship to Street*
    - The location of the building was placed by trying to create a pattern of the adjacent buildings, while also meeting the required 10' max setback from the ROW. New sidewalks and patios, along with new landscaping and street trees are proposed along the frontage to provide a sense of definition.

8. *Parking Lots*
    - The parking lot is proposed to be setback from the edge of ROW approx. 30', with new landscaping and street trees to provide some screening from the public ROW. The perimeter of the site also provides additional landscaping to provide additional buffer from adjacent properties.

9. *Transit Connections*
    - Existing Metro bus stops are located approx. 500' to the south and 350' to the north on the same side of Auburn Street as the project.

Please let us know if you have any additional questions or comments.

Sincerely,



Peter Heil, P.E.
Project Manager
Acorn Engineering, Inc.

PC1

Heather Powers <contact@salonsynergy.me> Apr 7, 2023, 11:46:31 AM (2 days ago)

to planning@portlandmaine.gov, Austen Torres Davis

My name is Devon Murph. I own a house and a business in this neighborhood. I didn't get any notice of the last meeting so this is why I am emailing now.

This lot has been empty for as long as I have lived here, 10 years.
I am in full support of a corporate coffee shop going in that lot. It's so much better than it staying empty. I have heard neighbors say they want a local small business to go there. I don't think anyone that says that, actually knows what it takes to open one. I have opened 2 small businesses in my career and there is no way I could have afforded to purchase a piece of land, build a structure and then actually open the business. Hence the reason I still rent.
I hope you let this happen to our neighborhood because if not, it will stay unkept for another 10 years until another corporation is willing to buy.

Thank you for your time.
Devon Murph
Owner Salon Synergy

Possible Starbucks at 84 Auburn St

0 views

Subscribe



edward.greeley@usphclinic.com <edward.greeley@usphcl… 8:30 AM (10 minutes ago)

to Austen Torres Davis, planning@portlandmaine.gov

Good morning,

I work in Portland on Auburn Street and would really enjoy a drive through Starbucks at 84 Auburn Street to ease my morning routine.

The current Starbucks in the strip mall is inconvenient in the morning and parking is very difficult with all the people pulling in and out at the same time.

Thanks,
Ted

"Ted" Edward S. Greeley II, PT, DPT, CSCS
Clinic Director, Physical Therapist, Certified Strength Coach
Riverview Physical Therapy - Portland
edward.greeley@usphclinic.com
207-797-7578

Austen Davis <austentd@portlandmaine.gov>

Comments on Washington Ave coffee shop

1 message

Gretchen Greenberg <gretch1949@gmail.com> Fri, Mar 17, 2023 at 4:21 PM
To: austentd@portlandmaine.gov

To Austen Torres Davis:
My comments below are in regard to the national coffee shop chain that is proposed for 84 Washington Avenue. I attended the informational session so my opinions are likely already documented from that meeting.

- I am opposed to the drive through window at this facility because:
  - This section of Washington Avenue is not wide enough for the stop and turn traffic that will be generated by a drive through window. This spot is a busy area between two traffic lights and a thoroughfare for drivers on their way to downtown Portland. The Starbucks on Forest Avenue is an example of how traffic can be a bottleneck. This will be a particular problem for cars exiting the drive through and turning left on Washington Ave.
- While North Deering is not the most walkable neighborhood, it is a goal among many of us who live in the area. A drive through facility does not lend to a walkable neighborhood.
- It would have been preferable to have a local coffee business at this location to promote our local businesses.
- While I am not a traffic expert, the crosswalk across from #84 seems like a pedestrian accident waiting to happen. What are the benefits of having a crosswalk here? Will there be a flashing light? I admit that I may need to be educated on this point.

I understand that this area was rezoned to include drive through businesses. Is there any way to put a pause on drive through windows or rezone again to exclude them? There is now Dunkin Donuts, Taco Bell, and this will be the third. North Deering has its fill of drive through windows.

Thank you for your time and your service to the city. I look forward to the planning board meeting.

Gretchen Greenberg
165 Delaware Court

Heather Powers <contact@salonsynergy.me> Apr 8, 2023, 12:08:41 PM (yesterday)
to Austen Torres Davis, planning@portlandmaine.gov

Hello,
I'm writing to you in regards to the last meeting about 84 Auburn st. I own a business in this neighborhood and a resident in Portland. Unfortunately I was made aware of this meeting after it happened. From what I've been told there was a debate of the type of business that may be moving to 84 Auburn st. This lot has been empty longer than the 5years my business has been next door. I've heard that part of this discussion is having a local business vs a corporate chain. Being a small business owner I understand the overwhelming start up expenses of opening a brick and mortar business. Building from the ground up in this market is most likely unattainable for a small, local business. If there is a choice of this space being used for a corporate coffee shop or leaving it unused, I am pro corporate coffee shop. I hope this can happen for our community because if not, it will stay unkept for years until another corporation is willing to buy.
Thank you,
Heather Powers
Co-owner Salon Synergy

94 Auburn st

0 views

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jt2 portland me <joantwin2jean@gmail.com> 1:14 PM (1 hour ago)

to planning@portlandmaine.gov

I hate you people . We don't need a chain coffee shop on auburn st /Washington ave. You have ruined Portland peninsula and now ruining north deering! Stop building! This also with 250 apt on Washington ave extension (killing the last of small forest) I despise you! Stop building!

Austen Davis <austentd@portlandmaine.gov>

94 auburn

1 message

jt2 portland me <joantwin2jean@gmail.com> Wed, Mar 15, 2023 at 6:33 PM
To: austentd@portlandmaine.gov

Went to meeting today. Well run . Not happy with drive thru. Too much traffic and very dangerous. Stop over building Portland!

84 auburn at

0 views

Assigned to me

jt2 portland me <joantwin2jean@gmail.co… Jun 25, 2023, 3:07:49 PM (18 hours ago)

to planningboard@portlandmaine.gov

Since I was one of the handful of citizens at the first meeting , I repeat our issues. A drive thru is a horrible idea for busy Washington ave. I live near San born st/auburn. Within the last 5 years two people have died in simple accidents there with cars. There is a Starbucks right across the street and a Dunkin' a little down the street. It's a bad idea, and I oppose it. The owner was in the meeting that day, lucky him owning $$ property but it should be a LOCAL business not another chain store!

Proposed Planned Development 84 Auburn Street

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Julie d Bish <juliedbish@yahoo.com> 7:30 AM (2 hours ago)

to Austen Torres Davis, planning@portlandmaine.gov

Hello,
I would like to support the proposed planned development of a single-story coffee shop with a DRIVE-THRU at 84 Auburn Street. This would be a great addition to the neighborhood and also serve the influx of inbound commuter traffic coming into Portland via Route 26 during the work week. That address has been an eyesore for way toooooo long and Starbucks would be a welcomed improvement!
Thank you for your consideration of this project.
Julie Bishop

STEPHEN DONOHOE <outlook_E72E709327D83B01@outlook.com> Feb 7, 2023, 3:14 PM (2 days ago)
to planningboard@portlandmaine.gov, marylou422, STEPHEN

Dear Planning Board, I own house at 1495 Washing Street that backs up to proposed drive through and I am concerned about noise and car pollution. Can you explain how this proposed drive through will address noise and if a sound fence will be installed . If no sound fence is proposed I would oppose approving site plan as submitted.

Best Regards
Stephen Donohoe
1495 Washington Ave

84 Auburn Street Development Planning

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0 views



Jeff Tidd <tidd.jeffrey@gmail.com> May 4, 2023, 6:27:21 PM (16 hours ago)

to Austen Torres Davis, planning@portlandmaine.gov, Mike Pride

Good evening, I am offering this mail in support of the proposed plan to develop the property located at 84 Auburn Street Portland from an abandoned lot into a Starbucks Coffee Shop. I am a tenant at 94 Auburn street and have been for several years. I believe that developing this property into an esteemed business would enhance the overall wellbeing of neighbors surrounding this site. It is my hope that this site can improve the community and provide another place for friends and neighbors to meet and share in the prosocial development of new businesses. I am also hoping that this site is not developed into another place of business related to the sales of cannabis products as this site is far too close to a preschool, elementary school, and a middle school. I am hopeful that this proposed development is approved to preserve the safety and wellbeing for members of the surrounding schools and the impacted community at large. Please feel free to contact me with any questions and or concerns pertaining to this letter of support and advocacy for our community.

Regards,

Jeff Tidd, LCPC

PC9

84 Auburn St.- Proposed Development

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0 views



Kevin Kaserman <kkas63@icloud.com> May 3, 2023, 11:11:34 PM (yesterday)

to Austen Torres Davis, planning@portlandmaine.gov

Dear City Officials,

I am writing to express my support on your choosing to allow a coffee franchise to be constructed at 84 Auburn St.

This lot has been an eyesore for such a long time that I am pleased to see there is a quality property being proposed that is not yet another marijuana sales building.

I am in hopes you look to support businesses that are run in a manner that maintains their site and has proven long term success.

Thank you.



Kevin Kaserman

84 & 94 AUBURN STREET REDEVELOPMENT

MSP PROPERTIES 94 AUBURN LLC, & 84 AUBURN LLC.
PORTLAND, MAINE 04013

LEGEND

EXISTING

REFER TO THE EXISTING CONDITIONS PLAN FOR ADDITIONAL INFORMATION

PROPOSED

	UNDERDRAIN
	GREEN SPACE
	UTILITY PAVEMENT CUTS
	STRIPING
	SEDIMENTATION BARRIER
	EDGE OF EX. PAVEMENT
	CURB
	SIGN
	LAMP OR LIGHT POLE
	UTILITY POLE
	GUY WIRE
	WATER VALVE
	FIRE HYDRANT
	SEWER MANHOLE
	CATCH BASIN
	DRAIN MANHOLE
UE UE	UNDERGROUND ELECTRIC LINE
W W	UNDERGROUND WATER LINE
64	MINOR CONTOURS (1 FT)
65	MAJOR CONTOURS (5 FT)
G G	GAS LINE
SD SD	STORM DRAIN LINE
S S	SEWER LINE
	EXISTING/PROPOSED BUILDING
OHE/T/C	OVERHEAD ELECTRICAL/TELEPHONE/CABLE
	PROPERTY LINE
	SETBACKS

UTILITIES

SEWER

DEPARTMENT OF PUBLIC WORKS (DPW)
250 CANCO ROAD
PORTLAND, MAINE 04101
CONTACT: BRAD ROLAND, P.E.
(207) 874-8834

WATER

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961

ELECTRIC

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: JAMIE COUGH
(207) 828-2882

TELEPHONE

CONSOLIDATED COMMUNICATIONS
(FORMERLY FAIRPOINT)
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: PATRICK MORRISON
(207) 745-9363

CABLE

SPECTRUM CABLE
444 PERRY ROAD
BANGOR, MAINE, 04401
CONTACT: MARK PELLETIER
(207) 631-1618

NATURAL GAS

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2543

TELECOMUNICATIONS

FIRSTLIGHT FIBER
PORTLAND, MAINE
CONTACT: MIKE ELLINGWOOD
(888)-832-4976

PROJECT TEAM

DEVELOPER

MSP PROPERTIES 94 AUBURN LLC & 84 AUBURN LLC
CONTACT: MIKE PRIDE
FALMOUTH, MAINE 04105
(207) 310-8922

CIVIL ENGINEER:

ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: PETER F HEIL, P.E.
(207) 775-2655

ARCHITECT

RYAN SENATORE ARCHITECTURE
PORTLAND, MAINE
CONTACT: RYAN SENATORE, R.A.
(207) 650-6414

SURVEYOR

OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: ELLEN C. BREWER, P.L.S.
(207) 774-0424

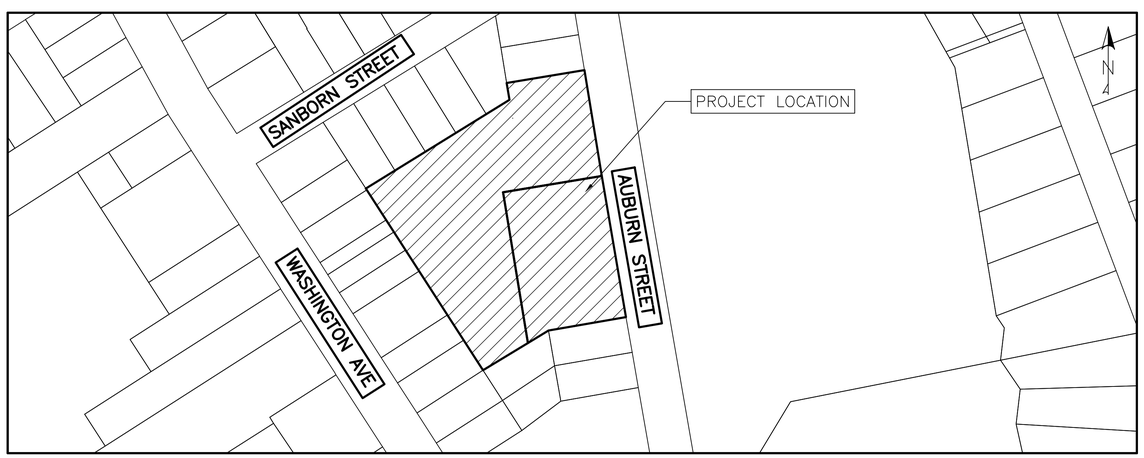
TRAFFIC ENGINEER

BARTON & LODGUIDICE
SCARBOROUGH, MAINE
CONTACT: BILL BRAY, PE
(207) 400-6890

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CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233



VICINITY MAP
SCALE: 1":100'

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
HDPE	HIGH DENSITY POLY ETHYLENE
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDEP	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
MAJOR SITE PLAN	PFH 1/4/23

DRAWING NAME: COVER SHEET & LEGEND
PROJECT NAME/ADDRESS: 84 AUBURN & 94 AUBURN STREET REDEVELOPMENT
84 & 94 AUBURN STREET, PORTLAND ME 04104
CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
7 ALFRED ROAD, ALFRED, MAINE 04101
PO BOX 337 (207) 775-2655

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-01

GENERAL NOTES:

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.

3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.

4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.

5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED ''AS-BUILT''. IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.

6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.

7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED "BOUNDARY & TOPOGRAPHIC SURVEY" PREPARED BY OWEN HASKELL, INC. DATED APRIL 29, 2021

8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.

9. CONSTRUCTION MANAGEMENT PLAN NARRATIVE PREPARED BY ACORN ENGINEERING SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

10. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.

11. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.

12. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS IS STRONGLY RECOMMENDED FOR STRUCTURES DIRECTLY ACROSS THE SITE ALONG **AUBURN STREET.** A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.

13. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY, REMOVAL AND REPLACEMENT OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.

2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.

3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.

4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.

5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.

6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.

8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.

9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.

10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILLING, CONCRETE SHALL BE CURED PER STRUCTURAL ENGINEER'S SPECIFICATIONS.

11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.

12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.

13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).

15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAVER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

SPECIAL INSPECTION NOTES

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.

2. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.

3. NORMAL REVIEWS TO BE CONDUCTED BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.

4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 TO BE CONDUCTED BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.

5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.

5.1. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.

5.2. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.

5.3. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.

5.4. SPECIAL INSPECTOR SHALL BE EMPLOYED BY THE OWNER AND COORDINATED BY THE CONTRACTOR.

LAYOUT NOTES:

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.

2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.

3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.

6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF **MAJOR SITE PLAN** AND TRAFFIC MOVEMENT PERMIT **FROM THE CITY OF PORTLAND.**

2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

GRADING AND DRAINAGE NOTES:

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.

2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS. SEE BORING LOGS FOR ADDITIONAL INFORMATION.

3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.

4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.

5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.

6. NO ADDITIONAL PAYMENT WILL BE MADE FOR UNSUITABLE MATERIALS THAT MAY EXIST ON SITE.

7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N=0.012 OR LESS.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

9. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.

10. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER, IF APPLICABLE.

EROSION CONTROL NOTES:

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.

2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.

3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.

4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.

5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.

7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

UTILITY NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.

2. **CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.**

3. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.

4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

5. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.

6. CONTRACTOR TO PROVIDE 5.5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.

7. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.

8. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT ''WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE'', MOST RECENT REVISION.

9. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.

10. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.

11. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.

12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

13. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.

14. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.

15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.

16. 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.

17. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.

18. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.

19. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.

20. WHENEVER POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER LINES. A MINIMUM SEPARATION OF 18 INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER LINE SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A WATER LINE CROSSES UNDER THE WASTEWATER LINE, A FULL LENGTH OF WASTEWATER PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE,

21. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.

22. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.

23. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.

24. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

DEMOLITION NOTES:

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
   - ROCK AND CONCRETE FOUNDATIONS
   - CONCRETE SLABS
   - BITUMINOUS ASPHALT PAVEMENT
   - CONCRETE PADS AND BLOCKS
   - FENCE POST AND FENCING
   - UNDERGROUND UTILITY LINES
   - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
   - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
   - OTHER TRASH & MISCELLANEOUS SOLID WASTES

2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED

3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

4. THE CLIENT REQUESTED A COPY OF A PHASE I* & PHASE II** – ENVIRONMENTAL SITE ASSESSMENT PREPARED BY ST. GERMAIN FOR THE PROPERTY.

*PHASE I ESA REPORT WRITTEN BY MICHAEL BALLIN, ENVIORMENTAL SCIENTIST, REVIEWED BY ERIN S. PIKE, SENIOR PROJECT MANAGER, DATED AUGUST 25, 2022. CONTRACTOR TO REVIEW REPORT PRIOR TO START OF CONSTRUCTION, ALTHOUGH THE SITE UNDERWENT REMEDIATION UNDER THE DEP VRAP, RESIDUAL ASH AND CONTAMINATED SOIL REMAIN ON SITE, WHICH WILL REQUIRE HANDLING AND DISPOSAL IN ACCORDANCE WITH DEP REGULATIONS IF EXCAVATED OR DISTURBED IN THE FUTURE.

**CONTRACTOR TO REVIEW VRAP CERTIFICATE OF COMPLETION, DATED OCTOBER 29, 2011 BY WILKES HARPER

***CONTRACTOR TO REVIEW EMMP PREPARED BY ST. GERMAIN, DATED NOVEMBER 18, 2022

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR

BY	DATE
PFH	1/4/23
MAJOR SITE PLAN	

DRAWING NAME: GENERAL NOTES

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.
ENGINEERING, INC.
PLANS, SPECIFICATIONS, AND DESIGNS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF ACORN ENGINEERING, INC. WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THE REUSE OF ANY SUCH PLANS, SPECIFICATIONS, AND DESIGNS, IN WHOLE OR IN PART, WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. IS PROHIBITED AND UNLAWFUL. VISUAL CONTACT WITH THESE PLANS, SPECIFICATIONS, AND DESIGNS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS. ANY REUSE, OR MODIFICATION, WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY ACORN ENGINEERING, INC. FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO ACORN ENGINEERING, INC.
ACORN ENGINEERING, INC.
207 ANNE ST. SUITE 2 PORTLAND, MAINE 04101
PO BOX 3472 PORTLAND, MAINE 04104
(207) 775-2655

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JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE — PETER F. HEIL — 15318 — LICENSED PROFESSIONAL ENGINEER

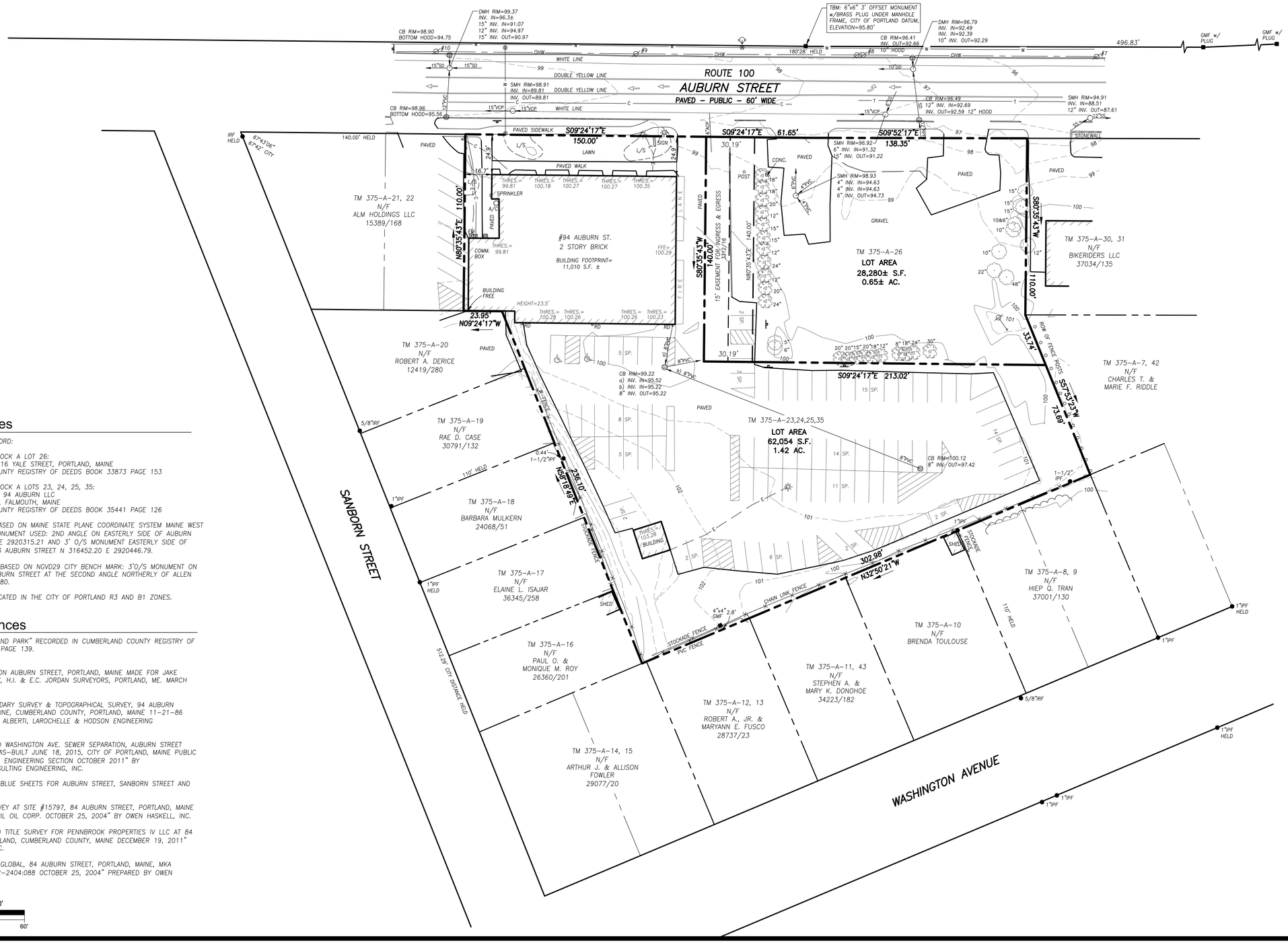
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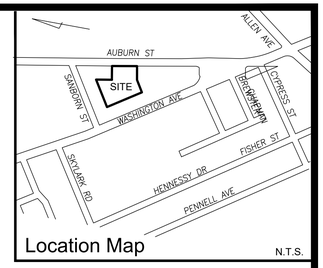
Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X, AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOOD PLAIN, OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0002C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 8, 1998 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.





Legend

●	IRON PIPE OR ROD FOUND
■	MONUMENT FOUND
⌀	UTILITY POLE
○	MANHOLE
⊠ EM/GM	ELECTRIC/GAS METER
	SIGN
▤ ◎	CATCH BASIN
◇	HYDRANT
⊗	WATER VALVE OR SHUTOFF
☼	LIGHT POLE
○ RD	6" ROOF DRAIN
	CURB
x x	FENCE
OHW	OVERHEAD WIRES
E	UNDERGROUND POWER
W	WATER LINE
T	TELEPHONE
C	COMMUNICATION
SD	STORM DRAIN
SS	SANITARY SEWER
100	1' CONTOUR
N/F	NOW OR FORMERLY
000/000	DEED BOOK / PAGE
IPF/IRF	IRON PIPE OR ROD FOUND
GMF	GRANITE MONUMENT FOUND
L/S	LANDSCAPE
	DECIDUOUS TREE
	CONIFEROUS TREE

General Notes

1. *OWNERS OF RECORD:*

   TAX MAP 375 BLOCK A LOT 26:
   ADAM MITCHELL, 16 YALE STREET, PORTLAND, MAINE
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33873 PAGE 153

   TAX MAP 375 BLOCK A LOTS 23, 24, 25, 35:
   MSP PROPERTIES 94 AUBURN LLC
   7 HEATHER LANE, FALMOUTH, MAINE
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 35441 PAGE 126

3. *BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY 3"O/S MONUMENT USED: 2ND ANGLE ON EASTERLY SIDE OF AUBURN STREET N 317149.10 E 2920315.21 AND 3" O/S MONUMENT EASTERLY SIDE OF AUBURN STREET AT #3 AUBURN STREET N 316452.20 E 2920446.79.*

4. *ELEVATIONS ARE BASED ON NGVD29 CITY BENCH MARK: 3"O/S MONUMENT ON EASTERLY SIDE OF AUBURN STREET AT THE SECOND ANGLE NORTHERLY OF ALLEN AVENUE ELEVATION 95.80.*

5. *PROPERTY IS LOCATED IN THE CITY OF PORTLAND R3 AND B1 ZONES.*

Plan References

1. *PLAN OF "HIGHLAND PARK" RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 8, PAGE 139.*

2. *"PLAN OF LAND ON AUBURN STREET, PORTLAND, MAINE MADE FOR JAKE WEBB-GREATER REALTY, H.I. & E.C. JORDAN SURVEYORS, PORTLAND, ME. MARCH 1973"*

3. *"STANDARD BOUNDARY SURVEY & TOPOGRAPHICAL SURVEY, 94 AUBURN STREET, PORTLAND, MAINE, CUMBERLAND COUNTY, PORTLAND, MAINE 11-21-86 REV. 1 12/15/86" BY ALBERTI, LAROCHELLE & HODSON ENGINEERING CORPORATION, INC.*

4. *"AUBURN ST. AND WASHINGTON AVE. SEWER SEPARATION, AUBURN STREET EXISTING CONDITIONS, AS-BUILT JUNE 18, 2015, CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT, ENGINEERING SECTION OCTOBER 2011" BY GORRILL-PALMER CONSULTING ENGINEERING, INC.*

5. *CITY OF PORTLAND BLUE SHEETS FOR AUBURN STREET, SANBORN STREET AND WASHINGTON AVE.*

6. *"LAND TITLE SURVEY AT SITE #15797, 84 AUBURN STREET, PORTLAND, MAINE MADE FOR EXXON MOBIL OIL CORP. OCTOBER 25, 2004" BY OWEN HASKELL, INC.*

7. *"ALTA/ACSM LAND TITLE SURVEY FOR PENNBROOK PROPERTIES IV LLC AT 84 AUBURN STREET, PORTLAND, CUMBERLAND COUNTY, MAINE DECEMBER 19, 2011" BY OWEN HASKELL, INC.*

8. *"PROJECT NAME: GLOBAL, 84 AUBURN STREET, PORTLAND, MAINE, MKA PROJECT NO. 5930-12-2404:088 OCTOBER 25, 2004" PREPARED BY OWEN HASKELL, INC.*

SCALE : 1" = 30'

0' 15' 30' 60'

REV. 1	05-24-23	ADD TREE LOCATION & SIZE - TM 375-A-26

Boundary & Topographic Survey

At

84 & 94 Auburn Street, Portland, Maine

Made for

Acorn Engineering, Inc.

P.O. Box 3372, Portland, Maine

OWEN HASKELL, INC.

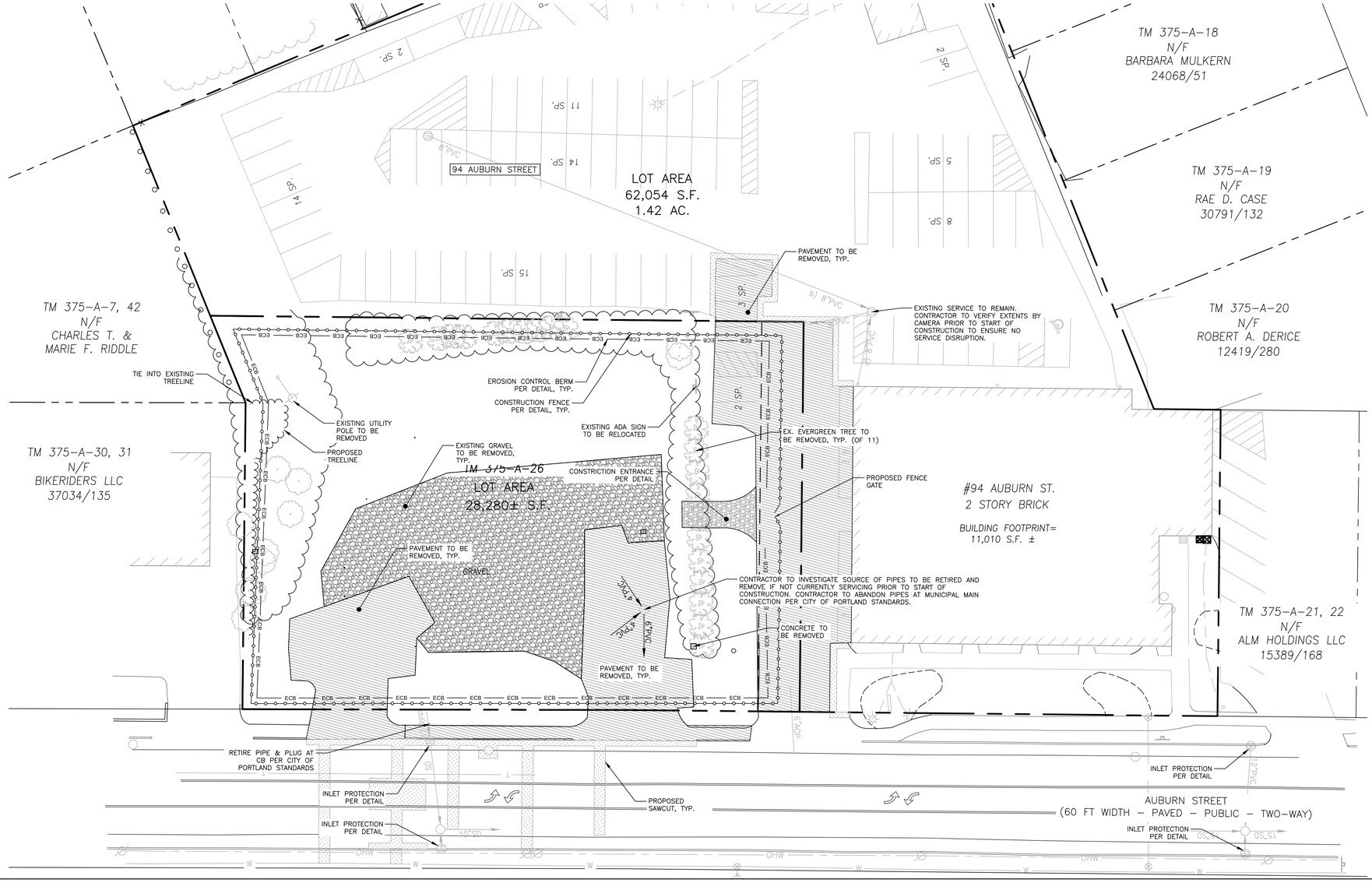
PROFESSIONAL LAND SURVEYORS

390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RS / JLW	DATE: APRIL 29, 2021	JOB NO. 2021-020 P	
CHECKED BY: ECB	SCALE: 1" = 30'	DRWG. NO. 1	

SITE NOTES:

1. BITUMINOUS SIDEWALK, CONCRETE CURB AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO THE CITY OF PORTLAND STANDARDS.
2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND & MUTCD STANDARDS.
3. ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT WITH A MAXIMUM RISE OF 30".
6. SITE SIGNAGE SHALL COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PAVEMENT JOINTS MUST BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT.



20 0 20 40

SCALE: 1" = 20'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
MAJOR SITE PLAN	PFH 1/4/23

DRAWING NAME: **DEMOLITION/CONSTRUCTION MANAGEMENT/ESC PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD
MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.
ENGINEERING, INC.
PO BOX 3422 PORTLAND, MAINE 04101
(207) 775-2655

THE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS MADE TO THESE PLANS OR, OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

DRAWING NO.
C-03

SITE NOTES:

1. BITUMINOUS SIDEWALK, CONCRETE CURB AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO THE CITY OF PORTLAND STANDARDS.
2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND AND MUTCD STANDARDS.
3. ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT WITH A MAXIMUM RISE OF 30".
6. SITE SIGNAGE SHALL COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PAVEMENT JOINTS MUST BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT.
8. IN ACCORDANCE WITH SECTION 14.6.1 OF THE CITY OF PORTLAND LAND USE CODE, AND SECTION 1.17 OF THE PORTLAND TECHNICAL MANUAL, NEW PARKING LOTS WITH FIVE OR MORE SPACES SHALL INCLUDE ENERGIZED ELECTRICAL OUTLETS OR INSTALLED CHARGERS CAPABLE OF PROVIDING LEVEL 2 ELECTRIC VEHICLE CHARGING OR HIGHER TO 20% OF PARKING SPACES. REMAINING SPACES MUST BE SERVED BY SUFFICIENT CONDUIT, WIRING, AND ELECTRICAL SERVICE TO ALLOW FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT.
9. THE AMOUNT OF PARKING SPACES WAS DETERMINED BASED ON CHAPTER 14, TABLE 19-A OF PORTLANDS TECHNICAL MANUAL: 1 SPACE / 150SF OF RESTURANT OR BAR FLOOR AREA AND 1 SPACE / 400 SF OF GENERAL OFFICE FLOOR AREA.

SPACE AND BULK STANDARDS

ZONE: B1 – NEIGHBORHOOD BUSINESS	REQUIRED	EXISTING	PROPOSED – 84 AUBURN	PROPOSED – 94 AUBURN
BUILDING (PRINCIPAL): MAX. FRONT SETBACK	10'*	N/A	10.00'	24.97'
BUILDING MIN. SIDE SETBACK	NONE, EXCEPT 5' IF ABUTTING A RESIDENTIAL ZONE	N/A	38.67'	2.74'
BUILDING MIN. REAR SETBACK	NONE, EXCEPT 10' IF ABUTTING A RESIDENTIAL ZONE	N/A	50.24'	186.65'
SIDE STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	10'	N/A	N/A	N/A
REAR STEPBACK (ABOVE 35' ABUTTING RESIDENTIAL ZONE)	15'	N/A	N/A	N/A
FLOOR AREA (NON-RESIDENTIAL)	MAX 10,000 SF	N/A	2,250 SF	11,010 SF
STREET FRONTAGE	MIN. 20'	200'	200'	150'
LOT COVERAGE	N/A	0%	8%	18%
BUILDING HEIGHT (OFF-PENINSULA)	MAX. 35'	N/A	<35'	EXIST <35'
IMPERVIOUS SURFACE RATIO	90%	32%	66%	77%
PARKING SETBACK	10' FROM ANY STREET LINE	N/A	24.94'	125.32'

* PORTLAND DESIGN MANUAL SECTION D.1.A. B1 & B1b NEIGHBORHOOD BUSINESS STANDARDS READS: URBAN STREET WALL IN THE B1, B1b, AND B2b ZONE IT SHALL BE REQUIRED THAT BUILDINGS SHALL BE LOCATED TO CREATE AND PRESERVE AN URBAN STREET WALL.

LANDSCAPE NOTES:

1. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
2. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
3. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. SUBSTITUTIONS TO THE PLANTING SCHEDULE ARE TO BE REVIEWED FOR APPROVAL BY THE TOWN'S DEPARTMENT OF PUBLIC WORKS & TOWN ARBORIST (OR OTHER APPLICABLE TOWN OFFICIAL).
5. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND STANDARDS. ANY SUBSTITUTIONS WILL BE REVIEWED FOR APPROVAL BY THE CITY ARBORIST (OR OTHER APPLICABLE CITY OFFICIAL).
6. CONTRACTOR TO VERIFY UTILITIES ON PROPERTY AND TO PROTECT DURING EXCAVATION FOR PLANTS.
7. CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
8. MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
9. CONTRACTOR SHALL REPAIR DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO ADDITIONAL COST TO OWNER.
10. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REJECTED AND REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO ADDITIONAL COST TO THE OWNER.
11. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.

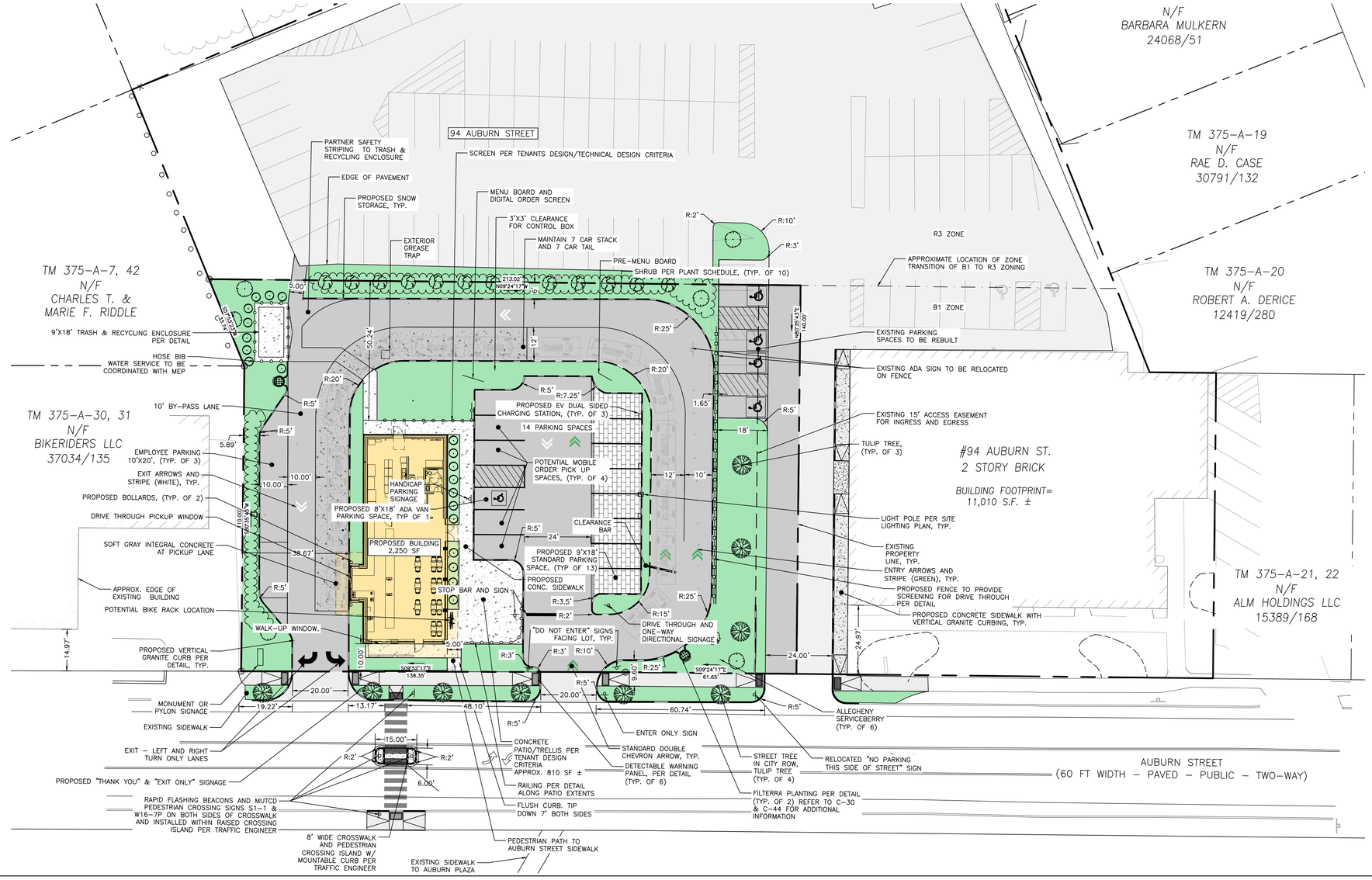
PLANT SCHEDULE

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SYMBOL
TREES					
LT	LIRIODENDRON TUPIFERA	TULIP TREE	7	2" CAL.	
AL	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	6	5"	
SHRUBS					
SP	SALIX PURPUREA 'NANA'	PURPLE WILLOW	13	3 GAL.	
SI	SALIX INTEGRA 'HAKURO NISHIKI'	DAPPLED WILLOW	21	3 GAL.	

PARKING SUMMARY

	EXISTING 84 AUBURN STREET	EXISTING 94 AUBURN STREET	PROPOSED 84 AUBURN STREET	PROPOSED 94 AUBURN STREET
9'X18'	0	91	16	87
ADA (8'X18')	0	2	1	6
TOTAL REQUIRED SPACES	N/A	55	1 SPACE/150 SF FLOOR AREA = 17	55
TOTAL SPACES	0	93	17	93

*THE AMOUNT OF PARKING SPACES WAS DETERMINED BASED ON CHAPTER 14, TABLE 19-A OF PORTLAND MAINE LAND USE CODE: 1 SPACE/150 SF OF RESTAURANT OR BAR FLOOR AREA AND 1 SPACE/400 SF OF GENERAL OFFICE FLOOR AREA.



20 0 20 40

SCALE: 1" = 20'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
TMP	PFH 8/30/22
CSS	PFH 12/1/22
MAJOR SITE PLAN	PFH 1/4/23
CITY COMMENTS	PFH 2/28/23

DRAWING NAME: **SITE PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD
MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.

THE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY MODIFICATIONS MADE WITHOUT OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
70 FORE STREET, PORTLAND, MAINE 04101
PO BOX 3422 (207) 775-2655

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-10

SITE NOTES:

1. BITUMINOUS SIDEWALK, CONCRETE CURB AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT WITH A MAXIMUM RISE OF 30".
6. SITE SIGNAGE SHALL COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PAVEMENT JOINTS MUST BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT.

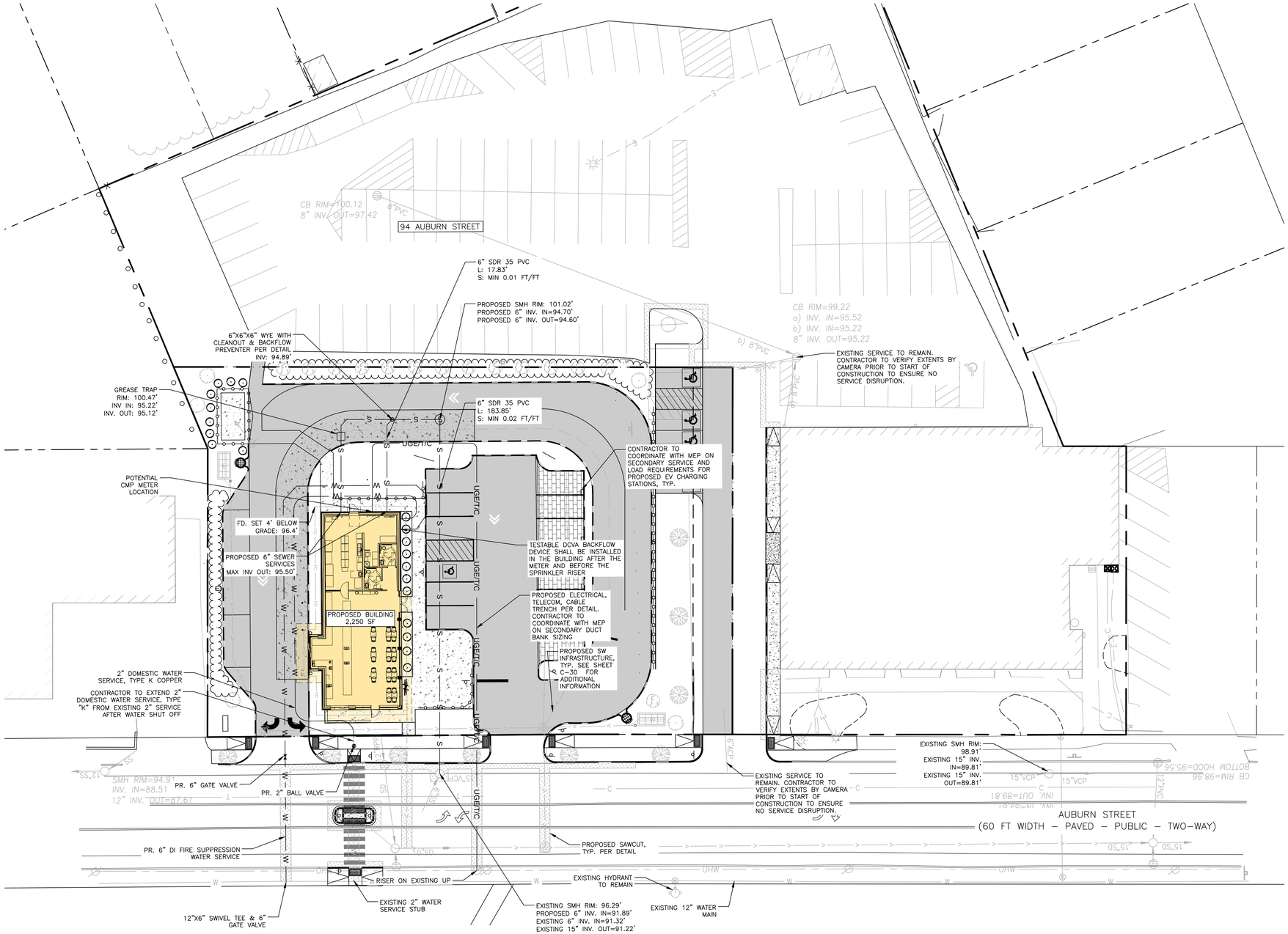
UTILITY NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY WATER RESOURCES DEPARTMENT STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
8. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY RESPECTIVE UTILITY COMPANIES PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.

MINIMUM HORIZONTAL UTILITY SEPARATION

UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	–	6'	5'	4'	6'
WATER	6'	–	5'*	6'	3'
SEWER	5'	5'*	–	5'	10'
GAS	4'	6'	5'	–	3'
STORMWATER	6'	3'	10'	3'	–

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
ATS	MKT	8/31/22
MAJOR SITE PLAN	MKT	1/4/23

DRAWING NAME: **UTILITY PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

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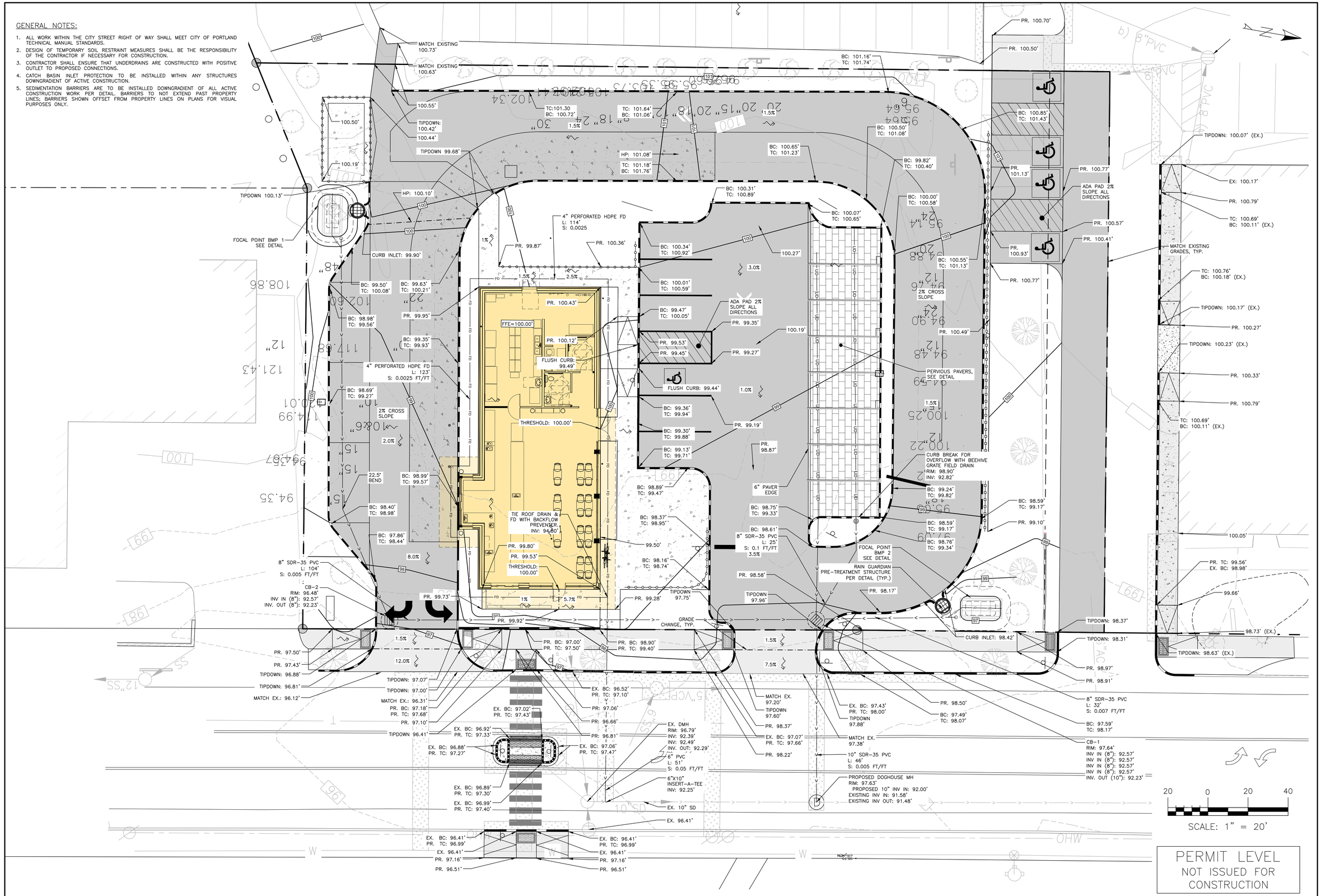
ACORN ENGINEERING, INC.
ENGINEERING, INC.
PO BOX 3422 PORTLAND, MAINE 04101
(207) 775-2655

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

DRAWING NO.
C-20

GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.



ISSUED FOR	BY	DATE
STORMWATER	PFH	10/3/22
REVIEW	PFH	11/3/22
MAJOR SITE PLAN	PFH	1/4/23

DRAWING NAME: **GRADING PLAN**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

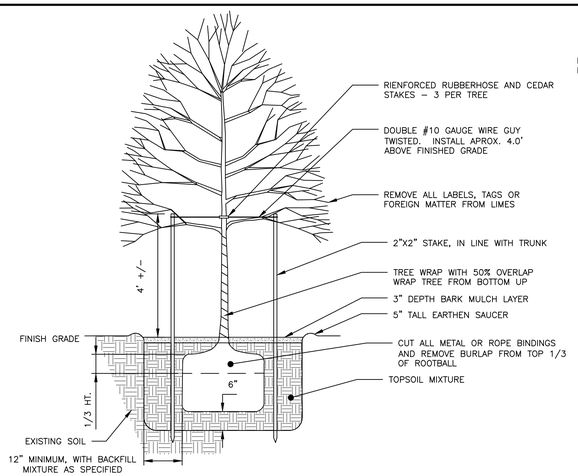
CLIENT/OWNER OF RECORD
MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

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ACORN ENGINEERING, INC.
ENGINEERING
ACORN ENGINEERING, INC.
142 FREE STREET, PORTLAND, MAINE 04101
PO BOX 3294 (207) 775-2655

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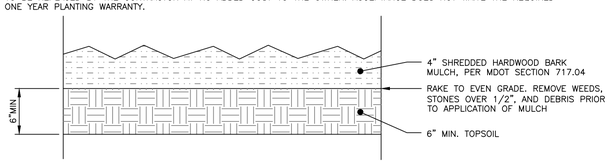
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TREE PLANTING DETAIL
NOT TO SCALE

PLANTING NOTES:

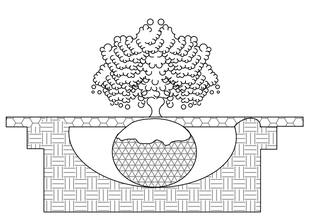
1. ALL PLANT SELECTION AND INSTALLATION SHALL BE IN COMPLIANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
6. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
7. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDED AS NECESSARY.
8. NEW TREES TO BE INSTALLED WITH A SLOW RELEASE WATERING BAG.
9. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION. FOLLOWING THIS PERIOD, THE LANDOWNER OR PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING FINAL INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY ENGINEER WHEN PLANTINGS HAVE BEEN MOBILIZED ON SITE. ENGINEER TO INSPECT AND ACCEPT OR REJECT ANY SPECIMENS ON THE BASIS OF APPARENT HEALTH, HARDINESS, AND CONFORMANCE WITH THE PLANTING SCHEDULE. REJECTED SPECIMENS ARE TO BE REPLACED BY THE CONTRACTOR AT NO ADDED COST TO THE OWNER. ACCEPTANCE DOES NOT WAIVE THE REQUIRED ONE YEAR PLANTING WARRANTY.



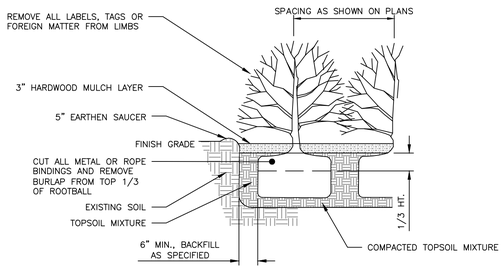
BARK MULCH DETAIL
NOT TO SCALE

NOTES:

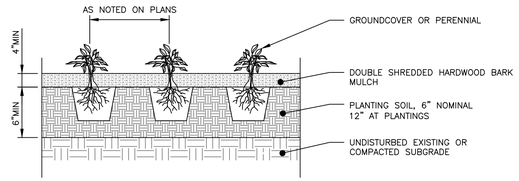
1. DIG HOLE AT LEAST 2 TIMES THE DIAMETER OF THE ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH THE TOP AT DOWNHILL EDGE OF THE HOLE.
2. TOPSOIL BACKFILL SHALL BE NATURAL FRIABLE, FERTILE, FINE LOAMY SOIL POSSESSING THE CHARACTERISTICS OF TOPSOIL IN THE VICINITY WHICH PRODUCE A HEAVY GROWTH. TOPSOIL SHALL CONTAIN NOT LESS THAN 6% NOR MORE THAN 20% ORGANIC MATTER. TOP SOIL SHALL HAVE A pH VALUE OF NOT LESS THAN 5.5 NOR MORE THAN 7.0.
3. CONTAINER GROWN STOCK – REMOVE CONTAINER PROTECTING THE ROOT BALL. GENTLY COMB OUT THE ROOTS. PRUNE DAMAGED ROOTS.
4. BACKFILL THE HOLE WITH TOPSOIL TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED UNDER EDGES OF THE BALLED PLANTS. BACKFILL TO FINISH GRADE AND CREATE AN EARTHEN SAUCER. SOAK PLANTS TWICE WITHIN THE FIRST TWENTY-FOUR HOURS OF PLANTING.



TYPICAL PLANTING
NOT TO SCALE



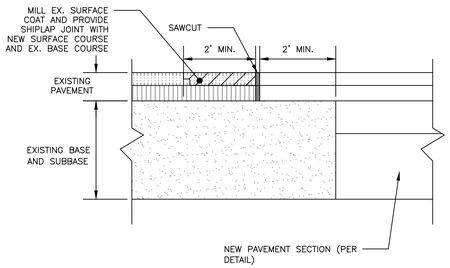
SHRUB PLANTING DETAIL
NOT TO SCALE



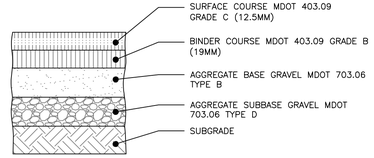
PERENNIAL PLANTING DETAIL
NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. CREATE UNIFORM AND RIGID BUTT JOINT AND APPLY BITUMINOUS TACK COAT AT AN APPLICATION RATE OF 0.10 TO 0.14 GALLONS PER SQUARE YARD PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



PAVEMENT SAWCUT DETAIL
NOT TO SCALE



NOTES:

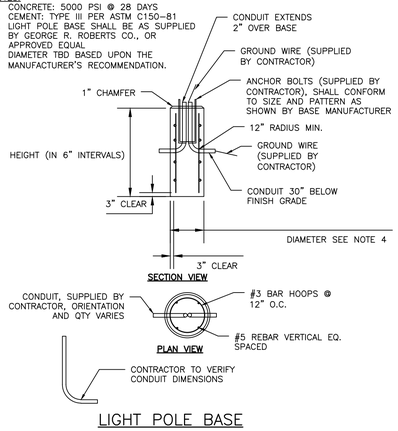
1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557
2. SURFACE AND AGGREGATE MATERIALS SHALL MEET THE CITY OF WATERVILLE STANDARDS IN ADDITION TO MDOT STANDARDS.
3. IN AREAS OF EXISTING PAVEMENT, STRIP BITUMINOUS ASPHALT, TOP DRESS BASE COURSE AS REQUIRED TO MAINTAIN GRADING AS SHOWN ON C-30, UTILIZE EXISTING SUBBASE AS FEASIBLE.

THICKNESS OF LAYERS	
STANDARD	LAYERS
1-1/2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
2"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
15"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

PRIVATE BITUMINOUS PAVEMENT PROFILE
NOT TO SCALE

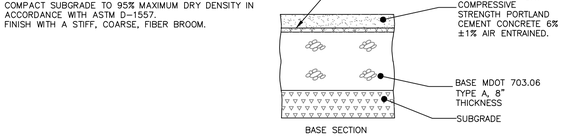
NOTES:

1. CONCRETE: 5000 PSI @ 28 DAYS
2. CEMENT: TYPE III PER ASTM C150-81
3. LIGHT POLE BASE SHALL BE AS SUPPLIED BY GEORGE R. ROBERTS CO., OR APPROVED EQUAL
4. DIAMETER TBD BASED UPON THE MANUFACTURER'S RECOMMENDATION.



LIGHT POLE BASE
NOT TO SCALE

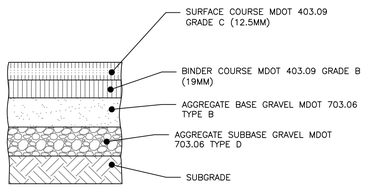
DUMPSTER COUNT					
CONC. PAD DIMENSIONS	TOTES	2-YD	4-YD	6-YD	8-YD
4' X 3'	1	0	0	0	0
8' X 5'	4	1	1	0	0
8' X 7'	4	1	1	1	0
8' X 8'	8	2	2	1	1
10' X 12'	12	3	3	2	1
10' X 14'	16	4	4	2	2
10' X 16'	16	4	4	2	2



NOTES:

1. THE CONCRETE PAD SHALL BE 18'X9'X6" IN SIZE.
2. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.
3. FINISH WITH A STIFF, COARSE, FIBER BROOM.

CONCRETE PAD DETAIL
NOT TO SCALE

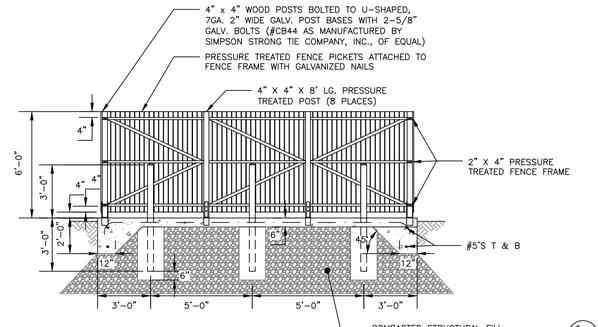


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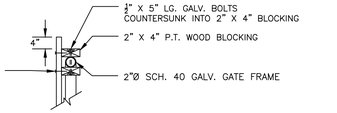
1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557
2. SURFACE AND AGGREGATE MATERIALS SHALL MEET THE CITY OF PORTLAND STANDARDS IN ADDITION TO MDOT STANDARDS.

THICKNESS OF LAYERS	
STANDARD	LAYERS
2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
3"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
6"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

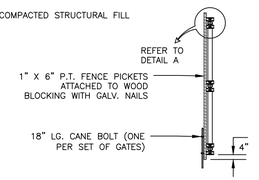
CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT PROFILE
NOT TO SCALE



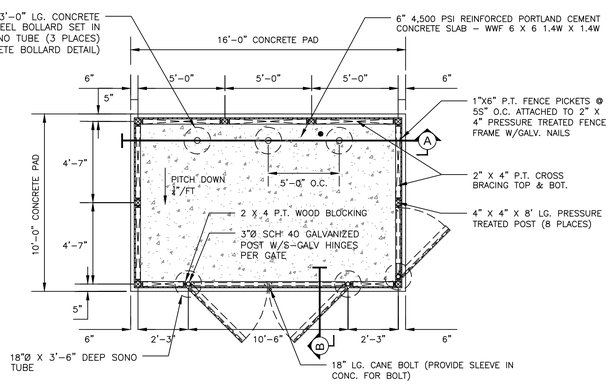
SECTION A-A



DETAIL A



SECTION B-B



DUMPSTER ENCLOSURE PLAN AND DETAILS
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR: MAJOR SITE PLAN — BY: PFH — DATE: 1/4/23

DRAWING NAME: SITE DETAILS – 1

PROJECT NAME/ADDRESS: 84 AUBURN & 94 AUBURN STREET REDEVELOPMENT, 84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC. 7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC. — CIVIL ENGINEERING

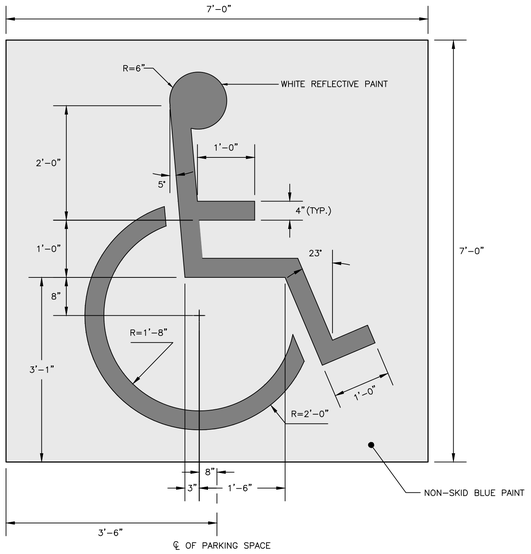
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ANY UNAUTHORIZED MODIFICATIONS OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 1222 PORTLAND, MAINE 04101
(207) 775-2655

FILE: 2.79_CIVIL
JN: 2.79
SCALE: AS NOTED
DESIGNED BY: MKT
DRAWN BY: DSH
CHECKED BY: PFH

STATE OF MAINE — PETER F. HEIL — 15318 — LICENSED PROFESSIONAL ENGINEER

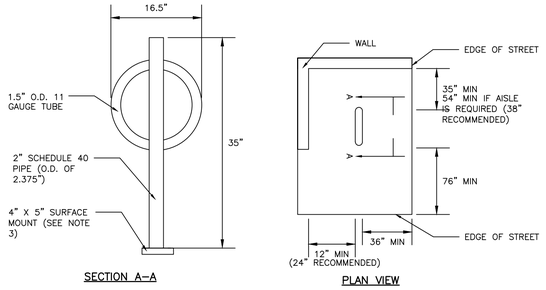
DRAWING NO. C-40



INTERNATIONAL BARRIER FREE SYMBOL
NOT TO SCALE

NOTES:

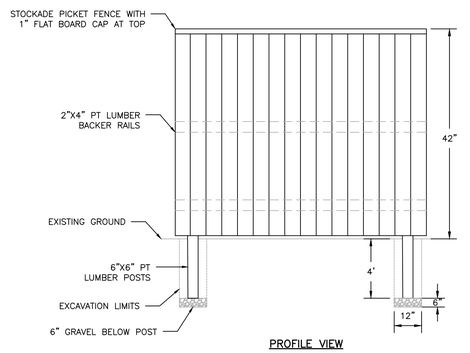
1. BICYCLE RACK SHALL HAVE CAPACITY FOR TWO BICYCLES.
2. BICYCLE RACK PARTS SHALL BE OF UNIFORM COLOR AND SHALL BE FINISHED IN ACCORDANCE WITH PRODUCT SPECIFICATION. PER CITY OF PORTLAND TECHNICAL STANDARDS ALL BICYCLE RACKS WITHIN THE RIGHT-OF-WAY SHALL MATCH THE FURNITURE COLOR FOR THAT LOCATION AS DESCRIBED IN THE MUNICIPAL LIGHTING STANDARDS; IF NO DESIGNATED COLOR FOR THAT AREA EXISTS, BICYCLE RACKS SHALL BE BLACK.
3. BICYCLE RACK SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S MOST RECENT INSTALLATION RECOMMENDATIONS, AND SHALL BE INSTALLED WITH A SURFACE MOUNT UNLESS OTHERWISE APPROVED BY ENGINEER.
4. BICYCLE RACK SHALL BE "DERO BIKE HITCH", AS MANUFACTURED BY DERO BIKE RACKS.
5. MINIMUM OFFSETS SHOWN. MANUFACTURER'S RECOMMENDED OFFSETS SHALL BE ENFORCED WHERE POSSIBLE.
6. MINIMUM DISTANCE BETWEEN BICYCLE RACKS SHALL BE 24". RECOMMENDED DISTANCE BETWEEN BICYCLE RACKS SHALL BE 38".
7. ALL OFFSETS ARE FROM OUTSIDE EDGES OF ITEMS.



BICYCLE RACK DETAIL
NOT TO SCALE

NOTES:

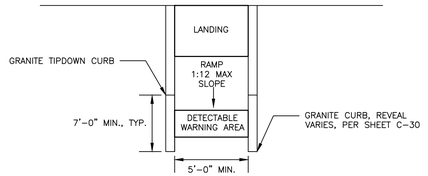
1. INSTALL FENCE PER MANUFACTURERS SPECIFICATIONS
2. SEE SHEET C-10 FOR FENCE LOCATIONS



STOCKADE FENCE DETAIL
NOT TO SCALE

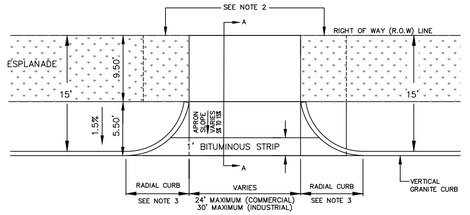
NOTES:

1. ALL RAMPS SHALL COMPLY WITH CITY OF PORTLAND AND ADA STANDARDS.
2. SIDEWALK MATERIAL SHALL BE PER CITY SIDEWALK MATERIAL POLICY.
3. FLARED SECTIONS SHOULD MATCH SURFACE MATERIAL USED FOR SIDEWALK CONSTRUCTION.



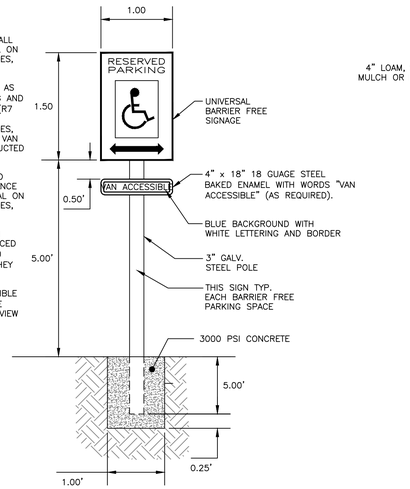
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAX	2%
LANDING	2%	2%
RAMP	8.33% MAX	MATCH STREET GRADE
SIDEWALK	PER C-30	2%

SIDEWALK RAMP LAYOUT
NOT TO SCALE

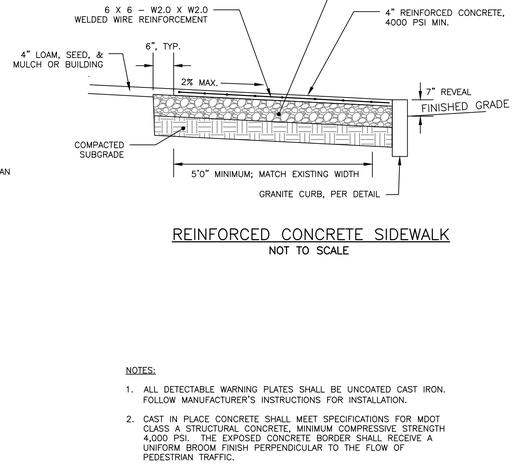


NOTES:

1. ALL ASPECTS OF RESERVED PARKING SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION
2. SIGN SHALL BE CONSTRUCTED AS SIGN R7-8 UNDER THE "PARKING AND STANDING SIGNS AND PLAQUES" (R7 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION. VAN ACCESSIBILITY SHALL BE CONSTRUCTED AS SIGN R7-8a OR R7-8b.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.
4. SIGN SHALL BE INSTALLED ON BUILDING. SIGNS SHOULD BE PLACED AT SUCH A HEIGHT (AT LEAST 60 INCHES ABOVE SURFACE) THAT THEY DO NOT GET OBSCURED BY ANY PARKED VEHICLES OR OTHER OBSTRUCTIONS AND MUST BE VISIBLE FROM THE DRIVER'S SEAT OF THE VEHICLE AND LOCATED RIGHT IN VIEW OF PARKING.



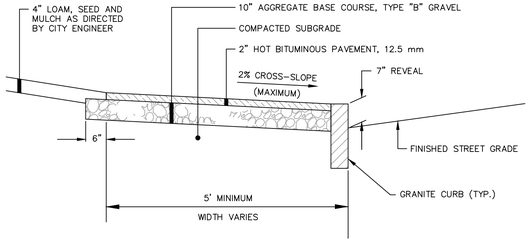
BARRIER FREE PARKING SIGN
NOT TO SCALE



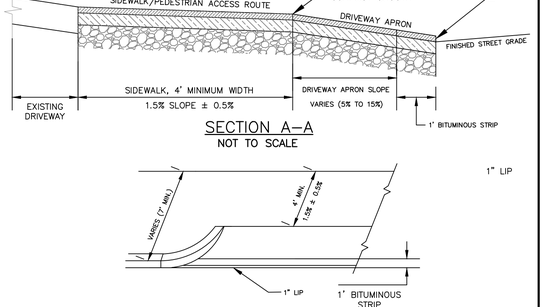
REINFORCED CONCRETE SIDEWALK
NOT TO SCALE

NOTE:

COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557



BITUMINOUS SIDEWALK
NOT TO SCALE



SECTION A-A
NOT TO SCALE

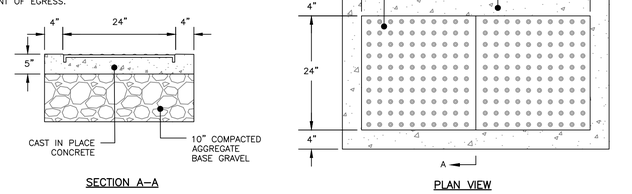
NOTES:

1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
3. DRIVEWAY CURB RADIUS SHALL NOT BE LARGER THAN REQUIRED BY THE SITE'S DESIGN VEHICLE.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY.

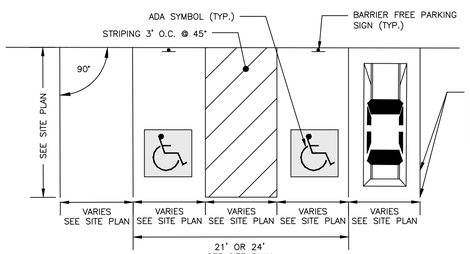
STANDARD COMMERCIAL DRIVEWAY APRON LAYOUT
NOT TO SCALE

NOTES:

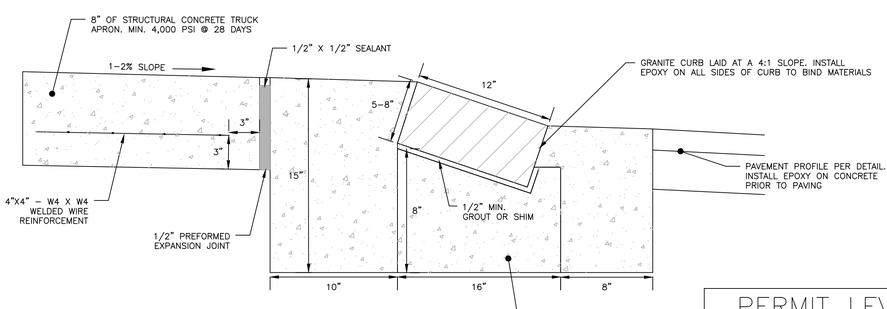
1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. 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.
5. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FORM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE



PARKING SPACE DIMENSIONS
NOT TO SCALE



MOUNTABLE CURB
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
MAJOR SITE PLAN	PFH	1/4/22

DRAWING NAME: SITE DETAILS - 2

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.
THESE PLANS SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC. UNLESS OTHERWISE AGREED TO IN WRITING BY ACORN ENGINEERING, INC.

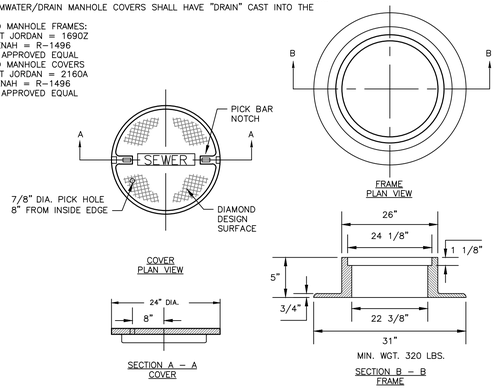
ACORN ENGINEERING, INC
PO BOX 4593 PORTLAND, MAINE 04101
(207) 775-2655

FILE:	2.79_CIVIL
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SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

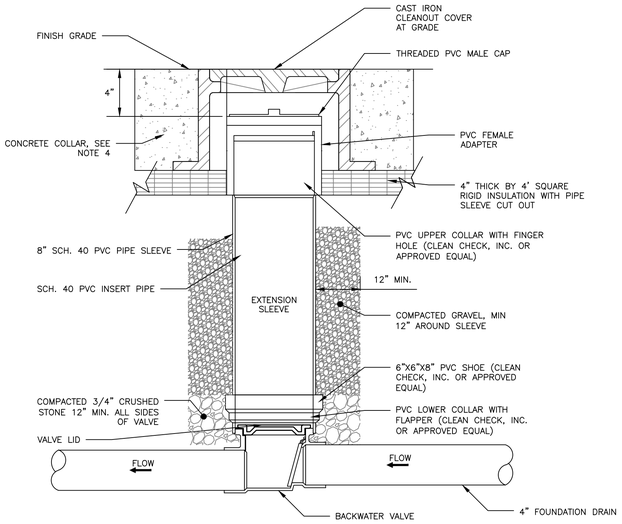
STATE OF MAINE · PETER F. HEIL · 15318 · LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-41

NOTES:
1. ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER
2. ALL SANITARY AND STORMWATER/DRAIN MANHOLE COVERS SHALL BE 24" x 5".
3. ALL SANITARY MANHOLE COVERS AND SHALL HAVE "SEWER" CAST INTO THE COVER.
4. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
5. APPROVED MANHOLE FRAMES:
   5.1. EAST JORDAN = 1690Z
   5.2. NEENAH = R-1496
   5.3. OR APPROVED EQUAL
6. APPROVED MANHOLE COVERS
   6.1. EAST JORDAN = 2160A
   6.2. NEENAH = R-1496
   6.3. OR APPROVED EQUAL

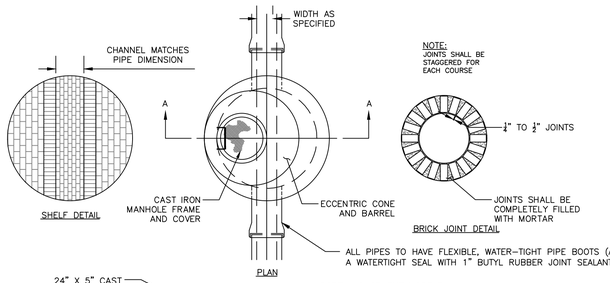


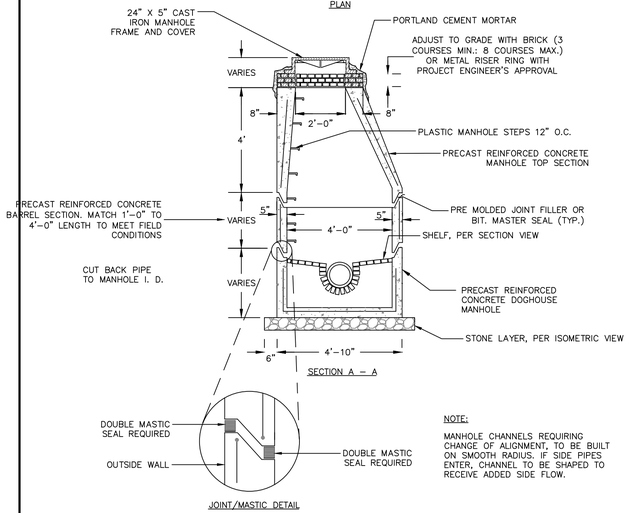
CAST IRON MANHOLE COVER AND FRAME
NOT TO SCALE



NOTES:
1. BACKFLOW VALVE TO BE PROVIDED BY AGRI DRAIN CORPORATION OR AN APPROVED EQUAL.
2. VALVE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND COMPLY WITH RULES AND REGULATIONS AS OUTLINED IN SECTION 2 OF THE CITY OF PORTLAND TECHNICAL MANUAL.
3. VALVE SHALL BE INSTALLED WITH A VALVE BOX AND COVER TO PROVIDE EASY ACCESS AND MAINTENANCE; VALVE COVER SHALL STATE "SEWER" ON LID. FLUSH TO SURFACE. REFER TO VALVE & BOX COVER DETAIL FOR ADDITIONAL INFORMATION.
4. CONCRETE COLLAR AT A MINIMUM 24-HOUR COMPRESSIVE STRENGTH OF 3,000 PSI.
5. STRUCTURE TO BE APPLIED WITH DAMP PROOF COATING

BACKFLOW VALVE ASSEMBLY
NOT TO SCALE

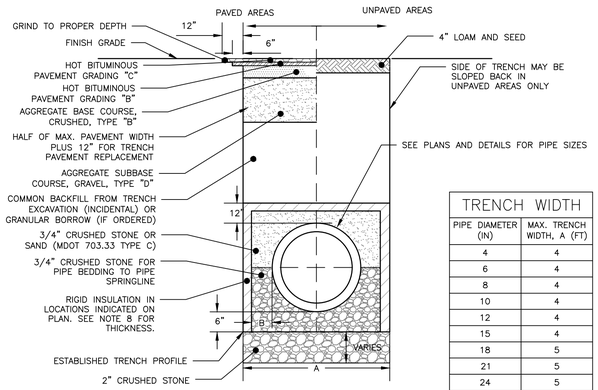




NOTE:
MANHOLE CHANNELS REQUIRING CHANGE OF ALIGNMENT, TO BE BUILT ON SMOOTH RADIUS. IF SIDE PIPES ENTER, CHANNEL TO BE SHAPED TO RECEIVE ADDED SIDE FLOW.

NOTES:
1. UNLESS OTHERWISE SPECIFIED, CONCRETE SHALL BE 4000 PSI @28 DAYS.
2. RECONSTRUCT INTERIOR MANHOLE INVERT AS NECESSARY TO ACCOMMODATE NEW PIPE.
3. THIS DETAIL IS INTENDED TO PROVIDE ADDITIONAL INFORMATION TO THE CONTRACTOR IN REGARDS TO THE CONNECTION OF THE DOGHOUSE MANHOLE BASE TO THE EXISTING SANITARY SEWER SYSTEM.
4. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
5. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE. THE MATERIAL SHALL BE MINWAX FIBROUS BRUSH COAT MADE BY THE MINWAX COMPANY, NEW YORK, NEW YORK; TREMCO 121 FOUNDATION COATING, MADE BY THE TREMCO MANUFACTURING COMPANY, CLEVELAND, OHIO; INERTOL NO-7 MADE BY INERTOL COMPANY, NEWARK, NEW JERSEY; CAMGER SUPERSEAL WATER-PROOFING CONCRETE COATING PPS-922-2, MADE BY THE CAMGER COATING SYSTEMS, INC., NORFOLK, MASSACHUSETTS OR APPROVED EQUAL.
8. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.

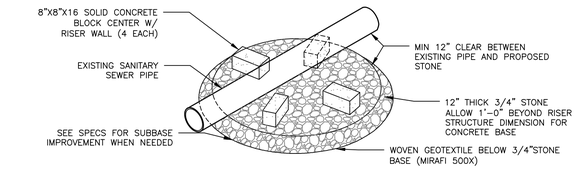
PRECAST CONCRETE MANHOLE – CITY OF PORTLAND
NOT TO SCALE



TRENCH WIDTH	
PIPE DIAMETER (IN)	MAX. TRENCH WIDTH, A (FT)
4	4
6	4
8	4
10	4
12	4
15	4
18	5
21	5
24	5
36	7
48	8
54	8
60	9

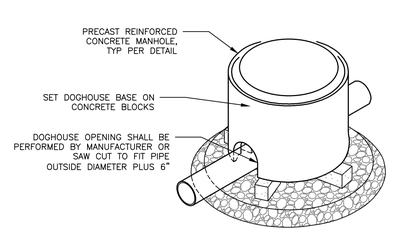
ALLOWABLE PIPE MATERIALS:
- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
- PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS-46 RATING
- PVC RING TYPE SEWER PIPE MEETING ASTM F 789
- DUCTILE IRON PIPE (DIP)
- ADS N-12 HP TRIPLE-WALL MIN PS-46 RATING
- ADS SANITITE HP MIN. PS-46

CITY OF PORTLAND TYPICAL PIPE TRENCH DETAIL
NOT TO SCALE

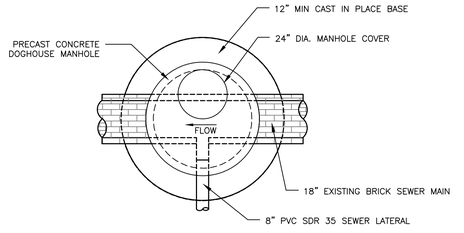


BASE ISOMETRIC VIEW

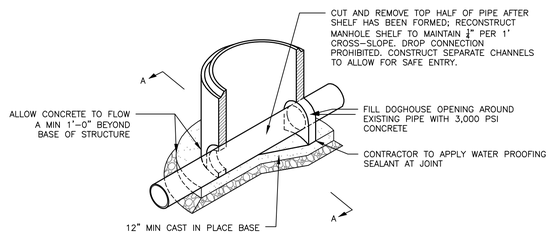
NOTES:
1. EXISTING CONCRETE CRADLE UNDER EXISTING BRICK SANITARY SEWER PIPE TO BE REMOVED.
2. UNLESS OTHERWISE SPECIFIED, CONCRETE SHALL BE 4000 PSI @28 DAYS.
3. RECONSTRUCT INTERIOR MANHOLE INVERT AS NECESSARY TO ACCOMMODATE NEW PIPE.
4. THIS DETAIL IS INTENDED TO PROVIDE ADDITIONAL INFORMATION TO THE CONTRACTOR IN REGARDS TO THE CONNECTION OF THE DOGHOUSE MANHOLE BASE TO THE EXISTING SANITARY SEWER SYSTEM. MANHOLE INSTALLATION INFORMATION NOT EXPLICITLY REFERRED TO IN THIS DETAIL SHALL BE PER THE "STANDARD PRECAST SEWER MANHOLE" DETAIL



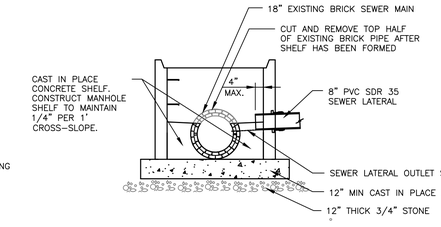
RISER ISOMETRIC VIEW



PLAN VIEW



FOUNDATION SECTION VIEW



SECTION A–A VIEW

PRECAST DOGHOUSE MANHOLE DETAIL
NOT TO SCALE

DESIGN NOTES:
1. ANY ALTERNATE TRENCHING METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. ALL CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF PORTLAND TECHNICAL STANDARDS FIGURE II-2.
3. BRACING & SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. WHERE APPLICABLE, PERFORATIONS IN STORM DRAIN (PERF. SD) SHALL BE ORIENTED UP.
5. ALL STORM DRAINS SHALL BE PVC SDR 35 MIN PS-46 RATING OR OR IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL MANUAL , SECTION 2 – SANITARY SEWER AND STORM DRAIN – PART 2.5.2
6. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
7. THIS DETAIL SHALL BE APPLIED ONLY TO PIPE TRENCHES WITHIN OF THE CITY OF PORTLAND R.O.W.
8. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
9. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
10. MINIMUM COVER
    10.1. 2'-0" – STORM DRAIN
    10.2. 5'-0" – SEWER
11. DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
12. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
13. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE TABLE BELOW.
14. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
MAJOR SITE PLAN	PFH	1/4/23

DRAWING NAME: UTILITY DETAILS – 1

PROJECT NAME/ADDRESS: 84 AUBURN & 94 AUBURN STREET REDEVELOPMENT
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

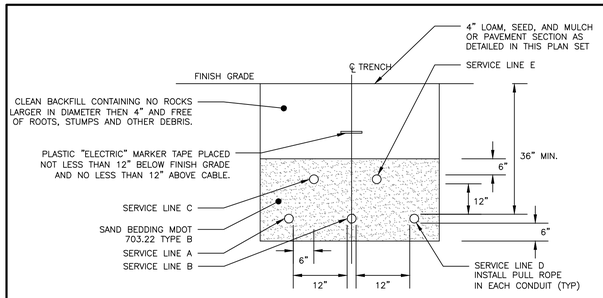
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ENGINEERING, INC.
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ACORN ENGINEERING, INC
P.O. BOX 4593 PORTLAND, MAINE 04101
(207) 775-2655

FILE:	2.79_CIVIL
JN:	2.79
SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-42



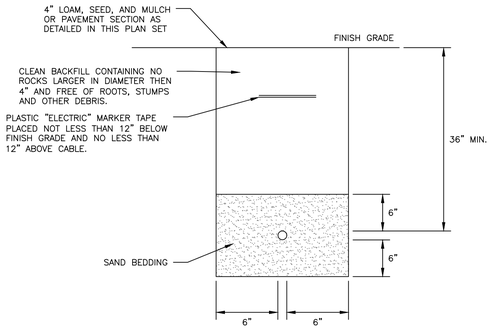
CONDUIT TYPE			
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY
A	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER
B	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER
C	2-4"	SCHEDULE 40 PVC	COMMUNICATION
D	5"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE
E	2-4"	SCHEDULE 40 PVC	CABLE

NOTES:

1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.
3. CONDUITS WITHIN THE CITY RIGHT-OF-WAY SHALL BE ENCASED IN CONCRETE.
4. FINAL SIZE OF CONDUITS TO BE SPECIFIED BY MEP, ELECTRICIAN, OR DESIGN/BUILD ELECTRICAL CONTRACTOR.

UTILITY TRENCH – PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE

NOT TO SCALE

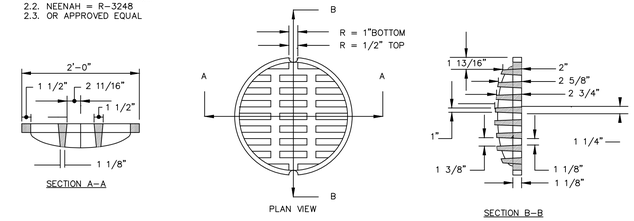


SECONDARY ELECTRICAL TRENCH

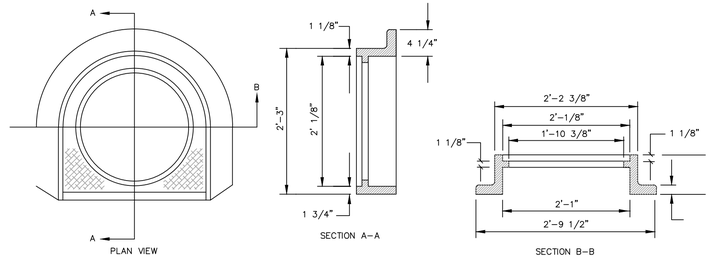
NOT TO SCALE

NOTES:

1. APPROVED CATCH BASIN FRAMES:
   1.1. EAST JORDAN = 7375Z
   1.2. NEENAH = R-3248
   1.3. OR APPROVED EQUAL
2. APPROVED CATCH BASIN GRATES
   2.1. EAST JORDAN = 2440M
   2.2. NEENAH = R-3248
   2.3. OR APPROVED EQUAL



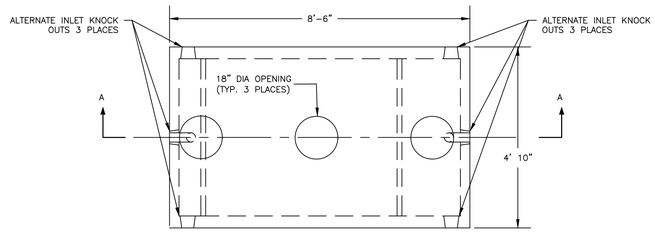
GRATE DETAIL



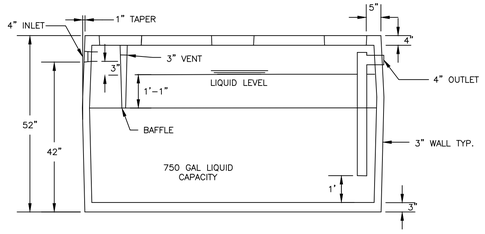
FRAME DETAIL

CATCH BASIN FRAME & GRATE

NOT TO SCALE



PLAN VIEW



SECTION A-A

NOTES:

1. CONCRETE: 4000 PSI AFTER 28 DAYS.
2. KEYED JOINTS SEALED WITH ASPHALT SEALANT.
3. EXCAVATION MUST BE AT LEAST 12" WIDER & LONGER THAN TANK SIZE
4. TOTAL STRUCTURE WEIGHT =7400 LBS
5. INSTALL APPROPRIATE RISER SECTIONS OVER INSPECTION & CLEANOUT OPENINGS TO BRING COVERS TO GRADE.
6. SHALL MEET AMERICAN CONCRETE 750 GALLON GREASE TRAP, OR EQUIV.
7. TANK PENETRATIONS ARE INTEGRALLY CAST.
8. TANKS SHOULD BE PUMPED AS NEEDED.
9. ACCESS COVERS TO BRING COVER ACCESS TO GRADE.
10. TANKS CAN BE VACUUM TESTED BY MANUFACTURER AT ADDITIONAL COST.
11. INLET BAFFLE IS PRECAST AS ONE UNIT WITH THE TOP SECTION OF THE SEPTIC TANK.
12. TANKS REINFORCED WITH 6X6X10 G.A. WIRE.
13. HEAVY DUTY SEPTIC TANK TOPS REINFORCED WITH ½" REBAR ON 6" CENTERS EACH WAY.
14. H-20 LOADING.
15. GREASE FILTER AVAILABLE.

750 GALLON GREASE TRAP DETAIL

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
MAJOR SITE PLAN	PFH 1/4/23

DRAWING NAME: UTILITY DETAILS – 2

PROJECT NAME/ADDRESS: 84 AUBURN & 94 AUBURN STREET REDEVELOPMENT
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

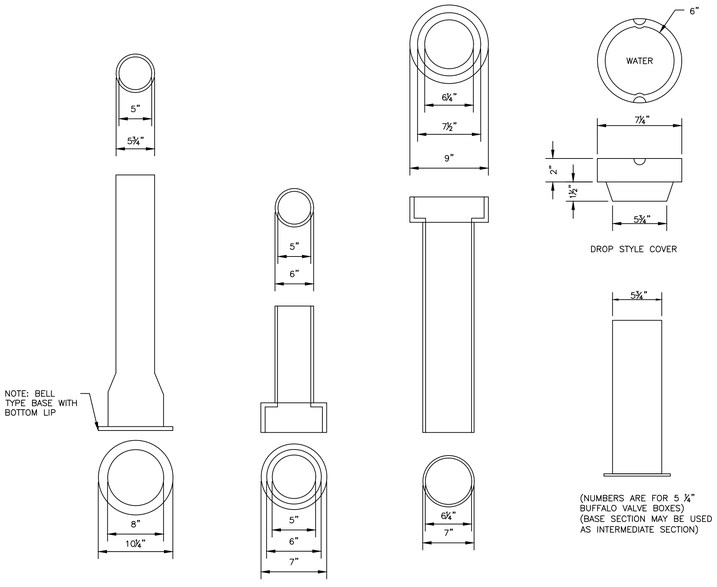
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ACORN ENGINEERING, INC.
PO BOX 3377 PORTLAND, MAINE 04101
(207) 775-2655

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SCALE:	AS NOTED
DESIGNED BY:	MKT
DRAWN BY:	DSH
CHECKED BY:	PFH

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER

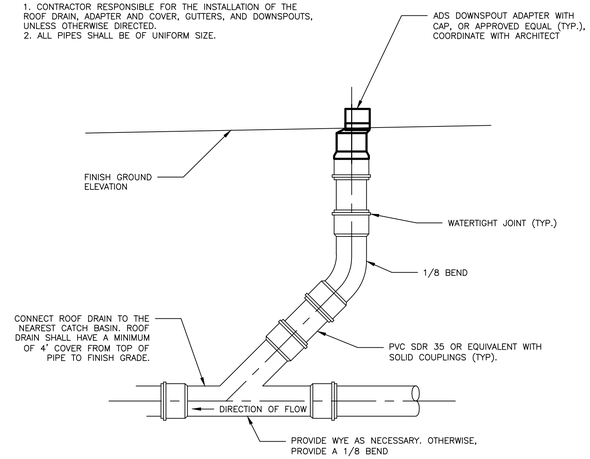
DRAWING NO.
C-43



VALVE BOX & COVER
NOT TO SCALE

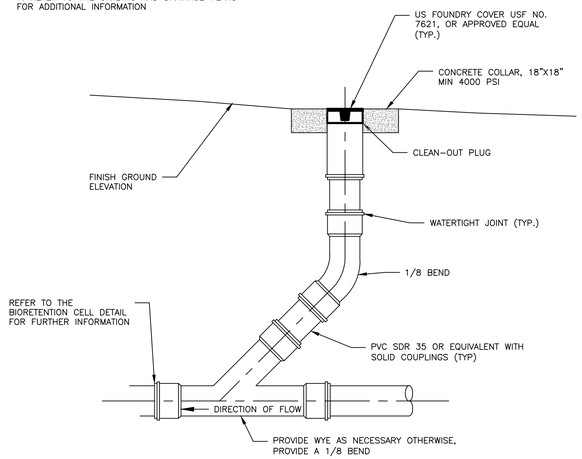
NOTES:

1. CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF THE ROOF DRAIN, ADAPTER AND COVER, GUTTERS, AND DOWNSPOUTS, UNLESS OTHERWISE DIRECTED.
2. ALL PIPES SHALL BE OF UNIFORM SIZE.

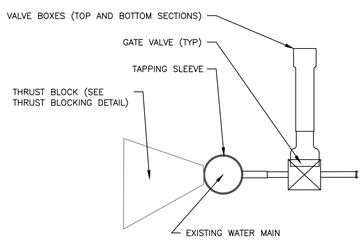


ROOF DRAIN DETAIL
NOT TO SCALE

DESIGN NOTES:
1. REFER TO THE GRADING AND DRAINAGE PLANS FOR ADDITIONAL INFORMATION



CLEANOUT DETAIL
NOT TO SCALE

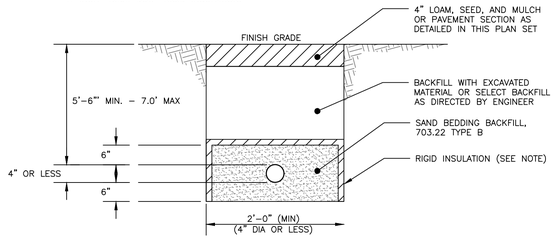


SIDE VIEW

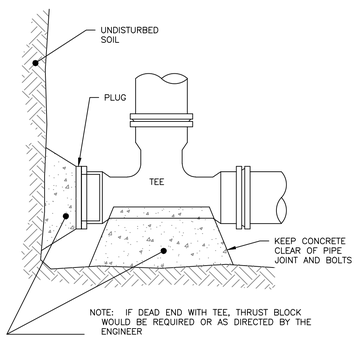
TAPPING SLEEVE AND VALVE
NOT TO SCALE

NOTES:

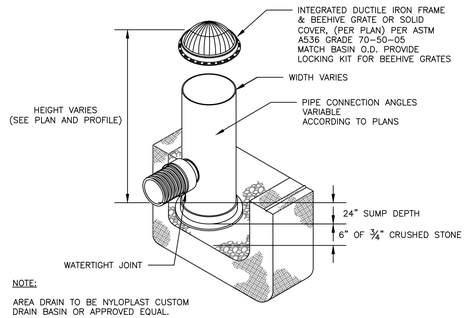
1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD TWO LAYERS OF 2-INCH "BLUE DOW" RIGID INSULATION.



WATER SERVICE TRENCH SECTION DETAIL
NOT TO SCALE



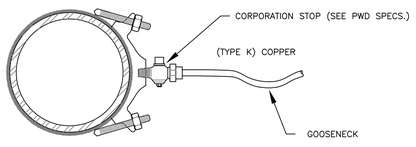
END SECTION



NOTE:

AREA DRAIN TO BE NYLOPLAST CUSTOM DRAIN BASIN OR APPROVED EQUAL.

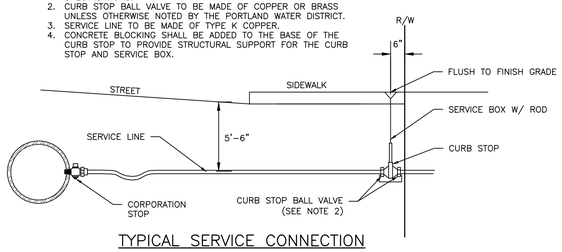
BEEHIVE DRAIN DETAIL
NOT TO SCALE



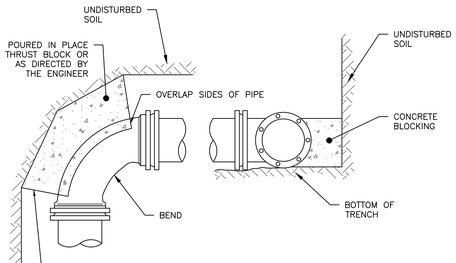
SERVICE SADDLE: 2" C.C. THREAD
NOT TO SCALE

NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH THE CITY OF PORTLAND WATER DISTRICT (PWD) SPECIFICATIONS.
2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.



TYPICAL SERVICE CONNECTION
NOT TO SCALE



TOP VIEW END VIEW

REGULAR BEND

THRUST BLOCKING
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
MAJOR SITE PLAN	TSH 1/24/23

DRAWING NAME: **UTILITY DETAILS – 3**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD: MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC.

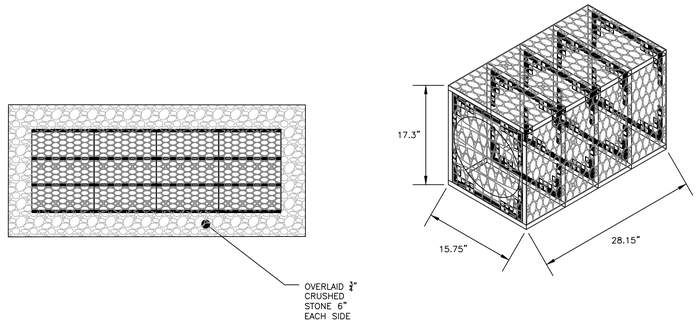
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ACORN ENGINEERING, INC.
70 FORE RIVER PARKWAY, PORTLAND, MAINE 04101
PO BOX 3477 PORTLAND, MAINE 04104 (207) 775-2655

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STATE OF MAINE — PETER F. HEIL — 15318 — LICENSED PROFESSIONAL ENGINEER

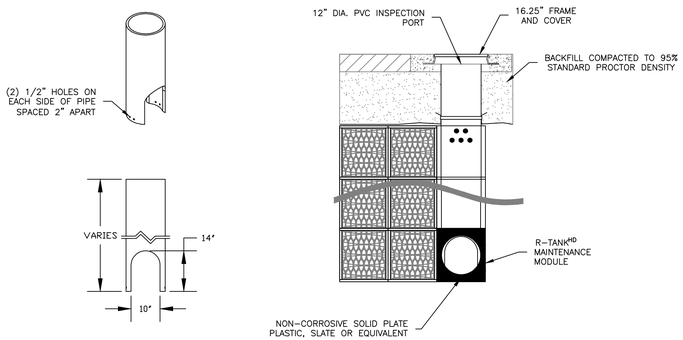
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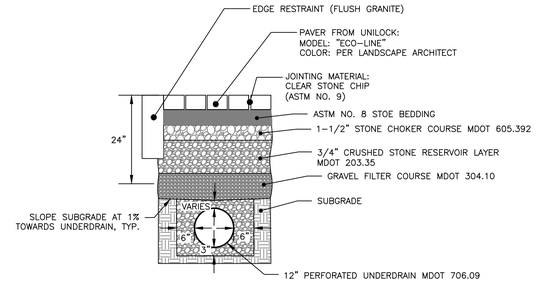
PLAN VIEW ISOMETRIC VIEW

R–TANK MODULE DETAIL
NOT TO SCALE

NOTES
1. THE INSPECTION PORT IS USED IN THE MAINTENANCE MODULE TO INSPECT THE LEVEL OF SEDIMENT ACCUMULATION.
2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH MAINTENANCE ROW VIA THE ACCESS STRUCTURE FROM EITHER END AS NEEDED.



ACCESS PORT WITH SOLID COVER
NOT TO SCALE



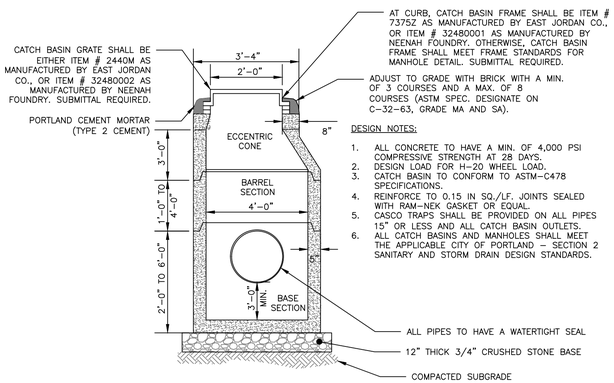
NOTES:
1. DO NOT COMPACT SUBGRADE.
2. COMPACT THE GRAVEL FILTER COURSE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D–1557. DO NOT OVER–COMPACT. THE INFILTRATION RATE SHALL BE DETERMINED BY ASTM D–3385 OR AN APPROVED ALTERNATE AT THE DISCRETION OF THE ENGINEER. THE INFILTRATION RATE SHALL BE NO LESS THAN 5–30 FT/DAY OR 50% OF THE HYDRAULIC CONDUCTIVITY (ASTM D–2434) AT 95% STANDARD PROCTOR COMPACTION. FILTER COURSE SHALL HAVE A HYDRAULIC CONDUCTIVITY OF 10–60 FT/DAY (0.0036 TO 0.022 CM/SEC) AT 95% COMPACTION.
3. PAVING OPERATIONS SHALL BE SUBJECT TO THE MINIMUM REQUIREMENTS OF THE MAINE DOT SECTION 401.19 QUALITY CONTROL METHOD D, UNLESS WAIVED BY THE OWNER.

THICKNESS OF LAYERS	
STANDARD	LAYERS
4"	PERVIOUS PAVER PER MANUFACTURER'S SPECIFICATION
1–1/2"	ASTM NO. 8 STONE BEDDING
2–1/2"	1–1/2" STONE CHOKER COURSE MDOT 605.392
5"	3/4" CRUSHED STONE MDOT 203.35
10"	GRAVEL FILTER COURSE MDOT 304.10 TYPE D

PERVIOUS PAVER PROFILE
NOT TO SCALE

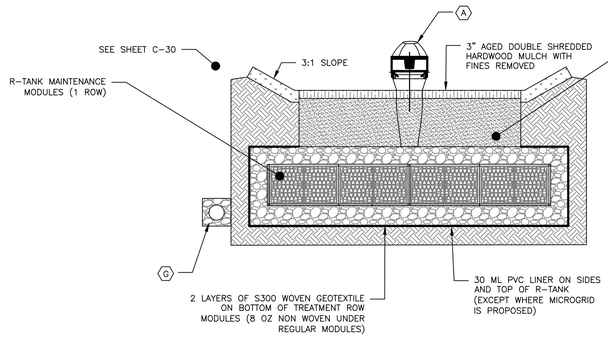
GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C–478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE ⅞" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C–32–63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROFFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.



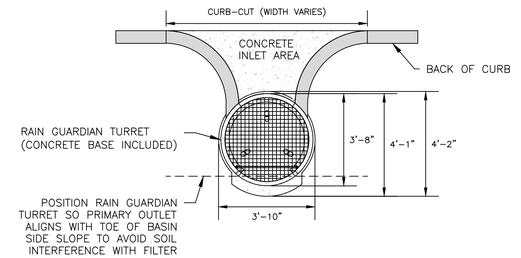
DESIGN NOTES:
1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H–20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM–C478 SPECIFICATIONS.
4. REINFORCE TO 0.15 IN SQ./LF. JOINTS SEALED WITH RAM–NEK GASKET OR EQUAL.
5. CASCO TRAPS SHALL BE PROVIDED ON ALL PIPES 15" OR LESS AND ALL CATCH BASIN OUTLETS.
6. ALL CATCH BASINS AND MANHOLES SHALL MEET THE APPLICABLE CITY OF PORTLAND – SECTION 2 SANITARY AND STORM DRAIN DESIGN STANDARDS.

4'–0" DIAMETER PRECAST CATCH BASIN/MANHOLE
NOT TO SCALE



FOCAL POINT RAIN GARDEN WITH R–TANK TREATMENT ROW
NOT TO SCALE

SCHEDULE		
ITEM	FP–1	FP–2
(A) 12" OVERFLOW DRAIN RIM	98.75'	97.07'
(B) TOP OF MULCH	98.25'	96.57'
(C) TOP OF CRUSHED STONE	96.50'	94.82'
(D) TOP OF R–TANK	96.00'	94.32'
(E) BOTTOM OF R–TANK	94.56'	92.88'
(F) BOTTOM OF CRUSHED STONE	94.06'	92.38'
(G) 4" UD OUTSIDE OF LINER	94.06'	92.38'

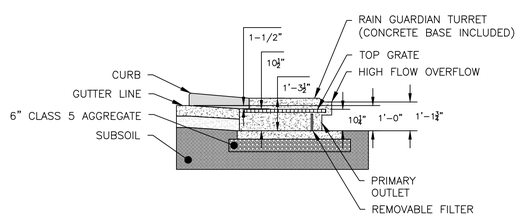


RAIN GUARDIAN TURRET – PLAN VIEW
NOT TO SCALE

NOTES
1. INLET WIDTH AND DISTANCE BETWEEN BACK OF CURB AND RAIN GUARDIAN TURRET MAY VARY WITH SITE CONDITIONS.
2. CONCRETE BASE EXTENDS BEYOND THE FILTER WALL OF THE RAIN GUARDIAN TURRET TO SERVE AS A SPLASH DISSIPATOR.
3. THE TOP OF THE CLASS 5 BASE (COMPACTED TO 95% STANDARD PROCTOR) IS PRECISELY 1 4 BELOW THE GUTTERLINE ELEVATION.

SPECIFICATIONS
1. STEEL REINFORCED, COLD JOINT SECURED MONOLITHIC CONCRETE STRUCTURE (1,030 LBS) CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI AT 28 DAYS. CONCRETE AIR ENTRAINED (4% TO 8% BY VOLUME). MANUFACTURED AND DESIGNED TO ASTM C858.
2. THREE–POINT PICK USING RECESSED LIFTING POCKETS WITH A STANDARD HOOK.
3. TOP GRATE.

INSTALLATION NOTES
1. INSTALL THE CLASS 5 BASE (COMPACTED TO 95% STANDARD PROCTOR). THE DISTANCE FROM THE BACK OF THE CURB MAY VARY BASED ON SITE CONDITIONS, BUT CONSIDERATIONS SHOULD INCLUDE SLOPE OF THE INLET AND BASIN SIDE SLOPES ADJACENT TO THE RAIN GUARDIAN TURRET. POSITION RAIN GUARDIAN TURRET SO PRIMARY OUTLET ALIGNS WITH TOE OF BASIN SIDE SLOPE TO AVOID SOIL INTERFERENCE WITH REMOVABLE FILTER WALL. EXCAVATE 1 10 BELOW THE GUTTERLINE ELEVATION (I.E. THE BIORETENTION OVERFLOW ELEVATION) TO ACCOMMODATE THE 1 PONDING DEPTH, 6 CLASS 5 AGGREGATE, AND 4 RAIN GUARDIAN TURRET BASE (INCLUDED). THEREFORE, THE TOP OF THE CLASS 5 COMPACTED BASE IS PRECISELY 1 4 BELOW THE GUTTERLINE ELEVATION. THE INLET TO THE RAIN GUARDIAN TURRET WILL BE 10–1/2 ABOVE THE TOP OF THE CONCRETE BASE AND 1–1/2 BELOW THE GUTTERLINE ELEVATION TO ACCOMMODATE A SLOPED INLET FROM THE GUTTER TO THE RAIN GUARDIAN TURRET.
2. SET RAIN GUARDIAN TURRET ON THE PREPARED CLASS 5 BASE.
3. INSTALL FRAMING FOR INLET BETWEEN RAIN GUARDIAN TURRET AND BACK OF CURB. TOP ELEVATIONS OF THE FRAMING SHOULD MATCH THE TOP OF THE CURB ON THE STREET SIDE AND THE TOP OF THE RAIN GUARDIAN TURRET ON THE BIORETENTION SIDE.
4. INSTALL EXPANSION/CONTRACTION JOINT MATERIAL OR A SHEET OF POLY TO SERVE AS A BOND BREAK BETWEEN RAIN GUARDIAN TURRET AND CONCRETE INLET BEFORE POURING INLET.
5. SIDE CURBS OF THE POURED INLET MUST HAVE AN INSURMOUNTABLE PROFILE TO PREVENT WATER FLOW FROM OVERTOPPING THE DOWNSTREAM SIDE OF THE INLET.
6. REMOVABLE FILTER WALL SHOULD BE INSTALLED WITH FILTER FABRIC ON THE INTERIOR SIDE OF THE RAIN GUARDIAN TURRET.



RAIN GUARDIAN TURRET – SECTION VIEW
NOT TO SCALE

PERMIT LEVEL
PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
STORMWATER	PFH 10/3/22
MAJOR SITE PLAN	PFH 1/4/23

DRAWING NAME: **DRAINAGE DETAILS**

PROJECT NAME/ADDRESS: **84 AUBURN & 94 AUBURN STREET REDEVELOPMENT**
84 & 94 AUBURN STREET, PORTLAND ME 04104

CLIENT/OWNER OF RECORD
MSP PROPERTIES 94 AUBURN LLC. & 84 AUBURN LLC.
7 HEATHER LANE FALMOUTH, ME 04105

ACORN ENGINEERING, INC. — ENGINEERING, INC.
ACORN ENGINEERING, INC.
70 LANCASTER STREET, PORTLAND, MAINE 04101
PO BOX 3294 (207) 775–2655

THESE PLANS SHALL NOT BE REUSED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL BE RETURNED UPON REQUEST OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

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STATE OF MAINE — PETER F. HEIL — 15318 — LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-45

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS.
THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2–3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
- THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
- GEOTEXTILE FABRIC (WOVEN OR NON–WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROAD WAYS.

1.1.2 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.

1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.

1.1.5 HIGH STREET AND PLEASANT STREET SHALL BE SWEPT TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.

1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE TOED INTO THE GROUND.

1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED ½ THE DESIGN HEIGHT.

1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.

1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.

1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.

1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.

1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4 OF LOAM AND SHALL BE LIMED, AND MULCHED.
EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.2 OF THIS REPORT.

1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.

1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER–WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75–LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE–INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCHING AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR–INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE–ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4 OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER–WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD – STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE–COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD – THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE–SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX – EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH STONE RIPRAP – PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A STORM EVENT. A STORM EVENT SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL – BEST MANAGEMENT PRACTICES (BMP'S) SHALL INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE–HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD–TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE–INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775–2655

QUALIFICATIONS:

- Ø MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- Ø MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- Ø CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- Ø CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
6. COMMENCE INSTALLATION OF UTILITIES.
7. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
8. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
9. COMPLETE REMAINING EARTHWORK OPERATIONS.
10. INSTALL SUB–BASE AND BASE GRAVELS IN PAVED AREAS.
11. INSTALL PAVING, CURBING AND BRICKWORK.
12. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
13. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
14. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
15. COMPLETE SITE SIGNAGE AND STRIPING.
16. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE–VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 SEEDING PLAN

7.1 SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

7.2 SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10–10–10 (N–P205–K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

7.3 SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES

SEED	LBS / ACRE	RECOMMENDED SEEDING DATES
WINTER RYE	2.57	8/15 TO 10/1
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15
ANNUAL RYGRASS	0.92	4/1 TO 7/1
SUDANGRASS	0.92	5/15 TO 8/15
PERENNIAL	0.92	8/15 TO 9/15
TOTAL	7.17 LBS/ACRE	

PERMANENT SEED APPLICATION RATES

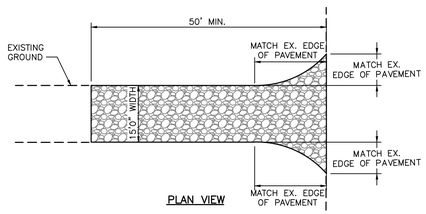
SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREEPING RED FESCUE	20.00
PERENNIAL RYEGRASS	4.80
TOTAL	44.8 LBS/ACRE

7.4 MULCHING

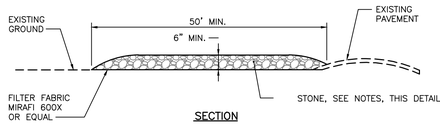
MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

8.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.



PLAN VIEW



SECTION

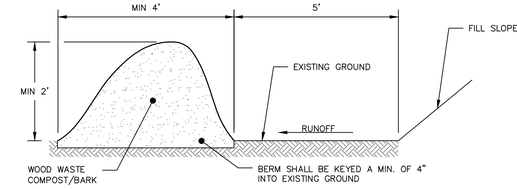
NOTES:

1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
2. STONE SHALL BE 2"–3" COARSE AGGREGATE
3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
4. WHEN NECESSARY, ON–SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT–OF–WAY

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

NOTES:

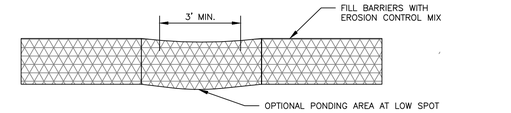
1. THE EROSION CONTROL MIX SHALL CONFORM TO THE FOLLOWING STANDARDS AND IN ACCORDANCE WITH THE MAINE DOT CHAPTER 700, SECTION 717.04(D):
   1.1. pH BETWEEN 5.0 – 8.0
   1.2. PARTICLE SIZE (BY WEIGHT):
   1.2.1. 100% PASSING A 150 MM (6 IN) SCREEN
   1.2.2. 75 TO 85% PASSING A 19 MM (0.75 IN) SCREEN
   1.3. SOLUBLE SALTS CONTENT < 4.0 MMHOS/CM
   1.4. ORGANIC MATTER 20 TO 100% , DRY WEIGHT BASIS
2. THE BERM SHOULD BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR, WHEN NECESSARY THE BERM MAY BE PLACED PERPENDICULAR TO THE SLOPE ALONG THE PROPERTY LINE TO CONTAIN THE SEDIMENT PROVIDED A BERM IS LOCATED AT THE BASE OF THE SLOPE.
3. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS STABILIZED OR 90% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED OFFSITE OR BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.



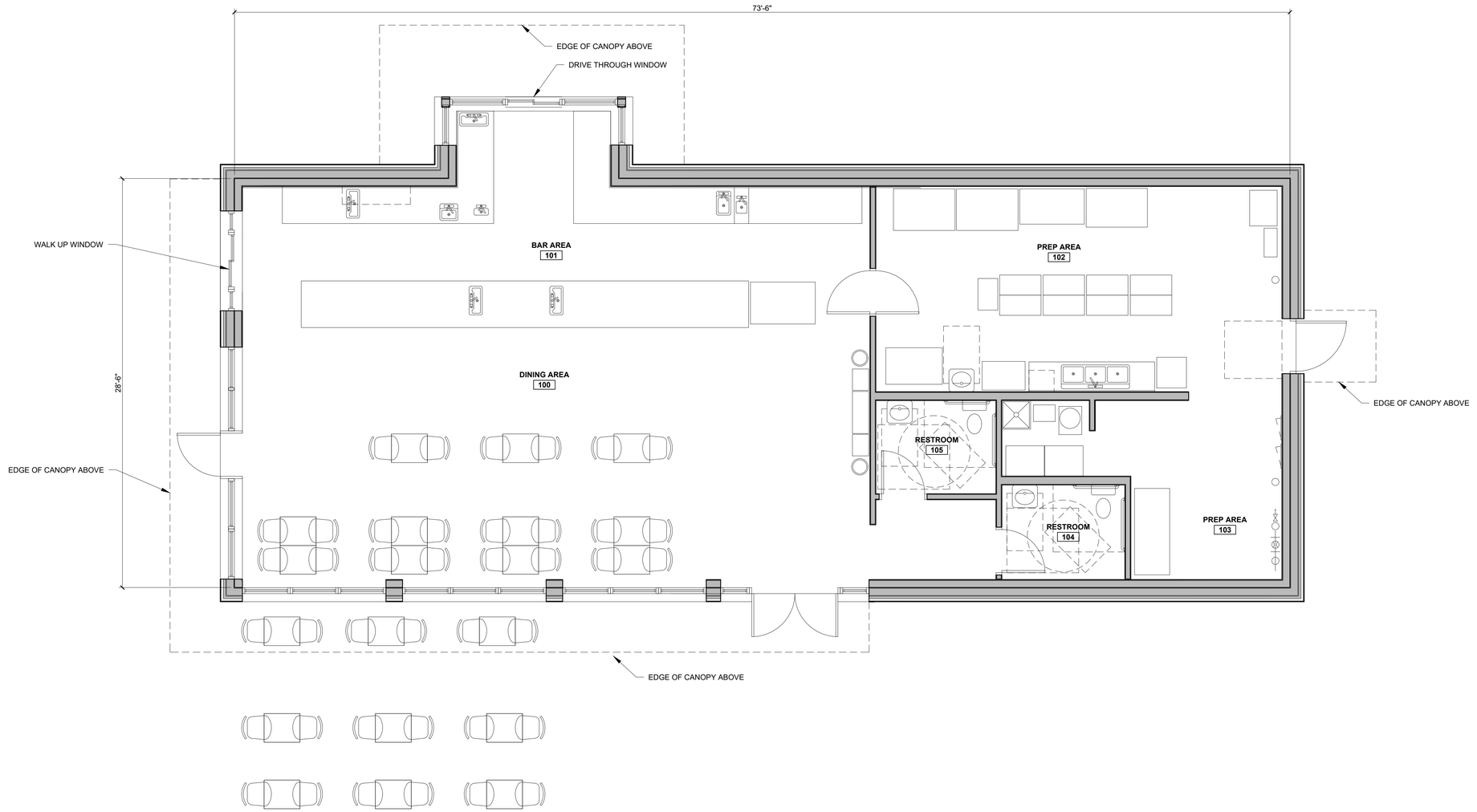
EROSION CONTROL MIX BERM DETAIL
NOT TO SCALE

NOTES:

1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE – THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
2. STAKING MAY BE NECESSARY ON STEEP SLOPES.
3. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL SPREAD OUT ONTO THE GROUND. THE MESH MATERIAL SHOULD BE REMOVE.
4. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, FILLING THE SEAM BETWEEN THE SOIL SURFACE AND THE DEVICE, IMPROVING FILTRATION AND SEDIMENT RETENTION.



FRONT VIEW



1 FIRST FLOOR PLAN
1/4" = 1'-0"

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NATIONAL COFFEE SHOP

84 AUBURN STREET
PORTLAND, MAINE

RSA
RYAN SENATORE
ARCHITECTURE
500 CONGRESS STREET, SUITE 2
PORTLAND, MAINE 04101
O: 207-747-5159
C: 207-650-6414
senatorearchitecture.com

CONSULTANTS:

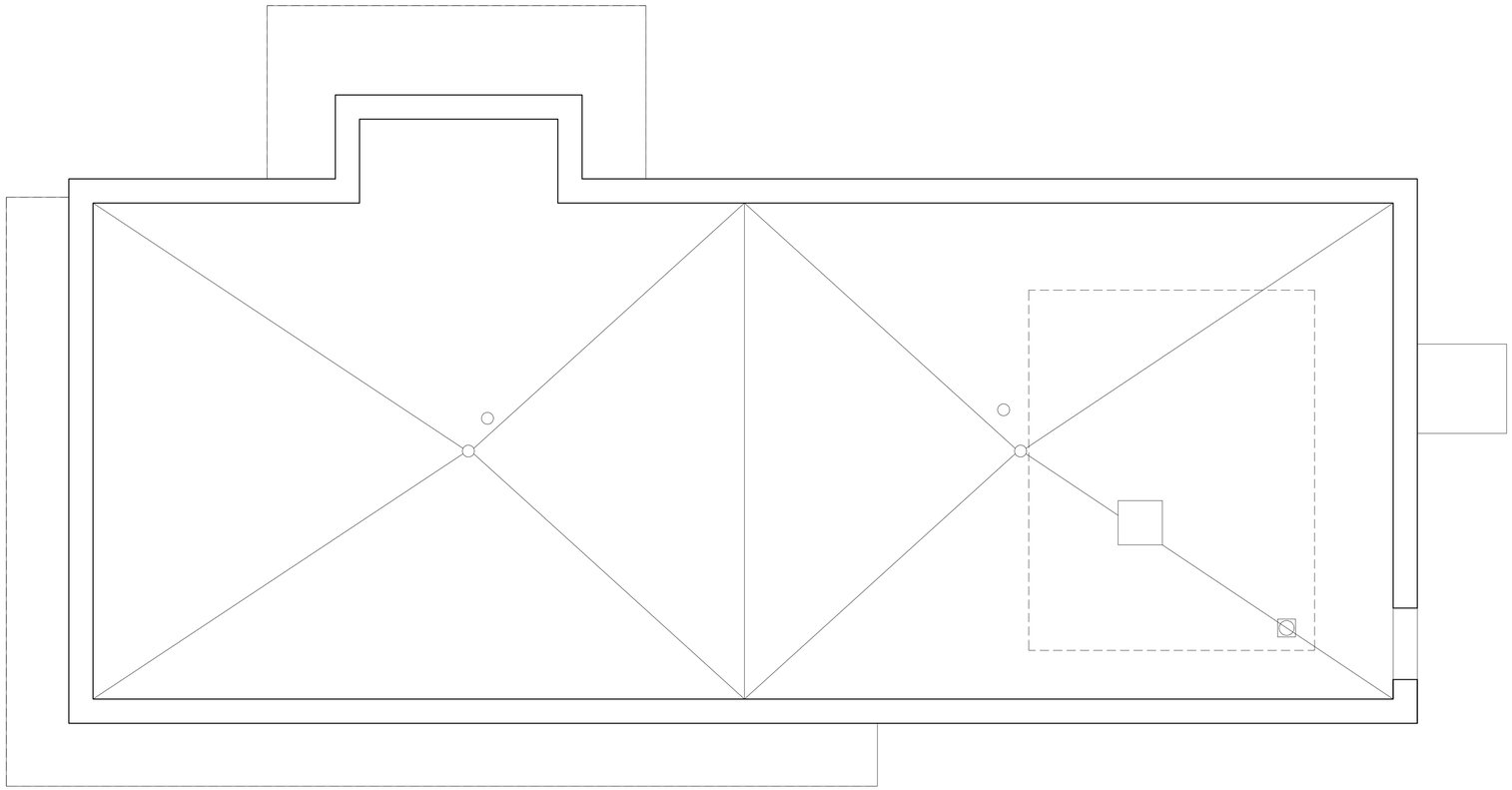
REVISIONS:

PROGRESS PRINT ONLY
Not for Construction
09-06-23

DATE:	
PROJECT No.	2051
DRAWN BY:	RJS, ES
CHECKED BY:	RJS
SCALE:	AS NOTED

SHEET TITLE:
FIRST FLOOR PLAN

A1-1



1 ROOF PLAN
1/4" = 1'-0"

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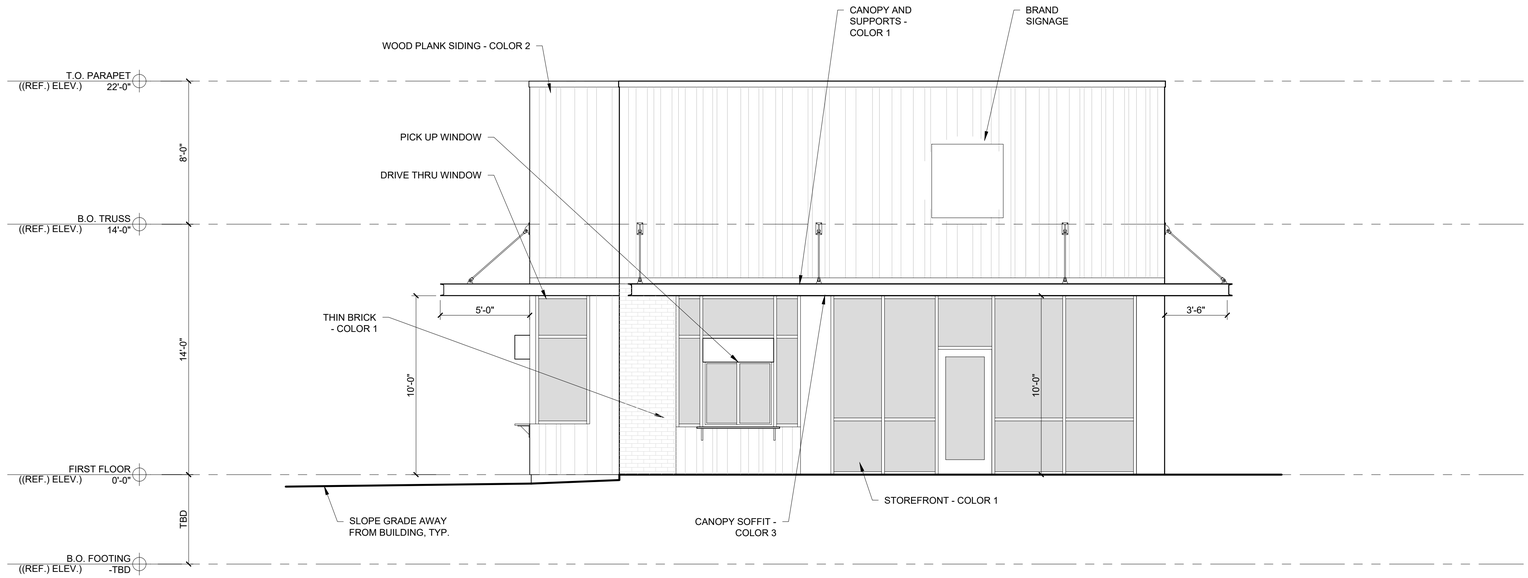
REVISIONS:

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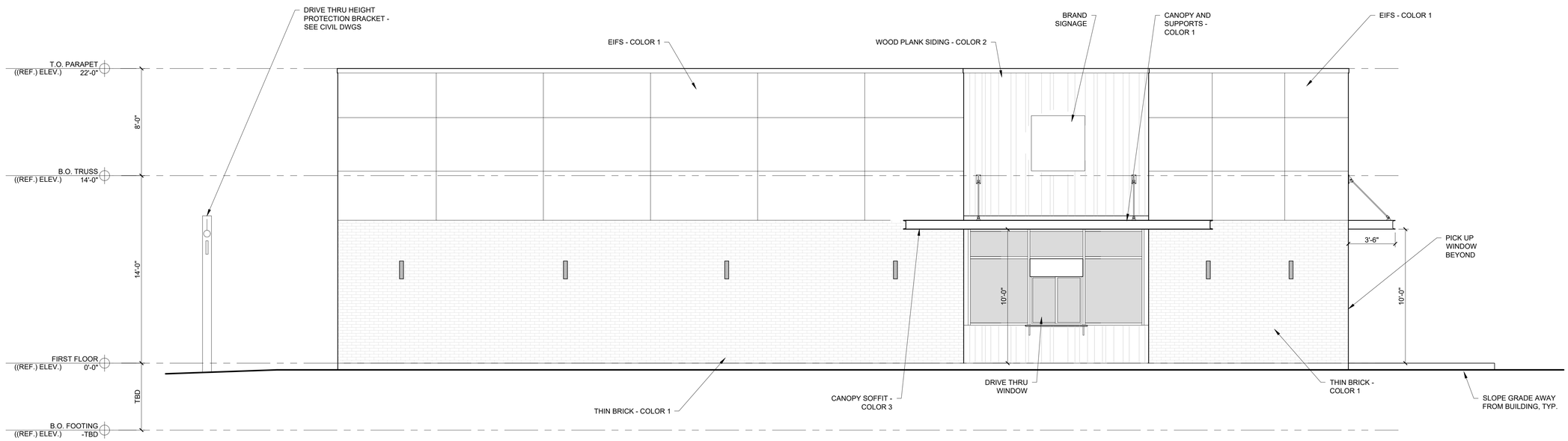
DATE:	
PROJECT No.	2051
DRAWN BY:	RJS, ES
CHECKED BY:	RJS
SCALE:	AS NOTED

SHEET TITLE:
ROOF PLAN

A1-3



2 EAST ELEVATION
1/4" = 1'-0"



1 SOUTH ELEVATION
1/4" = 1'-0"

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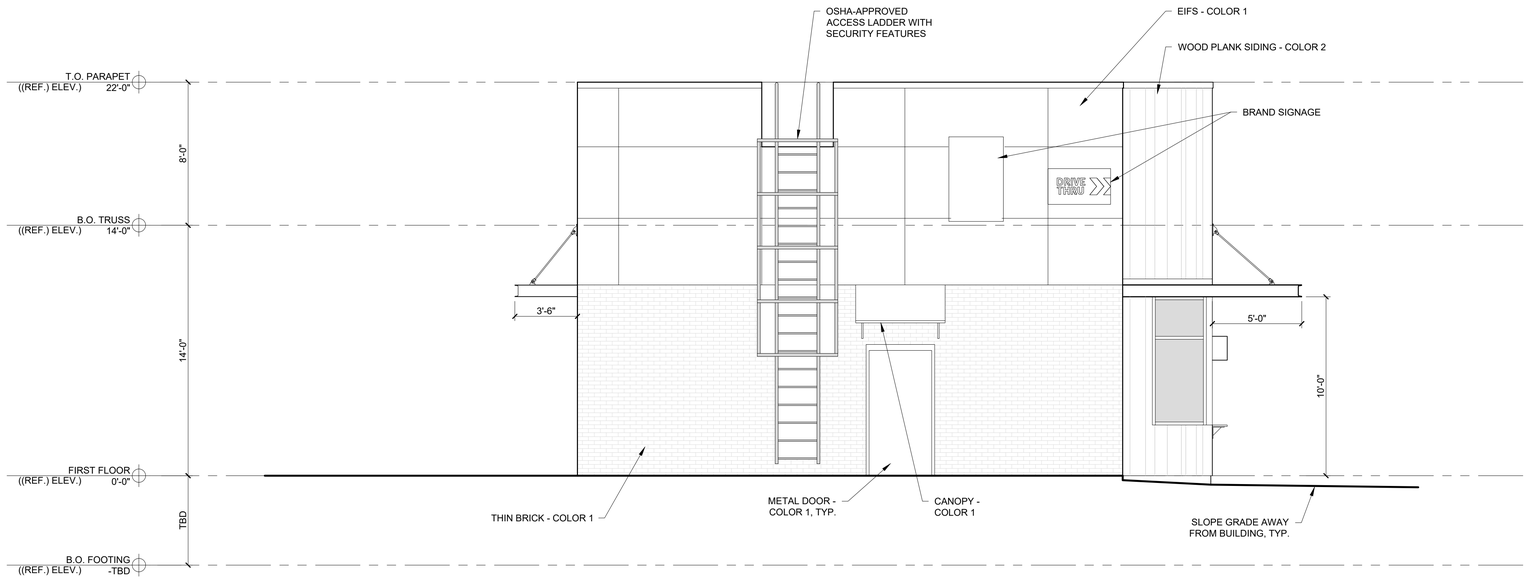
REVISIONS:

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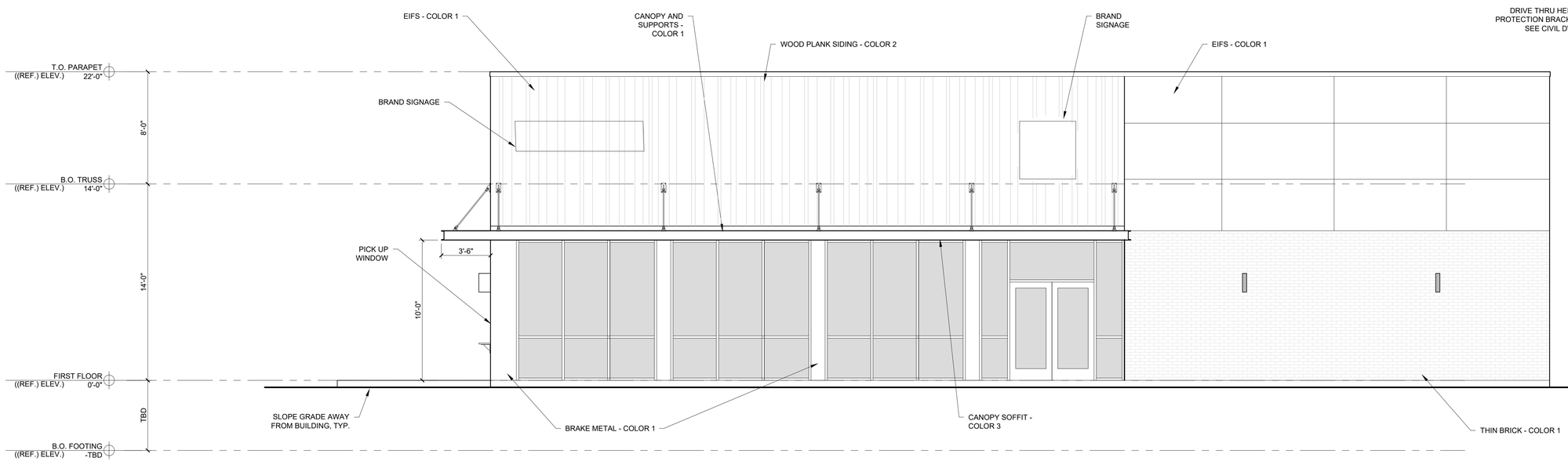
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PROJECT No.	2051
DRAWN BY:	RJS, ES
CHECKED BY:	RJS
SCALE:	AS NOTED

SHEET TITLE:
ELEVATIONS

A2-0



2 WEST ELEVATION
1/4" = 1'-0"



1 NORTH ELEVATION
1/4" = 1'-0"

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DATE:	
PROJECT No.	2051
DRAWN BY:	RJS, ES
CHECKED BY:	RJS
SCALE:	AS NOTED

SHEET TITLE:
ELEVATIONS

A2-1

From: **jt2 portland me** <joantwin2jean@gmail.com>
Date: Fri, Sep 22, 2023 at 1:06 PM
Subject: 84 auburn coffee shop
To: mbalassa@portlandmaine.gov <mbalassa@portlandmaine.gov>

There is no reason to have a Starbucks here when there is one across the street with a now empty hallmark store. Traffic is horrendous as is and just will make life worse. I demand you stop this!

Susan Anspacher 1:30 PM (12 minutes ago)
to planningboard

Please remember there is a "**prohibition on drive-through sales for retail**" in Portland. The link below highlights many of the problems associated with drive-throughs.

https://www.cnn.com/2023/06/24/business/drive-thru-fast-food-chick-fil-a-urban-planning/index.html

Also, please explain to the taxpayers of the City of Portland why a Fortune 500 company is more important than citizens. Why the Planning Board created a variance for this billion dollar company. Why Starbuck's can pollute the air through their drive through coffee chain. If you have a rule on the books, this applies to everyone. Every one. To do otherwise creates an unfair policy. This city espouses that equity matters in Portland. That it will be enforced. But is it really?

We also have a no **idyling** rule in this city. Yet the planning board allowed this coffee chain to have a drive through which will allow for both idylling and polluting our air. This compromises public health.

This area was formerly zoned as "residential'. This district (5) comprises the largest residential district in the city. There are schools just down the road within a half mile. Thousands of people live in District 5. Surely, you must care about the health of these families/children. Of all the taxpayers.

Our planet is in a climate crisis because of policies like this which continue to allow for automobile pollution.

In addition, the line-up of cars on Auburn Street will be a nightmare on an already very busy road. There will be accidents, tempers flaring because of this for starters.

Finally, the variance the Planning Board created for this drive-through coffee chain is hypocritical. No one should be allowed to have a drive-through.

I am glad you are revisiting this. I hope you put public safety and health of the citizens before the interests of a Fortune 500 company.

Susan Anspacher
88 Skylark Road

Memorandum
Planning and Urban Development Department

To:	Chair Mazer & Members of the Planning Board
From:	Zach Powell, Senior Planner
Date:	September 22, 2023
Re:	921 Ocean Avenue; Parcel 418A A006; 422 & 426 Presumpscot Street
Project ID:	ZN-002427-2023
CBL:	418A A005001; 418A A006; 418A A007001 ; 418A A008001
Meeting Date:	September 26, 2023

I. INTRODUCTION

Backyard ADUs has submitted a zoning map amendment application requesting to rezone property at 921 Ocean Avenue, 422 & 426 Presumpscot Street, and parcel 418A A006 from R-3 Residential to R-5 Residential & B-1b Neighborhood Business. The zoning map amendment is intended to facilitate a future 41-unit housing development comprised of nine semi-detached two-family dwellings, 10 townhouse dwellings, and 13 accessory dwelling units (ADUs), along with a maker's space along Presumpscot Street.



Figure 1: 2021 Aerial View of the subject properties (Outlined in Green).

Applicant: Christopher Lee, Backyard ADUs

Authorized Agent: John Whitten, Haley Ward

The Planning and Urban Development Department mailed 26 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the September 15, 2023 and September 19, 2023 editions of the *Portland Press Herald*.

II. PROJECT DATA

Property Size	921 Ocean Avenue: 20,320 square feet (0.47 acre) 422 Presumpscot Street: 55,419 square feet (1.27 acres) 426 Presumpscot Street: 36,771 square feet (0.84 acre) 418A A006: 15,255 square feet (0.35 acre)
Existing Zone	R-3 (Residential)
Existing Uses	Residential (Single-family dwelling) & Undeveloped Land
Proposed Zones	R-5 (Residential), B-1b (Neighborhood Business)
Proposed Uses	Residential (39 dwelling units) & Studios for Artists and Craftspeople

III. EXISTING CONDITIONS AND SURROUNDING AREA

The project area is bounded by Presumpscot Street to the east and Ocean Avenue (State Route 9) to the west, both of which serve as major urban collector streets. The proposed zoning map amendment encompasses 921 Ocean Avenue (Chart 418A, Block A, Lot 005001), which is improved by a single-family dwelling, and undeveloped parcels at 422 (Chart 418A, Block A, Lot 008001) and 426 (Chart 418A, Block A, Lot 007001) Presumpscot Street and parcel 418A A006.



Figure 2: Route Map (Source: Greater Portland Metro)

The subject properties are located in the East Deering neighborhood and are adjacent to the North Deering neighborhood and are approximately a mile from Lunts Corner (Ocean & Washington Avenue intersection). In the surrounding area, commercial and industrial uses are primarily located to the south along Presumpscot Street, zoned I-M Industrial Moderate and I-L Industrial Low-Impact and lower-density residential uses to the west along Ocean Avenue (excluding the Dragon cement factory at 921 Ocean Avenue), zoned R-3 Residential. The site is not currently served by City sewer service.

The properties are an approximately twenty-minute walk and 4-minute bike ride from the nearest METRO Route 9A/9B line, which stops at Lunts Corner every 35 minutes. The closest dedicated bicycle facilities are located approximately a mile away along Washington Avenue and there are inconsistent pedestrian facilities along Ocean Avenue & Presumpscot Street.

All properties proposed for rezoning are located within the R-3 (Residential) zone, which continues to the north, west, and southwest. The maximum permitted height for the R-3 zone is 35 feet for principal structures and 18 feet for accessory structures.



Figure 3: Conceptual Site Plan

IV. BACKGROUND & PROPOSED PROJECT

The proposed zoning map amendment to R-5 and B-1b would facilitate Backyard ADUs' plan to retain the existing single-family structure at 921 Ocean Avenue and construct nine, two-family dwellings with 20 ADUs, and construct 10 townhouse dwellings & maker's space along Presumpscot Street. The majority of land within the subject properties would be rezoned to R-5 Residential, and the two townhouse buildings with the proposed maker's space envisioned along Presumpscot Street would be rezoned to B-1b Neighborhood Business, with the division of zones roughly lining up with the stream shown in Figure 3.

The conceptual site plan envisions 23 units (10 townhouse and 13 ADUs) to be rented at 100% AMI and 18 units to be market-rate ownership units (18 duplexes).

The Applicant has also submitted a version of the conceptual site plan (Plan 4) under the comparable proposed ReCode RN-4 & B-1 zoning, with minor differences such as creating two lots instead of one and condoizing some of the duplexes. The proposed development would require the submission of a major site plan application to be reviewed by the Planning Board.

V. PROPOSED MAP AMENDMENT

The applicant proposes a zoning map amendment to rezone the subject properties from R-3 (Residential) to R-5 (Residential) and B-1b (Neighborhood Business), shown in Figure 4 with the proposed zone boundaries shown in Figure 5. The applicant's submittal (Plan 2) shows the proposed Zoning Map Amendment. While a depth for the proposed B-1b zone was not provided in the submitted applications, the submitted map amendment indicates a depth of approximately 114 feet at the northern portion of the site and approximately 78 feet in the southern portion of the site.

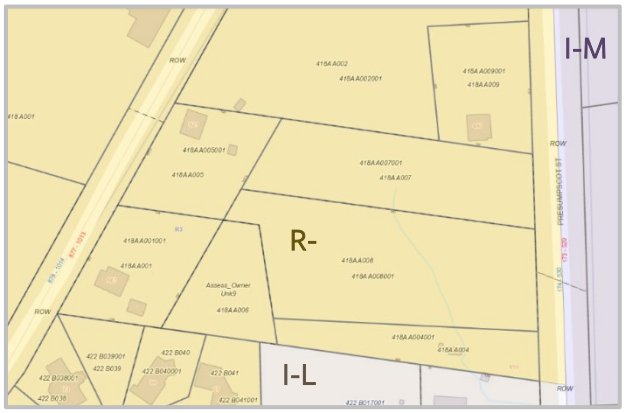


Figure 4: Current zoning with R-3 in tan, I-L in gray, and I-M in darker gray.

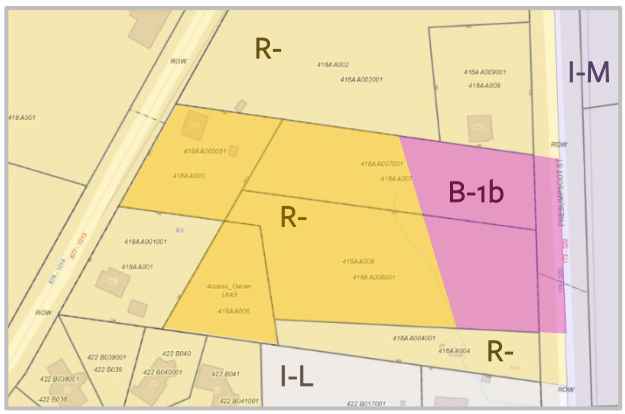


Figure 5: Proposed Zoning Map Amendment, with the R-5 shown in orange and B-1b shown in light purple.

VI. ZONING ANALYSIS

R-3 (Residential) Zone

All of the subject properties are currently zoned R-3 (Residential). The purpose of the R-3 zone is to:

> *"provide medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels."*

The R-3 zone limits residential density by requiring a minimum of 6,500 square feet of lot area per dwelling unit, a minimum lot width of 65 feet, and minimum street frontage of 50 feet. The maximum height in the R-

3 zone is 35 feet, and affordable housing height and density bonuses are not permitted for development within most residential zones, including the R-3 zone. A number of categorical exemptions to off-street parking minimums are permitted for development in the R-3 zone (e.g., Affordable housing, Multi-Family housing, Transit proximate development and uses) and can be found in Table 19-B of the Land Use Code.

R-5 (Residential) Zone

The submitted application proposes to rezone the majority of the subject parcels to R-5. The purpose of the R-5 zone is 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 conversion; and to provide for planned residential unit development on substantially-sized parcels."*

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 or 5,000 square feet for sites governed by the R-5 Small Residential Lot Development Dimensional Standards (Table 7-C). The maximum height in the R-5 zone is 35 feet and affordable housing height and density bonuses are not permitted. A number of categorical exemptions to off-street parking minimums are permitted for development in the R-5 zone (e.g., Affordable housing, Multi-Family housing, Transit proximate development and uses) and can be found in Table 19-B of the Land Use Code.

B-1b (Neighborhood Business) Zone

The eastern portion of the site along Presumpscot Street is proposed to be rezoned to B-1b. The purpose of the B-1b zone is to:

> *"provide limited areas for the location of small-scale commercial establishments intended to serve a local market. Uses that are complimentary, quiet, and generally do not disturb the comfort and enjoyment of the adjoining neighborhood environment are encourage, and should be designed for the pedestrian scale and to provide convenient access for nearby residents and workers to walk in to purchase goods and services. Buildings and uses shall be designed with attractive storefronts or similar features, with windows and doors convenient to a public sidewalk. This zone encourages mixed-use buildings, such as commercial first floor with residential uses above or combined retail/office uses in a multi-story structure. The zone also provides the opportunity for high residential density. Suitable locations for this zone may include street intersections and arterial streets with existing or proposed traditional neighborhood retail and service uses."*

The B-1b zone limits residential density by requiring a minimum of 1,000 square feet of lot area per dwelling unit and this zone is eligible to take advantage of affordable housing density bonuses, that could reduce the minimum lot area per dwelling unit down to 400 square feet if 75% of dwelling units are low-income units, which per Ch. 14, Article 3, are defined as being affordable to household earning either ≤80% of AMI for rental units, or ≤ 100% of AMI for ownership units.

Maximum heights in the B-1b zone are 35 feet, with affordable housing development eligible for height bonuses up to 15 feet if ≥50% of the proposed units are low-income units or if 100% of units are workforce units, defined as being affordable to households earning ≤80% of AMI for both rental and ownership units. A number of categorical exemptions to off-street parking minimums are permitted for development in the

B-1b zone (e.g., Affordable housing, Multi-Family housing, Transit proximate development and uses) and can be found in Table 19-B of the Land Use Code.

Table 1 provides a comparison of the permitted uses for zones under consideration. Uses marked with a 'P' are permitted uses in the zone. A 'C' indicates a conditional use. Uses with an empty cell are not permitted in the zone. '*' indicates that other restrictions may apply. These additional restrictions or use parameters are listed under the Supplemental Use Standards (Sec. 6.4), and the Conditional Uses Section (Sec. 6.5).

Table 1 - Permitted Uses	R-3	R-5	B-1b
Single-family dwellings	P	P	P
Two-family dwellings		P	P
Multi-family dwellings	C*	C*	P*
Multiplex		P	
Handicapped family units	P	P	
Planned Residential Unit Developments	P		
Special needs independent dwelling units		P	
Combined living/working spaces			P
Lodging houses		C	P*
Sheltered care group homes	C	C	
Clinics			P*
Elementary, middle, and secondary schools	C	C	P*
Governmental uses	P	P	P*
Hospitals		C	
Intermediate care facilities	C	C	
Long-term and extended care facilities	C	C	
Places of assembly (<10,000 sq. ft.)	C	C	P*
Places of assembly (>10,000 sq. ft.)	C	C	
Preschool facilities	C	C	P*
Post-secondary schools		C	
Bed and breakfasts			P
General offices (<5,000 sq. ft.)			P*
General services (<5,000 sq. ft.)			P*
Hostels			P
Restaurants			P*
Retail (<5,000 sq. ft.)			P*
Studios for artists and craftspeople			P*
Off-street parking	C	C	
Parks and open spaces	P	P	P
Solar energy system (minor)	P	P	P
Utility substations	C	C	P

Table 2 provides a comparison of the dimensional requirements for zones under consideration.

Table 2 - Dimensional Standards	R-3	R-5	B-1b
Lot Size (min)	6,500 sq. ft. to 10 ac. (depending on use)	6,000 sq. ft. to 5 ac. (depending on use)	Place of Assembly: 10,000 sq. ft. School: 20,000 sq. ft.
Density (lot are per dwelling unit)	6,500 sq. ft.	3,000 sq. ft.	1,000 sq. ft.
Street Frontage (min)	50 ft.	50 ft.	20 ft.
Front Yard (min)	25 ft. (or average depth of adjacent yards)	25 ft. (or average depth of adjacent yards)	
Front Yard (max)			10 ft., or average front yard depth of nearest developed lots if <10 ft.
Rear Yard (min)	25 ft.	20 ft.	10 ft. for principal & 5 ft. for accessory if abutting residential zone
Side Yard (min)	5-20 ft. (depending on height and location)	5-15 ft. (depending on height and location)	5 ft. if abutting residential zone
Stepbacks >35 ft. when abutting residential zone (min)			Side: 10 ft. Rear: 15 ft.
Lot Coverage (max)	35%	40%	
Impervious Surface Ratio (max)			90%
Lot Width (min)	65 ft.	General: 60 ft. Multiplex: 90 ft.	
Building Height (max)	Principal: 35 ft. Accessory: 18 ft.	Principal: 35 ft. Accessory: 18 ft.	35 ft.
Floor Area (max)			Restaurants (public area): 2,000 sq. ft. Clinics: 3,000 sq. ft. Non-residential uses on first floor: 10,000 sq. ft. total

An assessment of maximum permitted densities of the site under different zoning classifications for the entirety of the site, as well as whether a new road is constructed are included in Attachment 1. Please note that site features such as grading and significant natural resources were not considered as part of this assessment and may reduce the maximum feasible permitted density for the site.

VII. COMPREHENSIVE PLAN CONSISTENCY

Relevant sections of the Comprehensive Plan under consideration for this zoning map amendment application may include:



Figure 6: Visions of Portland's Plan 2030.

Environment

Local Goal

Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

Strategy

Coordinate future land use policy changes with long-range regional transportation planning, including planning for transit, pedestrian, and bicycle improvements, to reduce local and regional vehicle miles traveled.

Continue to develop land use policies which support complete neighborhoods.

Housing

Local Goal

Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.

Strategy

Coordinate linkages between accessible transportation and housing affordability.

The submitted application aims to increase permissible housing density for the subject properties by means of a zoning map amendment. As part of the applicant's vision for the site, lots would consist of a two-family dwelling along with two ADUs. Integrating the construction of ADUs into a larger subdivision is a novel development strategy in the City. The Applicant has stated that the proposed zoning amendment will allow for a diversification of housing typologies and affordability with 18 market-rate units and 23 rental units with rents at 100% AMI units. Included with the proposed housing units, is a maker's space along Presumpscot Street that would serve as a hub for residents. The applicant's proposed zoning map amendment would shift the site from a predominantly undeveloped area, residentially zoned, into a mixed-use site with an additional 38 dwelling units.

Currently, the project area is constrained by the amount of street frontage and lot width available for the site, which results in a maximum density of five principal dwelling units and 10 ADUs, for a total of 15 dwelling units. Given these constraints, the applicant has proposed the construction of a road that bisects the project area and increases the total street frontage from 388 feet to 1,104 feet. Under the current R-3 zoning

standards, 57 units could be constructed (19 principal units and 38 ADUs) in 19 structures, for a total of 57 units. Under the submitted application, 41 units are proposed within 19 structures.

Alternatively, just within the area of the proposed rezoning to B-1b, 11 lots could be created, each with a two-family dwelling and 2 ADUs for a total of 44 dwelling units. This configuration would allow for a more compact development footprint, which could result in less site disturbance & impact to natural resources per constructed unit, and allow for ground-level activation along Presumpscot Street.

Therefore, the Applicant could achieve a similar level of density under the existing zoning classification or through a smaller rezoning to B-1b along Presumpscot Street.

VIII. NEIGHBORHOOD MEETING & PUBLIC COMMENT

No public comment has been submitted. The Applicant held a neighborhood meeting on May 16, 2023 and was attended by two people. One favorable comment for the project was noted and a question was raised about the proposed site layout.

IX. REQUISITE COUNCIL ACTION

Any proposed rezoning, regardless of whether it is favorably or unfavorably recommended by the Planning Board, must be approved by City Council vote in order to take effect.

X. NEXT STEPS

Planning Staff are seeking feedback from the Planning Board related to the proposed zoning districts (R-5 & B-1b), as well as the proposed boundaries for each of these zones and if the proposed zoning map amendment is consistent with the City's Comprehensive Plan.

XI. ATTACHMENTS

REPORT ATTACHMENT

1. Maximum Permitted Densities Assessment

APPLICANT SUBMITTAL

A. Project Summary
B. Consistency with Comprehensive Plan
C. Checklist
D. Right, Title, & Interest
E. Neighborhood Meeting Materials

PLANS

Plan 1. Vicinity Map
Plan 2. Existing and Proposed Zoning Maps
Plan 3. Conceptual Site Plan – R-5 & B-1b Zoning
Plan 4. Conceptual Site Plan – RN-4 & B-1 Zoning

Attachment 1: Maximum Permitted Density Analysis							
Zoning	Minimum lot area	Minimum lot area per unit	Minimum lot width	Minimum street frontage	Permitted Unit Types	Maximum permitted number of units	
R-3 (No private road)	6,500 square feet		65 feet	50 feet	1-Family; PRUD (if >3 acres); ADUs	15	5 Principal Units 10 ADUs
R-3 (Private road)	6,500 square feet		65 feet			57	19 principal units 38 ADUs
R-3 (PRUD)	3 acres	6,500 square feet	-	-		N/A	Site is <3 acres
R-5 (No private road)	5-6,000 square feet		60 feet; 90 feet for multiplex	40-50 feet	1-Family; 2-Family; Multiplex; PRUD (if >2 acres); ADUs	33	25 Principal Units 8 ADUs
R-5 (Private road)			60 feet; 90 feet for multiplex			61	25 Principal Units 36 ADUs
R-5 PRUD	2 acres	3,000 square feet	-	-		126	42 Principal Units 84 ADUs
B-1b (No Private Road)	-	1,000 square feet	-	20 feet	1-Family; 2-Family; Multi-Family; ADUs	165	127 Principal Units 38 ADUs
B-1b (Private Road)						237	127 Principal Units 110 ADUs

Total area of site: 127,765 square feet (2.93 acres)

Total Street Frontage without private road: 388 feet

Total Street Frontage with proposed private road: 1,104 feet

Note 1: Cells highlighted in green indicate dimensional or use standards that dictate the maximum permitted density for the site. Additional site features or constraints may modify the feasible permitted density for the site.

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING

March 27, 2023

Planning & Urban Development Department
Attn: Matthew Grooms, Development Review Manager
City of Portland
389 Congress Street, 4th Floor

Re: Zoning Map Amendment | Backyard ADUs, LLC | 921 Ocean Avenue & 426 Presumpscot Street | Portland, Maine

Dear Mr. Grooms,

On behalf of the applicant/owner, Backyard ADUs, LLC (Attn: Christopher Lee), Haley Ward, Inc. is pleased to submit this zoning map amendment for the approximately 2.8-acre area located between Ocean Avenue and Presumpscot Street (921 Ocean Avenue and 426 Presumpscot Street, Tax Map 418A/A005, A007, A008). The applicant is proposing four parcels, currently within the R-3 zoning district (medium density residential,) to be rezoned into the R-5a zoning district (medium and high-density residential) and the B-1b zoning district (Neighborhood Business).

The above-mentioned parcels currently include a single-family home and undeveloped forest with a variety of topographic features, scenic vistas, drainage channels, and wetland areas. The parcels are bound between Ocean Avenue and Presumpscot Street to the West and East, and residential, commercial, and vacant lots to the North and South. Lots directly to the south and east, along Presumpscot Street, are located within the IL and IM zones, respectively.

The applicant is seeking a zoning map amendment to best accomplish their goal of developing a residential project that will include rental units with a target rent affordable to 100% AMI as well as market-rate, residential condominium units and a mixed-use maker space along Presumpscot Street. With an approved zoning map amendment by City Council, the project would be then subject to the City's PRUD standards and reviewed under the Major Site Plan process with the Planning Board.

120 Main Street, Suite 132, Saco, ME 04072
T: 207.283.9151 | HALEYWARD.COM

We are pleased to submit this zoning map amendment application which is consistent with Portland's Comprehensive Plan and will allow an increase in the City's available housing supply through a low-impact approach.

Sincerely,
Haley Ward, Inc.



Jon Whitten, Jr., PE
Senior Project Manager

DJO/JHW-

Consistency with Portland's Comprehensive Plan

Please see below for an analysis of how this zone change request is in conformance with the goals, policies and land use plan of Portland's Comprehensive Plan and Portland's Plan 2030.

The R-5 and B-1b designations will allow this site to better meet goals and strategies in the Housing and Environment sections of the Comprehensive Plan, as well as strategies from other areas. By unlocking the potential for higher density, access to the PRUD standards of development allowed under the R-5 and mixed-use development allowed in B-1b, this property can diversify its development plan, do it in a more efficient way and be more consistent with the Comprehensive Plan than the existing R-3 designation.

The R-5 zone is intended 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 (PRUD) on substantially sized parcels. It allows for a plan that preserves open space and sensitive environmental areas, while allowing for efficient use of portions of the site that will be developed. The B-1b zone is intended to "provide appropriate opportunities for the establishment of small-scale ground floor commercial uses to serve a local market, while supporting mixed-use building with residential uses above ground floor commercial space…", and "The zone also provides the opportunity for mixed-use and high residential density." Given the complex geography of this part of the city, this zoning designation will allow for both housing development and environmental protection.

Conversely, the R-3 zone is intended for areas "characterized by single-family homes on individual lots." The Ocean Avenue corridor does not currently meet this characterization. In addition, the Comprehensive Plan doesn't envision it as a single-family corridor.

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, preferences and financial capabilities of all Portland residents.

- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.

- Pursue policies to enable people who work in Portland to have the option to live in Portland.

Environment

- Adopt sustainable land use and transportation policies that support connectivity,

walkable neighborhoods, and multi-modal transportation.

Additionally, it helps meet the following strategies:

Housing

- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density, and/or use, as well as whether it allows for priority growth areas.

- Coordinate linkages between accessible transportation and housing affordability.

- Support programs and tools that facilitate aging safely in place.

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.

Portland's Plan 2030 sets a goal of production of at least 2,557 new housing units in next ten years, or 256 a year. This map change will help meet that goal.

In summary, this map change is fully consistent with the Comprehensive Plan. In fact, it is more consistent with City goals and strategies outlined in the plan than the existing R-3 designation.

CITY OF PORTLAND
Planning & Urban Development Department

MAP AMENDMENT SUBMISSION CHECKLIST * Please submit each document and drawing as a separate PDF file * Please submit all drawings in a 24 x 36 sheet size * Please confirm each item by electronically checking the boxes to the left for each document/drawing	
GENERAL APPLICATION DOCUMENTS	
☑	**Project Description** • Cover Letter with detailed project description
☑	**Consistency with Comprehensive Plan** • Analysis of the consistency of the zone change request with the goals, policies and land use plan of Portland's Comprehensive Plan.
☑	**Completed Checklist – Map Amendment Application** **(this document)**
☑	**Right, Title and Interest** • Deeds, leases, or purchase and sales agreements
PLANS	
☑	**Vicinity Map**
☑	**Proposed Map Amendment** (please use the Portland zoning map as a reference)
☑	**Site Plan (if applicable)** Provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries.

DOC :49957 BK:39750 PG:256
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
09/30/2022, 08:57:47A
Register of Deeds Jessica M. Spaulding E-RECORDED

Att. D

MAINE REAL ESTATE TAX-Paid

QUITCLAIM DEED WITH COVENANT
Statutory Short Form

DLN: 1002240212107

KNOW ALL BY THESE PRESENTS, That **We, Roswell Furman and John R. Jordan**, whose mailing address is **796 Forest Avenue, Portland, ME 04103,** for consideration paid, grant to **Christopher Lee** of **Brunswick** County of **Cumberland** and State of **Maine** whose mailing address is **245 Coombs Road, Brunswick, ME 04011**, with Quitclaim Covenant the real property in the City of **Portland**, County of **Cumberland** and State of **Maine**, more particularly described as follows:

A certain lot or parcel of land with the buildings thereon situated on the northwesterly side of Presumpscot Street at the easterly corner of land conveyed by James E. Levier et al, to Roscoe A. Doak et al, by deed dated October 20, 1956, and recorded in the Cumberland County Registry of Deeds in Book 2320, Page 39 thence northeasterly by Presumpscot Street to the southerly corner of land formerly of Driscoll; thence northwesterly by said Driscoll land to land formerly of Wilbur Dresser; thence southwesterly by said Dresser land to the northerly corner of said Doak land; thence southeasterly by said Doak land to the point of beginning.

Meaning and intending to convey and conveying the real property described in a deed to Lincoln Capital, LLC, dated April 6, 2017 and recorded in the Cumberland County Registry of Deeds at Book 33928, Page 187 and a deed to John R. Jordan dated September 30, 2004 and recorded in the Cumberland County Registry of Deeds at Book 21848, Page 120. Reference is hereby made to a deed to Roswell Furman and John R. Jordan to be recorded immediately prior hereto.

Witness my hand and seal this 29th day of September, 2022. KK

Witness:

Roswell Furman

John R. Jordan

STATE OF **MAINE**
COUNTY OF **CUMBERLAND**, ss.

September 29 KK, 2022

Personally appeared on the above date, the above-named **Roswell Furman and John R. Jordan** and acknowledged the foregoing instrument to be their free act and deed.

Kerry E. Kimball
State of Maine
Attorney at Law
Bar #8577

Before me,

Notary Public/Attorney at Law
Print name:
Exp: _____

MAINE REAL ESTATE TAX-Paid

WARRANTY DEED

DLN: 1002240212106

KNOW ALL PERSONS BY THESE PRESENTS, that Lincoln Capital, LLC, a Maine limited liability company with its principal place of business in Portland, Maine, whose mailing address is 796 Forest Ave Portland Maine 04103, for consideration paid, **grants** to Roswell Furman and John Jordan, of Portland, County of Cumberland and State of Maine, whose mailing address 796 Forest Avenue, Portland, Me 04103 with **Warranty Covenants**, certain lots or parcels of land with buildings thereon, known as 422 and 426 Presumpscot Street, City of Portland, County of Cumberland and State of Maine, described as follows:

See Exhibit A attached hereto and made a part hereof.

Meaning and intending to convey and conveying the same premises conveyed to Lincoln Capital, LLC, by virtue of a deed dated April 6, 2017 and recorded in the Cumberland County Registry of Deeds at Book 33928, Page 187.

IN WITNESS WHEREOF Todd A. Miranda, authorized member of Lincoln Capital, LLC has caused this deed to be executed on this 29th day of September,2022

Lincoln Capital, LLC

Witness

By: Todd A. Miranda
Its: Member

State of Maine
County of Cumberland

September 29, 2022

Then personally appeared before me the above Todd A. Miranda, Member of Lincoln Capital, LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and acknowledged the foregoing to be the free act and deed of the said LLC.

Before me,

ASHLEY HALLSTROM
Notary Public - Maine
My Commission Expires
October 26, 2025

Notary Public/ Attorney at Law
Print name: Ashley Hallstrom
Exp: 10/26/2025

DOC :49956 BK:39750 PG:255
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
09/30/2022, 08:53:55A
Register of Deeds Jessica M. Spaulding E-RECORDED

EXHIBIT A

A certain lot or parcel of land with the buildings thereon situated on the northwesterly side of Presumpscot Street at the easterly corner of land conveyed by James E. Levier et al, to Roscoe A. Doak et al, by deed dated October 20, 1956, and recorded in the Cumberland County Registry of Deeds in Book 2320, Page 39 thence northeasterly by Presumpscot Street to the southerly corner of land formerly of Driscoll; thence northwesterly by said Driscoll land to land formerly of Wilbur Dresser; thence southwesterly by said Dresser land to the northerly corner of said Doak land; thence southeasterly by said Doak land to the point of beginning.

MAINE REAL ESTATE TAX-Paid

QUITCLAIM DEED WITH COVENANT

Statutory Short Form

DLN: 1002240212110

KNOW ALL BY THESE PRESENTS, That, **921 Ocean Ave LLC, a Maine Limited Liability Company** with a principal place of business in **796 Forest Avenue, Portland, Cumberland** County, State of **Maine**, for consideration paid, grants to **Christopher Lee** of Brunswick County of Cumberland and State of Maine whose mailing address is 245 Coombs Road, Brunswick, ME 04011, with Quitclaim Covenant the real property in the City of **Portland**, County of **Cumberland** and State of **Maine**, more particularly described as follows:

A certain lot or parcel of land. with the buildings thereon, situated on Ocean Avenue in the City of Portland, County of Cumberland and State of Maine, on Rock Hill or Graves Hill, so-called, and bounded and described as follows:

Beginning at a point on Ocean Avenue one hundred fifty-seven and one-half (157 1/2) feet, more or less, from the westerly end of the stone wall formerly of James Knowles; thence northerly along Ocean Avenue, one hundred fifty-seven and one-half (157 1/2) feet, more or less, to a monument; thence from said monument easterly one hundred thirty-eight (138) feet, more or less, to a monument; thence from said monument southerly one hundred fifty-seven and one-half (157 1/2) feet, more or less, to a line parallel with and one hundred fifty-seven and one-half (157 1/2) feet from the stone wall of James Knowles; thence by said line parallel with and one hundred fifty-seven and one-half (157 1/2) feet distant from said stone wall one hundred thirty-eight (138) feet, more or less, to the point of beginning.

Meaning and intending to convey and conveying the real property described in a deed to **921 Ocean Ave LLC** dated 09/15/2016 and recorded with the Cumberland County Registry of Deeds in Book 33444, Page 295

Witness my hand and seal this 29th day of September, 2022.

Witness:

921 Ocean Ave LLC

_____

Witness

By: _____

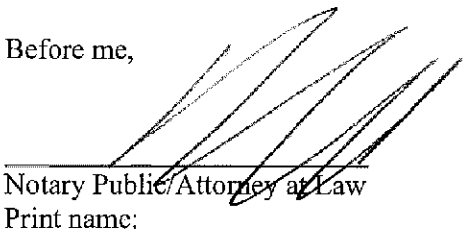
John Jordan, Member

DOC :49940 BK:39750 PG:201
RECEIVED - RECORDED, CUMBERLAND COUNTY REGISTER OF DEEDS
09/30/2022, 08:10:37A
Register of Deeds Jessica M. Spaulding E-RECORDED

STATE OF **MAINE**
COUNTY OF **CUMBERLAND**, ss. September 29, 2022

Personally appeared on the above date, the above-named **John Jordan, Member** of said **921 Ocean Ave LLC, a Maine Limited Liability Company,** and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of said **Limited Liability Company.**

Before me,



Notary Public/Attorney at Law
Print name:
Exp: _____

Kerry E. Kimball
State of Maine
Attorney at Law
Bar #8577

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING

NEIGHBORHOOD MEETING CERTIFICATION

I, Jon Whitten, Jr, PE, (Haley Ward, Inc. – consultant,) hereby certify that a neighborhood meeting was held on May 16, 2023 at Greater Portland Council of Governments at 17:00 for the proposed project located at 426 Presumpscot Street/921 Ocean Avenue.

I also certify that on May 5, 2023, notices 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 (1,000 feet for subdivisions within an industrial zone or industrial zone changes).

2. Residents on the "interested parties" list.

Signed,

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

May 25, 2023

JHW/tal
Attachments
1. Copy of the notice sent
2. Sign-in sheet
3. Record of feedback

One Merchants Plaza, Suite 701, Bangor, ME 04401
T: 207.989.4824 | HALEYWARD.COM

NEIGHBORHOOD MEETING SIGN-IN SHEET

May 16, 2023
Greater Council Portland of
Governments
Map Amendment at Ocean Avenue/Presumpscot Street

Members of the Public in Attendance:

Name	Email
Matthew Tonello	mtonelleo@consigli.com 207-253-5749
Michael George	mfgeorge@ichooa.com 207-749-2332

Developer and Consultant Team in Attendance:

Name	Email
Drew Olehowski,- Haley Ward	dolehowski@haleyward.com
Jon Whitten, Jr. – Haley Ward	jwhitten@haleyward.com
Christopher Lee - Backyard ADUs	chris.lee@backyardadus.com
Austin Gregory - Backyard ADUs	austin.gregory@backyardadus.com

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING

May 5, 2023

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a Zoning Map Amendment located at 921 Ocean Avenue & 426 Presumpscot Street.

Meeting Location: Greater Portland Council of Governments
970 Baxter Blvd #201
Portland, ME 04103
Meeting Date: May 16, 2023
Meeting Time: 5:00 PM

The Land Use Code requires that neighboring property owners and residents on an "interested parties list" be invited to participate in this neighborhood meeting. 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 Haley Ward, Inc. at 207-989-4824 and request to speak to Jon Whitten.

Signed,
Haley Ward, Inc.

Jon Whitten, Jr., PE

JHW/djo/tal

Note: Under the City of Portland land use code, an applicant for a major site plan, master development plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting within 30 days of an application being deemed complete and no less than seven calendar days before a public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101.

120 Main Street, Suite 132, Saco, ME 04072
T: 207.283.9151 | HALEYWARD.COM

HALEY WARD
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PAGE _____ OF _____

PROJECT: Presumpscot St / Ocean Ave Map Amendment JOB # _____

SUBJECT: Neighborhood Meeting

COMP. BY: _____ CHK. BY: _____ DATE: 5/16/23

SIGN-IN

MATTHEW TONELLO	207-253-5749	Mtonello@consigli.com
MICHAEL GEORGE	207-749-2332	MKGEORGE@icloud.com

APPLICANT TEAM:
Jon Whitten, Jr. - Haley Ward
Drew Olehowski - Haley Ward
Chris Lee - Backyard ADU's
Austin Gregory - Backyard ADU's

HALEY WARD
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MEETING MINUTES

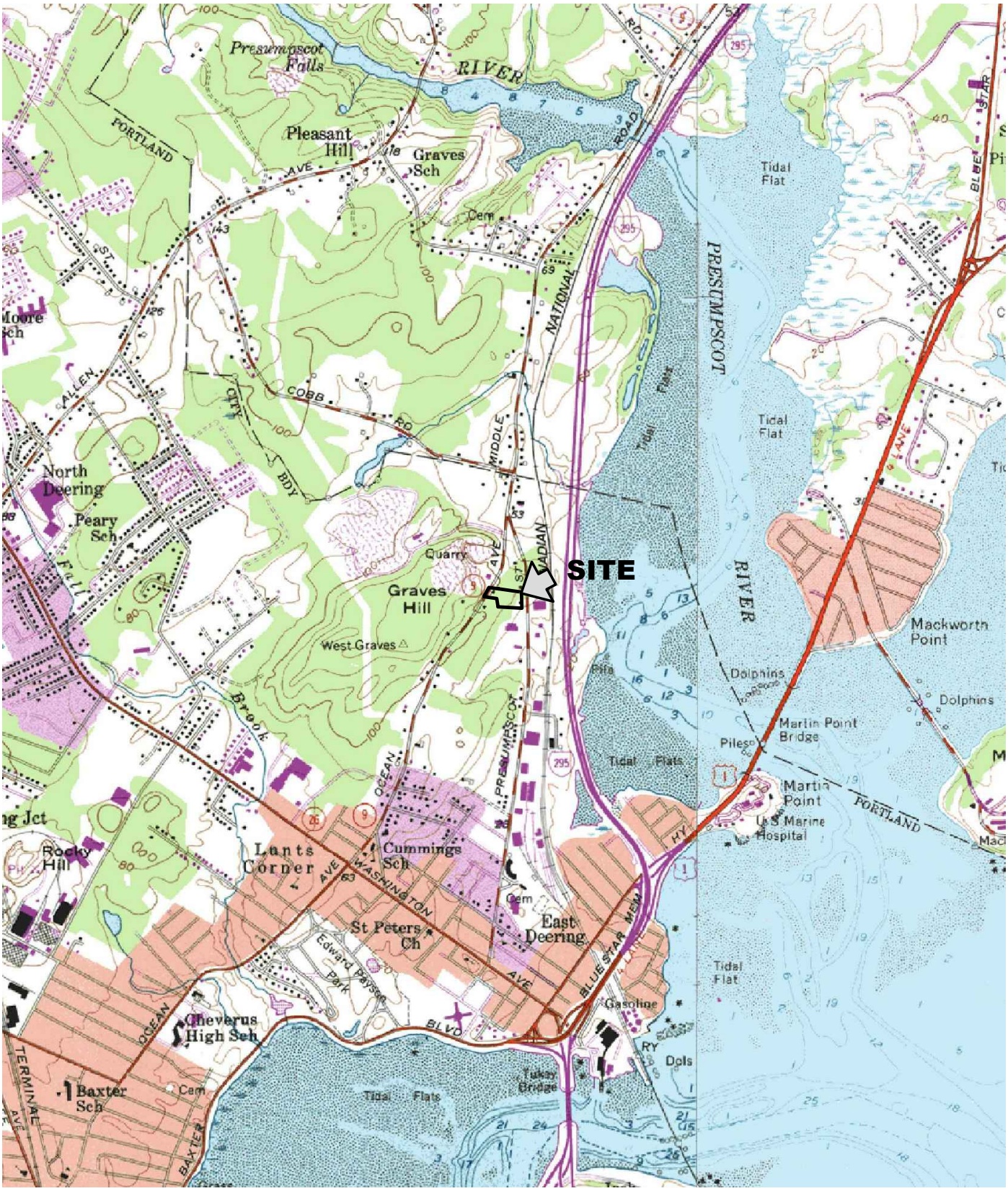
Meeting Date:	May 16, 2023
Meeting Time:	5:00 PM
Meeting Location:	Greater Portland Council of Governments
Client:	Backyard ADUs
Project:	Map Amendment for Presumpscot Street/Ocean Avenue
Re:	Neighborhood Meeting

17:00 – Meeting Begins. Christopher Lee (Backyard ADU's) presents project and opens the floor to public comment. Site Plan/Map Amendment drawings were shown on projector screen.

17:10 – Michael George expresses optimism/overall satisfaction in the project. Has minor questions regarding proposed layout of future development. No issues, complaints, or outstanding items requiring follow-up.

17:30 – No further public comments/questions – meeting adjourns.

Terrain Navigator.© Maptech 800-627-7236



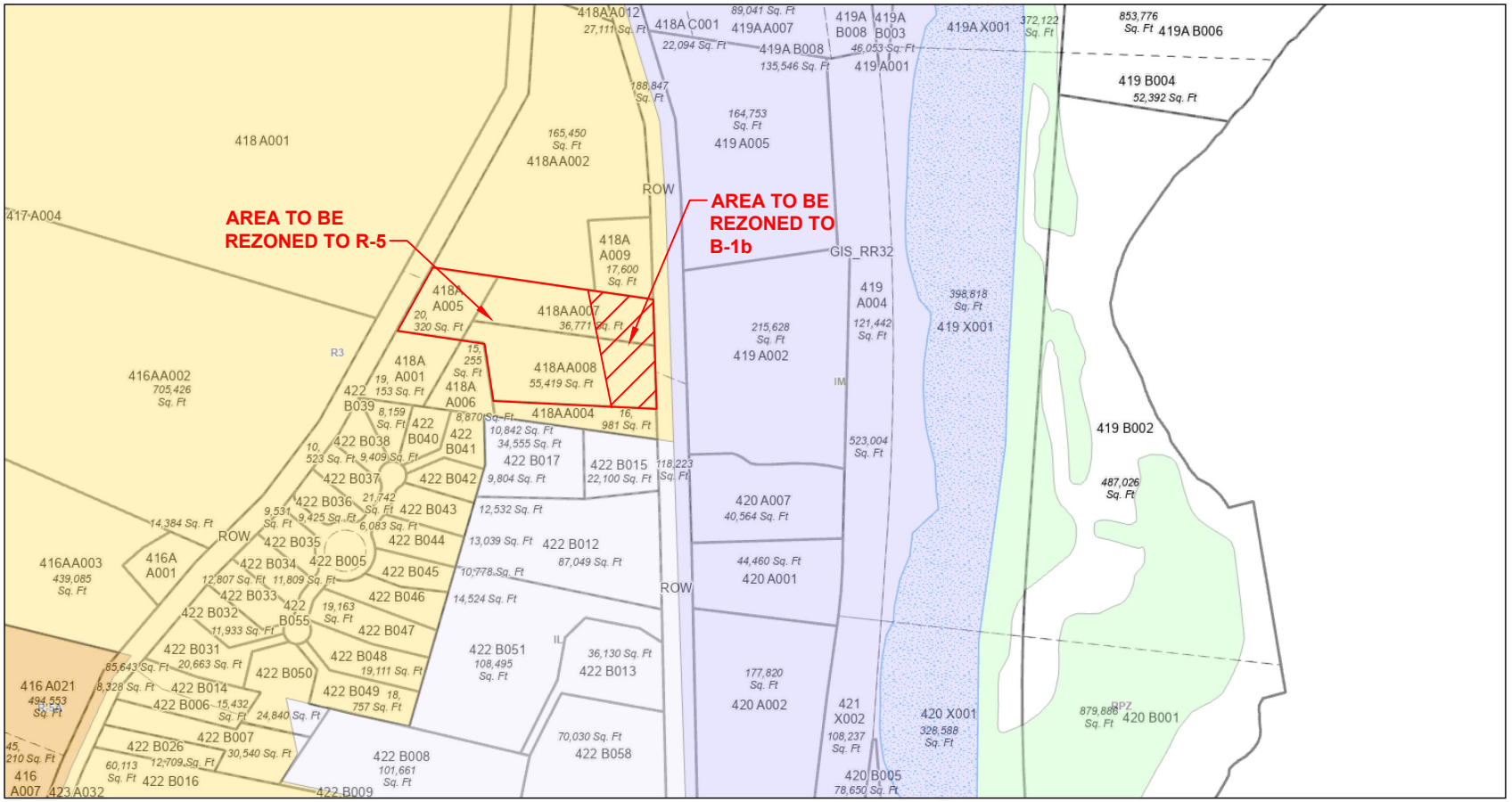
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U.S.G.S. TOPOGRAPHIC QUADRANGLE
PORTLAND WEST
@ 1:24,000

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING

BACKYARD ADUS
PORTLAND, MAINE
LOCATION MAP

2023.02.15
14062.001

ArcGIS Web Map



9/13/2023, 2:18:52 PM

Zoning

- R3 Residential
- R-5A Residential
- IL Industrial - Low Impact
- IM Industrial - Moderate Impact
- RPZ Resource Protection
- Shoreland Overlay Zone

parcels

- Tax
- Conveyance

1:2,425

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

City of Portland, DPS

Web AppBuilder for ArcGIS
City of Portland, Maine

PROJECT: **BACKYARD ADUS** **PORTLAND, MAINE**	DWG No. **1**	BY WAB	HALEY WARD ENGINEERING | ENVIRONMENTAL | SURVEYING
		DATE 2023.02.15	
TITLE: **PROPOSED MAP AMENDMENT**	JN 14062.001	REV. 1	
	SCALE N.T.S.	REV. DATE 2023.09.13	



February 26, 2023	Prepared by Scott Douglass for Maine Backyard ADUs LLC (Applicant)	Conceptual Site Plan 4 Ocean Ave. Portland, Maine



February 26, 2023	Prepared by Scott Douglass for Maine Backyard ADUs LLC (Applicant)	Conceptual Site Plan 4 Ocean Ave. Portland, Maine

CITY OF PORTLAND, MAINE

PLANNING BOARD

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

September 26, 2023

David Senus
Portland Foreside Development Company
254 Commercial Street, Suite 118
Portland, ME 04101

Lauren Swett
Woodard & Curran Inc.
41 Hutchins Drive
Portland, ME 04102

Project Name:	Portland Foreside Phase II	**Project ID:**	Pl-002202-2022
Address:	58 Fore Street, 21 Eastern Promenade, 19 Eastern Promenade	**CBLs:**	018 A003001, 018 A001001, 002 A003001
Applicant:	Portland Foreside Development Company		
Planner:	Charles Tetelman		

Dear David Senus and Lauren Swett:

On September 12, 2023, the Planning Board approved a Level III Site Plan application, Conditional Use Inclusionary Zoning application, a Subdivision application, and a Site Location of Development application for an approximately 883,308 sq. ft. mixed-use development in the B-6 Eastern Waterfront, R-6 Residential, Eastern Waterfront Port, and Shoreland zones. The decision is based upon the application, documents, and plans as submitted. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan Standards Section 14-526, Subdivision Standards Section 14-497, Inclusionary Zoning Standards Sections 14-474, 14-487, and 18.2.3, Site Location of Development Standards *City of Portland Technical Manual* Section 14, the Design Review Standards of the Portland Foreside Master Development Plan, Eastern Waterfront Master Plan, and the *City of Portland Design Manual* Section (g) *EWPZ Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone*, and Shoreland Zoning General Site Plan standards Section 14-659(o). Based on the information provided to the Board in the application, plans, reports, through testimony and other information submitted by the applicant, as well as the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing on September 12, 2023, which is attached hereto and incorporated herein by reference, the Planning Board found the application met all relevant standards and voted unanimously 6-0 (Barker absent) to approve the application with the following waiver and conditions as presented below.

Waivers

The Planning Board voted 6-0 (Barker absent) to waive the following *City of Portland Technical Manual* standards:

1. The Planning Board finds, based upon City Staff and the Third-Party Traffic Engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the City of Portland's Technical Manual Section 1.10.2 which requires standard parking spaces to be 9 ft. wide by 18 ft. long. The Planning Board waives the *Technical Manual* standard to permit parking stall dimensions of 8.5 feet by 18 feet.

Site Plan Review

The Planning Board voted 6-0 (Barker absent) to find that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions:

PRIOR TO APPLYING FOR BUILDING PERMIT:

1. The applicant shall provide a final geotechnical report prepared and signed by a licensed Geotechnical Engineer that assesses the existing Fore Street Retaining Wall conditions as outlined in the Recommended Investigation Scope of Work document provided by SGH on September 1, 2023 and shall provide sufficient documentation that post-construction conditions will not adversely impact the structural integrity of the retaining wall, public right-of-way, property or surrounding properties or impede access to the retaining wall for potential future maintenance. Final geotechnical findings and mitigation recommendations shall be submitted for review and approval by the Planning Authority, Department of Public Works, Corporation Counsel, and third-party geotechnical engineer retained by the City. The applicant will be responsible for implementation of mitigation measures recommended by a licensed Geotechnical Engineer that are deemed necessary due to the proposed development without expense to the City to ensure the long-term stability of the retaining wall, applicant's site, public land, and surrounding properties. In the event of disagreement, between the applicant and the City as to the required mitigation measures, the City's determination of the necessary mitigation measures shall be final and binding.

2. The applicant shall obtain the required license agreement(s) and any other rights necessary to permit any proposed encroachments into the City right of way and shall execute an agreement that documents the applicant's and City's mitigation and maintenance responsibilities, financial and otherwise, regarding the Fore Street Retaining Wall, which agreement will provide the City with sufficient access to, and give the City satisfactory assurance that, the existing Fore Street Retaining Wall will be maintained long-term. All such agreements shall be in form and substance satisfactory to the Corporation Counsel and will be subject to approval by the Planning Authority, the Department of Public Works, the Finance Director, the City Manager, and/or the City Council, as applicable.

3. The applicant shall submit proof, in form and substance satisfactory to the Corporation Counsel, of the closing of the Exchange Agreement dated June 21, 2017, as amended, between CPB2 LLC, the City, and the State of Maine Department of Transportation, including, without

limitation, copies of all fully executed and, where appropriate, recorded, agreements, deeds, and other documents required under the Exchange Agreement.

PRIOR TO ISSUANCE OF A BUILDING PERMIT:

1. The applicant shall submit finalized civil plans that include updated driveway designs and the striping of an ascending bike lane along Fore Street. All drawings shall be finalized and approved to the satisfaction of the Planning Authority and the Department of Public Works.

2. The applicant shall submit a turning template analysis and finalized civil plans for the driveway and parking area located in the R-6 Residential portion of the site that includes one-way entry and exit driveways and pedestrian routing strategies. All drawings and documents shall be finalized and approved to the satisfaction of the Planning Authority and the Department of Public Works.

3. The applicant shall submit and record a Stormwater Maintenance Agreement to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel.

4. The applicant shall finalize the construction management plan to be reviewed and approved by the Planning Authority and the Department of Public Works.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

1. The applicant shall contribute to the City's tree fund in the amount of $400 per tree for 377 trees for a total of $148,800.

POST APPROVAL:

1. The applicant shall retain a geotechnical engineering consultant to prepare and submit an annual report that contains an assessment of the retaining walls' conditions and integrity. The annual report shall be submitted to the Planning Authority and the Department of Public Works on the first of the year following the issuance of a Building Permit unless otherwise superseded by any recorded agreements between the City and the applicant. This condition shall be binding on the applicant, its successors, and assigns.

Subdivision Review

The Planning Board voted 6-0 (Barker absent) to find that the plan is in conformance with the subdivision of the Land Use Code, subject to the following conditions:

PRIOR TO THE SUBMISSION OF THE PLAT FOR PLANNING BOARD SIGNATURE:

1. The subdivision plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel.

2. The applicant shall add a note to the Plat that any principal structures in the subdivision located in a FEMA flood zone shall be constructed with their lowest floor, including the basement, at least one foot above the 100-year flood elevation.

Inclusionary Zoning Conditional Use
The Planning Board voted 6-0 (Barker absent) to find the proposed conditional use for workforce housing does meet the standards of Land Use Code Sections 14-474 and 14-487 for portions of the proposed development within the MDP Boundary and Article 18.2.3 for portions of the proposed development within the R-6 Residential zone with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT:

1. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for workforce housing units as described in the Planning Board report dated September 12, 2023 or as an alternative to providing workforce housing units, the project may pay a fee-in-lieu for some or all of the required units.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

1. That That the Affordable Housing Agreement (AHA) be filed as a covenant to the 58 Fore Street property's deed with the Cumberland County Registry of Deeds.

2. The applicant shall pay an agreed upon fee-in-lieu into the City's Jill C. Duson Housing Trust Fund for the 17.75 units not provided. The Inclusionary Zoning Fee-in-Lieu for 2023 is $172,485 per unit.

Site Location of Development
The Planning Board voted 6-0 (Barker absent) to find that the plan is in conformance with the Site Location of Development Act standards.

Shoreland Zoning
The Planning Board voted 6-0 (Barker absent) to find that the plan is in conformance with the Shoreland Zoning standards.

The approval is based on the submitted plans and findings related to Site Plan review, Subdivision review, Inclusionary Zoning Conditional Use review, Site Location of Development review, and Shoreland Zoning as contained in the Planning Board report dated September 8, 2023 for application PL-002202-2022 which is attached.

Standard Procedures
Note: The following standard procedures and requirements apply to all approved site plans:

1. Subdivision Recording Plat: A final recording plat, listing all conditions of subdivision approval must be submitted to the Planning and Urban Development Department for review. Once approved, the plat shall be signed by the Planning Board. A performance guarantee must be issued prior to release of the recording plat for recording at the Cumberland County Registry

of Deeds. One mylar copy of the recording plat with signatures and the recorded book and page must be returned to the Planning and Urban Development Department.

2. Subdivision Waivers: Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice. The plan or notice must be recorded in the Cumberland County Registry of Deeds within two (2) years of the final subdivision approval.

3. Site Plan Expiration: The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.

4. Subdivision Expiration: Subdivision approval is valid for up to three (3) years from the date of Planning Board approval.

5. Separate Building Permits Are Required: This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

6. Performance Guarantee and Inspection Fees: A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

7. Construction Management Plans: The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

8. Preconstruction Meeting: Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building

contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

9. Department of Public Works Permits: If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828 (only excavators licensed by the City of Portland are eligible).

10. Develop Site According to Plan: The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

11. Stormwater Management: The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

12. Third Party Inspections: For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.

13. Defect Guarantee: A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

14. As-Built Final Plans: Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater.

15. Mylar Copies: Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy

16. Impact Fees: New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit https://www.portlandmaine.gov/2409/Impact-Fees.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at (207) 874-8901. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Charles Tetelman at (207) 874-8724 or via ctetelman@portlandmaine.gov.

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. 58 Fore Street Planning Board Report (9.12.23) w/ incorporated attachments
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

Planning Board Report
Planning and Urban Development Department

58 Fore Street
Level III Site Plan | Subdivision | Inclusionary Zoning | Site Location of Development
PL-002202-2022
Portland Foreside Development Company, Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Charles Tetelman
Public Hearing Date:	September 12, 2023	**Date:**	September 8, 2023

I. INTRODUCTION

Portland Foreside Development Company has submitted a Level III Site Plan and Subdivision application as well as an Inclusionary Zoning Conditional Use application and Site Location of Development application to facilitate a mixed-use development at the former Portland Company property located at 58 Fore Street. In total, the proposed development would contain approximately 883,308 sq. ft. of floor area, 396 residential units, 81,558 sq. ft. of retail, service, and restaurant space, 128 hotel rooms, and 644 off-street parking spaces. The application before the Planning Board is Phase 2 of the 58 Fore Street Master Development Plan (MDP), which received Planning Board approval on December 20, 2016 and a Traffic Movement Permit in 2017 (Attachments A-E).



Figure 1: 58 Fore St. Proposed Phase II Development Rendering

Portions of the proposed building located within the boundaries of the Portland Company Historic District (HBR-002380-2023) and Munjoy Hill Historic District (HPBR-002391-2023) were reviewed by the Historic Preservation Board and received Certificate of Appropriateness (COA) approval during a public hearing held on August 2, 2023 (Attachments K + L).

The Planning and Urban Development Department mailed 276 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the September 2, 2023 and September 5, 2023 editions of the *Portland Press Herald*.

The Planning Board held three workshops on this application, which took place on January 10, 2023, July 11, 2023, and August 15, 2023. For a comprehensive overview of the previous workshops, please refer to the memorandums prepared for the first, second, and third workshops.

Applicant:	Portland Foreside Development Company
Applicant Representatives:	Woodard & Curran, Inc.; Michael Boucher Landscape Architecture (MBLA); Perkins & Will; Marvel Architects; Baskervill; Turner Construction; Gorill Palmer; VHB; Thornton Tomasetti; Allied Engineer, Inc.

II. REQUIRED REVIEWS | PROJECT DATA | WAIVER REQUESTS

Review	*Applicable Standards*
Level III Site Plan*	Section 14-526
Subdivision*	Section 14-497
Inclusionary Zoning*	Section 14-474 Section 14-487 Article 18.2.3 (Applicable to portion of building in R-6 zone)
Site Location of Development	Technical Manual Section 14
Design Review	Section 14 (iii) MDP Standards of Review Eastern Waterfront Master Plan City of Portland Design Manual (*g*) *EWPZ Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone*
*Approval of Master Development Plans confer pending proceeding status upon the development with the effect of maintaining the applicability of municipal regulations in effect at the time of approval for as long as the Master Development Plan approval remains valid, including permissible extensions.	

Waiver Requests	*Applicable Standards*
The applicant is requesting a waiver to modify City of Portland Technical Manual Section 1.10.2, which requires that a standard parking space is 9' wide by 18' long. The applicant is proposing parking spots that are 8'-5" wide and 18' long.	City of Portland Technical Manual Section 1.10.2: Standard parking space: 9' wide by 18' long, except that low turnover parking spaces, such as those used by residents or employees, may be designed with a width of 8'-5" and considered a standard parking space.

Project Data	
Existing Zoning	B-6 Eastern Waterfront Zone R-6 Residential EWPZ Eastern Waterfront Port Zone Shoreland Zone
Historic Districts	Portland Company Historic District (Block 4) Munjoy Hill Historic District (Block 6)
Property Size	438,900 sq. ft. (~10 acres)

Existing Use	Blocks 4 and 6: Vacant Block 5: Parking Lot
Proposed Use	Residential (396 units – 436,620 sq. ft.) Retail/Service/Restaurant (81,558 sq. ft.) Hotel (128 rooms – 128,309 sq. ft.) Parking (644 spaces – 236,821 sq. ft.)

III. BACKGROUND

This Phase 2 application before the Planning Board is preceded by previous efforts requiring significant review processes, involving the Planning Board, the Historic Preservation Board and the City Council. An application for zoning map and text amendments for this site was submitted in August 2014, with final changes adopted by the City Council in June 2015. The application included a map amendment to rezone the property from the Waterfront Special Use Zone to B-6 and Eastern Waterfront Port Zone, with accompanying text amendments to the Building Height Overlay map. Following the map and text amendments in February 2016, a lengthy designation process by the Historic Preservation Board and Planning Board, the Portland City Council voted to designate a portion of the 58 Fore Street property as a local historic district subject to the provisions of Portland's historic preservation ordinance. Both the designation of the historic district and the requirements of the B6/EWPZ/Height Overlay directly informed and shaped the site configuration of the approved MDP.

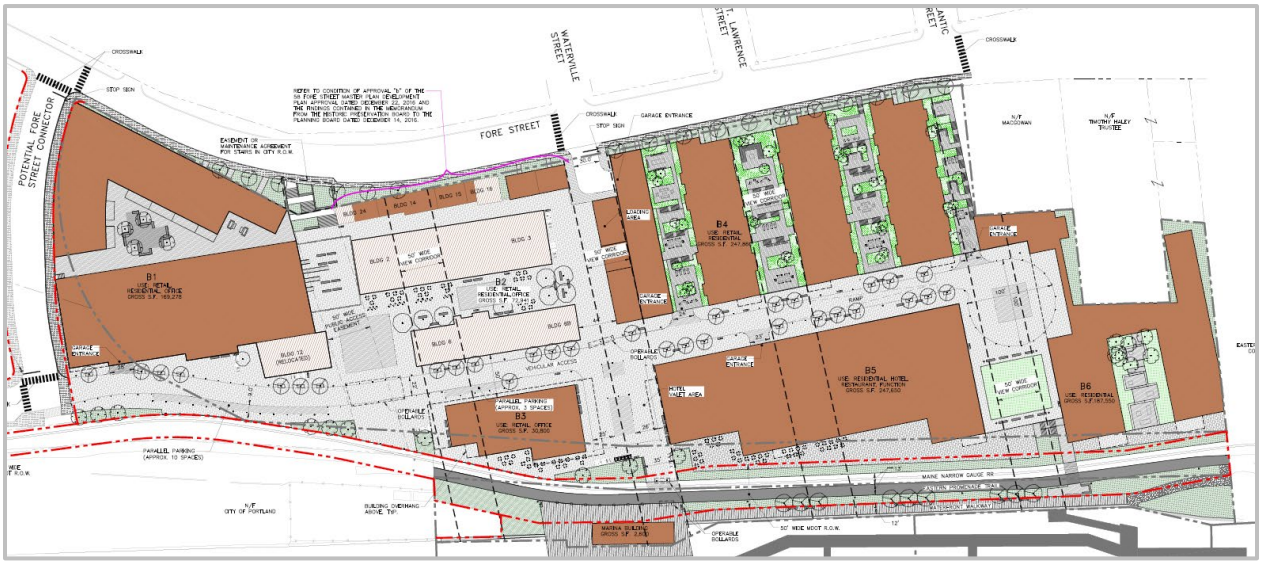


Figure 2: 2016 approved 58 Fore St. Master Development Plan

In December 2016, the Planning Board approved the Portland Foreside Master Development Plan (MDP) (Attachment A-C) which included a proposal to comprehensively redevelop the former Portland Company industrial site (approximately 10 acres of land area and 13.2 acres in submerged land lease). This approval would effectively create a new mixed-use neighborhood along Portland's eastern waterfront with nearly 1,000,000 square feet of new residential and commercial space as well as vehicle parking, marina access, public open space, and a new walking path along the water's edge. Following MDP approval the applicant received approval for a Traffic Movement Permit (TMP) from the City of Portland in May 2017 (Attachments D + E).

Approved MDP Program

Commercial + Residential Space	~1,000,000 sq. ft.
Total Residential Unit Count	638
Structured Parking Spaces	736
Marina	220 Slips 2,600 sq. ft. Marina Building
Other Amenities	Public Open Spaces Waterfront Walkways

Since the approval of the MDP and TMP, the applicant has received numerous approvals originally contemplated as part of the MDP including the expansion of the Fore Points Marina on Block 7 and for Phase I of the development, which included a mixed-use building with office, retail, and parking use and reconstruction of historic building #12 on Blocks 1, 2, and 4. The *Previous Approvals* section of the January 10, 2023 Planning Board Workshop memo provides a summary of the projects stemming from the MDP.

IV. PROPOSED DEVELOPMENT



Figure 3: 58 Fore St. Phase II Overall Site Plan (attachment)

Portland Foreside Development Company is proposing to develop an 883,308 sq. ft. mixed-use development comprised of one building that spans across Blocks 4, 5, and 6 of the approved Portland Foreside 58 Fore Street MDP and a separate building on Block 4 with two townhomes. In total, the proposed development would comprise 436,620 sq. ft. of residential floor area including 396 residential units; 128,309 sq. ft. of hotel floor area consisting of 128 rooms; 81,558 sq. ft. of floor area for retail, service, and restaurant space; and 236,821s sq. ft. to accommodate 644 parking spaces. The development includes a variety of residential units including studio, 1-bedroom, and 2-bedroom rental units as well as townhomes and condominiums. Additionally, the site will open up for public access by establishing new open spaces. The table below provides a breakdown of the overall programming for each Block:

Proposed Use	*Block 4*	*Block 5*	*Block 6*	*Total*
Residential	199 units 165,866 sq. ft.	43 units 74,094 sq. ft.	154 units 196,660 sq. ft.	396 units 436,620 sq. ft.
Retail / Service / Restaurant	29,742 sq. ft.	42,708 sq. ft.	9,108 sq. ft.	81,558 sq. ft.
Parking	443 spaces 155,601 sq. ft.	35 spaces 13,422 sq. ft.	166 spaces 67,798 sq. ft.	644 spaces 236,821 sq. ft.
Hotel	N/A	128 rooms 128,309 sq. ft.	N/A	128 rooms 128,309 sq. ft.

V. PREVIOUS WORKSHOPS

I. January 10, 2023

At the January 10, 2023 Planning Board Workshop, City Staff provided an overview of the Portland Foreside Master Development Plan approved in 2016, previous site plan approvals, and the proposed development associated with Blocks 4 and 6. The Planning Board discussed the scope of the MDP as it relates to the proposed site plan application. In response to questions from the public and planning board members, City Staff noted that MDP approval establishes general parameters to be adhered to for redevelopment of the site while providing an overall framework plan for the proposed development to be built out in phases reviewed over subsequent site plans that specify more detail. City Staff also confirmed that the MDP maintains the applicability of municipal regulations in effect at the time of the approval for as long as the MDP approval remains valid. City Staff provided a memo (Attachment C) from the Director of the Planning & Urban Development Department with a determination that the current Master Development Plan for 58 Fore Street is still valid and has not expired.

Following the first workshop, City Staff and Third-Party Reviewers reviewed the applicant's submission while providing feedback and direction with development review comment memos (Attachments G + H). City Staff and Third-Party Reviewers requested that the applicant provide additional clarity on the updated MDP programming, average grade calculations, maintenance of the Fore Street retaining wall, clarification on the parking plinth as a common unifying support structure, and the status of a future Block 5 submission. In April, the applicant updated their application to include Block 5 as part of this Level III Site Plan. This addition required the applicant to hold a second neighborhood meeting and required additional review from City Staff and Third-Party reviewers.

II. July 11, 2023

At the July 11, 2023 Planning Board Workshop, the applicant provided a detailed overview of the site plan focusing on the design, layout, and programming for the structure spanning Blocks 4, 5, and 6. In their review of the proposed development, the Planning Board asked for clarification on a variety of topics including outstanding items noted in the Staff Memo (zoning and site plan standards), interaction with the Eastern Promenade Trail and Narrow Gauge Railroad corridor, feasibility of a bike lane along Fore Street, Block 5 rooftop appurtenance design, and the unifying elements of the proposed single structure. The Board also expressed support for on-street parking along Fore Street as opposed to a bike only lane.

Following the second workshop, City Staff and Third-Party Reviewers provided a third round of comments (Attachment I) to the applicant team based off of their June 23, 2023 resubmissions. These comments incorporated feedback received at the July 11 Planning Board workshop. The comment letter outlined five priority items essential to the review: 1) plans that demonstrate a common foundation and unified

structure; 2) direction of the geotechnical review of the proposed development; 3) landscaping and transportation comments regarding the Fore Street frontage and ROW; 4) Construction Management and Phasing Plans; and 5) additional guidance related to the storage cart area proposed for a portion of the building located within Block 6. Following the July 11th workshop, the applicant submitted revised materials which addressed the priority items and they removed the storage cart area proposed within the Block 6 portion of the building.

III. August 15, 2023

At the August 15, 2023 Planning Board Workshop, the Planning Board focused on four critical components of the review: 1) Transportation; 2) Block 5 Rooftop Appurtenance and Zoning Conformance; 3) Geotechnical Study; and 4) Inclusionary Zoning requirements. City Staff discussed the final components of the traffic analysis to confirm that the proposed development conforms to the approved TMP and applicable standards of the site plan ordinance. City Staff noted that a striped ascending bike lane and on-street parking would be feasible within the Fore Street right-of-way. The Planning Board also discussed the updated Block 5 rooftop appurtenance design and height of the proposed screening. City Staff provided updates on the status of the applicant's Geotechnical Study and informed the Board that the City retained a third-party reviewer, SGH to review the study and was continuing to review the final inclusionary zoning calculations. Stemming from comments raised by the public related to conformance with zoning and shoreland zoning standards the Planning Board requested that the City's Zoning Administrator provide a memo that speaks to the applicable zoning standards as well as any shoreland zone requirements. Conformance with zoning is discussed in Section VIII of this report and a memo from the City's Zoning Administrator has been included in the Board's packet (Attachment M).

Since the third workshop, City Staff requested a traffic analysis for two intersections near the proposed development: 1) the garage entrance at Fore Street and Waterville Street and 2) at the intersection of Thames Street and Freedom Way. City Staff determined that the analysis should include traffic counts for weekday AM and PM peak hours, safety analysis, and sight distance documentation at both site entrances. For Block 5, City Staff requested a reduction in the Block 5 rooftop mechanical screening height from 12 ft. to the top of the tallest building operating equipment. The applicant submitted a full response to City Staff comments and provided updated documents and drawings (Attachments 15-17). The proposed developments zoning conformity, inclusionary zoning calculations, and scope of the geotechnical study are discussed below.

VI. RIGHT, TITLE, + INTEREST

The applicant has provided short form quitclaim deed with covenant as demonstration of Right, Title, and Interest (Attachment 5).

The applicant has also provided an existing easement between the City of Portland and formerly the Portland Company from 1876 which granted the City the right to build the Fore Street retaining wall and to access the retaining wall for maintenance (Attachments 9 + 10).

As shown the proposed building encroaches upon city land along Fore Street not at this time held by the applicant. The encroachment will require the applicant to receive an encroachment license from the City of Portland to place footings within the Fore Street right-of-way above the retaining wall. The applicant has provided a draft Revocable Encroachment License to be reviewed by Corporation Counsel, the Planning Authority, and the Department of Public Works (Attachments 8). Staff is suggesting a condition of approval that requires any licenses and easements associated with the encroachment into city owned land to be finalized to the satisfaction of the Planning Authority, Department of Public Works, and Corporation

Counsel prior to issuance of a building permit. Furthermore, the City must also ensure that access for retaining wall maintenance will not be hindered by any encroachment to place footings in the Fore Street right-of-way. If access for maintenance is impeded, the 1876 agreement between the Portland Company and City of Portland may require modifications.

On December 19, 2022, the Portland City Council passed Order 116-22/23 which approved the sixth amendment to a land exchange agreement between CPB2 Management LLC, the Maine Department of Transportation, and the City of Portland to modify the realignment of portions of the Eastern Promenade Trail and Narrow Gauge railroad track. The proposed development and supporting documents and drawings are designed around the boundaries established as part of this land swap. As a condition of approval, the applicant will be required to submit proof, in form and substance satisfactory to the Corporation Counsel, of the closing of the Exchange Agreement dated June 21, 2017 prior to applying for a building.

VII. FINANCIAL + TECHNICAL CAPACITY

The applicant has provided two letters demonstrating Financial Capacity. The first from Rockland Trust Company Senior Vice President Rose M. Buckley dated September 14, 2022 and the second from Middlesex Savings Bank Senior Vice Presidents Mary Ann Devlin and Robert F. Millerick dated September 16, 2022 (Attachment 5).

The applicant has included a summary of the engineering, landscape architecture, and architecture firms and partners who are completing various aspects of design (Attachment 5). The consultants include Woodard & Curran, MBLA, Perkins+Will, Baskervill, Marvel, Haley & Aldrich, VHB, Thornton Tomasetti, Allied Engineering, and Gorrill Palmer. The combined experiences and portfolios of all partners demonstrate technical capacity for the proposed project.

VIII. ZONING ANALYSIS

The proposed project is located predominantly in the B-6 Eastern Waterfront zone with a small fraction of the northeast corner (Block 6) in the R-6 Residential zone and the southern end of the lot in the Eastern

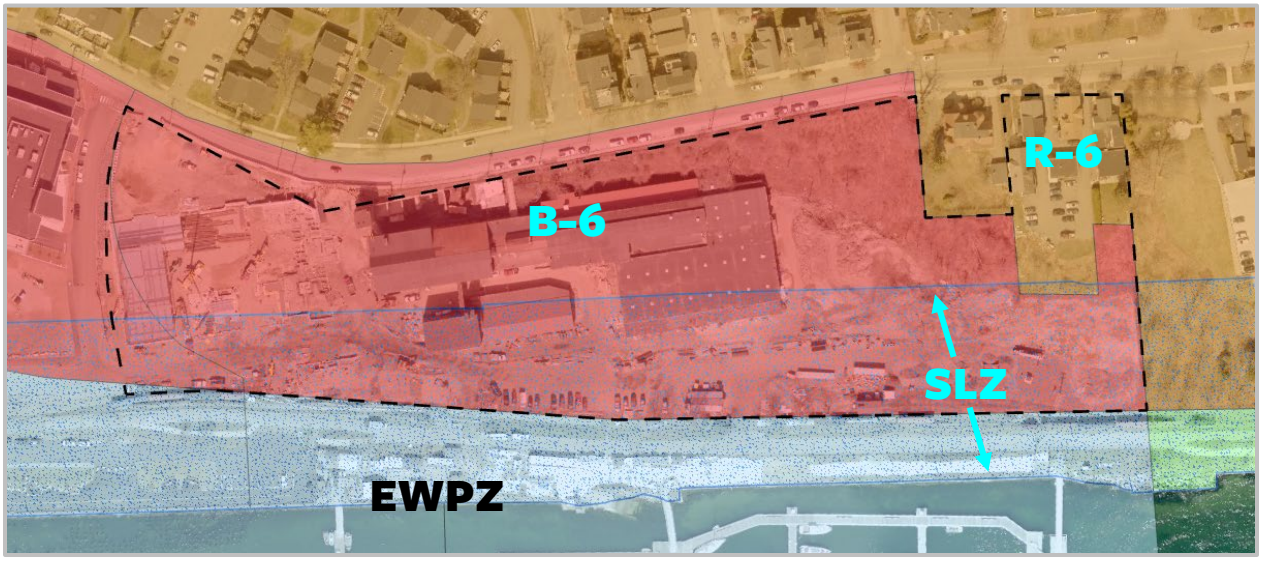


Figure 4: City of Portland Zoning Map – Applicant's upland parcels outlined in dotted black line

Waterfront Port zone (EWPZ) as shown in Figure 4. No part of the proposed building is located within the EWPZ. Portions of the property are also located in the Shoreland Zone.

B-6 Eastern Waterfront Zone

The B-6 Eastern Waterfront zone is a mixed-use zone specifically created to serve as a compatible zone for the upland portion of the Eastern Waterfront. The intent of the B-6 zone is to provide for a mixed-use neighborhood that, according to the zone's purpose statement, "*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 B-6 zone permits a wide range of uses as specified in Section 14-269 of the Land Use Code, including those proposed for the Phase 2 development:

a) *Commercial*:
   1. Professional, business and general offices;
   2. Restaurants and other eating and drinking establishments. Bars or drinking establishments as defined in Section 14-47 are prohibited within 50 feet of Fore Street east of Waterville Street. Restaurants located within 50 feet of Fore Street east of Waterville Street are subject to the following requirements:
      i. The hours of operation shall be limited to between 5:00 a.m. and 11:00 p.m. each day; and
      ii. Food service and consumption are the primary function of the restaurant;
   3. Hotels and inns limited to no more than 150 rooms;
   4. Retail and retail service establishments, excluding those with gas pumps;

b) *Residential*:
   1. Attached dwelling including row houses, two-family and multifamily dwellings;
   2. Handicapped family units;
   3. Combined living/working spaces, including but not limited to artist residences with studio space;
   4. Mixed use residential and commercial structures.

Section 14-272 specifies dimensional requirements for the B-6 zone. The B-6 zone has no minimum lot area requirement and there is no lot area per dwelling unit requirement for residential uses. Moreover, there is no street frontage, maximum lot coverage or impervious surface ratio requirement to encourage a distinctly urban form of development. Building height is regulated by the B-6 Height Overlay Map (Attachment F). The B-6 Height Overlay Map controls for width, length, and height of buildings within the B-6 zone and establishes the location and requirements for view corridors. Additional significant elements of the height overlay are varying allowable heights within the zone arranged in blocks ranging from base heights of 35 to 65 feet throughout the site. Many of the blocks include base heights with allowable extensions of up to 10 or 20 feet above the base height. Further articulation of the permitted heights is stated in the height overlay notes, which sets parameters for height extensions, view corridors, and restrictions on height at Fore Street. The overlay notes include:

1. For buildings located East of Hancock Street, no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70-foot-wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront, and if abutting Mountfort Street (extension) must be setback 25 feet from any street.

2. In Defined View Corridors, no building allowed above the corresponding Fore Street elevation.
3. For buildings located east of the area indicated for the future Fore Street Connector Road, no building shall exceed 35 feet in height above the adjacent grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.
4. Location of Building Break Line is approximate as shown and intended to promote a break in building mass to allow for the development of blocks and site permeability. The exact location of blocks and site permeability shall be identified, defined, and reviewed under a Master Development Plan or Site Plan review.

Three Defined View Corridors cross the site at Waterville Street, St. Lawrence Street, and Atlantic Street.

R-6 Residential Zone

A portion of the proposed building within Block 6 is located in the R-6 Residential zone. According to Section 14.3.2 of the Land Use Code the MDP option shall not apply in residential zones. Therefore, any reference to the portion of the building within the R-6 zone will utilize the current Land Use Code's Section references. According to the zone's purpose statement the R-6 zone is intended to encourage housing for areas on the peninsula, "*characterized primarily by multi-family dwellings at a high density providing a wide range of housing for differing types of households; to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses; and to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.*"

According to Table 6-A, the R-6 zone permits residential uses including single-and two-family dwellings, and multifamily dwellings.

R-6 dimensional requirements are specified in Table 7-A. The R-6 zone requires a minimum lot area of 2,000 square feet for residential uses and limits residential density by requiring a minimum of 725 square feet of lot area per dwelling unit. Maximum height in the R-6 zone is 45 feet, with portions of buildings above 35 feet required to stepback 10 feet from side property lines and 15 feet from a rear property line. Minimum lot width is 20 feet and minimum front yard setback is five feet, or the average depths of adjacent front yards. Rear yards are required to setback a minimum of 10 feet or five feet for detached accessory buildings with ground coverage of 250 square feet or less. The minimum side yard setback is five feet, except that a side yard setback in the R-6 zone may be reduced to zero, provided that the cumulative side yards are not less than 10 feet. Furthermore, there is no minimum side yard setback on a side street. Maximum lot coverage is 60% and the minimum landscaped open space is 20%.

A review of the proposed project's conformance with the applicable zones is provided in the analysis and tables below. In addition to the analysis below, the City's Zoning Administrator has provided a memo (Attachment M) demonstrating the proposed project's conformance with zoning.

Proposed Development's Zoning Conformance

The applicant is proposing to develop a mixed-use building and two townhomes that are consistent with zoning, including individual zone purpose statements, uses and dimensional standards, and the B-6 Height Overlay map. Residential uses are permitted in the B-6 and R-6 zones. Commercial uses including restaurants, retail, and the proposed 128-room hotel, which is below the 150-room limit, are all permitted in the B-6 zone.

Allowable heights are calculated, city-wide unless otherwise specified, from average finished grade. Building height is defined in Chapter 14 (Section 14-47) as the *vertical measurement from grade, or the predevelopment grade on the islands, to the highest point of the roof beams in flat roofs; to the highest point of the roof beams or the highest point on the deck of mansard roofs; to a level midway between the level of the eaves and highest point of pitched roofs or hip roofs; or to a level two-thirds of the distance from the level of the eaves to the highest point of gambrel roofs. For this purpose, the level of the eaves shall be taken to mean the highest level where the plane of the roof intersects the plane of the outside wall on a side containing the eaves. "Pre-development grade"* is defined as "*grade as defined as average grade, existing on October 1, 2000, at the corners of the foundation of the proposed structure."*

The term "grade" is not defined in Chapter 14. Absent a standalone definition of "grade," but noting the distinction between measuring from predevelopment grade on the islands and from grade on the mainland, the City's longstanding practice for mainland projects is to calculate grade, for the purposes of measuring height, by averaging finished grade from various points around the building.

The average grade of the townhomes fronting Fore Street is 32' 3" as show on the applicant's submitted plan labeled "Permit Site Plan – Level 06 – MU-006" (Plan 6). The applicant is also proposing a single building that has a common foundation and pedestal parking at the base, with connected and architecturally varied portions above as demonstrated in the applicant's submitted plan labeled "Block 4, 5, & 6 Foundation Plan – SA-001" (Plan 6). Based on the applicant's foundation plan (SA-001) depicting one unified building that spans Blocks 4, 5 and 6, the average grade of the proposed building is 49'6" as shown on the applicant's submitted plan labeled "Permit Site Plan – Level 06 – MU-006" (Plan 6). The method used to determine the average grade for the building is consistent with the acceptable methods for establishing average grade laid out in the approved MDP. The methods specified for establishing average grade in the MDP, included: averaging the elevation of the proposed abutting ground surface at the building corners, or by averaging the elevation of the abutting ground surface at consistent intervals around the perimeter of the building. The maximum height requirements are outlined in the B-6 Height Overlay Map. Following is a summary of the building's various components:

Block 4 Tower

The maximum height for the west part of the tower within Block 4 is 45 feet with an extension up to 55-feet. The maximum height for the east part of the tower is 45 feet with a 20-foot extension to make a maximum height of 65-feet. Sheet A20-01 (Plan 14) shows that the building is not exceeding the maximum height. The extension up to 65-feet above the east part of the tower meets footnote #1 and the tower meets the criteria of footnotes #4 and #5.

Block 5 Tower

The maximum height for the west side of the tower (hotel), within Block 5 is 45 feet and the east side (condominiums), is 45-feet with 10-foot extension to make a maximum height of 55-feet. Sheet A-310 (Plan 20) demonstrates that the maximum height is not being exceeded. Plan A-109 (Plan 19) shows two stairways, two elevators and associated overruns and building operating equipment, including an enclosed telecom equipment area, an enclosed electrical area, and an enclosed elevator control room. It should be noted that none of these enclosed building equipment areas can be occupied, and are all considered permissible rooftop appurtenances, permitted above the maximum building height. The Block 5 tower is meeting all applicable B-6 height restrictions.

The east side of the Block 5 tower meets the 55-foot height, with 10-foot extension as permitted under footnote #1 of the B-6 Height Map. Sheet A-310 (plan 20) demonstrates that the maximum height is not

being exceeded. Plan A-110 (Plan 19) shows permissible rooftop appurtenances, including a stairway, one elevator overrun and elevator, an enclosed elevator control area, an enclosed mechanical area and enclosed emergency generator. None of these areas may be occupied. The view corridor height footnote #4 is also being met.

Block 6 Tower

The maximum height for the portion of the building within Block 6 is 45 feet with extensions of 10 feet up to 55 feet. The building's elevations (Plan 25) show that the maximum height is not being exceeded. The 55-foot extension above the tower meets footnote #1.

B-6 Zoning Analysis		
Dimensional Requirement	Required	Status
Maximum Front Setback from All Street Frontages	Chapter 14: *10 ft. (New structures shall build to the key building envelopes shown on the B-6 Building Height Overlay Map.)* B-6 Height Map: *...when a Building Envelope does not align with a view corridor or street extension, the boundary shall be the parcel boundary.*	Met
Maximum Structure Height	Chapter 14: *65 ft. or as otherwise governed by the B-6 Building Height Overlay Map.* B-6 Height Map: *-For buildings located East of Hancock Street... no building mass higher than 45 feet shall be wider than 70 feet measured parallel with the waterfront nor longer than 140 feet measured perpendicular with the waterfront. The 70-foot wide building extension allowed above must be at least 90 feet apart, measured parallel with the waterfront...* *-For buildings located east of [Freedom Way], no building shall exceed 35 feet in height above the adjacent Fore street grade within 100 feet of the Fore Street right-of-way, as measured perpendicular to the Fore Street right-of-way.*	Met
View Corridors	B-6 Height Map: *-In defined View Corridors, no building allowed above the corresponding Fore Street elevation.* *-View corridor limits shall be drawn from an extension of the corresponding streets where these streets meet Fore street...*	Met
Building Break Line	B-6 Height Map: *Location of Building Break Line is approximate as shown and intended to promote a break in building mass to allow for the development of blocks and site permeability. The exact location of blocks and site permeability shall be identified defined, and reviewed under a Master Development Plan or site Plan review.*	Met

Block 6 – R-6 Dimensional Requirements

Part of the northern end of the building located within Block 6 is in the R-6 Residential zone. MDP provisions are not applicable in residential zones. Therefore, the portion of the building within the R-6 zone is being reviewed under the R-6 Residential zone use and dimensional standards contained in the most recent version of the Land Use Code, amended on February 6, 2023. The applicant is proposing residential uses in the portion of the building within the R-6 zone. According to Table 6-A, a range of residential uses are permitted in the R-6 zone, including single-family, two-family, and multi-family. Residential units are limited by a minimum lot area per dwelling unit of 725 square feet, and the applicant is proposing 741 square feet of lot area per unit, which meets this requirement. The dimensional standards of the R-6 zone are outlined in Table 7-A. The maximum height in the R-6 zone is 45 feet. The part of the building within the R-6 zone meets the 45-foot maximum height. The applicant has provided a zoning memo for the portions of Block 6 within the R-6 Residential zone (Attachment 6).

Setbacks: The R-6 zone has a minimum five-foot front and side setback, and a 10-foot rear setback. The portion of the building within the R-6 zone is 16.25 feet from the property line at its closest point, where it abuts 45 Eastern Promenade. The R-6 zone also contains a stepback requirement, which requires that portions of buildings above 35 feet in height be located a minimum of 10 feet from a side property line and 15 feet from a rear property line. Since the closest property line to the portion of the building in the R-6 zone is 16.25 feet, the stepback requirements are being met.

R-6 Zoning Analysis			
Dimensional Requirement	Required	Proposed	Status
Minimum Lot Area	2,000 sq. ft.	20,000 sq. ft.	Met
Minimum Lot Area per Dwelling Unit	725 sq. ft. / DU	741 sq. ft. / DU	Met
Minimum Street Frontage	20 ft.	N/A	Met
Minimum Lot Width	20 ft.	100 ft.	Met
Minimum Front Setback	5 ft.	N/A	Met
Minimum Rear Setback	10 ft.	15 ft.	Met
Minimum Side Setback	5 ft.	18 ft.	Met
Minimum Stepbacks (above 35 ft. when property line abuts a residential zone)	10 ft. side 15 ft. rear	17 ft.	Met

Maximum Structure Height	45 ft.	45 ft.	Met
Maximum Lot Coverage	60%	55%	Met
Minimum Landscaped Open Space Ratio	20%	N/A	Met

Eastern Waterfront Port Zone

The portion of the site that falls within the EWPZ will not be directly impacted with improvements because no portion of the proposed building is located in the EWPZ. The only proposed work within this zone is utility connection.

Shoreland Zoning

The Shoreland Zone applies to all land areas, uses, structures, and land use activities within 250 feet, horizontal distance, of the normal high-water line of any river, coastal wetland edge, and freshwater wetland edge. Development activities within the Shoreland Zone are reviewed by the Zoning Administrator according to the use-specific land use standards found in Section 14-449.

Division 26 of Chapter 14 addresses the criteria for building within the Shoreland Zone. Section 14-449(a)(1) requires that the building be located beyond the 75-foot setback from the highest annual tide in the B-6 zone, but in the EWPZ the 75-foot setback does not apply. Section 14-449(c) addresses the standards for the clearing of vegetation both within the 75-foot setback and the shoreland zone more broadly. Subsection 4(a)(3) allows legally existing cleared openings to be maintained. Since the area of the proposed development within the Shoreland zone had been cleared under the previous tenants, this standard is being met. The relevant shoreland zone requirements are included below:

SLZ Zoning Analysis		
Requirement	Required	Status
Minimum Setback	*All principal and accessory structures shall be set back at least seventy-five (75) feet horizontal distance, from the normal high water line of water bodies, the upland edge of a wetland or associated tributary streams within a shoreland zone...*	Met
Clearing or Removal of Vegetation	Clearing or removal of vegetation standards are not applicable in the B-6 or EWPZ zones.	Not Applicable

Erosion and Sedimentation Control	All activities which involve filling, grading, excavation, or other similar activities which result in unstablilized soil conditions are reviewed by the permitting authority post approval.	Not Applicable

A question about the proposed project's compliance with the City's Shoreland Overlay Zone, the State's Mandatory Shoreland Act (38 M.R.S. Section 435 et. Seq.) ("Act") and minimum Shoreland Zoning guidelines ("Chapter 1000") was raised by a member of the public for consideration. The City has reviewed the public comment and maintains that the maximum height of the proposed development is governed by the City's B-6 Height Overlay Map, Section 14-272, or Table 7-A for the portion of the building in the R-6 zone.

The Act requires municipalities to adopt local ordinances for all land within Shoreland areas, including within 250 feet of coastal wetlands and tidal waters. The Act also directed the Maine Board of Environmental Protection to create guidelines to aid municipalities in creating local ordinances. Those guidelines took the form of a model ordinance which municipalities were not required to adopt verbatim, but could use as guidance. All ordinances governing Shoreland areas must be submitted to the Commissioner of Maine Department of Environmental Protection for approval. Division 26 of Chapter 14 of the City Code was approved by the Maine Department of Environmental Protection in 2011. It did not include any specific height restrictions within the Shoreland Zone.

Furthermore, although "height" is defined in the Act, the definition in the statute applies only to its use in the Act, and relates mainly to permissible expansions of existing nonconforming structures. It is not more general guidance on how municipalities must define height for all Shoreland areas. Lastly, although Chapter 1000 includes a provision which caps maximum height at thirty-five feet, that restriction only applies to the Resource Protection, Limited Residential, Limited Commercial and Stream Protection zones as described in the model ordinances, and is not otherwise applicable to the City's B-6, R-6 zones or the EWPZ.

Section 14-659(o) of the Land Use Code requires that site plans located within the shoreland zone meet the Shoreland Zone General Site Plan Features as listed below:

1. *The proposal will maintain safe and healthful conditions*
   Staff Finding: The proposed development minimizes impact to the water and coastline while providing safe, accessible routes for pedestrians through and around the site.

2. *The proposal will not result in water pollution, erosion, or sedimentation to surface waters*
   Staff Finding: Met. The proposed development incorporates Best Management Practice (BMPs) for Stormwater Management and Erosion and Sedimentation Control. The site is further subject to Maine DEP Chapter 500 Stormwater Standards and the Site Location of Development standards, which are discussed later in this report.

3. *The proposal will adequately provide for the disposal of all wastewater*
   Staff Finding: The applicants have received an ability to serve confirmation from Portland Water District demonstrating that the proposed development can adequately provide for all disposal of wastewater (Attachment 31).

4. The proposal will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat

Staff Finding: The proposed development will not have an adverse impact on any existing wildlife or habitat areas in or surrounding the site.

5. The proposal will conserve shore cover and visual, as well as actual, points of access to inland coastal waters

Staff Finding: The proposed development is setback away from the shore and meets the relevant View Corridor dimensional standards of the B-6 Eastern Waterfront zone. The proposed development provides visual access to the coastal waters and establishes new connections to the Eastern Promenade Trail.

6. The proposal will protect archaeological and historic resources

Staff Finding: The applicant received Certificates of Appropriateness from the Historic Preservation Board for portions of the proposed development within the Portland Company Historic District and the Munjoy Hill Historic District. There are no documented archaeological sites within the vicinity of the proposed development.

7. The proposal will not adversely affect existing commercial fishing or maritime activities

Staff Finding: The proposed development will not interfere or adversely affect existing commercial fishing or maritime activities.

8. The proposal will avoid problems associated with flood plain development and use. The proposal is in conformance with the standards set forth in Section 14-449.

Staff Finding: The applicant is in conformance with Section 14-449 and will be constructed to avoid problems associated with flood plain development and use. Furthermore, the portion of the site to be developed as Part of Phase II is not within a FEMA identified flood zone.

Flood Plain Management

Section 14-450 of the Land Use Code applies to all land areas, use, structures, and land use activities lying in the special flood hazard areas as identified by the Federal Emergency Management Agency (FEMA) and noted on the FEMA Floodplain maps. The applicant has provided a LOMA Determination from FEMA which determines that a portion of the parcel at 58 Fore Street had been removed from Flood Zone AE. The proposed development is not within a FEMA identified flood zone.

IX. SITE PLAN REVIEW STANDARDS (Section 14-526)

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 14-526. City Staff and Third-Party review comments are below:

a) Transportation Standards

1. Impact on surrounding street systems

As a condition of approval of the MDP, the applicant was required to receive approval for a Traffic Movement Permit (Attachments D + E) which was approved by the Planning Board on April 25, 2017. The TMP approval (Attachment D) and MDP requires the applicant to provide updated trip numbers alongside each site plan application. City Staff requested that the applicant provide updated trip generation numbers based off of the most current *11th Edition ITE Trip Generation Manual*. In addition, City Staff requested a traffic analysis for two intersections near the proposed

development: 1) the garage entrance at Fore Street and Waterville Street and 2) at the intersection of Thames Street and Freedom Way. City Staff determined that the analysis should include traffic counts for weekday AM and PM peak hours, as well as a safety analysis, and sight distance documentation at both site entrances. The applicant provided updated traffic numbers and analysis as part of their recent submission (Attachments 19-21).

Staff Finding: Based on the applicant's submitted materials and traffic analysis city Staff and third-party traffic engineer have determined that the anticipated traffic impact is consistent with the trip generation numbers and associated analysis included in the 2017 TMP.

The proposed development maintains site access along the Thames Street extension ending at a parking podium between Blocks 4, 5, and 6. Additionally, the applicant is proposing to connect Fore Street to the Block 4 parking garage. Internally, the parking plinth connects the parking areas across Blocks 4, 5, and 6. The streets internal to the development are not designed to be accepted by the City of Portland and are to be maintained privately by the property owner. The applicant is providing continuous paving, sidewalks, curbing, and planting along the roads and pedestrian ways.

City Staff confirmed that the entrances to the proposed development will not create unsafe entrances near the Fore Street Garage and Thames Street and Freedom Way intersection based on the traffic analysis submitted by the applicant and performed by Randy Dunton, PE with Gorrill Palmer.

Along Fore Street, the applicant will be maintaining crosswalks proposed as part of the MDP layout. The most recent submission included a redesigned Fore Street with the townhomes and retail spaces out of the Fore Street right-of-way. The applicant is proposing a separate landing for the building to provide ADA accessible landings for each unit.

Additionally, City Staff have determined that a striped ascending bike lane and on-street parking is feasible within the Fore Street ROW. A condition of approval has been included to submit finalized civil plans, including updated cross sections and site plans showing the restriping of Fore Street with an ascending bike lane along the project's frontage on Fore Street and Eastern Promenade. The Department of Public Works notes that the applicant will be responsible for the striping of Fore Street adjacent to 58 Fore Street, 21 Eastern Promenade, and 19 Eastern Promenade.

2. Access and circulation

Overall access and circulation for the 58 Fore Street site were contemplated and reviewed as part of the MDP approval. Generally, the applicant envisioned entrances at the intersection of Thames Street and the Fore Street Connector (now constructed as Freedom Way) as well as an entrance to the parking garage at the intersection of Fore Street and Waterville Street. As part of this site plan application, City Staff reviewed the proposed development for consistency with the MDP. The applicant proposes to continue extending Thames Street as a private way, through the site terminating at the northern end of the site within Block 6. Although the Eastern Promenade trail and rail corridor realignment are part of a separate site plan amendment application, the proposed development does abut and include elements that would enhance and maintain trail access. Overall the proposed development increases connectivity to the surrounding street system at Fore Street and Thames Street. Additionally, pedestrian mobility through the site is greatly enhanced, with an improved sidewalk and pedestrian network proposed throughout the site, and defined crossings at the Eastern Promenade Trail.

The proposed development also includes improvements and changes to the parking area off Fore Street behind 19 and 21 Eastern Promenade (near Block 6). These spaces will be used for pick-up and drop-off activity for 58 Fore Residents as the residents of 19 and 21 Eastern Promenade will be offered spaces in the 58 Fore Street parking garage

The applicant originally submitted a waiver request to modify City of Portland Technical Manual Section 1.7.3, which requires that a driveway apron ramp up to the grade of the sidewalk, where feasible. The applicant indicated that the existing slope of Fore Street would not allow a driveway to meet these design guidelines. Upon review, City Staff recommended an alternative garage driveway layout that allows for better vehicle sightlines leaving the parking garage while creating a safer pedestrian crossing across the driveway and across Fore Street. This alternative garage driveway would no longer require a waiver request. City Staff have included a condition of approval to submit finalized civil plans depicting the new driveway design for review and approval by the Planning Authority and the Department of Public Works.

Staff Finding: City Staff find the proposed phase of development is consistent with the access and circulation contemplated as part of the MDP approval. The site layout includes a variety of safety features to create a safe pedestrian experience along the Eastern Promenade Trail and within the interior of the site.

The proposed development includes improvements and changes to the parking area off Fore Street behind 19 and 21 Eastern Promenade (near Block 6). These spaces will be used for pick-up and drop-off activity for 58 Fore Residents as the residents of 19 and 21 Eastern Promenade will be offered spaces in the 58 Fore Street parking garage. City Staff are recommending that the two driveways to the parking area be designated as one-way entry and exit driveways (consistent with the one-way circulation around the parking area). City Staff further suggest more information on how parking spaces will be managed and routed and strategies for providing safe pedestrian connections between the site and Fore Street and Eastern Promenade. City Staff are also requesting a turning template analysis to confirm circulation into and out of this portion of the site. This has been included as a condition of approval.

3. Public Transit Access

This standard is not applicable because the development's frontage is not proposed along an existing public transit route.

4. Parking

The proposed off-street parking is consistent with the parking numbers contemplated at the time of MDP approval. The proposed building includes a parking structure located under Blocks 4, 5, and 6 that will contain 644 total parking spaces, 69 of which will include EV charging stations.

The applicant is requesting a waiver of the City of Portland's Technical Manual Section 1.10.2 to reduce the standard parking space width from the required 9 feet wide by 18 feet long to 8.6 feet wide by 18 feet long.

The applicant is required to provide 218 bicycle parking spaces and will be providing 243 bicycle parking spaces, which exceeds the minimum amount required.

Staff Finding: The proposed parking is consistent with the parking count proposed in the MDP. City Staff find the proposed number of vehicle and bicycle parking spaces adequate for the proposed programming and function of the site.

City Staff and third-party traffic engineer are supportive of a waiver for the City of Portland's Technical Manual Section 1.10.2 to reduce the standard parking space width from the required 9 feet down to 8.5 feet because spaces will be primarily used by residents or employees of the proposed development. Additionally, any parking lot with five or more spaces may contain compact spaces which allow a minimum width of 8 feet.

5. Transportation Demand Management (TDM)

The applicant is required to provide an updated Transportation Demand Management (TDM) plan and has submitted a revised TDM for Phase II of the development prepared by VHB (Attachment 23). The applicant has included measures for trip and parking reduction strategies aimed at discouraging automobile trips and promoting alternative modes of transportation. The applicant is promoting bicycle activity by supporting participation in the City Bikeshare program and by providing a bicycle repair area in the residential buildings. The applicant would also provide showers and lockers intended for commuters to the site along with ample bicycle parking in excess of what is required. The applicant will explore the possibility of providing a transit subsidy for employees to be managed by the Transportation Coordinator. The hotel will utilize hotel shuttle services to promote travel to and from the hotel for guests. Additionally, the applicant has included vehicle reduction strategies including carshare membership and parking areas, unbundled residential parking, parking price increases, and ample Level 2 and Level 3 electric vehicle charging stations.

Staff Finding: The City's Transportation Program Manager reviewed the proposed TDM. City Staff provided comments that were focused on ensuring that the plan conformed with the most recent TDM Plan requirements. Staff specifically requested that the TDM be updated to clarify roles and responsibilities for fulfilling the annual TDM reporting requirements for the multi-tenant, mixed-use development site, and strengthen the language in the proposed TDM strategies so as to be more objective and measurable. The attached TDM incorporates all of these comments. The revised TDM submitted by the applicant satisfactorily responds to City Staff comments and this standard is considered met.

b) Environmental Quality Standards

1. Preservation of significant natural features

The site has been previously developed and was the former site of the Portland Company. There are no known significant natural features, including unusual natural areas, rare or endangered botanical features, areas of significant wildlife habitat, or wetlands according to the applicant's submitted materials.

Staff Finding: Met. There are no known significant natural features on site as the site has been previously developed.

2. Landscaping and Landscape preservation

The applicant notes that the proposed development satisfies the landscape preservation standards. The applicant has located a variety of plantings along the Fore Street frontage of Block 4 and located throughout the courtyards. The landscaping is respectful to the view corridors between the residential towers and plant species selected accordingly. These plantings contain a mix of shrubs

and groundcover plants that provide separation between units and the Fore Street sidewalk. The applicant has included a series of raised planters adjacent to the trail/rail corridor along Block 5. Pedestrians will be able to walk through the Block 4 portion of the site through a courtyard connecting Fore Street (across from Atlantic) to the Thames Street extension. The courtyard includes a paved walkway, planters, and seating areas.

Staff Finding: As most of the site was previously developed as part of the Portland Company, there is limited vegetation on site. Clearing will be limited and most of the vegetation to be removed will be replaced. The applicant has submitted a Landscape Plan and Details (Plan 7). Plantings are proposed along the Thames Street extension, in front of the Fore Street townhomes and retail spaces, in the Block 4 courtyards, and in the Block 6 interior courtyard and exterior plaza.

Based on the applicant's submitted materials City Staff finds that the proposed plantings meet the site landscaping and buffering standards.

The requirement for street trees is based off of the proposed uses on site. For residential uses, applicants are required to plant 1 tree per unit planted in the public right-of-way and/or along private roadways unless otherwise approved and spaced 25 ft. to 35 ft. apart. Based on the current proposed development, the applicant would be responsible for 396 total street trees. The applicant is proposing 19 street trees along the Thames Street extension and the Eastern Promenade Trail. The applicant will be required to contribute to the City's street tree fund for the remaining 377 street trees ($400 x 377 - $148,800). This has been included as a condition of approval.

3. Water Quality, Stormwater Management, and Erosion Control

The proposed development is subject to the MaineDEP Chapter 500 Stormwater Standards and the Site Location of Development permit. City Staff and Third-Party consultants reviewed the proposed propriety stormwater treatment systems and connections into City infrastructure. The applicant has included a Stormwater Management Report and Site Location of Development Report (Attachment 37).

As part of the 2016 Master Development Plan approval, the Planning Board waived the Technical Standard for flooding stormwater as provided in City of Portland Technical Manual Section 5: Stormwater Management Standards Maine DEP Chapter 500 Stormwater Management Section IV. Therefore, a new waiver request for this standard is not necessary.

Staff Finding: City Staff and Third-Party reviewers find the proposed Stormwater Management Plan consistent with the City of Portland's Technical Manual and MaineDEP Chapter 500 Stormwater Standards. The applicant will need to provide confirmation that the proposed Jellyfish 2 meets the requirements outlined in the Maine DEP proprietary BMP approval letter. The applicant will also need to submit a Stormwater Maintenance Agreement for review by the Planning Authority, DPW, and Corporation Counsel. These are being recommended as separate conditions of approval.

c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans

The site falls within the scope of the Eastern Waterfront Master Plan, as well as the Design Guidelines for the Eastern Waterfront, and The Eastern Waterfront Building Height Study. These documents informed the vision for the area and the zoning that governs sites within the area.

Staff Finding: The proposed development would facilitate the construction of Phase II of the approved MDP for the former Portland Company site. The proposed project was informed and is governed by both the B-6 Eastern Waterfront and Eastern Waterfront Port zones. Thus, the proposed project is meeting the underlying zoning requirements and is therefore, by extension, also broadly consistent with the Comprehensive Plan and City Master Plans for the area. In addition, to the Eastern Waterfront Master Plan, the Comprehensive Plan gives an overview of the years of waterfront planning efforts of the City, and addresses redevelopment of the Eastern Waterfront specifically.

Design Guidelines for the Eastern Waterfront touch on many aspects of the built environment – including but not limited to street design, open spaces, utilities, bicycle safety, parking, and building composition. The guidelines emphasize new development that respects surrounding neighborhoods while allowing for new design that furthers the creation of a new neighborhood. These guidelines are the primary basis for the Design Review of the proposed project and are addressed in the Staff Design Review memo, which finds that the proposed project satisfactorily addresses the relevant design standards. (Attachment J).

The Eastern Waterfront Building Height Study outlines the process and principles that informed the study's recommendations for implementation. The document gives an overview of the process used in the study and the principles that guided it, including considerations of scale, topography, massing, the impact on adjacent neighborhoods to inform eventual recommendations on view corridors, heights, parking structure orientation and design, setbacks, road alignments, alleyways, visual focal points, civic spaces, and others. Implementation of the Eastern Waterfront Building Height Study resulted in the adoption of the original B-6 Height Overlay, as well as the amendment of that map to include the 58 Fore Street property in 2015. The proposed project is meeting the zoning and B-6 Height Overlay Map regulations and therefore is consistent with vision for this area.

A Master Plan for Redevelopment of the Eastern Waterfront is the parent document to which the Design and Height studies were later appended, and it established the vision for this area of the City. It was intended to form the basis for rezoning of the Eastern Waterfront (pg. 3: *The Master Plan will provide the policy basis for future zoning amendments necessary to implement the plan*) to facilitate redevelopment of vacant and under utilized land (pg. 6 *The area is blessed with water views, proximity to urban amenities, reasonable vehicular access, excellent port access, and integration into the City trail system. Given its location and proximate attractions, significant potential for redevelopment exists within the Eastern Waterfront*….). Specific Mention of the Portland Company Complex is included on page 8 of the Eastern Waterfront Master Plan and the approved MDP and subsequent site plan applications have supported the vision outlined in this document.

In addition, to the Eastern Waterfront policy documents specific goals listed in *Portland's Plan 2030* addressed by this Phase II application include:

- Promote historic preservation as a key economic, sustainability, and community development strategy (pg. 27).
- Stabilize and enhance historic areas of the city by ensuring quality investment in existing structures and compatible infill development (pg. 27).
- Ensure an appropriate balance of continuity and changes as Portland grows and evolves (pg. 27).

- Create economic prosperity by growing Portland's tax and employment base (pg. 43).
- Reinforce the waterfront as a key component of Portland's economic health, balancing traditional and emerging industries with tourism and recreation (pg. 43).
- Respect that our unique quality of place is key to our current and future economic success (pg. 43).
- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents (pg. 50)
- Encourage quality, sustainable design in new housing development (pg. 50)

2. Public Safety and Fire Prevention

The applicant notes that the site has been designed to promote site visibility, access, and security. City Staff reviewed public safety and fire prevention standards at the time of MDP approval. The applicant is also proposing to utilize a private water system for fire protection and domestic water services to be connected into the public water main on Fore Street.

City Staff determined that the proposed development would require a third-party geotechnical review as the project is proposed on top of the existing Fore Street retaining wall. Built in 1873 and repaired in 1896, the Fore Street retaining wall is approximately 380 ft. long and up to 30 ft. tall. Portions of Block 4 are proposed on top of the retaining wall and includes construction of soil nail slope stabilization and a foundation wall abutting the existing retaining wall. The City has retained Simpson, Gumpertz, & Heger (SGH) for the review of the wall. SGH has recommended a condition assessment of the existing stone retaining wall which would serve as the basis for an assessment of potential risks that new construction could pose to the retaining wall. SGH further recommends an assessment of the long-term serviceability and integrity of the existing stone retaining wall.

Staff Finding: City Staff have determined that the site provides adequate space and access for public safety and fire prevention vehicles. Life Safety provided guidance on the location of bollards and vehicle access points for the Eastern Promenade Trail as mentioned in the landscaping section, therefore this standard is considered met.

City Staff have included a condition of approval that would require a complete third-party review of the Fore Street retaining wall to determine the existing condition of the structure, potential impacts of new development upon the structure, and the viability of future access for maintenance upon completion of this project as well an assessment of the long-term serviceability and integrity of the wall and any potential mitigation measures the applicant would be required to address. This condition would be required to be satisfied prior to the applicant applying for any building permits.

3. Availability and Adequate Capacity of Public Utilities

The proposed development will be serviced by public water, sewer, gas and electric utilities. The submitted civil set includes the utility layout across the site. The applicant has submitted ability to serve approval letters from CMP (Attachment 28), Unitil (Attachment 29), and Portland Water District (Attachments 30 + 31) demonstrating that the applicant has capacity of public utilities for the proposed development.

Staff Finding: City Staff noted that the placement of grease traps associated with Block 6 and oil water separator designs should be confirmed. The applicant responded to these comments saying that the sizing, location, and configuration of these utility elements could potentially change

depending on the tenant. City Staff have included a condition of approval for a final utility plan approved by the Department of Public Works and the Planning Authority.

d) Site Design Standards

1. Massing, Ventilation, and Wind Impact

The proposed development has been designed within a context of similarly scaled new and existing buildings. Mechanical equipment has been located on the roof behind appropriate screening or housed fully within the building; the mechanical equipment has been located to minimize disruption to abutting properties. HVAC equipment is directed away from adjacent public areas.

Staff Finding: The bulk, location, or height of the proposed building will not result in health or safety problems because the proposed building's massing has been designed to incorporate variations in building shape and form through the use of balconies, terraces, and the use of building stepbacks applied at upper stories of the structure. These building elements together help to break down the overall scale of the building. Furthermore, the applicant is proposing to locate all mechanical equipment, HVAC systems, and elevator overruns within the building or on the rooftop and fully screen such equipment to minimize their visual impact.

2. Shadows

Staff Finding: The proposed development will not result in adverse impacts of shadows cast by new buildings on publicly accessible open space. According to the City's Land Use Code and Technical Manual, development within the B-3, B-5, B-6, and B-7 zones is not required to conduct a shadow study. The majority of the proposed development is located within the B-6 zone therefore a study is not applicable. Additionally, the portion of the proposed development within the R-6 zone does not immediately abut a publicly accessible open space. Furthermore, the portion of the building within the R-6 zone has been designed to minimize impacts of shadows on open space by utilizing a variation in the building height between the R-6 and B-6 portions of the building and by incorporating several stepbacks along the eastern elevation where the property abuts other private development.

3. Snow and Ice Loading

The applicant will be moving all snow off site and has not provided any snow storage areas on site. The buildings have been designed to prevent snow and ice from accumulating and falling onto abutting properties and public ways.

Staff Finding: The applicant has met this requirement as the proposed buildings are designed to prevent snow and ice from accumulating and falling onto abutting properties and public ways and by removing snow off site. Furthermore, the portion of the building fronting along Fore Street is setback from the public right-of-way and the portion of the building facing the Eastern Promenade Trail is significantly setback from the public-right-of-way as shown in the applicant's submitted site plan.

4. View Corridors

The site falls within the B-6 Eastern Waterfront zone which incorporates view corridors as a dimensional standard. View corridors are 50 ft. wide and extend through the site from Fore Street; these corridors extend from the ends of Waterville Street, St. Lawrence Street, and Atlantic Street. According to the B-6 Height Map (attachment), no building can be allowed above the corresponding Fore Street elevation. The Planning Board had requested renderings showing the view corridors and

the applicant has provided new illustrative renderings to demonstrate compliance with the view corridor provisions (Plan 11).

Staff Finding: The elevations for Block 4 (Plan 14), Block 5 (Plan 20), and Block 6 (Plan 25) demonstrate that there are no proposed structures within the view corridors. City Staff find that the proposed development will not impact the view corridors because the applicant has demonstrated conformance with the required height overlay requirements.

5. Historic Resources

Portions of Block 4 are within the boundaries of the Portland Company Historic District. These elements include the two westernmost townhouses, the west wrapper, and the driveway podium structure. The Historic Preservation Board approved a Certificate of Appropriateness (COA) for these portions of Block 4 (HBR-002380-2023) (Attachment K).

Portions of Block 6 are within the boundaries of the Munjoy Hill Historic Preservation District. These elements include only the north elevation as the inner courtyard will only be accessible from within the building, and therefore do not have significant public visibility. The Historic Preservation Board approved a COA for these portions of Block 6 (HBR-002391-2023) (Attachment L).

When any part of a proposed development is within 100 feet of any designated landmark, historic district or historic landscape district, such development shall be generally compatible with the major character-defining elements of the portion of the district in the immediate vicinity of the proposed development. For the purposes of this provision, "compatible" design is defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements.

As part of the design review for the proposed project, Historic Preservation Program Manager, Evan Schueckler has provided a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context to aid in the Board's review and findings of the proposed project (Attachment J).

6. Exterior Lighting

The applicant submitted lighting details and a photometric plan (Attachments 34 +35, Plan 10).

Staff Finding: This standard is met because the proposed exterior lighting as shown in the photometric plan shows full cutoff lights that will not emit light above the horizontal plane or spill onto adjacent properties. The photometric plan and related details meet the applicable standards of the *Technical Manual*.

7. Noise and Vibration

The applicant notes that the proposed development minimizes noise impacts and does not expect excessive noise nor anticipate noise to negatively impact the adjacent properties. The applicant states that construction activities will be limited to the hours allowed by the City. HVAC and building operating equipment have been located at the top of the proposed building, and would be housed either inside of a mechanical penthouse, or appropriately screened.

Staff Finding: All heating and air conditioning equipment, air handling units, and generators are proposed to be located on the rooftop of or housed within the building. Rooftop equipment will be screen or included within enclosures to minimize noise impacts to adjacent properties. Staff consider this site plan standard to be met.

8. Signage and Wayfinding

Staff Finding: The signage and wayfinding standards are not applicable to the proposed development. Any signage will be reviewed alongside the building permit.

9. Zoning Related Design Standards

The City's Urban Designer, alongside the Historic Preservation Manager and the lead Planner on the project, submitted a design review memo (Attachment J). The application is subject to the design elements of:

i. the 58 Fore Street Master Development Plan;
ii. the *Design Guidelines for Portland's Eastern Waterfront* in the Eastern Waterfront Master Plan; and
iii. City of Portland Design Manual sections (g) *EWPZ Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone and* (i) *Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts and emergency shelters*.

In addition, as mentioned in the Historic Resources section, to satisfy the 100-foot advisory historic preservation staff review, Historic Preservation Program Manager, Evan Schueckler has provided a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context. Staff's final design review memo, which includes an advisory review from Historic Preservation program Manager, finds that the proposed development meets the relevant standards as detailed in Attachment J.

X. SUBDIVISION REVIEW STANDARDS (Section 14-496)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below:

1. Will Not Result in Undue Water and Air Pollution (Section 14-497.a.1), and will not result in undue soil erosion (Section 14-497.a.4)

The stormwater for the site flows into the City's stormwater infrastructure and ultimately into Casco Bay. The development is required to meet permitting requirements as part of the Site Location of Development permit and Maine DEP Chapter 500 stormwater standards. The applicant has provided a Stormwater Management Plan (Attachment 25) and two Civil Grading and Drainage Plans (Plan 5). The applicant notes that the site has been "designed to minimize the impact of stormwater leaving the site" (Attachment 24).

Staff Finding: City Staff find that the proposed development will not result in undue water and air pollution and will not result in undue soil erosion. As is typical, further erosion and sedimentation controls will be finalized post-approval upon final review of the Construction Management Plan (Attachments 38 + 39).

2. Has sufficient water available (Sections 14-497.a.2,3)

The applicant is proposing to utilize a private water system for fire protection and domestic water services to be connected into the public water main on Fore Street. The proposed development will be serviced by public water and sewer. The submitted civil set includes the utility layout across the site. The applicant has submitted ability to serve approval letter from Portland Water District (Attachment 30) demonstrating that the applicant has sufficient water available for the proposed development.

Staff Finding: The proposed development has sufficient water available and has provided an ability to serve letter from the Portland Water District to document sufficient capacity.

3. Will not cause unreasonable traffic congestion (Section 14-497.a.5)

The City of Portland approved a Traffic Movement Permit in April 2017 following the approval of the Master Development Plan. The applicant has provided updated traffic analysis as discussed above. Thames Street Extension runs through the interior of the site as a private way. Block 4 will be built along Fore Street with an entrance to the parking garage across from Waterville Street.

Staff Finding: Based on the approved TMP and the updated traffic analysis submitted by the applicant (Attachments D + E, 18-21) the project is not expected to impede traffic or create unsafe conditions on public or private ways.

4. Will provide for adequate sanitary sewer and stormwater disposal (Section 14-497.a.6) and will not cause an unreasonable burden on municipal solid waste and sewage (Section 14-497.a.7)

The applicant is proposing a private system on site that includes combination of gravity sewer and a force main with a pump station to discharge into the sewer on the Thames Street Extension.

Staff Finding: The proposed stormwater and sewer systems will provide for adequate sanitary sewer and stormwater disposal and will not cause an unreasonable burden on municipal solid waste and sewage.

5. Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat (Section 14-497.a.8)

As a former industrial site with many of the previous buildings demolished, the site contains limited landscape features and wildlife elements. The site abuts the Eastern Promenade trail and is adjacent to the waterfront. Additionally, the B-6 Eastern Waterfront zone includes three 50-foot view corridors, which are intended to permit pedestrians on Fore Street the ability to see down to the water through the development site. Moreover, a portion of the site was designated as the Portland Company Historic District. Any development within the Portland Company Historic District will be subject to the City's Historic Preservation Ordinance.

Staff Finding: The proposed development will not result in an unreasonable adverse impact on the scenic or natural beauty of the area, aesthetics, historic sites, or significant wildlife habitat. The proposed project is being developed on a former industrial site. The zoning that governs the site includes dimensional standards with both established view corridors and maximum height constraints along Fore Street to ensure that future development is compatible with the surrounding area.

6. Is in conformance with the Comprehensive Plan (Section 14-497.a.9)

The B-6 Eastern Waterfront Zone was established and developed to align with the policy goals and objectives of the Eastern Waterfront Master Plan, which was later incorporated into Portland's Plan 2030.

Staff Finding: Met. An analysis of conformance with the Comprehensive Plan can be found in Section IX(C)(1) of this report.

7. Adequate financial and technical capacity (Section 14-497.a.10)
   Staff Finding: Met. See section VI of this report. The applicant has demonstrated adequate financial and technical capacity.

8. Whenever situated, in whole or in part, within the watershed of any pond or lake or within 250 feet of any wetland, great pond, or river, will not adversely affect the quality of such body of water or unreasonably affect the shoreline of such body of water (Section 14-497.a.11)
   Staff Finding: The site is not located with 250 feet of a wetland, great pond, or river.

9. Will not, adversely affect the quality and quantity of groundwater (Section 14-497.a.12)
   The applicant does not anticipate any risk of groundwater contamination during or after construction.

   Staff Finding: The proposed development is not anticipated to adversely affect the quality and quantity of groundwater.

10. Is or is not in a flood-prone area (Section 14-497.a.13)
    Portions of the overall site are located within a designated FEMA floodplain area. However, all portions of the Phase II development site are located outside of the floodplain as a result of a Letter of Map Amendment (LOMA) (Attachment 2) determination issued by the Federal Emergency Management Agency (FEMA), which removed a portion of the parcel at 58 Fore Street from Flood Zone AE.

    Staff Finding: Based on the Federal Emergency Management Agency's Flood Boundary and Floodway maps, and Flood Insurance Rate Maps, and other information presented as part of this application, staff have confirmed that portions of land within the subdivision do fall within the 100-year flood elevation (Flood Zone AE) and flood hazard boundaries. Per Section 14-497.a.13 of the Land Use Code, since portions of land are in such area, the proposed subdivision plan must include a condition of approval requiring that principal structures in the subdivision be constructed with their lowest floor, including the basement, at least one foot above the 100-year flood elevation. This condition has been added to the Planning Board's motions.

11. Wetlands identified on maps (Section 14-497.a.14). Any river, stream, or brook within or abutting the proposed subdivision shall be identified on maps (Section 14-497.a.15)
    Staff Finding: The site is not located near any wetlands, rivers, streams, or brooks.

XI. SITE LOCATION OF DEVELOPMENT

The proposed development is required to receive approval for a Site Location of Development (Site Law) Permit Application. The City of Portland has delegated review authority from the Maine Department of Environmental Protection for Site Law permits. The applicant has provided an updated Site Law Report

(Attachment) based off of City Staff and Third-Party Consultant review comments. The standards for Site Law review are listed in the City of Portland's *Technical Manual* Section 14.3 and are listed below:

1. Financial and Technical Capacity

Staff Finding: See section VI of this report. The applicant has demonstrated adequate financial and technical capacity.

2. Traffic Movement

The City of Portland approved a Traffic Movement Permit in April 2017 following the approval of the Master Development Plan. The applicant has provided an updated traffic analysis as discussed above in Section IX(a). Thames Street Extension runs through the interior of the site as a private way. Block 4 will be built along Fore Street with an entrance to the parking garage across from Waterville Street.

Staff Finding: The project is not expected to result in unreasonable congestion or unsafe conditions on any streets in the vicinity of the proposed development.

3. No Adverse Effect on the Natural Environment

As a former industrial site with many of the previous buildings demolished, the site contains limited landscape features or natural areas.

Staff Finding: The proposed development is not anticipated to adversely impact the surrounding environment.

4. Soil Types

The applicant included a soil survey for the site included in the Site Law Report.

Staff Finding: Based on the information submitted by the applicant the site contains soils that are suitable to develop and construct the proposed development.

5. Ground Water

The applicant does not anticipate any risk of groundwater contamination during or after construction.

Staff Finding: City Staff have determined that the site will not adversely affect the quality and quantity of groundwater.

6. Infrastructure

Staff Finding: As noted elsewhere in this report, the applicant has provided adequate provisions for utilities including water supplies, sewerage facilities, solid waste disposal, and roadways that are required for the proposed development and associated programming.

7. Flooding

Portions of the overall site are within a designated FEMA floodplain area. As discussed above, the proposed development associated with Phase 2 on Blocks 4, 5, and 6 is outside of the floodplain, however portions of the subdivision application are located within the designated FEMA floodplains.

Staff Finding: The proposed development will not unreasonably cause or increase the flood of the alteration area or adjacent properties.

8. Storm Water Management and Erosion and Sedimentation Control

The applicants has submitted a Stormwater Management Plan in accordance with the Maine DEP Chapter 500 and the Site Law requirements.

Staff Finding: The proposed development meets the standards for stormwater management and the standards for erosion and sedimentation control.

XII. INCLUSIONARY ZONING

The proposed development includes 396 residential units and therefore is subject to the City's inclusionary zoning requirements. The 2016 approval conferred pending proceeding status onto future proposed development and at the time of approval, the inclusionary zoning requirements required that at least 10% (rounded down to the nearest whole number) of the residential units in a proposed development of ten or more units meet the definition of a workforce housing unit for sale or for rent (with the option of paying a fee-in-lieu of providing a workforce housing unit).

As MDPs cannot include any residential zones, the portions of Block 6 that fall within the R-6 Residential zone are subject to the code at the time of application (November 2022). The current inclusionary zoning requirements require that at least 25% of the units in the proposed development meet the definition of workforce housing unit for sale or for rent as defined in Chapter 14 Article 3 (with the option of paying a partial fee-in-lieu or providing an additional unit on-site for any fractional value). Any unit that falls partially or entirely within the R-6 Residential zone will be subject to the 25% inclusionary zoning requirements. The Block 6 floor plans (Plan 24) show the residential units that fall within the R-6 residential zone.

The table below shows the inclusionary zoning breakdown for the proposed development:

Inclusionary Zoning Calculations			
Residential Unit Zone	Number of Units	% Workforce Housing	Units Required
R-6 Residential	27	25%	6.75
B-6 Eastern Waterfront	369	10% (rounded down to nearest whole number)	36
Total:	396	-	42.75

The applicant proposes 369 total residential units within the MDP Boundary. Therefore, the applicant is required 10% of the units as workforce housing. The applicant will be providing 25 units on-site and will pay a fee-in-lieu for the remaining 11 units.

The applicant proposes 27 total units partially or entirely within the R-6 zone. Therefore, the applicant is required 25% of the units as workforce housing. The applicant is proposing to pay a fee-in-lieu for these units.

City Staff have included three standard conditions of approval regarding inclusionary zoning: 1) the applicant shall enter into an affordable housing agreement with the City, 2) the applicant shall file the Affordable Housing Agreement as a covenant to the property's deed with the Cumberland County Registry of Deeds, and 3)The applicant shall pay an agreed upon fee-in-lieu into the City's Housing Trust Fund prior to issuance of the certificate of occupancy.

XIII. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant is required to hold a Neighborhood Meeting as part of this application process. The applicant hosted the first neighborhood meeting on December 20, 2022 and the second neighborhood meeting was held on January 11, 2023. With the inclusion of Block 5, the Planning Department determined that the applicant would be required to host an additional neighborhood meeting to account for the inclusion of Block 5. The applicant hosted the third neighborhood meeting on May 2, 2023 (Attachments 40-42).

The Planning & Urban Development Department has received 27 Public Comments (PC1-27). Since the August 15, 2023 Planning Board Workshop, two public comments have been submitted and received. Many of the public comments share concerns regarding the proposed scale of the proposed development and the related Master Development Plan. Some of the public comment discussed the treatment of Fore Street and inquired about a possible bike lane on the southern side of Fore Street. Other public comments shared concerns about the height and massing of the structure.

XIV. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends to the Planning Board that PL-002202-2022 to develop Phase II of the Portland Foreside MDP at 58 Fore Street meets the applicable standards of Portland's Land Use Code.

XV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 12, 2023 for application PL-002202-2022 relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and the testimony presented at the Planning Board public hearing:

1. The Planning Board [finds/does not find], based upon City Staff and the Third-Party Traffic Engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the City of Portland's *Technical Manual* Section 1.10.2 which requires standard parking spaces to be 9 ft. wide by 18 ft. long. The Planning Board [waives/does not waive] the Technical Manual Standard to permit parking stall dimensions of 8.5 feet by 18 feet.

B. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 12, 2023 for application PL-002202-2022 relevant to the site plan regulations, and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the site plan standards of the Land Use Code subject to the following conditions of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall provide a final geotechnical report prepared and signed by a licensed Geotechnical Engineer that assesses the existing Fore Street Retaining Wall conditions as outlined in the Recommended Investigation Scope of Work document provided by SGH on September 1, 2023 and shall provide sufficient documentation that post-construction conditions and the long-term serviceability and integrity of the existing retaining wall will not adversely impact the structural integrity of the retaining wall, public right-of-way, property or surrounding properties or

impede access to the retaining wall for potential future maintenance. Final geotechnical findings and mitigation recommendations shall be submitted for review and approval by the Planning Authority, Department of Public Works, Corporation Counsel, and third-party geotechnical engineer retained by the City. The applicant will be responsible for implementation of all mitigation measures recommended by a licensed Geotechnical Engineer without expense to the City to ensure the long-term stability of the retaining wall, applicant's site, public land, and surrounding properties.

2. The applicant shall obtain the required license agreement(s) and any other rights necessary to permit any proposed encroachments into the City right of way and shall execute an agreement that documents the applicant's mitigation and maintenance responsibilities, financial and otherwise, regarding the Fore Street Retaining Wall, which agreement will provide the City with sufficient access to, and give the City satisfactory assurance that, the existing Fore Street Retaining Wall will be maintained long-term. All such agreements shall be in form and substance satisfactory to the Corporation Counsel and will be subject to approval by the Planning Authority, the Department of Public Works, the Finance Director, the City Manager, and/or the City Council, as applicable.

3. The applicant shall submit proof, in form and substance satisfactory to the Corporation Counsel, of the closing of the Exchange Agreement dated June 21, 2017, as amended, between CPB2 LLC, the City, and the State of Maine Department of Transportation, including, without limitation, copies of all fully executed and, where appropriate, recorded, agreements, deeds, and other documents required under the Exchange Agreement.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall submit finalized civil plans that include updated driveway designs and the striping of an ascending bike lane along Fore Street. All drawings shall be finalized and approved to the satisfaction of the Planning Authority and the Department of Public Works.

2. The applicant shall submit a turning template analysis and finalized civil plans for the driveway and parking area located in the R-6 Residential portion of the site that includes one-way entry and exit driveways and pedestrian routing strategies. All drawings and documents shall be finalized and approved to the satisfaction of the Planning Authority and the Department of Public Works

3. The applicant shall submit and record a Stormwater Maintenance Agreement to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel.

4. The applicant shall finalized the construction management plan to be reviewed and approved by the Planning Authority and the Department of Public Works.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. The applicant shall contribute to the City's tree fund in the amount of $400 per tree for 377 trees for a total of $148,800.

POST APPROVAL

1. The applicant shall retain a geotechnical engineering consultant to prepare and submit an annual report that contains an assessment of the retaining walls' conditions and integrity. The annual report shall be submitted to the Planning Authority and the Department of Public Works on the

first of the year following the issuance of a Building Permit unless otherwise superseded by any recorded agreements between the City and the applicant.

C. SUBDIVISION REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning board Report for the public hearing on September 12, 2023 for application PL-002202-2022 relevant to the subdivision regulations, and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the subdivision standards of the Land Use Code subject to the following conditions of approval:

PRIOR TO THE SUBMISSION OF THE PLAT FOR PLANNING BOARD SIGNATURE

1. The subdivision plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel.

2. The applicant shall add a note to the Plat that any principal structures in the subdivision located in a FEMA flood zone shall be constructed with their lowest floor, including the basement, at least one foot above the 100-year flood elevation.

D. INCLUSIONARY ZONING 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 September 12, 2023 for application PL-002202-2022 at 58 Fore Street relevant to Portland's Inclusionary Zoning Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board, [finds/does not find] the proposed conditional use for workforce housing meets the standards of Sections 14-474 and 14-487 for portions of the proposed development within the MDP Boundary and Article 18.2.3 for portions of the proposed development within the R-6 Residential zone with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for workforce housing units as described in the Planning Board report dated September 12, 2023 or as an alternative to providing workforce housing units, the project may pay a fee-in-lieu for some or all of the required units.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

2. That the Affordable Housing Agreement (AHA) be filed as a covenant to the 58 Fore Street property's deed with the Cumberland County Registry of Deeds.

3. The applicant shall pay an agreed upon fee-in-lieu into the City's Jill C. Duson Housing Trust Fund for the 17.75 units not provided. The Inclusionary Zoning Fee-in-Lieu for 2023 is $172,485 per unit.

E. SITE LOCATION OF DEVELOPMENT

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 12, 2023 for application PL-002202-2022 at 58 Fore Street relevant to the site plan regulations, and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the Site Location of Development Act standards.

XVI. ATTACHMENTS

STAFF ATTACHMENTS

A. MDP Report PL-2016-224
B. MDP Final Approved Plan
C. Pending Proceeding Memo – PUD Director
D. TMP Report April 2017
E. TMP Approcal
F. B-6 Eastern Waterfront Height Map
G. City Staff + Third-Party Comments Round I
H. City Staff + Third-Party Comments Round II
I. City Staff + Third-Party Comments Round III
J. Final Design Review Member – Urban Designer
K. Block 4 Certificate of Appropriateness
L. Block 6 Certificate of Appropriateness
M. Zoning Administrator Memo

APPLICANT SUBMITTAL

1. Project Summary and Description
2. Level III Site Plan Checklist
3. Level III Zoning Analysis Table
4. Waiver Table
5. Permitting, Zoning, RTI, Fin-Tech Capacity
6. Block 6 R-6 Zoning Memo
7. RTI Overview
8. Draft License Agreement with City for footings in ROW
9. Fore Street Historic Retaining Wall Drawings
10. Fore Street Retaining Wall Existing Maintenance Agreement
11. PFDC Block 4 Geotechnical Data Report
12. PFDC Block 4 Geotechnical Design Memo
13. Applicant Response to Comments I
14. Applicant Response to Comments II
15. Applicant Response to Comments III
16. Applicant Response to Comments IV
17. Applicant Response to Comments V
18. Transportation Standards
19. Block 5 Supplemental Traffic Study
20. Traffic Analysis Response I
21. Traffic Analysis Response II
22. Parking Analysis
23. 58 Fore TDM
24. Environmental Quality Standards
25. Stormwater Management Report
26. Stormwater O+M Manual
27. Infrastructure + Safety Standards
28. CMP Ability to Serve
29. Unitil Ability to Serve
30. PWD Water Ability to Serve
31. PWD Wastewater Capacity Approval

32. Site Design Standards
33. Applicant Design Review Memo Response
34. Block 5 Lighting
35. Block 6 Lighting
36. Comprehensive Plan Consistency
37. SLOD Report
38. CM Plan Logistics
39. CM Plan + Narrative
40. Neighborhood Meeting I
41. Neighborhood Meeting II
42. Neighborhood Meeting III

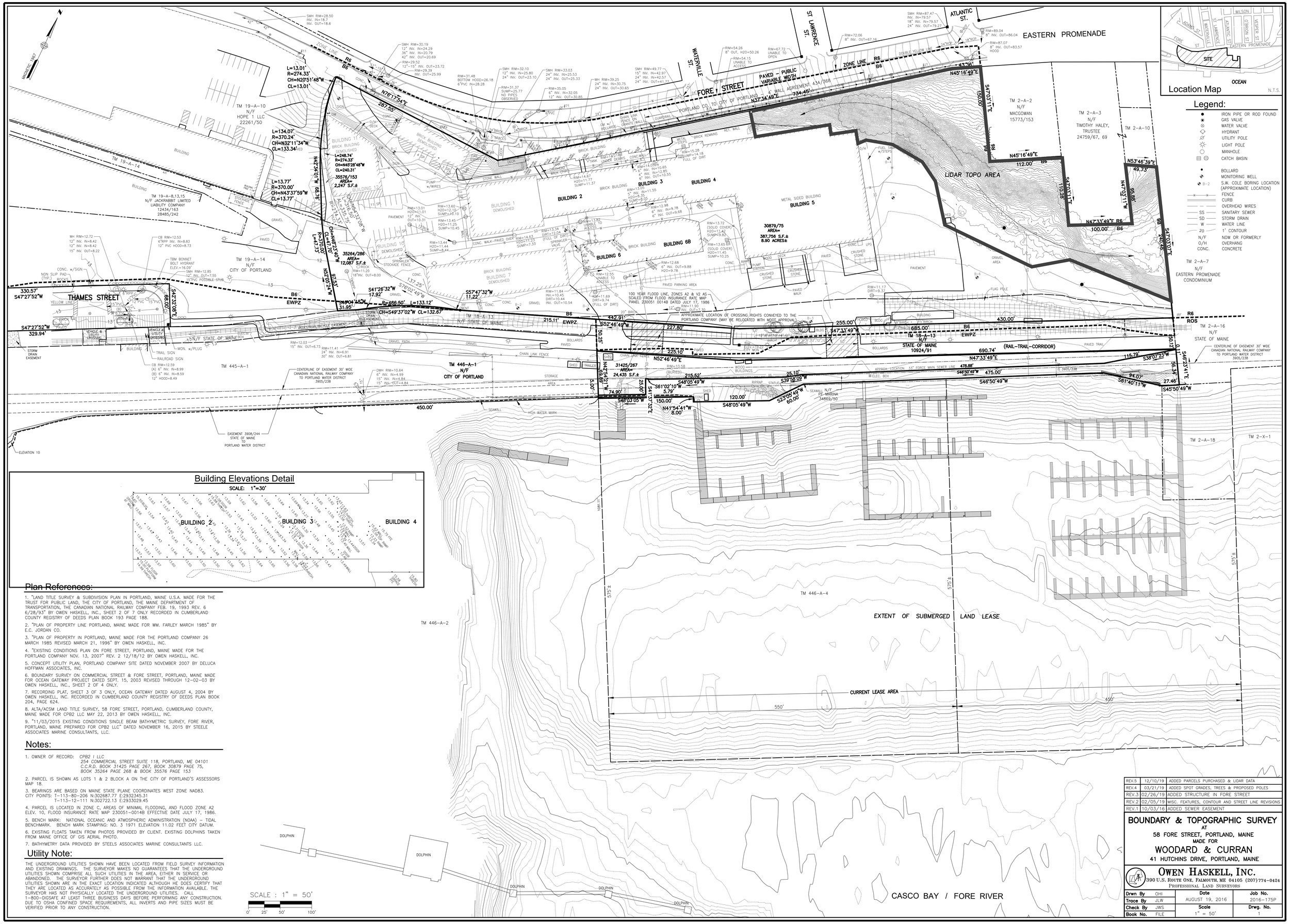
PLANS

Plan 1. Boundary Survey 58 Fore
Plan 2. Eastern Promenade Alta Survey
Plan 3. Subdivision Plat Amendment Draft
Plan 4. Overall Site Plan
Plan 5. Civil Plans and Details
Plan 6. Average Grade + Unified Floor Plans
Plan 7. Landscape Plans and Details
Plan 8. Fore Street Seawall Section
Plan 9. Fore Street Plans
Plan 10. Photometrics
Plan 11. View Corridor Renderings
Plan 12. Block 4 Renderings
Plan 13. Block 4 Floor Plans
Plan 14. Block 4 Elevations
Plan 15. Block 4 Code Plans
Plan 16. Block 4 Fore Street Materials
Plan 17. Block 4 Parking Plans
Plan 18. Block 5 Renderings
Plan 19. Block 5 Floor Plans
Plan 20. Block 5 Elevations
Plan 21. Block 5 Code Plan
Plan 22. Block 5 Materials
Plan 23. Block 6 Renderings
Plan 24. Block 6 Floor Plans
Plan 25. Block 6 Elevations
Plan 26. Block 6 Code Plans
Plan 27. Block 5+6 Parking Plan

PUBLIC COMMENT

PC 1. J2 Portland Me
PC 2. Denise Preisser
PC 3. Susan Green
PC 4. Sandra Guay 1
PC 5. Jeremy Wintersteen
PC 6. PBPAC

PC 7. Kellie Whiteston
PC 8. Paul Fuller
PC 9. Zack Barowitz
PC 10. John Clark
PC 11. Winston Lumpkis
PC 12. Nat Jordan
PC 13. Karen Snyder
PC 14. Nat Jordan
PC 15. John Russel
PC 16. Sandra Guay 2
PC 17. Kelly Walker
PC 18. Martica Douglas
PC 19. Sandra Guay 3
PC 20. Lisa Martorella
PC 21. Barbara Vestal
PC 22. Barbara Vestal
PC 23. Roger Trettel
PC 24. Roger Trettel
PC 25. Sandra Guay
PC 26. Kelly Walker
PC 27. Portland Condo House Assoc
PC 28. Barabara Vestal



Legend:

- IRON PIPE OR ROD FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- BOLLARD
- MONITORING WELL
- B-2 S.W. COLE BORING LOCATION (APPROXIMATE LOCATION)
- FENCE
- CURB
- OVERHEAD WIRES
- SS SANITARY SEWER
- SD STORM DRAIN
- W WATER LINE
- 20 1' CONTOUR
- N/F NOW OR FORMERLY
- O/H OVERHANG
- CONC. CONCRETE

Building Elevations Detail

SCALE: 1"=30'

Plan References:

1. "LAND TITLE SURVEY & SUBDIVISION PLAN IN PORTLAND, MAINE U.S.A. MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY FEB. 19, 1993 REV. 6 6/28/93" BY OWEN HASKELL, INC., SHEET 2 OF 7 ONLY RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 193 PAGE 188.
2. "PLAN OF PROPERTY LINE PORTLAND, MAINE MADE FOR WM. FARLEY MARCH 1985" BY E.C. JORDAN CO.
3. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR THE PORTLAND COMPANY 26 MARCH 1985 REVISED MARCH 21, 1996" BY OWEN HASKELL, INC.
4. "EXISTING CONDITIONS PLAN ON FORE STREET, PORTLAND, MAINE MADE FOR THE PORTLAND COMPANY NOV. 13, 2007" REV. 2 12/18/12 BY OWEN HASKELL, INC.
5. CONCEPT UTILITY PLAN, PORTLAND COMPANY SITE DATED NOVEMBER 2007 BY DELUCA HOFFMAN ASSOCIATES, INC.
6. BOUNDARY SURVEY ON COMMERCIAL STREET & FORE STREET, PORTLAND, MAINE MADE FOR OCEAN GATEWAY PROJECT DATED SEPT. 15, 2003 REVISED THROUGH 12-02-03 BY OWEN HASKELL, INC., SHEET 2 OF 4 ONLY.
7. RECORDING PLAT, SHEET 3 OF 3 ONLY, OCEAN GATEWAY DATED AUGUST 4, 2004 BY OWEN HASKELL, INC. RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 204, PAGE 624.
8. ALTA/ACSM LAND TITLE SURVEY, 58 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR CPB2 LLC MAY 22, 2013 BY OWEN HASKELL, INC.
9. "11/03/2015 EXISTING CONDITIONS SINGLE BEAM BATHYMETRIC SURVEY, FORE RIVER, PORTLAND, MAINE PREPARED FOR CPB2 LLC" DATED NOVEMBER 16, 2015 BY STEELE ASSOCIATES MARINE CONSULTANTS, LLC.

Notes:

1. OWNER OF RECORD: *CPB2 I LLC*
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 31425 PAGE 267, BOOK 30879 PAGE 75,
   BOOK 35264 PAGE 268 & BOOK 35576 PAGE 153
2. PARCEL IS SHOWN AS LOTS 1 & 2 BLOCK A ON THE CITY OF PORTLAND'S ASSESSORS MAP 18.
3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83. CITY POINTS: T-113-80-206 N:302687.77 E:2932345.31 T-113-12-111 N:302722.13 E:2933029.45
4. PARCEL IS LOCATED IN ZONE C, AREAS OF MINIMAL FLOODING, AND FLOOD ZONE A2 ELEV. 10, FLOOD INSURANCE RATE MAP 230051-0014B EFFECTIVE DATE JULY 17, 1986.
5. BENCH MARK: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) – TIDAL BENCHMARK. BENCH MARK STAMPING: NO. 3 1971 ELEVATION 11.02 FEET CITY DATUM.
6. EXISTING FLOATS TAKEN FROM PHOTOS PROVIDED BY CLIENT. EXISTING DOLPHINS TAKEN FROM MAINE OFFICE OF GIS AERIAL PHOTO.
7. BATHYMETRY DATA PROVIDED BY STEELS ASSOCIATES MARINE CONSULTANTS LLC.

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 THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-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.

SCALE : 1" = 50'

0' 25' 50' 100'

REV.5	12/10/19	ADDED PARCELS PURCHASED & LIDAR DATA
REV.4	03/21/19	ADDED SPOT GRADES, TREES & PROPOSED POLES
REV.3	02/26/19	ADDED STRUCTURE IN FORE STREET
REV.2	02/05/19	MISC. FEATURES, CONTOUR AND STREET LINE REVISIONS
REV.1	10/03/16	ADDED SEWER EASEMENT

BOUNDARY & TOPOGRAPHIC SURVEY

AT

58 FORE STREET, PORTLAND, MAINE

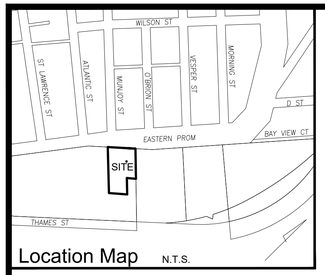
MADE FOR

WOODARD & CURRAN

41 HUTCHINS DRIVE, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

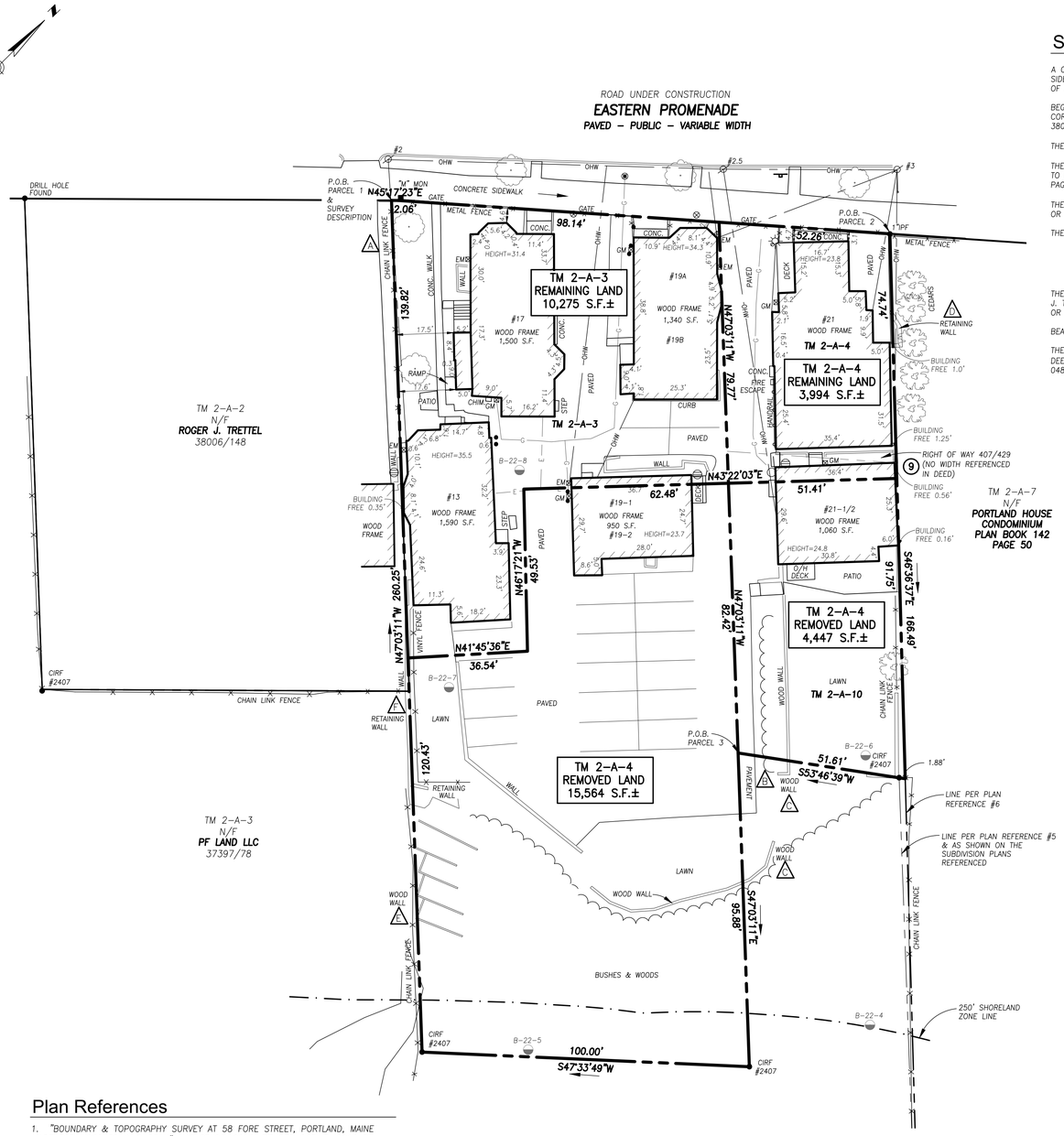
Drwn By	OHI	Date	Job No.
Trace By	JLW	AUGUST 19, 2016	2016-175P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 50'	1



Location Map N.T.S.

Legend

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM — ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- GAS VALVE
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- CURB
- FENCE
- OHW — OVERHEAD WIRES
- E — UNDERGROUND POWER
- G — GAS LINE
- N/F — NOW OR FORMERLY
- 000/000 — DEED BOOK / PAGE
- GMF — GRANITE MONUMENT FOUND
- CONC. — CONCRETE
- TM — TAX MAP–BLOCK–LOT
- POSSIBLE ENCROACHMENT
- THRES= — THRESHOLD
- SCHEDULE B EXCEPTION
- MONITORING WELL
- BORING



Survey Description

A CERTAIN LOT OR PARCEL OF LAND WITH THE BUILDING THEREON SITUATED ON THE SOUTHERLY SIDE OF EASTERN PROMENADE IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE SOUTHERLY SIDELINE OF EASTERN PROMENADE AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF ROGER J. TRETTEL AS DESCRIBED IN DEED BOOK 38006, PAGE 148;

THENCE, N 45°17'23" E ALONG THE SAID SIDELINE OF EASTERN PROMENADE 2.06 FEET;

THENCE, N 48°52'58" E CONTINUING ALONG THE SIDELINE OF EASTERN PROMENADE 150.40 FEET TO LAND NOW OR FORMERLY OF PORTLAND HOUSE CONDOMINIUM AS SHOWN ON PLAN BOOK 142 PAGE 50;

THENCE, S 46°36'37" E ALONG SAID PORTLAND HOUSE CONDOMINIUM 166.49 FEET TO LAND NOW OR FORMERY OF PF LAND LLC AS DESCRIBED IN DEED BOOK 37397, PAGE 78;

THENCE, THE FOLLOWING COURSES AND DISTANCE ALONG LAND OF SAID PF LAND LLC:

S 53°46'39" W A DISTANCE OF 51.61 FEET;
S 47°03'11" E A DISTANCE OF 95.88 FEET;
S 47°33'49" W A DISTANCE OF 100.00 FEET;

THENCE, N 47°03'11" W CONTINUING ALONG LAND OF PF LAND LLC AND LAND OF SAID ROGER J. TRETTEL A DISTANCE OF 260.25 FEET TO THE POINT OF BEGINNING, CONTAINING 34,280 S.F. OR 0.787 ACRES, MORE OR LESS.

BEARING ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

THE SURVEYED LAND DEPICTED HEREON IS THE SAME AS LAND DESCRIBED IN THE FOLLOWING DEEDS AND IS THE SAME LAND DESCRIBED ON EXHIBIT A IN THE CATIC OWNER'S POLICY NO. OP 04864861 ME AND CONTAIN NO GAPS, GORES OR STRIPS:

1. QUITCLAIM DEED WITHOUT COVENANT FROM KATHERINE C. HALEY AND TIMOTHY J. HALEY, TRUSTEES, UNDER THE DANIEL T. HALEY SR. FAMILY TRUST DATED JANUARY 21, 2006, DATED JANUARY 11, 2007, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24759, PAGE 67;
2. QUITCLAIM DEED WITHOUT COVENANTS FROM KATHERINE C. HALEY AND TIMOTHY J. HALEY, TRUSTEES, UNDER THE DANIEL T. HALEY SR. FAMILY TRUST DATED JANUARY 21, 2006, DATED JANUARY 11, 2007 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24759, PAGE 069; AND
3. QUITCLAIM DEED WITHOUT COVENANTS FROM TIMOTHY J. HALEY AND JULIA A. HALEY, SUCCESSOR TRUSTEES, UNDER THE HALEY FAMILY LIVING TRUST DATED FEBRUARY 6, 1997, DATED DECEMBER 4, 2008 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 26503, PAGE 224."

Legal Description

CERTAIN LOTS OR PARCELS OF LAND, TOGETHER WITH ANY BUILDING AND IMPROVEMENT THEREON, SITUATED ON THE SOUTHEASTERLY SIDE OF EASTERN PROMENADE, IN THE CITY OF PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

PARCEL ONE:

A CERTAIN LOT OR PARCEL OF LAND, WITH THE BUILDINGS THEREON, SITUATED ON THE SOUTHEASTERLY SIDE OF THE EASTERN PROMENADE IN SAID PORTLAND, AND BOUNDED AND DESCRIBED AS FOLLOWS, VIZ: BEGINNING ON SAID SIDE OF SAID EASTERN PROMENADE AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF HENRY F. MERRILL, AND RUNNING THENCE SOUTHEASTERLY BY SAID MERRILL LAND AND LAND OF PORTLAND COMPANY TWO HUNDRED FIFTY–FIVE (255) FEET, MORE OR LESS, TO LAND CONVEYED TO JOHN G. MUNROE AND OTHERS TO THE PORTLAND COMPANY BY DEED DATED JANUARY 5, 1904, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 765, PAGE 307; THENCE NORTHEASTERLY BY SAID LAND CONVEYED TO SAID PORTLAND COMPANY AS FORESAID ONE HUNDRED (100) FEET TO OTHER LAND NOW OR FORMERLY OF HENRY F. MERRILL; THENCE NORTHWESTERLY ON A LINE PARALLEL WITH THE FIRST DESCRIBED COURSE TWO HUNDRED FIFTY–FIVE (255) FEET, MORE OR LESS, TO SAID EASTERN PROMANDE; THENCE SOUTHWESTERLY BY SAID EASTERN PROMENADE ONE HUNDRED (100) FEET TO THE PLACE OF BEGINNING.

PARCEL TWO:

BEGINNING AT A POINT ON THE SOUTHEASTERLY SIDE OF SAID EASTERN PROMENADE AT THE NORTHWESTERLY CORNER OF LAND OF WALTER W. DUFFETT AND THIRTY–SIX (36) FEET SOUTHWESTERLY FROM THE DIVIDING LINE BETWEEN THE LAND NOW OR FORMERLY OF WALTER W. DUFFETT AND THE LAND NOW OR FORMERLY OF WILLIAM CURTIS; THENCE SOUTHWESTERLY BY SAID EASTERN PROMENADE, FORTY–NINE (49) FEET, MORE OR LESS, TO LAND FORMERLY BELONGING TO ONE MONROE; THENCE SOUTHEASTERLY BY SAID MONROE'S LAND SEVENTY (70) FEET, MORE OR LESS, TO LAND NOW OR FORMERLY OF CYRUS COLE; THENCE NORTHEASTERLY BY SAID COLE'S LAND, FORTY–NINE (49) FEET, MORE OR LESS, TO SAID DUFFETT'S LAND; THENCE NORTHWESTERLY BY SAID DUFFETT'S LAND, SEVENTY (70) FEET, MORE OR LESS, TO THE POINT BEGUN AT.

PARCEL THREE:

BEGINNING AT A POINT IN A SOUTHEASTERLY DIRECTION FROM THE EASTERN PROMENADE IN THE NORTHEASTERLY SIDE OF LAND NOW OR FORMERLY OWNED BY HEIRS OF J. MONROE, A DISTANCE ONE HUNDRED AND SIXTY–TWO (162) FEET FROM THE POINT OF INTERSECTION OF SAID SIDE LINE OF THE MONROE LAND WITH THE SOUTHEASTERLY SIDE LINE OF SAID EASTERN PROMENADE, AND FROM THIS POINT EXTENDING IN A NORTHEASTERLY DIRECTION ABOUT FIFTY (50) FEET ALONG THE NORTHWESTERLY SIDE LINE OF LAND SOLD TO HENRY MERRILL ET ALS. BY DEED DATED JUNE 29, 1898, RECORDED IN CUMBERLAND REGISTRY OF DEEDS IN BOOK 661, PAGE 176, AND TO THE SOUTHWESTERLY SIDE OF LAND SOLD TO WALTER W. DUFFETT BY DEED DATED JUNE 29, 1898, RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 661, PAGE 175; THENCE BY SAID SOUTHWESTERLY SIDE LINE OF THE LAND SO CONVEYED TO WALTER W. DUFFETT AND LAND NOW OR FORMERLY OF MARY DUFFETT TO THE SOUTHEASTERLY SIDE LINE OF LAND NOW OR FORMERLY OF ONE CLARK; THENCE BY THE SAID SOUTHEASTERLY SIDE LINE OF LAND NOW OR FORMERLY OF SAID CLARK, AND BY SAID LINE EXTENDED, TO THE SAID NORTHEASTERLY SIDE LINE OF SAID MONROE LAND; THENCE BY SAID MONROE LAND, IN A SOUTHEASTERLY DIRECTION TO THE POINT OF BEGINNING.

Schedule B Part I Exceptions

CATIC COMMITMENT FILE NO. 21010219 EFFECTIVE DATE: DECEMBER 30, 2021

1 – 8. NON SURVEY

9. RIGHTS AND EASEMENTS RESERVED IN DEED FROM MINNIE E. LEWIS TO JOSHUA S. CLARK DATED FEBRUARY 2, 1874 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 407, PAGE 429 AND REFERENCED IN DEED RECORDED IN BOOK 2828, PAGE 19. –AS SHOWN, EASEMENT MAY NO LONGER BE IN EFFECT DUE TO MERGER OF ESTATES.

10. SUCH STATE OF FACTS INCLUDING NOTES AND PAVEMENT ENCROACHMENT DISCLOSED ON A MORTGAGE LOAN INSPECTION, PREPARED BY NADEAU LAND SURVEYS, DATED NOVEMBER 30, 2021. –SEE REFERENCED PLAN

11 – 12. NON SURVEY

Zoning Information

NONE PROVIDED

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0014B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Possible Encroachments

- A — FENCE ENCROACHES ONTO ABUTTER 0.3'±
- B — PAVEMENT ONTO ABUTTER 5'±
- C — WOOD WALLS ONTO ABUTTER 5'–10'±
- D — RETAINING WALL ONTO ABUTTER 3'±
- E — WOOD WALL ONTO ABUTTER 0.5'±
- F — RETAINING WALL ONTO ABUTTER 1'±

SCALE : 1" = 20'

0' 10' 20' 40'

Plan References

1. "BOUNDARY & TOPOGRAPHY SURVEY AT 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN" AUGUST 29, 2016, REVISED OCT. 3, 2016 BY OWEN HASKELL, INC.

2. "ALTA/ACSM LAND TITLE SURVEY, 58 FORE STREET, PORTLAND, MAINE MADE FOR PF ONE DEVCO LLC AND PF LAND LLC" BY OWEN HASKELL, INC. DATED MARCH 4, 2020 LAST REVISED NOVEMBER 5, 2020.

3. "SUBDIVISION PLAT, PORTLAND FORESIDE, THAMES STREET & FORE STREET, PORTLAND, MAINE MADE FOR OWNER OF RECORD, CPB2 I LLC," BY OWEN HASKELL INC. DATED FEBRUARY 13, 2020 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 220, PAGE 65.

4. "AMENDED SUBDIVISION PLAT, PORTLAND FORESIDE, THAMES STREET AND FORE STREET, PORTLAND MAINE, MADE FOR OWNER OF RECORD, PF ONE DEVCO LLC AND PF LAND LLC" BY OWEN HASKELL, INC. DATED NOVEMBER 20, 2020 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 220, PAGE 446.

5. "PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR THE PORTLAND COMPANY" BY H.I. & E.C. JORDAN SURVEYORS/OWEN HASKELL, INC. DATED MARCH 26, 1985 REVISED THROUGH MARCH 21, 1996.

6. "PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR PORTLAND HOUSE CONDOMINIUM" BY H.I. & E.C. JORDAN SURVEYORS DATED MAY 31, 1984 RECORDED IN PLAN BOOK 142 PAGE 50.

7. "BOUNDARY AND TOPOGRAPHIC SURVEY, 5 EASTERN PROMENADE, PORTLAND, MAINE FOR: ROGER TRETTEL" MARCH 2021 BY SURVEY, INC.

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.

General Notes

1. OWNER OF RECORD: 21 EASTERN PROM LLC
   254 COMMERCIAL STREET, PORTLAND, MAINE 04101
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 39047 PAGE 291

2. LOCUS IS SHOWN AS LOTS 3, 4 & 10 BLOCK A ON CITY OF PORTLAND'S ASSESSORS MAP 2.

3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83.
   CITY POINTS: T–113–80–206 N:302667.77 E:2932345.31
   T–113–12–111 N:302722.13 E:2933029.45

4. THERE ARE 20 REGULAR PARKING SPACES ON SITE.

5. UTILITIES SHOWN ARE OBSERVED EVIDENCE ONLY.

6. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.

7. NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.

ALTA / NSPS Land Title Survey

13-23 Eastern Promenade
Portland, Cumberland County, Maine
Made For
PF Six Devco LLC
254 Commercial Street, Suite 18, Portland, Maine

Surveyor's Certification

TO: 21 EASTERN PROM LLC, CATIC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(B)(2), 7(C), 8, 9, 11(A), 11(B), 13, 15, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 8, 2022.

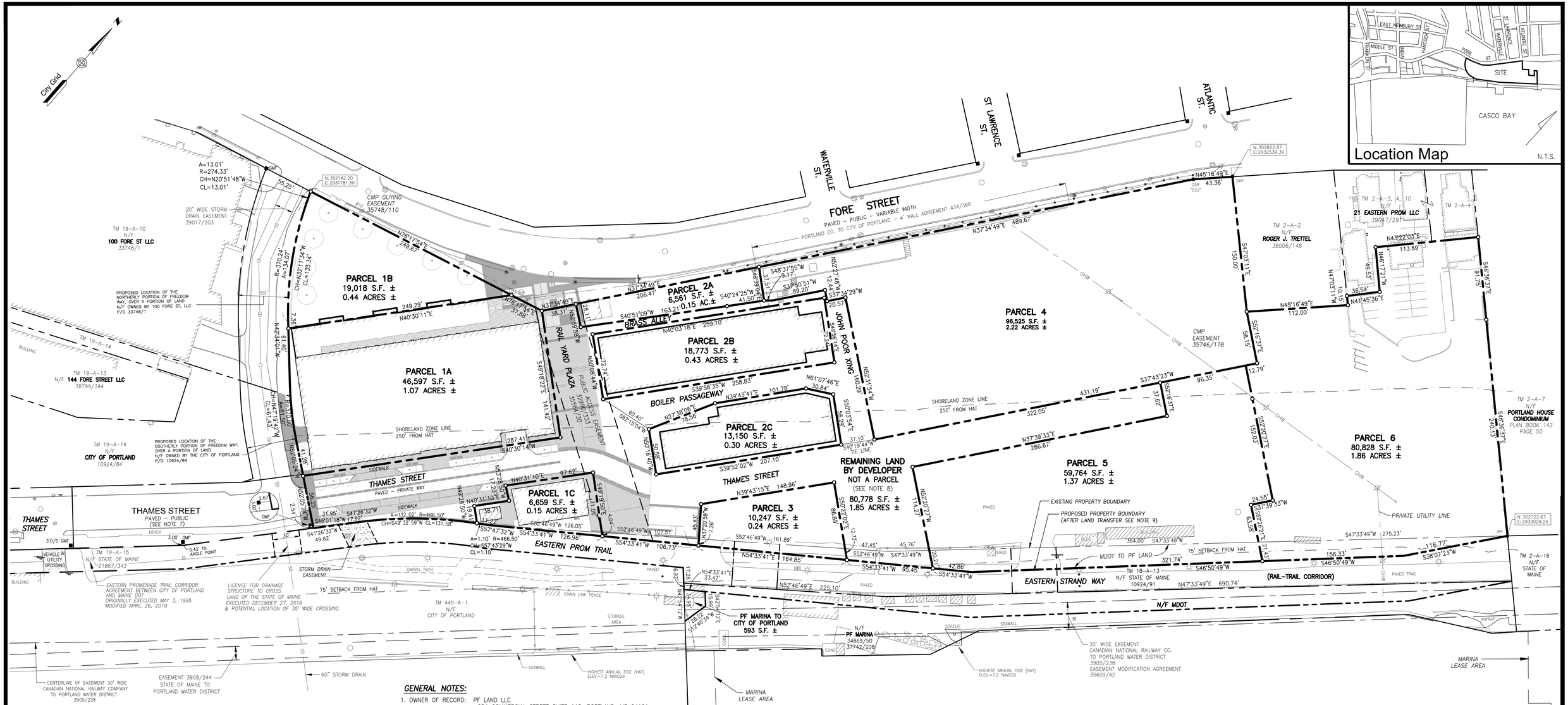
RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: JULY 12, 2022
DATE OF LAST REVISION: OCTOBER 3, 2022

STATE OF MAINE — RANDY R. LOUBIER 2407 — PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RRL / JLW	FIELD BOOK: FILE	JOB NO.	2022-042 P
CHECKED BY: RRL	SCALE: 1" = 20'	DRWG. NO.	1



GENERAL NOTES:

1. OWNER OF RECORD: PF LAND LLC
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 37397 PAGE 78
   PF ONE DEVCO LLC
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 37397 PAGE 73

   NOTE: SINCE THE DATE OF THE ORIGINAL SUBDIVISION PLAN THE LAND HAS BEEN CONVEYED TO THE ABOVE REFERENCED OWNERS OF RECORD.

2. PARCEL IS SHOWN AS 18-A001, 19-A003 & P/O 19-A010 ON THE CITY OF PORTLAND'S TAX ASSESSORS MAPS.

3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83.
   CITY POINTS: T-113-80-206 N:302687.77 E:2932345.31
   T-113-12-111 N:302722.13 E:2933029.45

4. PARCEL IS LOCATED IN ZONE C, AREAS OF MINIMAL FLOODING, AND FLOOD ZONE A2 ELEV. 10, FLOOD INSURANCE RATE MAP 230051-0014B EFFECTIVE DATE JULY 17, 1986.

5. BENCH MARK: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) – TIDAL BENCHMARK. BENCH MARK STAMPING: NO. 3 1971 ELEVATION 11.02 FEET CITY DATUM.

6. PARCEL IS LOCATED IN THE B6 URBAN COMMERCIAL BUSINESS ZONE AND PARTIALLY IN THE EWPZ WATERFRONT ZONE AS SHOWN ON THE CITY OF PORTLAND ZONING MAP.

7. THAMES STREET IS NOT PART OF THIS SUBDIVISION. THAMES STREET EXTENSION IS AN ACCEPTED CITY STREET AS OF THE DATE OF 9/29/2022. REFERENCE IS ALSO MADE TO AN ACCESS LICENSE FROM THE CITY OF PORTLAND TO PF ONE DEVCO LLC, PF LAND LLC & PF MARINA LLC RECORDED IN DEED BOOK 37398, PAGE 112.

8. THE "REMAINING LAND BY DEVELOPER" SHALL REMAIN PRIVATE PROPERTY AND SHALL BE UTILIZED TO PROVIDE ACCESS AND UTILITIES TO THE PARCELS SHOWN AS A PRIVATE WAY.

9. THE PROPOSED PROPERTY BOUNDARY IS THE SUBJECT OF THE EXCHANGE AGREEMENT DATED AS OF JUNE 21, 2017 BETWEEN THE CITY OF PORTLAND, PF LAND LLC, PF DEVCO LLC, PF MARINA AND THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION, A COPY OF WHICH IS ON RECORD WITH THE CITY OF PORTLAND. UNTIL THE EXCHANGE IS COMPLETED, THE SOUTHERN BOUNDARY OF PARCELS 1C, 3 AND 5 AND THE SOUTHERN BOUNDARY OF THE AREA "REMAINING LAND BY DEVELOPER" IS THE EXISTING PROPERTY BOUNDARY. AFTER THE EXCHANGE IS COMPLETED, THE SOUTHERN BOUNDARY OF PARCELS 1C, 3 AND 5 AND THE SOUTHERN BOUNDARY OF THE AREA "REMAINING LAND BY DEVELOPER" WILL BE THE PROPOSED PROPERTY BOUNDARY.

10. BUILDINGS SHOWN ON PARCELS 1A & 1C ARE TAKEN FROM APPROVED SITE PLANS FOR THIS PROJECT.

LEGEND:

- CAPPED IRON ROD OR NAIL TO BE SET
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- GAS VALVE
- LIGHT POLE
- FENCE
- CURB
- GUARDRAIL
- IPF/IRF IRON PIPE OR ROD FOUND
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE

SCALE : 1" = 50'
0' 25' 50' 100'

APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

PLAN REFERENCES:

1. *LAND TITLE SURVEY & SUBDIVISION PLAN IN PORTLAND, MAINE U.S.A. MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY DATED FEB. 19, 1993, REV. 9 11/04/96 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 193, PAGE 187.*

2. *RECORDING PLAT OCEAN GATEWAY MADE FOR THE CITY OF PORTLAND AND STATE OF MAINE, BY OWEN HASKELL, INC, DATED AUGUST 4, 2004, RECORDED IN PLAN BOOK 204, PAGE 622-624*

3. *BOUNDARY & TOPOGRAPHY SURVEY AT 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN BY OWEN HASKELL, INC. AUGUST 29, 2016, REVISED THROUGH FEB. 2019.*

4. *EXHIBIT PLAN PARCELS TO BE CONVEYED 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN BY OWEN HASKELL, INC. DATED MARCH 21, 2018.*

5. *TOPOGRAPHIC SURVEY 100 FORE STREET MADE FOR JONATHAN COHEN BY OWEN HASKELL, INC DATED DECEMBER 4, 2017 REVISED THROUGH 12/17/18.*

6. *ALTA/NSPS LAND TITLE SURVEY, 13-23 EASTERN PROMENADE, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR PF SIX DEVCO LLC DATED MAY 19, 2022 REVISED JUNE 27, 2022 BY OWEN HASKELL, INC.*

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.

9/06/2023
DATE

RANDY R. LOUBIER, PLS #2407

THIS PLAN AMENDS THE "SUBDIVISION PLAT" RECORDED IN C.C.R.D. PLAN BOOK 220, PAGE 466

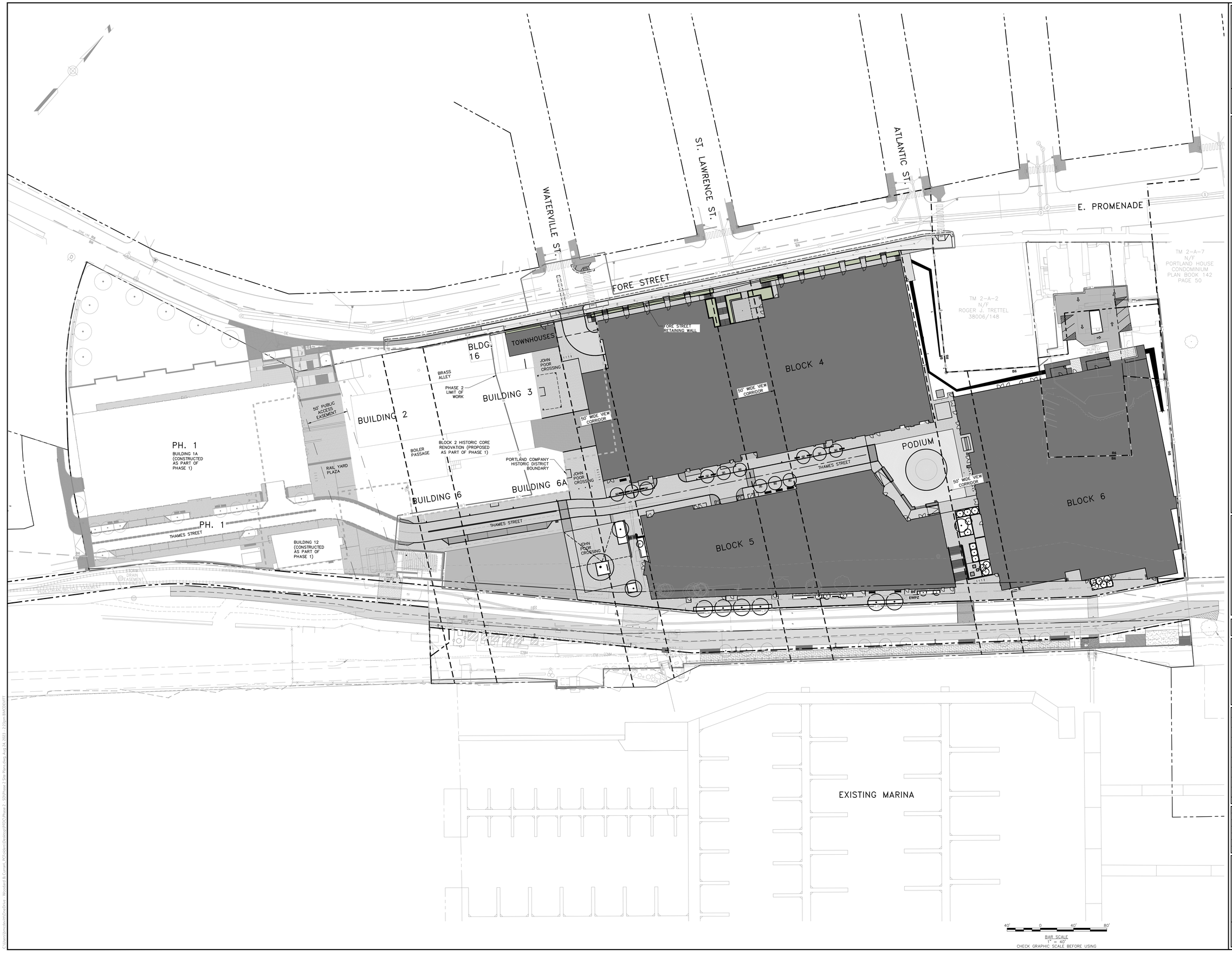
REVISED LOCATION OF THE PROPOSED PROPERTY BOUNDARY AFTER LAND TRANSFER; ADDED PF MARINA PARCEL TO CITY OF PORTLAND OF 593 S.F.; REVISED LOTS 4 & 5; ADDED LOT 6.

Second Amended Subdivision Plat
Portland Foreside
Thames Street & Fore Street
Portland, Maine
Made for Owner of Record
PF One Devco LLC & PF Land LLC
254 Commercial St. Suite 118, Portland, ME 04101

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105 207.774.0424

DRAWN BY: RRL / JLW	DATE: SEPT. 6, 2023	JOB NO. 2019-013 P
CHECKED BY: RRL	SCALE: 1" = 50'	DRWG. NO. SP-B

30x42
PLOT SCALE: 100 = 1'-0"



Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER
Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:

CIVIL
OVERALL SITE PLAN

DRAWING NO:

C-1

SHEET: 1 OF 1

C:\Users\bmcdevitt\OneDrive - Woodard & Curran_PC\Jobs\Desktop\PFDC\Phase 2 - SD\Phase 2 Site Plans.dwg, Aug 24, 2023 - 2:23pm BMCDEVITT

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

AUGUST 2023

NOT FOR CONSTRUCTION



PROJECT LOCATION MAP

DRAWING INDEX

SHEET NO.	SHEET TITLE	SHEET NAME
1	G-000	COVER
2	G-001	GENERAL NOTES, LEGEND & ABBREVIATIONS
3	C-001	EXISTING CONDITIONS
4	C-002	DEMOLITION PLAN
5	C-100	SITE PLAN - 1
6	C-101	SITE PLAN - 2
7	C-102	GRADING & DRAINAGE PLAN - 1
8	C-103	GRADING & DRAINAGE PLAN - 2
9	C-104	UTILITY PLAN - 1
10	C-105	UTILITY PLAN - 2
11	C-106	ROAD PROFILE
12	C-107	PIPE & STRUCTURE TABLES
13	C-200	CIVIL DETAILS - 1
14	C-201	CIVIL DETAILS - 2
15	C-202	CIVIL DETAILS - 3
16	C-203	CIVIL DETAILS - 4
17	C-204	CIVIL DETAILS - 5
18	C-205	CIVIL DETAILS - 6
19	C-206	CIVIL DETAILS - 7
20	C-207	FORE STREET DETAILS



SITE LOCATION MAP

SOURCE: USGS TOPO QUADRANGLE

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 COVER.dwg

DRAWING TITLE:

CIVIL COVER

DRAWING NO:

G-000

SHEET: 1 OF 20

C:\Users\lswett\OneDrive - Woodard & Curran_PC\Desktop\PFDC\Phase 2 - SD\Phase 2 Cover.dwg, Aug 24, 2023 - 9:48am, BMCDIVITT

CIVIL GENERAL NOTES

1. SITE AND TOPOGRAPHIC DATA COMPILED FROM MULTIPLE PLANS PREPARED BY OWEN HASKELL, INC. DATED 6/27/2022. SITE DATA SUPPLEMENTED BY PHASE 1 DESIGN PLANS AND RECORD DRAWINGS.
2. VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE FOOT CONTOUR INTERVALS. CITY DATUM IS +0.02 FT NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
3. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS, AND LOCATION AND SIZE OF BUILDINGS.
4. THE CONTRACTOR SHALL CALL "DIG SAFE" AT 811 AT LEAST 72 HOURS PRIOR TO EXCAVATION IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY CODES.
5. PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY A LICENSED LAND SURVEYOR ACCEPTABLE TO THE CITY. PROPERTY MONUMENTS SHALL BE RESET IN ACCORDANCE WITH CITY OF PORTLAND STANDARDS.
6. DO NOT PARK, IMPEDE ACCESS TO, OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN ADVANCE IN WRITING BY CITY AND/OR LAND OWNER.
7. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, CITY OF PORTLAND DEVELOPMENT REVIEW COORDINATOR, CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE SITE DRAWINGS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORM INFRASTRUCTURE, SIGNS, UTILITY POLES, FENCES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COSTS SHALL BE INCURRED BY THE CONTRACTOR.
9. LAND OUTSIDE THE PROPOSED LIMIT OF WORK SHALL NOT BE DISTURBED BY THE CONTRACTOR. ANY LAND OUTSIDE LIMIT OF WORK DISTURBED BY CONTRACTOR SHALL BE RESTORED BY CONTRACTOR AT NO EXPENSE TO OWNER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCH MARKS NECESSARY FOR THE WORK.
11. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY CODES, REGULATIONS, LEGAL REQUIREMENTS, PERMIT CONDITIONS, ETC.
12. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKWAYS, STREETS, PAVEMENTS, CURBING, TREES, PLANTINGS, LAWN, FENCING TO REMAIN ON OR OFF THE PREMISES, AND SHALL REPAIR AND REPLACE AT HIS/HER OWN EXPENSE, AS DIRECTED BY THE ENGINEER, ANY ITEMS DAMAGED AS A RESULT OF THE CONTRACTOR'S WORK.
13. THE CONTRACTOR SHALL PROVIDE ADEQUATE BRACING AND SHORING OF ALL EXCAVATIONS IN ACCORDANCE WITH THE REQUIREMENTS OF ALL GOVERNING CODES AND REGULATIONS.
14. SAWCUTS IN EXISTING PAVEMENT SHALL BE SMOOTH AND STRAIGHT. EXISTING PAVEMENT SHALL BE SAWCUT AND BUTTED TO THE NEW PAVEMENT. NO FEATHERING OF PAVEMENT WILL BE PERMITTED.
15. WORK WITHIN PUBLIC RIGHT-OF-WAY SHALL COMPLY WITH APPLICABLE CITY OF PORTLAND AND STATE REQUIREMENTS.
16. ALL CURB DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AND SHALL CONFORM TO CITY OF PORTLAND SPECIFICATIONS. COST IS INCIDENTAL TO CONTRACT.
17. ALL FULL DEPTH PAVEMENT REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL STANDARDS.
18. ALL WORK WITHIN THE RIGHT OF WAY OF CITY STREETS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE TRAFFIC ENGINEER AT LEAST 7 DAYS BEFORE BEGINNING CONSTRUCTION IN ANY STREET. THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER, WHO MAY ATTACH SPECIAL CONDITIONS TO, OR REQUIRE MODIFICATIONS OF, THE TRAFFIC CONTROL PLAN. WORK SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE TRAFFIC ENGINEER.
19. THE CONTRACTOR SHALL OBTAIN A CITY STREET OPENING PERMIT BEFORE BEGINNING CONSTRUCTION. THE CONTRACTOR WILL ALSO BE REQUIRED TO HAVE A CURRENT EXCAVATOR'S LICENSE IN THE CITY.
20. ALL WORK IN THE PUBLIC R.O.W. SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY'S TECHNICAL MANUAL ARTICLES VI, VII, AND IX OF CHAPTER 25-STREETS, SIDEWALKS, AND OTHER PUBLIC PLACES OF THE CITY OF PORTLAND CODE OF ORDINANCES.
21. ALL SEWER CONSTRUCTION IN THE PUBLIC WAY SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLE II OF CHAPTER 24-SEWERS OF THE CITY OF PORTLAND CODE OF ORDINANCES.
22. CONTACT CITY OF PORTLAND ARBORIST AND ENGINEER PRIOR TO CUTTING ROOTS, TRIMMING BRANCHES, OR DISTURBING TREES WITHIN THE R.O.W. THAT NOT HAVE BEEN NOTED FOR REMOVAL ON THE PLANS.
23. IF IMPORTED FILL MATERIAL IS REQUIRED, IT SHALL BE CERTIFIED IN WRITING BY CONTRACTOR AS NON-CONTAMINATED, CLEAN FILL SUITABLE FOR THE INTENDED USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TESTING OF ENVIRONMENTAL PARAMETERS AS OUTLINED IN THE PROJECT SPECIFICATIONS.
24. RESTORE ALL AREAS DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, RIPRAP, GRASS, ETC.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF ALL AREAS DAMAGED BY CONTRACTOR SHALL BE INCIDENTAL TO THE PROJECT.
25. ALL MATERIAL SHALL BE FURNISHED BY CONTRACTOR UNLESS OTHERWISE NOTED.
26. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
27. RESTRICT ACCESS TO SITE THROUGH THE USE OF APPROPRIATE SIGNAGE, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.
28. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
29. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THESE PLANS AND THE LATEST EDITION OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL. KEEP ALL STREETS FREE OF DUST, MUD, AND DEBRIS. STREETS AND WALKWAYS SHALL BE SWEPT REGULARLY, AND TEMPORARY CONSTRUCTION ENTRANCES SHALL BE UTILIZED DURING CONSTRUCTION.
30. CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN ACCORDANCE WITH REQUIREMENTS OUTLINED WITHIN THE MAINE CONSTRUCTION GENERAL PERMIT. CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH PHOTOGRAPHS AND REQUIRED ATTACHMENTS TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION UPON COMPLETION OF THE PROJECT. A DRAFT OF THE NOTICE WILL BE PROVIDED TO THE OWNER AND THE OWNER'S REPRESENTATIVE FOR REVIEW PRIOR TO SUBMISSION. A COPY OF THE NOTICE CAN BE OBTAINED AT WWW.MAINE.GOV/DEP/LAND/STORMWATER/CONSTRUCTION.HTML.
31. CONTRACTOR SHALL MAINTAIN EROSION CONTROL AND STORMWATER POLLUTION PREVENTION SYSTEMS IN COMPLIANCE WITH THE REQUIREMENTS OF THE MAINE CONSTRUCTION GENERAL PERMIT (MCGP). CONTRACTOR SHALL CONDUCT AND MAINTAIN RECORDS OF EROSION CONTROL INSPECTIONS PER THE NOTICE OF INTENT TO COMPLY WITH THE MAINE CONSTRUCTION GENERAL PERMIT. CONTRACTOR SHALL PREPARE AND SUBMIT A NOTICE OF TERMINATION TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, UPON COMPLETION OF THE CONSTRUCTION PROJECT. SUBMIT A COPY OF THE INSPECTION RECORDS AND THE NOTICE OF TERMINATION TO THE OWNER AND ARCHITECT.
32. THE UTILITY LOCATIONS SHOWN IN PLAN AND PROFILE ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. CONTACT THE ENGINEER AND OWNER IMMEDIATELY UPON DISCOVERING ANY CONFLICTS WITH EXISTING AND PROPOSED UTILITY LOCATIONS. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
33. CONTRACTOR SHALL CLEAN AND/OR FLUSH ALL MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED.
34. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES, EMERGENCY SERVICES AND CITY. NOTIFY UTILITY COMPANIES WITHIN 48 HOURS OF WORK ACTIVITY ADJACENT TO THOSE UTILITIES.
35. CONTRACTOR SHALL SEQUENCE THE WORK SO AS TO MAINTAIN UTILITY SERVICES FOR EXISTING OPERATIONS ON AND ADJACENT TO THE SITE. CONTRACTOR SHALL PROVIDE A PLAN FOR TEMPORARY UTILITY SERVICES OR AS REQUIRED. THE PLAN SHALL BE STAMPED BY A PROFESSIONAL ENGINEER AND SUBMITTED TO OWNER. ENGINEER AND UTILITY FOR ACCEPTANCE A MINIMUM OF 14 DAYS PRIOR TO START OF UTILITY WORK.
36. EXISTING FACILITIES (I.E. SIGNS, POLES, LIGHT POSTS, ETC.) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. OWNER RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR SHALL DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF CITY AT CONTRACTOR'S EXPENSE.
37. ALL TREES NOT NOTED TO BE REMOVED OR RELOCATED SHALL BE PROTECTED BY CONTRACTOR DURING CONSTRUCTION.
38. A COMPLETE SET OF "RECORD" DRAWINGS THAT REFLECT ANY AND ALL MODIFICATIONS TO THE SANITARY SEWER SYSTEM, STORM SEWER SYSTEM AND ANY OTHER UTILITY INSTALLATIONS OR ALTERATIONS WITHIN THE PROJECT LIMITS SHALL BE SUBMITTED TO THE CITY OF PORTLAND. THESE DRAWINGS SHALL BE SUBMITTED IN BOTH DIGITAL (ACAD) AND HARD COPY FORMAT AS DEFINED IN THE SPECIFICATIONS PRIOR TO PAYMENT OF FINAL RETAINAGE.
39. ALL UTILITY SERVICES AND MAINS ARE APPROXIMATE AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING SERVICES AND MAINS AND RELOCATE AS REQUIRED TO COMPLETE WORK. CONTRACTOR SHALL COORDINATE WORK WITH THE CITY OF PORTLAND, PORTLAND WATER DISTRICT, UNITIL, CMP, AND ANY OTHER UTILITY OWNERS AND PROPERTY OWNERS.
40. WORK IS PROPOSED IN CLOSE PROXIMITY TO EXISTING UTILITIES. CONTRACTOR SHALL PROTECT EXISTING UTILITIES DURING CONSTRUCTION. CONTRACTOR SHALL SUBMIT PROTECTION PLAN FOR CROSSING 33" SANITARY SEWER FORCE MAIN, STAMPED BY PROFESSIONAL ENGINEER PRIOR TO START OF WORK.
41. CAPPED PIPE STUB LOCATIONS SHALL BE MARKED WITH EMBEDDED STAKE AND A MINIMUM OF THREE TIES SHALL BE RECORDED. EMBEDDED STAKE SHALL BE 2X4 WITH PK NAIL DRIVEN IN TOP. LENGTH AS REQUIRED TO SPAN FROM TOP OF PIPE TO 6" BELOW GRADE. LOCATION AND ELEVATION OF PIPE STUB SHALL BE PROVIDED. WARNING TAPE AND WIRE SHALL BE INSTALLED OVER PIPE STUBS IN ACCORDANCE WITH SPECIFICATIONS.
42. ALL SIGNAGE SHALL CONFORM WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
43. ACTIVITIES THAT HAVE THE POTENTIAL TO DISTURB SOIL SUCH AS UTILITY AND SUBSURFACE STRUCTURE INSTALLATION/RELOCATION WORK, FOUNDATION INSTALLATION, GRADING, PAVING, AND LANDSCAPING SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROJECT SOIL MANAGEMENT PLAN. APPLICABLE SOIL MANAGEMENT PROCEDURES INCLUDE SITE CONTROLS AND CONSTRUCTION MEASURES TO REDUCE EXPOSURE TO SOIL DURING CONSTRUCTION, AS WELL AS TO FACILITATE THE PROPER HANDLING, STORAGE, CHARACTERIZATION, TRANSPORT, ONSITE REUSE, AND/OR OFFSITE REUSE, OR DISPOSAL, OF EXCESS SOIL THAT MAY BE GENERATED DURING CONSTRUCTION.
44. SOIL SAMPLING AND ANALYSIS FOR THE PROPOSED LIMIT OF WORK WAS COMPLETED IN JULY 2022. THESE PLANS SHOW LOCATIONS OF SOIL SAMPLING WITHIN THE PROJECT AREA. SOIL DATA AND THE ASSOCIATED SOIL MANAGEMENT PLAN WILL BE PROVIDED WHEN THE ANALYSIS IS COMPLETED.

CIVIL LEGEND

EXISTING		PROPOSED
	CONTOUR (1' INTERVAL)	
	CONTOUR (INDEX)	
S	SANITARY SEWER	S
FM	FORCEMAIN	FM
SD	STORM DRAIN	SD
UD	UNDERDRAIN	UD
W	WATER LINE	W
E	UNDERGROUND ELECTRIC	E
COMM	UNDERGROUND TELECOMMUNICATIONS	COMM
G	GAS LINE	G
OE	OVERHEAD ELECTRIC	
AS	ABANDONED SEWER	
AW	ABANDONED WATER LINE	
	PROPERTY LINE	
	RIGHT OF WAY	
	EASEMENT	
	EDGE OF VEGETATION	
X X	FENCE	
	CENTERLINE	
	RETAINING WALL	
	STONEWALL	
	CURB	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL	
	GUARDRAIL	
	RAILROAD TRACKS	
	DRAINAGE DITCH / SWALE	
	SEDIMENT BARRIER	
LW	LIMIT OF WORK	LW
	PAVER AREA	
	BRICK SIDEWALK	
	BITUMINOUS PAVEMENT	
	PORTLAND COMPANY HISTORIC DISTRICT BOUNDARY	
	MUNJOY HILL HISTORIC DISTRICT BOUNDARY	

CIVIL LEGEND

EXISTING		PROPOSED
S	SANITARY SEWER MANHOLE	
CO	CLEAN OUT	CO
D	DRAINAGE MANHOLE	
	FIELD INLET CATCH BASIN	
E	ELECTRICAL MANHOLE	EMH
T	TELECOMMUNICATIONS MANHOLE	CMH
TELE BOX	TELEPHONE STAND BOX	
G	GAS METER BOX	G
	GAS VENT	
	GAS GATE	
	TRANSFORMER	TRANS.
	UTILITY POLE	
	UTILITY POLE WITH GUY	
	LIGHTPOST	
	WATER GATE	
	CURB STOP	
	REDUCER	
	COUPLING	
	WATER SHUT OFF VALVE	
	HYDRANT	
W	WATER METER BOX	W
	THRUST BLOCK	
	PROPERTY MONUMENT	
MB	MAIL BOX	
	STREET AND MISCELLANEOUS SIGNS	
ZP	FLAGPOLE	
XXX.XX	SPOT ELEVATION	XXX.XX
	TREE/SHRUB	
TP-#	TEST PIT	
WC-XX	SOIL SAMPLE LOCATION	

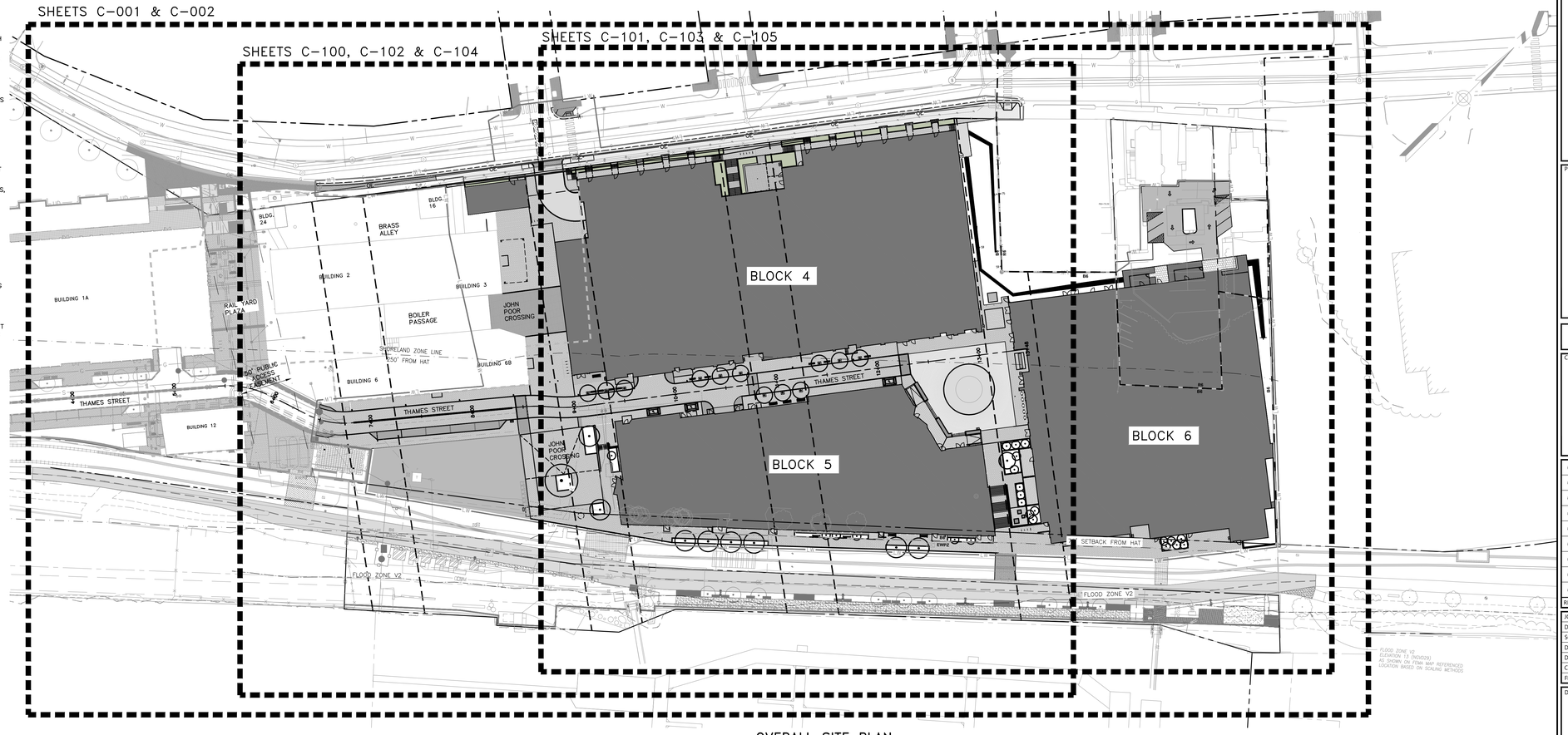
CIVIL ABBREVIATIONS

&	AND	N.I.C.	NOT IN CONTRACT
A.G.	ABOVE GROUND	NO.	NUMBER
		NR	NO REFUSAL
BC	BOTTOM OF CURB	N.T.S.	NOT TO SCALE
BIT	BITUMINOUS		
BW	BOTTOM OF WALL	OE	OVERHEAD ELECTRIC
B/W	BETWEEN	OH	OVERHEAD
CB	CATCH BASIN	±	PLUS OR MINUS
CI	CAST IRON	LLS	LICENSED LAND SURVEYOR
CMP	CENTRAL MAINE POWER	PROP.	PROPOSED
CMP	CORRUGATED METAL PIPE	PT.	POINT
CONC	CONCRETE	PVC	POLYVINYL CHLORIDE
DI	DUCTILE IRON	R.O.W.	RIGHT-OF-WAY
DIA.	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DMH	DRAIN MANHOLE	REINF.	REINFORCED
DTL.	DETAIL	REQ'D	REQUIRED
E	UNDERGROUND ELECTRICAL	S	SLOPE (FT./FT.)
EL.	ELEVATION	S	SEWER
E.O.P.	EDGE OF PAVEMENT	SD	STORM DRAIN
EXIST.	EXISTING	SMH	SEWER MANHOLE
		SCH	SCHEDULE
FF	FINISH FLOOR	STA.	STATION
FM	FORCEMAIN		
FT	FOOT/FEET	TS	TOP OF STAIRS
		TW	TOP OF WALL
G	GAS MAIN	TYP.	TYPICAL
GS	GAS SERVICE		
GALV.	GALVANIZED	UP	UTILITY POLE
GRAN.	GRANITE		
		VC	VITRIFIED CLAY
HDPE	HIGH DENSITY POLYETHYLENE	VIT.	VITRIFIED CLAY
HYD	HYDRANT		
		W	WEST
INV.	INVERT	W	WATER
		W/	WITH
LF	LINEAR FEET	W	WATERMAIN
		WS	WATER SERVICE
MAX.	MAXIMUM	WV	WATER VALVE
MDOT	MAINE DEPARTMENT OF TRANSPORTATION		
MIN.	MINIMUM		
MON	MONUMENT		

SHEETS C-001 & C-002

SHEETS C-100, C-102 & C-104

SHEETS C-101, C-103 & C-105



OVERALL SITE PLAN

SCALE: 1"=50'

50' 0 50' 100'

BAR SCALE
1" = 50'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION
#	#	#
#	#	#
#	#	#
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#	#	#
#	#	#

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

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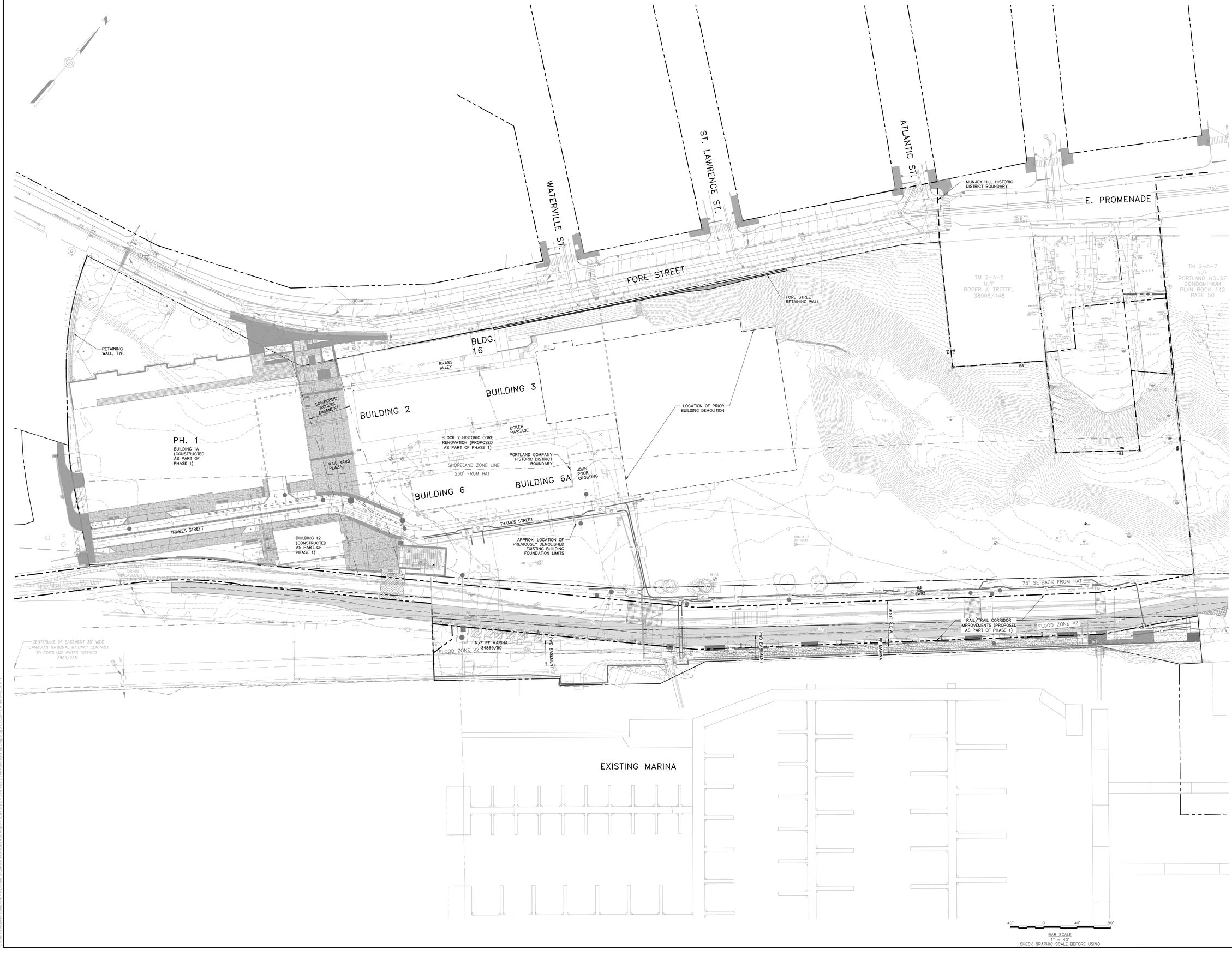
CIVIL
GENERAL NOTES, LEGEND & ABBREVIATIONS

DRAWING NO:

G-001

SHEET: 2 OF 20

30x42
PLOT SCALE: 100 = 1'-0"



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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:

CIVIL
EXISTING CONDITIONS

DRAWING NO:

C-001

SHEET: 3 OF 20

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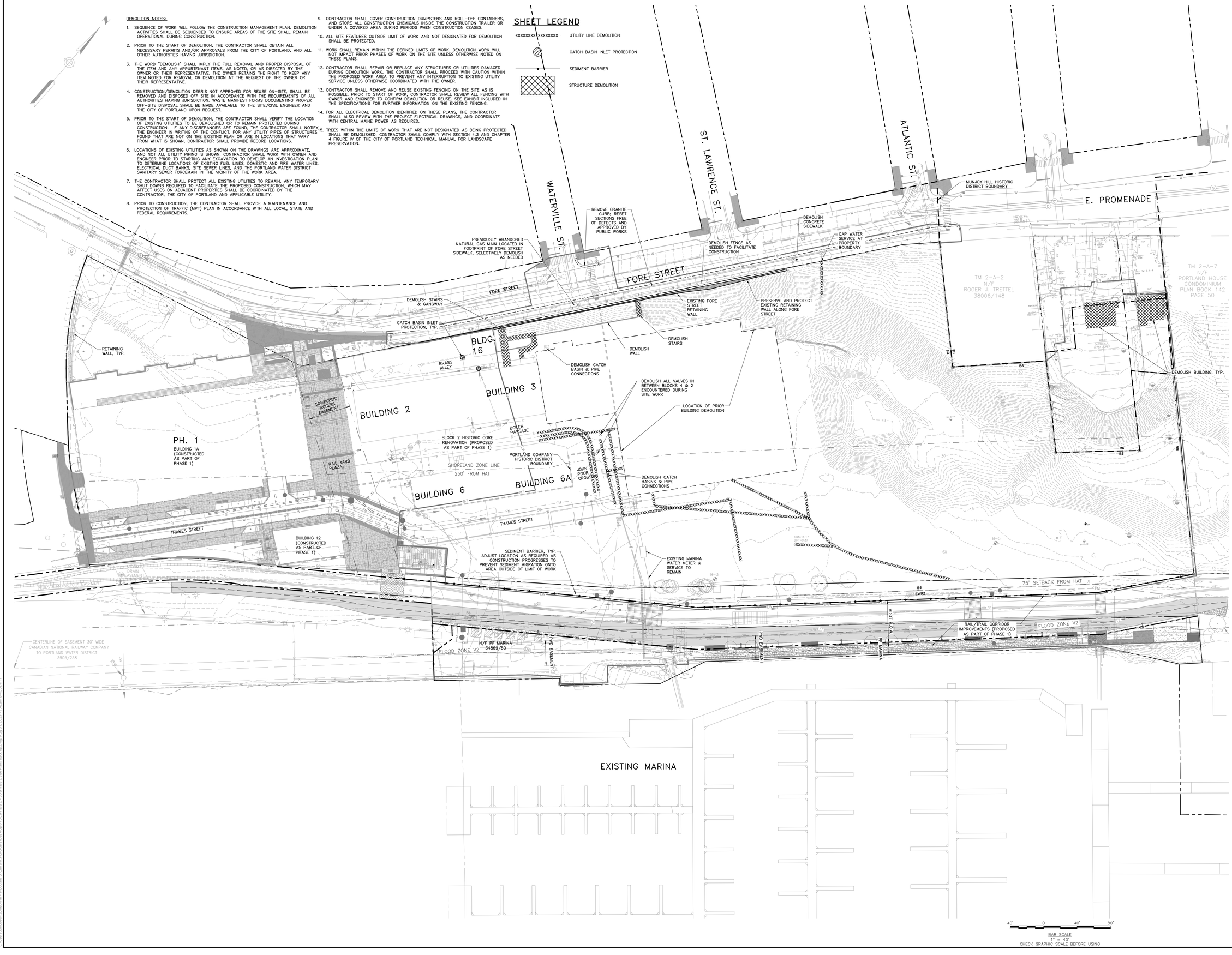
30x42
PLOT SCALE: 100 = 1'-0"

DEMOLITION NOTES:

1. SEQUENCE OF WORK WILL FOLLOW THE CONSTRUCTION MANAGEMENT PLAN. DEMOLITION ACTIVITIES SHALL BE SEQUENCED TO ENSURE AREAS OF THE SITE SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
2. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR APPROVALS FROM THE CITY OF PORTLAND, AND ALL OTHER AUTHORITIES HAVING JURISDICTION.
3. THE WORD "DEMOLISH" SHALL IMPLY THE FULL REMOVAL AND PROPER DISPOSAL OF THE ITEM AND ANY APPURTENANT ITEMS, AS NOTED, OR AS DIRECTED BY THE OWNER OR THEIR REPRESENTATIVE. THE OWNER RETAINS THE RIGHT TO KEEP ANY ITEM NOTED FOR REMOVAL OR DEMOLITION AT THE REQUEST OF THE OWNER OR THEIR REPRESENTATIVE.
4. CONSTRUCTION/DEMOLITION DEBRIS NOT APPROVED FOR REUSE ON-SITE, SHALL BE REMOVED AND DISPOSED OFF SITE IN ACCORDANCE WITH THE REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION. WASTE MANIFEST FORMS DOCUMENTING PROPER OFF-SITE DISPOSAL SHALL BE MADE AVAILABLE TO THE SITE/CIVIL ENGINEER AND THE CITY OF PORTLAND UPON REQUEST.
5. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES TO BE DEMOLISHED OR TO REMAIN PROTECTED DURING CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY, THE ENGINEER IN WRITING OF THE CONFLICT. FOR ANY UTILITY PIPES OF STRUCTURES FOUND THAT ARE NOT ON THE EXISTING PLAN OR ARE IN LOCATIONS THAT VARY FROM WHAT IS SHOWN, CONTRACTOR SHALL PROVIDE RECORD LOCATIONS.
6. LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE, AND NOT ALL UTILITY PIPING IS SHOWN. CONTRACTOR SHALL WORK WITH OWNER AND ENGINEER PRIOR TO STARTING ANY EXCAVATION TO DEVELOP AN INVESTIGATION PLAN TO DETERMINE LOCATIONS OF EXISTING FUEL LINES, DOMESTIC AND FIRE WATER LINES, ELECTRICAL DUCT BANKS, SITE SEWER LINES, AND THE PORTLAND WATER DISTRICT SANITARY SEWER FORCEMAIN IN THE VICINITY OF THE WORK AREA.
7. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES TO REMAIN. ANY TEMPORARY SHUT DOWNS REQUIRED TO FACILITATE THE PROPOSED CONSTRUCTION, WHICH MAY AFFECT USES ON ADJACENT PROPERTIES SHALL BE COORDINATED BY THE CONTRACTOR, THE CITY OF PORTLAND AND APPLICABLE UTILITY.
8. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE A MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) PLAN IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
9. CONTRACTOR SHALL COVER CONSTRUCTION DUMPSTERS AND ROLL-OFF CONTAINERS, AND STORE ALL CONSTRUCTION CHEMICALS INSIDE THE CONSTRUCTION TRAILER OR UNDER A COVERED AREA DURING PERIODS WHEN CONSTRUCTION CEASES.
10. ALL SITE FEATURES OUTSIDE LIMIT OF WORK AND NOT DESIGNATED FOR DEMOLITION SHALL BE PROTECTED.
11. WORK SHALL REMAIN WITHIN THE DEFINED LIMITS OF WORK. DEMOLITION WORK WILL NOT IMPACT PRIOR PHASES OF WORK ON THE SITE UNLESS OTHERWISE NOTED ON THESE PLANS.
12. CONTRACTOR SHALL REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES DAMAGED DURING DEMOLITION WORK. THE CONTRACTOR SHALL PROCEED WITH CAUTION WITHIN THE PROPOSED WORK AREA TO PREVENT ANY INTERRUPTION TO EXISTING UTILITY SERVICE UNLESS OTHERWISE COORDINATED WITH THE OWNER.
13. CONTRACTOR SHALL REMOVE AND REUSE EXISTING FENCING ON THE SITE AS IS POSSIBLE. PRIOR TO START OF WORK, CONTRACTOR SHALL REVIEW ALL FENCING WITH OWNER AND ENGINEER TO CONFIRM DEMOLITION OR REUSE. SEE EXHIBIT INCLUDED IN THE SPECIFICATIONS FOR FURTHER INFORMATION ON THE EXISTING FENCING.
14. FOR ALL ELECTRICAL DEMOLITION IDENTIFIED ON THESE PLANS, THE CONTRACTOR SHALL ALSO REVIEW WITH THE PROJECT ELECTRICAL DRAWINGS, AND COORDINATE WITH CENTRAL MAINE POWER AS REQUIRED.
15. TREES WITHIN THE LIMITS OF WORK THAT ARE NOT DESIGNATED AS BEING PROTECTED SHALL BE DEMOLISHED. CONTRACTOR SHALL COMPLY WITH SECTION 4.3 AND CHAPTER 4 FIGURE IV OF THE CITY OF PORTLAND TECHNICAL MANUAL FOR LANDSCAPE PRESERVATION.

SHEET LEGEND

- XXXXXXXXXXXXXXXXX · UTILITY LINE DEMOLITION
- CATCH BASIN INLET PROTECTION
- SEDIMENT BARRIER
- STRUCTURE DEMOLITION



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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION
#	#	#
#	#	#
#	#	#
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:

CIVIL
DEMOLITION PLAN

DRAWING NO:

C-002

SHEET: 4 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

NOTES:
1. SEE LANDSCAPE PLANS FOR SITE SURFACE MATERIAL ASSOCIATED WITH LANDSCAPED AREAS, PATIOS, AND NON-BITUMINOUS WALKWAYS & ROADWAYS, PLANTING PLANS AND SITE FURNISHINGS.

2. UTILITY & DRAINAGE STRUCTURES NOT SHOWN FOR CLARITY, SEE GRADING & DRAINAGE & UTILITY PLAN FOR MORE INFORMATION.

3. RESET GRANITE CURB SECTIONS ON FORE STREET THAT ARE FREE OF DEFECTS, INCLUDING BUT NOT LIMITED TO CHIPPING AND CRACKING. ANY CURBING TO BE RESET SHALL BE INSPECTED AND APPROVED BY CITY OF PORTLAND PUBLIC WORKS PRIOR TO INSTALLATION.

WATERVILLE ST.
ST. LAWRENCE ST.
FORE STREET
EXISTING MONUMENT, LOCATION APPROXIMATE; VERIFY LOCATION, AND DO NOT DISTURB
COORDINATE WITH CITY OF PORTLAND PRIOR TO COMPLETING FORE STREET STRIPING AND INSTALLATION OF ANY SIGNAGE
REMOVE EXISTING CURB, PROVIDE FLUSH GRANITE CURB
DETECTABLE WARNING TABLE, TYP.
PROVIDE 15' LONG TIPDOWN CURB
SAWCUT & PROVIDE BITUMINOUS PAVEMENT, TYP.
PROVIDE 7' LONG TIPDOWN CURB
VERTICAL GRANITE CURB, TYP.
MATCH EXISTING BRICK SIDEWALK
BRICK SIDEWALK, TYP.
EXISTING BELOW GRADE BUILDING 15 LIMIT
BLDG. 16
TOWNHOUSES
DRIVEWAY APRON AT FORE STREET, TYP. SEE DETAILS ON SHEET C-207
FORE STREET RETAINING WALL
ENTRANCE STAIR, SEE STRUCTURAL AND LANDSCAPE PLANS
RAMPED PARKING GARAGE ENTRANCE TO LEVEL 4
PAVER PLAZA AREA
PORTLAND COMPANY HISTORIC DISTRICT BOUNDARY
50' WIDE VIEW CORRIDOR
BLOCK 4
BUILDING 2
BUILDING 3
BUILDING 6
BUILDING 6B
BIKE RACK, SEE LANDSCAPE PLANS
SITE LANDSCAPING, SEE LANDSCAPE PLANS
BENCH, SEE LANDSCAPE PLANS
SHORELAND ZONE LINE
250' FROM HAT
LIGHT POLE, TYP. SEE LANDSCAPE PLANS
SHARED STREET, SEE NOTE 1
PARKING - 5 SPACES
24' TYP.
PH. 1
TEMPORARY CONSTRUCTION FENCING, TO BE RELOCATED AS NECESSARY TO MAINTAIN SITE SECURITY
FUTURE BLOCK 3 INTERIM BITUMINOUS PAVEMENT (TEMPORARY CONDITION)
PAVER PLAZA AREA
B6
EWPZ
75' SETBACK FROM HAT
MDOT PROPERTY
PW MAINTAINED PROPERTY
PWD EASEMENT
FLOOD ZONE V2
EXISTING MARINA
SET NEW MONUMENT PER DETAIL, COORDINATE FINAL LOCATION WITH CITY OF PORTLAND
RETAINING WALL, SEE GEOTECHNICAL PLANS
SAFETY RAILING, SEE LANDSCAPING PLANS
PROVIDE ADA CURB RAMP WITH DETECTABLE WARNING TABLE, TYP.
PROVIDE GRANITE RADIUS CORNER "BUG", TYP.
MATCH EXISTING CONCRETE DRIVEWAY
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
B5
R6
BLOCK 6
PODIUM
PLAZA AREA
STONE CURB, TYP. SEE LANDSCAPE PLANS
TEMPORARY CONSTRUCTION FENCE
REFER TO SHEET C-101
REFER TO SHEET C-101
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE
PHASE 2

REV	MM/DD/YY	DESCRIPTION
#	#	#

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
SITE PLAN - 1

DRAWING NO:
C-100
SHEET: 5 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-100

ATLANTIC ST.

FORE STREET

E. PROMENADE

BRICK SIDEWALK, TYP.

UTILITY POLE, TYP.

VERTICAL GRANITE CURB, TYP.

SITE LANDSCAPING, SEE LANDSCAPE PLANS

SAWCUT & PROVIDE BITUMINOUS PAVEMENT, TYP.

ADA CURB RAMP, TYP.

MATCH EXISTING BRICK SIDEWALK

COORDINATE WITH CITY OF PORTLAND PRIOR TO COMPLETING FORE STREET STRIPING AND INSTALLATION OF ANY SIGNAGE

ENTRANCE STAIR, SEE STRUCTURAL & LANDSCAPE PLANS

FORE STREET RETAINING WALL

50' WIDE VIEW CORRIDOR

BLOCK 4

BLOCK 5

BLOCK 6

RETAINING WALL, SEE GEOTECHNICAL PLANS

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

TM 2-A-10

LOAM & SEED

BITUMINOUS PAVEMENT

LOAM & SEED 0.787 ACRES

BENCH, TYP. SEE LANDSCAPE PLANS

LIGHT POLE, TYP. SEE LANDSCAPE PLANS

ENTRANCE STAIR, SEE STRUCTURAL & LANDSCAPE PLANS

SHARED STREET

PODIUM STRUCTURE CONNECTING BLOCK 4 AND BLOCK 6 SEE STRUCTURES' STRUCTURAL PLANS

PAVER PLAZA AREA

50' WIDE VIEW CORRIDOR

SHORELAND ZONE LINE
250' FROM HAT

SITE LANDSCAPING, SEE LANDSCAPE PLANS

ENTRANCE STAIR, SEE STRUCTURAL AND LANDSCAPE PLANS

BIKE RACK, TYP. SEE LANDSCAPE PLANS

WASTE RECEPTACLE, TYP. SEE LANDSCAPE PLANS

75' SETBACK FROM HAT

B6
EWPZ

STONE CURB, TYP. SEE LANDSCAPE PLANS

TEMPORARY CONSTRUCTION FENCING, TO BE RELOCATED AS NECESSARY TO MAINTAIN SITE SECURITY

FLOOD ZONE V2

MOORING PROPERTY LINE

PIER

GANGWAY

FLOATS

EXISTING MARINA

REFER TO SHEET C-100

NOTES:
1. SEE LANDSCAPE PLANS FOR SITE SURFACE MATERIAL ASSOCIATED WITH LANDSCAPED AREAS, PATIOS, AND NON-BITUMINOUS WALKWAYS & ROADWAYS, PLANTING PLANS AND SITE FURNISHINGS.

2. UTILITY & DRAINAGE STRUCTURES NOT SHOWN FOR CLARITY, SEE GRADING & DRAINAGE & UTILITY PLAN FOR MORE INFORMATION.

3. RESET GRANITE CURB SECTIONS ON FORE STREET THAT ARE FREE OF DEFECTS, INCLUDING BUT NOT LIMITED TO CHIPPING AND CRACKING. ANY CURBING TO BE RESET SHALL BE INSPECTED AND APPROVED BY CITY OF PORTLAND PUBLIC WORKS PRIOR TO INSTALLATION.

BAR SCALE
1" = 20'
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DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
SITE PLAN - 2

DRAWING NO:
C-101
SHEET: 6 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

FORE STREET
WATERVILLE ST.
ST. LAWRENCE ST.
RESET CATCH BASIN RIM AS NECESSARY
MATCH EXISTING SIDEWALK GRADE
REFER TO SHEET C-103
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
PROVIDE GRANITE CATCH BASIN INLET HEADSTONE, TYP. SEE DETAILS ON SHEET C-207
FORE STREET RETAINING WALL
TOWNHOUSES
BLDG. 16
BUILDING 2
BUILDING 3
BUILDING 6B
BUILDING 6
SHORELAND ZONE LINE
250' FROM HAT
BLOCK 4
FF ELEV. 17.75
BLOCK 5
BLOCK 6
PODIUM
APPROXIMATE EXTENT OF BELOW GRADE PODIUM
TRENCH DRAIN, SEE DETAILS
PIPE SD67 BELOW TRENCH DRAIN
SUBSURFACE R-TANK, SEE DETAIL
75' SETBACK FROM HAT
MDOT PROPERTY
PF MARINA PROPERTY
PWD EASEMENT
FLOOD ZONE V2
EXISTING MARINA
CONNECT DMH14 TO PREVIOUSLY INSTALLED 24" OUTFALL
B6
R6
EWPZ
REFER TO SHEET C-103

REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

BAR SCALE
1" = 20'
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Lauren J. Swett

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PORTLAND, MAINE

PHASE 2

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JOB NO:	227007
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DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:
CIVIL
GRADING & DRAINAGE PLAN - 1

DRAWING NO:
C-102
SHEET: 7 OF 20

30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-102

FORE STREET

ATLANTIC ST.

E. PROMENADE

FORE STREET RETAINING WALL

MATCH EXISTING SIDEWALK GRADE

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

BLOCK 4
FF ELEV. 17.75

BLOCK 5

BLOCK 6

SHORELAND ZONE LINE
250' FROM HAT

75' SETBACK FROM HAT

R6
B6

B6

EWPZ

PODIUM STRUCTURE CONNECTING BLOCK 4 AND BLOCK 6 STRUCTURES; SEE STRUCTURAL PLANS

APPROXIMATE EXTENT OF BELOW GRADE PODIUM

SHARED STREET, NOT IN CONTRACT

TWO (2) 6'x8' FILTERRA UNITS

CONNECT ROOF DRAINS TO FILTERRA UNITS

CONNECT CAPPED 24" STORM DRAIN PIPE TO NEW DMH

MDOT PROPERTY

EASEMENT

PF MARINA PROPERTY

FLOOD ZONE V2

EXISTING MARINA

REFER TO SHEET C-102

REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:
CIVIL
GRADING & DRAINAGE PLAN - 2

DRAWING NO:
C-103
SHEET: 8 OF 20

30x42
PLOT SCALE: 100 = 1'-0"

FORE STREET
WATERVILLE ST.
ST. LAWRENCE ST.
FINAL FORE STREET UTILITY POLE LOCATIONS TO BE COORDINATED WITH CMP
FORE STREET RETAINING WALL
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
REFER TO SHEET C-105
BLDG. 16
TOWNHOUSES
GAS METER
6" SANITARY SEWER
12" DI WATER SERVICE ENTRY; WATER RPZ & BACKFLOW PREVENTER INSTALLED INSIDE BUILDING
6" WATER SERVICE WITH VALVE & HYDRANT
HYDRANT, TYP.
SUBSURFACE TRANSFORMER VAULT, TYP.
PAD MOUNTED TRANSFORMER LOCATION
BLOCK 4
BLOCK 6
BUILDING 2
BUILDING 3
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
CAP 6" SANITARY SEWER FOR FUTURE CONNECTION
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
PROVIDE VALVE & CAP AT ALL GAS STUBS, TYP.
GAS METER
12" DI WATER
ELECTRICAL VAULT, TYP.
COMMUNICATIONS VAULT, TYP
PROVIDE 2" BLOW-OFF VALVE & THRUST BLOCK AT ALL WATER STUBS, TYP.
CONDUITS FOR ELECTRICAL & COMMUNICATIONS
CAP 6" SANITARY SEWER FOR FUTURE CONNECTION
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
6" SANITARY SEWER
OIL WATER SEPARATOR
O/W SEP. 2
6" SANITARY SEWER
6" SANITARY SEWER
HYDRANT, TYP.
12" DI WATER SERVICE
6" SANITARY SEWER
6" GAS SERVICE
6" SANITARY SEWER
APPROXIMATE EXTENT OF BELOW GRADE PODIUM
ELECTRICAL AND TELECOMMUNICATIONS SERVICE ENTRY
PODIUM
SHORELAND ZONE LINE
250' FROM HAT
BUILDING 6B
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
GAS METER
BUILDING 6
6" WATER SERVICE W/ VALVE & HYDRANT
EARTHEN RAMP
PROVIDE 2" BLOW-OFF VALVE & THRUST BLOCK AT ALL WATER STUBS, TYP.
CONNECT TO EXISTING FORCEMAIN
CONNECT TO EXISTING WATER MAIN, PROVIDE THRUST BLOCK
CONNECT TO EXISTING VAULTS, SEE SITE ELECTRICAL PLANS
BELOW GRADE STORMWATER STORAGE
PH. 1
BLOCK 5
CONNECT TO EXISTING WATER MAIN
SANITARY SEWER PUMP STATION, SEE DETAIL
6" SANITARY SEWER
6" SANITARY SEWER
B6
EWPZ
75' SETBACK FROM HAT
ELECTRICAL CONDUIT
B6
EWPZ
FLOOD ZONE V2
PIPE EASEMENT
EXISTING MARINA
REFER TO SHEET C-105
REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER
Lauren J. Swett

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PORTLAND, MAINE
PHASE 2

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DRAWN BY:	BCM
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FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:
CIVIL
UTILITY PLAN - 1

DRAWING NO:
C-104
SHEET: 9 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-104

FORE STREET

FORE STREET RETAINING WALL

BLOCK 4

BLOCK 5

BLOCK 6

E. PROMENADE

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

TM 2-A-10

TM 2-A-1
N/F
PF LAND LLC
37397/78

AREA=
34,280 S.F.
0.787 ACRES

R6
B6

B6

PAD MOUNTED
TRANSFORMER LOCATION

TRANS

12" DI WATER SERVICE

6" SANITARY SEWER

8" GAS SERVICE

6" SANITARY SEWER

6" SANITARY SEWER

HYDRANT, TYP.

SMH 1

G/W SEP. 2

APPROXIMATE EXTENT OF BELOW GRADE PODIUM

ELECTRICAL AND TELECOMMUNICATIONS SERVICE ENTRY

PODIUM

PROVIDE 2" BLOW-OFF VALVE & THRUST BLOCK AT ALL WATER STUBS, TYP.

SHORELAND ZONE LINE
250' FROM HAT

R6
B6

B6

6" SANITARY SEWER

6" SANITARY SEWER

SUBSURFACE TRANSFORMER VAULT, TYP.

ELECTRICAL VAULT, TYP.

COMMUNICATIONS VAULT, TYP.

8" PVC SEWER

CONNECT TO PREVIOUSLY INSTALLED SMH11

75' SETBACK FROM HAT

B6

EWPZ

FLOOD ZONE V2

PUE EASEMENT

EXISTING MARINA

REFER TO SHEET C-104

REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PORTLAND, MAINE

PHASE 2

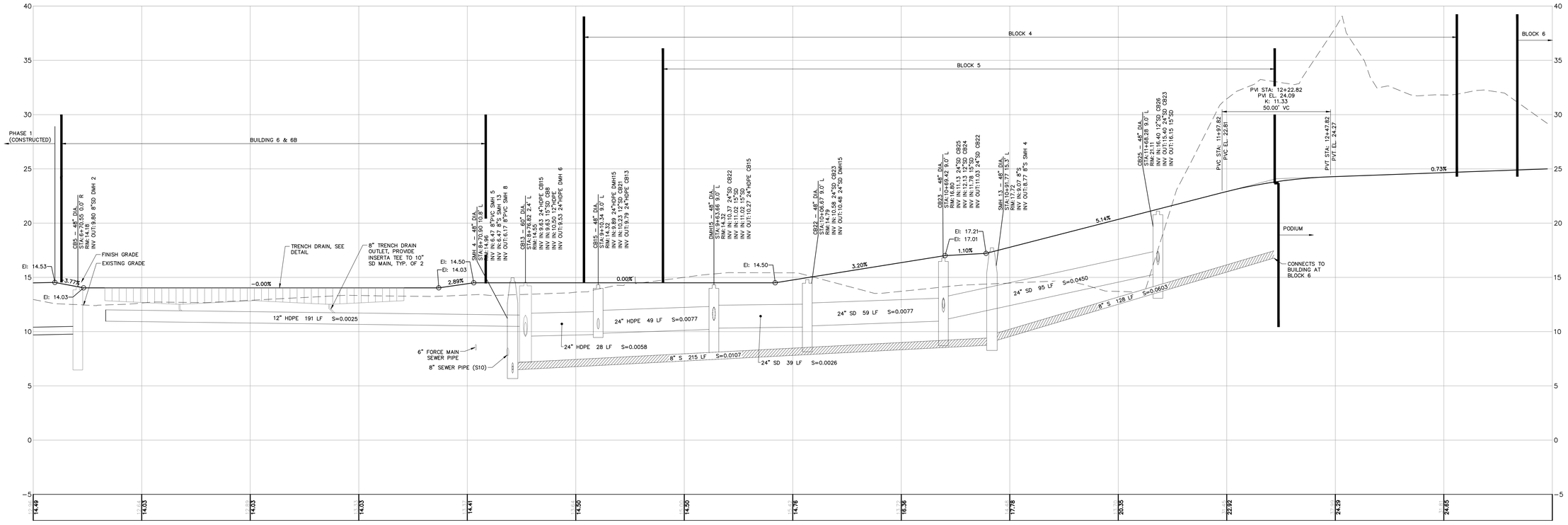
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SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:
CIVIL
UTILITY PLAN - 2

DRAWING NO:
C-105
SHEET: 10 OF 20

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THAMES STREET PROFILE STA. 6+50 TO STA. 13+50

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PORTLAND, MAINE

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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
ROAD PROFILE

DRAWING NO:
C-106
SHEET: 11 OF 20

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STORMWATER STRUCTURES

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STRUCTURE LOCATION
AD38	15"	12.70		9.73/10"SD /AD39	N: 302304.36 E: 2932605.30
AD39	15"	12.70	9.14/10"SD /AD38	9.04/10"SD /AD40	N: 302384.13 E: 2932691.33
AD40	15"	12.70	8.84/10"SD /AD39	8.74/10"SD /AD41	N: 302411.36 E: 2932720.73
AD41	15"	12.70	7.85/10"SD /AD40	7.75/10"SD /AD42	N: 302440.54 E: 2932751.76
AD42	15"	12.70	7.42/10"SD /AD41	7.32/10"SD /AD43	N: 302485.98 E: 2932799.59
AD43	15"	12.70	7.08/10"SD /AD42	6.98/10"SD /DMH14	N: 302518.62 E: 2932834.47
AD45	15"	12.70	7.02/12"SD /AD46	6.92/12"SD /DMH14	N: 302558.60 E: 2932877.07
AD46	15"	12.55	7.52/12"SD /AD47	7.42/12"SD /AD45	N: 302594.26 E: 2932915.52
AD47	15"	12.60	8.03/12"SD /AD48	7.93/12"SD /AD46	N: 302631.96 E: 2932955.80
AD48	15"	12.89	8.50/12"SD /AD51	8.40/12"SD /AD47	N: 302671.11 E: 2932985.90
AD49	15"	18.80	14.28/12"SD /AD50	14.00/12"SD /AD51	N: 302722.71 E: 2933025.00
AD50	15"	18.75	14.48/12"SD /FILTERRA 1	14.38/12"SD /AD49	N: 302736.43 E: 2933010.70
AD51	15"	15.75	8.80/12"SD /AD49	8.60/12"SD /AD48	N: 302700.37 E: 2933008.07
CB7	4'	14.58	9.92/12"SD/FI13 9.92/10"SD/ 9.92/6"SD/	9.82/15"SD/CB8	N: 302377.61 E: 2932357.66
CB8	4'	14.51	9.75/15"SD/CB7	9.64/15"SD/CB13	N: 302349.86 E: 2932393.71
CB13*	5'	14.55	9.63/24"HDPE/CB15 9.63/15"SD/CB8 10.50/12"HDPE/	9.53/24"HDPE/DMH 6	N: 302315.95 E: 2932428.67
CB15*	4'	14.32	9.89/24"HDPE/DMH15 10.23/12"SD/CB21	9.79/24"HDPE/CB13	N: 302343.90 E: 2932446.12
CB21	4'	14.32		10.32/12"SD/CB15	N: 302332.91 E: 2932460.35
CB22	4'	14.79	10.58/24"SD/CB23	10.48/24"SD/DMH15	N: 302420.17 E: 2932504.97
CB23	4'	16.80	11.13/24"SD/CB25 12.13/12"SD/CB24 11.78/15"SD/	11.03/24"SD/CB22	N: 302469.85 E: 2932543.29
CB24	4'	16.80		12.22/12"SD/CB23	N: 302458.85 E: 2932557.55
CB25	4'	21.11	16.40/12"SD/CB26	15.40/24"SD/CB23 16.15/15"SD/	N: 302548.12 E: 2932603.69
CB26	4'	21.11		16.49/12"SD/CB25	N: 302537.12 E: 2932617.94
CB27	4'	12.57		9.43/12"SD/RTANK INLET7	N: 302242.76 E: 2932487.52
CB28	4'	12.54		9.41/12"SD/RTANK INLET8	N: 302288.33 E: 2932511.58
DMH 6	8'x6'	13.23	9.39/24"HDPE/CB13	9.39/15"SD/RTANK INLET6 9.39/15"SD/RTANK INLET4 9.39/15"SD/RTANK INLET5	N: 302298.68 E: 2932448.43
DMH 7	4'	14.88	10.28/10"SD/FI12 10.28/4"SD/	10.18/10"SD/FI13	N: 302428.10 E: 2932282.83
DMH 10	5'	11.21	7.20/24"HDPE/JELLYFISH 2	7.10/24"HDPE/DMH 8	N: 302109.23 E: 2932452.84
DMH 11	5'	19.58	7.82/24"HDPE/DMH 12	7.82/24"HDPE/JELLYFISH 2	N: 302189.52 E: 2932543.53
DMH 12*	5'	12.98	7.82/24"SD/RTANK OUTLET2	7.82/24"HDPE/DMH 11	N: 302249.93 E: 2932517.81
DMH14*	4'	12.50	6.78/10"SD /AD43 6.78/12"SD /AD45 6.78/12"SD /DMH16	6.68/24"HDPE/DMH13	N: 302546.58 E: 2932862.68
DMH15	4'	14.32	10.37/24"SD/CB22 11.02/15"SD/ 11.02/15"SD/	10.27/24"HDPE/CB15	N: 302386.12 E: 2932478.69
DMH16	4'	12.80	7.00/10"SD / 7.00/10"SD /	6.90/12"SD /DMH14	N: 302548.04 E: 2932840.22
FI11	2'	14.77		10.44/10"SD/FI12	N: 302401.24 E: 2932259.44
FI12	2'	14.77	10.38/10"SD/FI11 10.38/4"SD/	10.33/10"SD/DMH 7	N: 302418.33 E: 2932272.62
FI13	2'	14.58	10.08/10"SD/DMH 7	10.03/12"SD/CB7	N: 302407.81 E: 2932318.40
FILTERRA 1	6'x4'	18.60	14.50/12"SD /RD1	14.50/12"SD /AD50	N: 302734.55 E: 2933007.09
FILTERRA 2	6'x4'	18.60	14.50/12"SD /RD2	14.50/12"SD /	N: 302729.46 E: 2933013.68
JELLYFISH 2	8'x8'	11.75	7.71/24"HDPE/DMH 11	7.71/24"HDPE/DMH 10	N: 302175.58 E: 2932525.68

*STRUCTURES INSTALLED AS PART OF WATERFRONT AND UTILITIES ENABLEMENT PHASE

STORMWATER PIPES

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
SD13	24" SD	10'	0.0000
SD28	24" HDPE	92'	0.0055
SD37	4" SD	17'	0.1534
SD38	15" SD	44'	0.0002
SD39	4" SD	18'	0.1017
SD40	15" SD	41'	0.0016
SD43	6" SD	41'	0.0619
SD44	12" SD	47'	0.0025
SD45	10" SD	38'	0.0027
SD46	4" SD	4'	0.0131
SD47	10" SD	11'	0.0045
SD48	4" SD	17'	0.1219
SD49	10" SD	20'	0.0031
SD56	10" SD	51'	0.0504
SD57	12" SD	14'	0.0064
SD58	24" SD	39'	0.0026
SD59	24" HDPE	24'	0.0057
SD60	15" SD	7'	0.0000
SD61	15" SD	7'	0.0000
SD62	24" HDPE	16'	0.0070
SD63	24" HDPE	33'	0.0053
SD65	15" SD	7'	0.0000
SD77	24" HDPE	49'	0.0077
SD109	24" SD	59'	0.0077
SD110	12" SD	14'	0.0064
SD111	24" SD	95'	0.0450
SD112	12" SD	14'	0.0064
SD113	15" SD	11'	0.0119
SD114	15" SD	12'	0.0108
SD115	15" SD	11'	0.0390
SD116	10" SD	116'	0.0051
SD117	10" SD	39'	0.0052
SD118	10" SD	41'	0.0215
SD119	10" SD	65'	0.0051
SD120	10" SD	47'	0.0051
SD122	10" SD	37'	0.0054
SD123	12" SD	3'	0.0116
SD124	12" SD	2'	0.0133
SD125	12" SD	16'	0.0087
SD126	12" SD	51'	0.0077
SD127	12" SD	54'	0.0077
SD128	12" SD	48'	0.0077
SD129	12" SD	35'	0.0028
SD133	12" SD	19'	0.0061
SD134	10" SD	17'	0.0056
SD135	10" SD	5'	0.0072

SEWER STRUCTURES

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STRUCTURE LOCATION
O/W SEP. 2	4'	10.57	9.85/6"S/	9.55/6"S/	N: 302406.84 E: 2932470.01
PS	4'	12.67	4.64/8"S :/SMH 8 3.65/8"S /SMH 9	7.52/6"FM/SMH 1	N: 302230.60 E: 2932494.34
SMH 5	4'	14.73	7.61/6"S/SMH 6 7.61/6"S/	7.31/8"S /SMH 4	N: 302366.88 E: 2932355.51
SMH 6	4'	14.80	8.74/4"S/SMH 14	8.44/6"S/SMH 5	N: 302417.32 E: 2932294.57
SMH 9	4'	11.06	4.09/8"S :/SMH 15	3.79/8"S /PS	N: 302235.54 E: 2932507.25
SMH 10	4'	12.45	7.12/8"S /SMH 11	6.82/8"PVC/SMH 15	N: 302382.29 E: 2932684.33
SMH 11	4'	12.65	9.69/8"PVC/SMH 16	9.39/8"S /SMH 10	N: 302530.61 E: 2932842.74
SMH 13	4'	17.72	9.07/8"S/	8.77/8"S/SMH 4	N: 302491.43 E: 2932551.91
SMH 14	4'	14.85	9.20/4"S/	8.90/4"S/SMH 6	N: 302419.99 E: 2932279.32
SMH 15	4'	11.81	5.53/8"PVC/SMH 10	5.23/8"S /SMH 9	N: 302298.43 E: 2932595.62
SMH 16	4'	12.02	10.36/8"S/ 10.50/6"FM/	10.06/8"PVC/SMH 11	N: 302555.87 E: 2932867.25

SEWER PIPES

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
S6	4" S	11'	0.0142
S7	6" S	75'	0.0111
S8	8" S	76'	0.0111
S9	8" S	10'	0.0148
S11	8" S	77'	0.0110
S14	4" S	29'	0.0112
S15	6" S	22'	0.0105
S16	4" S	11'	0.0105
S17	4" S	7'	0.0105
S18	4" S	22'	0.0105
S24	4" S	6'	0.0105
S33	6" S	41'	0.0110
S34	8" S	215'	0.0107
S35	8" S	128'	0.0603
S42	6" S	9'	0.0114
S43	8" S	104'	0.0109
S44	8" S	213'	0.0107
S47	6" S	10'	0.0116
S48	6" S	8'	0.0105
S50	6" S	8'	0.0105
S51	6" S	8'	0.0105
S52	4" S	14'	0.0105
S53	6" S	10'	0.0105
S54	6" S	10'	0.0116
S55	8" PVC	118'	0.0109
S56	8" S	23'	0.0114
S57	8" PVC	31'	0.0118

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PHASE 2

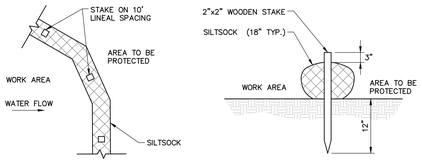
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
PIPE & STRUCTURE TABLE

DRAWING NO:
C-107
SHEET: 12 OF 20

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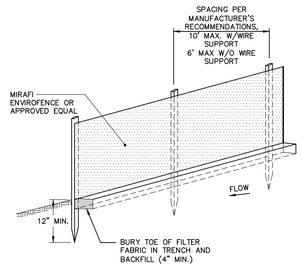


PLAN VIEW SECTION

NOTE:

1. WHEN STAKING IS NOT POSSIBLE, HEAVY CONCRETE BLOCKS SHALL BE USED BEHIND THE SEDIMENT BARRIER TO HELP STABILIZE DURING RAINFALL/RUNOFF EVENTS.

SILT SOCK
N.T.S.



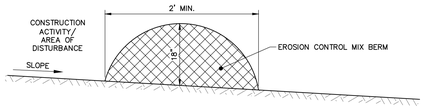
NOTES:

- INSTALL FABRIC ON UPHILL SIDE OF SUPPORT POSTS
- INSTALL SILT FENCE ACROSS SLOPES
- SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS

MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR LESS.

REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

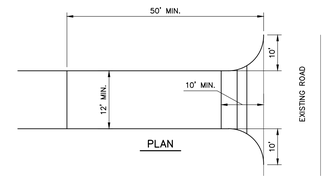
SEDIMENT BARRIER – SILTATION FENCE DETAIL
N.T.S.



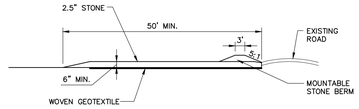
NOTES:

1. EROSION CONTROL MIX CAN BE MANUFACTURED ON OR OFF THE PROJECT SITE. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.
2. EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:
   - THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
   - PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
   - THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
   - LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
   - SOLUBLE SALTS CONTENT SHALL BE < 4.0 MMHOS/CM.
   - THE PH SHOULD FALL BETWEEN 5.0 AND 8.0.

EROSION CONTROL MIX BERM
N.T.S.



PLAN



PROFILE

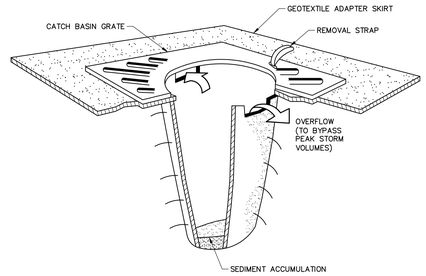
NOTES:

- CONSTRUCTION ENTRANCES MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
- WHEEL WASH PITS MAY ALSO BE USED, IF APPROVED.

MAINTENANCE: INSPECT FOR EFFECTIVE REMOVAL OF SOIL FROM VEHICLES PRIOR TO LEAVING THE SITE. SWEEP ANY SOIL FROM ADJACENT ROADWAYS.

REMOVAL: AT LEAST ONE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED UNTIL ALL AREAS OF THE SITE ARE STABILIZED.

STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



NOTES:

CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).

INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.

INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.

TEMPORARY INLET PROTECTION
N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

Temporary Erosion Control

Contractor shall prepare and submit a soil erosion and water pollution control plan to engineer.

Measure	Dates For Use	Timing, Activity, and Location
Sediment Barrier	ALL	Before soil disturbance, install downhill of areas to be disturbed and around material stockpiles.
Up-slope Diversion	ALL	Before soil disturbance, install uphill of areas to be disturbed and material stockpiles.
Catch Basin Protection	ALL	Before soil or pavement disturbance, install ACF Environmental, Inc. High Flow Siltsack, Siltsaver Inlet Filter. or equal, installed per manufacturer's requirements.
Dust Control	ALL	During dry weather, apply water and calcium chloride to control dust.
Temporary Seeding	April 15 to Oct. 1	Soil stockpiles that are not covered and disturbed areas that will not be disturbed again within 14 days. If grass growth provides less than 95% soil coverage by Nov. 1, apply mulch and anchor with erosion control blanket.
Mulch	April 15 to Sept. 15	On all areas of exposed soil prior to rain events or every 7 days, apply 100–150 lbs (2.5 bales) per 1,000 sq ft. by mechanical blower.
Winter Mulch	Sept. 16 to Oct. 31	On all areas of exposed soil prior to precipitation or every 7 days, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. by mechanical blower, Erosion control blanket may be used as a substitute for winter mulch.
	Nov. 1 to April 14	On all areas of exposed soil, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. and anchor with netting at the end of each working day. Erosion control blanket may be used as a substitute for winter mulch.
Inspections	Until site is permanently stabilized	Inspect the erosion and sedimentation control measures daily, and maintain and repair as necessary.

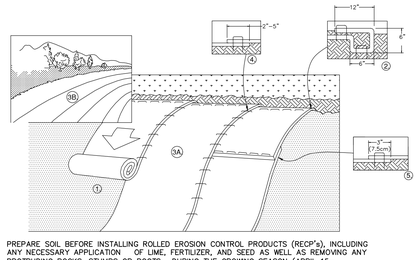
Permanent Erosion Control:

Measure	Dates For Use	Timing, Activity, and Location
Pavement – Base Course – Final Course	When no frost is in ground	Install only in areas shown on the plan, shortly after pavement base is brought to final grade. Install near completion of project.
Permanent Seeding	April 15 to Sept. 15	On final grade areas, within 7 days of grade preparation, prepare topsoil, followed by seed and mulch application.
Dormant Seeding	Sept. 16 to April 15	On final grade areas, with prepared topsoil. Apply seed at double the specified rate on bare soil, and follow with an application of winter mulch.
Ground Cover, Trees, Shrubs	April 15 to Nov. 1	Install with final landscaping.
Permanent Mulch	ALL	Install with final landscaping.

Inspections:

Regular inspections of all erosion and sedimentation controls shall be made at least weekly and prior to and following storm events. Minimum inspections shall be made as listed in the table below.

Inspected Item	Look For
Mulched Surfaces	Thin mulch or inadequate application. Wind movement.
Seeded Surfaces	Poor seed germination. Loss of mulch. Development of rivulets.
Sediment Barrier	Sediment build–up to one half the height of the barrier. Undermining of the barrier. Supporting stakes loose, toppled, or unmarked. Breaks in barrier.
Perimeter Diversion	Discharge is to stabilized area. Erosion or breaks in barrier. Supporting stakes loose, toppled or unmarked.
Catch Basin Protection	Sediment build–up and structure blockages. Slow flow/Ponding water. Breaks in fabric or voids in barrier.
Dewatering Filter	Breaks in fabric or supporting structure. Slow flow, indicating high sediment build–up.
Construction Entrance	Sedimentation of roadways. Off–site dust complaints.



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED AS WELL AS REMOVING ANY PROTRUDING ROCKS, MUMPS OR ROOTS. DURING THE GROWING SEASON (APRIL 15– SEPTEMBER 15) USE RECP'S ON THE BASE OF GRASSED WATERWAYS, SOIL SLOPES HAVNG A GRADE GREATER THAN 15%, OR ANYWHERE WHERE HAY MULCH HAS PROVEN TO BE INEFFECTIVE AT CONTROLLING SHEET EROSION. RECP'S ARE A MANUFACTURED COMBINATION OF MULCH AND NETTING DESIGNED TO PREVENT EROSION AND RETAIN SOIL MOISTURE. FOR OVER WINTER PROTECTION, APPLY RECP'S ON THE BASE AND SIDE SLOPES OF GRASSED WATERWAYS AND ON SLOPES STEEPER THAN AN 8% GRADE.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP's EXTENDED BEYOND THE UP–SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP's.
3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2" – 5" OVERLAP DEPENDING ON RECP's TYPE.
5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP's WIDTH. NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP's.
6. UNTIL GRASS IS ABUNDANT, INSPECT PERIODICALLY AND AFTER EACH RAINSTORM TO CHECK FOR EROSION. IMMEDIATELY REPAIR AND ADD MORE MULCH UNTIL GRASSES ARE FIRMLY ESTABLISHED. DO NOT MOW THE FIRST YEAR.

ROLLED EROSION CONTROL MATTING
N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES MAY INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, HYDRAULIC MULCH, HAY AND STRAW MULCH, EROSION CONTROL BLANKET, TURF REINFORCED MATTING, RIPRAP AND TEMPORARY SEEDING. TEMPORARY SEDIMENT CONTROL MEASURES INCLUDE THE USE OF SILT FENCE, EROSION CONTROL MIX BERMS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE PERMANENT VEGETATION OR PAVING.

GENERAL

A. THE PROJECT SHALL CONFORM WITH THE STANDARDS OF THE MAINE CONSTRUCTION GENERAL PERMIT.
B. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK PUBLISHED BY THE MAINE DEP UNLESS OTHERWISE NOTED IN THESE PLANS. HTTP://MAINE.GOV/DEP/BLWQ/DOCSTAND/ESCBMPS/
C. ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.
D. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.
E. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE SITE WHENEVER POSSIBLE WHILE ALLOWING PROPER SITE DEVELOPMENT.
F. CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORMWATER RUN–ON TO DISTURBED AREAS.
G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/REPLACEMENT/MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:
   i. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS THAT 90% OF THE DISTURBED AREA IS COVERED WITH REASONABLY THICK UNIFORM STAND OF PERMANENT GRASS SPECIES, FREE FROM SIZABLE THIN OR BARE SPOTS.
   ii. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THAT COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE OFF;
   iii. FOR MULCHED AREAS, PERMANENT STABILIZATION MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.
   iv. FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE ASPHALT BINDER COURSE.
H. IF THE AREA WILL REMAIN UNWORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, AND WILL NOT BE BUILT ON, THEN IMMEDIATELY PROVIDE PERMANENT STABILIZATION USING VEGETATION THROUGH PLANTING, SEEDING, SOD OR THROUGH THE USE OF PERMANENT MULCH OR RIPRAP. IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, MOISTURE, AND SOIL CONDITIONS. AMEND AREAS OF DISTURBED, OVERLY–COMPACTED SUBSOIL WITH TOPSOIL OR COMPOST AND LIGHTLY TILL 2–3" OF SOIL AMENDMENTS INTO THE TOP 8" OF SOIL.
I. PERMANENT SEEDING SPECIFICATION: IT IS RECOMMENDED THAT PERMANENT SEEDING BE COMPLETED BETWEEN APRIL 1 AND AUGUST 15 OF EACH YEAR. LATE SEASON SEEDING MAY BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER 1 SHALL BE SEEDED WITH AROOSTOCK WINTER RYE OR MULCHED AT SPECIFIED RATES. SEE WINTER SEEDING AND MULCHING SPECIFICATIONS FOR STABILIZATION AFTER NOVEMBER 1.
   i. APPLY TOPSOIL TO A DEPTH OF 6 INCHES. IN COMPACTED AREAS TILL 2–3" OF COMPOST INTO UPPER 8" OF DISTURBED SOIL AND THEN APPLY 6 INCHES OF TOPSOIL.
   ii. APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 33 LBS PER 1000 SQUARE FEET AND GRANULAR, COMMERCIAL–GRADE FERTILIZER 10–10–10 AT A RATE OF 18 LBS PER 1000 SQUARE FEET.
   iii. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES. APPLY HAY OR STRAW MULCH AT A RATE OF 2.5 BALES PER 1000 SQUARE FEET AND ANCHOR AS NECESSARY.
J. PROTECT ALL SEEDED AREAS WITH MULCH OR EROSION CONTROL BLANKET IN AREAS OF SHEET OR CONCENTRATED FLOWS. MULCH ALL AREAS SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. SCHEDULE SEEDING OR SODDING TO AVOID FAILURE DUE TO SUMMER DROUGHT AND FALL FROST. NEWLY SEEDED AREAS SHOULD BE PROTECTED FROM VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL ESTABLISHED. AREAS MUST BE REWORKED AND RESTABILIZED IF GERMINATION IS SPARSE OR SURFACE EROSION IS EVIDENT.
K. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1 OR AS OTHERWISE NOTED. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
L. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURE UPON STABILIZATION OF PROJECT AREA & COST SHALL BE INCIDENTAL TO CONTRACT.

WNTER CONDITIONS

A. WNTER CONSTRUCTION IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 1. IF AREAS WITHIN THE CONSTRUCTION AREA ARE NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES OUTLINED ABOVE BY NOVEMBER 15 THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES THAT ARE SPECIFIC TO WINTER CONDITIONS.

GOOD HOUSEKEEPING AND POLLUTION PREVENTION

A. SPILL PREVENTION CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER RUNOFF AND APPROPRIATE SPILL PREVENTION, CONTAINMENT AND RESPONSE PLANNING AND IMPLEMENTATION.
B. DURING CONSTRUCTION, PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUND OR SURFACE WATERS MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO INFILTRATION AREAS. AN "INFILTRATION AREA" IS ANY ARE OF THE SITE THAT BY DESIGN, OR AS A RESULTS OF SOIL AND TOPOGRAPHY, ACCUMULATES RUNOFF THAT INFILTRATES IN THE SOIL. DIKES, BERMS, SUMPS AND OTHER FORMS OF TEMPORARY SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.
C. LOCATE ALL MATERIAL STOCKPILES WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
D. TAKE ALL REASONABLE MEASURES TO MINIMIZE DUST RESULTING FROM THE PROJECT. OIL MAY NOT BE USED FOR DUST CONTROL.
E. LOCATE ALL LITTER, CONSTRUCTION DEBRIS AND CONSTRUCTION CHEMICALS WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
F. TRENCH OR FOUNDATION DE–WATERING MUST BE SPREAD THROUGH SUFFICIENT NATURAL BUFFERS THAT HAVE CAPACITY TO INFILTRATE THE PUMPED WATER OR SHOULD BE PUMPED TO DESIGNED CONSTRUCTION DEWATERING DEVICES AS DESCRIBED IN THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK.
G. SEDIMENTS AND SOIL MATERIALS SHOULD BE SWEPT FROM PAVED SURFACES AT THE END OF EACH WORKDAY OR PRIOR TO RAIN EVENTS, WHENEVER POSSIBLE.

INSPECTION AND MAINTENANCE

A. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT, THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK OR ANY MUNICIPAL REQUIREMENTS MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF ADDITIONAL BMPS OR MODIFICATIONS TO BMPS ARE NECESSARY, THE MODIFICATIONS MUST BE IMPLEMENTED WITH 7 CALENDAR DAYS OR PRIOR TO ANY PRECIPITATION EVENT. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
B. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD BE DELIVERED TO THE PROPERTY OWNER OR RESPONSIBLE CONTRACTING ENTITY UPON COMPLETION OF THE PROJECT.

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:



NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

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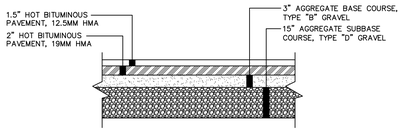
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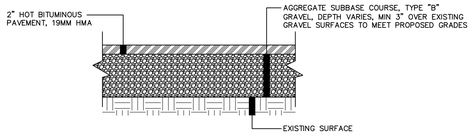
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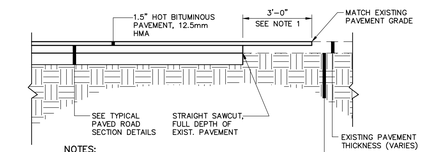
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THAMES ST. PAVED ROAD & SITE PAVEMENT SECTION
N.T.S.



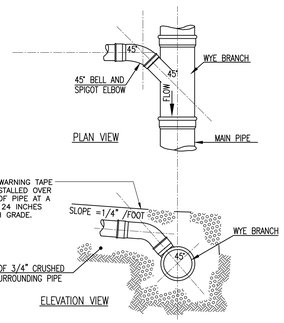
TEMPORARY PAVEMENT SECTION
N.T.S.



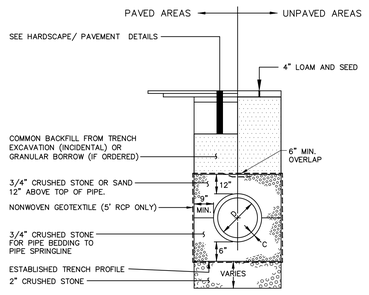
NOTES:

1. GRIND EXISTING PAVEMENT, TO 1.5" DEPTH.
2. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
3. DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS. REFER TO PIPE INSTALLATION DTL. OR PAVED ROAD SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

PAVEMENT BUTT JOINT DETAIL
N.T.S.

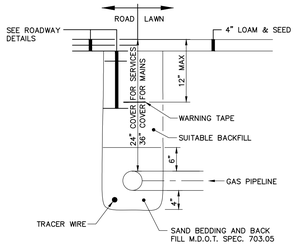


TYPICAL LATERAL WYE CONNECTION DETAILS
N.T.S.

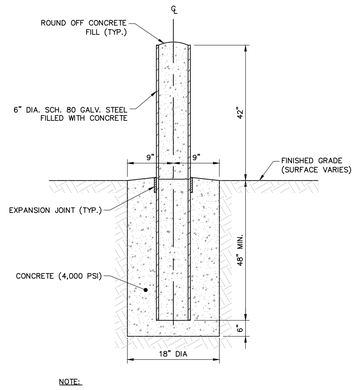


NOTES:
DEPTH & TYPE OF PAVEMENT & AGGREGATE COURSES SHALL BE PER PLANS.
SEE CIVIL & LANDSCAPING PAVEMENT DETAILS.

TYPICAL STORMDRAIN/ SEWER PIPE TRENCH INSTALLATION
N.T.S.



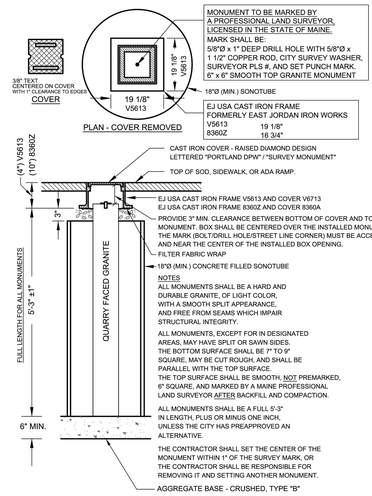
NATURAL GAS PIPE
N.T.S.



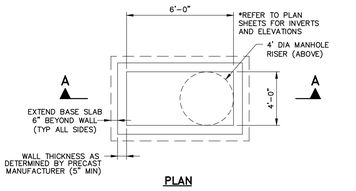
NOTE:

1. ALL BOLLARDS SHALL BE PAINTED. COLOR SELECTED BY OWNER.

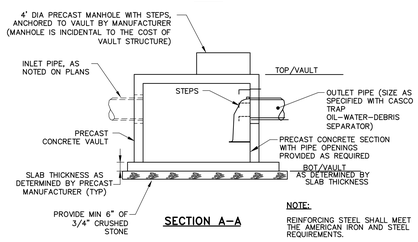
6" DIA. SECURITY BOLLARD
N.T.S.



GRANITE STREET MONUMENTS – NEW OR REPLACEMENT
N.T.S.



PLAN



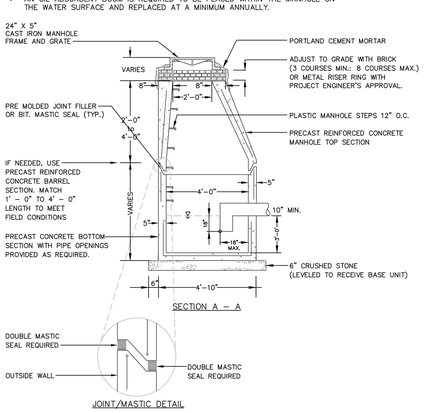
SECTION A–A

NOTE:
REINFORCING STEEL SHALL MEET THE AMERICAN IRON AND STEEL REQUIREMENTS.

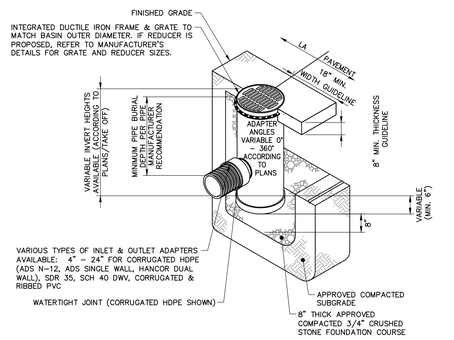
PRECAST 8'X6' CONCRETE VAULT
N.T.S.

NOTES:

- FOR USE IN PARTIALLY OR TOTALLY ENCLOSED PARKING GARAGES, AUTOMOTIVE REPAIR FACILITIES OR ANY OTHER PROPOSED STRUCTURE WHERE DEEMED APPROPRIATE BY THE CITY ENGINEER.
- DISCHARGE SHALL BE TO SANITARY SEWER.
- A VENT PIPE MAY BE REQUIRED THAT HAS A VERTICAL OUTLET OFF TO THE SIDE OF THE STRUCTURE.
- AN OIL ABSORBENT BOOM IS REQUIRED TO BE PLACED WITHIN THE MANHOLE ON THE WATER SURFACE AND REPLACED AT A MINIMUM ANNUALLY.



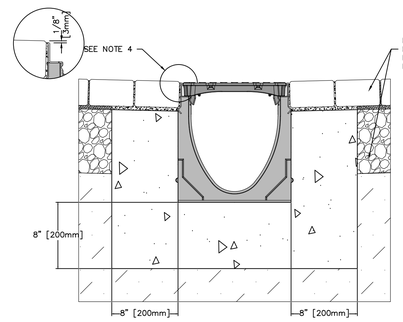
OIL / GRIT SEPARATOR
N.T.S.



NOTES:

1. INSTALL BASIN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. PRODUCT SHALL BE NYLOPLAST DRAIN BASIN MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS (ADS) OR APPROVED EQUAL.
3. GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70–50–05.
4. FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70–50–05.
5. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTORATIONS.
6. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOR DUAL WALL) & SDR 35 PVC.
7. ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°.

AREA DRAIN
N.T.S.



NOTES:

1. IT IS NECESSARY TO ENSURE MINIMUM DIMENSIONS SHOWN ARE SUITABLE FOR EXISTING GROUND CONDITIONS. ENGINEERING ADVICE MAY BE REQUIRED.
2. MINIMUM CONCRETE STRENGTH OF 4,000 PSI IS RECOMMENDED. CONCRETE SHOULD BE VIBRATED TO ELIMINATE AIR POCKETS.
3. EXPANSION AND CONTRACTION CONTROL JOINTS AND REINFORCEMENT ARE RECOMMENDED TO PROTECT CHANNEL AND CONCRETE SURROUND. ENGINEERING ADVICE MAY BE REQUIRED.
4. THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" [3mm] ABOVE THE TOP OF THE CHANNEL EDGE.
5. CONCRETE BASE THICKNESS SHOULD MATCH SLAB THICKNESS. ENGINEERING ADVICE MAY BE REQUIRED TO DETERMINE PROPER LOAD CLASS.
6. REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR FURTHER DETAILS.

TRENCH DRAIN DETAIL
N.T.S.

SPECIFICATION CLAUSE

K200 KLASSIKDRAIN 'DRAINLOK' LOAD CLASS C

GENERAL
THE SURFACE DRAINAGE SYSTEM SHALL BE POLYMER CONCRETE K200 CHANNEL SYSTEM WITH GALVANIZED STEEL EDGE RAILS AS MANUFACTURED BY ACO POLYMER PRODUCTS, INC.

MATERIALS
CHANNELS SHALL BE MANUFACTURED FROM POLYESTER RESIN POLYMER CONCRETE WITH AN INTEGRALLY CAST–IN GALVANIZED STEEL EDGE RAIL. MINIMUM PROPERTIES OF POLYMER CONCRETE WILL BE AS FOLLOWS:
COMPRESSIVE STRENGTH: 14,000 PSI
FLEXURAL STRENGTH: 4,000 PSI
TENSILE STRENGTH: 1,500 PSI
WATER ABSORPTION: 0.07%
FROST PROOF YES
DILUTE ACID AND ALKALI RESISTANT YES
B117 SALT SPRAY TEST COMPLIANT YES

THE SYSTEM SHALL BE 8" (200mm) NOMINAL INTERNAL WIDTH WITH A 10.2" (260mm) OVERALL WIDTH AND A BUILT–IN SLOPE OF 0.5%. CHANNEL INVERT SHALL HAVE DEVELOPED "V" SHAPE. ALL CHANNELS SHALL BE INTERLOCKING WITH A MALE/FEMALE JOINT.

THE COMPLETE DRAINAGE SYSTEM SHALL BE BY ACO POLYMER PRODUCTS, INC. ANY DEVIATION OR PARTIAL SYSTEM DESIGN AND/OR IMPROPER INSTALLATION WILL VOID ANY AND ALL WARRANTIES PROVIDED BY ACO POLYMER PRODUCTS, INC.

CHANNEL SHALL WITHSTAND LOADING TO PROPER LOAD CLASS AS OUTLINED BY EN 1433. GRATE TYPE SHALL BE APPROPRIATE TO MEET THE SYSTEM LOAD CLASS SPECIFIED AND INTENDED APPLICATION. GRATES SHALL BE SECURED USING 'DRAINLOK' BOLTLESS LOCKING SYSTEM. CHANNEL AND GRATE SHALL BE CERTIFIED TO MEET THE SPECIFIED EN 1433 LOAD CLASS. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

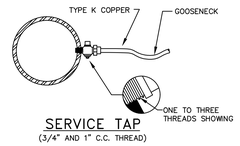
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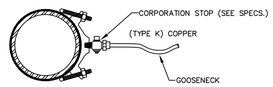
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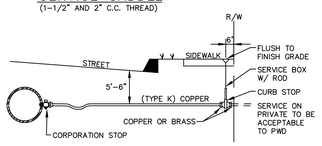
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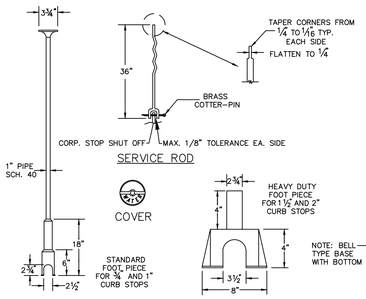
SERVICE TAP
(3/4" AND 1" C.C. THREAD)



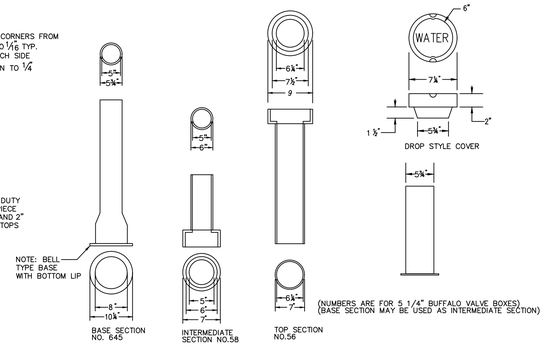
SERVICE SADDLE
(1-1/2" AND 2" C.C. THREAD)



TYPICAL SERVICE CONNECTION
N.T.S.

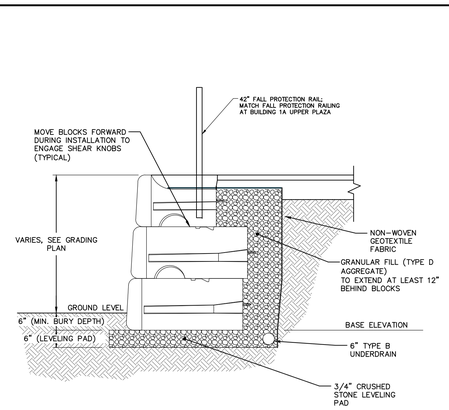


NOTE : ANY EXTENSION OF SERVICE BOX REQUIRES:
1) 1" FEMALE IRON PIPE COUPLING
2) 1" THREADED PIPE
(THIS IS TO BE A NON-WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)



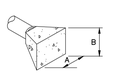
(NUMBERS ARE FOR 6 1/4" BUFFALO VALVE BOXES)
(BASE SECTION MAY BE USED AS INTERMEDIATE SECTION)

VALVE BOX & COVER
N.T.S.

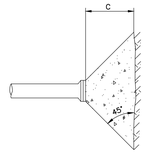


NOTE: PREFAB CONCRETE GRAVITY BLOCK WALL SHALL BE PER SUPPLEMENTAL SPECIFICATION SECTION 32 32 23.13, PREFAB CONCRETE GRAVITY BLOCK WALL DETAIL IS FOR REFERENCE PURPOSES TO AID IN LAYOUT AND DEVELOPMENT OF MANUFACTURER DETAILS. WALL MANUFACTURER SHALL PROVIDE FINAL WALL DESIGN AND CALCULATIONS, STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. REFER TO SUPPLEMENTAL SPECIFICATION SECTION 32 32 23.13 FOR ADDITIONAL REQUIREMENTS.

SEGMENTED RETAINING WALL DETAIL
N.T.S.



DEAD END ISOMETRIC VIEW

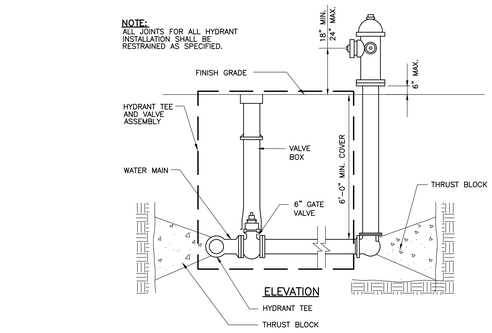


DEAD END PLAN VIEW

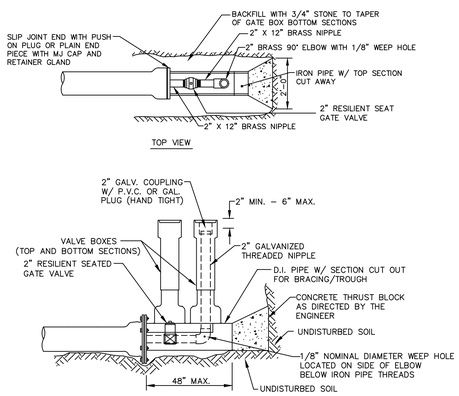
TABLE 1: 12" FITTINGS			
SOIL TYPE	TEES & PLUGS		
	A	B	C
SOFT CLAY	72"	36"	30"
SAND	36"	30"	18"
GRAVEL	30"	24"	12"

NOTES:
1. CONCRETE FOR ALL THRUST BLOCKS TO BE MINIMUM 3,000 PSI., 28 DAY STRENGTH, TYPE I/II CEMENT, 3/4" STONE.
2. WHERE POSSIBLE, CONSTRUCT THRUST BLOCKS AGAINST UNDISTURBED SOIL. WHERE NOT POSSIBLE, PLACE FILL BETWEEN THE THRUST BLOCK AND THE UNDISTURBED SOIL COMPACTED TO 90% STANDARD PROCTOR DENSITY.
3. WRAP FITTINGS WITH POLYETHYLENE PRIOR TO CONSTRUCTING THRUST BLOCKS. NO JOINTS SHALL BE COVERED WITH CONCRETE.
4. THRUST BLOCK DIMENSIONS ARE BASED ON A MAXIMUM PIPE PRESSURE OF 110 PSI.

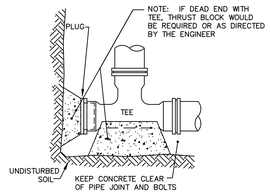
TYPICAL THRUST BLOCK DETAIL
N.T.S.



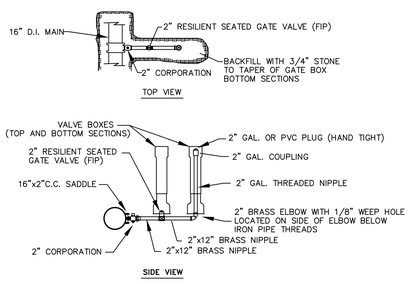
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N.T.S.



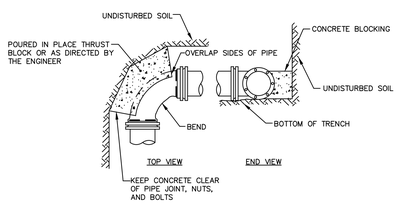
STANDARD 2" BLOW OFF
N.T.S.



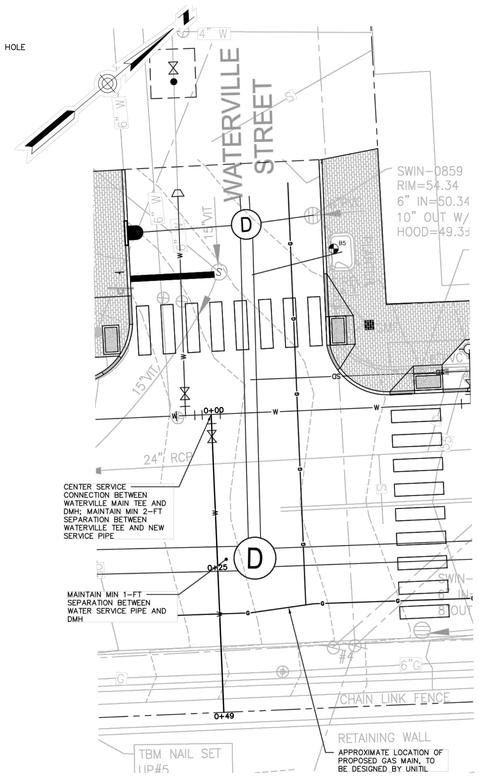
STANDARD TEE BLOCKING
N.T.S.

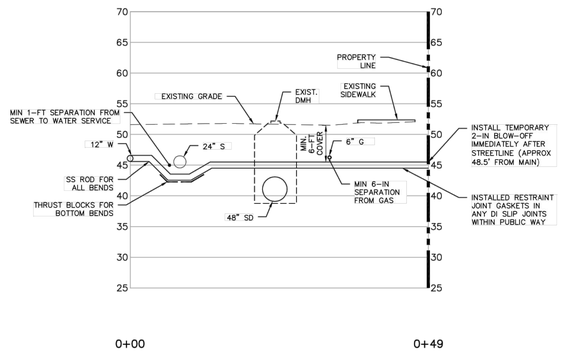


SIDE-ARM BLOW-OFF
4" & LARGER MAINS
N.T.S.



STANDARD BEND BLOCKING
N.T.S.





PROFILE STA. 0+00 TO STA. 0+49

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=10'

FORE STREET WATER LINE INSTALLATION PLAN & PROFILE
SCALE: 1"=10'

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Portland, Maine 04102
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PORTLAND, MAINE

PHASE 2

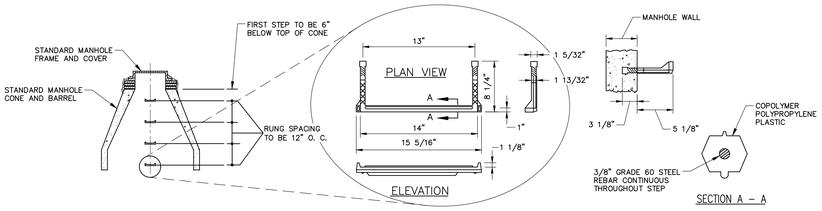
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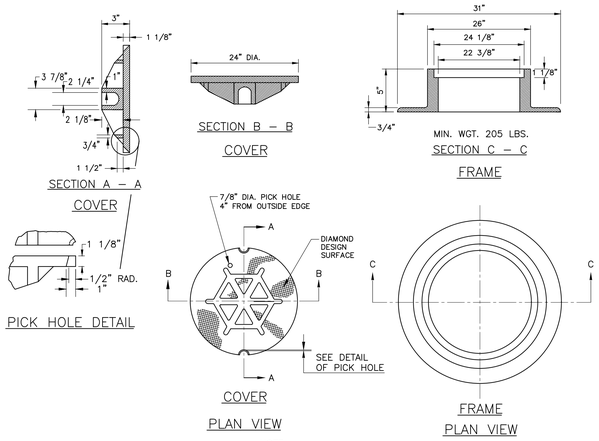
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PLASTIC MANHOLE STEPS

N.T.S.



NOTE:

FOR ALL CROSS COUNTRY MANHOLES (LAWN AREAS), USE PAM REXUS MANHOLE COVERS BY CERTAINTEED.

TYPE "A" CAST IRON MANHOLE COVER AND FRAME

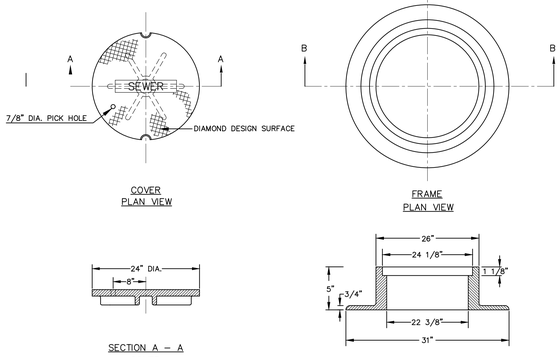
N.T.S.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL BE CLASS "A" AND HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
3. ALL MANHOLES SHALL HAVE A BITUMINOUS WATERPROOFING APPLIED TO THE EXTERIOR SURFACE. IF CONSTRUCTED OF BRICK MASONRY, SURFACE SHALL BE PLASTERED WITH A SMOOTH MORTAR FINISH 3/8" THICK. AFTER THE MORTAR HAS SET, THE SURFACE SHALL BE WATERPROOFED AS REQUIRED BY SUPPLEMENTAL SPECIFICATIONS SECTION 604.
4. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35. ALL PARTS OF CASTINGS, EXCEPT FINISHED SURFACE, SHALL RECEIVE A COAT OF COAL TAR PITCH VARNISH OR ASPHALTUM PAINT WHICH SHALL BE SMOOTH AND TOUGH BUT NOT BRITTLE.
5. MANHOLES MAY BE CONSTRUCTED OF MASONRY, PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
6. CONTRACTOR SHALL SUBMIT ANTIFLOATATION CALCULATIONS FOR ALL MANHOLE AND CATCH BASIN STRUCTURES.
7. ALL PRECAST MANHOLES AND CATCH BASINS SHALL BE IDENTIFIED BY STATION, OFFSET, AND STRUCTURE ID PAINTED ON THE SIDE OF THE STRUCTURE BY THE MANUFACTURER.
8. STORM AND SEWER MANHOLES SHALL HAVE SOLID COVERS WITH ONE DRILLED PICK HOLE.
9. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
10. WHEN THE FLOW CHANGES DIRECTION IN A MANHOLE, THE CHANNEL ALIGNMENT SHALL FOLLOW A SMOOTH RADIUS. CHANNELS SHALL BE FORMED TO ACCEPT ALL INLET PIPES.
11. ON STORM AND SEWER MANHOLES, THE SHELF AND CHANNEL SHALL BE FORMED BY BRICK SET IN CEMENT MORTAR OR BY FACTORY PRE–CAST CONCRETE. SUCH PRE–CAST CONCRETE SHALL BE EPOXY COATED AND THE SHELF SHALL HAVE A PERMANENT NON–SKID SURFACE.

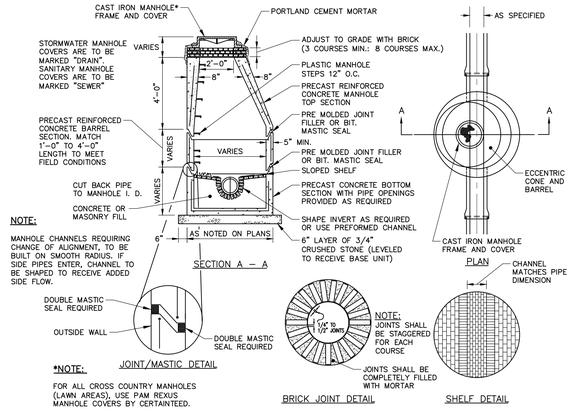
NOTE:
ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER.

ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.



CAST IRON MANHOLE COVER AND FRAME

N.T.S.

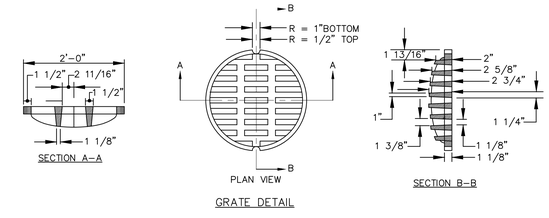


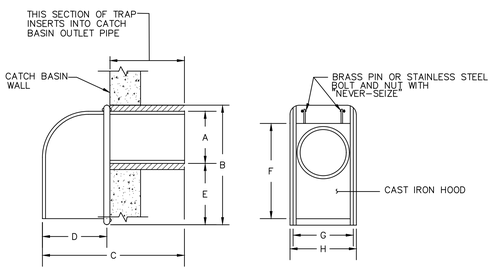
*NOTE:

FOR ALL CROSS COUNTRY MANHOLES (LAWN AREAS), USE PAM REXUS MANHOLE COVERS BY CERTAINTEED.

PRECAST CONCRETE MANHOLE

N.T.S.

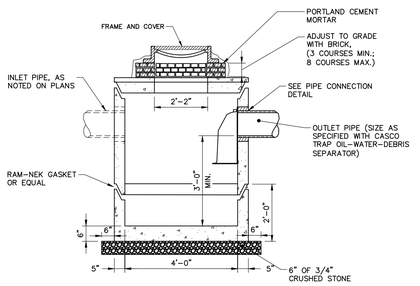




SIZE	A	B	C	D	E	F	G	H
6 in.	5 1/2"	13 3/8"	13 3/4"	5 3/8"	5 7/8"	11 5/8"	8 1/2"	7 1/4"
8 in.	7 1/2"	15"	15 3/8"	5 1/2"	5 3/8"	13 3/4"	8 3/4"	9 3/8"
10 in.	9 1/2"	16"	16 1/4"	6"	4 1/2"	14 1/8"	11 1/2"	12 3/8"
12 in.	11 1/2"	17"	22"	8"	3 1/2"	17"	12 1/2"	13 3/8"

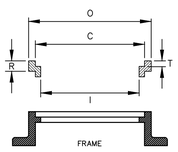
CASCO TRAP

N.T.S.



PRECAST CONCRETE CATCH BASIN

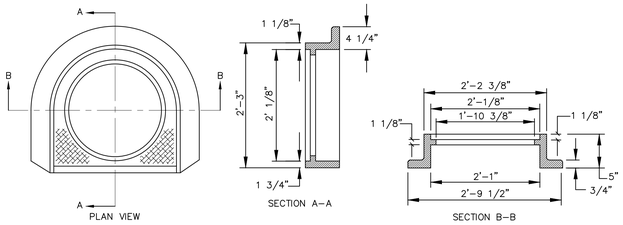
N.T.S.



SIZE	C	R	T	O	I	Wt.
R241 1/2	24	1 1/2	1 1/8	26 1/4	22 1/2	60
R242	24	2	1 1/8	26 1/4	22 1/2	80
R242 1/2	24	2 1/2	1 1/8	26 1/4	22	100
R243	24	3	1 1/8	26 1/4	22	120

MANHOLE RISER RING

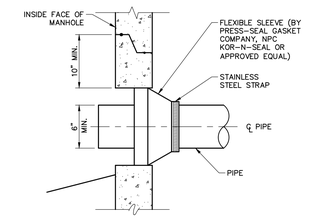
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FRAME DETAIL

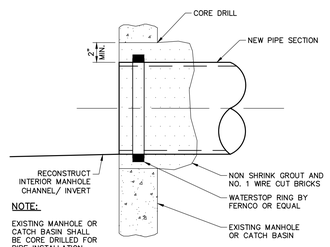
CATCH BASIN FRAME & GRATE

N.T.S.



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

N.T.S.

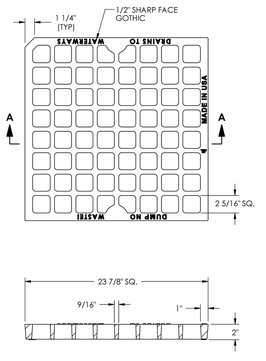


NOTE:

EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION

NEW PIPE TO EXISTING STRUCTURE

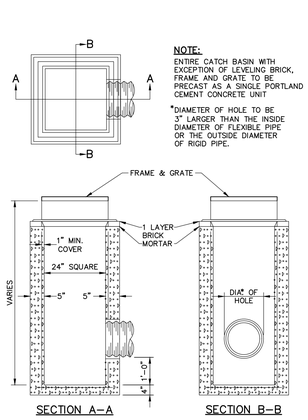
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NOTE: 5520M GRATE BY EJ OR APPROVED EQUAL

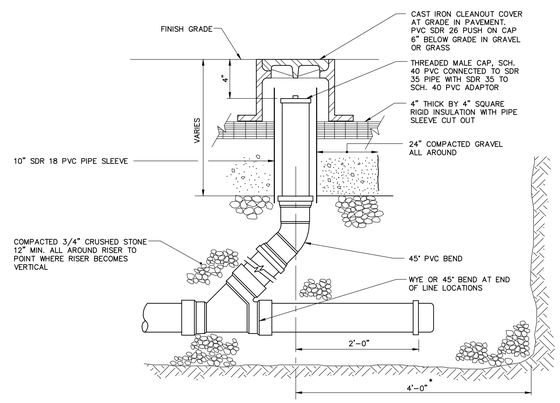
FIELD INLET GRATE

N.T.S.



FIELD INLET

N.T.S.



CLEANOUT DETAIL

N.T.S.

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

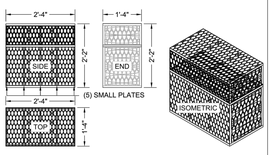
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DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

DRAWING TITLE:
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CIVIL DETAILS - 4

DRAWING NO:
C-203
SHEET: 16 OF 20

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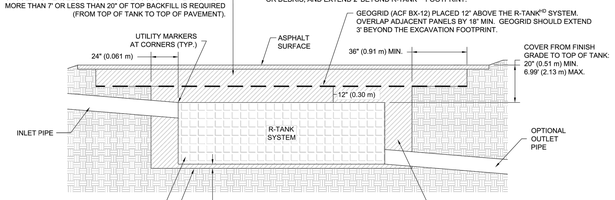
MODULE DATA

GEOMETRY:	**LOAD RATING:**
LENGTH = 28.15 IN. (715 MM)	33.4 PSI, (MODULE ONLY)
WIDTH = 15.75 IN. (400 MM)	HS20/HS25 - SEE SPEC FOR
HEIGHT = 25.98 IN. (660 MM)	COVER REQUIREMENTS
TANK VOLUME = 6.67 CF	**MATERIAL:**
STORAGE VOLUME = 6.33 CF	100% RECYCLED POLYPROPYLENE
VOID INTERNAL VOLUME: 95%	**SMALL PLATES REQUIRED:**
VOID SURFACE AREA: 90%	5/SEGMENT, 10/MODULE

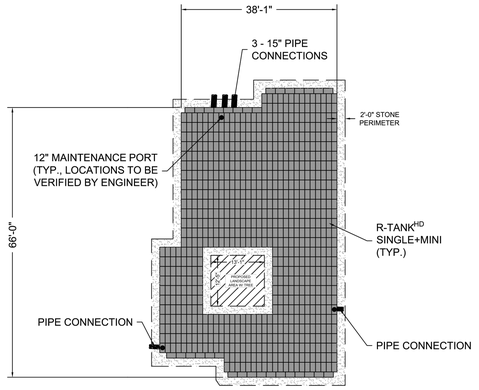
SINGLE + MINI R-TANK^{HD} - MODULE DETAIL

TOTAL COVER: 20" MINIMUM AND 84" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4 A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON WATERWORKS IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

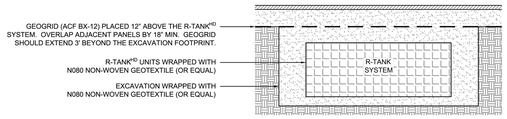
NOTES:
1. FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK^{HD} MODULE SHEET .
2. INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 7TH EDITION, 2014 WITH 2015 AND 2016 INTERIM REVISIONS.
3. PRE-TREATMENT STRUCTURES NOT SHOWN.
4. FOR INFILTRATION APPLICATIONS, GEOTEXTILE ENVELOPING R-TANK SHALL BE ACF M200 (PER SPEC SECTION 2.02A) AND BASE SHALL BE 4" MIN. UNCOMPACTED FREE DRAINING BACKFILL, (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK^{HD} FOOTPRINT.



R-TANK^{HD} & HS-20 LOADS - SECTION VIEW



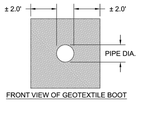
SUBSURFACE R–TANK #2
N.T.S.



SUBSURFACE R–TANK SECTION
N.T.S.

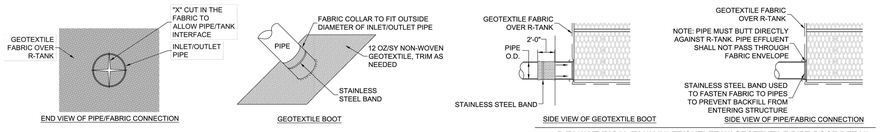
NOTE:
- PIPE BOOTS ARE AVAILABLE IN THE FOLLOWING STANDARD SIZES: 8" | 12" | 15" | 18" | 24".
- LARGER SPECIAL ORDER, CUSTOM SIZES ARE AVAILABLE

CUT AN "X" IN THE FABRIC ENVELOPE THAT IS SLIGHTLY LARGER THAN THE PIPE. PULL THE FABRIC FLAPS AROUND THE PIPE, AND SEAL WITH A STAINLESS STEEL BAND.



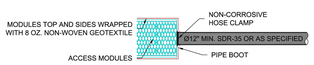
FRONT VIEW OF GEOTEXTILE BOOT

AFTER TANK WRAP IS SECURED TO PIPE, SLIDE BOOT AGAINST R-TANK AND SECURE WITH SECOND STAINLESS STEEL BAND, THEN ATTACH BOOT FLAP TO TANK ENVELOPE FABRIC WITH DUCT TAPE OR OTHER ADHESIVE.



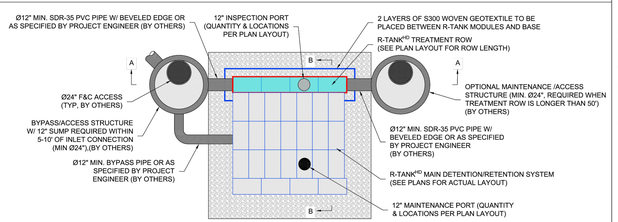
END VIEW OF PIPE/FABRIC CONNECTION | GEOTEXTILE BOOT | SIDE VIEW OF GEOTEXTILE BOOT | SIDE VIEW OF PIPE/FABRIC CONNECTION

R-TANK TYPICAL TANK INLET/OUTLET W/ GEOTEXTILE PIPE BOOT DETAIL

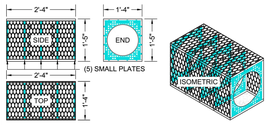


TYPICAL PIPE CONNECTION DETAIL

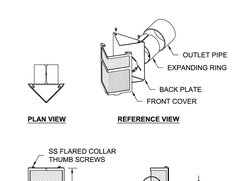
NOTE:
IF PIPE CONNECTING TO TREATMENT ROW IS LARGER THAN Ø12" SDR-35, IT SHALL BE ABUTTED FLUSH TO END PLATE AND SEALED WITH A PIPE BOOT.



R-TANK^{HD} TREATMENT ROW WITH PRECAST INLET/ACCESS STRUCTURE

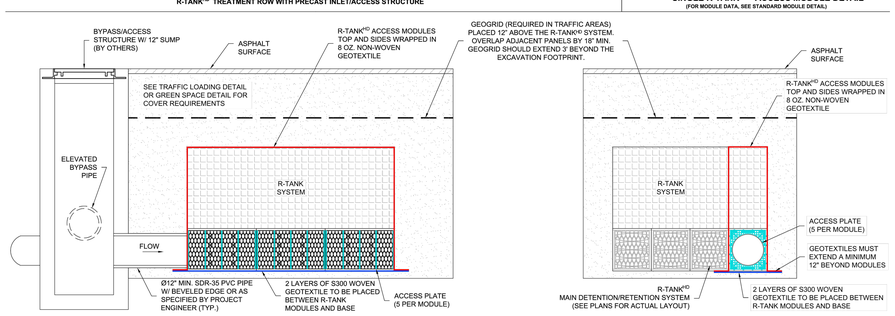


SINGLE R-TANK^{HD} - ACCESS MODULE DETAIL
(FOR MODULE DATA, SEE STANDARD MODULE DETAIL)



PIPE DIA. (A)	STUB LENGTH (B)	CPS DEPTH (C)	CPS HEIGHT (D)	CPS WIDTH (E)
6"	4.00"	8.50"	10.00"	10.00"
8"	6.00"	11.00"	12.25"	11.50"
12"	8.00"	16.00"	15.50"	15.50"
15"	8.00"	16.00"	21.50"	18.50"
18"	8.00"	16.00"	28.00"	21.50"

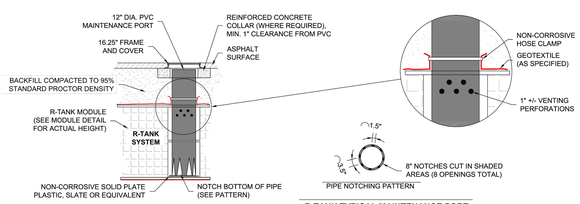
STORMRING CPS PRETREATMENT DETAIL



R-TANK^{HD} TREATMENT ROW SECTION A-A | **R-TANK^{HD} TREATMENT ROW SECTION B-B**

R–TANK GENERAL DETAILS
N.T.S.

NOTES
1. THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT.
2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.
3. R-TANK^{HD}, R-TANKRD, R-TANK^{HD} AND R-TANKRD MAY BE USED IN TRAFFIC APPLICATIONS.
4. SEE TRAFFIC LOADING DETAIL FOR MINIMUM & MAXIMUM COVER REQUIREMENTS.
5. IF MAINTENANCE PORT IS LOCATED IN A NON-TRAFFIC AREA, A PLASTIC CAP CAN BE USED IN LIEU OF A FRAME AND COVER WITH CONCRETE COLLAR.



R-TANK TYPICAL MAINTENANCE PORT

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PHASE 2

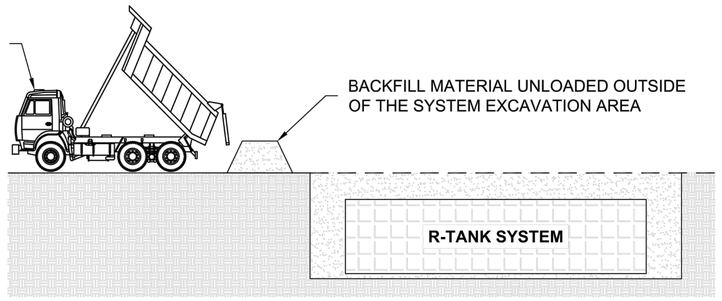
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CIVIL DETAILS - 5

DRAWING NO:
C-204
SHEET: 17 OF 20

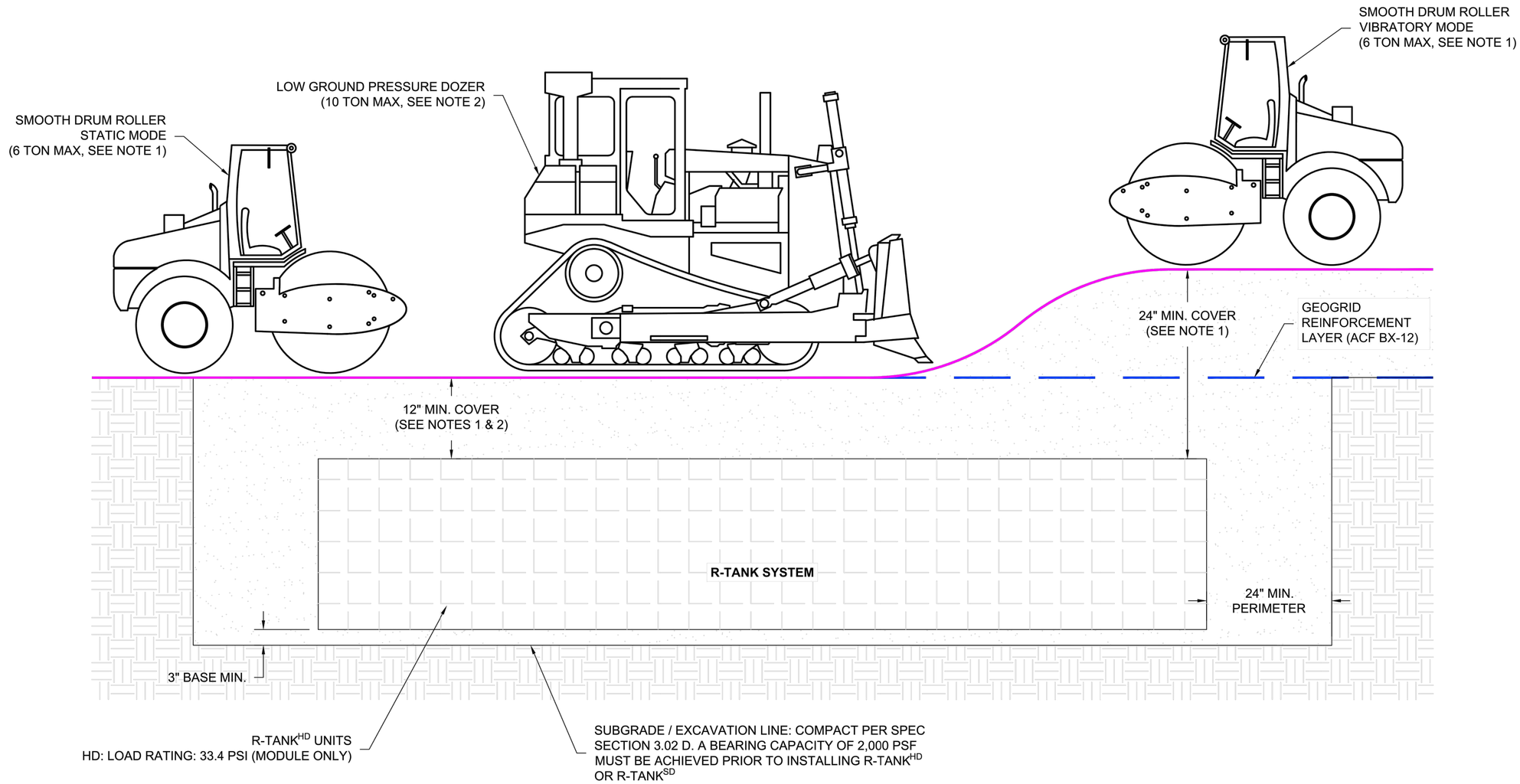
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DUMP TRUCK DETAIL (SEE NOTE 3)

NOTES:

1. FOLLOWING PLACEMENT OF SIDE BACKFILL, A UNIFORM 12" LIFT OF THE FREELY DRAINING MATERIAL (SPEC SECTION 2.03 B2) SHALL BE PLACED OVER THE R-TANK AND LIGHTLY COMPACTED USING A WALK-BEHIND TRENCH ROLLER. ALTERNATELY, A ROLLER (MAXIMUM GROSS VEHICLE WEIGHT OF 6 TONS) MAY BE USED. ROLLER MUST REMAIN IN STATIC MODE UNTIL A MINIMUM OF 24" OF COVER HAS BEEN PLACED OVER THE MODULES. SHEEP FOOT ROLLERS SHOULD NOT BE USED. **SPEC SECTION 3.05 A5**
2. ONLY LOW PRESSURE TIRE OR TRACK VEHICLES (LESS THAN 7 PSI AND OPERATING WEIGHT OF LESS THAN 20,000 LBS) SHALL BE OPERATED OVER THE R-TANK SYSTEM DURING CONSTRUCTION. **SPEC SECTION 3.05 A5**
3. DUMP TRUCKS AND PANS SHALL NOT BE OPERATED WITHIN THE R-TANK SYSTEM AT ANY TIME. WHERE NECESSARY, THE HEAVY EQUIPMENT SHOULD UNLOAD IN AN AREA ADJACENT TO THE R-TANK SYSTEM AND THE MATERIAL SHOULD BE MOVED OVER THE SYSTEM WITH TRACKED EQUIPMENT. **SPEC SECTION 3.05 A5**
4. ENSURE THAT ALL UNRELATED CONSTRUCTION TRAFFIC IS KEPT AWAY FROM THE LIMITS OF EXCAVATION UNTIL THE PROJECT IS COMPLETE AND FINAL SURFACE MATERIALS ARE IN PLACE. NO NON-INSTALLATION RELATED LOADING SHOULD BE ALLOWED OVER THE R-TANK SYSTEM UNTIL THE FINAL DESIGN SECTION HAS BEEN CONSTRUCTED (INCLUDING PAVEMENT). **SPEC SECTION 3.05 B**
5. SEE R-TANK INSTALLATION GUIDE OR CONTACT YOUR LOCAL FERGUSON REPRESENTATIVE FOR ADDITIONAL INFORMATION.



CONSTRUCTION EQUIPMENT COVER DETAIL - VEHICULAR TRAFFIC

R–TANK SPECIFICATIONS
N.T.S.

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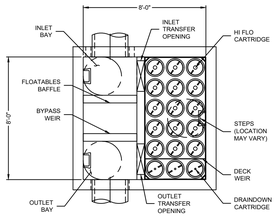
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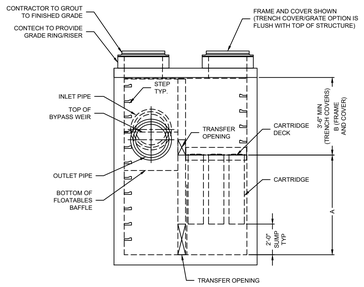
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C-205
SHEET: 18 OF 20

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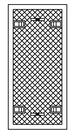
PLAN VIEW
(TOP SLAB NOT SHOWN FOR CLARITY)



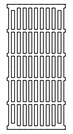
ELEVATION VIEW



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



24" TRENCH COVER
(LENGTH VARIES)
N.T.S.



24" TRENCH GRATE
(LENGTH VARIES)
N.T.S.

GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 10', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
5. STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-857, ASTM C-918, AND AASHTO LOAD FACTOR DESIGN METHOD.
6. OUTLET PIPE INVERT IS EQUAL TO THE CARTRIDGE DECK ELEVATION.
7. THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE AT EQUAL OR GREATER SLOPE.
8. NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS SUBMITTED 10 DAYS PRIOR TO PROJECT BID DATE, OR AS DIRECTED BY THE ENGINEER OF RECORD.

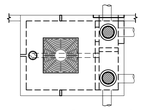
INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT).
D. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.

PEAK DIVERSION JELLYFISH FILTER #2
N.T.S.

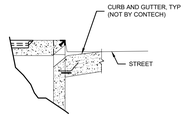
PLAN VIEW

FTPD CONFIGURATION (OPTIONS: DEEP "-D", THROAT INLET "-T", PIPE INLET "-P", PIPE AND THROAT INLET "-PT")									
MODEL NAME	PART NUMBER	AVAILABILITY	MEDIA AREA (SF)	MEDIA BAY SIZE	VAULT SIZE (W x L)	WEIR LENGTH/ MAX. CURB OPENING	*MAX. BYPASS FLOW (CFS) STD / DEEP	INLET/ OUTLET ACCESS DIA.	TREE GRATE QTY. AND SIZE
FTPD 6x8 (6x10 VAULT)	FTPD0608	ALL (EXCEPT CA, TX)	48	6 x 8	6 x 10	1'-8"	1.4 / 4.6	12"/12"	(1) 4' x 4'

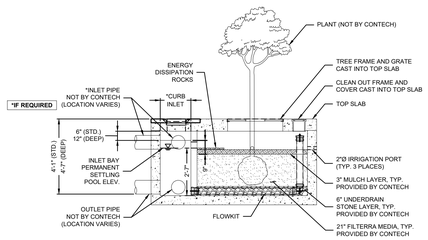
*MAX. BYPASS FLOW IS INTERNAL WEIR FLOW. CAPACITIES SHOWN ARE FOR STANDARD DEPTH AND DEEP (-D), RESPECTIVELY. SITE SPECIFIC ANALYSIS IS REQUIRED TO DETERMINE CURB INLET FLOW CAPACITY.



ALTERNATE ORIENTATION

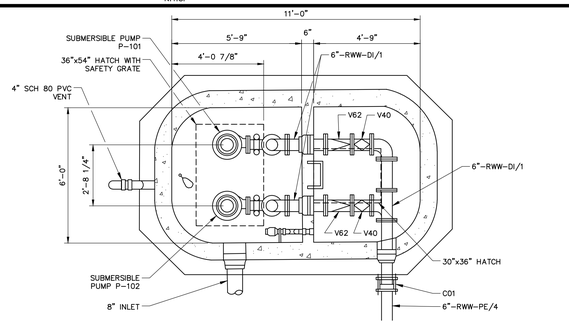


CURB INLET DETAIL

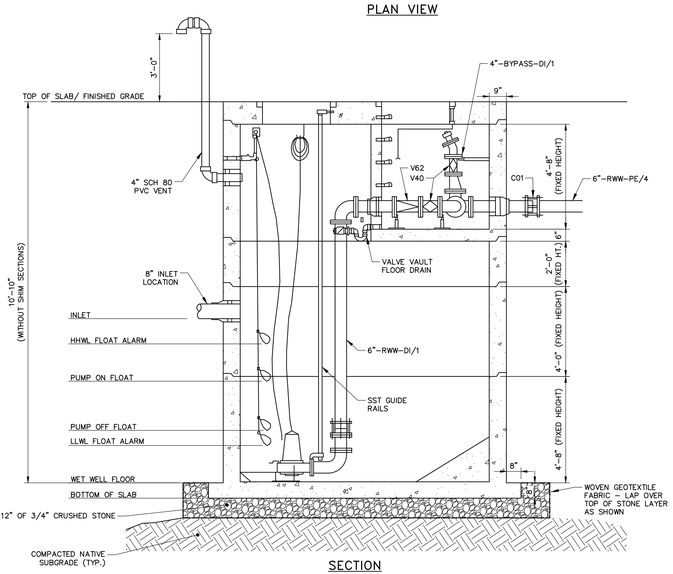


SECTION A-A
(STANDARD DEPTH SHOWN)

FILTERRA PEAK DIVERSION
N.T.S.



PLAN VIEW



SECTION

PUMPS	
MANUFACTURER	ZOELLER
MODEL	X62 HD
NUMBER OF PUMPS	TWO (2)
PUMP EQUIP TAGS	P–101 & P–102
PUMP TYPE	SUBMERSIBLE SOLIDS HANDLING
MAXIMUM SOLIDS SIZE	3 INCH
FLOW CAPACITY (PER PUMP)	500 GPM
TOTAL DYNAMIC HEAD (PER PUMP)	17.6 FT.
MOTOR HORSEPOWER (MAX.)	5 HP
POWER SUPPLY	208V/3PH/60HZ *NOTE: PROVIDE TRANSFER SWITCH FOR CONNECTION TO EMERGENCY POWER ⚠
PUMP CONFIGURATION	LEAD–STANDBY
DRIVE TYPE	CONSTANT SPEED
ELECTRICAL HAZARD AREA	CLASS 1, DIVISION 1 (XP)
DISCHARGE CONNECTION	6 INCH (FLANGED)
PUMPED FLUID	RAW WASTEWATER (UNSCREENED)
BASE TYPE	BASE/DISCHARGE ELBOW
EFFICIENCY (MIN.)	50%
PUMP VENDOR CONTROL PANEL	YES

PUMP STATION	
MANUFACTURER	ONELIFT
MODEL	RC611
HEIGHT (TOP TO FLOOR)	12'–10"
DISCHARGE SIZE	6 INCH
BYPASS CONNECTION	4 INCH D.I.
INTERIOR PIPING	D.I.
PIPE SUPPORTS	STAINLESS STEEL
H2S CONCRETE PROTECTION	YES
EXTERIOR DAMPROOFING	YES
HATCH LOAD	H20
ACCESS	ALUMINUM LADDER
VENTING	4 INCH PVC
CONTROL PANEL	PROVIDE LOOSE
JUNCTION BOX LOCATION	INTERIOR FLOAT ONLY

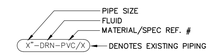
ELEVATIONS	
PUMP STATION PART	ELEVATION
FINISHED GRADE	12.44
TOP OF SLAB	12.44
DISCHARGE PIPE INVERT	7.52
INLET PIPE INVERT	6.80 ⚠
HHWL FLOAT ALARM	5.80
PUMP ON FLOAT	5.47
PUMP OFF FLOAT	3.47
LLWL FLOAT ALARM	2.00
WET WELL FLOOR	–0.04

VALVE & COUPLING SCHEDULE	
ID (V##)	VALVE/ COUPLING TYPE
V40	METALLIC PLUG VALVE (FLANGED)
V62	METALLIC SWNG CHECK VALVE
C01	SLEEVE TYPE COUPLINGS

PUMP STATION PLAN, SECTION & NOTES
N.T.S.

PIPE MATERIALS

CI/X – CAST IRON PIPE
CU/1 – COPPER PIPE & TUBING
DI/1 – DUCTILE IRON PIPE (FLANGED)
DI/2 – DUCTILE IRON PIPE (MECHANICAL JOINT)
DI/3 – DUCTILE IRON (PUSH–ON JOINT)
DI/4 – DUCTILE IRON (RIGID GROOVED END)
PVC/1 – PVC PIPE (SOCKET WELDED – SCH. 80)
PVC/2 – PVC TUBING
PVC/3 – PVC DOUBLE CONTAINMENT PIPE
PVC/4 – PVC PIPE (CPVC)
PVC/5 – PVC PIPE (BURIED SDR 35)
PVC/6 – PVC PIPE (BURIED SDR 18)
PVC/7 – PVC PIPE (SOCKET WELDED – SCH. 40)
SS/1 – STAINLESS STEEL PIPE (SCH. 10S)
SS/2 – STAINLESS STEEL PIPE (SCH. 40)
SS/3 – STAINLESS STEEL TUBING
SS/4 – STAINLESS STEEL HOSE
CS/1 – CARBON STEEL PIPE
CS/2 – TEFLON LINED STEEL PIPE (FLANGED)
PE/1 – POLYETHYLENE PIPING (SOCKET WELDED)
PE/2 – POLYETHYLENE TUBING (HIGH DENSITY)
PE/3 – POLYETHYLENE TUBING (LOW DENSITY)
PE/4 – POLYETHYLENE PIPING (BURIED) – DR–11
PE/5 – POLYETHYLENE PIPING (BURIED STORM DRAIN)



PIPING NOTES:

1. FLUID DESIGNATION
   A.RWW = RAW WASTE WATER
2. PROVIDE DUCTILE IRON PIPING IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 13 – PROCESS PIPE. PROVIDE HIGH DENSITY POLYETHENE IN ACCORDANCE WITH SPECIFICATION SECTION 33 31 23.02 – SANITARY SEWERAGE FORCE MAINS.
3. AFTER INSTALLATION IS COMPLETE ALL PIPING SYSTEMS SHALL BE PRESSURE TESTED. ALL LEAKS OR OTHER ASSOCIATED DEFECTS SHALL BE CORRECTED AND THE PIPING SHALL BE RETESTED AT NO ADDITIONAL COST TO THE OWNER. REFER TO SPECIFICATION SECTION 40 05 13 "PROCESS PIPE AND FITTINGS" FOR ADDITIONAL INFORMATION AND REQUIREMENTS. PE/5 – POLYETHYLENE PIPING (BURIED STORM DRAIN)

VALVE & COUPLING NOTES:

1. PROVIDE VALVE IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 23 – PROCESS VALVES.
2. PROVIDE PIPE COUPLINGS IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 14 – PROCESS PIPE COUPLINGS AND CONNECTORS.

PUMP STATION NOTES:

1. MECHANICAL GENERAL NOTES:
   a. PIPING, VALVES, AND COUPLINGS WITHIN PUMP STATION STRUCTURE TO BE PROVIDED BY PUMP STATION MANUFACTURER UP TO THE C01 COUPLING OUTSIDE OF PUMP STATION. EXTERIOR PIPING AND C01 COUPLING TO BE PROVIDED BY CONTRACTOR.
   b. PROVIDE A MINIMUM 6" CLEAR BETWEEN PIPE PENETRATIONS AND PRECAST STRUCTURE JOINTS.
   c. FILL ALL BOLT AND LIFTING POCKETS WITH NON–SHRINK GROUT FOR CORROSION PREVENTION.
   d. PROVIDE TWO COATS OF BITUMINOUS DAMP–PROOFING ON ENTIRE EXTERIOR OF STRUCTURES BELOW GRADE.
   e. ALL PRECAST STRUCTURES SHALL BE HYDROSTATICALLY TESTED PER (ACI 350.1–01), CHAPTER 2, HST–VI. HYDROSTATIC TESTING SHALL BE WITNESSED BY ENGINEER. ALL HYDROSTATIC TESTING SHALL BE COMPLETED TO THE SATISFACTION OF ENGINEER PRIOR TO BACKFILL OF STRUCTURES. REFER TO SPECIFICATION 03 41 26 FOR ADDITIONAL DETAILS. PROVIDE ALL LABOR, WATER, PUMPING EQUIPMENT, PIPING AND RELATED APPURTENANCES FOR TESTING. WASTEWATER SHALL NOT BE USED FOR TESTING. PROVIDE DISPOSAL OF TEST WATER.
   f. PROVIDE 304 STAINLESS STEEL PIPE SUPPORTS IN VALVE VAULT. ALL OTHER HARDWARE SHALL BE 316 STAINLESS STEEL.
   g. SOME VALVE HANDWHEEL ACTUATORS HAVE BEEN OMITTED FOR CLARITY.
   h. PROVIDE A TWO PART EPOXY COATING (PRIME & FINISH COAT) FOR ALL DUCTILE IRON PIPING AND FITTINGS INSIDE WET WELL AND VALVE VAULT. PRIME COAT SHALL BE TNEMEC N69F OR EQUAL AND FINISH COAT SHALL BE TNENEC N69 OR EQUAL.
2. PUMP INSTALLATION:
   a. INSTALL THE PUMPS AND MOTORS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS AND AS DIRECTED ON SITE BY THE MANUFACTURER'S REPRESENTATIVE AND/OR ENGINEER. CORRECT INSTALLATION AND ASSEMBLY OF THE EQUIPMENT SHALL BE THE CONTRACTOR'S RESPONSIBILITY. INSTALL ALL PUMPS AND APPURTENANCES IN ACCORDANCE WITH THE CONTRACT DRAWINGS AND WITH THE MANUFACTURERS' INSTALLATION INSTRUCTION MANUAL.
   b. ALL APPURTENANCES REQUIRED FOR A COMPLETE AND OPERATING PUMPING SYSTEM SHALL BE PROVIDED, INCLUDING BUT NOT LIMITED TO SUCH ITEMS AS PIPING, CONDUIT, VALVES, WALL SLEEVES, WALL PIPES, CONCRETE FOUNDATIONS, ANCHORS, GROUTING, POWER SUPPLY, AND CONTROLS.
3. PUMP FACTORY TESTING:
   a. THE MANUFACTURER'S STANDARD FACTORY HYDROSTATIC AND PERFORMANCE TESTS SHALL BE PERFORMED ON EACH OF THE OTHER PUMPING UNITS INCLUDED IN THIS SECTION IN ACCORDANCE WITH THE LATEST EDITION OF THE HYDRAULIC INSTITUTE STANDARDS. THE TESTING SHALL INCLUDE BUT IS NOT LIMITED TO THE FOLLOWING:
      i. A FINAL INSPECTION OF THE IMPELLER, MOTOR RATING, AND ELECTRICAL CONNECTIONS FOR COMPLIANCE WITH PURCHASE ORDER.
      ii. A DRY RUN TEST TO VERIFY CORRECT ROTATION AND MECHANICAL INTEGRITY. THE ENTIRE UNIT SHALL BE CHECKED FOR EXCESSIVE VIBRATION. THE UNIT SHALL ALSO BE BALANCED.
      iii. A MOTOR AND CABLE INSULATION TEST OR INSPECTION FOR MOISTURE CONTENT AND INSULATION DEFECTS.
      iv. A TEST OF THE PUMP MOTOR (RUN FOR 5 MINUTES AT FULL LOAD) TO VERIFY ELECTRICAL DATA MEASUREMENTS. ALL ELECTRICAL DATA SHALL BE REGISTERED AS PART OF DOCUMENTATION
   b. A QUALITY CONTROL CHECK FORM SHOWING THE FACTORY TEST RESULTS AND THAT EACH PUMP SUCCESSFULLY PASSED FACTORY TESTS SHALL BE PROVIDED BY THE MANUFACTURER.
4. PUMP FIELD TESTING
   a. PRIOR TO ACCEPTANCE, AN OPERATIONAL TEST OF ALL PUMPS, DRIVERS, AND CONTROL SYSTEMS SHALL BE PERFORMED TO DETERMINE IF THE INSTALLED EQUIPMENT MEETS THE PURPOSE AND INTENT OF THE SPECIFICATIONS. TEST SHALL DEMONSTRATE THAT THE EQUIPMENT IS NOT ELECTRICALLY, MECHANICALLY, STRUCTURALLY, OR OTHERWISE DEFECTIVE; IS IN SAFE AND SATISFACTORY OPERATING CONDITION; AND CONFORMS WITH THE SPECIFIED OPERATING CHARACTERISTICS. PRIOR TO APPLYING ELECTRICAL POWER TO ANY MOTOR DRIVEN EQUIPMENT, THE DRIVE TRAIN SHALL BE ROTATED BY HAND TO DEMONSTRATE FREE OPERATION OF ALL MECHANICAL PARTS. TESTS SHALL INCLUDE CHECKS FOR EXCESSIVE VIBRATION, LEAKS IN ALL PIPING AND SEALS, CORRECT OPERATION OF CONTROL SYSTEMS, PROPER ALIGNMENT, AND POWER CONSUMPTION.
   b. PROVIDE ALL THE REQUIREMENTS TO CONDUCT A PROPER FIELD TEST WHICH INCLUDE BUT ARE NOT LIMITED TO: POWER, WATER, FACILITIES, LABOR, MATERIALS, SUPPLIES AND TEST INSTRUMENTS.
   c. IN THE PRESENCE OF THE MANUFACTURER'S REPRESENTATIVE, THE CONTRACTOR SHALL TEST AND INSPECT "ALL" NECESSARY CONTROLS WHICH INCLUDE BUT ARE NOT LIMITED TO ALL PUMP ON/OFF SET POINTS, ALARM SET POINTS AND INTERLOCKS (HIGH TEMPERATURE AND MOISTURE) REQUIRED FOR THE PUMPING UNITS TO FUNCTION PROPERLY WITHOUT CAUSING DAMAGE TO THE EQUIPMENT. THE MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE THE CONTRACTOR AND ENGINEER WITH THE NECESSARY SET POINTS IN WRITING PRIOR TO THE SITE ACCEPTANCE TEST VISIT AS INDICATED IN THE SUBMITTALS. INITIAL TESTING OF THE PUMPS SHALL BE WITH WATER. WASTEWATER SHALL NOT BE USED FOR INITIAL TESTING.
   d. FIELD TESTING SHALL DEMONSTRATE THAT ALL CONTROLS AND SYSTEMS FUNCTION PROPERLY. A SUCCESSFUL FIELD TEST SHALL INCLUDE "CONTINUOUS" OPERATION OF EACH PUMP FOR A MINIMUM PERIOD OF THREE (3) HOURS WITHOUT ALARMS OR SHUT DOWNS, EXCEPT AS INTENDED FOR TESTING.
   e. IF THE EQUIPMENT DOES NOT SUCCESSFULLY PASS THE TESTS LISTED ABOVE, THE MANUFACTURER SHALL REPAIR THE EQUIPMENT AND PERFORM THE TESTS AGAIN UNTIL PASSING THE TESTS SUCCESSFULLY. IF ANY DEFICIENCIES ARE REVEALED DURING ANY TEST, SUCH DEFICIENCIES SHALL BE CORRECTED, AND THE TESTS SHALL BE RECONDUCTED AT NO ADDITIONAL COST TO THE OWNER.
5. PUMP MANUFACTURER'S SERVICES:
   a. SERVICES OF A MANUFACTURER'S REPRESENTATIVE WHO IS EXPERIENCED IN THE INSTALLATION, ADJUSTMENT, AND OPERATION OF THE EQUIPMENT SPECIFIED SHALL BE PROVIDED. THE ON–SITE MAN DAYS LISTED BELOW ARE EXCLUSIVE OF TRAVEL TIME AND DO NOT RELIEVE THE OBLIGATION TO PROVIDE SUFFICIENT SERVICE TO PLACE THE EQUIPMENT INTO SATISFACTORY OPERATION.
   b. THE MANUFACTURER'S REPRESENTATIVE SHALL SUPERVISE THE INSTALLATION, ADJUSTMENT, AND TESTING OF THE EQUIPMENT. THE MANUFACTURER'S REPRESENTATIVE SHALL BE PRESENT FOR A PERIOD OF NOT LESS THAN ONE (1) ON–SITE MAN DAY (TOTAL) TO INSPECT THE INSTALLED EQUIPMENT, SUPERVISE THE INITIAL TEST RUN, AND TO PROVIDE INSTRUCTION TO THE PLANT PERSONNEL.
   c. THE MANUFACTURER'S REPRESENTATIVE SHALL MAKE ALL NECESSARY ADJUSTMENTS AND SETTINGS TO THE CONTROLS. IN PARTICULAR, SERVICE ENGINEER SHALL VERIFY THE CONTROL SET POINTS FOR EACH PUMP AS WELL AS PROPER ROTATIONAL DIRECTION.
   d. A FIELD TRAINING COURSE SHALL BE PROVIDED FOR DESIGNATED OPERATING AND MAINTENANCE STAFF MEMBERS. TRAINING SHALL BE PROVIDED IN CONJUNCTION WITH THE VISIT FROM THE MANUFACTURER'S REPRESENTATIVE. THE TRAINING SHALL START AFTER THE SYSTEM IS FUNCTIONALLY COMPLETE BUT PRIOR TO FINAL ACCEPTANCE TESTS. FIELD TRAINING SHALL COVER ALL OF THE ITEMS CONTAINED IN THE OPERATING AND MAINTENANCE MANUALS, INCLUDING NORMAL OPERATIONS, TROUBLE–SHOOTING, MAINTENANCE, LUBRICATION, AND OTHER RELATED WORK.

C:\Users\tmcdevitt\OneDrive - Woodard & Curran_PC\Videos\Desktop\PTDC\Phase 2 - SD\Phase 2 Details .dwg, Aug 23, 2023 - 2:59pm, BMCDEVITT

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER
Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

DRAWING TITLE:
CIVIL
CIVIL DETAILS - 7

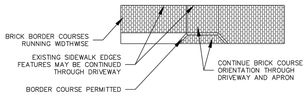
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C-206
SHEET: 19 OF 20

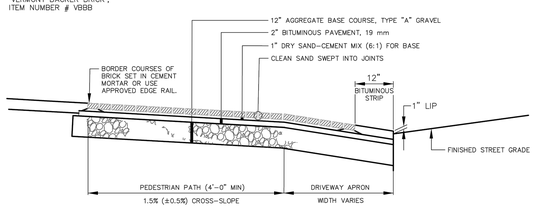
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA; LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB

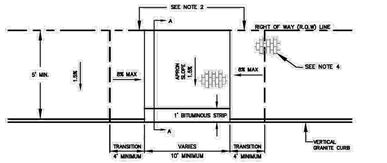
BRICK ORIENTATION DETAIL





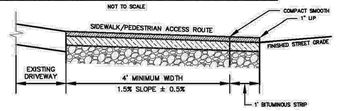
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE

NOT TO SCALE



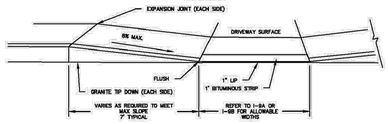
DRIVEWAY APRON AT CONSTRAINED SIDEWALK LAYOUT

NOT TO SCALE



SECTION A-A

NOT TO SCALE



NOTES:

1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. SIDEWALK TRANSITION SLOPE SHALL NOT EXCEED 8.33%. RAMP LENGTH SHALL ACCOMMODATE THIS CONSTRAINT UP TO 15 FOOT RAMP LENGTH OR AS OTHERWISE REQUIRED BY ADA STANDARDS.
3. MOUNTABLE CURB (SEE DETAIL I-15) OR INCREASE IF BITUMINOUS LIP IS PREFERRED TO MAINTAIN SIDEWALK GRADE THROUGH APRON.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.

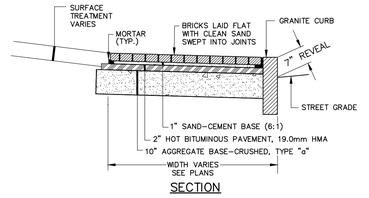
DRIVEWAY APRON AT CONSTRAINED SIDEWALKS

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR APPROVED EQUAL.

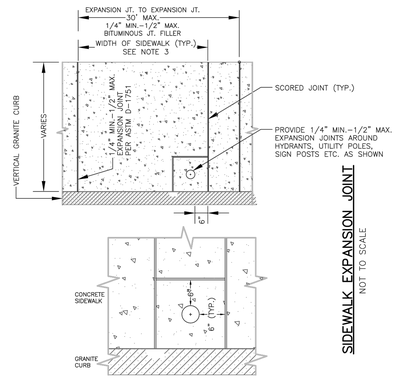
REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB,
OR APPROVED EQUAL



SECTION

BRICK SIDEWALK DETAIL AT CITY R.O.W.

N.T.S.



SIDEWALK EXPANSION JOINT

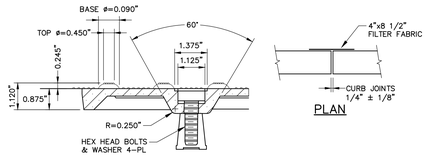
NOT TO SCALE

CONCRETE SIDEWALK JOINT NOTES:

1. EXPANSION JOINTS SHALL BE LOCATED WHERE SIDEWALK ABUTS DRIVEWAYS, CURB OR OTHER ADJACENT STRUCTURES.
2. SLABS SHALL BE PLACED ALTERNATELY IN LENGTHS, NOT TO EXCEED 30 LINEAR FEET OR AS DIRECTED AND SHALL BE SEPARATED BY AN EXPANSION JOINT OF PREFORMED EXPANSION FILLER 1/4" MIN.-1/2" MAX. IN THICKNESS AND SHALL EXTEND THE FULL LENGTH/DEPTH OF THE CONCRETE.
3. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS. THE DEPTH OF SCORING SHALL BE AT LEAST ONE QUARTER OF THICKNESS OF THE SLABS (1" TYP.). SCORED JOINTS MUST BE COMPLETED AS PART OF THE FINISHING PROCESS. SAW CUTTING OF JOINTS IS NOT ALLOWED. SCORED JOINTS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   A. IN LOCATIONS TO ENSURE BLOCK UNITS DO NOT EXCEED 36 SQUARE FEET.
   B. AT THE SPACING THAT MATCHES ADJACENT TIP DOWN CURB
   C. EXTENSION OF EXPANSION JOINTS LOCATED AT HYDRANTS & UTILITY POLES.
4. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 1/4" RADIUS EDGING TOOL.
5. CONCRETE SHALL BE FINISHED BY MEANS OF A FLOAT, STEEL TROWELED AND BROOMED WITH A FINE BRUSH IN A TRANSVERSE DIRECTION.

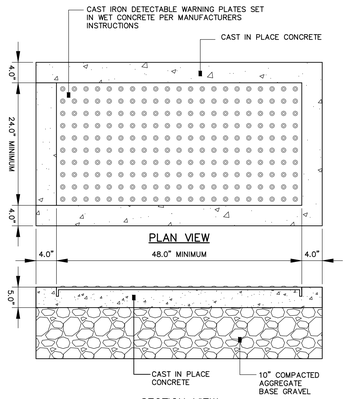
SIDEWALK EXPANSION JOINT

NOT TO SCALE



BOLT DETAIL

PLAN



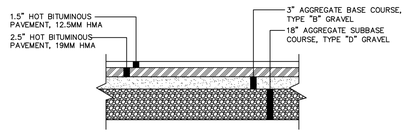
SECTION VIEW

SIDEWALK RAMP DETECTABLE WARNING

N.T.S.

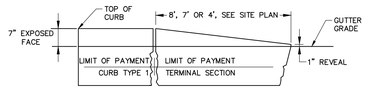
NOTES:

1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. 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.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE PLATE WIDTH AND CONCRETE SHALL EXTEND THE WIDTH OF THE CURB RAMP, LANDING, OR BLENDING TRANSITION TO THE STREET.
5. 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.



FORE ST. PAVED ROAD SECTION

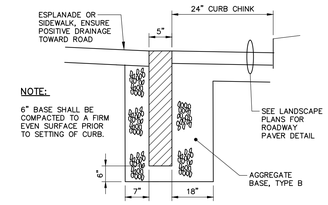
N.T.S.



TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.

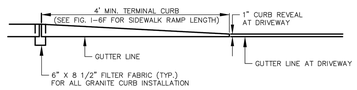


SECTION

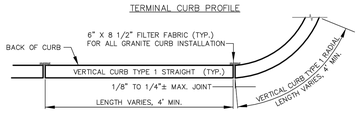
TYPICAL FLUSH CURB INSTALLATION

N.T.S.

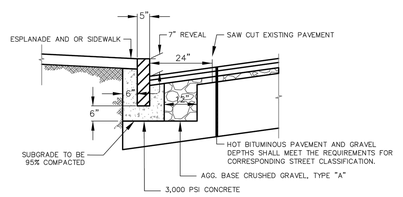
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

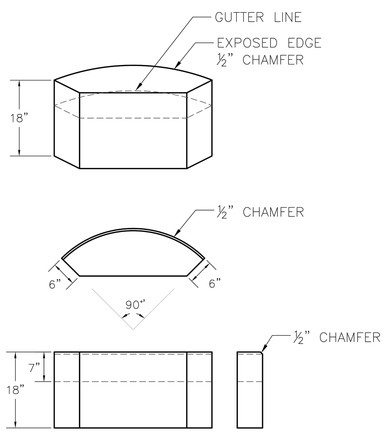


VERTICAL GRANITE CURB CROSS SECTION

NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
4. WOODEN SHIMS MAY BE USED TO SET CURB.

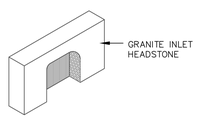
VERTICAL GRANITE CURB IN R.O.W.

N.T.S.

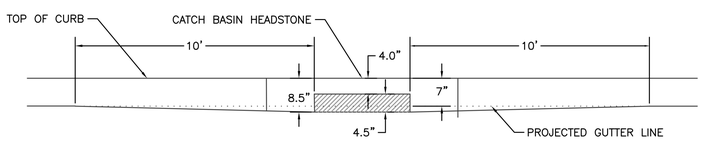


GRANITE RADIUS CORNER "BUG"

NOT TO SCALE

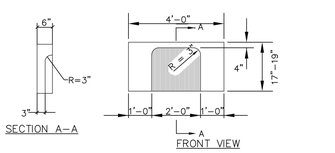


NOTE:
DISH 10' EITHER SIDE OF HEADSTONE FOR CATCH BASIN AT LOW POINT



TYPICAL PAVEMENT GRADING FOR CATCH BASIN INLETS

NOT TO SCALE



4' GRANITE HEADSTONE FOR CATCH BASIN INLET

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

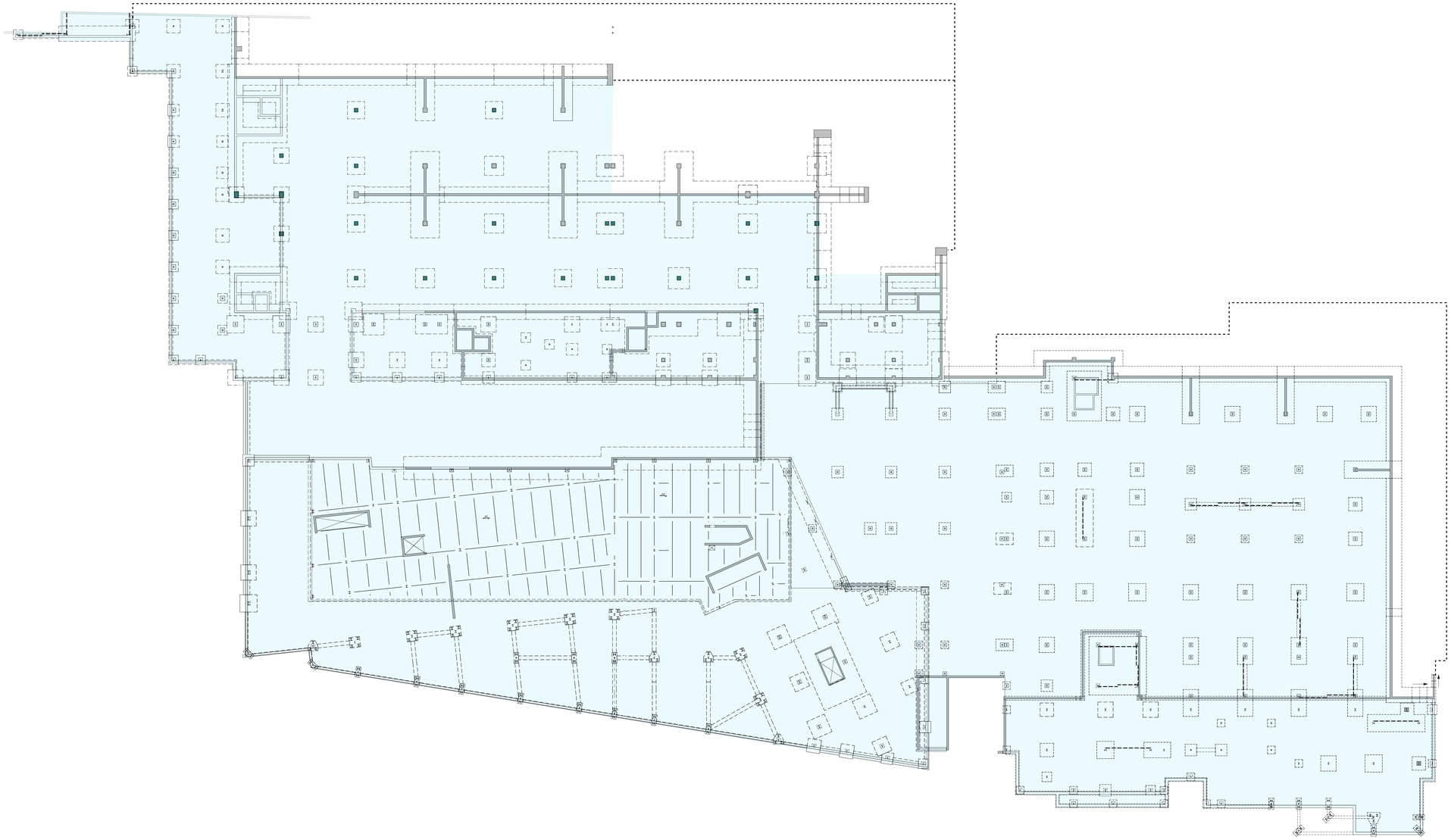
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DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

DRAWING TITLE:
CIVIL
FORE STREET DETAILS

DRAWING NO:
C-207
SHEET: 20 OF 20

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REFER TO INDIVIDUAL BLOCKS
FOR ADDITIONAL DETAILS

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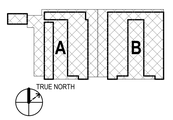
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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

Job Number	TTP22728
Drawn	CHF/CGW
Checked	JBB/TMN
Approved	

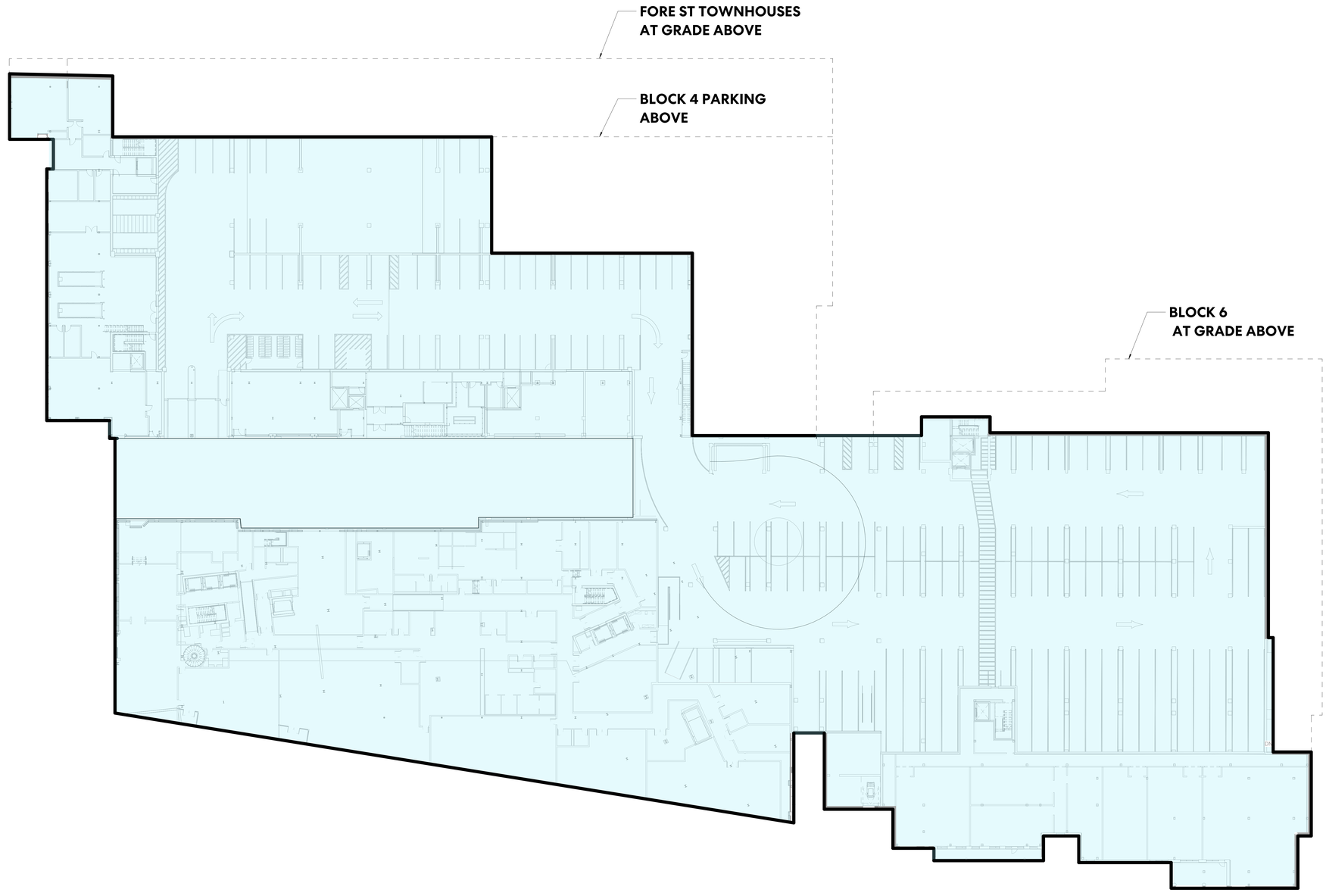
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LEVEL 1/ FOUNDATION PLAN

SHEET NUMBER

S1.1

6/21/2023 12:51:59 PM
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1 BLOCK 4, 5 & 6 FOUNDATION PLAN
3/64" = 1'-0"

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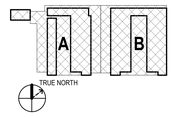
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FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

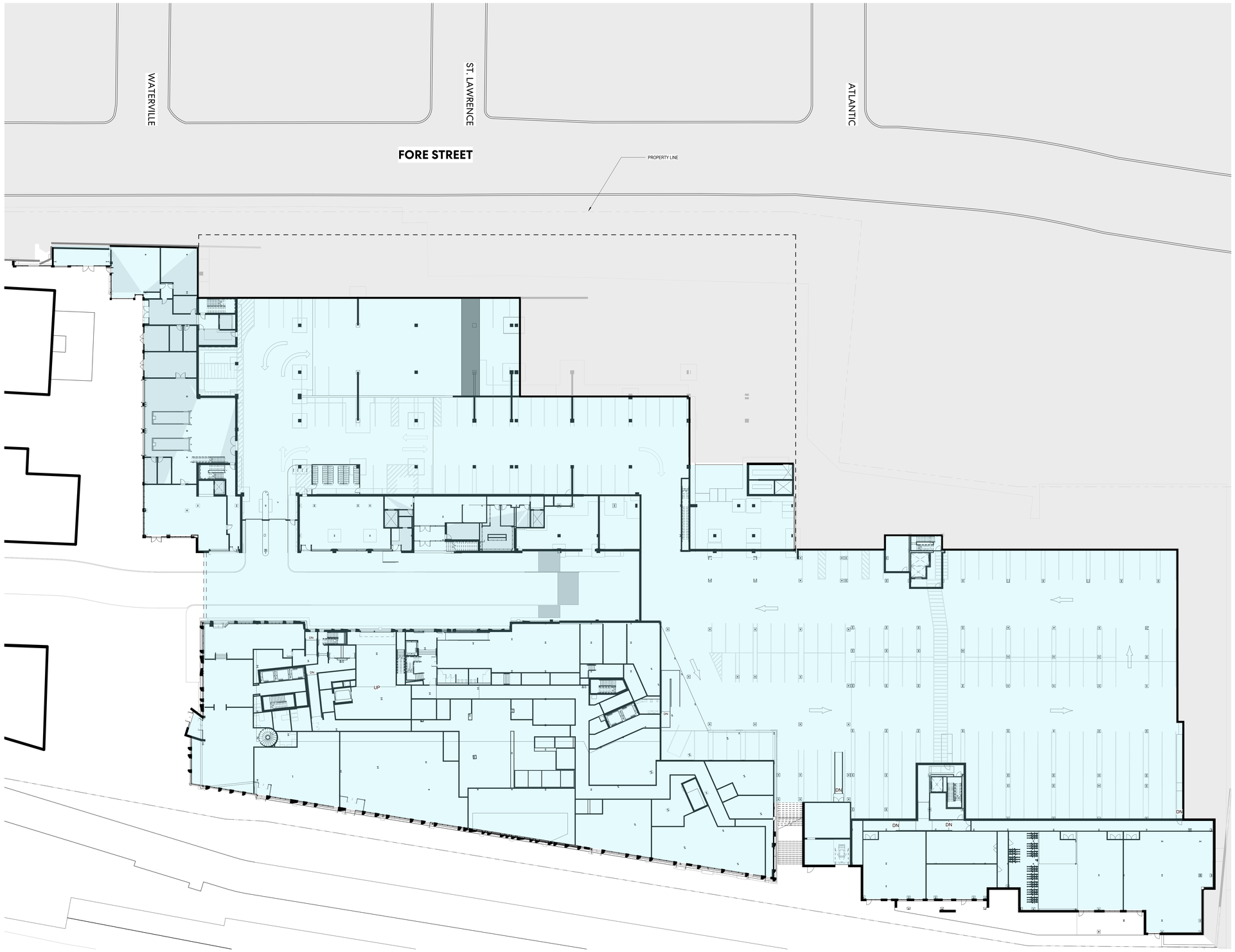
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BLOCK 4, 5 & 6 FOUNDATION PLAN

SHEET NUMBER

SA-001

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1 PERMIT SITE PLAN - LEVEL 01
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t 207.774.2112

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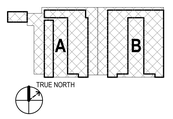
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Job Number		157111
Checked		Checker
Approved		Approver

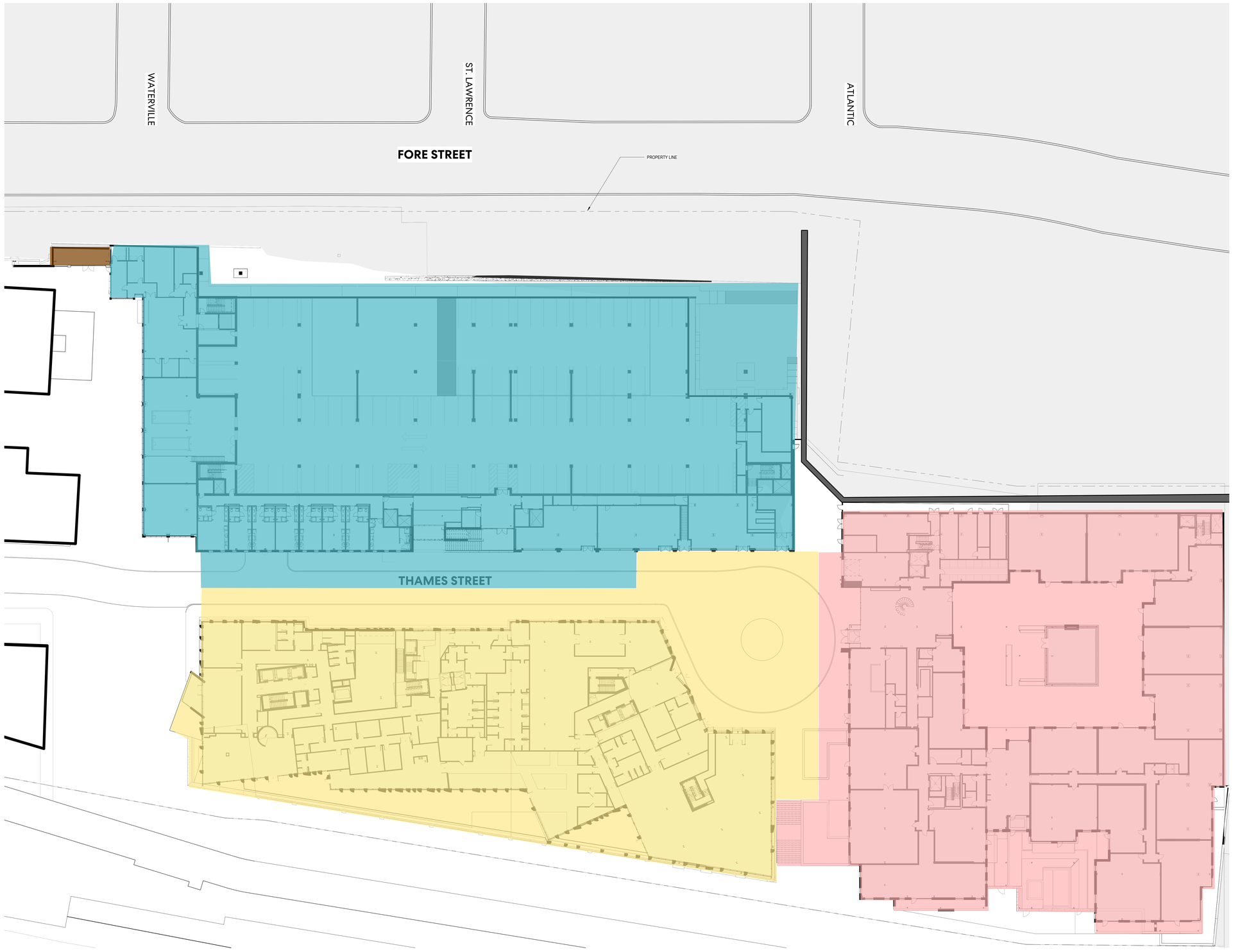
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PERMIT SITE PLAN - LEVEL 01

SHEET NUMBER

MU-001

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1 PERMIT SITE PLAN - LEVEL 02
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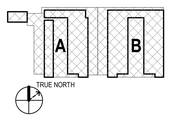
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Job Number		157111
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Approved		Approver

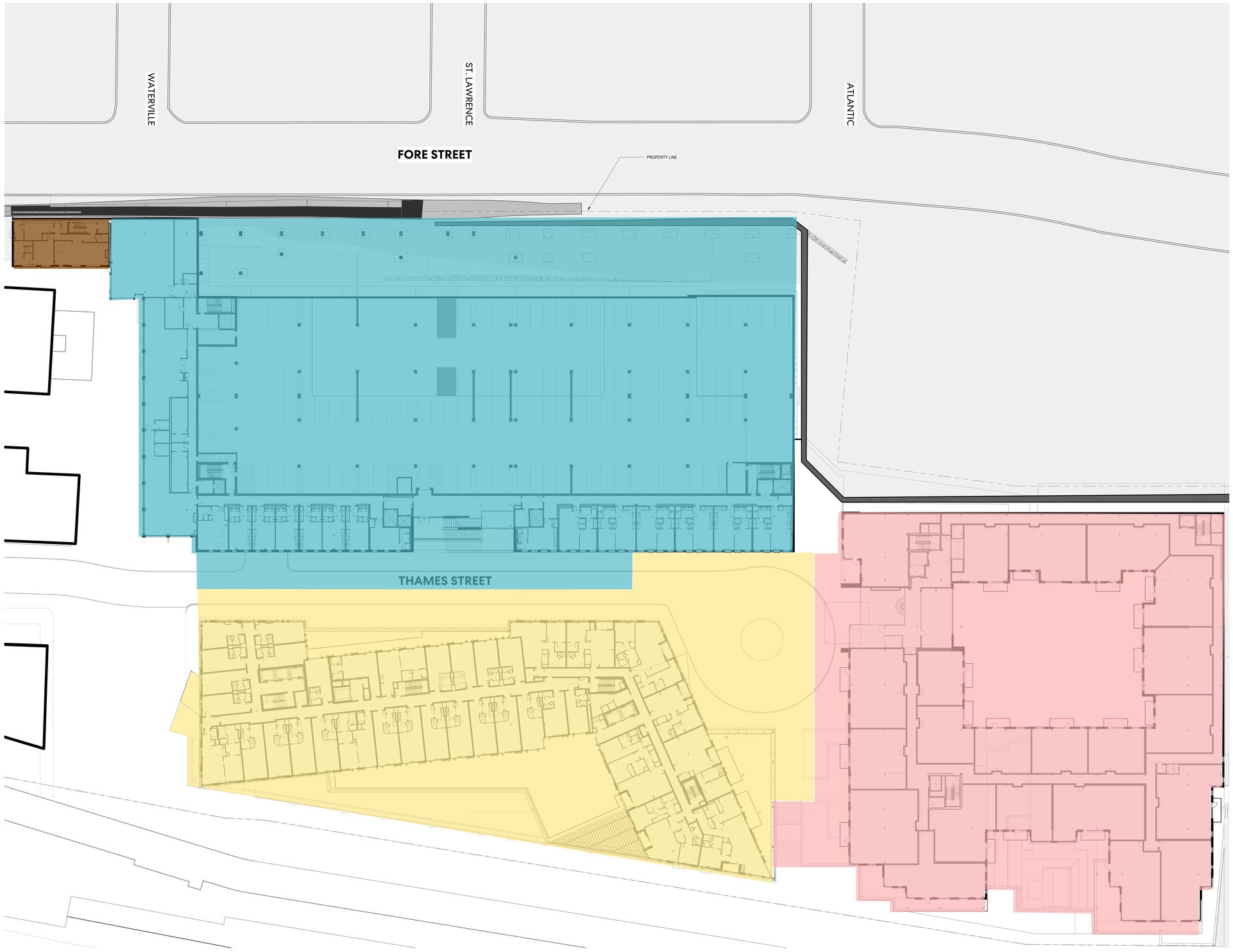
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PERMIT SITE PLAN - LEVEL 02

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1 PERMIT SITE PLAN - LEVEL 03
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t +1 207.245.6002

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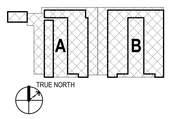
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Job Number		157111
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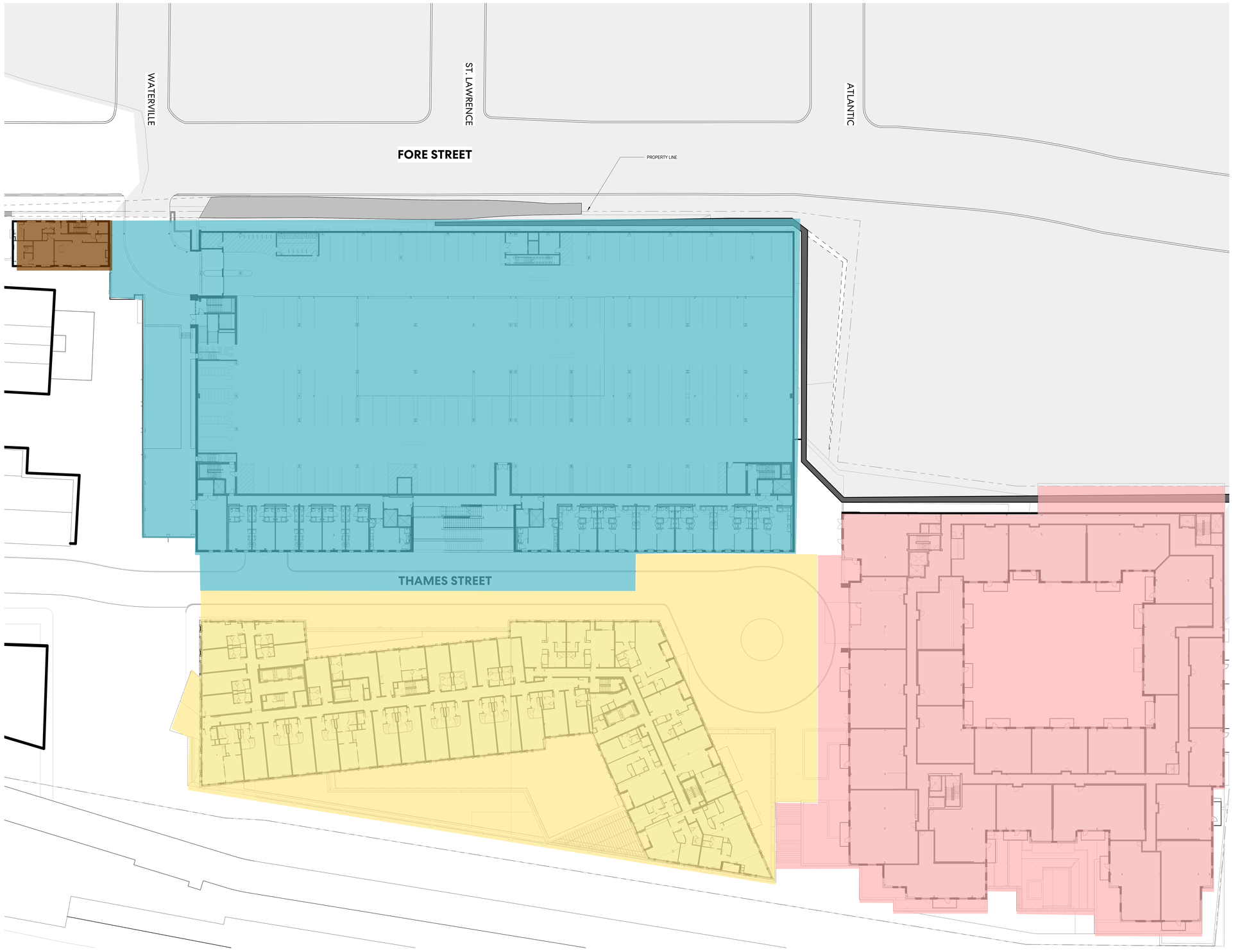
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PERMIT SITE PLAN - LEVEL 03

SHEET NUMBER

MU-003

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1 PERMIT SITE PLAN - LEVEL 04
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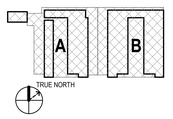
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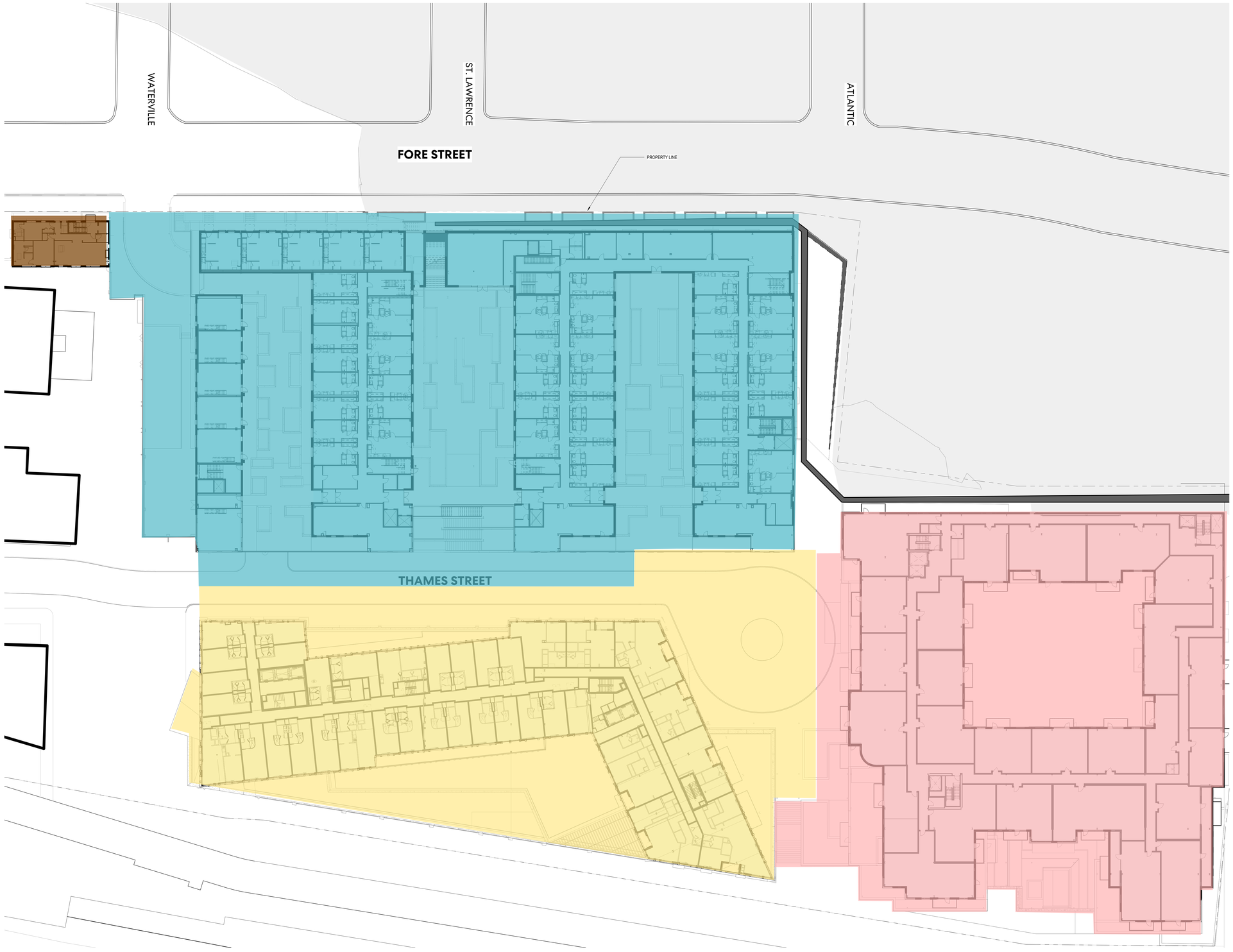
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PERMIT SITE PLAN - LEVEL 04

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1 PERMIT SITE PLAN - LEVEL 05
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14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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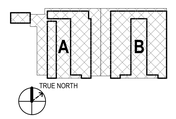
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Job Number		157111
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Approved		Approver

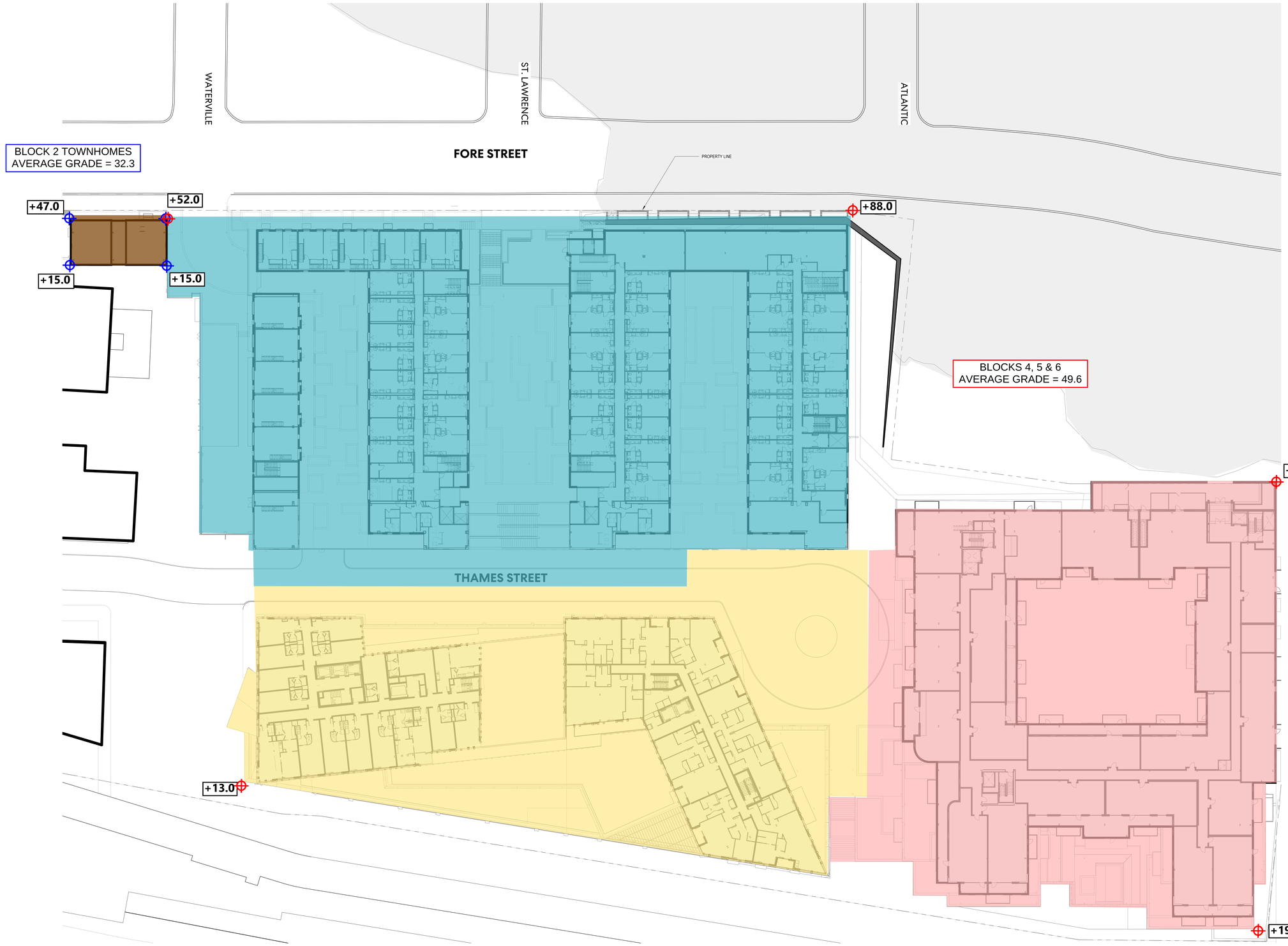
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PERMIT SITE PLAN - LEVEL 05

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MU-005

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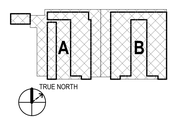
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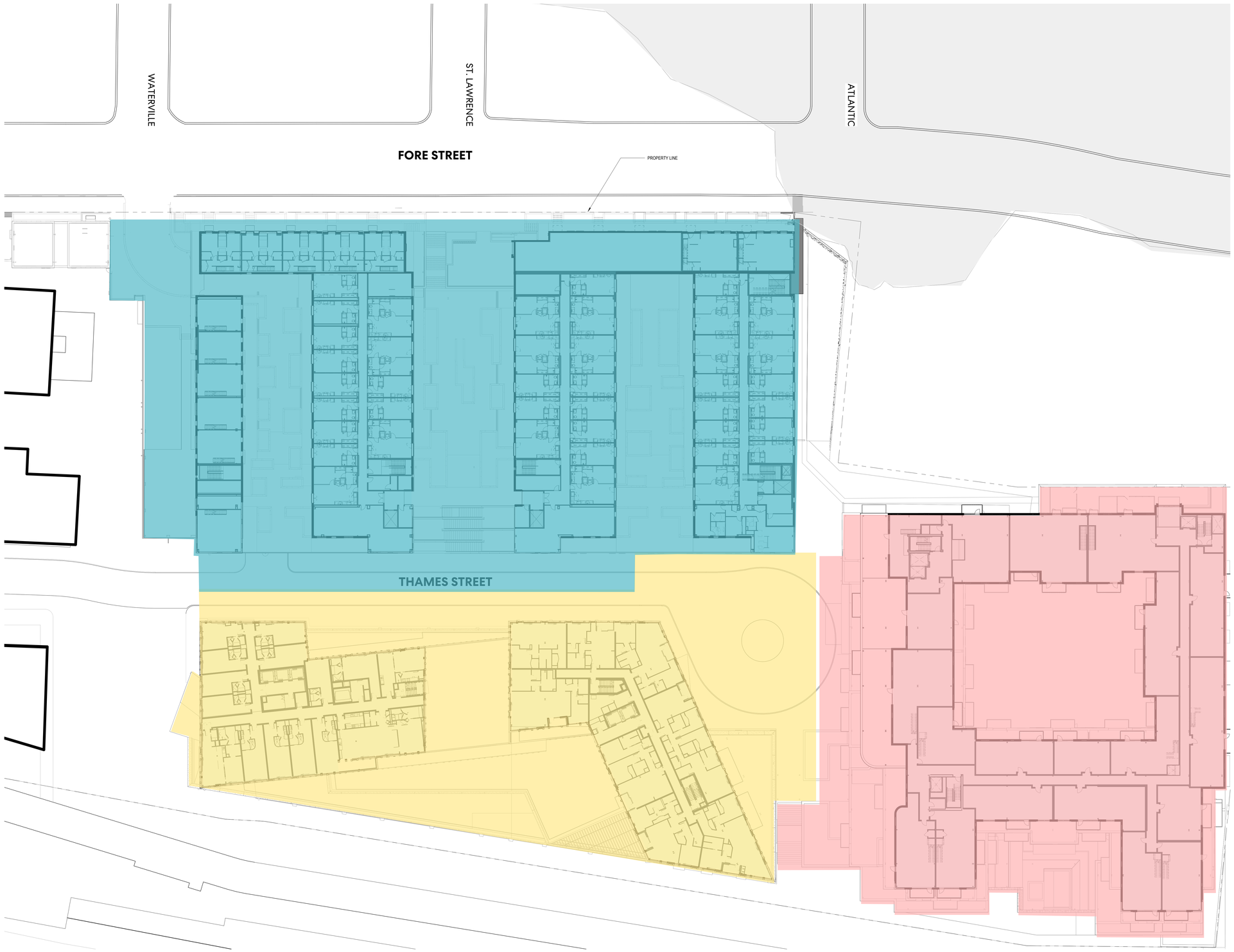
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PERMIT SITE PLAN - LEVEL 06

SHEET NUMBER

MU-006

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1 PERMIT SITE PLAN - LEVEL 07
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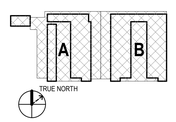
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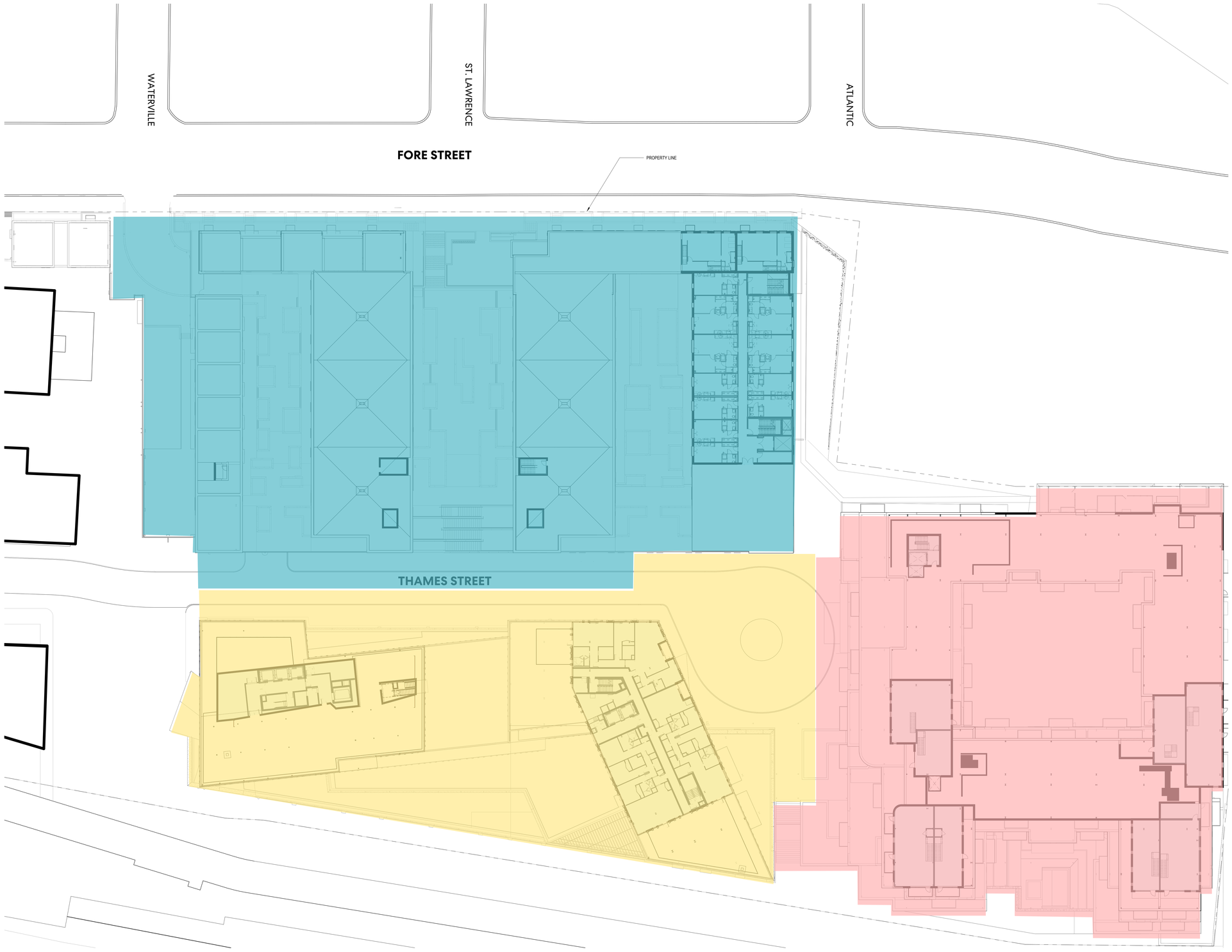
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PERMIT SITE PLAN - LEVEL 07

SHEET NUMBER

MU-007

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1 PERMIT SITE PLAN - LEVEL 08
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Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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Allied Engineering, Inc.
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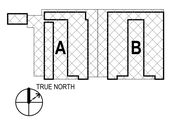
LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

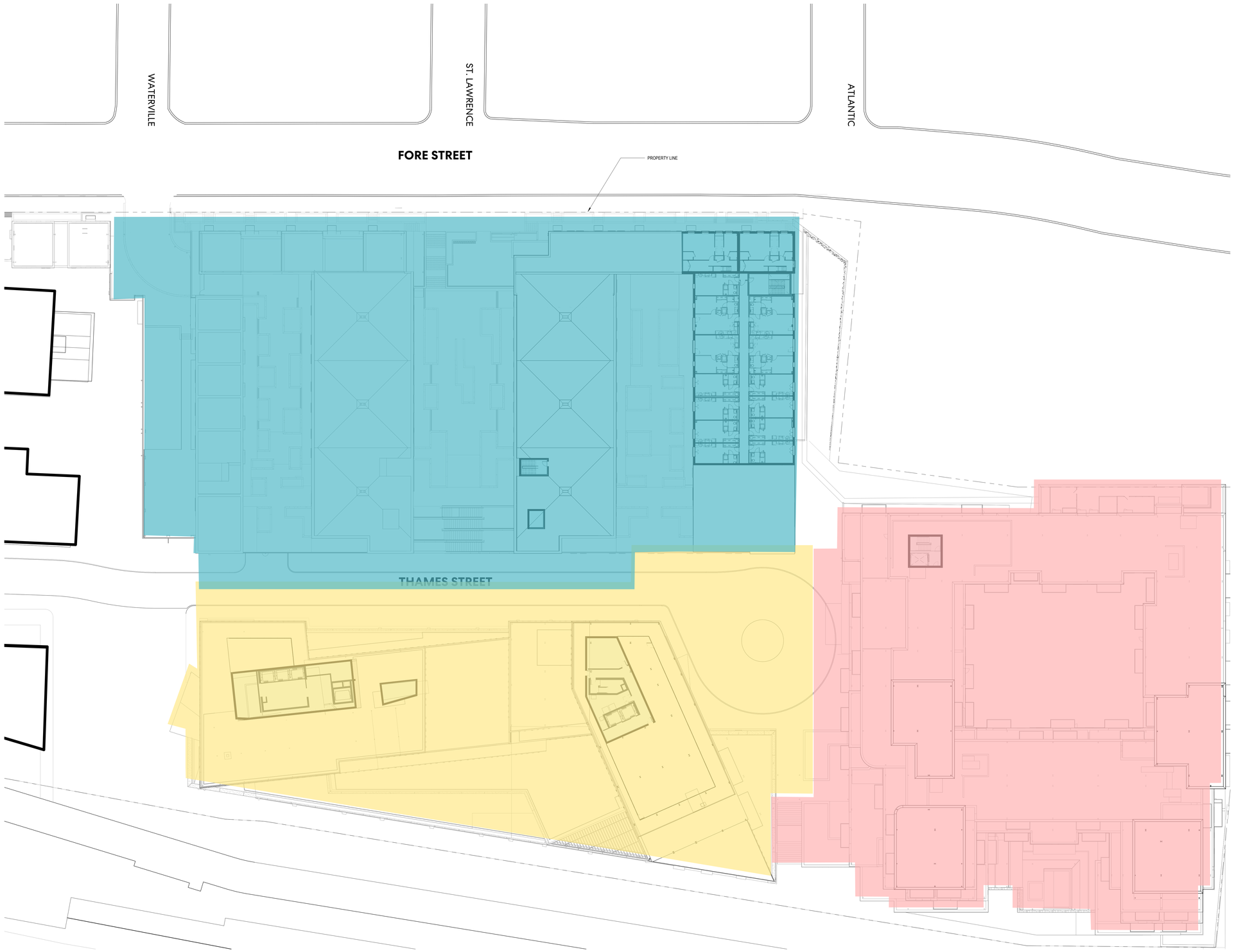
TITLE

PERMIT SITE PLAN - LEVEL 08

SHEET NUMBER

MU-008

7/26/2023 4:27:38 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 PERMIT SITE PLAN - LEVEL 09
3/64" = 1'-0"

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Boston, MA 02110
t 617.478.0300
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CONSULTANTS

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41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

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14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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t +1 207.221.2260

GEOTECH ENGINEER
Haley & Aldrich, Inc.
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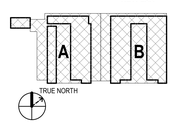
LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

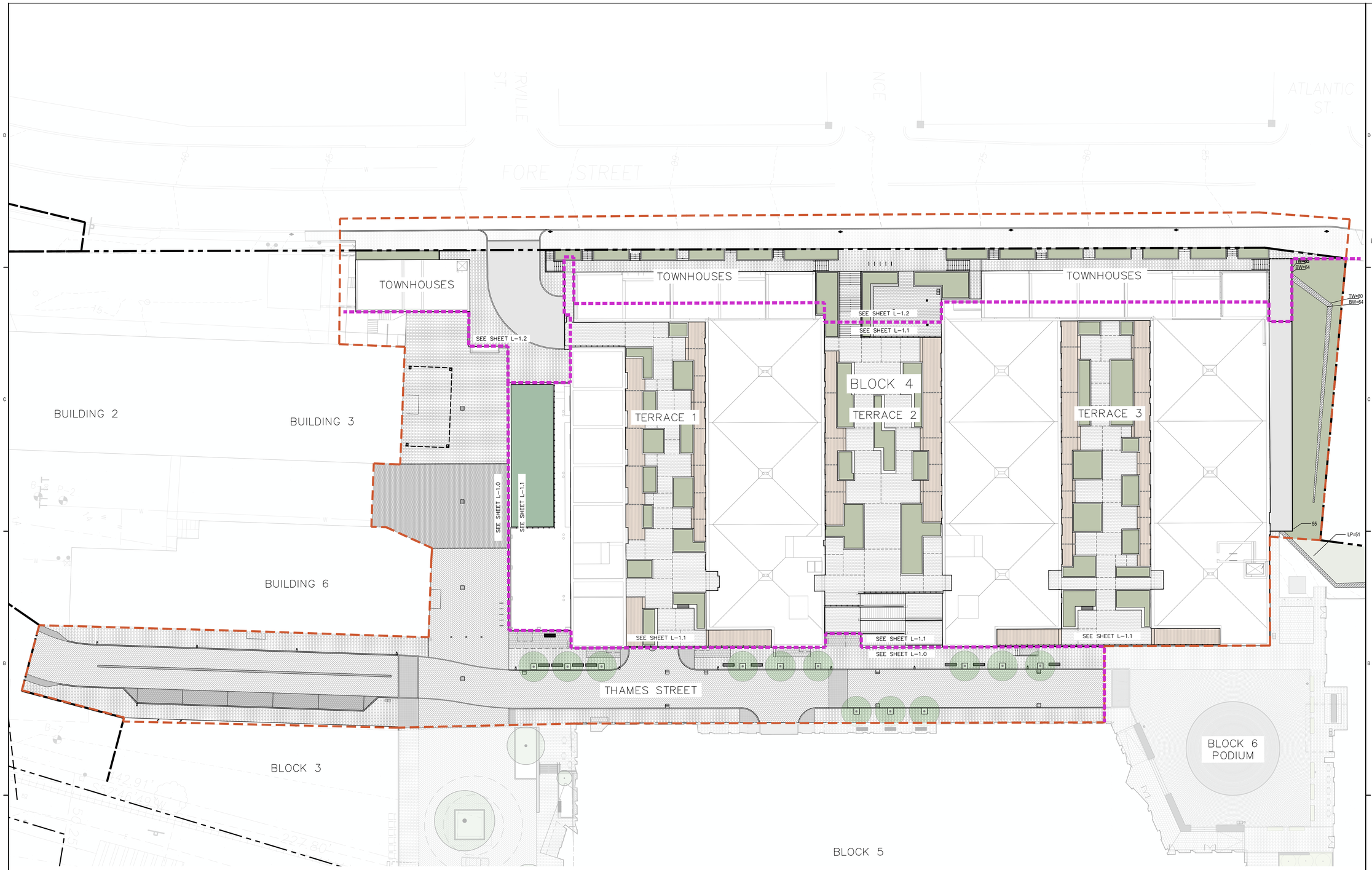
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PERMIT SITE PLAN - LEVEL 09

SHEET NUMBER

MU-009

7/27/2023 4:30:17 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- SHEET DELINEATION

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

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LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

COORDINATION DRAWING

MAY 10, 2023

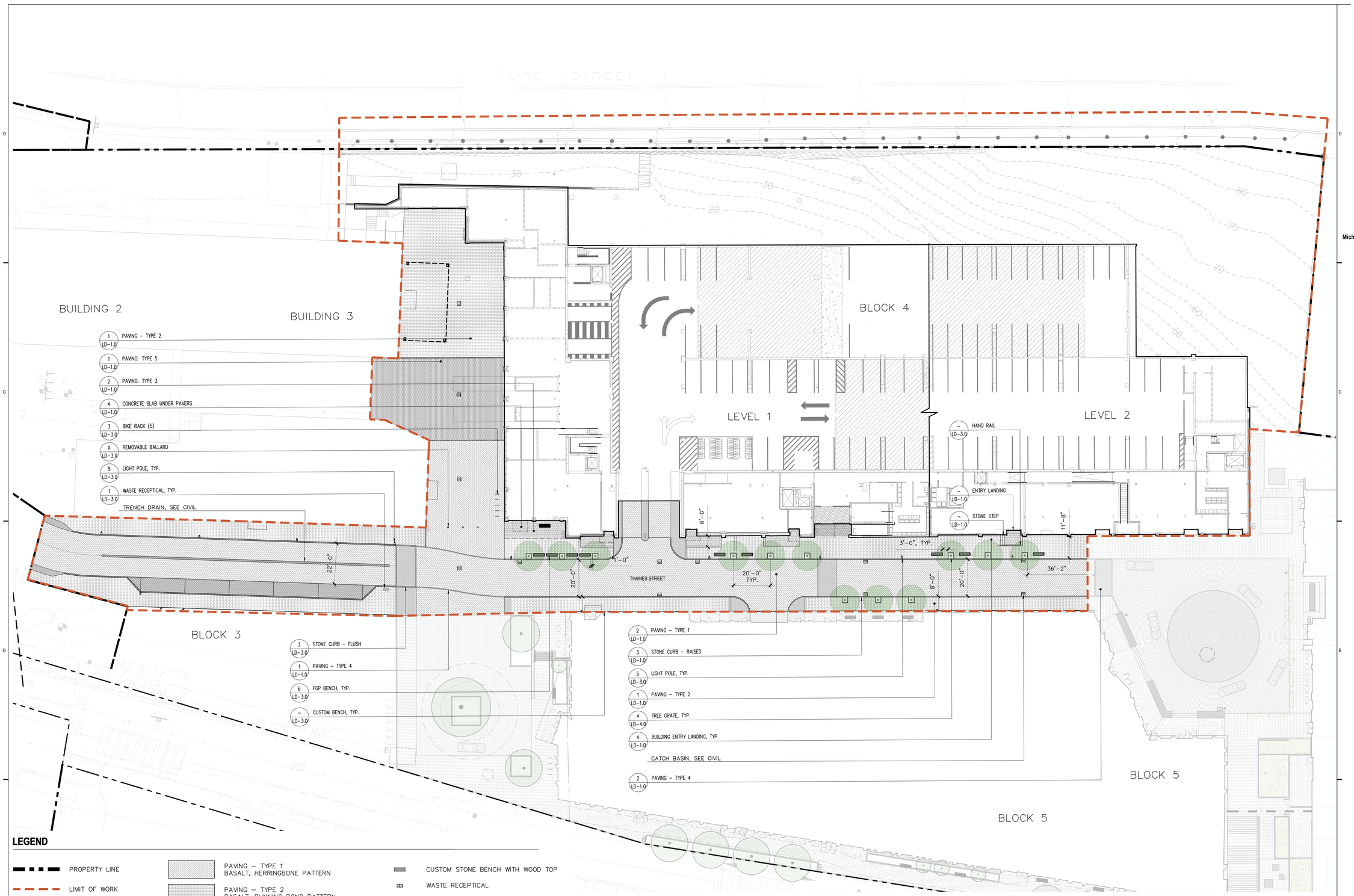
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

BLOCK 4 - LANDSCAPE REFERENCE PLAN

SHEET NUMBER

L-0.0



LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- OVERHEAD
- PROPOSED TREE
- PAVING – TYPE 1 BASALT, HERRINGBONE PATTERN
- PAVING – TYPE 2 BASALT, RUNNING BOND PATTERN
- PAVING – TYPE 3 RUNNING BOND PATTERN
- PAVING – TYPE 4 STONE SETTS
- PAVING – TYPE 5 ASPHALT PAVERS, RUNNING BOND PATTERN
- PAVING – TYPE 6 STONE SETTS, SINGLE ROW
- STONE CURB – RAISED
- STONE CURB – FLUSH
- CUSTOM STONE BENCH WITH WOOD TOP
- WASTE RECEPTICAL
- REMOVABLE BOLLARD
- BIKE RACK
- LIGHT POLE
- TREE GRATE
- HAND RAIL
- CONCRETE SLAB BELOW PAVERS

GENERAL NOTES:
1.

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

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Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

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PROJECT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

COORDINATION DRAWING

MAY 10, 2023

Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Layout and Materials Plan - Thames Street

SHEET NUMBER

L-1.0

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LEGEND

- WOODEN ENTRY STOOP
- STONE PAVERS OVER STRUCTURE
- GREEN ROOF SYSTEM
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- AMENITY GRILL
- PRIVACY SCREEN
- BIKE RACK
- FGP BENCH
- CIP CONCRETE RETAINING WALL
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

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LANDSCAPE ARCHITECT
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457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

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PROJECT

FORESIDE DEVELOPMENT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

PERMIT SET

JUNE 23, 2023

Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

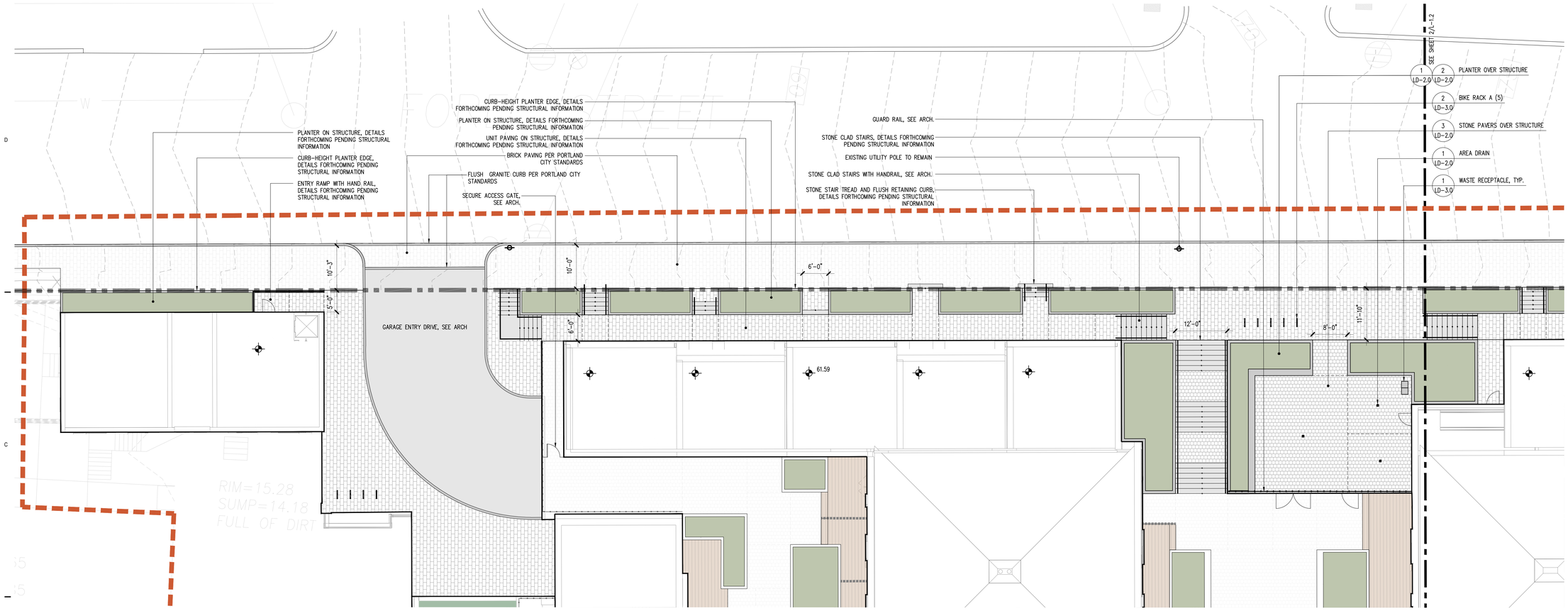
TITLE

Landscape Layout and Materials Plan - Courtyard Level

SHEET NUMBER

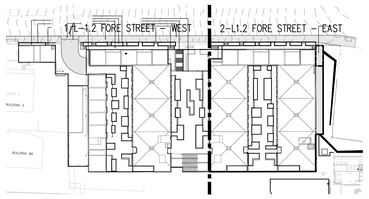
L-1.1

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1 FORE STREET - WEST
1"=10'

KEY PLAN

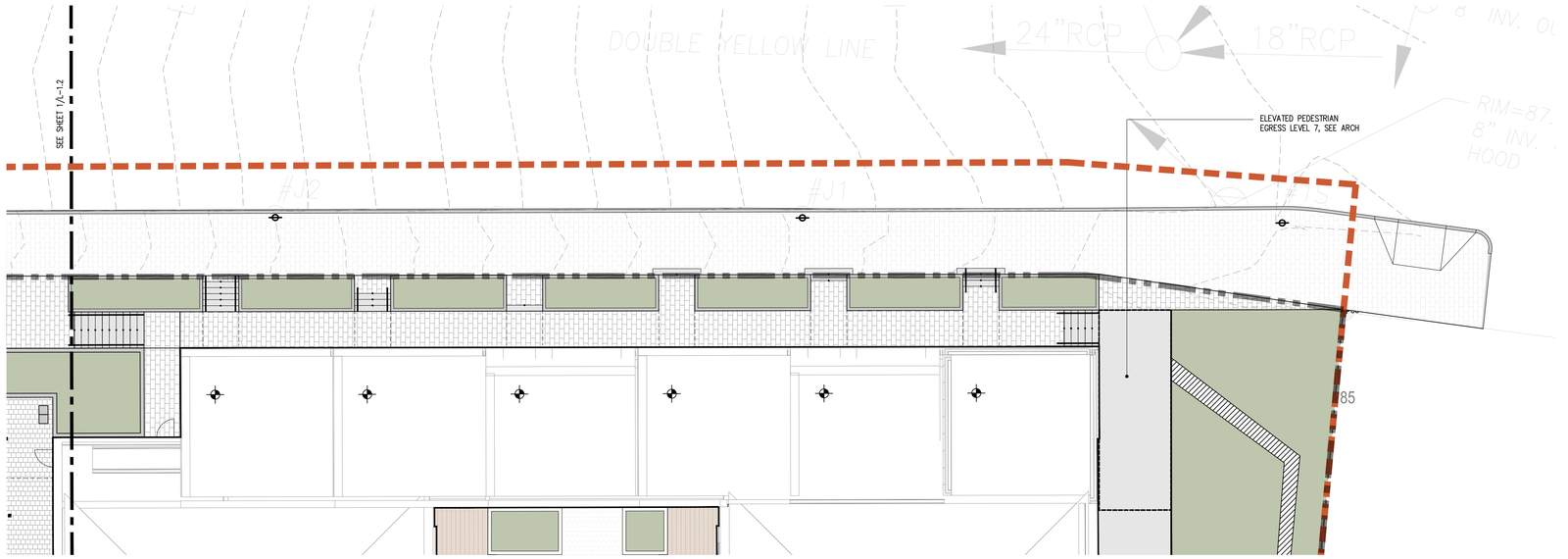


LEGEND

- BRICK PAVERS PER PORTLAND CITY STANDARD
- UNIT PAVERS OVER STRUCTURE
- STONE PAVERS OVER STRUCTURE
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- STONE CLAD RETAINING WALL
- BIKE RACK
- FGP BENCH
- WASTE RECEPTACLE
- HAND RAIL AT STAIRS
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

GENERAL NOTES

1. FOR ALL PROPOSED SITEWORK WITHIN THE ROW, REFER TO CIVIL DRAWINGS FOR DETAILS.



2 FORE STREET - EAST
1"=10'

SCALE: 1"=10'
0 15' 10' 20'
NORTH

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www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

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Allied Engineering, Inc.
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ME 04103
t +1 207.221.2260

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LANDSCAPE ARCHITECT
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457 US Route 1 Suite 2
Freeport, Maine
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PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

PERMIT SET

AUGUST 23, 2023

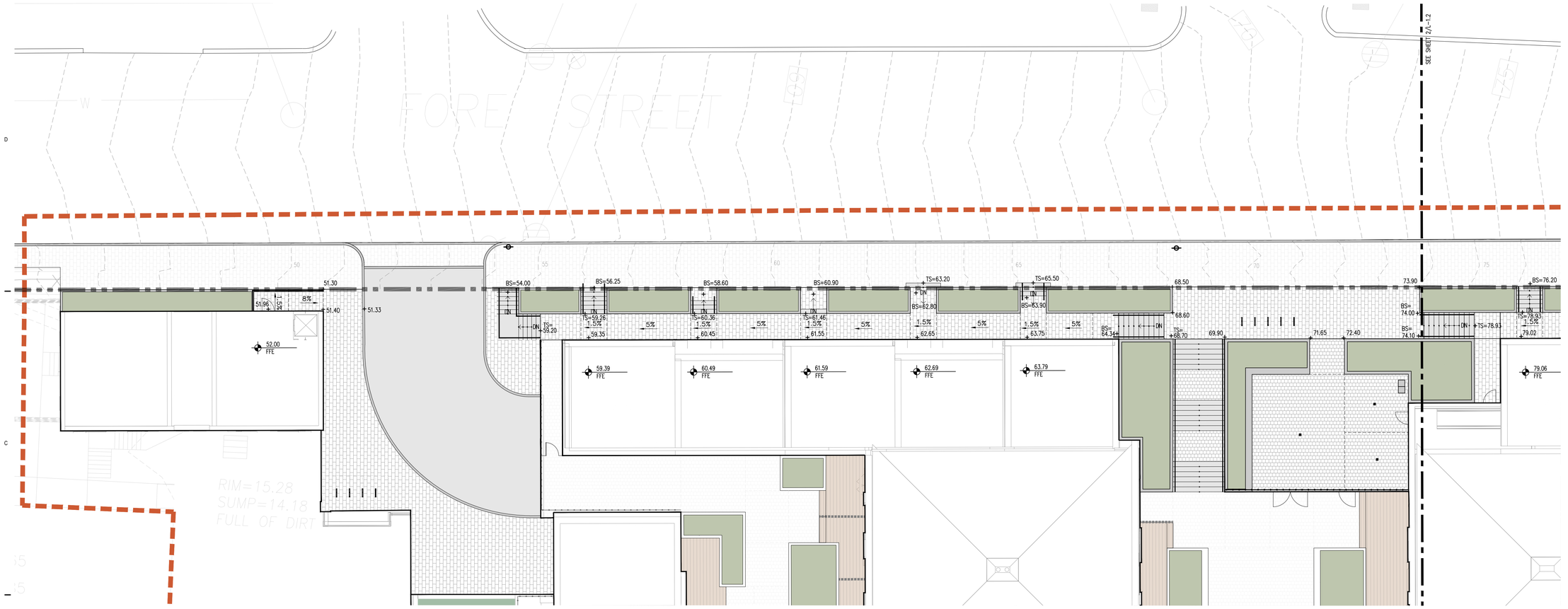
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Layout and Materials Plan - Fore Street

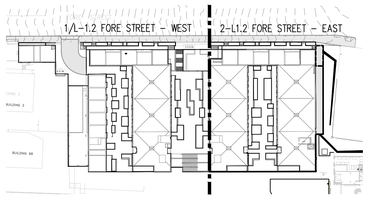
SHEET NUMBER

L-1.2



1 FORE STREET - WEST
1"=10'

KEY PLAN

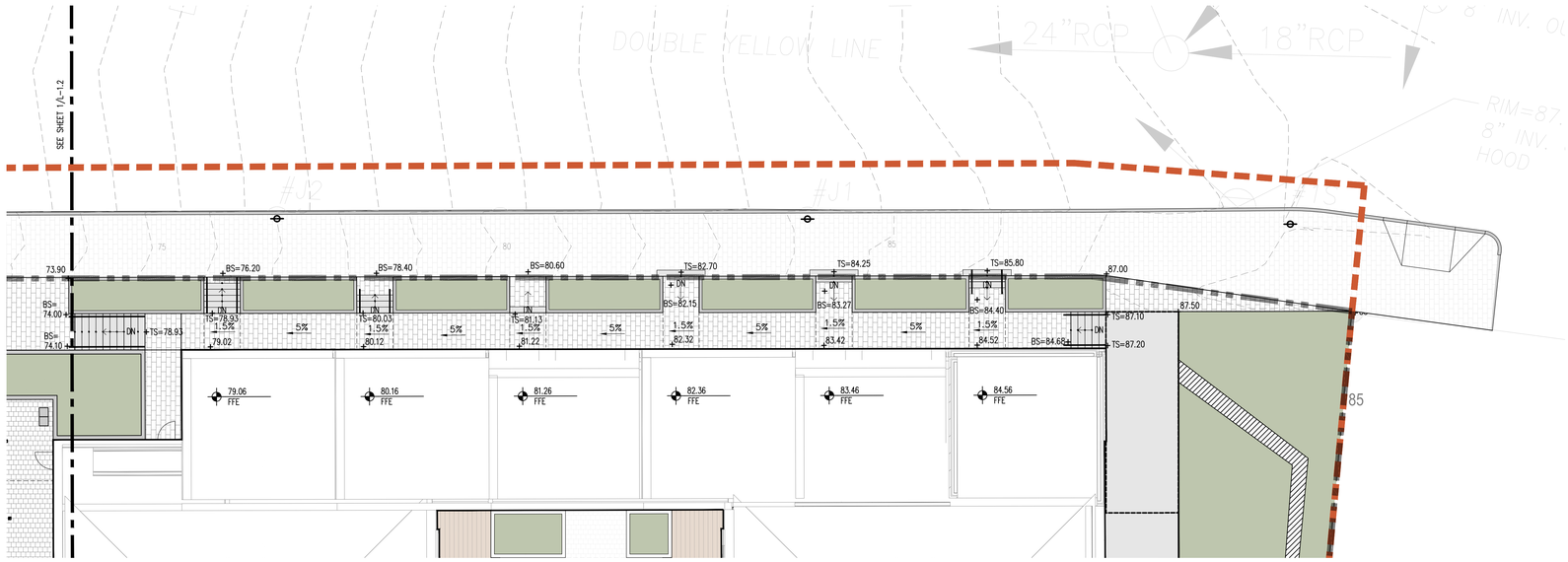


LEGEND

- BRICK PAVERS PER PORTLAND CITY STANDARD
- UNIT PAVERS OVER STRUCTURE
- STONE PAVERS OVER STRUCTURE
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- STONE CLAD RETAINING WALL
- BIKE RACK
- FGP BENCH
- WASTE RECEPTACLE
- HAND RAIL AT STAIRS
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

GENERAL NOTES

1. FOR ALL PROPOSED SITEWORK WITHIN THE ROW, REFER TO CIVIL DRAWINGS FOR DETAILS.



2 FORE STREET - EAST
1"=10'

SCALE: 1"=10'
0 15' 10' 20'
NORTH

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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

PERMIT SET

AUGUST 23, 2023

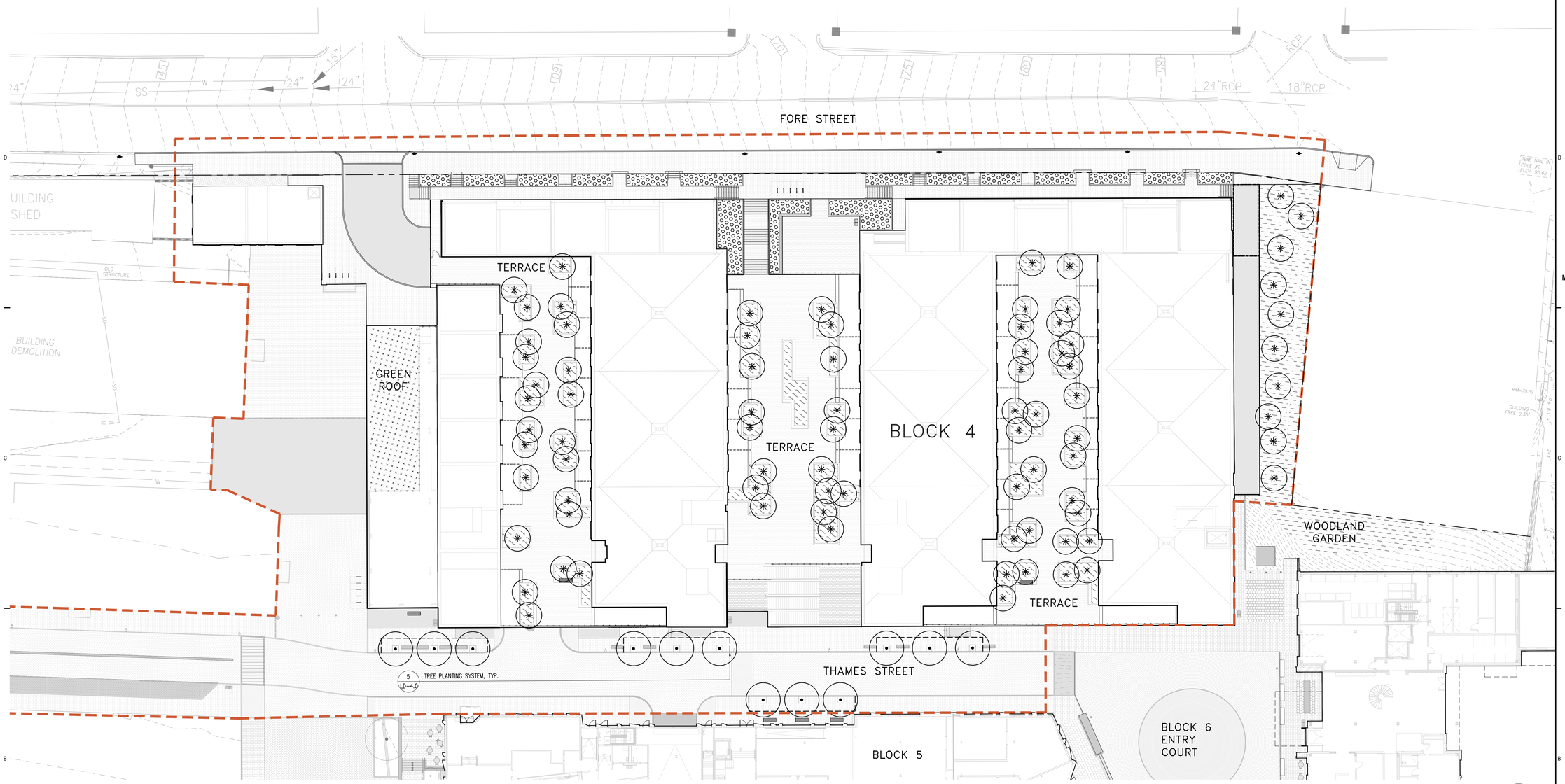
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Grading Plan - Fore Street

SHEET NUMBER

L-1.4



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- EXTENTS OF SUBSURFACE TREE PLANTING SYSTEM

PLANTING NOTES:
1. ALL TREES PLANTED ALONG THAMES STREET ARE TO BE PROVIDED WITH A SUBSURFACE TREE PLANTING SOIL CELL SYSTEM, BY BLUE GREEN URBAN. SEE 5/LD-4.0

PLANTING SCHEDULE LG-202

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
STREET TREES								
			ACER RUBRUM 'KARPICK'	RED MAPLE KARPICK	4–5" CAL.	B+B	PER PLAN	
			GLEDITSIA TRICANTHOS VAR. INERMIS	HONEY LOCUST	4–5" CAL.	B+B	PER PLAN	
			QUERCUS PALUSTRIS	PIN OAK	4–5" CAL.	B+B	PER PLAN	
PATIO-SCALE TREES								
			AMELANCHIER CANADENSIS	SERVICEBERRY	1.5–2" CAL.	B+B	PER PLAN	
			ACER SPICATUM	MOUNTAIN MAPLE	1.5–2" CAL.	CONT.	PER PLAN	
			CARPINUS CAROLINIANA	AMERICAN HORNBEAM	1.5–2" CAL.	CONT.	PER PLAN	

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TERRACE PLANTERS SHRUB & GROUNDCOVER PALETTE - ON STRUCTURE								
			ACTEA RACEMOSA	BLACK COHOSH	–	CONT.	–	
			ANEMONE CANADENSIS	CANADA WINDFLOWER	–	CONT.	–	
			CLETHRA ALINIFOLIA	SWEET PEPERBUSH	–	CONT.	–	
			COMPTONIA PEREDRINA	SWEETFERN	–	CONT.	–	
			EURYBIA MACROPHYLLA	LARGE–LEAFED ASTER	–	CONT.	–	
			GERANIUM MACULATUM	SPOTTED CRANESBILL	–	CONT.	–	
			OSMUNDA CINNAMOMEA	CINNAMON FERN	–	CONT.	–	
			POLYGONATUM COMMITATUM	SOLOMON'S SEAL	–	CONT.	–	
			POLYSTICHUM ARCOSTOCHOIDES	CHRISTMAS FERN	–	CONT.	–	
			RHUS AROMATICA 'GRO–LOW'	GRO–LOW FRAGRANT SUMAC	–	CONT.	–	

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
GREENROOF PALETTE - ON STRUCTURE								
			GREEN ROOF PLANT MIX, TBD.	–	–	CONT.	–	
STREET PLANTING PALETTE - ON STRUCTURE								
			MYRICA PENNSYLVANICA	SWEETGALE	–	CONT.	–	
					–	CONT.	–	
			RHUS AROMATICA 'GRO–LOW'	GRO–LOW FRAGRANT SUMAC	–	CONT.	–	
WOODLAND GARDEN PALETTE								
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	–	CONT.	–	
			EURYBIA MACROPHYLLA	LARGE–LEAFED ASTER	–	CONT.	–	
			KALMIA LATIFOLIA	MOUNTAIN LAUREL	–	CONT.	–	

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Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/16/2023

COORDINATION DRAWING

AUGUST 23, 2023

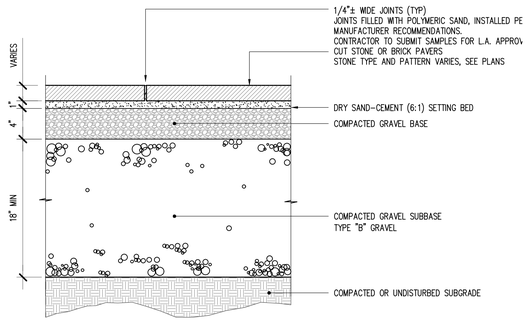
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Checked	JP
Approved	MB

TITLE

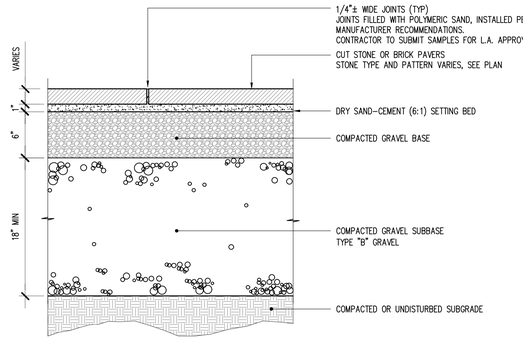
BLOCK 4 - PLANTING PLAN

SHEET NUMBER

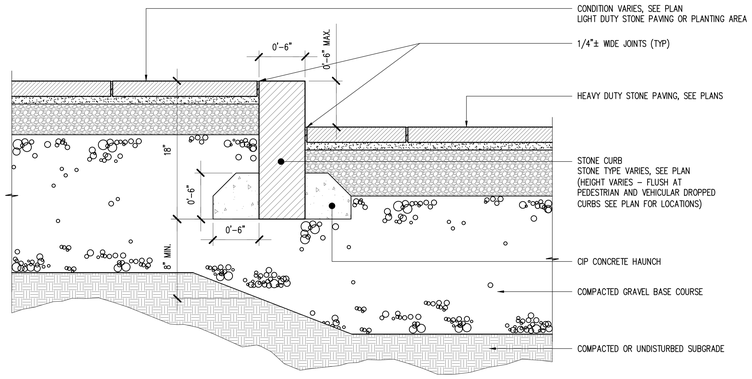
L-2.0



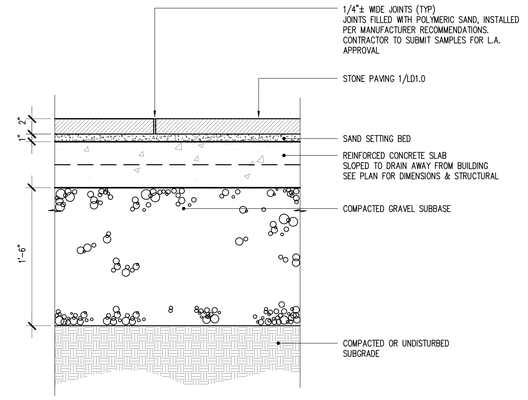
1 LIGHT DUTY STONE PAVING
1 1/2" = 1'-0"



2 HEAVY-DUTY STONE PAVING
1 1/2" = 1'-0"



3 STONE CURB
1 1/2" = 1'-0"



4 BUILDING ENTRY LANDING
1 1/2" = 1'-0"

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CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

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LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

DESIGN DEVELOPMENT

FEBRUARY 03, 2023

Job Number	157087.000
Drawn	TH
Checked	JP
Approved	XXX

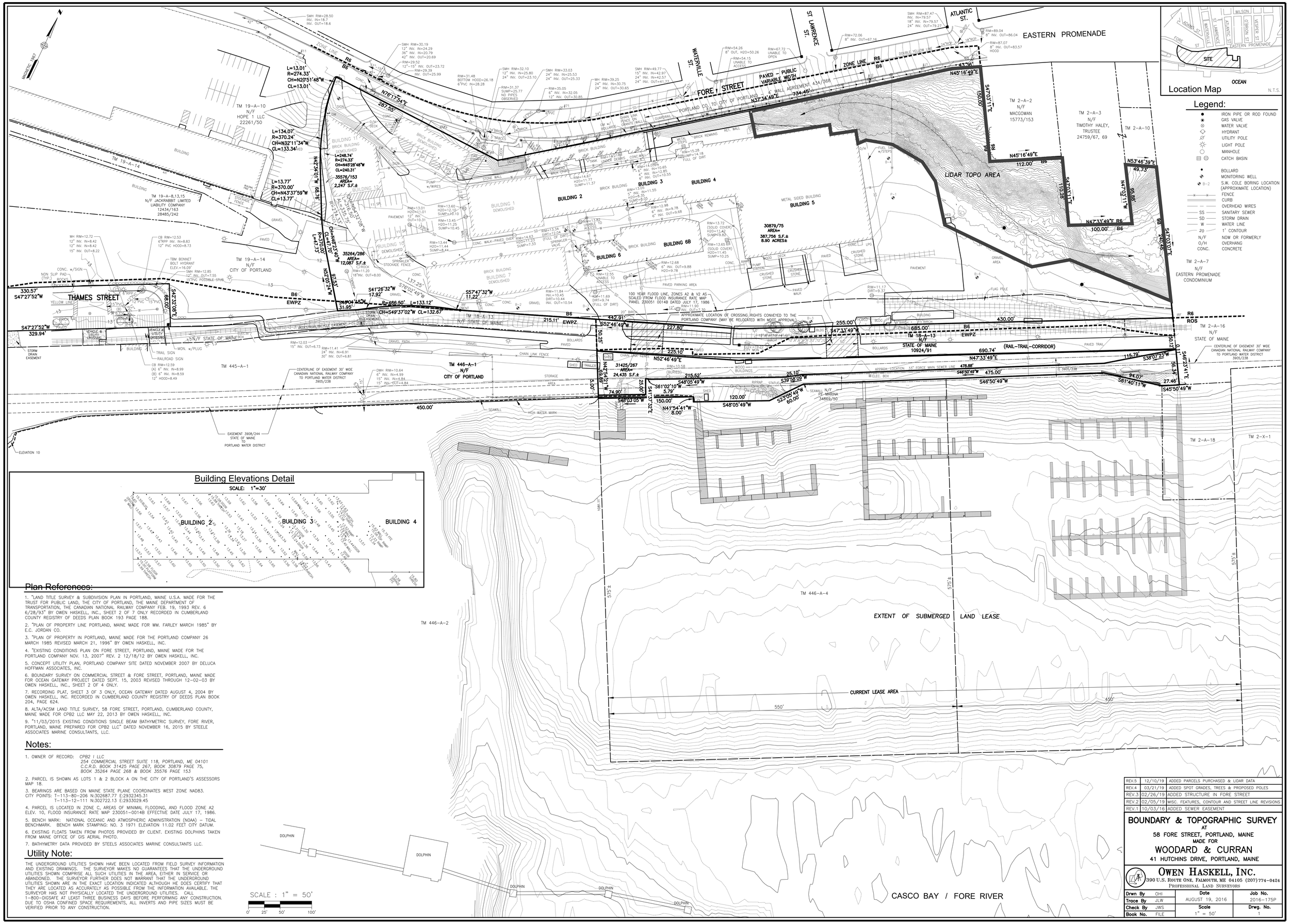
TITLE

SITE DETAILS

SHEET NUMBER

LD-1.0

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Legend:

- IRON PIPE OR ROD FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- BOLLARD
- MONITORING WELL
- B-2 S.W. COLE BORING LOCATION (APPROXIMATE LOCATION)
- FENCE
- CURB
- OVERHEAD WIRES
- SS SANITARY SEWER
- SD STORM DRAIN
- W WATER LINE
- 20 1' CONTOUR
- N/F NOW OR FORMERLY
- O/H OVERHANG
- CONC. CONCRETE

Building Elevations Detail

SCALE: 1"=30'

Plan References:

1. "LAND TITLE SURVEY & SUBDIVISION PLAN IN PORTLAND, MAINE U.S.A. MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY FEB. 19, 1993 REV. 6 6/28/93" BY OWEN HASKELL, INC., SHEET 2 OF 7 ONLY RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 193 PAGE 188.
2. "PLAN OF PROPERTY LINE PORTLAND, MAINE MADE FOR WM. FARLEY MARCH 1985" BY E.C. JORDAN CO.
3. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR THE PORTLAND COMPANY 26 MARCH 1985 REVISED MARCH 21, 1996" BY OWEN HASKELL, INC.
4. "EXISTING CONDITIONS PLAN ON FORE STREET, PORTLAND, MAINE MADE FOR THE PORTLAND COMPANY NOV. 13, 2007" REV. 2 12/18/12 BY OWEN HASKELL, INC.
5. CONCEPT UTILITY PLAN, PORTLAND COMPANY SITE DATED NOVEMBER 2007 BY DELUCA HOFFMAN ASSOCIATES, INC.
6. BOUNDARY SURVEY ON COMMERCIAL STREET & FORE STREET, PORTLAND, MAINE MADE FOR OCEAN GATEWAY PROJECT DATED SEPT. 15, 2003 REVISED THROUGH 12-02-03 BY OWEN HASKELL, INC., SHEET 2 OF 4 ONLY.
7. RECORDING PLAT, SHEET 3 OF 3 ONLY, OCEAN GATEWAY DATED AUGUST 4, 2004 BY OWEN HASKELL, INC. RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 204, PAGE 624.
8. ALTA/ACSM LAND TITLE SURVEY, 58 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR CPB2 LLC MAY 22, 2013 BY OWEN HASKELL, INC.
9. "11/03/2015 EXISTING CONDITIONS SINGLE BEAM BATHYMETRIC SURVEY, FORE RIVER, PORTLAND, MAINE PREPARED FOR CPB2 LLC" DATED NOVEMBER 16, 2015 BY STEELE ASSOCIATES MARINE CONSULTANTS, LLC.

Notes:

1. OWNER OF RECORD: *CPB2 I LLC*
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 31425 PAGE 267, BOOK 30879 PAGE 75,
   BOOK 35264 PAGE 268 & BOOK 35576 PAGE 153
2. PARCEL IS SHOWN AS LOTS 1 & 2 BLOCK A ON THE CITY OF PORTLAND'S ASSESSORS MAP 18.
3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83. CITY POINTS: T-113-80-206 N:302687.77 E:2932345.31 T-113-12-111 N:302722.13 E:2933029.45
4. PARCEL IS LOCATED IN ZONE C, AREAS OF MINIMAL FLOODING, AND FLOOD ZONE A2 ELEV. 10, FLOOD INSURANCE RATE MAP 230051-0014B EFFECTIVE DATE JULY 17, 1986.
5. BENCH MARK: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) – TIDAL BENCHMARK. BENCH MARK STAMPING: NO. 3 1971 ELEVATION 11.02 FEET CITY DATUM.
6. EXISTING FLOATS TAKEN FROM PHOTOS PROVIDED BY CLIENT. EXISTING DOLPHINS TAKEN FROM MAINE OFFICE OF GIS AERIAL PHOTO.
7. BATHYMETRY DATA PROVIDED BY STEELS ASSOCIATES MARINE CONSULTANTS LLC.

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 THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-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.

SCALE : 1" = 50'

0' 25' 50' 100'

REV.5	12/10/19	ADDED PARCELS PURCHASED & LIDAR DATA
REV.4	03/21/19	ADDED SPOT GRADES, TREES & PROPOSED POLES
REV.3	02/26/19	ADDED STRUCTURE IN FORE STREET
REV.2	02/05/19	MISC. FEATURES, CONTOUR AND STREET LINE REVISIONS
REV.1	10/03/16	ADDED SEWER EASEMENT

BOUNDARY & TOPOGRAPHIC SURVEY

AT

58 FORE STREET, PORTLAND, MAINE

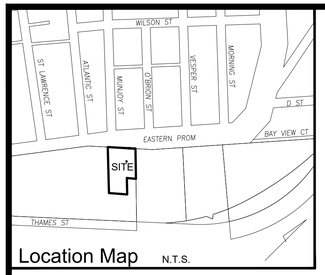
MADE FOR

WOODARD & CURRAN

41 HUTCHINS DRIVE, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

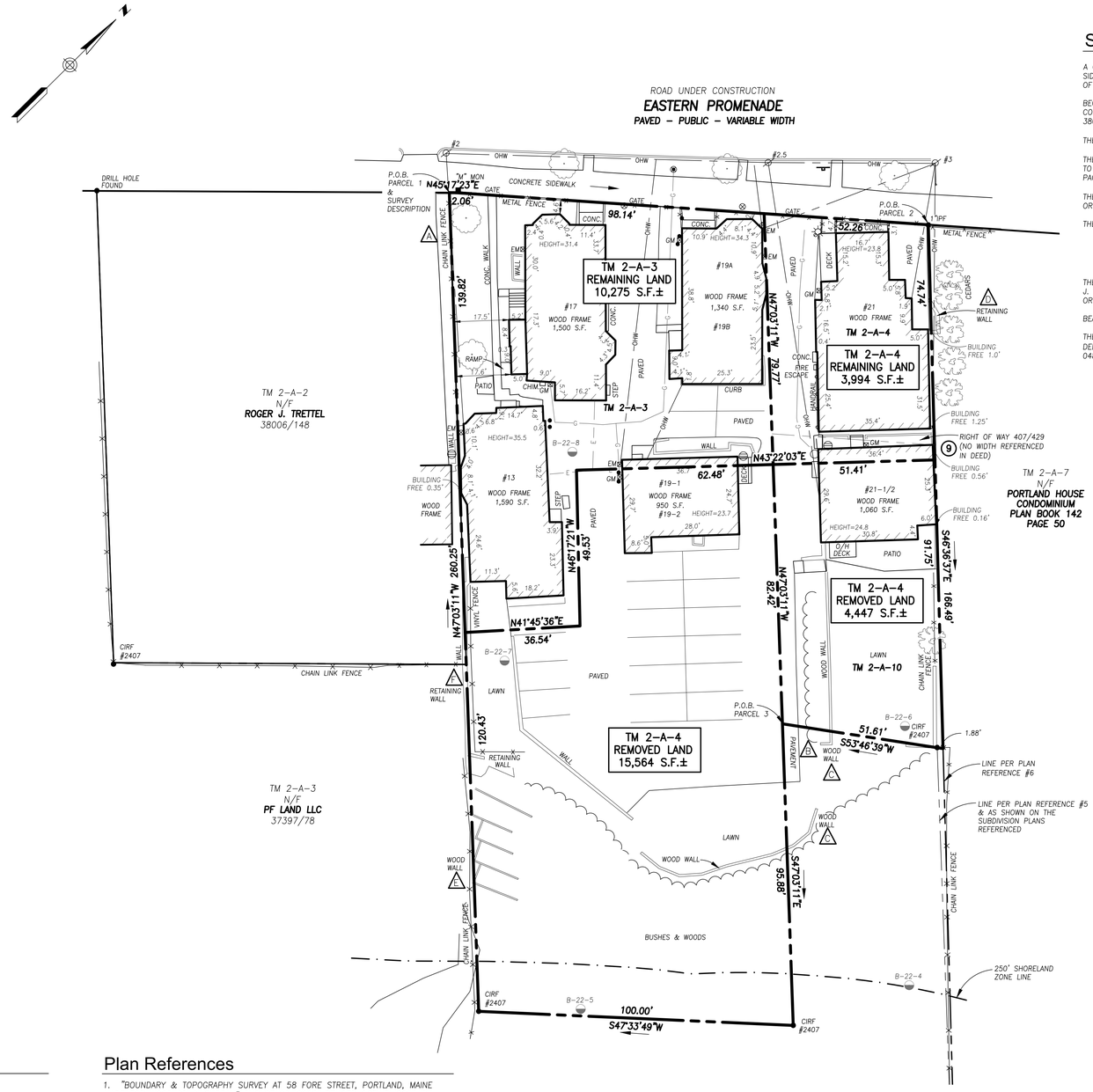
Drwn By	OHI	Date	Job No.
Trace By	JLW	AUGUST 19, 2016	2016-175P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 50'	1



Location Map N.T.S.

Legend

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- GAS VALVE
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- CURB
- FENCE
- OHW OVERHEAD WIRES
- E UNDERGROUND POWER
- G GAS LINE
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- GMF GRANITE MONUMENT FOUND
- CONC. CONCRETE
- TM TAX MAP–BLOCK–LOT
- POSSIBLE ENCROACHMENT
- THRES= THRESHOLD
- SCHEDULE B EXCEPTION
- MONITORING WELL
- BORING



Survey Description

A CERTAIN LOT OR PARCEL OF LAND WITH THE BUILDING THEREON SITUATED ON THE SOUTHERLY SIDE OF EASTERN PROMENADE IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE SOUTHERLY SIDELINE OF EASTERN PROMENADE AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF ROGER J. TRETTEL AS DESCRIBED IN DEED BOOK 38006, PAGE 148;

THENCE, N 45°17'23" E ALONG THE SAID SIDELINE OF EASTERN PROMENADE 2.06 FEET;

THENCE, N 48°52'58" E CONTINUING ALONG THE SIDELINE OF EASTERN PROMENADE 150.40 FEET TO LAND NOW OR FORMERLY OF PORTLAND HOUSE CONDOMINIUM AS SHOWN ON PLAN BOOK 142 PAGE 50;

THENCE, S 46°36'37" E ALONG SAID PORTLAND HOUSE CONDOMINIUM 166.49 FEET TO LAND NOW OR FORMERY OF PF LAND LLC AS DESCRIBED IN DEED BOOK 37397, PAGE 78;

THENCE, THE FOLLOWING COURSES AND DISTANCE ALONG LAND OF SAID PF LAND LLC:

S 53°46'39" W A DISTANCE OF 51.61 FEET;
S 47°03'11" E A DISTANCE OF 95.88 FEET;
S 47°33'49" W A DISTANCE OF 100.00 FEET;

THENCE, N 47°03'11" W CONTINUING ALONG LAND OF PF LAND LLC AND LAND OF SAID ROGER J. TRETTEL A DISTANCE OF 260.25 FEET TO THE POINT OF BEGINNING, CONTAINING 34,280 S.F. OR 0.787 ACRES, MORE OR LESS.

BEARING ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

THE SURVEYED LAND DEPICTED HEREON IS THE SAME AS LAND DESCRIBED IN THE FOLLOWING DEEDS AND IS THE SAME LAND DESCRIBED ON EXHIBIT A IN THE CATIC OWNER'S POLICY NO. OP 04864861 ME AND CONTAIN NO GAPS, GORES OR STRIPS:

1. QUITCLAIM DEED WITHOUT COVENANT FROM KATHERINE C. HALEY AND TIMOTHY J. HALEY, TRUSTEES, UNDER THE DANIEL T. HALEY SR. FAMILY TRUST DATED JANUARY 21, 2006, DATED JANUARY 11, 2007, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24759, PAGE 67;
2. QUITCLAIM DEED WITHOUT COVENANTS FROM KATHERINE C. HALEY AND TIMOTHY J. HALEY, TRUSTEES, UNDER THE DANIEL T. HALEY SR. FAMILY TRUST DATED JANUARY 21, 2006, DATED JANUARY 11, 2007 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24759, PAGE 069; AND
3. QUITCLAIM DEED WITHOUT COVENANTS FROM TIMOTHY J. HALEY AND JULIA A. HALEY, SUCCESSOR TRUSTEES, UNDER THE HALEY FAMILY LIVING TRUST DATED FEBRUARY 6, 1997, DATED DECEMBER 4, 2008 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 26503, PAGE 224."

Legal Description

CERTAIN LOTS OR PARCELS OF LAND, TOGETHER WITH ANY BUILDING AND IMPROVEMENT THEREON, SITUATED ON THE SOUTHEASTERLY SIDE OF EASTERN PROMENADE, IN THE CITY OF PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

PARCEL ONE:

A CERTAIN LOT OR PARCEL OF LAND, WITH THE BUILDINGS THEREON, SITUATED ON THE SOUTHEASTERLY SIDE OF THE EASTERN PROMENADE IN SAID PORTLAND, AND BOUNDED AND DESCRIBED AS FOLLOWS, VIZ: BEGINNING ON SAID SIDE OF SAID EASTERN PROMENADE AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF HENRY F. MERRILL, AND RUNNING THENCE SOUTHEASTERLY BY SAID MERRILL LAND AND LAND OF PORTLAND COMPANY TWO HUNDRED FIFTY–FIVE (255) FEET, MORE OR LESS, TO LAND CONVEYED TO JOHN G. MUNROE AND OTHERS TO THE PORTLAND COMPANY BY DEED DATED JANUARY 5, 1904, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 765, PAGE 307; THENCE NORTHEASTERLY BY SAID LAND CONVEYED TO SAID PORTLAND COMPANY AS FORESAID ONE HUNDRED (100) FEET TO OTHER LAND NOW OR FORMERLY OF HENRY F. MERRILL; THENCE NORTHWESTERLY ON A LINE PARALLEL WITH THE FIRST DESCRIBED COURSE TWO HUNDRED FIFTY–FIVE (255) FEET, MORE OR LESS, TO SAID EASTERN PROMANDE; THENCE SOUTHWESTERLY BY SAID EASTERN PROMENADE ONE HUNDRED (100) FEET TO THE PLACE OF BEGINNING.

PARCEL TWO:

BEGINNING AT A POINT ON THE SOUTHEASTERLY SIDE OF SAID EASTERN PROMENADE AT THE NORTHWESTERLY CORNER OF LAND OF WALTER W. DUFFETT AND THIRTY–SIX (36) FEET SOUTHWESTERLY FROM THE DIVIDING LINE BETWEEN THE LAND NOW OR FORMERLY OF WALTER W. DUFFETT AND THE LAND NOW OR FORMERLY OF WILLIAM CURTIS; THENCE SOUTHWESTERLY BY SAID EASTERN PROMENADE, FORTY–NINE (49) FEET, MORE OR LESS, TO LAND FORMERLY BELONGING TO ONE MONROE; THENCE SOUTHEASTERLY BY SAID MONROE'S LAND SEVENTY (70) FEET, MORE OR LESS, TO LAND NOW OR FORMERLY OF CYRUS COLE; THENCE NORTHEASTERLY BY SAID COLE'S LAND, FORTY–NINE (49) FEET, MORE OR LESS, TO SAID DUFFETT'S LAND; THENCE NORTHWESTERLY BY SAID DUFFETT'S LAND, SEVENTY (70) FEET, MORE OR LESS, TO THE POINT BEGUN AT.

PARCEL THREE:

BEGINNING AT A POINT IN A SOUTHEASTERLY DIRECTION FROM THE EASTERN PROMENADE IN THE NORTHEASTERLY SIDE OF LAND NOW OR FORMERLY OWNED BY HEIRS OF J. MONROE, A DISTANCE ONE HUNDRED AND SIXTY–TWO (162) FEET FROM THE POINT OF INTERSECTION OF SAID SIDE LINE OF THE MONROE LAND WITH THE SOUTHEASTERLY SIDE LINE OF SAID EASTERN PROMENADE, AND FROM THIS POINT EXTENDING IN A NORTHEASTERLY DIRECTION ABOUT FIFTY (50) FEET ALONG THE NORTHWESTERLY SIDE LINE OF LAND SOLD TO HENRY MERRILL ET ALS. BY DEED DATED JUNE 29, 1898, RECORDED IN CUMBERLAND REGISTRY OF DEEDS IN BOOK 661, PAGE 176, AND TO THE SOUTHWESTERLY SIDE OF LAND SOLD TO WALTER W. DUFFETT BY DEED DATED JUNE 29, 1898, RECORDED IN SAID REGISTRY OF DEEDS IN BOOK 661, PAGE 175; THENCE BY SAID SOUTHWESTERLY SIDE LINE OF THE LAND SO CONVEYED TO WALTER W. DUFFETT AND LAND NOW OR FORMERLY OF MARY DUFFETT TO THE SOUTHEASTERLY SIDE LINE OF LAND NOW OR FORMERLY OF ONE CLARK; THENCE BY THE SAID SOUTHEASTERLY SIDE LINE OF LAND NOW OR FORMERLY OF SAID CLARK, AND BY SAID LINE EXTENDED, TO THE SAID NORTHEASTERLY SIDE LINE OF SAID MONROE LAND; THENCE BY SAID MONROE LAND, IN A SOUTHEASTERLY DIRECTION TO THE POINT OF BEGINNING.

Schedule B Part I Exceptions

CATIC COMMITMENT FILE NO. 21010219 EFFECTIVE DATE: DECEMBER 30, 2021

1 – 8. NON SURVEY

9. RIGHTS AND EASEMENTS RESERVED IN DEED FROM MINNIE E. LEWIS TO JOSHUA S. CLARK DATED FEBRUARY 2, 1874 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 407, PAGE 429 AND REFERENCED IN DEED RECORDED IN BOOK 2828, PAGE 19. –AS SHOWN, EASEMENT MAY NO LONGER BE IN EFFECT DUE TO MERGER OF ESTATES.

10. SUCH STATE OF FACTS INCLUDING NOTES AND PAVEMENT ENCROACHMENT DISCLOSED ON A MORTGAGE LOAN INSPECTION, PREPARED BY NADEAU LAND SURVEYS, DATED NOVEMBER 30, 2021. –SEE REFERENCED PLAN

11 – 12. NON SURVEY

Zoning Information

NONE PROVIDED

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0014B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Possible Encroachments

- A FENCE ENCROACHES ONTO ABUTTER 0.3'±
- B PAVEMENT ONTO ABUTTER 5'±
- C WOOD WALLS ONTO ABUTTER 5'–10'±
- D RETAINING WALL ONTO ABUTTER 3'±
- E WOOD WALL ONTO ABUTTER 0.5'±
- F RETAINING WALL ONTO ABUTTER 1'±

SCALE : 1" = 20'

0' 10' 20' 40'

Plan References

1. "BOUNDARY & TOPOGRAPHY SURVEY AT 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN" AUGUST 29, 2016, REVISED OCT. 3, 2016 BY OWEN HASKELL, INC.

2. "ALTA/ACSM LAND TITLE SURVEY, 58 FORE STREET, PORTLAND, MAINE MADE FOR PF ONE DEVCO LLC AND PF LAND LLC" BY OWEN HASKELL, INC. DATED MARCH 4, 2020 LAST REVISED NOVEMBER 5, 2020.

3. "SUBDIVISION PLAT, PORTLAND FORESIDE, THAMES STREET & FORE STREET, PORTLAND, MAINE MADE FOR OWNER OF RECORD, CPB2 I LLC," BY OWEN HASKELL INC. DATED FEBRUARY 13, 2020 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 220, PAGE 65.

4. "AMENDED SUBDIVISION PLAT, PORTLAND FORESIDE, THAMES STREET AND FORE STREET, PORTLAND MAINE, MADE FOR OWNER OF RECORD, PF ONE DEVCO LLC AND PF LAND LLC" BY OWEN HASKELL, INC. DATED NOVEMBER 20, 2020 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 220, PAGE 446.

5. "PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR THE PORTLAND COMPANY" BY H.I. & E.C. JORDAN SURVEYORS/OWEN HASKELL, INC. DATED MARCH 26, 1985 REVISED THROUGH MARCH 21, 1996.

6. "PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR PORTLAND HOUSE CONDOMINIUM" BY H.I. & E.C. JORDAN SURVEYORS DATED MAY 31, 1984 RECORDED IN PLAN BOOK 142 PAGE 50.

7. "BOUNDARY AND TOPOGRAPHIC SURVEY, 5 EASTERN PROMENADE, PORTLAND, MAINE FOR: ROGER TRETTEL" MARCH 2021 BY SURVEY, INC.

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.

General Notes

1. OWNER OF RECORD: 21 EASTERN PROM LLC
   254 COMMERCIAL STREET, PORTLAND, MAINE 04101
   CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 39047 PAGE 291

2. LOCUS IS SHOWN AS LOTS 3, 4 & 10 BLOCK A ON CITY OF PORTLAND'S ASSESSORS MAP 2.

3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83.
   CITY POINTS: T–113–80–206 N:302667.77 E:2932345.31
   T–113–12–111 N:302722.13 E:2933029.45

4. THERE ARE 20 REGULAR PARKING SPACES ON SITE.

5. UTILITIES SHOWN ARE OBSERVED EVIDENCE ONLY.

6. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.

7. NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.

ALTA / NSPS Land Title Survey

13-23 Eastern Promenade
Portland, Cumberland County, Maine
Made For
PF Six Devco LLC
254 Commercial Street, Suite 18, Portland, Maine

Surveyor's Certification

TO: 21 EASTERN PROM LLC, CATIC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(B)(2), 7(C), 8, 9, 11(A), 11(B), 13, 15, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 8, 2022.

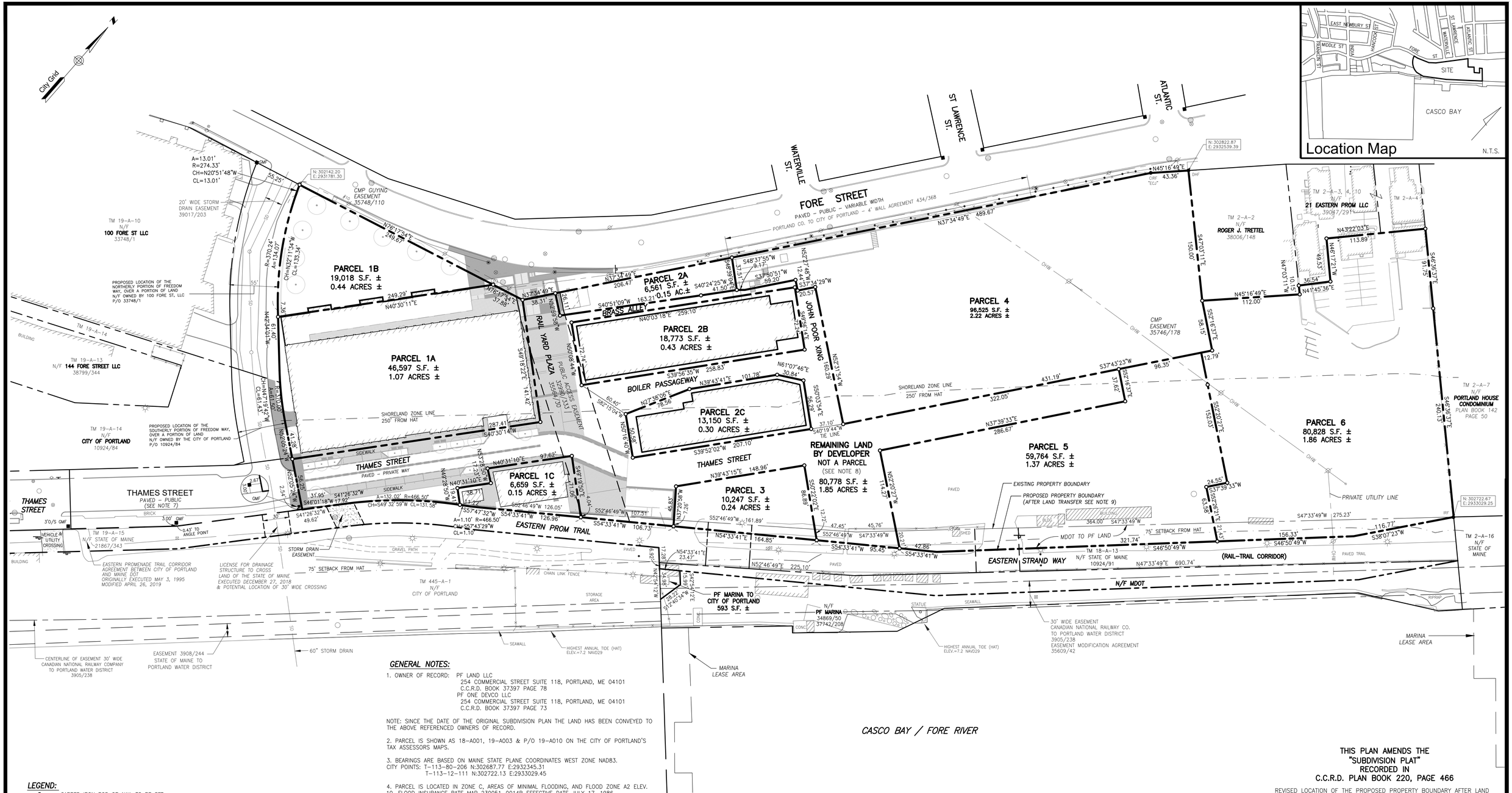
RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: JULY 12, 2022
DATE OF LAST REVISION: OCTOBER 3, 2022

STATE OF MAINE · RANDY R. LOUBIER 2407 · PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RRL / JLW	FIELD BOOK: FILE	JOB NO.	2022-042 P
CHECKED BY: RRL	SCALE: 1" = 20'	DRWG. NO.	1



GENERAL NOTES:

1. OWNER OF RECORD: PF LAND LLC
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 37397 PAGE 78
   PF ONE DEVCO LLC
   254 COMMERCIAL STREET SUITE 118, PORTLAND, ME 04101
   C.C.R.D. BOOK 37397 PAGE 73

NOTE: SINCE THE DATE OF THE ORIGINAL SUBDIVISION PLAN THE LAND HAS BEEN CONVEYED TO THE ABOVE REFERENCED OWNERS OF RECORD.

2. PARCEL IS SHOWN AS 18–A001, 19–A003 & P/O 19–A010 ON THE CITY OF PORTLAND'S TAX ASSESSORS MAPS.

3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES WEST ZONE NAD83.
CITY POINTS: T–113–80–206 N:302687.77 E:2932345.31
T–113–12–111 N:302722.13 E:2933029.45

4. PARCEL IS LOCATED IN ZONE C, AREAS OF MINIMAL FLOODING, AND FLOOD ZONE A2 ELEV. 10, FLOOD INSURANCE RATE MAP 230051–0014B EFFECTIVE DATE JULY 17, 1986.

5. BENCH MARK: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) – TIDAL BENCHMARK. BENCH MARK STAMPING: NO. 3 1971 ELEVATION 11.02 FEET CITY DATUM.

6. PARCEL IS LOCATED IN THE B6 URBAN COMMERCIAL BUSINESS ZONE AND PARTIALLY IN THE EWPZ WATERFRONT ZONE AS SHOWN ON THE CITY OF PORTLAND ZONING MAP.

7. THAMES STREET IS NOT PART OF THIS SUBDIVISION. THAMES STREET EXTENSION IS AN ACCEPTED CITY STREET AS OF THE DATE OF 9/29/2022. REFERENCE IS ALSO MADE TO AN ACCESS LICENSE FROM THE CITY OF PORTLAND TO PF ONE DEVCO LLC, PF LAND LLC & PF MARINA LLC RECORDED IN DEED BOOK 37398, PAGE 112.

8. THE "REMAINING LAND BY DEVELOPER" SHALL REMAIN PRIVATE PROPERTY AND SHALL BE UTILIZED TO PROVIDE ACCESS AND UTILITIES TO THE PARCELS SHOWN AS A PRIVATE WAY.

9. THE PROPOSED PROPERTY BOUNDARY IS THE SUBJECT OF THE EXCHANGE AGREEMENT DATED AS OF JUNE 21, 2017 BETWEEN THE CITY OF PORTLAND, PF LAND LLC, PF DEVCO LLC, PF MARINA AND THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION, A COPY OF WHICH IS ON RECORD WITH THE CITY OF PORTLAND. UNTIL THE EXCHANGE IS COMPLETED, THE SOUTHERN BOUNDARY OF PARCELS 1C, 3 AND 5 AND THE SOUTHERN BOUNDARY OF THE AREA "REMAINING LAND BY DEVELOPER" IS THE EXISTING PROPERTY BOUNDARY. AFTER THE EXCHANGE IS COMPLETED, THE SOUTHERN BOUNDARY OF PARCELS 1C, 3 AND 5 AND THE SOUTHERN BOUNDARY OF THE AREA "REMAINING LAND BY DEVELOPER" WILL BE THE PROPOSED PROPERTY BOUNDARY.

10. BUILDINGS SHOWN ON PARCELS 1A & 1C ARE TAKEN FROM APPROVED SITE PLANS FOR THIS PROJECT.

LEGEND:

- CAPPED IRON ROD OR NAIL TO BE SET
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- GAS VALVE
- LIGHT POLE
- FENCE
- CURB
- GUARDRAIL
- IPF/IRF IRON PIPE OR ROD FOUND
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE

SCALE : 1" = 50'
0' 25' 50' 100'

APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

PLAN REFERENCES:

1. *LAND TITLE SURVEY & SUBDIVISION PLAN IN PORTLAND, MAINE U.S.A. MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY DATED FEB. 19, 1993, REV. 9 11/04/96 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 193, PAGE 187.*

2. *RECORDING PLAT OCEAN GATEWAY MADE FOR THE CITY OF PORTLAND AND STATE OF MAINE, BY OWEN HASKELL, INC, DATED AUGUST 4, 2004, RECORDED IN PLAN BOOK 204, PAGE 622–624*

3. *BOUNDARY & TOPOGRAPHY SURVEY AT 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN BY OWEN HASKELL, INC. AUGUST 29, 2016, REVISED THROUGH FEB. 2019.*

4. *EXHIBIT PLAN PARCELS TO BE CONVEYED 58 FORE STREET, PORTLAND, MAINE MADE FOR WOODARD & CURRAN BY OWEN HASKELL, INC. DATED MARCH 21, 2018.*

5. *TOPOGRAPHIC SURVEY 100 FORE STREET MADE FOR JONATHAN COHEN BY OWEN HASKELL, INC DATED DECEMBER 4, 2017 REVISED THROUGH 12/17/18.*

6. *ALTA/NSPS LAND TITLE SURVEY, 13–23 EASTERN PROMENADE, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR PF SIX DEVCO LLC DATED MAY 19, 2022 REVISED JUNE 27, 2022 BY OWEN HASKELL, INC.*

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.

9/06/2023
DATE

RANDY R. LOUBIER, PLS #2407

THIS PLAN AMENDS THE "SUBDIVISION PLAT" RECORDED IN C.C.R.D. PLAN BOOK 220, PAGE 466

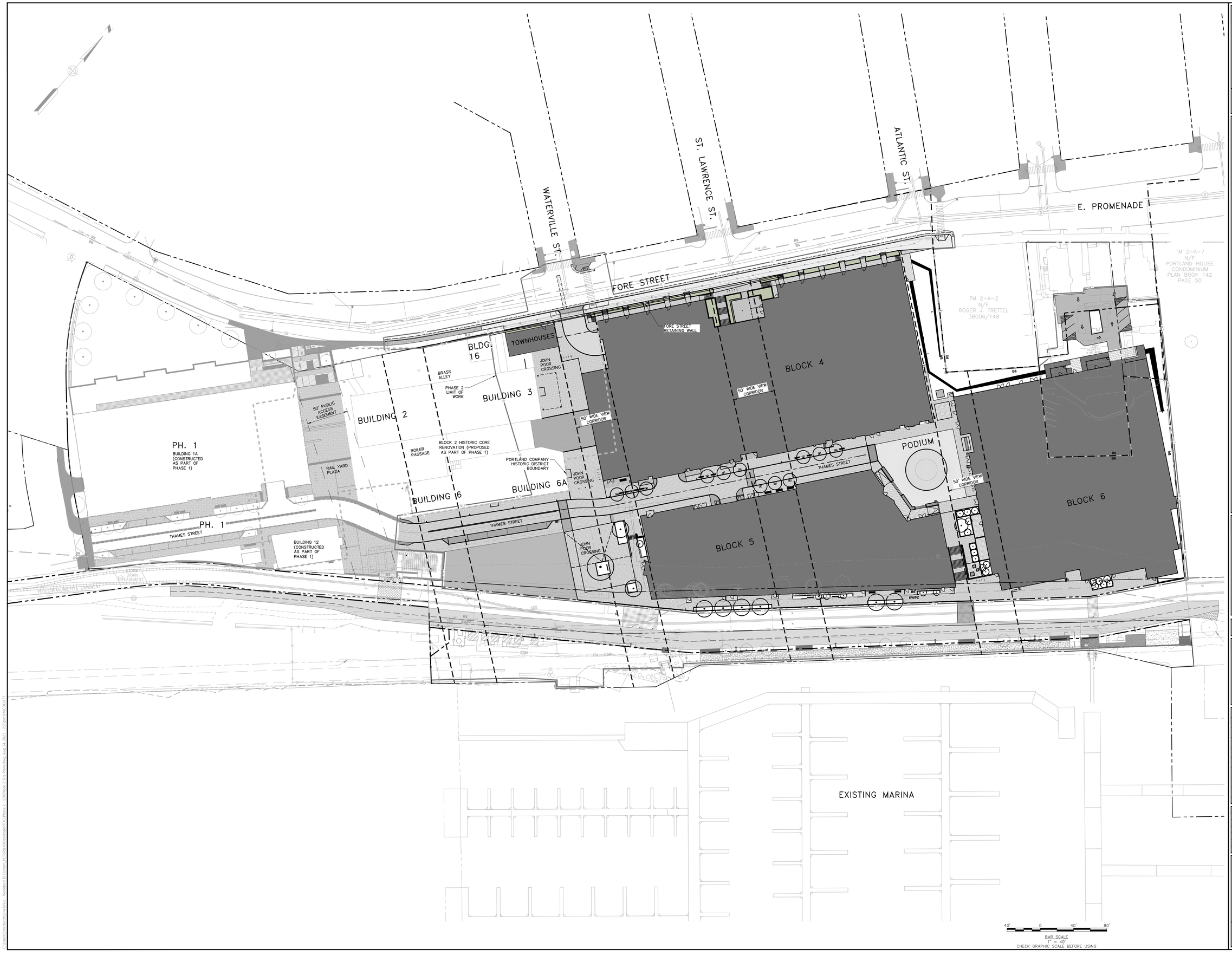
REVISED LOCATION OF THE PROPOSED PROPERTY BOUNDARY AFTER LAND TRANSFER; ADDED PF MARINA PARCEL TO CITY OF PORTLAND OF 593 S.F.; REVISED LOTS 4 & 5; ADDED LOT 6.

Second Amended Subdivision Plat
Portland Foreside
Thames Street & Fore Street
Portland, Maine
Made for Owner of Record
PF One Devco LLC & PF Land LLC
254 Commercial St. Suite 118, Portland, ME 04101

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105 207.774.0424

DRAWN BY: RRL / JLW	DATE: SEPT. 6, 2023	JOB NO. 2019-013 P
CHECKED BY: RRL	SCALE: 1" = 50'	DRWG. NO. SP-B

30x42
PLOT SCALE: 100 = 1'-0"



Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:

CIVIL
OVERALL SITE PLAN

DRAWING NO:

C-1

SHEET: 1 OF 1

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PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

AUGUST 2023

NOT FOR CONSTRUCTION



PROJECT LOCATION MAP

DRAWING INDEX		
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SITE LOCATION MAP

SOURCE: USGS TOPO QUADRANGLE

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

Lauren J. Swett

NOT FOR CONSTRUCTION

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PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

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DRAWING TITLE:

CIVIL COVER

DRAWING NO:

G-000

SHEET: 1 OF 20

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CIVIL GENERAL NOTES

1. SITE AND TOPOGRAPHIC DATA COMPILED FROM MULTIPLE PLANS PREPARED BY OWEN HASKELL, INC. DATED 6/27/2022. SITE DATA SUPPLEMENTED BY PHASE 1 DESIGN PLANS AND RECORD DRAWINGS.
2. VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE FOOT CONTOUR INTERVALS. CITY DATUM IS +0.02 FT NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
3. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS, AND LOCATION AND SIZE OF BUILDINGS.
4. THE CONTRACTOR SHALL CALL "DIG SAFE" AT 811 AT LEAST 72 HOURS PRIOR TO EXCAVATION IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY CODES.
5. PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY A LICENSED LAND SURVEYOR ACCEPTABLE TO THE CITY. PROPERTY MONUMENTS SHALL BE RESET IN ACCORDANCE WITH CITY OF PORTLAND STANDARDS.
6. DO NOT PARK, IMPEDE ACCESS TO, OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN ADVANCE IN WRITING BY CITY AND/OR LAND OWNER.
7. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, CITY OF PORTLAND DEVELOPMENT REVIEW COORDINATOR, CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE SITE DRAWINGS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORM INFRASTRUCTURE, SIGNS, UTILITY POLES, FENCES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COSTS SHALL BE INCURRED BY THE CONTRACTOR.
9. LAND OUTSIDE THE PROPOSED LIMIT OF WORK SHALL NOT BE DISTURBED BY THE CONTRACTOR. ANY LAND OUTSIDE LIMIT OF WORK DISTURBED BY CONTRACTOR SHALL BE RESTORED BY CONTRACTOR AT NO EXPENSE TO OWNER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCH MARKS NECESSARY FOR THE WORK.
11. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY CODES, REGULATIONS, LEGAL REQUIREMENTS, PERMIT CONDITIONS, ETC.
12. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKWAYS, STREETS, PAVEMENTS, CURBING, TREES, PLANTINGS, LAWN, FENCING TO REMAIN ON OR OFF THE PREMISES, AND SHALL REPAIR AND REPLACE AT HIS/HER OWN EXPENSE, AS DIRECTED BY THE ENGINEER, ANY ITEMS DAMAGED AS A RESULT OF THE CONTRACTOR'S WORK.
13. THE CONTRACTOR SHALL PROVIDE ADEQUATE BRACING AND SHORING OF ALL EXCAVATIONS IN ACCORDANCE WITH THE REQUIREMENTS OF ALL GOVERNING CODES AND REGULATIONS.
14. SAWCUTS IN EXISTING PAVEMENT SHALL BE SMOOTH AND STRAIGHT. EXISTING PAVEMENT SHALL BE SAWCUT AND BUTTED TO THE NEW PAVEMENT. NO FEATHERING OF PAVEMENT WILL BE PERMITTED.
15. WORK WITHIN PUBLIC RIGHT-OF-WAY SHALL COMPLY WITH APPLICABLE CITY OF PORTLAND AND STATE REQUIREMENTS.
16. ALL CURB DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AND SHALL CONFORM TO CITY OF PORTLAND SPECIFICATIONS. COST IS INCIDENTAL TO CONTRACT.
17. ALL FULL DEPTH PAVEMENT REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL STANDARDS.
18. ALL WORK WITHIN THE RIGHT OF WAY OF CITY STREETS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE TRAFFIC ENGINEER AT LEAST 7 DAYS BEFORE BEGINNING CONSTRUCTION IN ANY STREET. THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER, WHO MAY ATTACH SPECIAL CONDITIONS TO, OR REQUIRE MODIFICATIONS OF, THE TRAFFIC CONTROL PLAN. WORK SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE TRAFFIC ENGINEER.
19. THE CONTRACTOR SHALL OBTAIN A CITY STREET OPENING PERMIT BEFORE BEGINNING CONSTRUCTION. THE CONTRACTOR WILL ALSO BE REQUIRED TO HAVE A CURRENT EXCAVATOR'S LICENSE IN THE CITY.
20. ALL WORK IN THE PUBLIC R.O.W. SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY'S TECHNICAL MANUAL ARTICLES VI, VII, AND IX OF CHAPTER 25-STREETS, SIDEWALKS, AND OTHER PUBLIC PLACES OF THE CITY OF PORTLAND CODE OF ORDINANCES.
21. ALL SEWER CONSTRUCTION IN THE PUBLIC WAY SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLE II OF CHAPTER 24-SEWERS OF THE CITY OF PORTLAND CODE OF ORDINANCES.
22. CONTACT CITY OF PORTLAND ARBORIST AND ENGINEER PRIOR TO CUTTING ROOTS, TRIMMING BRANCHES, OR DISTURBING TREES WITHIN THE R.O.W. THAT NOT HAVE BEEN NOTED FOR REMOVAL ON THE PLANS.
23. IF IMPORTED FILL MATERIAL IS REQUIRED, IT SHALL BE CERTIFIED IN WRITING BY CONTRACTOR AS NON-CONTAMINATED, CLEAN FILL SUITABLE FOR THE INTENDED USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TESTING OF ENVIRONMENTAL PARAMETERS AS OUTLINED IN THE PROJECT SPECIFICATIONS.
24. RESTORE ALL AREAS DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, RIPRAP, GRASS, ETC.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF ALL AREAS DAMAGED BY CONTRACTOR SHALL BE INCIDENTAL TO THE PROJECT.
25. ALL MATERIAL SHALL BE FURNISHED BY CONTRACTOR UNLESS OTHERWISE NOTED.
26. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
27. RESTRICT ACCESS TO SITE THROUGH THE USE OF APPROPRIATE SIGNAGE, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.
28. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
29. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THESE PLANS AND THE LATEST EDITION OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL. KEEP ALL STREETS FREE OF DUST, MUD, AND DEBRIS. STREETS AND WALKWAYS SHALL BE SWEPT REGULARLY, AND TEMPORARY CONSTRUCTION ENTRANCES SHALL BE UTILIZED DURING CONSTRUCTION.
30. CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN ACCORDANCE WITH REQUIREMENTS OUTLINED WITHIN THE MAINE CONSTRUCTION GENERAL PERMIT. CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH PHOTOGRAPHS AND REQUIRED ATTACHMENTS TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION UPON COMPLETION OF THE PROJECT. A DRAFT OF THE NOTICE WILL BE PROVIDED TO THE OWNER AND THE OWNER'S REPRESENTATIVE FOR REVIEW PRIOR TO SUBMISSION. A COPY OF THE NOTICE CAN BE OBTAINED AT WWW.MAINE.GOV/DEP/LAND/STORMWATER/CONSTRUCTION.HTML.
31. CONTRACTOR SHALL MAINTAIN EROSION CONTROL AND STORMWATER POLLUTION PREVENTION SYSTEMS IN COMPLIANCE WITH THE REQUIREMENTS OF THE MAINE CONSTRUCTION GENERAL PERMIT (MCGP). CONTRACTOR SHALL CONDUCT AND MAINTAIN RECORDS OF EROSION CONTROL INSPECTIONS PER THE NOTICE OF INTENT TO COMPLY WITH THE MAINE CONSTRUCTION GENERAL PERMIT. CONTRACTOR SHALL PREPARE AND SUBMIT A NOTICE OF TERMINATION TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, UPON COMPLETION OF THE CONSTRUCTION PROJECT. SUBMIT A COPY OF THE INSPECTION RECORDS AND THE NOTICE OF TERMINATION TO THE OWNER AND ARCHITECT.
32. THE UTILITY LOCATIONS SHOWN IN PLAN AND PROFILE ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. CONTACT THE ENGINEER AND OWNER IMMEDIATELY UPON DISCOVERING ANY CONFLICTS WITH EXISTING AND PROPOSED UTILITY LOCATIONS. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
33. CONTRACTOR SHALL CLEAN AND/OR FLUSH ALL MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED.
34. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES, EMERGENCY SERVICES AND CITY. NOTIFY UTILITY COMPANIES WITHIN 48 HOURS OF WORK ACTIVITY ADJACENT TO THOSE UTILITIES.
35. CONTRACTOR SHALL SEQUENCE THE WORK SO AS TO MAINTAIN UTILITY SERVICES FOR EXISTING OPERATIONS ON AND ADJACENT TO THE SITE. CONTRACTOR SHALL PROVIDE A PLAN FOR TEMPORARY UTILITY SERVICES OR AS REQUIRED. THE PLAN SHALL BE STAMPED BY A PROFESSIONAL ENGINEER AND SUBMITTED TO OWNER. ENGINEER AND UTILITY FOR ACCEPTANCE A MINIMUM OF 14 DAYS PRIOR TO START OF UTILITY WORK.
36. EXISTING FACILITIES (I.E. SIGNS, POLES, LIGHT POSTS, ETC.) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. OWNER RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR SHALL DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF CITY AT CONTRACTOR'S EXPENSE.
37. ALL TREES NOT NOTED TO BE REMOVED OR RELOCATED SHALL BE PROTECTED BY CONTRACTOR DURING CONSTRUCTION.
38. A COMPLETE SET OF "RECORD" DRAWINGS THAT REFLECT ANY AND ALL MODIFICATIONS TO THE SANITARY SEWER SYSTEM, STORM SEWER SYSTEM AND ANY OTHER UTILITY INSTALLATIONS OR ALTERATIONS WITHIN THE PROJECT LIMITS SHALL BE SUBMITTED TO THE CITY OF PORTLAND. THESE DRAWINGS SHALL BE SUBMITTED IN BOTH DIGITAL (ACAD) AND HARD COPY FORMAT AS DEFINED IN THE SPECIFICATIONS PRIOR TO PAYMENT OF FINAL RETAINAGE.
39. ALL UTILITY SERVICES AND MAINS ARE APPROXIMATE AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING SERVICES AND MAINS AND RELOCATE AS REQUIRED TO COMPLETE WORK. CONTRACTOR SHALL COORDINATE WORK WITH THE CITY OF PORTLAND, PORTLAND WATER DISTRICT, UNITIL, CMP, AND ANY OTHER UTILITY OWNERS AND PROPERTY OWNERS.
40. WORK IS PROPOSED IN CLOSE PROXIMITY TO EXISTING UTILITIES. CONTRACTOR SHALL PROTECT EXISTING UTILITIES DURING CONSTRUCTION. CONTRACTOR SHALL SUBMIT PROTECTION PLAN FOR CROSSING 33" SANITARY SEWER FORCE MAIN, STAMPED BY PROFESSIONAL ENGINEER PRIOR TO START OF WORK.
41. CAPPED PIPE STUB LOCATIONS SHALL BE MARKED WITH EMBEDDED STAKE AND A MINIMUM OF THREE TIES SHALL BE RECORDED. EMBEDDED STAKE SHALL BE 2X4 WITH PK NAIL DRIVEN IN TOP. LENGTH AS REQUIRED TO SPAN FROM TOP OF PIPE TO 6" BELOW GRADE. LOCATION AND ELEVATION OF PIPE STUB SHALL BE PROVIDED. WARNING TAPE AND WIRE SHALL BE INSTALLED OVER PIPE STUBS IN ACCORDANCE WITH SPECIFICATIONS.
42. ALL SIGNAGE SHALL CONFORM WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
43. ACTIVITIES THAT HAVE THE POTENTIAL TO DISTURB SOIL SUCH AS UTILITY AND SUBSURFACE STRUCTURE INSTALLATION/RELOCATION WORK, FOUNDATION INSTALLATION, GRADING, PAVING, AND LANDSCAPING SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROJECT SOIL MANAGEMENT PLAN. APPLICABLE SOIL MANAGEMENT PROCEDURES INCLUDE SITE CONTROLS AND CONSTRUCTION MEASURES TO REDUCE EXPOSURE TO SOIL DURING CONSTRUCTION, AS WELL AS TO FACILITATE THE PROPER HANDLING, STORAGE, CHARACTERIZATION, TRANSPORT, ONSITE REUSE, AND/OR OFFSITE REUSE, OR DISPOSAL, OF EXCESS SOIL THAT MAY BE GENERATED DURING CONSTRUCTION.
44. SOIL SAMPLING AND ANALYSIS FOR THE PROPOSED LIMIT OF WORK WAS COMPLETED IN JULY 2022. THESE PLANS SHOW LOCATIONS OF SOIL SAMPLING WITHIN THE PROJECT AREA. SOIL DATA AND THE ASSOCIATED SOIL MANAGEMENT PLAN WILL BE PROVIDED WHEN THE ANALYSIS IS COMPLETED.

CIVIL LEGEND

EXISTING		PROPOSED
	CONTOUR (1' INTERVAL)	
	CONTOUR (INDEX)	
S	SANITARY SEWER	S
FM	FORCEMAIN	FM
SD	STORM DRAIN	SD
UD	UNDERDRAIN	UD
W	WATER LINE	W
E	UNDERGROUND ELECTRIC	E
COMM	UNDERGROUND TELECOMMUNICATIONS	COMM
G	GAS LINE	G
OE	OVERHEAD ELECTRIC	
AS	ABANDONED SEWER	
AW	ABANDONED WATER LINE	
	PROPERTY LINE	
	RIGHT OF WAY	
	EASEMENT	
	EDGE OF VEGETATION	
X X	FENCE	
	CENTERLINE	
	RETAINING WALL	
	STONEWALL	
	CURB	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL	
	GUARDRAIL	
	RAILROAD TRACKS	
	DRAINAGE DITCH / SWALE	
	SEDIMENT BARRIER	
LW	LIMIT OF WORK	LW
	PAVER AREA	
	BRICK SIDEWALK	
	BITUMINOUS PAVEMENT	
	PORTLAND COMPANY HISTORIC DISTRICT BOUNDARY	
	MUNJOY HILL HISTORIC DISTRICT BOUNDARY	

CIVIL LEGEND

EXISTING		PROPOSED
S	SANITARY SEWER MANHOLE	
CO	CLEAN OUT	CO
D	DRAINAGE MANHOLE	
	FIELD INLET CATCH BASIN	
E	ELECTRICAL MANHOLE	EMH
T	TELECOMMUNICATIONS MANHOLE	CMH
TELE BOX	TELEPHONE STAND BOX	
G	GAS METER BOX	G
	GAS VENT	
	GAS GATE	
	TRANSFORMER	TRANS.
	UTILITY POLE	
	UTILITY POLE WITH GUY	
	LIGHTPOST	
	WATER GATE	
	CURB STOP	
	REDUCER	
	COUPLING	
	WATER SHUT OFF VALVE	
	HYDRANT	
W	WATER METER BOX	W
	THRUST BLOCK	
	PROPERTY MONUMENT	
MB	MAIL BOX	
	STREET AND MISCELLANEOUS SIGNS	
ZP	FLAGPOLE	
XXX.XX	SPOT ELEVATION	XXX.XX
	TREE/SHRUB	
TP-#	TEST PIT	
WC-XX	SOIL SAMPLE LOCATION	

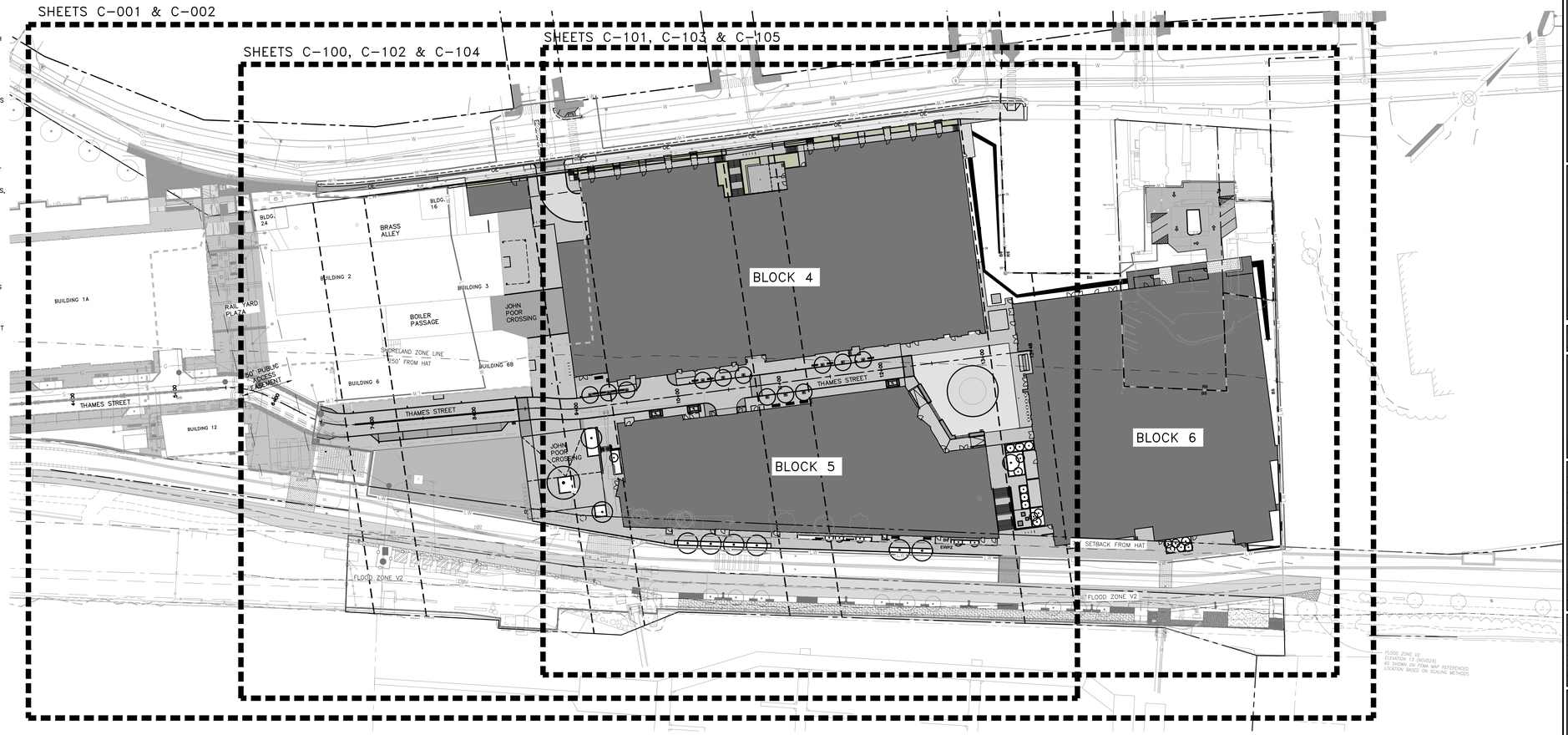
CIVIL ABBREVIATIONS

&	AND	N.I.C.	NOT IN CONTRACT
A.G.	ABOVE GROUND	NO.	NUMBER
		NR	NO REFUSAL
BC	BOTTOM OF CURB	N.T.S.	NOT TO SCALE
BIT	BITUMINOUS		
BW	BOTTOM OF WALL	OE	OVERHEAD ELECTRIC
B/W	BETWEEN	OH	OVERHEAD
CB	CATCH BASIN	±	PLUS OR MINUS
CI	CAST IRON	LLS	LICENSED LAND SURVEYOR
CMP	CENTRAL MAINE POWER	PROP.	PROPOSED
CMP	CORRUGATED METAL PIPE	PT.	POINT
CONC	CONCRETE	PVC	POLYVINYL CHLORIDE
DI	DUCTILE IRON	R.O.W.	RIGHT-OF-WAY
DIA.	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DMH	DRAIN MANHOLE	REINF.	REINFORCED
DTL.	DETAIL	REQ'D	REQUIRED
E	UNDERGROUND ELECTRICAL	S	SLOPE (FT./FT.)
EL.	ELEVATION	S	SEWER
E.O.P.	EDGE OF PAVEMENT	SD	STORM DRAIN
EXIST.	EXISTING	SMH	SEWER MANHOLE
		SCH	SCHEDULE
FF	FINISH FLOOR	STA.	STATION
FM	FORCEMAIN		
FT	FOOT/FEET	TS	TOP OF STAIRS
		TW	TOP OF WALL
G	GAS MAIN	TYP.	TYPICAL
GS	GAS SERVICE		
GALV.	GALVANIZED	UP	UTILITY POLE
GRAN.	GRANITE		
		VC	VITRIFIED CLAY
HDPE	HIGH DENSITY POLYETHYLENE	VIT.	VITRIFIED CLAY
HYD	HYDRANT		
		W	WEST
INV.	INVERT	W	WATER
		W/	WITH
LF	LINEAR FEET	W	WATERMAIN
		WS	WATER SERVICE
MAX.	MAXIMUM	WV	WATER VALVE
MDOT	MAINE DEPARTMENT OF TRANSPORTATION		
MIN.	MINIMUM		
MON	MONUMENT		

SHEETS C-001 & C-002

SHEETS C-100, C-102 & C-104

SHEETS C-101, C-103 & C-105



OVERALL SITE PLAN
SCALE: 1"=50'

50' 0 50' 100'
BAR SCALE
1" = 50'
CHECK GRAPHIC SCALE BEFORE USING

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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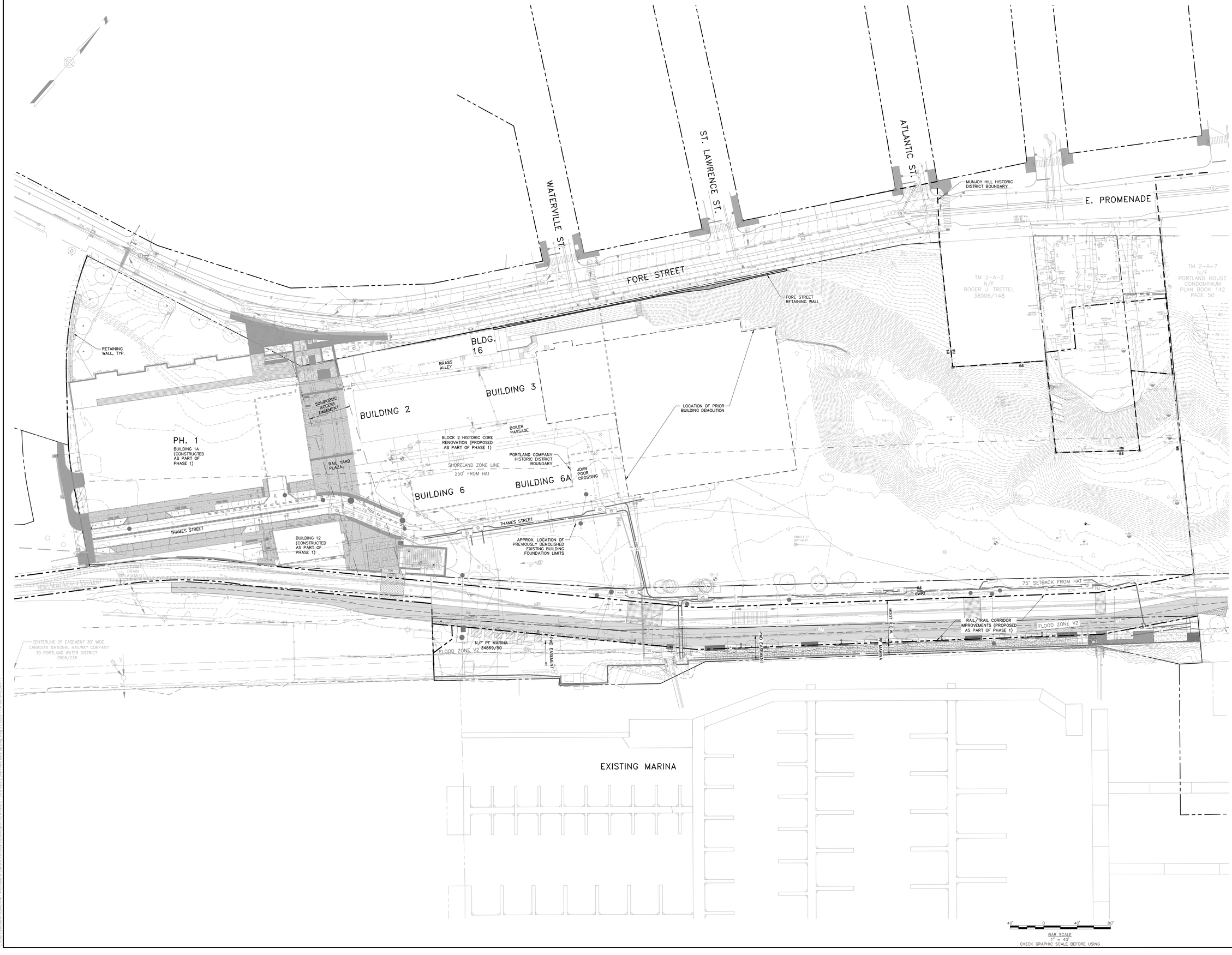
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30x42
PLOT SCALE: 100 = 1'-0"



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41 Hutchins Drive
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CIVIL
EXISTING CONDITIONS

DRAWING NO:

C-001

SHEET: 3 OF 20

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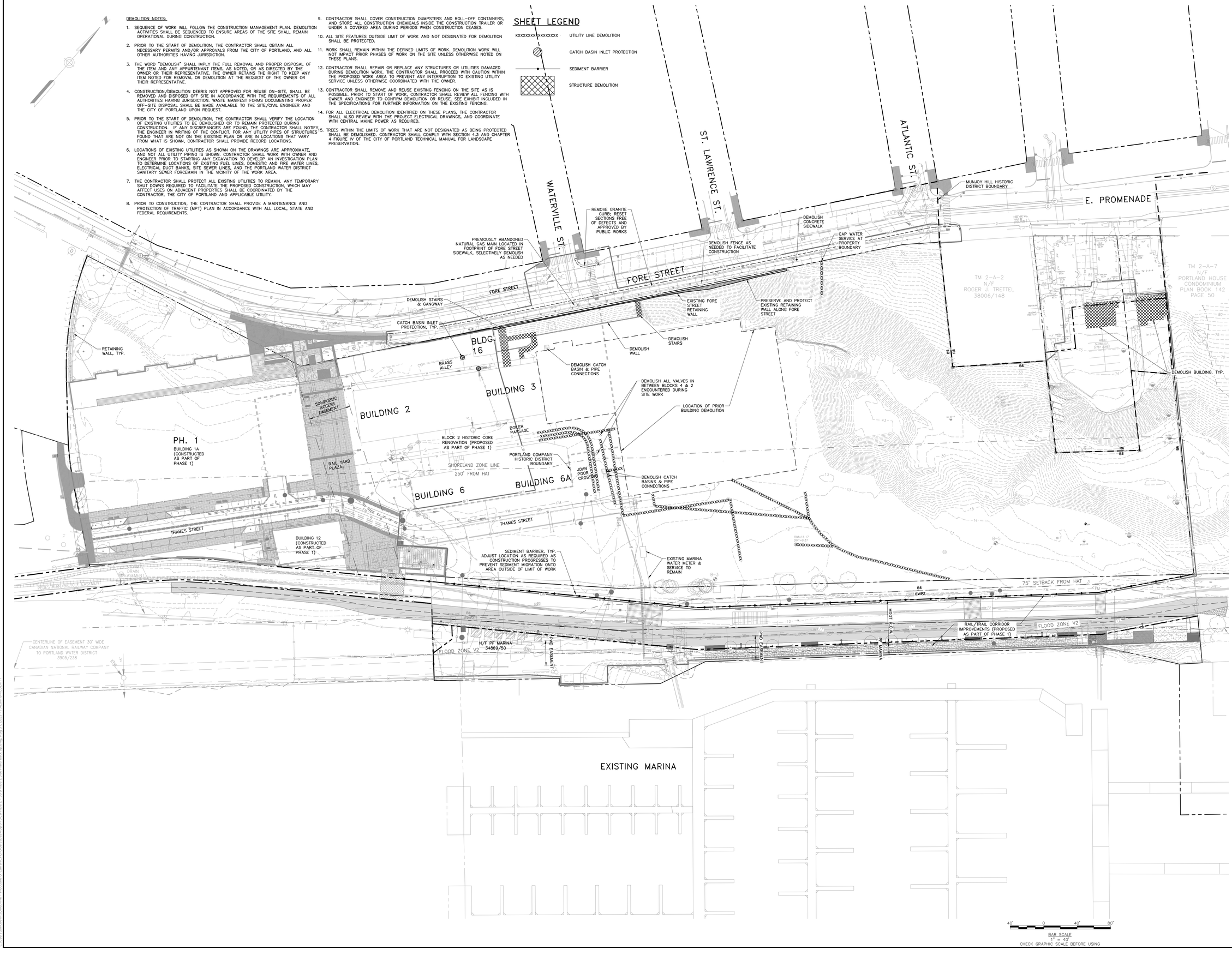
30x42
PLOT SCALE: 100 = 1'-0"

DEMOLITION NOTES:

1. SEQUENCE OF WORK WILL FOLLOW THE CONSTRUCTION MANAGEMENT PLAN. DEMOLITION ACTIVITIES SHALL BE SEQUENCED TO ENSURE AREAS OF THE SITE SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
2. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR APPROVALS FROM THE CITY OF PORTLAND, AND ALL OTHER AUTHORITIES HAVING JURISDICTION.
3. THE WORD "DEMOLISH" SHALL IMPLY THE FULL REMOVAL AND PROPER DISPOSAL OF THE ITEM AND ANY APPURTENANT ITEMS, AS NOTED, OR AS DIRECTED BY THE OWNER OR THEIR REPRESENTATIVE. THE OWNER RETAINS THE RIGHT TO KEEP ANY ITEM NOTED FOR REMOVAL OR DEMOLITION AT THE REQUEST OF THE OWNER OR THEIR REPRESENTATIVE.
4. CONSTRUCTION/DEMOLITION DEBRIS NOT APPROVED FOR REUSE ON-SITE, SHALL BE REMOVED AND DISPOSED OFF SITE IN ACCORDANCE WITH THE REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION. WASTE MANIFEST FORMS DOCUMENTING PROPER OFF-SITE DISPOSAL SHALL BE MADE AVAILABLE TO THE SITE/CIVIL ENGINEER AND THE CITY OF PORTLAND UPON REQUEST.
5. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES TO BE DEMOLISHED OR TO REMAIN PROTECTED DURING CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY, THE ENGINEER IN WRITING OF THE CONFLICT. FOR ANY UTILITY PIPES OF STRUCTURES FOUND THAT ARE NOT ON THE EXISTING PLAN OR ARE IN LOCATIONS THAT VARY FROM WHAT IS SHOWN, CONTRACTOR SHALL PROVIDE RECORD LOCATIONS.
6. LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE, AND NOT ALL UTILITY PIPING IS SHOWN. CONTRACTOR SHALL WORK WITH OWNER AND ENGINEER PRIOR TO STARTING ANY EXCAVATION TO DEVELOP AN INVESTIGATION PLAN TO DETERMINE LOCATIONS OF EXISTING FUEL LINES, DOMESTIC AND FIRE WATER LINES, ELECTRICAL DUCT BANKS, SITE SEWER LINES, AND THE PORTLAND WATER DISTRICT SANITARY SEWER FORCEMAIN IN THE VICINITY OF THE WORK AREA.
7. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES TO REMAIN. ANY TEMPORARY SHUT DOWNS REQUIRED TO FACILITATE THE PROPOSED CONSTRUCTION, WHICH MAY AFFECT USES ON ADJACENT PROPERTIES SHALL BE COORDINATED BY THE CONTRACTOR, THE CITY OF PORTLAND AND APPLICABLE UTILITY.
8. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE A MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) PLAN IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
9. CONTRACTOR SHALL COVER CONSTRUCTION DUMPSTERS AND ROLL-OFF CONTAINERS, AND STORE ALL CONSTRUCTION CHEMICALS INSIDE THE CONSTRUCTION TRAILER OR UNDER A COVERED AREA DURING PERIODS WHEN CONSTRUCTION CEASES.
10. ALL SITE FEATURES OUTSIDE LIMIT OF WORK AND NOT DESIGNATED FOR DEMOLITION SHALL BE PROTECTED.
11. WORK SHALL REMAIN WITHIN THE DEFINED LIMITS OF WORK. DEMOLITION WORK WILL NOT IMPACT PRIOR PHASES OF WORK ON THE SITE UNLESS OTHERWISE NOTED ON THESE PLANS.
12. CONTRACTOR SHALL REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES DAMAGED DURING DEMOLITION WORK. THE CONTRACTOR SHALL PROCEED WITH CAUTION WITHIN THE PROPOSED WORK AREA TO PREVENT ANY INTERRUPTION TO EXISTING UTILITY SERVICE UNLESS OTHERWISE COORDINATED WITH THE OWNER.
13. CONTRACTOR SHALL REMOVE AND REUSE EXISTING FENCING ON THE SITE AS IS POSSIBLE. PRIOR TO START OF WORK, CONTRACTOR SHALL REVIEW ALL FENCING WITH OWNER AND ENGINEER TO CONFIRM DEMOLITION OR REUSE. SEE EXHIBIT INCLUDED IN THE SPECIFICATIONS FOR FURTHER INFORMATION ON THE EXISTING FENCING.
14. FOR ALL ELECTRICAL DEMOLITION IDENTIFIED ON THESE PLANS, THE CONTRACTOR SHALL ALSO REVIEW WITH THE PROJECT ELECTRICAL DRAWINGS, AND COORDINATE WITH CENTRAL MAINE POWER AS REQUIRED.
15. TREES WITHIN THE LIMITS OF WORK THAT ARE NOT DESIGNATED AS BEING PROTECTED SHALL BE DEMOLISHED. CONTRACTOR SHALL COMPLY WITH SECTION 4.3 AND CHAPTER 4 FIGURE IV OF THE CITY OF PORTLAND TECHNICAL MANUAL FOR LANDSCAPE PRESERVATION.

SHEET LEGEND

- XXXXXXXXXXXXXXXXX · UTILITY LINE DEMOLITION
- CATCH BASIN INLET PROTECTION
- SEDIMENT BARRIER
- STRUCTURE DEMOLITION



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LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION
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#	#	#
#	#	#
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:

CIVIL
DEMOLITION PLAN

DRAWING NO:

C-002

SHEET: 4 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

NOTES:
1. SEE LANDSCAPE PLANS FOR SITE SURFACE MATERIAL ASSOCIATED WITH LANDSCAPED AREAS, PATIOS, AND NON-BITUMINOUS WALKWAYS & ROADWAYS, PLANTING PLANS AND SITE FURNISHINGS.

2. UTILITY & DRAINAGE STRUCTURES NOT SHOWN FOR CLARITY, SEE GRADING & DRAINAGE & UTILITY PLAN FOR MORE INFORMATION.

3. RESET GRANITE CURB SECTIONS ON FORE STREET THAT ARE FREE OF DEFECTS, INCLUDING BUT NOT LIMITED TO CHIPPING AND CRACKING. ANY CURBING TO BE RESET SHALL BE INSPECTED AND APPROVED BY CITY OF PORTLAND PUBLIC WORKS PRIOR TO INSTALLATION.

WATERVILLE ST.
ST. LAWRENCE ST.
FORE STREET
EXISTING MONUMENT, LOCATION APPROXIMATE; VERIFY LOCATION, AND DO NOT DISTURB
COORDINATE WITH CITY OF PORTLAND PRIOR TO COMPLETING FORE STREET STRIPING AND INSTALLATION OF ANY SIGNAGE
REMOVE EXISTING CURB, PROVIDE FLUSH GRANITE CURB
DETECTABLE WARNING TABLE, TYP.
PROVIDE 15' LONG TIPDOWN CURB
SAWCUT & PROVIDE BITUMINOUS PAVEMENT, TYP.
PROVIDE 7' LONG TIPDOWN CURB
VERTICAL GRANITE CURB, TYP.
MATCH EXISTING BRICK SIDEWALK
BRICK SIDEWALK, TYP.
EXISTING BELOW GRADE BUILDING 15 LIMIT
BLDG. 16
TOWNHOUSES
DRIVEWAY APRON AT FORE STREET, TYP. SEE DETAILS ON SHEET C-207
FORE STREET RETAINING WALL
ENTRANCE STAIR, SEE STRUCTURAL AND LANDSCAPE PLANS
RAMPED PARKING GARAGE ENTRANCE TO LEVEL 4
PAVER PLAZA AREA
PORTLAND COMPANY HISTORIC DISTRICT BOUNDARY
50' WIDE VIEW CORRIDOR
BLOCK 4
BUILDING 2
BUILDING 3
BUILDING 6
BUILDING 6B
BIKE RACK, SEE LANDSCAPE PLANS
SITE LANDSCAPING, SEE LANDSCAPE PLANS
BENCH, SEE LANDSCAPE PLANS
SHORELAND ZONE LINE
250' FROM HAT
LIGHT POLE, TYP. SEE LANDSCAPE PLANS
SHARED STREET, SEE NOTE 1
PARKING - 5 SPACES
24' TYP.
PH. 1
TEMPORARY CONSTRUCTION FENCING, TO BE RELOCATED AS NECESSARY TO MAINTAIN SITE SECURITY
FUTURE BLOCK 3 INTERIM BITUMINOUS PAVEMENT (TEMPORARY CONDITION)
PAVER PLAZA AREA
B6
EWPZ
75' SETBACK FROM HAT
MDOT PROPERTY
PWD EASEMENT
PWD MAINLINE PROPERTY
FLOOD ZONE V2
EXISTING MARINA
SET NEW MONUMENT PER DETAIL, COORDINATE FINAL LOCATION WITH CITY OF PORTLAND
PROVIDE ADA CURB RAMP WITH DETECTABLE WARNING TABLE, TYP.
PROVIDE GRANITE RADIUS CORNER "BUG", TYP.
MATCH EXISTING CONCRETE DRIVEWAY
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
RETAINING WALL, SEE GEOTECHNICAL PLANS
SAFETY RAILING, SEE LANDSCAPING PLANS
REFER TO SHEET C-101
B5
R6
BLOCK 6
PODIUM
50' WIDE VIEW CORRIDOR
PLAZA AREA
STONE CURB, TYP. SEE LANDSCAPE PLANS
TEMPORARY CONSTRUCTION FENCE
REFER TO SHEET C-101

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

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PORTLAND, MAINE
PHASE 2

REV	MM/DD/YY	DESCRIPTION
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
SITE PLAN - 1

DRAWING NO:
C-100
SHEET: 5 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-100

ATLANTIC ST.

FORE STREET

E. PROMENADE

BRICK SIDEWALK, TYP.

UTILITY POLE, TYP.

VERTICAL GRANITE CURB, TYP.

SITE LANDSCAPING, SEE LANDSCAPE PLANS

SAWCUT & PROVIDE BITUMINOUS PAVEMENT, TYP.

ADA CURB RAMP, TYP.

MATCH EXISTING BRICK SIDEWALK

COORDINATE WITH CITY OF PORTLAND PRIOR TO COMPLETING FORE STREET STRIPING AND INSTALLATION OF ANY SIGNAGE

ENTRANCE STAIR, SEE STRUCTURAL & LANDSCAPE PLANS

FORE STREET RETAINING WALL

50' WIDE VIEW CORRIDOR

BLOCK 4

BLOCK 5

BLOCK 6

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

TM 2-A-10

RETAINING WALL, SEE GEOTECHNICAL PLANS

BITUMINOUS PAVEMENT

LOAM & SEED

LOAM & SEED 0.787 ACRES

BENCH, TYP. SEE LANDSCAPE PLANS

LIGHT POLE, TYP. SEE LANDSCAPE PLANS

ENTRANCE STAIR, SEE STRUCTURAL & LANDSCAPE PLANS

SHARED STREET

PODIUM STRUCTURE CONNECTING BLOCK 4 AND BLOCK 6 SEE STRUCTURES SEE STRUCTURAL PLANS

50' WIDE VIEW CORRIDOR

PAVER PLAZA AREA

SITE LANDSCAPING, SEE LANDSCAPE PLANS

ENTRANCE STAIR, SEE STRUCTURAL AND LANDSCAPE PLANS

BIKE RACK, TYP. SEE LANDSCAPE PLANS

WASTE RECEPTACLE, TYP. SEE LANDSCAPE PLANS

SHORELAND ZONE LINE
250' FROM HAT

75' SETBACK FROM HAT

EWPZ

STONE CURB, TYP. SEE LANDSCAPE PLANS

TEMPORARY CONSTRUCTION FENCING, TO BE RELOCATED AS NECESSARY TO MAINTAIN SITE SECURITY

FLOOD ZONE V2

MOORING PROPERTY LINE

EXISTING MARINA

REFER TO SHEET C-100

NOTES:
1. SEE LANDSCAPE PLANS FOR SITE SURFACE MATERIAL ASSOCIATED WITH LANDSCAPED AREAS, PATIOS, AND NON-BITUMINOUS WALKWAYS & ROADWAYS, PLANTING PLANS AND SITE FURNISHINGS.
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BAR SCALE
1" = 20'
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
SITE PLAN - 2

DRAWING NO:
C-101
SHEET: 6 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

FORE STREET
WATERVILLE ST.
ST. LAWRENCE ST.
RESET CATCH BASIN RIM AS NECESSARY
MATCH EXISTING SIDEWALK GRADE
REFER TO SHEET C-103
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
FORE STREET RETAINING WALL
PROVIDE GRANITE CATCH BASIN INLET HEADSTONE, TYP. SEE DETAILS ON SHEET C-207
TOWNHOUSES
BLDG. 16
BUILDING 2
BUILDING 3
BUILDING 6B
BUILDING 6
BLOCK 4
FF ELEV. 17.75
BLOCK 5
BLOCK 6
SHORELAND ZONE LINE
250' FROM HAT
75' SETBACK FROM HAT
APPROXIMATE EXTENT OF BELOW GRADE PODIUM
PODIUM
TRENCH DRAIN, SEE DETAILS
PIPE SD67 BELOW TRENCH DRAIN
SUBSURFACE R-TANK, SEE DETAIL
CONNECT DMH14 TO PREVIOUSLY INSTALLED 24" OUTFALL
MDOT PROPERTY
PF MARINA PROPERTY
PWD EASEMENT
FLOOD ZONE V2
EXISTING MARINA
B6
EWPZ
R6
PH. 1
REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

BAR SCALE
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No. 12284
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JOB NO:	227007
DATE:	AUGUST 2023
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FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:

CIVIL
GRADING & DRAINAGE PLAN - 1

DRAWING NO:

C-102

SHEET: 7 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-102

ATLANTIC ST.

FORE STREET

R6
B6

ZONE LINE

E. PROMENADE

MATCH EXISTING SIDEWALK GRADE

FORE STREET RETAINING WALL

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

RIM=79.59

BUILDING FREE 0.35'

AREA=
34,280 S.F.
0.79 ACRES

B6
R6

BLOCK 4
FF ELEV. 17.75

SHORELAND ZONE LINE
250' FROM HAT

R6
B6

B6

75' SETBACK FROM HAT

PODIUM STRUCTURE CONNECTING BLOCK 4 AND BLOCK 6 STRUCTURES; SEE STRUCTURAL PLANS

APPROXIMATE EXTENT OF BELOW GRADE PODIUM

SHARED STREET, NOT IN CONTRACT

BLOCK 5

BLOCK 6

TWO (2) 6'x8' FILTERRA UNITS

CONNECT ROOF DRAINS TO FILTERRA UNITS

EWPZ

CONNECT CAPPED 24" STORM DRAIN PIPE TO NEW DMH

MDOT PROPERTY

PM EASEMENT

PF MARINA PROPERTY

FLOOD ZONE V2

EXISTING MARINA

REFER TO SHEET C-102

REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

BAR SCALE
1" = 20'
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CIVIL
GRADING & DRAINAGE PLAN - 2

DRAWING NO:
C-103
SHEET: 8 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

FORE STREET
WATERVILLE ST.
ST. LAWRENCE ST.
FINAL FORE STREET UTILITY POLE LOCATIONS TO BE COORDINATED WITH CMP
FORE STREET RETAINING WALL
TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148
REFER TO SHEET C-105
BLDG. 16
TOWNHOUSES
GAS METER
6" SANITARY SEWER
12" DI WATER SERVICE ENTRY; WATER RPZ & BACKFLOW PREVENTER INSTALLED INSIDE BUILDING
6" WATER SERVICE WITH VALVE & HYDRANT
HYDRANT, TYP.
SUBSURFACE TRANSFORMER VAULT, TYP.
PAD MOUNTED TRANSFORMER LOCATION
TRANS
BLOCK 4
BLOCK 6
BUILDING 2
BUILDING 3
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
CAP 6" SANITARY SEWER FOR FUTURE CONNECTION
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
PROVIDE VALVE & CAP AT ALL GAS STUBS, TYP.
GAS METER
12" DI WATER
ELECTRICAL VAULT, TYP.
COMMUNICATIONS VAULT, TYP
PROVIDE 2" BLOW-OFF VALVE & THRUST BLOCK AT ALL WATER STUBS, TYP.
CONDUITS FOR ELECTRICAL & COMMUNICATIONS
CAP 6" SANITARY SEWER FOR FUTURE CONNECTION
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
6" SANITARY SEWER
OIL WATER SEPARATOR
O/W SEP. 2
6" SANITARY SEWER
6" SANITARY SEWER
HYDRANT, TYP.
12" DI WATER SERVICE
6" SANITARY SEWER
6" GAS SERVICE
6" SANITARY SEWER
APPROXIMATE EXTENT OF BELOW GRADE PODIUM
ELECTRICAL AND TELECOMMUNICATIONS SERVICE ENTRY
PODIUM
SHORELAND ZONE LINE
250' FROM HAT
BUILDING 6B
CAP 4" SANITARY SEWER FOR FUTURE CONNECTION
GAS METER
BUILDING 6
6" WATER SERVICE W/ VALVE & HYDRANT
EARTHEN RAMP
PROVIDE 2" BLOW-OFF VALVE & THRUST BLOCK AT ALL WATER STUBS, TYP.
CONNECT TO EXISTING WATER MAIN, PROVIDE THRUST BLOCK
PH. 1
CONNECT TO EXISTING FORCEMAIN
CONNECT TO EXISTING VAULTS, SEE SITE ELECTRICAL PLANS
BELOW GRADE STORMWATER STORAGE
CONNECT TO EXISTING WATER MAIN
BLOCK 5
6" SANITARY SEWER
6" SANITARY SEWER
SANITARY SEWER PUMP STATION, SEE DETAIL
PUMP STATION
B6
EWPZ
75' SETBACK FROM HAT
ELECTRICAL CONDUIT
SHORELAND ZONE LINE
B6
EWPZ
FLOOD ZONE V2
PWD EASEMENT
EXISTING MARINA
REFER TO SHEET C-105
REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES
20' 0 20' 40'
BAR SCALE
1" = 20'
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PORTLAND, MAINE
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FILENAME:	PHASE 2 SITE PLANS BACK*.dwg

DRAWING TITLE:
CIVIL
UTILITY PLAN - 1

DRAWING NO:
C-104
SHEET: 9 OF 20

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30x42
PLOT SCALE: 100 = 1'-0"

REFER TO SHEET C-104

FORE STREET

FORE STREET RETAINING WALL

BLOCK 4

BLOCK 5

BLOCK 6

E. PROMENADE

TM 2-A-2
N/F
ROGER J. TRETTEL
38006/148

TM 2-A-4

TM 2-A-7
N/F
PORTLAND HOUSE
CONDOMINIUM
PLAN BOOK 142
PAGE 50

TM 2-A-10

TM 2-A-1
N/F
PF LAND LLC
37397/78

R6
B6

B6

PAD MOUNTED
TRANSFORMER LOCATION

TRANS

AREA=
34,280 S.F.
0.787 ACRES

HA-22

HA-21

HA-109

SHORELAND ZONE LINE
250' FROM HAT

75' SETBACK FROM HAT

FLOOD ZONE V2

EWPZ

PODIUM

APPROXIMATE
EXTENT OF
BELOW GRADE
PODIUM

ELECTRICAL
AND
TELECOMMUNICATIONS
SERVICE ENTRY

12" DI WATER
SERVICE

6" SANITARY
SEWER

8" GAS
SERVICE

6" SANITARY
SEWER

6" SANITARY
SEWER

6" SANITARY
SEWER

HYDRANT
TYP.

SMH 1

O/W SEP. 2

PROVIDE 2" BLOW-OFF
VALVE & THRUST BLOCK
AT ALL WATER STUBS, TYP.

SUBSURFACE
TRANSFORMER
VAULT, TYP.

ELECTRICAL
VAULT, TYP.

COMMUNICATIONS
VAULT, TYP.

8" PVC SEWER

CONNECT TO
PREVIOUSLY
INSTALLED SMH11

6" SANITARY
SEWER

6" SANITARY
SEWER

PUE
EASEMENT

EXISTING MARINA

REFER TO SHEET C-104

REFER TO SHEET C-107 FOR PIPE & STRUCTURE SCHEDULES

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PORTLAND, MAINE

PHASE 2

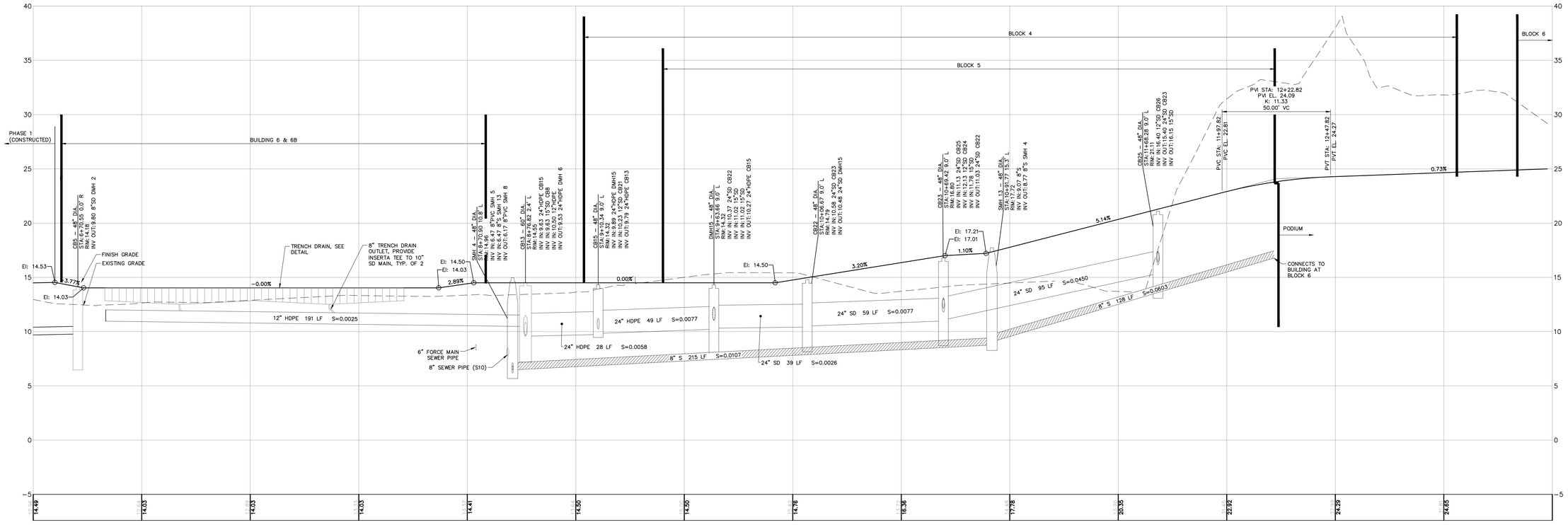
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DRAWING TITLE:
CIVIL
UTILITY PLAN - 2

DRAWING NO:
C-105
SHEET: 10 OF 20

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THAMES STREET PROFILE STA. 6+50 TO STA. 13+50

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED
PROFESSIONAL ENGINEER

Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION
#	#	#
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
ROAD PROFILE

DRAWING NO:
C-106
SHEET: 11 OF 20

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STORMWATER STRUCTURES

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STRUCTURE LOCATION
AD38	15"	12.70		9.73/10"SD /AD39	N: 302304.36 E: 2932605.30
AD39	15"	12.70	9.14/10"SD /AD38	9.04/10"SD /AD40	N: 302384.13 E: 2932691.33
AD40	15"	12.70	8.84/10"SD /AD39	8.74/10"SD /AD41	N: 302411.36 E: 2932720.73
AD41	15"	12.70	7.85/10"SD /AD40	7.75/10"SD /AD42	N: 302440.54 E: 2932751.76
AD42	15"	12.70	7.42/10"SD /AD41	7.32/10"SD /AD43	N: 302485.98 E: 2932799.59
AD43	15"	12.70	7.08/10"SD /AD42	6.98/10"SD /DMH14	N: 302518.62 E: 2932834.47
AD45	15"	12.70	7.02/12"SD /AD46	6.92/12"SD /DMH14	N: 302558.60 E: 2932877.07
AD46	15"	12.55	7.52/12"SD /AD47	7.42/12"SD /AD45	N: 302594.26 E: 2932915.52
AD47	15"	12.60	8.03/12"SD /AD48	7.93/12"SD /AD46	N: 302631.96 E: 2932955.80
AD48	15"	12.89	8.50/12"SD /AD51	8.40/12"SD /AD47	N: 302671.11 E: 2932985.90
AD49	15"	18.80	14.28/12"SD /AD50	14.00/12"SD /AD51	N: 302722.71 E: 2933025.00
AD50	15"	18.75	14.48/12"SD /FILTERRA 1	14.38/12"SD /AD49	N: 302736.43 E: 2933010.70
AD51	15"	15.75	8.80/12"SD /AD49	8.60/12"SD /AD48	N: 302700.37 E: 2933008.07
CB7	4'	14.58	9.92/12"SD/FI13 9.92/10"SD/ 9.92/6"SD/	9.82/15"SD/CB8	N: 302377.61 E: 2932357.66
CB8	4'	14.51	9.75/15"SD/CB7	9.64/15"SD/CB13	N: 302349.86 E: 2932393.71
CB13*	5'	14.55	9.63/24"HDPE/CB15 9.63/15"SD/CB8 10.50/12"HDPE/	9.53/24"HDPE/DMH 6	N: 302315.95 E: 2932428.67
CB15*	4'	14.32	9.89/24"HDPE/DMH15 10.23/12"SD/CB21	9.79/24"HDPE/CB13	N: 302343.90 E: 2932446.12
CB21	4'	14.32		10.32/12"SD/CB15	N: 302332.91 E: 2932460.35
CB22	4'	14.79	10.58/24"SD/CB23	10.48/24"SD/DMH15	N: 302420.17 E: 2932504.97
CB23	4'	16.80	11.13/24"SD/CB25 12.13/12"SD/CB24 11.78/15"SD/	11.03/24"SD/CB22	N: 302469.85 E: 2932543.29
CB24	4'	16.80		12.22/12"SD/CB23	N: 302458.85 E: 2932557.55
CB25	4'	21.11	16.40/12"SD/CB26	15.40/24"SD/CB23 16.15/15"SD/	N: 302548.12 E: 2932603.69
CB26	4'	21.11		16.49/12"SD/CB25	N: 302537.12 E: 2932617.94
CB27	4'	12.57		9.43/12"SD/RTANK INLET7	N: 302242.76 E: 2932487.52
CB28	4'	12.54		9.41/12"SD/RTANK INLET8	N: 302288.33 E: 2932511.58
DMH 6	8'x6'	13.23	9.39/24"HDPE/CB13	9.39/15"SD/RTANK INLET6 9.39/15"SD/RTANK INLET4 9.39/15"SD/RTANK INLET5	N: 302298.68 E: 2932448.43
DMH 7	4'	14.88	10.28/10"SD/FI12 10.28/4"SD/	10.18/10"SD/FI13	N: 302428.10 E: 2932282.83
DMH 10	5'	11.21	7.20/24"HDPE/JELLYFISH 2	7.10/24"HDPE/DMH 8	N: 302109.23 E: 2932452.84
DMH 11	5'	19.58	7.82/24"HDPE/DMH 12	7.82/24"HDPE/JELLYFISH 2	N: 302189.52 E: 2932543.53
DMH 12*	5'	12.98	7.82/24"SD/RTANK OUTLET2	7.82/24"HDPE/DMH 11	N: 302249.93 E: 2932517.81
DMH14*	4'	12.50	6.78/10"SD /AD43 6.78/12"SD /AD45 6.78/12"SD /DMH16	6.68/24"HDPE/DMH13	N: 302546.58 E: 2932862.68
DMH15	4'	14.32	10.37/24"SD/CB22 11.02/15"SD/ 11.02/15"SD/	10.27/24"HDPE/CB15	N: 302386.12 E: 2932478.69
DMH16	4'	12.80	7.00/10"SD / 7.00/10"SD /	6.90/12"SD /DMH14	N: 302548.04 E: 2932840.22
FI11	2'	14.77		10.44/10"SD/FI12	N: 302401.24 E: 2932259.44
FI12	2'	14.77	10.38/10"SD/FI11 10.38/4"SD/	10.33/10"SD/DMH 7	N: 302418.33 E: 2932272.62
FI13	2'	14.58	10.08/10"SD/DMH 7	10.03/12"SD/CB7	N: 302407.81 E: 2932318.40
FILTERRA 1	6'x4'	18.60	14.50/12"SD /RD1	14.50/12"SD /AD50	N: 302734.55 E: 2933007.09
FILTERRA 2	6'x4'	18.60	14.50/12"SD /RD2	14.50/12"SD /	N: 302729.46 E: 2933013.68
JELLYFISH 2	8'x8'	11.75	7.71/24"HDPE/DMH 11	7.71/24"HDPE/DMH 10	N: 302175.58 E: 2932525.68

*STRUCTURES INSTALLED AS PART OF WATERFRONT AND UTILITIES ENABLEMENT PHASE

STORMWATER PIPES

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
SD13	24" SD	10'	0.0000
SD28	24" HDPE	92'	0.0055
SD37	4" SD	17'	0.1534
SD38	15" SD	44'	0.0002
SD39	4" SD	18'	0.1017
SD40	15" SD	41'	0.0016
SD43	6" SD	41'	0.0619
SD44	12" SD	47'	0.0025
SD45	10" SD	38'	0.0027
SD46	4" SD	4'	0.0131
SD47	10" SD	11'	0.0045
SD48	4" SD	17'	0.1219
SD49	10" SD	20'	0.0031
SD56	10" SD	51'	0.0504
SD57	12" SD	14'	0.0064
SD58	24" SD	39'	0.0026
SD59	24" HDPE	24'	0.0057
SD60	15" SD	7'	0.0000
SD61	15" SD	7'	0.0000
SD62	24" HDPE	16'	0.0070
SD63	24" HDPE	33'	0.0053
SD65	15" SD	7'	0.0000
SD77	24" HDPE	49'	0.0077
SD109	24" SD	59'	0.0077
SD110	12" SD	14'	0.0064
SD111	24" SD	95'	0.0450
SD112	12" SD	14'	0.0064
SD113	15" SD	11'	0.0119
SD114	15" SD	12'	0.0108
SD115	15" SD	11'	0.0390
SD116	10" SD	116'	0.0051
SD117	10" SD	39'	0.0052
SD118	10" SD	41'	0.0215
SD119	10" SD	65'	0.0051
SD120	10" SD	47'	0.0051
SD122	10" SD	37'	0.0054
SD123	12" SD	3'	0.0116
SD124	12" SD	2'	0.0133
SD125	12" SD	16'	0.0087
SD126	12" SD	51'	0.0077
SD127	12" SD	54'	0.0077
SD128	12" SD	48'	0.0077
SD129	12" SD	35'	0.0028
SD133	12" SD	19'	0.0061
SD134	10" SD	17'	0.0056
SD135	10" SD	5'	0.0072

SEWER STRUCTURES

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STRUCTURE LOCATION
O/W SEP. 2	4'	10.57	9.85/6"S/	9.55/6"S/	N: 302406.84 E: 2932470.01
PS	4'	12.67	4.64/8"S :/SMH 8 3.65/8"S /SMH 9	7.52/6"FM/SMH 1	N: 302230.60 E: 2932494.34
SMH 5	4'	14.73	7.61/6"S/SMH 6 7.61/6"S/	7.31/8"S /SMH 4	N: 302366.88 E: 2932355.51
SMH 6	4'	14.80	8.74/4"S/SMH 14	8.44/6"S/SMH 5	N: 302417.32 E: 2932294.57
SMH 9	4'	11.06	4.09/8"S :/SMH 15	3.79/8"S /PS	N: 302235.54 E: 2932507.25
SMH 10	4'	12.45	7.12/8"S /SMH 11	6.82/8"PVC/SMH 15	N: 302382.29 E: 2932684.33
SMH 11	4'	12.65	9.69/8"PVC/SMH 16	9.39/8"S /SMH 10	N: 302530.61 E: 2932842.74
SMH 13	4'	17.72	9.07/8"S/	8.77/8"S/SMH 4	N: 302491.43 E: 2932551.91
SMH 14	4'	14.85	9.20/4"S/	8.90/4"S/SMH 6	N: 302419.99 E: 2932279.32
SMH 15	4'	11.81	5.53/8"PVC/SMH 10	5.23/8"S /SMH 9	N: 302298.43 E: 2932595.62
SMH 16	4'	12.02	10.36/8"S/ 10.50/6"FM/	10.06/8"PVC/SMH 11	N: 302555.87 E: 2932867.25

SEWER PIPES

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
S6	4" S	11'	0.0142
S7	6" S	75'	0.0111
S8	8" S	76'	0.0111
S9	8" S	10'	0.0148
S11	8" S	77'	0.0110
S14	4" S	29'	0.0112
S15	6" S	22'	0.0105
S16	4" S	11'	0.0105
S17	4" S	7'	0.0105
S18	4" S	22'	0.0105
S24	4" S	6'	0.0105
S33	6" S	41'	0.0110
S34	8" S	215'	0.0107
S35	8" S	128'	0.0603
S42	6" S	9'	0.0114
S43	8" S	104'	0.0109
S44	8" S	213'	0.0107
S47	6" S	10'	0.0116
S48	6" S	8'	0.0105
S50	6" S	8'	0.0105
S51	6" S	8'	0.0105
S52	4" S	14'	0.0105
S53	6" S	10'	0.0105
S54	6" S	10'	0.0116
S55	8" PVC	118'	0.0109
S56	8" S	23'	0.0114
S57	8" PVC	31'	0.0118

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800.426.4262 | www.woodardcurran.com

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STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

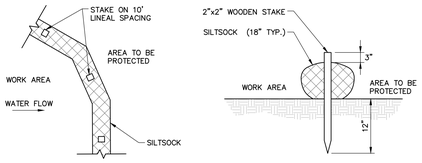
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JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:
CIVIL
PIPE & STRUCTURE TABLE

DRAWING NO:
C-107
SHEET: 12 OF 20

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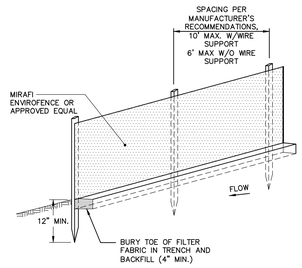


PLAN VIEW SECTION

NOTE:

1. WHEN STAKING IS NOT POSSIBLE, HEAVY CONCRETE BLOCKS SHALL BE USED BEHIND THE SEDIMENT BARRIER TO HELP STABILIZE DURING RAINFALL/RUNOFF EVENTS.

SILT SOCK
N.T.S.



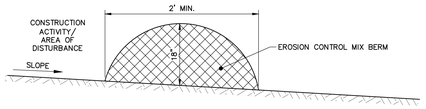
NOTES:

- INSTALL FABRIC ON UPHILL SIDE OF SUPPORT POSTS
- INSTALL SILT FENCE ACROSS SLOPES
- SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS

MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR LESS.

REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

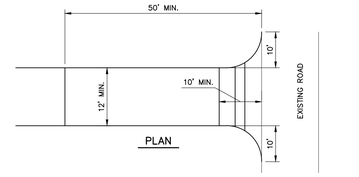
SEDIMENT BARRIER – SILTATION FENCE DETAIL
N.T.S.



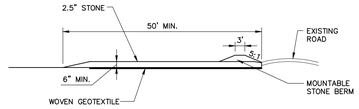
NOTES:

1. EROSION CONTROL MIX CAN BE MANUFACTURED ON OR OFF THE PROJECT SITE. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.
2. EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:
   - THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
   - PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
   - THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
   - LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
   - SOLUBLE SALTS CONTENT SHALL BE < 4.0 MMHOS/CM.
   - THE PH SHOULD FALL BETWEEN 5.0 AND 8.0.

EROSION CONTROL MIX BERM
N.T.S.



PLAN



PROFILE

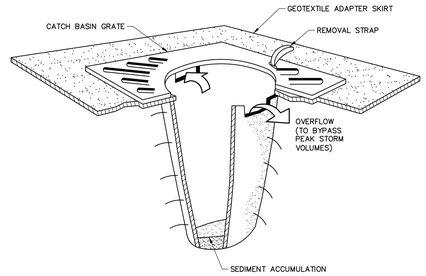
NOTES:

- CONSTRUCTION ENTRANCES MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
- WHEEL WASH PITS MAY ALSO BE USED, IF APPROVED.

MAINTENANCE: INSPECT FOR EFFECTIVE REMOVAL OF SOIL FROM VEHICLES PRIOR TO LEAVING THE SITE. SWEEP ANY SOIL FROM ADJACENT ROADWAYS.

REMOVAL: AT LEAST ONE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED UNTIL ALL AREAS OF THE SITE ARE STABILIZED.

STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



NOTES:

CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).

INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.

INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.

TEMPORARY INLET PROTECTION
N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

Temporary Erosion Control

Contractor shall prepare and submit a soil erosion and water pollution control plan to engineer.

Measure	Dates For Use	Timing, Activity, and Location
Sediment Barrier	ALL	Before soil disturbance, install downhill of areas to be disturbed and around material stockpiles.
Up-slope Diversion	ALL	Before soil disturbance, install uphill of areas to be disturbed and material stockpiles.
Catch Basin Protection	ALL	Before soil or pavement disturbance, install ACF Environmental, Inc. High Flow Siltsack, Siltsaver Inlet Filter. or equal, installed per manufacturer's requirements.
Dust Control	ALL	During dry weather, apply water and calcium chloride to control dust.
Temporary Seeding	April 15 to Oct. 1	Soil stockpiles that are not covered and disturbed areas that will not be disturbed again within 14 days. If grass growth provides less than 95% soil coverage by Nov. 1, apply mulch and anchor with erosion control blanket.
Mulch	April 15 to Sept. 15	On all areas of exposed soil prior to rain events or every 7 days, apply 100–150 lbs (2.5 bales) per 1,000 sq ft. by mechanical blower.
Winter Mulch	Sept. 16 to Oct. 31	On all areas of exposed soil prior to precipitation or every 7 days, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. by mechanical blower, Erosion control blanket may be used as a substitute for winter mulch.
	Nov. 1 to April 14	On all areas of exposed soil, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. and anchor with netting at the end of each working day. Erosion control blanket may be used as a substitute for winter mulch.
Inspections	Until site is permanently stabilized	Inspect the erosion and sedimentation control measures daily, and maintain and repair as necessary.

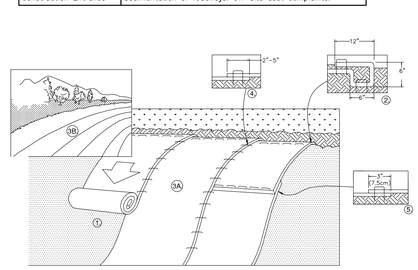
Permanent Erosion Control:

Measure	Dates For Use	Timing, Activity, and Location
Pavement – Base Course – Final Course	When no frost is in ground	Install only in areas shown on the plan, shortly after pavement base is brought to final grade. Install near completion of project.
Permanent Seeding	April 15 to Sept. 15	On final grade areas, within 7 days of grade preparation, prepare topsoil, followed by seed and mulch application.
Dormant Seeding	Sept. 16 to April 15	On final grade areas, with prepared topsoil. Apply seed at double the specified rate on bare soil, and follow with an application of winter mulch.
Ground Cover, Trees, Shrubs	April 15 to Nov. 1	Install with final landscaping.
Permanent Mulch	ALL	Install with final landscaping.

Inspections:

Regular inspections of all erosion and sedimentation controls shall be made at least weekly and prior to and following storm events. Minimum inspections shall be made as listed in the table below.

Inspected Item	Look For
Mulched Surfaces	Thin mulch or inadequate application. Wind movement.
Seeded Surfaces	Poor seed germination. Loss of mulch. Development of rivulets.
Sediment Barrier	Sediment build–up to one half the height of the barrier. Undermining of the barrier. Supporting stakes loose, toppled, or unmarked. Breaks in barrier.
Perimeter Diversion	Discharge is to stabilized area. Erosion or breaks in barrier. Supporting stakes loose, toppled or unmarked.
Catch Basin Protection	Sediment build–up and structure blockages. Slow flow/Ponding water. Breaks in fabric or voids in barrier.
Dewatering Filter	Breaks in fabric or supporting structure. Slow flow, indicating high sediment build–up.
Construction Entrance	Sedimentation of roadways. Off–site dust complaints.



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED AS WELL AS REMOVING ANY PROTRUDING ROCKS, NUMPS OR ROOTS. DURING THE GROWING SEASON (APRIL 15– SEPTEMBER 15) USE RECP'S ON THE BASE OF GRASSED WATERWAYS, SOIL SLOPES HAVNG A GRADE GREATER THAN 15%, OR ANYWHERE WHERE HAY MULCH HAS PROVEN TO BE INEFFECTIVE AT CONTROLLING SHEET EROSION. RECP'S ARE A MANUFACTURED COMBINATION OF MULCH AND NETTING DESIGNED TO PREVENT EROSION AND RETAIN SOIL MOISTURE. FOR OVER WINTER PROTECTION, APPLY RECP'S ON THE BASE AND SIDE SLOPES OF GRASSED WATERWAYS AND ON SLOPES STEEPER THAN AN 8% GRADE.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP's EXTENDED BEYOND THE UP–SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP's.
3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2" – 5" OVERLAP DEPENDING ON RECP's TYPE.
5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP's WIDTH. NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP's.
6. UNTIL GRASS IS ABUNDANT, INSPECT PERIODICALLY AND AFTER EACH RAINSTORM TO CHECK FOR EROSION. IMMEDIATELY REPAIR AND ADD MORE MULCH UNTIL GRASSES ARE FIRMLY ESTABLISHED. DO NOT MOW THE FIRST YEAR.

ROLLED EROSION CONTROL MATTING
N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES MAY INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, HYDRAULIC MULCH, HAY AND STRAW MULCH, EROSION CONTROL BLANKET, TURF REINFORCED MATTING, RIPRAP AND TEMPORARY SEEDING. TEMPORARY SEDIMENT CONTROL MEASURES INCLUDE THE USE OF SILT FENCE, EROSION CONTROL MIX BERMS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE PERMANENT VEGETATION OR PAVING.

GENERAL

A. THE PROJECT SHALL CONFORM WITH THE STANDARDS OF THE MAINE CONSTRUCTION GENERAL PERMIT.
B. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK PUBLISHED BY THE MAINE DEP UNLESS OTHERWISE NOTED IN THESE PLANS. HTTP://MAINE.GOV/DEP/BLWQ/DOCSTAND/ESCBMPS/
C. ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.
D. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.
E. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE SITE WHENEVER POSSIBLE WHILE ALLOWING PROPER SITE DEVELOPMENT.
F. CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORMWATER RUN–ON TO DISTURBED AREAS.
G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/REPLACEMENT/MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:
   i. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS THAT 90% OF THE DISTURBED AREA IS COVERED WITH REASONABLY THICK UNIFORM STAND OF PERMANENT GRASS SPECIES, FREE FROM SIZABLE THIN OR BARE SPOTS.
   ii. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THAT COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE OFF;
   iii. FOR MULCHED AREAS, PERMANENT STABILIZATION MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.
   iv. FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE ASPHALT BINDER COURSE.
H. IF THE AREA WILL REMAIN UNWORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, AND WILL NOT BE BUILT ON, THEN IMMEDIATELY PROVIDE PERMANENT STABILIZATION USING VEGETATION THROUGH PLANTING, SEEDING, SOD OR THROUGH THE USE OF PERMANENT MULCH OR RIPRAP. IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, MOISTURE, AND SOIL CONDITIONS. AMEND AREAS OF DISTURBED, OVERLY–COMPACTED SUBSOIL WITH TOPSOIL OR COMPOST AND LIGHTLY TILL 2–3" OF SOIL AMENDMENTS INTO THE TOP 8" OF SOIL.
I. PERMANENT SEEDING SPECIFICATION: IT IS RECOMMENDED THAT PERMANENT SEEDING BE COMPLETED BETWEEN APRIL 1 AND AUGUST 15 OF EACH YEAR. LATE SEASON SEEDING MAY BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER 1 SHALL BE SEEDED WITH AROOSTOCK WINTER RYE OR MULCHED AT SPECIFIED RATES. SEE WINTER SEEDING AND MULCHING SPECIFICATIONS FOR STABILIZATION AFTER NOVEMBER 1.
   i. APPLY TOPSOIL TO A DEPTH OF 6 INCHES. IN COMPACTED AREAS TILL 2–3" OF COMPOST INTO UPPER 8" OF DISTURBED SOIL AND THEN APPLY 6 INCHES OF TOPSOIL.
   ii. APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 3.3 LBS PER 1000 SQUARE FEET AND GRANULAR, COMMERCIAL–GRADE FERTILIZER 10–10–10 AT A RATE OF 18 LBS PER 1000 SQUARE FEET.
   iii. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES. APPLY HAY OR STRAW MULCH AT A RATE OF 2.5 BALES PER 1000 SQUARE FEET AND ANCHOR AS NECESSARY.
J. PROTECT ALL SEEDED AREAS WITH MULCH OR EROSION CONTROL BLANKET IN AREAS OF SHEET OR CONCENTRATED FLOWS. MULCH ALL AREAS SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. SCHEDULE SEEDING OR SODDING TO AVOID FAILURE DUE TO SUMMER DROUGHT AND FALL FROST. NEWLY SEEDED AREAS SHOULD BE PROTECTED FROM VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL ESTABLISHED. AREAS MUST BE REWORKED AND RESTABILIZED IF GERMINATION IS SPARSE OR SURFACE EROSION IS EVIDENT.
K. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1 OR AS OTHERWISE NOTED. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
L. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURE UPON STABILIZATION OF PROJECT AREA & COST SHALL BE INCIDENTAL TO CONTRACT.

WNTER CONDITIONS

A. WNTER CONSTRUCTION IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 1. IF AREAS WITHIN THE CONSTRUCTION AREA ARE NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES OUTLINED ABOVE BY NOVEMBER 15 THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES THAT ARE SPECIFIC TO WINTER CONDITIONS.

GOOD HOUSEKEEPING AND POLLUTION PREVENTION

A. SPILL PREVENTION CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER RUNOFF AND APPROPRIATE SPILL PREVENTION, CONTAINMENT AND RESPONSE PLANNING AND IMPLEMENTATION.
B. DURING CONSTRUCTION, PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUND OR SURFACE WATERS MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO INFILTRATION AREAS. AN "INFILTRATION AREA" IS ANY ARE OF THE SITE THAT BY DESIGN, OR AS A RESULTS OF SOIL AND TOPOGRAPHY, ACCUMULATES RUNOFF THAT INFILTRATES IN THE SOIL. DIKES, BERMS, SUMPS AND OTHER FORMS OF TEMPORARY SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.
C. LOCATE ALL MATERIAL STOCKPILES WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
D. TAKE ALL REASONABLE MEASURES TO MINIMIZE DUST RESULTING FROM THE PROJECT. OIL MAY NOT BE USED FOR DUST CONTROL.
E. LOCATE ALL LITTER, CONSTRUCTION DEBRIS AND CONSTRUCTION CHEMICALS WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.
F. TRENCH OR FOUNDATION DE–WATERING MUST BE SPREAD THROUGH SUFFICIENT NATURAL BUFFERS THAT HAVE CAPACITY TO INFILTRATE THE PUMPED WATER OR SHOULD BE PUMPED TO DESIGNED CONSTRUCTION DEWATERING DEVICES AS DESCRIBED IN THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK.
G. SEDIMENTS AND SOIL MATERIALS SHOULD BE SWEPT FROM PAVED SURFACES AT THE END OF EACH WORKDAY OR PRIOR TO RAIN EVENTS, WHENEVER POSSIBLE.

INSPECTION AND MAINTENANCE

A. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT, THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK OR ANY MUNICIPAL REQUIREMENTS MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF ADDITIONAL BMPS OR MODIFICATIONS TO BMPS ARE NECESSARY, THE MODIFICATIONS MUST BE IMPLEMENTED WITH 7 CALENDAR DAYS OR PRIOR TO ANY PRECIPITATION EVENT. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
B. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD BE DELIVERED TO THE PROPERTY OWNER OR RESPONSIBLE CONTRACTING ENTITY UPON COMPLETION OF THE PROJECT.

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:



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CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

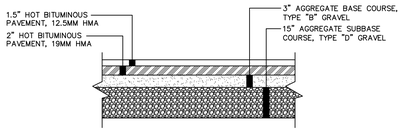
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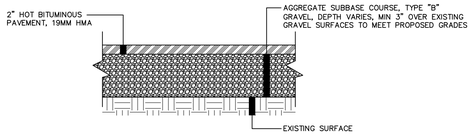
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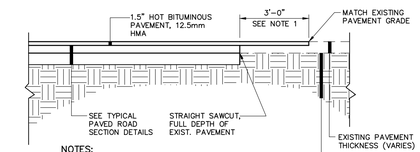
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THAMES ST. PAVED ROAD & SITE PAVEMENT SECTION
N.T.S.



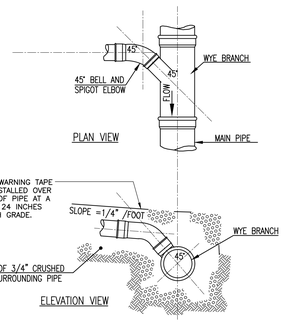
TEMPORARY PAVEMENT SECTION
N.T.S.



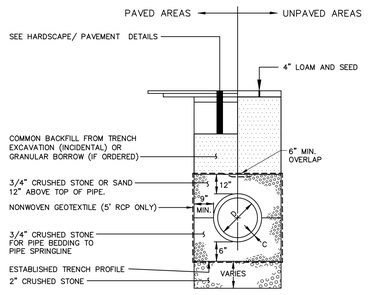
NOTES:

1. GRIND EXISTING PAVEMENT, TO 1.5" DEPTH.
2. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
3. DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS. REFER TO PIPE INSTALLATION DTL. OR PAVED ROAD SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

PAVEMENT BUTT JOINT DETAIL
N.T.S.

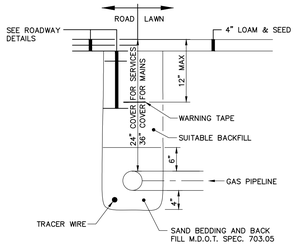


TYPICAL LATERAL WYE CONNECTION DETAILS
N.T.S.

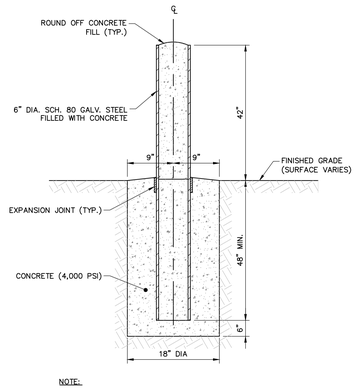


NOTES:
DEPTH & TYPE OF PAVEMENT & AGGREGATE COURSES SHALL BE PER PLANS.
SEE CIVIL & LANDSCAPING PAVEMENT DETAILS.

TYPICAL STORMDRAIN/ SEWER PIPE TRENCH INSTALLATION
N.T.S.



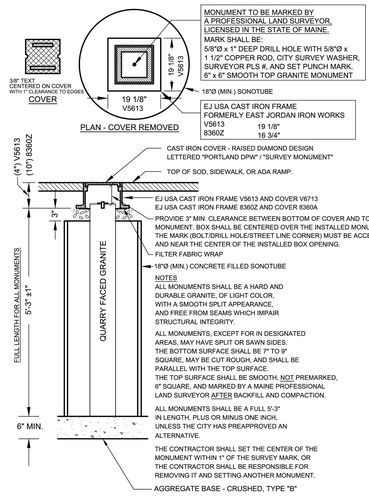
NATURAL GAS PIPE
N.T.S.



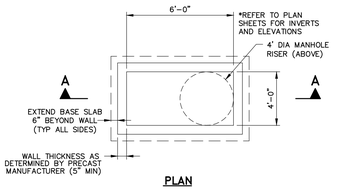
NOTE:

1. ALL BOLLARDS SHALL BE PAINTED. COLOR SELECTED BY OWNER.

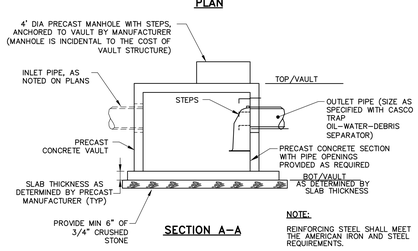
6" DIA. SECURITY BOLLARD
N.T.S.



GRANITE STREET MONUMENTS – NEW OR REPLACEMENT
N.T.S.



PLAN



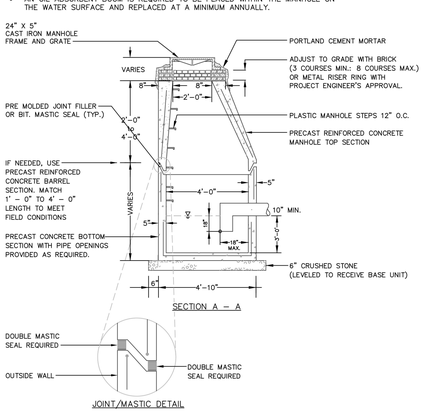
SECTION A–A

NOTE:
REINFORCING STEEL SHALL MEET THE AMERICAN IRON AND STEEL REQUIREMENTS.

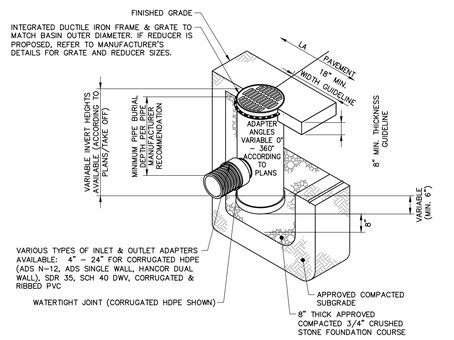
PRECAST 8'X6' CONCRETE VAULT
N.T.S.

NOTES:

- FOR USE IN PARTIALLY OR TOTALLY ENCLOSED PARKING GARAGES, AUTOMOTIVE REPAIR FACILITIES OR ANY OTHER PROPOSED STRUCTURE WHERE DEEMED APPROPRIATE BY THE CITY ENGINEER.
- DISCHARGE SHALL BE TO SANITARY SEWER.
- A VENT PIPE MAY BE REQUIRED THAT HAS A VERTICAL OUTLET OFF TO THE SIDE OF THE STRUCTURE.
- AN OIL ABSORBENT BOOM IS REQUIRED TO BE PLACED WITHIN THE MANHOLE ON THE WATER SURFACE AND REPLACED AT A MINIMUM ANNUALLY.



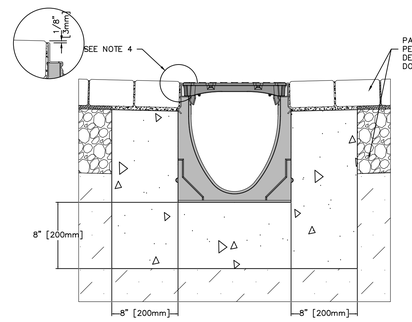
OIL / GRIT SEPARATOR
N.T.S.



NOTES:

1. INSTALL BASIN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. PRODUCT SHALL BE NYLOPLAST DRAIN BASIN MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS (ADS) OR APPROVED EQUAL.
3. GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70–50–05.
4. FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70–50–05.
5. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTORATIONS.
6. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOR DUAL WALL) & SDR 35 PVC.
7. ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°.

AREA DRAIN
N.T.S.



NOTES:

1. IT IS NECESSARY TO ENSURE MINIMUM DIMENSIONS SHOWN ARE SUITABLE FOR EXISTING GROUND CONDITIONS. ENGINEERING ADVICE MAY BE REQUIRED.
2. MINIMUM CONCRETE STRENGTH OF 4,000 PSI IS RECOMMENDED. CONCRETE SHOULD BE VIBRATED TO ELIMINATE AIR POCKETS.
3. EXPANSION AND CONTRACTION CONTROL JOINTS AND REINFORCEMENT ARE RECOMMENDED TO PROTECT CHANNEL AND CONCRETE SURROUND. ENGINEERING ADVICE MAY BE REQUIRED.
4. THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" [3mm] ABOVE THE TOP OF THE CHANNEL EDGE.
5. CONCRETE BASE THICKNESS SHOULD MATCH SLAB THICKNESS. ENGINEERING ADVICE MAY BE REQUIRED TO DETERMINE PROPER LOAD CLASS.
6. REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR FURTHER DETAILS.

TRENCH DRAIN DETAIL
N.T.S.

SPECIFICATION CLAUSE

K200 KLASSIKDRAIN 'DRAINLOK' LOAD CLASS C

GENERAL
THE SURFACE DRAINAGE SYSTEM SHALL BE POLYMER CONCRETE K200 CHANNEL SYSTEM WITH GALVANIZED STEEL EDGE RAILS AS MANUFACTURED BY ACO POLYMER PRODUCTS, INC.

MATERIALS
CHANNELS SHALL BE MANUFACTURED FROM POLYESTER RESIN POLYMER CONCRETE WITH AN INTEGRALLY CAST–IN GALVANIZED STEEL EDGE RAIL. MINIMUM PROPERTIES OF POLYMER CONCRETE WILL BE AS FOLLOWS:
COMPRESSIVE STRENGTH: 14,000 PSI
FLEXURAL STRENGTH: 4,000 PSI
TENSILE STRENGTH: 1,500 PSI
WATER ABSORPTION: 0.07%
FROST PROOF YES
DILUTE ACID AND ALKALI RESISTANT YES
B117 SALT SPRAY TEST COMPLIANT YES

THE SYSTEM SHALL BE 8" (200mm) NOMINAL INTERNAL WIDTH WITH A 10.2" (260mm) OVERALL WIDTH AND A BUILT–IN SLOPE OF 0.5%. CHANNEL INVERT SHALL HAVE DEVELOPED "V" SHAPE. ALL CHANNELS SHALL BE INTERLOCKING WITH A MALE/FEMALE JOINT.

THE COMPLETE DRAINAGE SYSTEM SHALL BE BY ACO POLYMER PRODUCTS, INC. ANY DEVIATION OR PARTIAL SYSTEM DESIGN AND/OR IMPROPER INSTALLATION WILL VOID ANY AND ALL WARRANTIES PROVIDED BY ACO POLYMER PRODUCTS, INC.

CHANNEL SHALL WITHSTAND LOADING TO PROPER LOAD CLASS AS OUTLINED BY EN 1433. GRATE TYPE SHALL BE APPROPRIATE TO MEET THE SYSTEM LOAD CLASS SPECIFIED AND INTENDED APPLICATION. GRATES SHALL BE SECURED USING 'DRAINLOK' BOLTLESS LOCKING SYSTEM. CHANNEL AND GRATE SHALL BE CERTIFIED TO MEET THE SPECIFIED EN 1433 LOAD CLASS. THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.

Woodard & Curran
41 Hutchins Drive
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800.426.4262 | www.woodardcurran.com

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

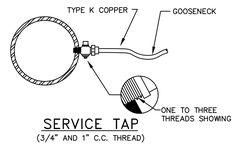
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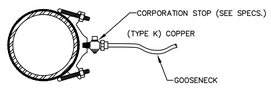
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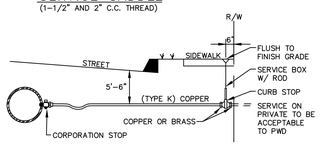
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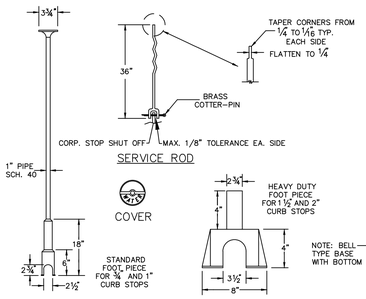
SERVICE TAP
(3/4" AND 1" C.C. THREAD)



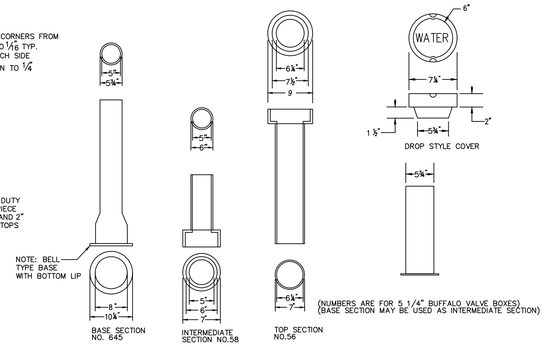
SERVICE SADDLE
(1-1/2" AND 2" C.C. THREAD)



TYPICAL SERVICE CONNECTION
N.T.S.

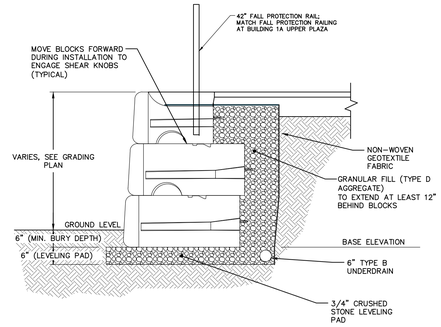


NOTE : ANY EXTENSION OF SERVICE BOX REQUIRES:
1) 1" FEMALE IRON PIPE COUPLING
2) 1" THREADED PIPE
(THIS IS TO BE A NON-WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)



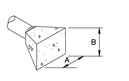
(NUMBERS ARE FOR 6 1/4" BUFFALO VALVE BOXES)
(BASE SECTION MAY BE USED AS INTERMEDIATE SECTION)

VALVE BOX & COVER
N.T.S.

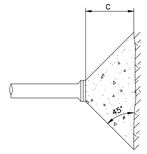


NOTE: PREFAB CONCRETE GRAVITY BLOCK WALL SHALL BE PER SUPPLEMENTAL SPECIFICATION SECTION 32 32 23.13, PREFAB CONCRETE GRAVITY BLOCK WALL DETAIL IS FOR REFERENCE PURPOSES TO AID IN LAYOUT AND DEVELOPMENT OF MANUFACTURER DETAILS. WALL MANUFACTURER SHALL PROVIDE FINAL WALL DESIGN AND CALCULATIONS, STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. REFER TO SUPPLEMENTAL SPECIFICATION SECTION 32 32 23.13 FOR ADDITIONAL REQUIREMENTS.

SEGMENTED RETAINING WALL DETAIL
N.T.S.



DEAD END ISOMETRIC VIEW

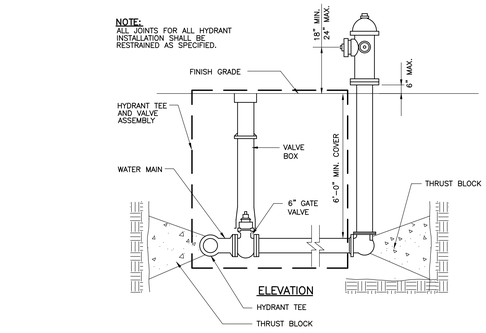


DEAD END PLAN VIEW

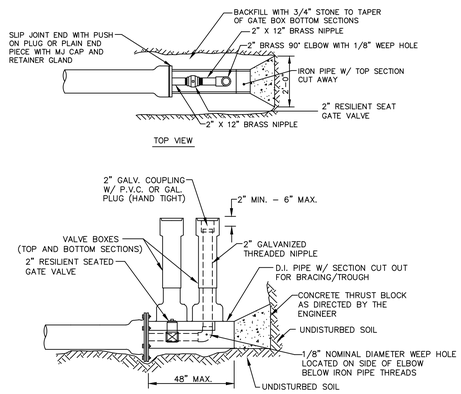
TABLE 1: 12" FITTINGS			
SOIL TYPE	TEES & PLUGS		
	A	B	C
SOFT CLAY	72"	36"	30"
SAND	36"	30"	18"
GRAVEL	30"	24"	12"

NOTES:
1. CONCRETE FOR ALL THRUST BLOCKS TO BE MINIMUM 3,000 PSI., 28 DAY STRENGTH, TYPE I/II CEMENT, 3/4" STONE.
2. WHERE POSSIBLE, CONSTRUCT THRUST BLOCKS AGAINST UNDISTURBED SOIL. WHERE NOT POSSIBLE, PLACE FILL BETWEEN THE THRUST BLOCK AND THE UNDISTURBED SOIL COMPACTED TO 90% STANDARD PROCTOR DENSITY.
3. WRAP FITTINGS WITH POLYETHYLENE PRIOR TO CONSTRUCTING THRUST BLOCKS. NO JOINTS SHALL BE COVERED WITH CONCRETE.
4. THRUST BLOCK DIMENSIONS ARE BASED ON A MAXIMUM PIPE PRESSURE OF 110 PSI.

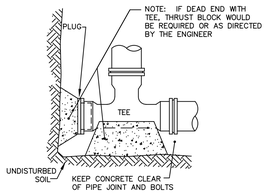
TYPICAL THRUST BLOCK DETAIL
N.T.S.



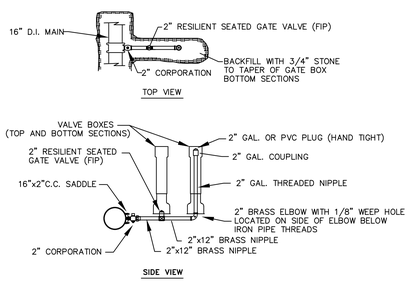
TYPICAL HYDRANT ASSEMBLY DETAIL
N.T.S.



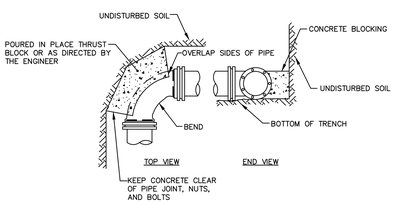
STANDARD 2" BLOW OFF
N.T.S.



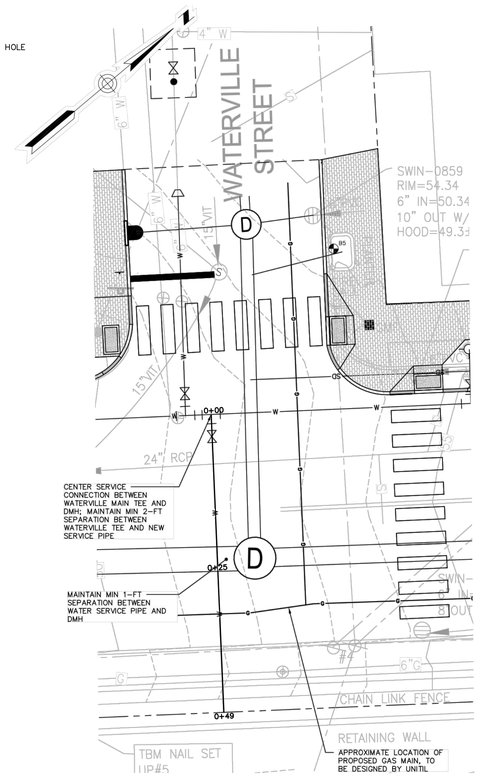
STANDARD TEE BLOCKING
N.T.S.



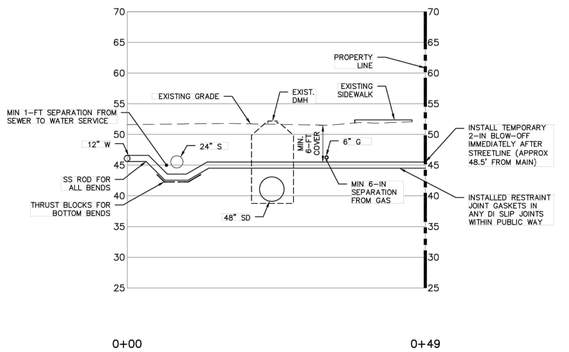
SIDE-ARM BLOW-OFF
4" & LARGER MAINS
N.T.S.



STANDARD BEND BLOCKING
N.T.S.



FORE STREET WATER LINE INSTALLATION PLAN & PROFILE
SCALE: 1"=10'



PROFILE STA. 0+00 TO STA. 0+49

HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=10'

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

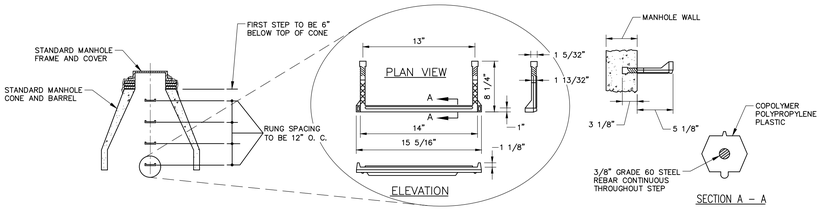
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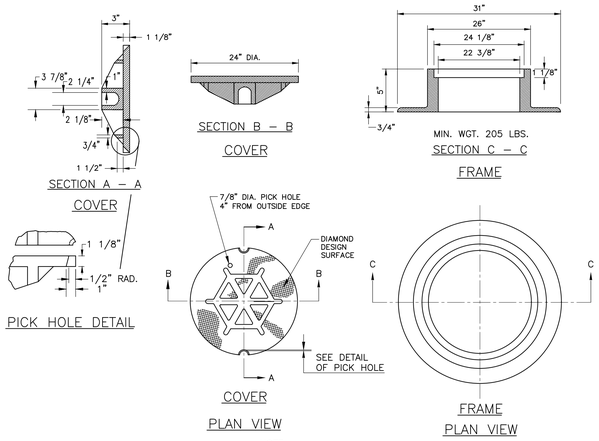
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SHEET: 15 OF 20

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PLASTIC MANHOLE STEPS

N.T.S.



NOTE:

FOR ALL CROSS COUNTRY MANHOLES (LAWN AREAS), USE PAM REXUS MANHOLE COVERS BY CERTAINTEED.

TYPE "A" CAST IRON MANHOLE COVER AND FRAME

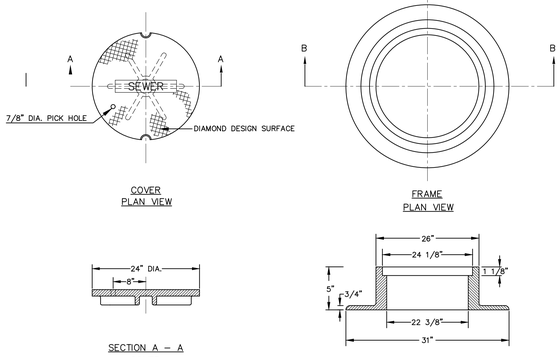
N.T.S.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL BE CLASS "A" AND HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
3. ALL MANHOLES SHALL HAVE A BITUMINOUS WATERPROOFING APPLIED TO THE EXTERIOR SURFACE. IF CONSTRUCTED OF BRICK MASONRY, SURFACE SHALL BE PLASTERED WITH A SMOOTH MORTAR FINISH 3/8" THICK. AFTER THE MORTAR HAS SET, THE SURFACE SHALL BE WATERPROOFED AS REQUIRED BY SUPPLEMENTAL SPECIFICATIONS SECTION 604.
4. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35. ALL PARTS OF CASTINGS, EXCEPT FINISHED SURFACE, SHALL RECEIVE A COAT OF COAL TAR PITCH VARNISH OR ASPHALTUM PAINT WHICH SHALL BE SMOOTH AND TOUGH BUT NOT BRITTLE.
5. MANHOLES MAY BE CONSTRUCTED OF MASONRY, PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
6. CONTRACTOR SHALL SUBMIT ANTIFLOATATION CALCULATIONS FOR ALL MANHOLE AND CATCH BASIN STRUCTURES.
7. ALL PRECAST MANHOLES AND CATCH BASINS SHALL BE IDENTIFIED BY STATION, OFFSET, AND STRUCTURE ID PAINTED ON THE SIDE OF THE STRUCTURE BY THE MANUFACTURER.
8. STORM AND SEWER MANHOLES SHALL HAVE SOLID COVERS WITH ONE DRILLED PICK HOLE.
9. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
10. WHEN THE FLOW CHANGES DIRECTION IN A MANHOLE, THE CHANNEL ALIGNMENT SHALL FOLLOW A SMOOTH RADIUS. CHANNELS SHALL BE FORMED TO ACCEPT ALL INLET PIPES.
11. ON STORM AND SEWER MANHOLES, THE SHELF AND CHANNEL SHALL BE FORMED BY BRICK SET IN CEMENT MORTAR OR BY FACTORY PRE–CAST CONCRETE. SUCH PRE–CAST CONCRETE SHALL BE EPOXY COATED AND THE SHELF SHALL HAVE A PERMANENT NON–SKID SURFACE.

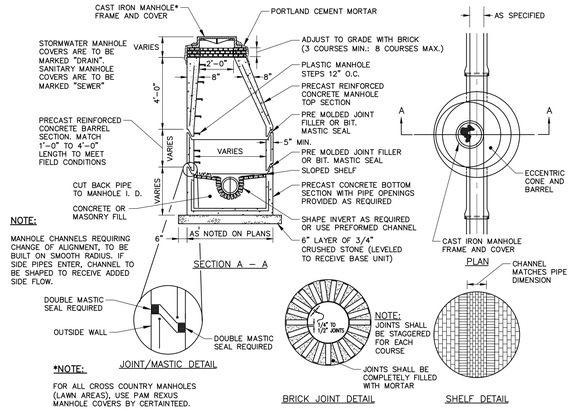
NOTE:
ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER.

ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.



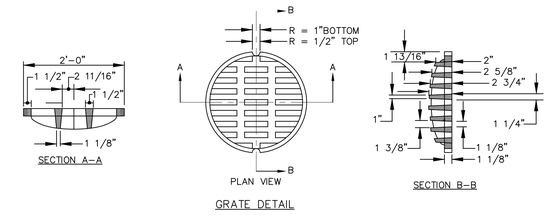
CAST IRON MANHOLE COVER AND FRAME

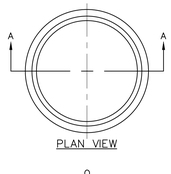
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PRECAST CONCRETE MANHOLE

N.T.S.

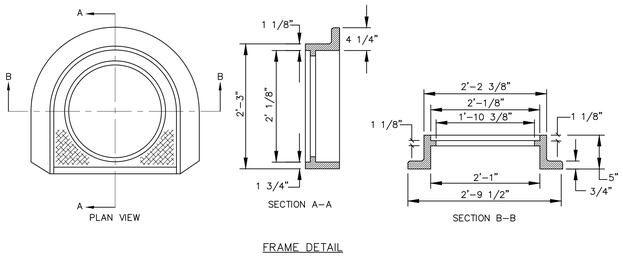




SIZE	C	R	T	O	I	Wt.
R241 1/2	24	1 1/2	1 1/8	26 1/4	22 1/2	60
R242	24	2	1 1/8	26 1/4	22 1/2	80
R242 1/2	24	2 1/2	1 1/8	26 1/4	22	100
R243	24	3	1 1/8	26 1/4	22	120

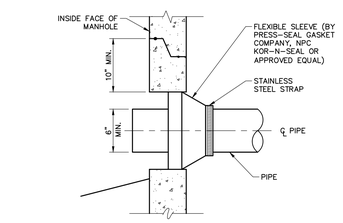
MANHOLE RISER RING

N.T.S.



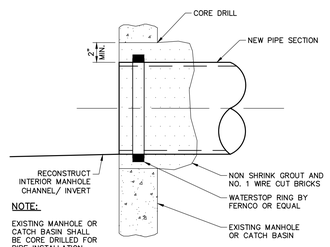
CATCH BASIN FRAME & GRATE

N.T.S.



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

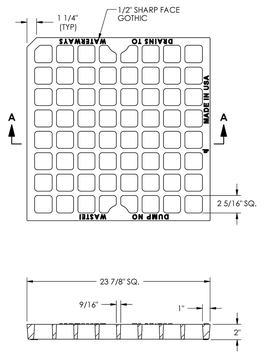
N.T.S.



NOTE:
EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION

NEW PIPE TO EXISTING STRUCTURE

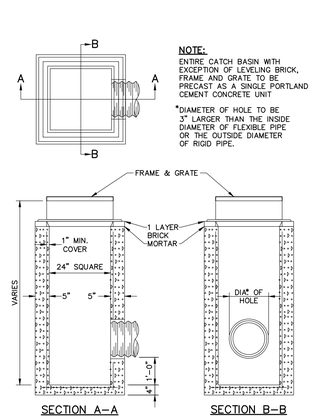
N.T.S.



NOTE: 5520M GRATE BY EJ OR APPROVED EQUAL

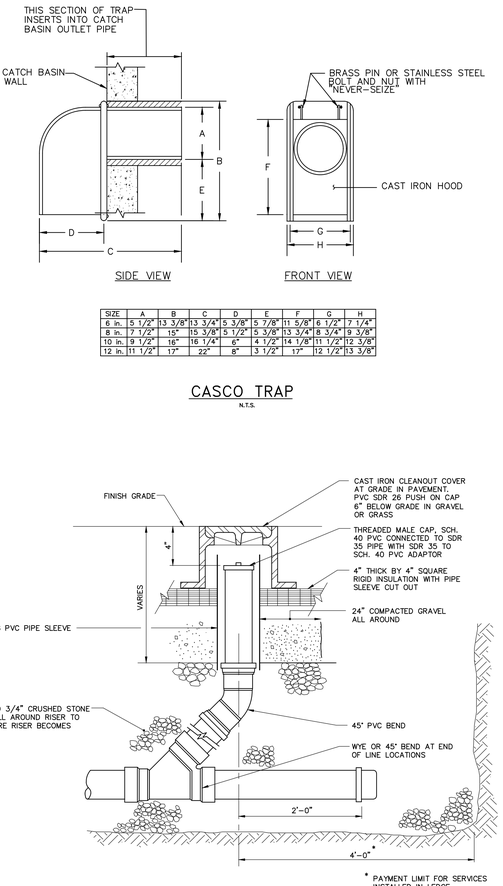
FIELD INLET GRATE

N.T.S.



FIELD INLET

N.T.S.



SIZE	A	B	C	D	E	F	G	H
6 in.	5 1/2"	13 3/8"	13 3/4"	5 3/8"	5 7/8"	11 5/8"	8 1/2"	7 1/4"
8 in.	7 1/2"	15"	15 3/8"	5 1/2"	5 3/8"	13 3/4"	8 3/4"	9 3/8"
10 in.	9 1/2"	16"	16 1/4"	6"	4 1/2"	14 1/8"	11 1/2"	12 3/8"
12 in.	11 1/2"	17"	22"	8"	3 1/2"	17"	12 1/2"	13 3/8"

CASCO TRAP

N.T.S.

CLEANOUT DETAIL

N.T.S.

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STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

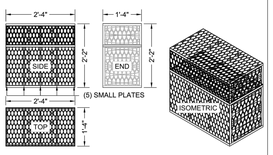
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CIVIL DETAILS - 4

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SHEET: 16 OF 20

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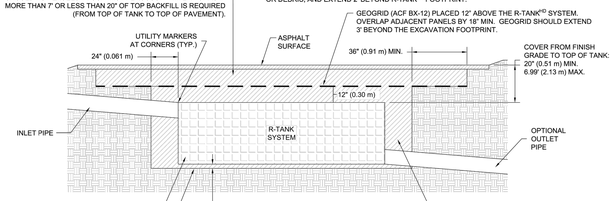
MODULE DATA

GEOMETRY:	**LOAD RATING:**
LENGTH = 28.15 IN. (715 MM)	33.4 PSI, (MODULE ONLY)
WIDTH = 15.75 IN. (400 MM)	HS20/HS25 - SEE SPEC FOR
HEIGHT = 25.98 IN. (660 MM)	COVER REQUIREMENTS
TANK VOLUME = 6.67 CF	**MATERIAL:**
STORAGE VOLUME = 6.33 CF	100% RECYCLED POLYPROPYLENE
VOID INTERNAL VOLUME: 95%	**SMALL PLATES REQUIRED:**
VOID SURFACE AREA: 90%	5/SEGMENT, 10/MODULE

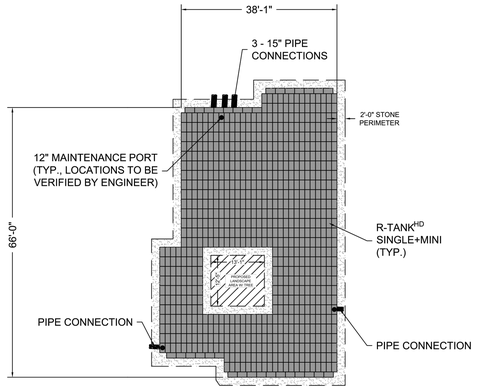
SINGLE + MINI R-TANK^{HD} - MODULE DETAIL

TOTAL COVER: 20" MINIMUM AND 84" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4 A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON WATERWORKS IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

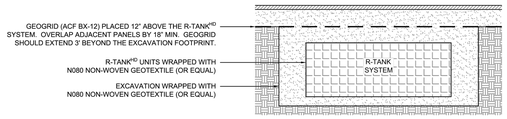
NOTES:
1. FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK^{HD} MODULE SHEET .
2. INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 7TH EDITION, 2014 WITH 2015 AND 2016 INTERIM REVISIONS.
3. PRE-TREATMENT STRUCTURES NOT SHOWN.
4. FOR INFILTRATION APPLICATIONS, GEOTEXTILE ENVELOPING R-TANK SHALL BE ACF M200 (PER SPEC SECTION 2.02A) AND BASE SHALL BE 4" MIN. UNCOMPACTED FREE DRAINING BACKFILL, (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK^{HD} FOOTPRINT.



R-TANK^{HD} & HS-20 LOADS - SECTION VIEW



SUBSURFACE R-TANK #2
N.T.S.



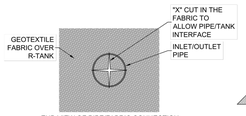
NOTE:
- PIPE BOOTS ARE AVAILABLE IN THE FOLLOWING STANDARD SIZES: 8" | 12" | 15" | 18" | 24".
- LARGER SPECIAL ORDER, CUSTOM SIZES ARE AVAILABLE

CUT AN "X" IN THE FABRIC ENVELOPE THAT IS SLIGHTLY LARGER THAN THE PIPE. PULL THE FABRIC FLAPS AROUND THE PIPE, AND SEAL WITH A STAINLESS STEEL BAND.

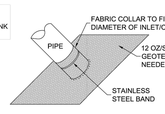


FRONT VIEW OF GEOTEXTILE BOOT

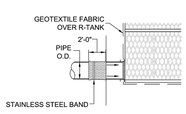
AFTER TANK WRAP IS SECURED TO PIPE, SLIDE BOOT AGAINST R-TANK AND SECURE WITH SECOND STAINLESS STEEL BAND, THEN ATTACH BOOT FLAP TO TANK ENVELOPE FABRIC WITH DUCT TAPE OR OTHER ADHESIVE.



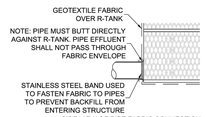
END VIEW OF PIPE/FABRIC CONNECTION



GEOTEXTILE BOOT

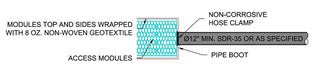


SIDE VIEW OF GEOTEXTILE BOOT



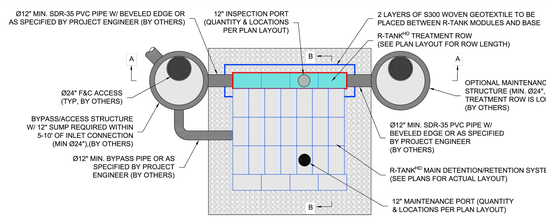
SIDE VIEW OF PIPE/FABRIC CONNECTION

R-TANK TYPICAL TANK INLET/OUTLET W/ GEOTEXTILE PIPE BOOT DETAIL

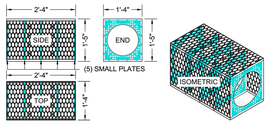


TYPICAL PIPE CONNECTION DETAIL

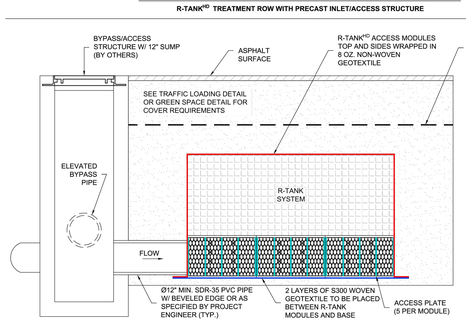
NOTE:
IF PIPE CONNECTING TO TREATMENT ROW IS LARGER THAN Ø12" SDR-35, IT SHALL BE ABUTTED FLUSH TO END PLATE AND SEALED WITH A PIPE BOOT.



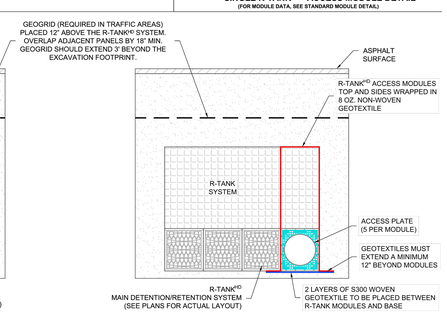
R-TANK^{HD} TREATMENT ROW WITH PRECAST INLET/ACCESS STRUCTURE



SINGLE R-TANK^{HD} - ACCESS MODULE DETAIL
(FOR MODULE DATA, SEE STANDARD MODULE DETAIL)



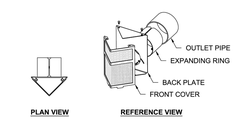
R-TANK^{HD} TREATMENT ROW SECTION A-A

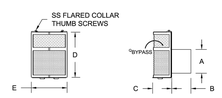


R-TANK^{HD} TREATMENT ROW SECTION B-B

R-TANK GENERAL DETAILS
N.T.S.

SUBSURFACE R-TANK SECTION
N.T.S.

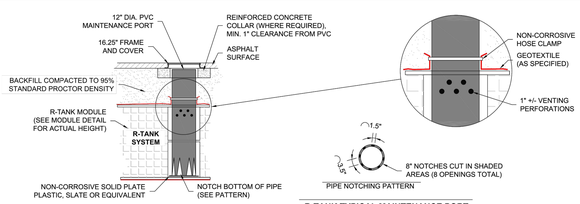




PIPE DIA. (A)	STUB LENGTH (B)	CPS DEPTH (C)	CPS HEIGHT (D)	CPS WIDTH (E)
6"	4.00"	8.50"	10.00"	10.00"
8"	6.00"	11.00"	12.25"	11.50"
12"	8.00"	16.00"	15.50"	15.50"
15"	8.00"	16.00"	21.50"	18.50"
18"	8.00"	16.00"	28.00"	21.50"

STORMRING CPS PRETREATMENT DETAIL

NOTES
1. THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT.
2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.
3. R-TANK^{HD}, R-TANKRD, R-TANK^{HD} AND R-TANKRD MAY BE USED IN TRAFFIC APPLICATIONS.
4. SEE TRAFFIC LOADING DETAIL FOR MINIMUM & MAXIMUM COVER REQUIREMENTS.
5. IF MAINTENANCE PORT IS LOCATED IN A NON-TRAFFIC AREA, A PLASTIC CAP CAN BE USED IN LIEU OF A FRAME AND COVER WITH CONCRETE COLLAR.



R-TANK TYPICAL MAINTENANCE PORT

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:



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CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

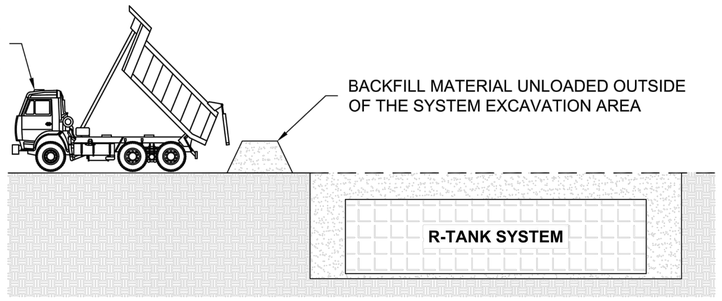
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DRAWN BY:	BCM
CHECKED BY:	LIS
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CIVIL
CIVIL DETAILS - 5

DRAWING NO:
C-204
SHEET: 17 OF 20

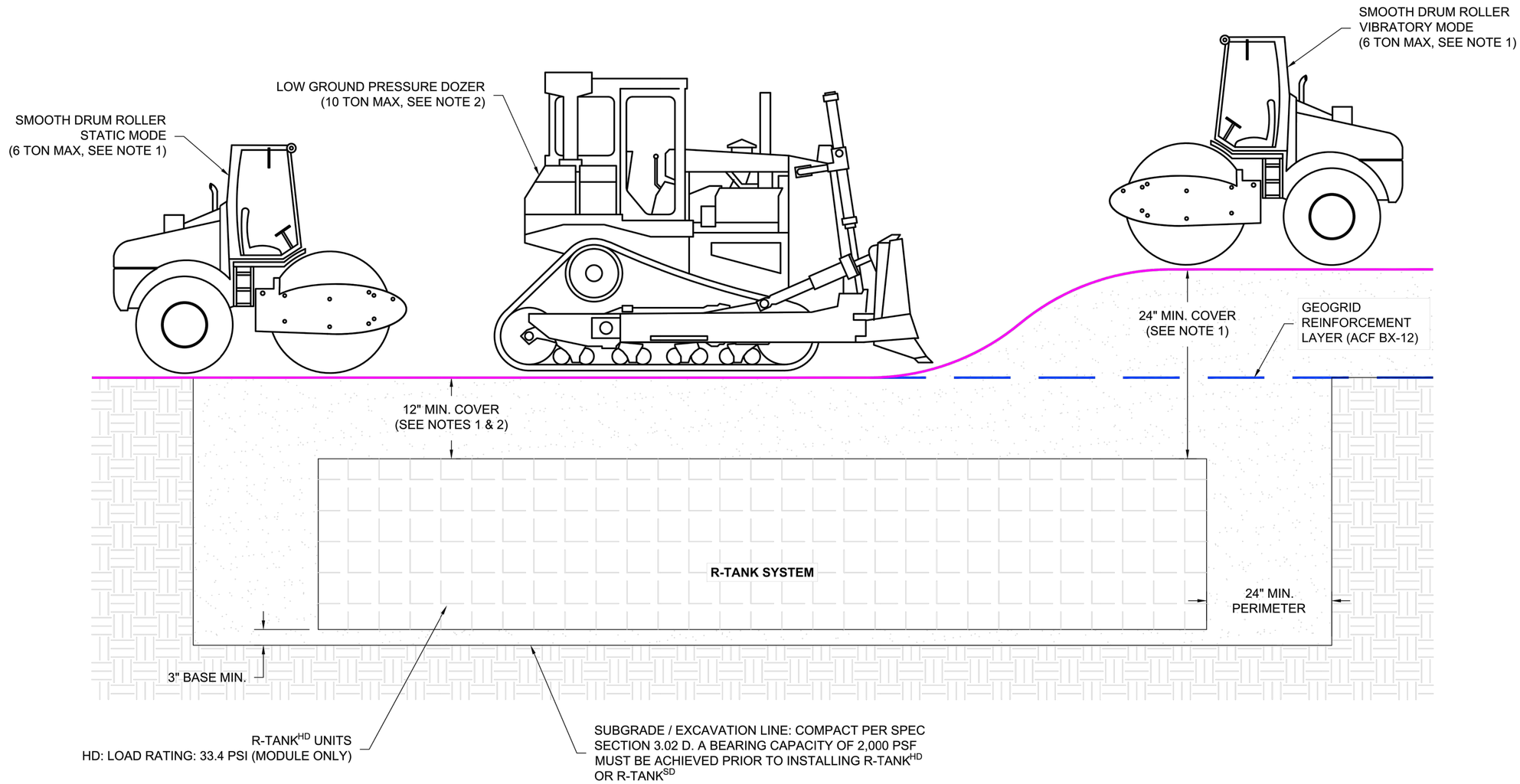
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DUMP TRUCK DETAIL (SEE NOTE 3)

NOTES:

1. FOLLOWING PLACEMENT OF SIDE BACKFILL, A UNIFORM 12" LIFT OF THE FREELY DRAINING MATERIAL (SPEC SECTION 2.03 B2) SHALL BE PLACED OVER THE R-TANK AND LIGHTLY COMPACTED USING A WALK-BEHIND TRENCH ROLLER. ALTERNATELY, A ROLLER (MAXIMUM GROSS VEHICLE WEIGHT OF 6 TONS) MAY BE USED. ROLLER MUST REMAIN IN STATIC MODE UNTIL A MINIMUM OF 24" OF COVER HAS BEEN PLACED OVER THE MODULES. SHEEP FOOT ROLLERS SHOULD NOT BE USED. **SPEC SECTION 3.05 A5**
2. ONLY LOW PRESSURE TIRE OR TRACK VEHICLES (LESS THAN 7 PSI AND OPERATING WEIGHT OF LESS THAN 20,000 LBS) SHALL BE OPERATED OVER THE R-TANK SYSTEM DURING CONSTRUCTION. **SPEC SECTION 3.05 A5**
3. DUMP TRUCKS AND PANS SHALL NOT BE OPERATED WITHIN THE R-TANK SYSTEM AT ANY TIME. WHERE NECESSARY, THE HEAVY EQUIPMENT SHOULD UNLOAD IN AN AREA ADJACENT TO THE R-TANK SYSTEM AND THE MATERIAL SHOULD BE MOVED OVER THE SYSTEM WITH TRACKED EQUIPMENT. **SPEC SECTION 3.05 A5**
4. ENSURE THAT ALL UNRELATED CONSTRUCTION TRAFFIC IS KEPT AWAY FROM THE LIMITS OF EXCAVATION UNTIL THE PROJECT IS COMPLETE AND FINAL SURFACE MATERIALS ARE IN PLACE. NO NON-INSTALLATION RELATED LOADING SHOULD BE ALLOWED OVER THE R-TANK SYSTEM UNTIL THE FINAL DESIGN SECTION HAS BEEN CONSTRUCTED (INCLUDING PAVEMENT). **SPEC SECTION 3.05 B**
5. SEE R-TANK INSTALLATION GUIDE OR CONTACT YOUR LOCAL FERGUSON REPRESENTATIVE FOR ADDITIONAL INFORMATION.



CONSTRUCTION EQUIPMENT COVER DETAIL - VEHICULAR TRAFFIC

R–TANK SPECIFICATIONS
N.T.S.

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

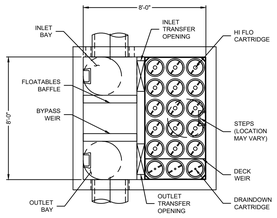
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CHECKED BY:	LJS
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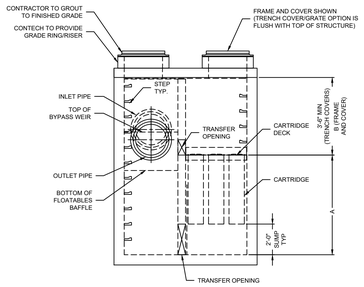
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CIVIL DETAILS - 6

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SHEET: 18 OF 20

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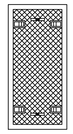
PLAN VIEW
(TOP SLAB NOT SHOWN FOR CLARITY)



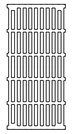
ELEVATION VIEW



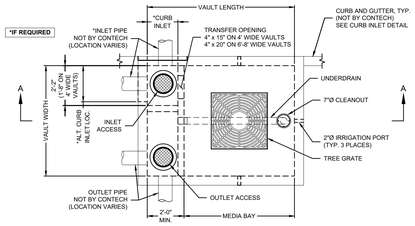
FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



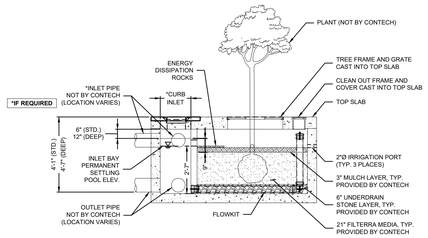
24" TRENCH COVER
(LENGTH VARIES)
N.T.S.



24" TRENCH GRATE
(LENGTH VARIES)
N.T.S.



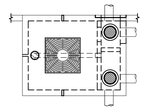
PLAN VIEW



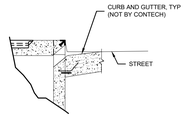
SECTION A-A
(STANDARD DEPTH SHOWN)

FTPD CONFIGURATION (OPTIONS: DEEP "-D", THROAT INLET "-T", PIPE INLET "-P", PIPE AND THROAT INLET "-PT")									
MODEL NAME	PART NUMBER	AVAILABILITY	MEDIA AREA (SF)	MEDIA BAY SIZE	VAULT SIZE (W x L)	WEIR LENGTH/ MAX. CURB OPENING	*MAX. BYPASS FLOW (CFS) STD / DEEP	INLET/ OUTLET ACCESS DIA.	TREE GRATE QTY. AND SIZE
FTPD 6x8 (6x10 VAULT)	FTPD0608	ALL (EXCEPT CA, TX)	48	6 x 8	6 x 10	1'-8"	1.4 / 4.6	12"/12"	(1) 4' x 4'

*MAX. BYPASS FLOW IS INTERNAL WEIR FLOW. CAPACITIES SHOWN ARE FOR STANDARD DEPTH AND DEEP (-D), RESPECTIVELY. SITE SPECIFIC ANALYSIS IS REQUIRED TO DETERMINE CURB INLET FLOW CAPACITY.



ALTERNATE ORIENTATION



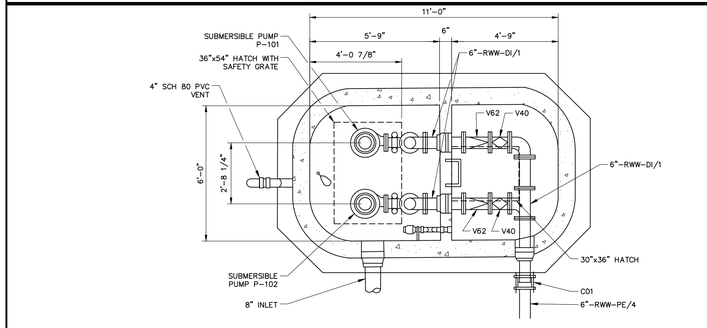
CURB INLET DETAIL

GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 10', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
5. STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-857, ASTM C-918, AND AASHTO LOAD FACTOR DESIGN METHOD.
6. OUTLET PIPE INVERT IS EQUAL TO THE CARTRIDGE DECK ELEVATION.
7. THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE AT EQUAL OR GREATER SLOPE.
8. NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS SUBMITTED 10 DAYS PRIOR TO PROJECT BID DATE, OR AS DIRECTED BY THE ENGINEER OF RECORD.

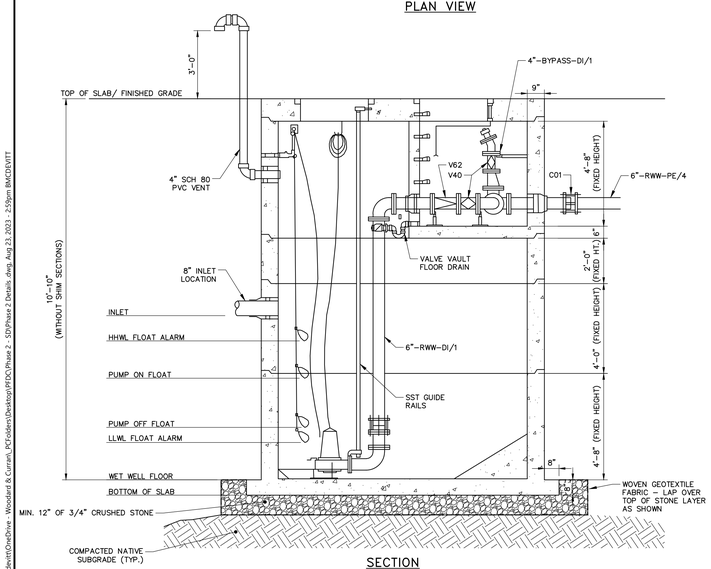
INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT).
D. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.

FILTERRA PEAK DIVERSION
N.T.S.

PEAK DIVERSION JELLYFISH FILTER #2
N.T.S.



PLAN VIEW



SECTION

PUMPS	
MANUFACTURER	ZOELLER
MODEL	X62 HD
NUMBER OF PUMPS	TWO (2)
PUMP EQUIP TAGS	P–101 & P–102
PUMP TYPE	SUBMERSIBLE SOLIDS HANDLING
MAXIMUM SOLIDS SIZE	3 INCH
FLOW CAPACITY (PER PUMP)	500 GPM
TOTAL DYNAMIC HEAD (PER PUMP)	17.6 FT.
MOTOR HORSEPOWER (MAX.)	5 HP
POWER SUPPLY	208V/3PH/60HZ *NOTE: PROVIDE TRANSFER SWITCH FOR CONNECTION TO EMERGENCY POWER ⚠
PUMP CONFIGURATION	LEAD–STANDBY
DRIVE TYPE	CONSTANT SPEED
ELECTRICAL HAZARD AREA	CLASS 1, DIVISION 1 (XP)
DISCHARGE CONNECTION	6 INCH (FLANGED)
PUMPED FLUID	RAW WASTEWATER (UNSCREENED)
BASE TYPE	BASE/DISCHARGE ELBOW
EFFICIENCY (MIN.)	50%
PUMP VENDOR CONTROL PANEL	YES

PUMP STATION	
MANUFACTURER	ONELIFT
MODEL	RC611
HEIGHT (TOP TO FLOOR)	12'–10"
DISCHARGE SIZE	6 INCH
BYPASS CONNECTION	4 INCH D.I.
INTERIOR PIPING	D.I.
PIPE SUPPORTS	STAINLESS STEEL
H2S CONCRETE PROTECTION	YES
EXTERIOR DAMPROOFING	YES
HATCH LOAD	H20
ACCESS	ALUMINUM LADDER
VENTING	4 INCH PVC
CONTROL PANEL	PROVIDE LOOSE
JUNCTION BOX LOCATION	INTERIOR FLOAT ONLY

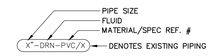
ELEVATIONS	
PUMP STATION PART	ELEVATION
FINISHED GRADE	12.44
TOP OF SLAB	12.44
DISCHARGE PIPE INVERT	7.52
INLET PIPE INVERT	6.80 ⚠
HHWL FLOAT ALARM	5.80
PUMP ON FLOAT	5.47
PUMP OFF FLOAT	3.47
LLWL FLOAT ALARM	2.00
WET WELL FLOOR	–0.04

VALVE & COUPLING SCHEDULE	
ID (V##)	VALVE/ COUPLING TYPE
V40	METALLIC PLUG VALVE (FLANGED)
V62	METALLIC SWNG CHECK VALVE
C01	SLEEVE TYPE COUPLINGS

PUMP STATION PLAN, SECTION & NOTES
N.T.S.

PIPE MATERIALS

CI/X – CAST IRON PIPE
CU/1 – COPPER PIPE & TUBING
DI/1 – DUCTILE IRON PIPE (FLANGED)
DI/2 – DUCTILE IRON PIPE (MECHANICAL JOINT)
DI/3 – DUCTILE IRON (PUSH–ON JOINT)
DI/4 – DUCTILE IRON (RIGID GROOVED END)
PVC/1 – PVC PIPE (SOCKET WELDED – SCH. 80)
PVC/2 – PVC TUBING
PVC/3 – PVC DOUBLE CONTAINMENT PIPE
PVC/4 – PVC PIPE (CPVC)
PVC/5 – PVC PIPE (BURIED SDR 35)
PVC/6 – PVC PIPE (BURIED SDR 18)
PVC/7 – PVC PIPE (SOCKET WELDED – SCH. 40)
SS/1 – STAINLESS STEEL PIPE (SCH. 10S)
SS/2 – STAINLESS STEEL PIPE (SCH. 40)
SS/3 – STAINLESS STEEL TUBING
SS/4 – STAINLESS STEEL HOSE
CS/1 – CARBON STEEL PIPE
CS/2 – TEFLON LINED STEEL PIPE (FLANGED)
PE/1 – POLYETHYLENE PIPING (SOCKET WELDED)
PE/2 – POLYETHYLENE TUBING (HIGH DENSITY)
PE/3 – POLYETHYLENE TUBING (LOW DENSITY)
PE/4 – POLYETHYLENE PIPING (BURIED) – DR–11
PE/5 – POLYETHYLENE PIPING (BURIED STORM DRAIN)



PIPING NOTES:

1. FLUID DESIGNATION
   A.RAW = RAW WASTE WATER
2. PROVIDE DUCTILE IRON PIPING IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 13 – PROCESS PIPE. PROVIDE HIGH DENSITY POLYETHENE IN ACCORDANCE WITH SPECIFICATION SECTION 33 31 23.02 – SANITARY SEWERAGE FORCE MAINS.
3. AFTER INSTALLATION IS COMPLETE ALL PIPING SYSTEMS SHALL BE PRESSURE TESTED. ALL LEAKS OR OTHER ASSOCIATED DEFECTS SHALL BE CORRECTED AND THE PIPING SHALL BE RETESTED AT NO ADDITIONAL COST TO THE OWNER. REFER TO SPECIFICATION SECTION 40 05 13 "PROCESS PIPE AND FITTINGS" FOR ADDITIONAL INFORMATION AND REQUIREMENTS. PE/5 – POLYETHYLENE PIPING (BURIED STORM DRAIN)

VALVE & COUPLING NOTES:

1. PROVIDE VALVE IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 23 – PROCESS VALVES.
2. PROVIDE PIPE COUPLINGS IN ACCORDANCE WITH SPECIFICATION SECTION 40 05 14 – PROCESS PIPE COUPLINGS AND CONNECTORS.

PUMP STATION NOTES:

1. MECHANICAL GENERAL NOTES:
   a. PIPING, VALVES, AND COUPLINGS WITHIN PUMP STATION STRUCTURE TO BE PROVIDED BY PUMP STATION MANUFACTURER UP TO THE C01 COUPLING OUTSIDE OF PUMP STATION. EXTERIOR PIPING AND C01 COUPLING TO BE PROVIDED BY CONTRACTOR.
   b. PROVIDE A MINIMUM 6" CLEAR BETWEEN PIPE PENETRATIONS AND PRECAST STRUCTURE JOINTS.
   c. FILL ALL BOLT AND LIFTING POCKETS WITH NON–SHRINK GROUT FOR CORROSION PREVENTION.
   d. PROVIDE TWO COATS OF BITUMINOUS DAMP–PROOFING ON ENTIRE EXTERIOR OF STRUCTURES BELOW GRADE.
   e. ALL PRECAST STRUCTURES SHALL BE HYDROSTATICALLY TESTED PER (ACI 350.1–01), CHAPTER 2, HST–VI. HYDROSTATIC TESTING SHALL BE WITNESSED BY ENGINEER. ALL HYDROSTATIC TESTING SHALL BE COMPLETED TO THE SATISFACTION OF ENGINEER PRIOR TO BACKFILL OF STRUCTURES. REFER TO SPECIFICATION 03 41 26 FOR ADDITIONAL DETAILS. PROVIDE ALL LABOR, WATER, PUMPING EQUIPMENT, PIPING AND RELATED APPURTENANCES FOR TESTING. WASTEWATER SHALL NOT BE USED FOR TESTING. PROVIDE DISPOSAL OF TEST WATER.
   f. PROVIDE 304 STAINLESS STEEL PIPE SUPPORTS IN VALVE VAULT. ALL OTHER HARDWARE SHALL BE 316 STAINLESS STEEL.
   g. SOME VALVE HANDWHEEL ACTUATORS HAVE BEEN OMITTED FOR CLARITY.
   h. PROVIDE A TWO PART EPOXY COATING (PRIME & FINISH COAT) FOR ALL DUCTILE IRON PIPING AND FITTINGS INSIDE WET WELL AND VALVE VAULT. PRIME COAT SHALL BE TNEMEC N69F OR EQUAL AND FINISH COAT SHALL BE TNENEC N69 OR EQUAL.
2. PUMP INSTALLATION:
   a. INSTALL THE PUMPS AND MOTORS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS AND AS DIRECTED ON SITE BY THE MANUFACTURER'S REPRESENTATIVE AND/OR ENGINEER. CORRECT INSTALLATION AND ASSEMBLY OF THE EQUIPMENT SHALL BE THE CONTRACTOR'S RESPONSIBILITY. INSTALL ALL PUMPS AND APPURTENANCES IN ACCORDANCE WITH THE CONTRACT DRAWINGS AND WITH THE MANUFACTURERS' INSTALLATION INSTRUCTION MANUAL.
   b. ALL APPURTENANCES REQUIRED FOR A COMPLETE AND OPERATING PUMPING SYSTEM SHALL BE PROVIDED, INCLUDING BUT NOT LIMITED TO SUCH ITEMS AS PIPING, CONDUIT, VALVES, WALL SLEEVES, WALL PIPES, CONCRETE FOUNDATIONS, ANCHORS, GROUTING, POWER SUPPLY, AND CONTROLS.
3. PUMP FACTORY TESTING:
   a. THE MANUFACTURER'S STANDARD FACTORY HYDROSTATIC AND PERFORMANCE TESTS SHALL BE PERFORMED ON EACH OF THE OTHER PUMPING UNITS INCLUDED IN THIS SECTION IN ACCORDANCE WITH THE LATEST EDITION OF THE HYDRAULIC INSTITUTE STANDARDS. THE TESTING SHALL INCLUDE BUT IS NOT LIMITED TO THE FOLLOWING:
      i. A FINAL INSPECTION OF THE IMPELLER, MOTOR RATING, AND ELECTRICAL CONNECTIONS FOR COMPLIANCE WITH PURCHASE ORDER.
      ii. A DRY RUN TEST TO VERIFY CORRECT ROTATION AND MECHANICAL INTEGRITY. THE ENTIRE UNIT SHALL BE CHECKED FOR EXCESSIVE VIBRATION. THE UNIT SHALL ALSO BE BALANCED.
      iii. A MOTOR AND CABLE INSULATION TEST OR INSPECTION FOR MOISTURE CONTENT AND INSULATION DEFECTS.
      iv. A TEST OF THE PUMP MOTOR (RUN FOR 5 MINUTES AT FULL LOAD) TO VERIFY ELECTRICAL DATA MEASUREMENTS. ALL ELECTRICAL DATA SHALL BE REGISTERED AS PART OF DOCUMENTATION
   b. A QUALITY CONTROL CHECK FORM SHOWING THE FACTORY TEST RESULTS AND THAT EACH PUMP SUCCESSFULLY PASSED FACTORY TESTS SHALL BE PROVIDED BY THE MANUFACTURER.
4. PUMP FIELD TESTING
   a. PRIOR TO ACCEPTANCE, AN OPERATIONAL TEST OF ALL PUMPS, DRIVERS, AND CONTROL SYSTEMS SHALL BE PERFORMED TO DETERMINE IF THE INSTALLED EQUIPMENT MEETS THE PURPOSE AND INTENT OF THE SPECIFICATIONS. TEST SHALL DEMONSTRATE THAT THE EQUIPMENT IS NOT ELECTRICALLY, MECHANICALLY, STRUCTURALLY, OR OTHERWISE DEFECTIVE; IS IN SAFE AND SATISFACTORY OPERATING CONDITION; AND CONFORMS WITH THE SPECIFIED OPERATING CHARACTERISTICS. PRIOR TO APPLYING ELECTRICAL POWER TO ANY MOTOR DRIVEN EQUIPMENT, THE DRIVE TRAIN SHALL BE ROTATED BY HAND TO DEMONSTRATE FREE OPERATION OF ALL MECHANICAL PARTS. TESTS SHALL INCLUDE CHECKS FOR EXCESSIVE VIBRATION, LEAKS IN ALL PIPING AND SEALS, CORRECT OPERATION OF CONTROL SYSTEMS, PROPER ALIGNMENT, AND POWER CONSUMPTION.
   b. PROVIDE ALL THE REQUIREMENTS TO CONDUCT A PROPER FIELD TEST WHICH INCLUDE BUT ARE NOT LIMITED TO: POWER, WATER, FACILITIES, LABOR, MATERIALS, SUPPLIES AND TEST INSTRUMENTS.
   c. IN THE PRESENCE OF THE MANUFACTURER'S REPRESENTATIVE, THE CONTRACTOR SHALL TEST AND INSPECT "ALL" NECESSARY CONTROLS WHICH INCLUDE BUT ARE NOT LIMITED TO ALL PUMP ON/OFF SET POINTS, ALARM SET POINTS AND INTERLOCKS (HIGH TEMPERATURE AND MOISTURE) REQUIRED FOR THE PUMPING UNITS TO FUNCTION PROPERLY WITHOUT CAUSING DAMAGE TO THE EQUIPMENT. THE MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE THE CONTRACTOR AND ENGINEER WITH THE NECESSARY SET POINTS IN WRITING PRIOR TO THE SITE ACCEPTANCE TEST VISIT AS INDICATED IN THE SUBMITTALS. INITIAL TESTING OF THE PUMPS SHALL BE WITH WATER. WASTEWATER SHALL NOT BE USED FOR INITIAL TESTING.
   d. FIELD TESTING SHALL DEMONSTRATE THAT ALL CONTROLS AND SYSTEMS FUNCTION PROPERLY. A SUCCESSFUL FIELD TEST SHALL INCLUDE "CONTINUOUS" OPERATION OF EACH PUMP FOR A MINIMUM PERIOD OF THREE (3) HOURS WITHOUT ALARMS OR SHUT DOWNS, EXCEPT AS INTENDED FOR TESTING.
   e. IF THE EQUIPMENT DOES NOT SUCCESSFULLY PASS THE TESTS LISTED ABOVE, THE MANUFACTURER SHALL REPAIR THE EQUIPMENT AND PERFORM THE TESTS AGAIN UNTIL PASSING THE TESTS SUCCESSFULLY. IF ANY DEFICIENCIES ARE REVEALED DURING ANY TEST, SUCH DEFICIENCIES SHALL BE CORRECTED, AND THE TESTS SHALL BE RECONDUCTED AT NO ADDITIONAL COST TO THE OWNER.
5. PUMP MANUFACTURER'S SERVICES:
   a. SERVICES OF A MANUFACTURER'S REPRESENTATIVE WHO IS EXPERIENCED IN THE INSTALLATION, ADJUSTMENT, AND OPERATION OF THE EQUIPMENT SPECIFIED SHALL BE PROVIDED. THE ON–SITE MAN DAYS LISTED BELOW ARE EXCLUSIVE OF TRAVEL TIME AND DO NOT RELIEVE THE OBLIGATION TO PROVIDE SUFFICIENT SERVICE TO PLACE THE EQUIPMENT INTO SATISFACTORY OPERATION.
   b. THE MANUFACTURER'S REPRESENTATIVE SHALL SUPERVISE THE INSTALLATION, ADJUSTMENT, AND TESTING OF THE EQUIPMENT. THE MANUFACTURER'S REPRESENTATIVE SHALL BE PRESENT FOR A PERIOD OF NOT LESS THAN ONE (1) ON–SITE MAN DAY (TOTAL) TO INSPECT THE INSTALLED EQUIPMENT, SUPERVISE THE INITIAL TEST RUN, AND TO PROVIDE INSTRUCTION TO THE PLANT PERSONNEL.
   c. THE MANUFACTURER'S REPRESENTATIVE SHALL MAKE ALL NECESSARY ADJUSTMENTS AND SETTINGS TO THE CONTROLS. IN PARTICULAR, SERVICE ENGINEER SHALL VERIFY THE CONTROL SET POINTS FOR EACH PUMP AS WELL AS PROPER ROTATIONAL DIRECTION.
   d. A FIELD TRAINING COURSE SHALL BE PROVIDED FOR DESIGNATED OPERATING AND MAINTENANCE STAFF MEMBERS. TRAINING SHALL BE PROVIDED IN CONJUNCTION WITH THE VISIT FROM THE MANUFACTURER'S REPRESENTATIVE. THE TRAINING SHALL START AFTER THE SYSTEM IS FUNCTIONALLY COMPLETE BUT PRIOR TO FINAL ACCEPTANCE TESTS. FIELD TRAINING SHALL COVER ALL OF THE ITEMS CONTAINED IN THE OPERATING AND MAINTENANCE MANUALS, INCLUDING NORMAL OPERATIONS, TROUBLE–SHOOTING, MAINTENANCE, LUBRICATION, AND OTHER RELATED WORK.

C:\Users\lancelotm\OneDrive - Woodard & Curran_PC\Videos\Desktop\PTDC\Phase 2 - SD\Phase 2 Details .dwg, Aug 23, 2023 - 2:59pm, BMCENVITT

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:
STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER
Lauren J Swett

NOT FOR CONSTRUCTION

CLIENT INFO:
PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

DRAWING TITLE:
CIVIL
CIVIL DETAILS - 7

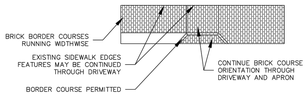
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SHEET: 19 OF 20

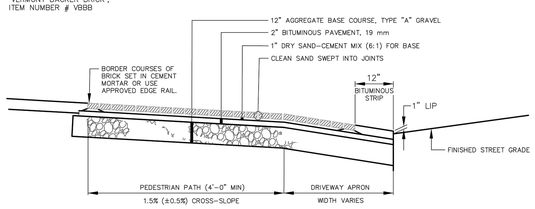
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA; LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB

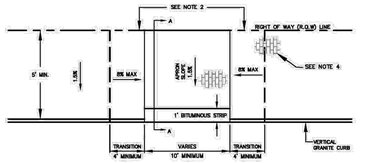
BRICK ORIENTATION DETAIL





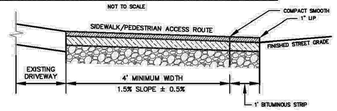
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE

NOT TO SCALE



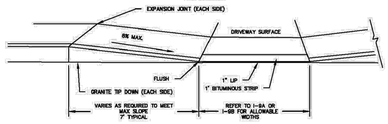
DRIVEWAY APRON AT CONSTRAINED SIDEWALK LAYOUT

NOT TO SCALE



SECTION A-A

NOT TO SCALE



NOTES:

1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. SIDEWALK TRANSITION SLOPE SHALL NOT EXCEED 8.33% RAMP LENGTH SHALL ACCOMMODATE THIS CONSTRAINT UP TO 15 FOOT RAMP LENGTH OR AS OTHERWISE REQUIRED BY ADA STANDARDS.
3. MOUNTABLE CURB (SEE DETAIL I-15) OR INCREASE IF BITUMINOUS LIP IS PREFERRED TO MAINTAIN SIDEWALK GRADE THROUGH APRON.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.

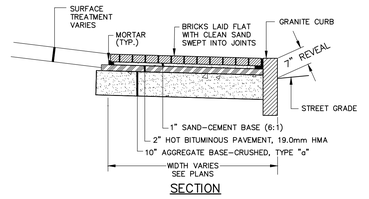
DRIVEWAY APRON AT CONSTRAINED SIDEWALKS

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR APPROVED EQUAL.

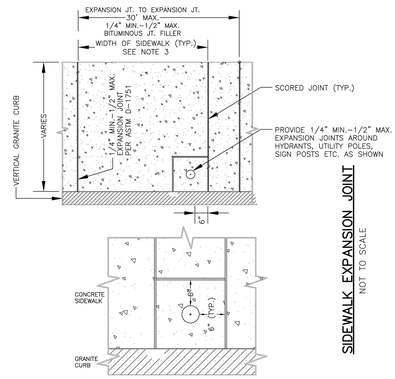
REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB,
OR APPROVED EQUAL



SECTION

BRICK SIDEWALK DETAIL AT CITY R.O.W.

N.T.S.



SIDEWALK EXPANSION JOINT

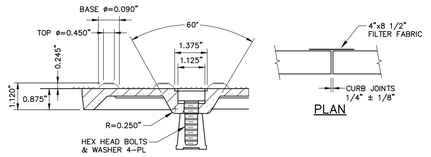
NOT TO SCALE

CONCRETE SIDEWALK JOINT NOTES:

1. EXPANSION JOINTS SHALL BE LOCATED WHERE SIDEWALK ABUTS DRIVEWAYS, CURB OR OTHER ADJACENT STRUCTURES.
2. SLABS SHALL BE PLACED ALTERNATELY IN LENGTHS, NOT TO EXCEED 30 LINEAR FEET OR AS DIRECTED AND SHALL BE SEPARATED BY AN EXPANSION JOINT OF PREFORMED EXPANSION FILLER 1/4" MIN.-1/2" MAX. IN THICKNESS AND SHALL EXTEND THE FULL LENGTH/DEPTH OF THE CONCRETE.
3. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS. THE DEPTH OF SCORING SHALL BE AT LEAST ONE QUARTER OF THICKNESS OF THE SLABS (1" TYP.). SCORED JOINTS MUST BE COMPLETED AS PART OF THE FINISHING PROCESS. SAW CUTTING OF JOINTS IS NOT ALLOWED. SCORED JOINTS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   A. IN LOCATIONS TO ENSURE BLOCK UNITS DO NOT EXCEED 36 SQUARE FEET.
   B. AT THE SPACING THAT MATCHES ADJACENT TIP DOWN CURB
   C. EXTENSION OF EXPANSION JOINTS LOCATED AT HYDRANTS & UTILITY POLES.
4. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 1/4" RADIUS EDGING TOOL.
5. CONCRETE SHALL BE FINISHED BY MEANS OF A FLOAT, STEEL TROWELED AND BROOMED WITH A FINE BRUSH IN A TRANSVERSE DIRECTION.

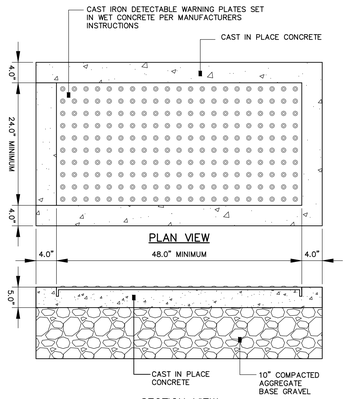
SIDEWALK EXPANSION JOINT

NOT TO SCALE



BOLT DETAIL

PLAN



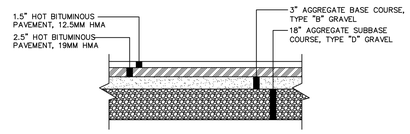
SECTION VIEW

SIDEWALK RAMP DETECTABLE WARNING

N.T.S.

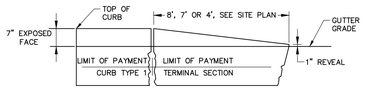
NOTES:

1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. 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.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE PLATE WIDTH AND CONCRETE SHALL EXTEND THE WIDTH OF THE CURB RAMP, LANDING, OR BLENDING TRANSITION TO THE STREET.
5. 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.



FORE ST. PAVED ROAD SECTION

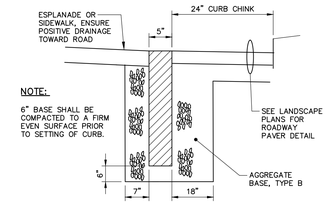
N.T.S.



TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.

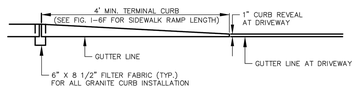


SECTION

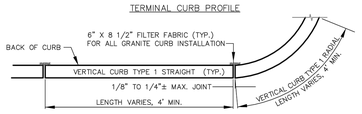
TYPICAL FLUSH CURB INSTALLATION

N.T.S.

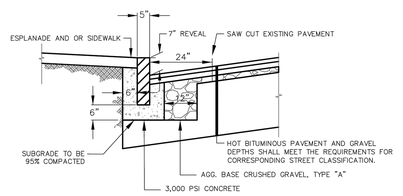
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

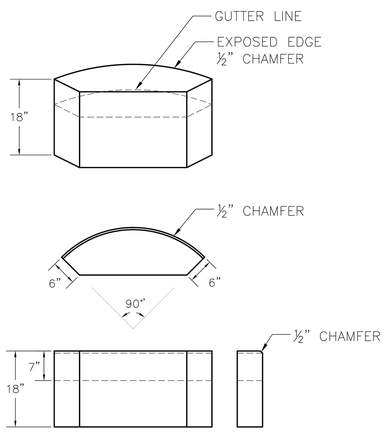


VERTICAL GRANITE CURB CROSS SECTION

NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
4. WOODEN SHIMS MAY BE USED TO SET CURB.

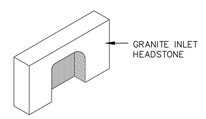
VERTICAL GRANITE CURB IN R.O.W.

N.T.S.

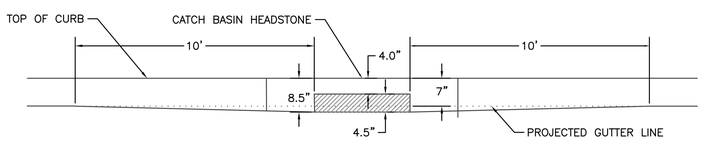


GRANITE RADIUS CORNER "BUG"

NOT TO SCALE

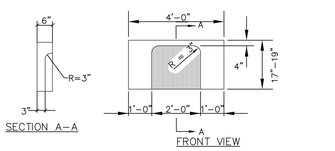


NOTE:
DISH 10' EITHER SIDE OF HEADSTONE FOR CATCH BASIN AT LOW POINT



TYPICAL PAVEMENT GRADING FOR CATCH BASIN INLETS

NOT TO SCALE



4' GRANITE HEADSTONE FOR CATCH BASIN INLET

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Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
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PE SEAL:

STATE OF MAINE
LAUREN JANE SWETT
No. 12284
LICENSED PROFESSIONAL ENGINEER
Lauren J. Swett

NOT FOR CONSTRUCTION

CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

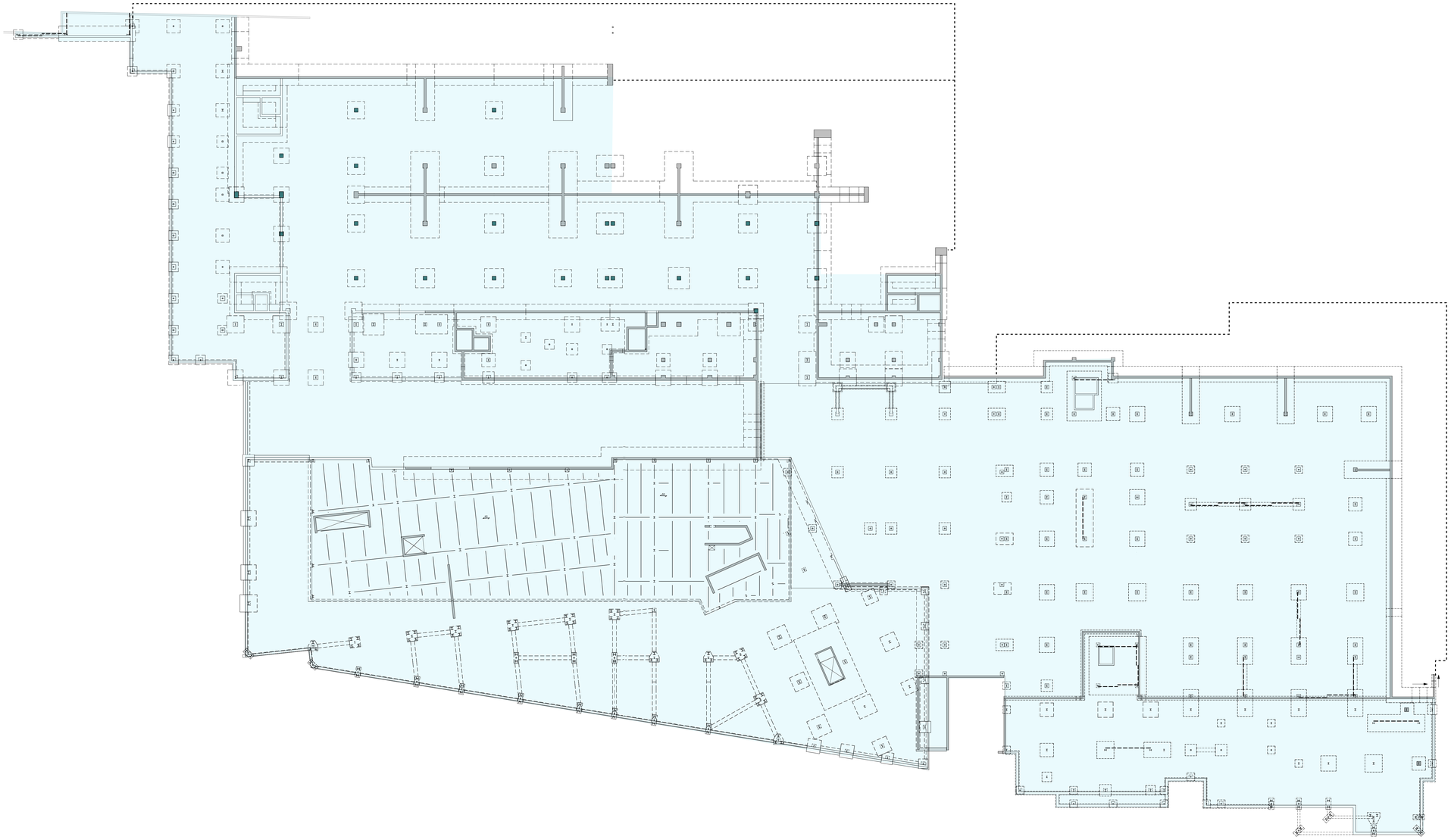
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DATE:	AUGUST 2023
SCALE:	AS NOTED
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 DETAILS .dwg

DRAWING TITLE:
CIVIL
FORE STREET DETAILS

DRAWING NO:
C-207
SHEET: 20 OF 20

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REFER TO INDIVIDUAL BLOCKS
FOR ADDITIONAL DETAILS

Perkins&Will

225 Franklin Street, Suite 1100
Boston, MA 02110
t 617.478.0300
f 617.478.0321
www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St. Portland,
ME 04103
t +1 207.221.2260

GEOTECH ENGINEER
Haley & Aldrich, Inc.
75 Washington Avenue, Suite 1A, Portland,
ME 04101
t +1 207.482.4607

OWNER'S CONSULTANT

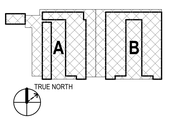
LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

Job Number	TTP22728
Drawn	CHF/CGW
Checked	JBB/TMN
Approved	

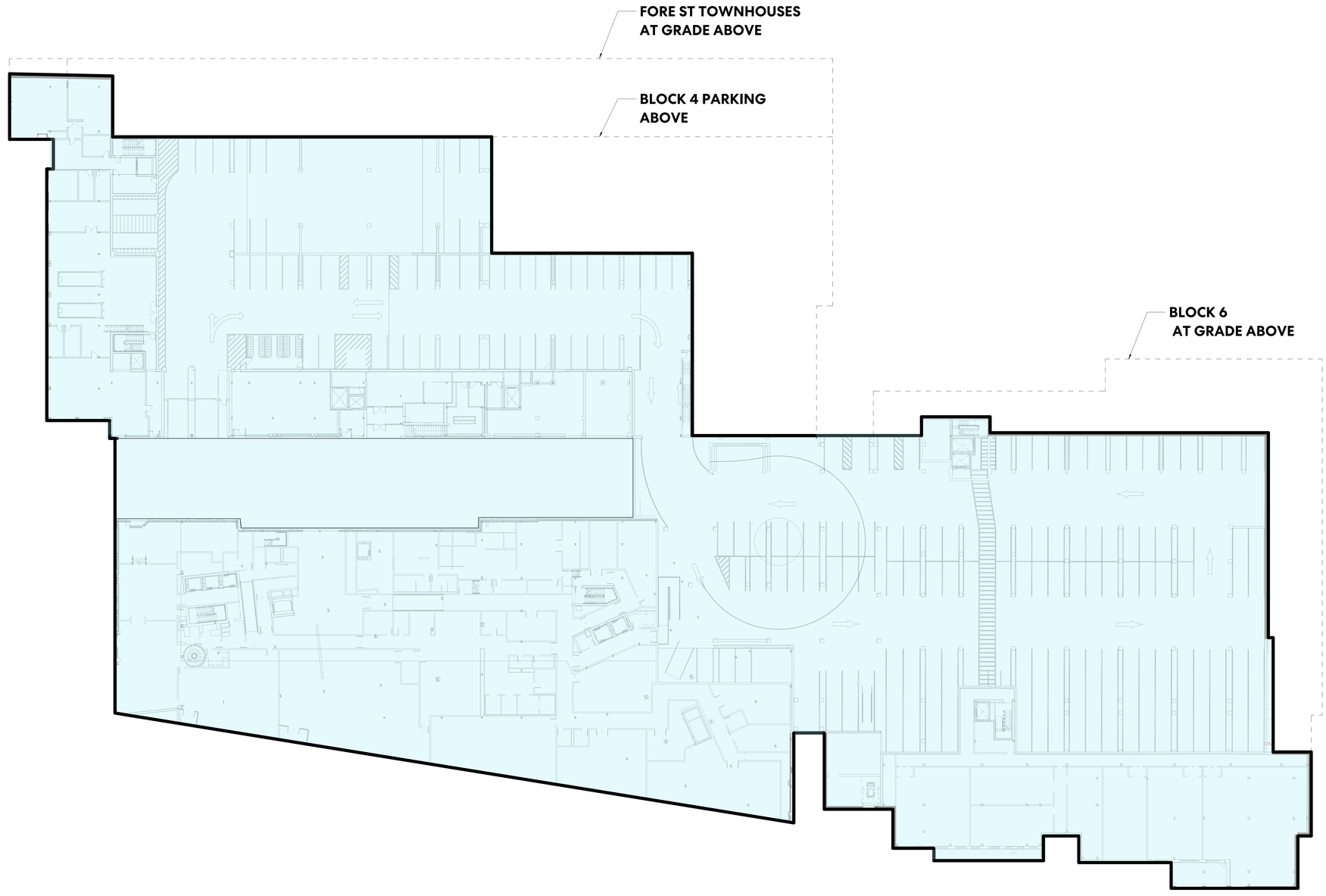
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LEVEL 1/ FOUNDATION PLAN

SHEET NUMBER

S1.1

6/21/2023 12:51:39 PM
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1 BLOCK 4, 5 & 6 FOUNDATION PLAN
3/64" = 1'-0"

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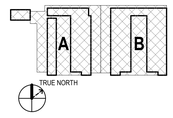
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PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
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KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
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Approved		Approver

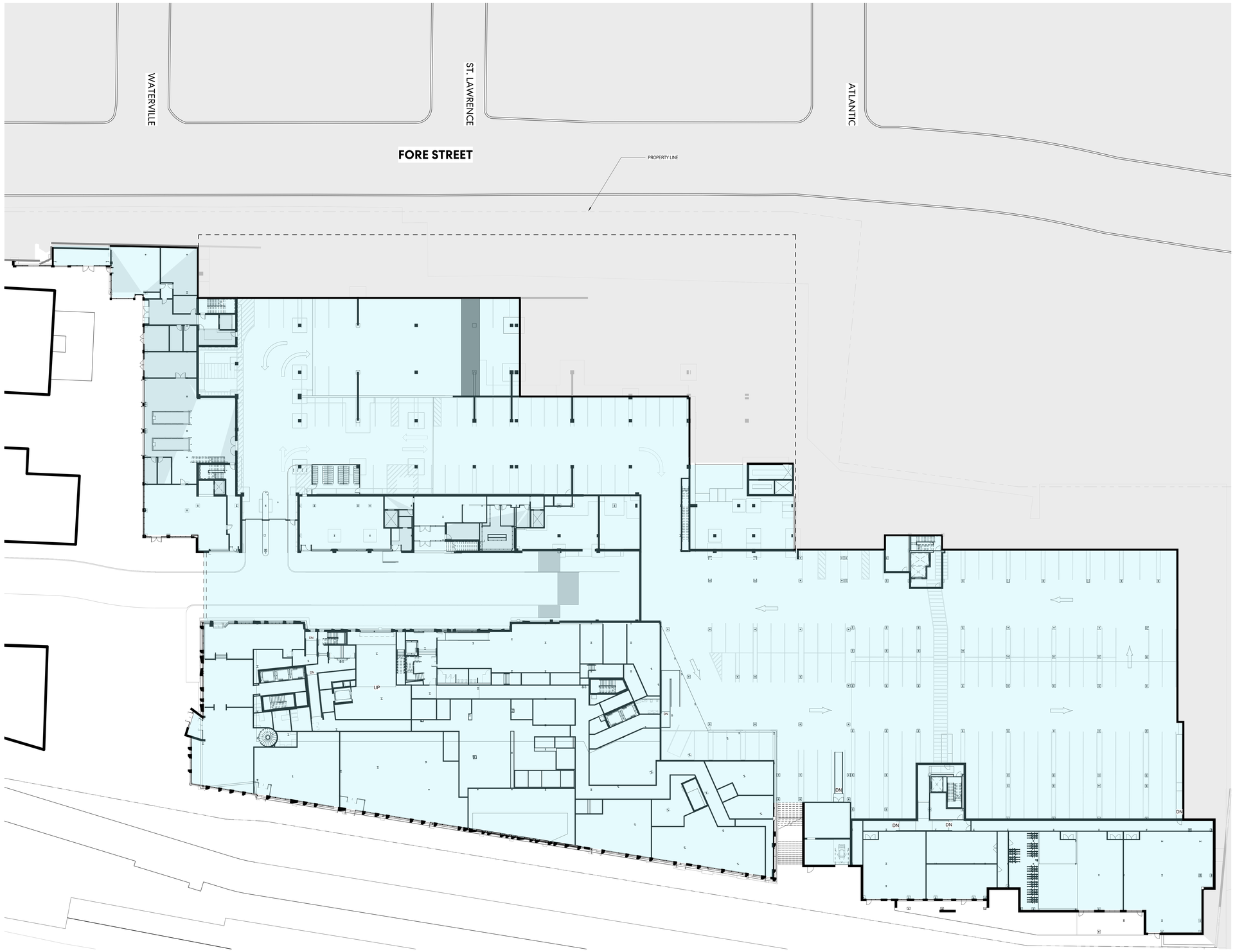
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BLOCK 4, 5 & 6 FOUNDATION PLAN

SHEET NUMBER

SA-001

8/4/2023 8:03:15 AM
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1 PERMIT SITE PLAN - LEVEL 01
3/64" = 1'-0"

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Portland, ME 04101
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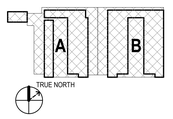
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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

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Job Number		157111
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Approved		Approver

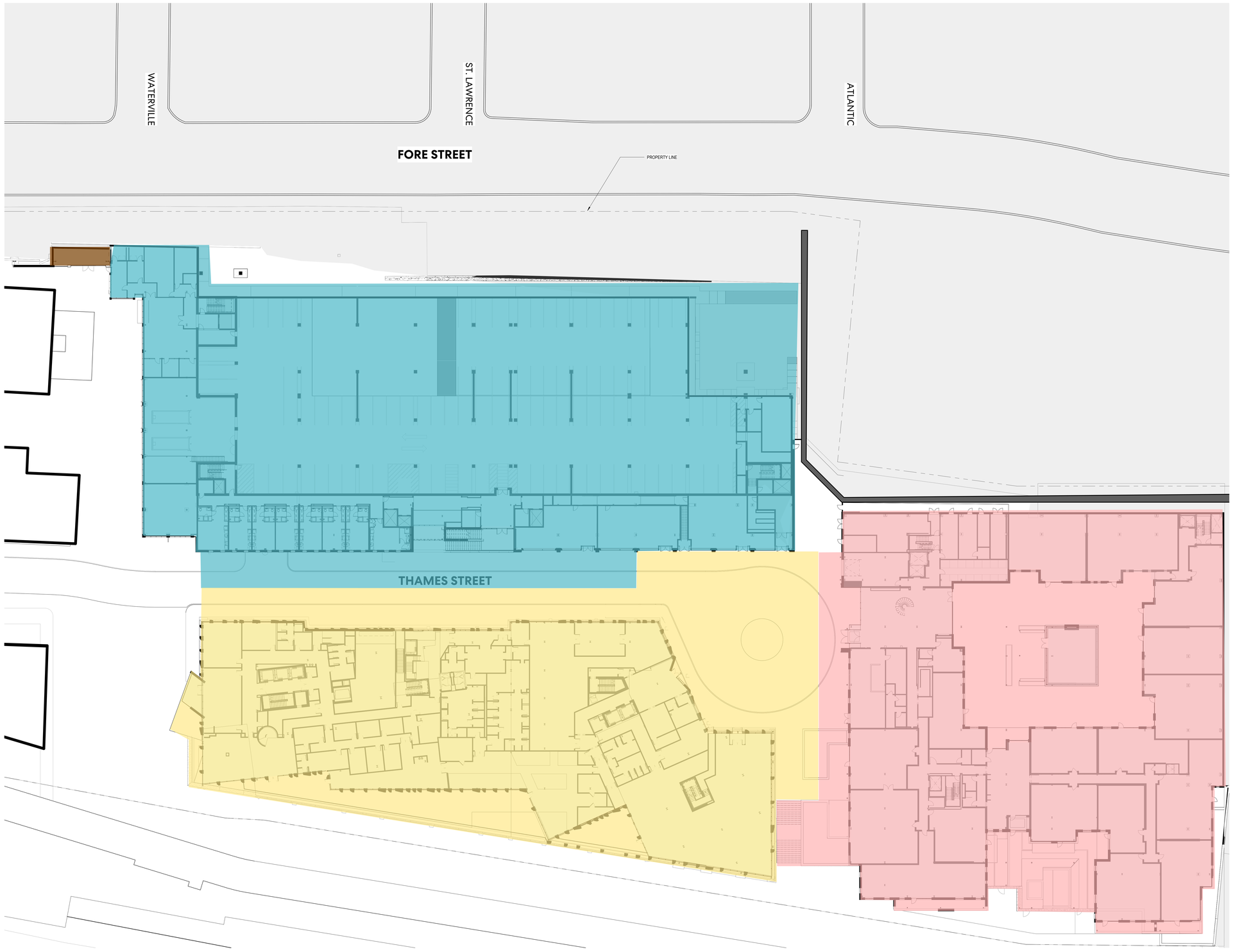
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PERMIT SITE PLAN - LEVEL 01

SHEET NUMBER

MU-001

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1 PERMIT SITE PLAN - LEVEL 02
3/64" = 1'-0"

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Portland, ME 04101
t +1 207.245.6002

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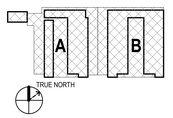
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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

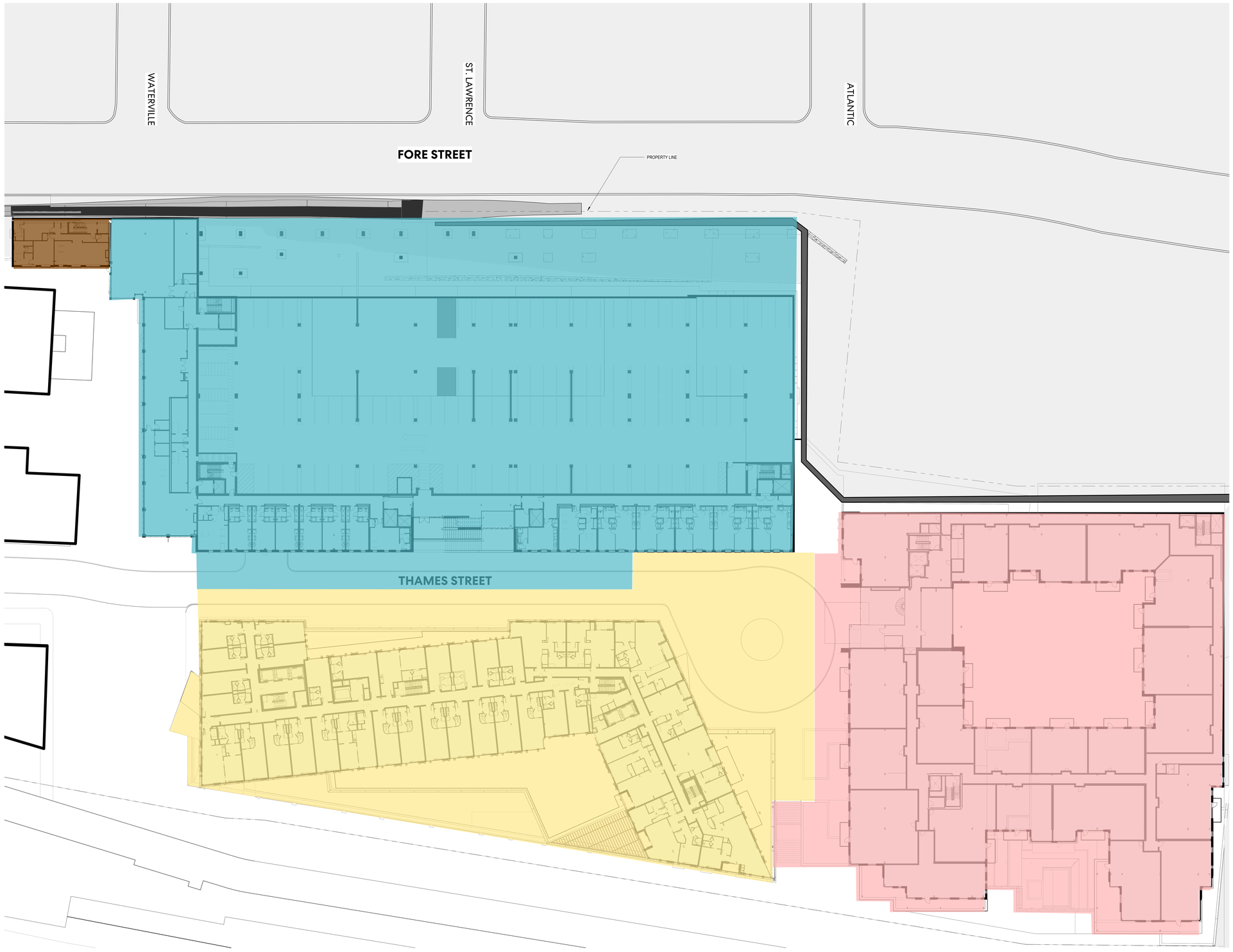
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PERMIT SITE PLAN - LEVEL 02

SHEET NUMBER

MU-002

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1 PERMIT SITE PLAN - LEVEL 03
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Portland, ME 04102
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Portland, ME 04101
t +1 207.245.6002

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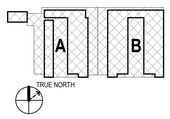
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FEBRUARY 24, 2023

ISSUE CHART

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Approved		Approver

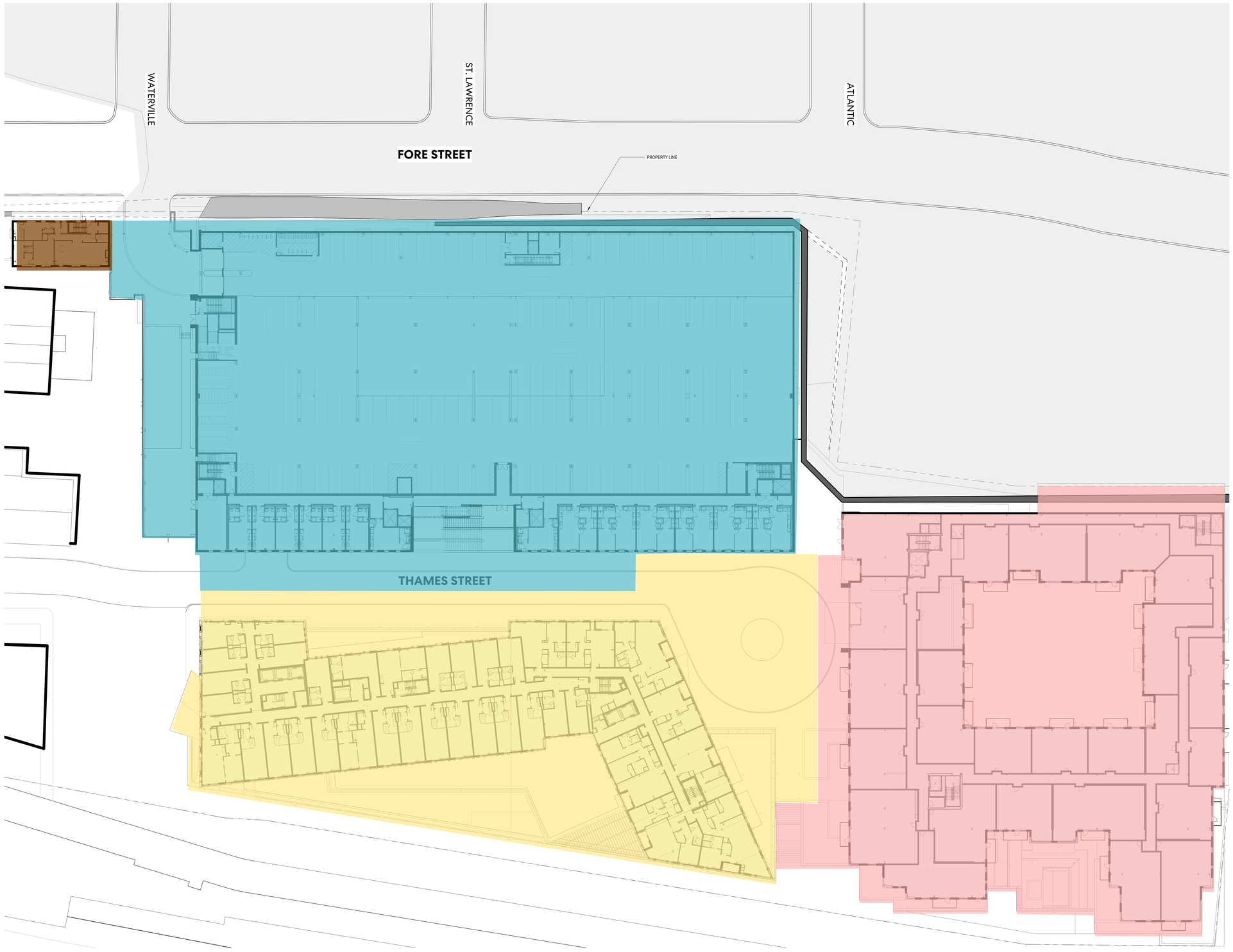
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PERMIT SITE PLAN - LEVEL 03

SHEET NUMBER

MU-003

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1 PERMIT SITE PLAN - LEVEL 04
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t +1 207.245.6002

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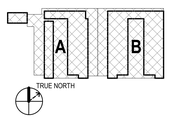
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Job Number		157111
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Approved		Approver

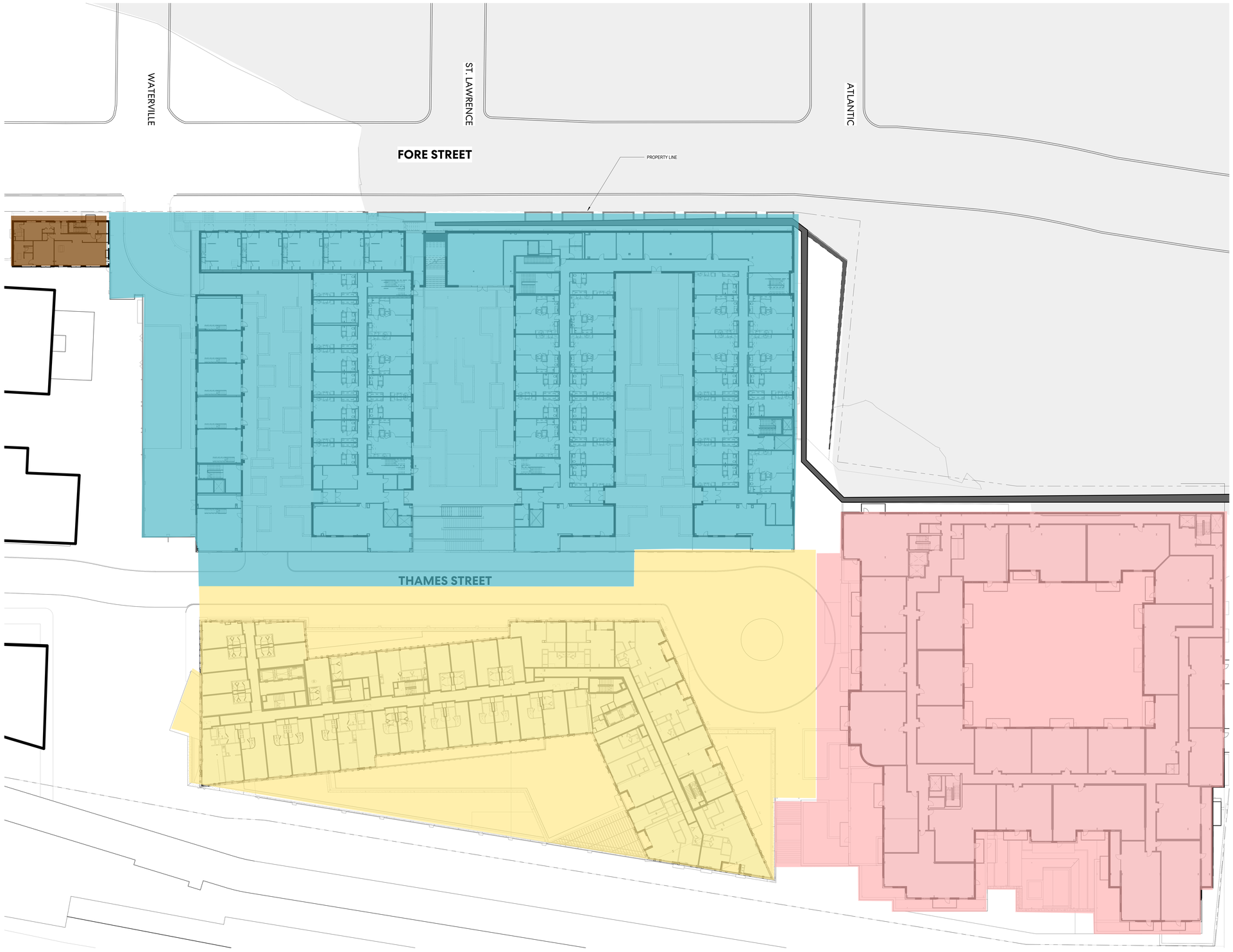
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PERMIT SITE PLAN - LEVEL 04

SHEET NUMBER

MU-004

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1 PERMIT SITE PLAN - LEVEL 05
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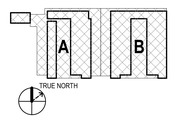
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Approved		Approver

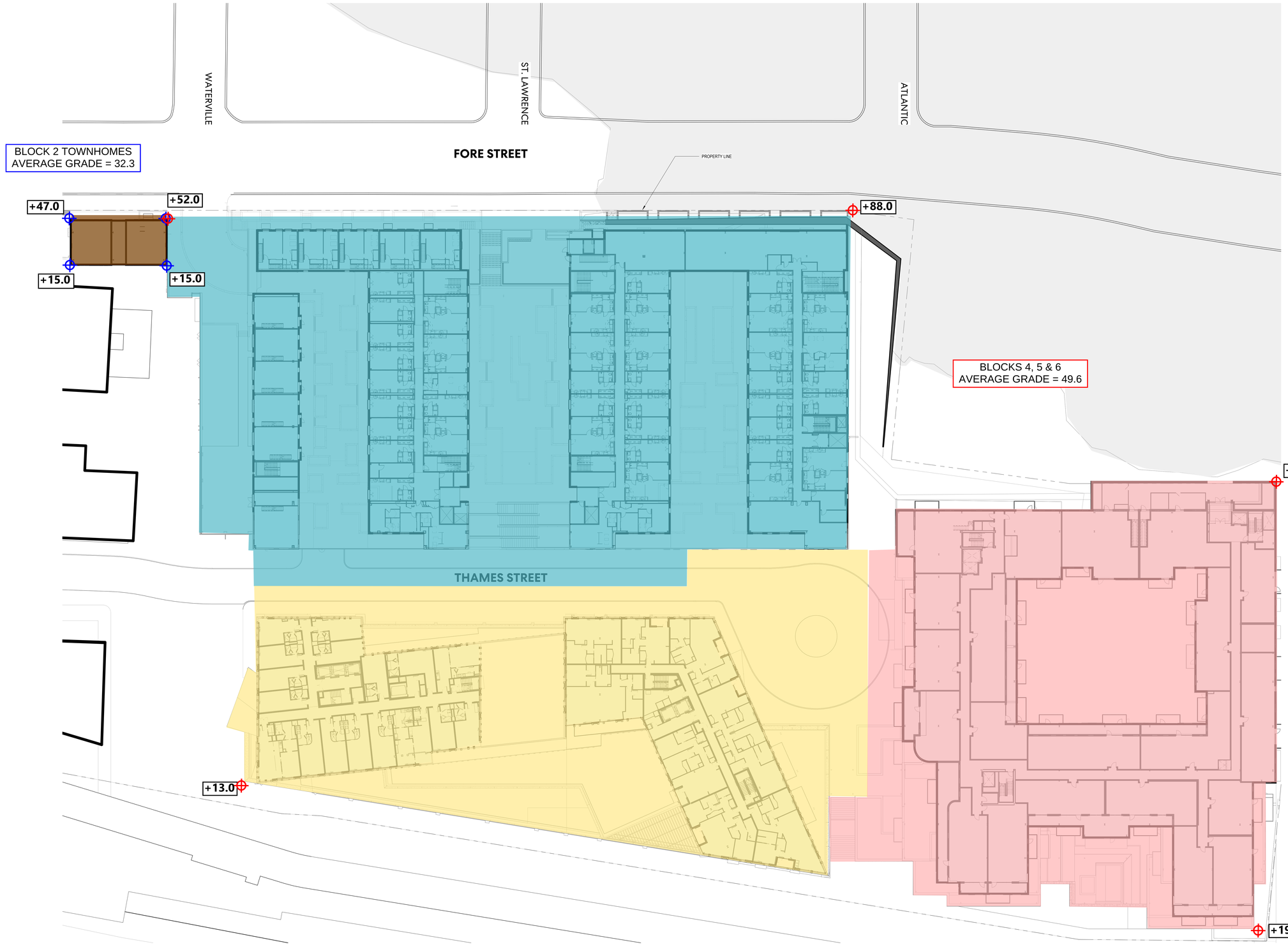
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PERMIT SITE PLAN - LEVEL 05

SHEET NUMBER

MU-005

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1 PERMIT SITE PLAN - LEVEL 06
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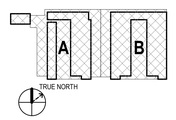
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ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

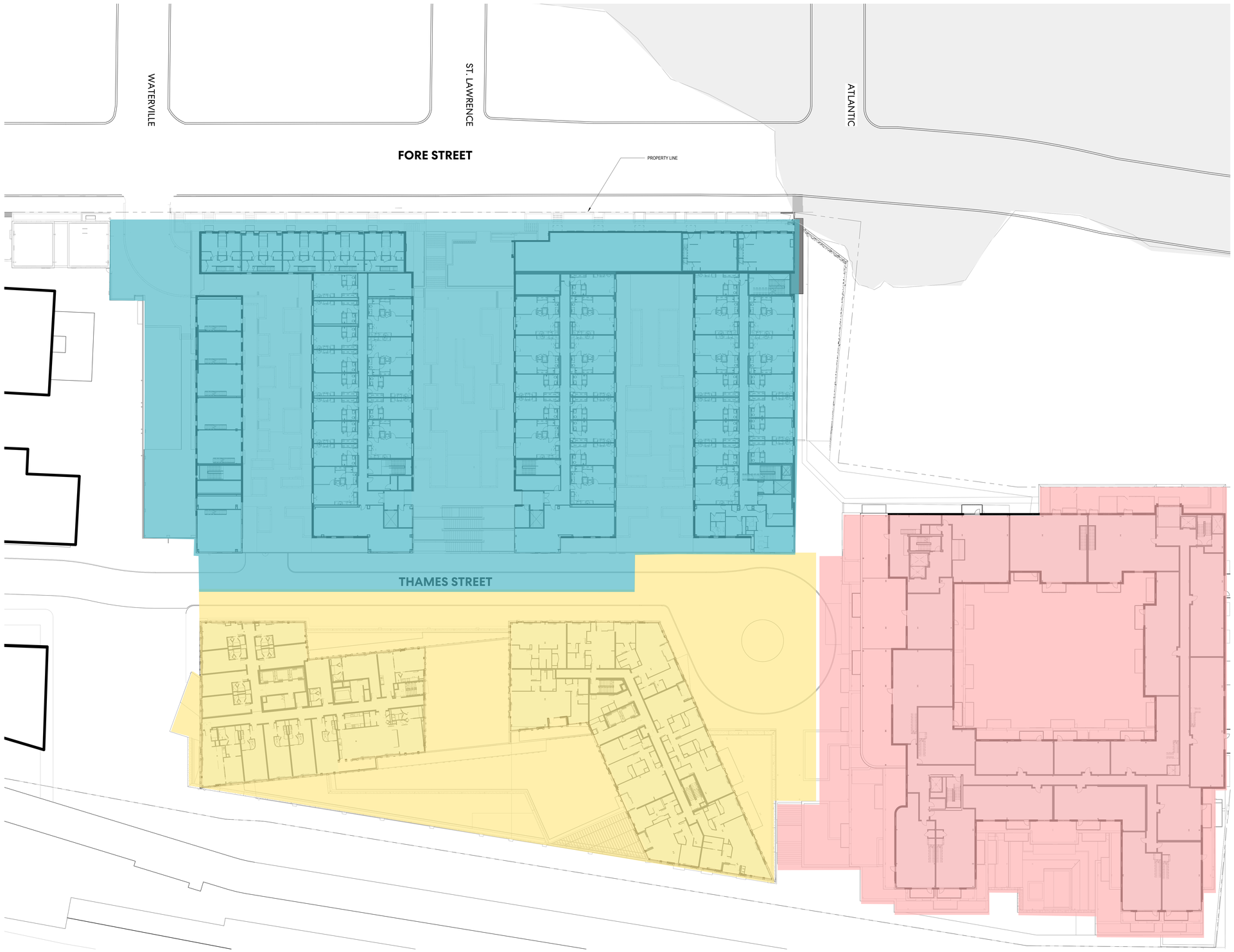
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PERMIT SITE PLAN - LEVEL 06

SHEET NUMBER

MU-006

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1 PERMIT SITE PLAN - LEVEL 07
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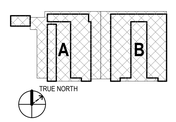
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FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
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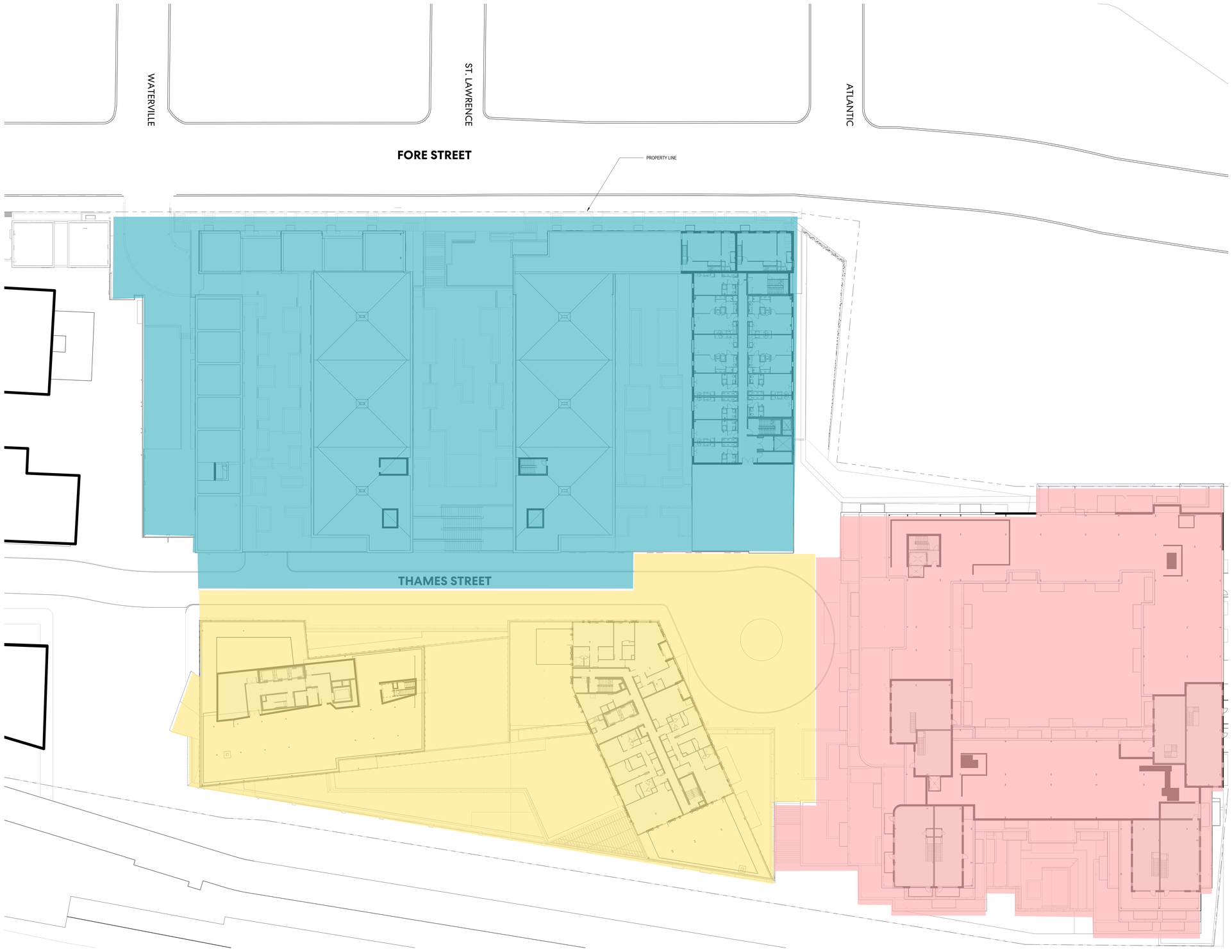
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PERMIT SITE PLAN - LEVEL 07

SHEET NUMBER

MU-007

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1 PERMIT SITE PLAN - LEVEL 08
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Thornton Tomasetti
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Portland, ME 04101
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Allied Engineering, Inc.
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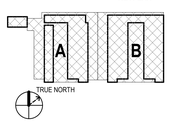
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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

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Job Number		157111
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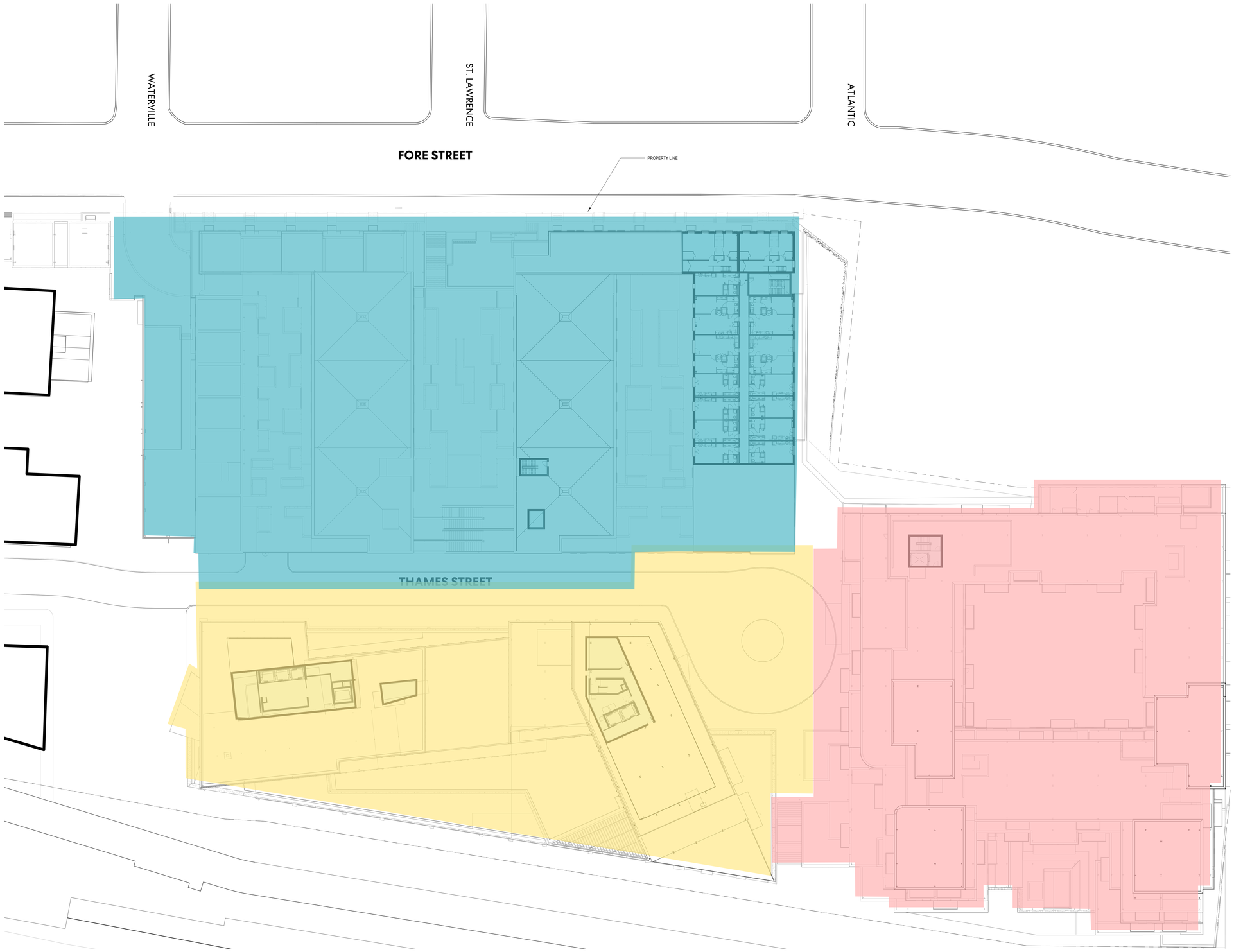
TITLE

PERMIT SITE PLAN - LEVEL 08

SHEET NUMBER

MU-008

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1 PERMIT SITE PLAN - LEVEL 09
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Portland, ME 04101
t +1 207.245.6002

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Allied Engineering, Inc.
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t +1 207.221.2260

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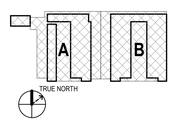
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FEBRUARY 24, 2023

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Job Number		157111
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Approved		Approver

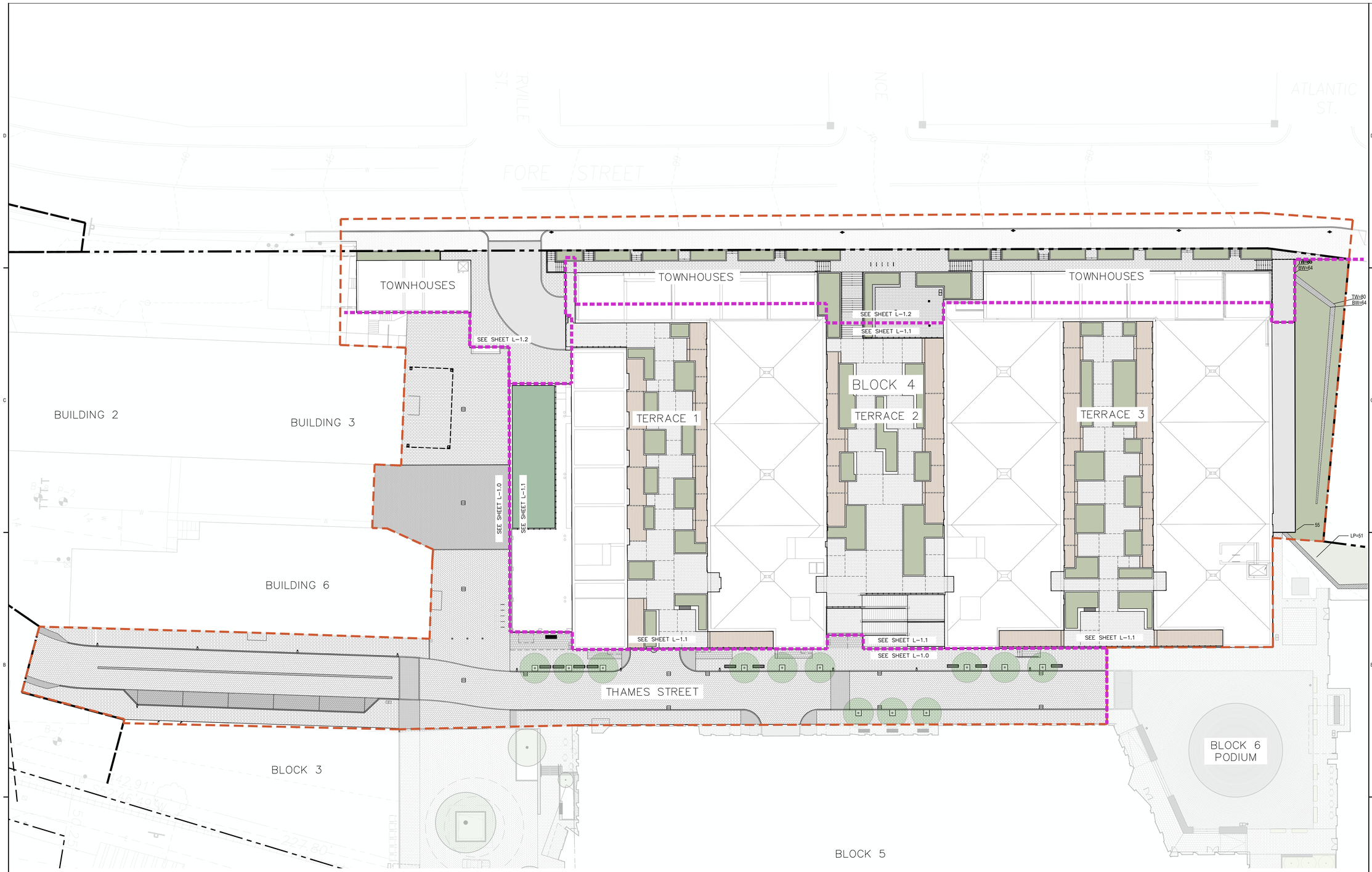
TITLE

PERMIT SITE PLAN - LEVEL 09

SHEET NUMBER

MU-009

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LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- SHEET DELINEATION

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

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Allied Engineering, Inc.
160 Veranda St, Portland,
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MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

COORDINATION DRAWING

MAY 10, 2023

Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

BLOCK 4 - LANDSCAPE REFERENCE PLAN

SHEET NUMBER

L-0.0

BUILDING 2

BUILDING 3

BLOCK 4

LEVEL 1

LEVEL 2

BLOCK 3

BLOCK 5

BLOCK 5

THAMES STREET

1 LD-1.0 PAVING – TYPE 2

1 LD-1.0 PAVING: TYPE 5

2 LD-1.0 PAVING: TYPE 3

4 LD-1.0 CONCRETE SLAB UNDER PAVERS

3 LD-3.0 BIKE RACK (5)

X LD-3.X REMOVABLE BALLARD

5 LD-3.0 LIGHT POLE, TYP.

1 LD-3.0 WASTE RECEPTICAL, TYP.

TRENCH DRAIN, SEE CIVIL

3 LD-3.0 STONE CURB – FLUSH

1 LD-1.0 PAVING – TYPE 4

6 LD-3.0 FGP BENCH, TYP.

– LD-3.0 CUSTOM BENCH, TYP.

– LD-3.0 HAND RAIL

– LD-1.0 ENTRY LANDING

– LD-1.0 STONE STEP

2 LD-1.0 PAVING – TYPE 1

3 LD-1.0 STONE CURB – RAISED

5 LD-3.0 LIGHT POLE, TYP.

1 LD-1.0 PAVING – TYPE 2

4 LD-4.0 TREE GRATE, TYP.

4 LD-1.0 BUILDING ENTRY LANDING, TYP.

CATCH BASIN, SEE CIVIL

2 LD-1.0 PAVING – TYPE 4

22'-0"

1'-0"

20'-0"

6'-0"

20'-0" TYP.

3'-0", TYP.

8'-0"

20'-0"

11'-8"

36'-2"

LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- OVERHEAD
- PROPOSED TREE
- PAVING – TYPE 1 BASALT, HERRINGBONE PATTERN
- PAVING – TYPE 2 BASALT, RUNNING BOND PATTERN
- PAVING – TYPE 3 RUNNING BOND PATTERN
- PAVING – TYPE 4 STONE SETTS
- PAVING – TYPE 5 ASPHALT PAVERS, RUNNING BOND PATTERN
- PAVING – TYPE 6 STONE SETTS, SINGLE ROW
- STONE CURB – RAISED
- STONE CURB – FLUSH
- CUSTOM STONE BENCH WITH WOOD TOP
- WASTE RECEPTICAL
- REMOVABLE BOLLARD
- BIKE RACK
- LIGHT POLE
- TREE GRATE
- HAND RAIL
- CONCRETE SLAB BELOW PAVERS

GENERAL NOTES:
1.

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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Portland, ME 04101
t +1 207.245.6062

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160 Veranda St, Portland,
ME 04103
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t 207.865.1080

STAMP

PROJECT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

COORDINATION DRAWING

MAY 10, 2023

Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Layout and Materials Plan - Thames Street

SHEET NUMBER

L-1.0

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LEGEND

- WOODEN ENTRY STOOP
- STONE PAVERS OVER STRUCTURE
- GREEN ROOF SYSTEM
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- AMENITY GRILL
- PRIVACY SCREEN
- BIKE RACK
- FGP BENCH
- CIP CONCRETE RETAINING WALL
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

SCALE: 1"=20'
0 10' 20' 40'
NORTH

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t +1 207.245.6062

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ME 04103
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457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

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PROJECT

FORESIDE DEVELOPMENT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

PERMIT SET

JUNE 23, 2023

Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

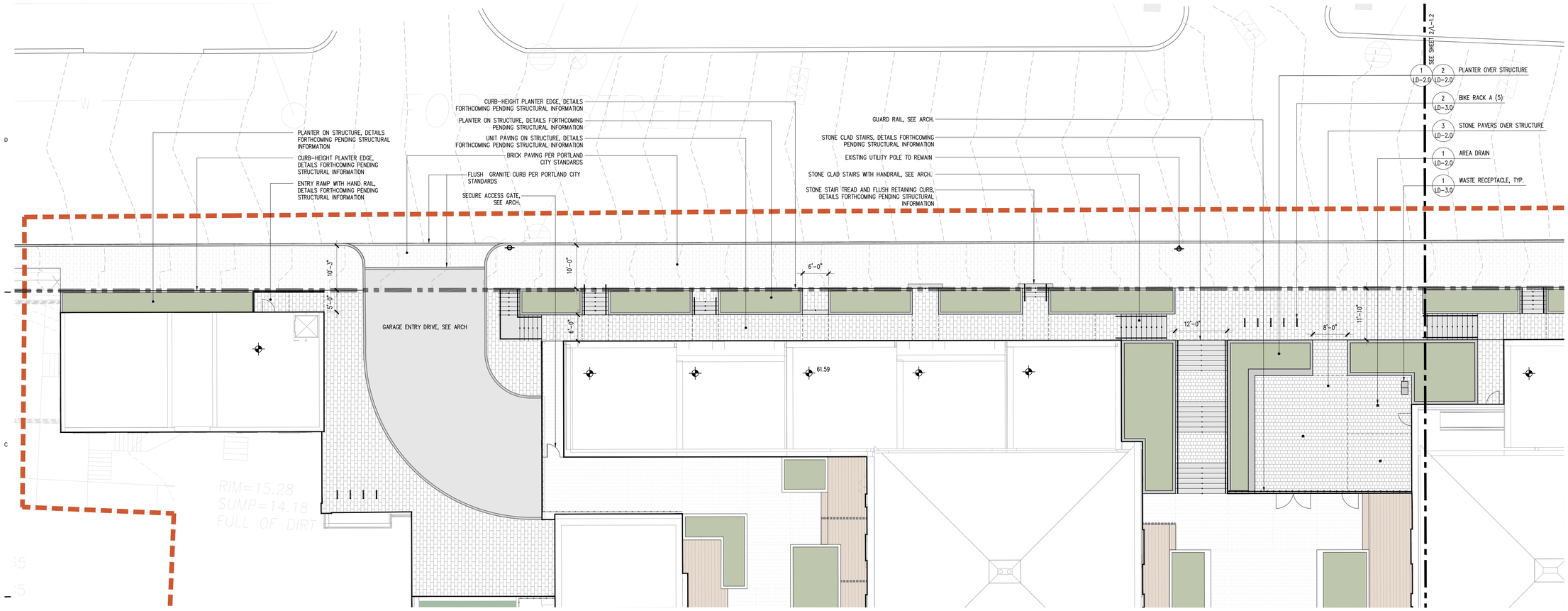
TITLE

Landscape Layout and Materials Plan - Courtyard Level

SHEET NUMBER

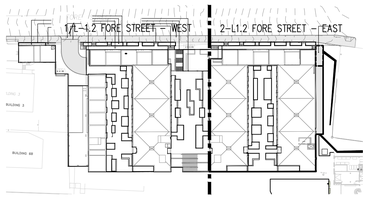
L-1.1

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1 FORE STREET - WEST
1"=10'

KEY PLAN

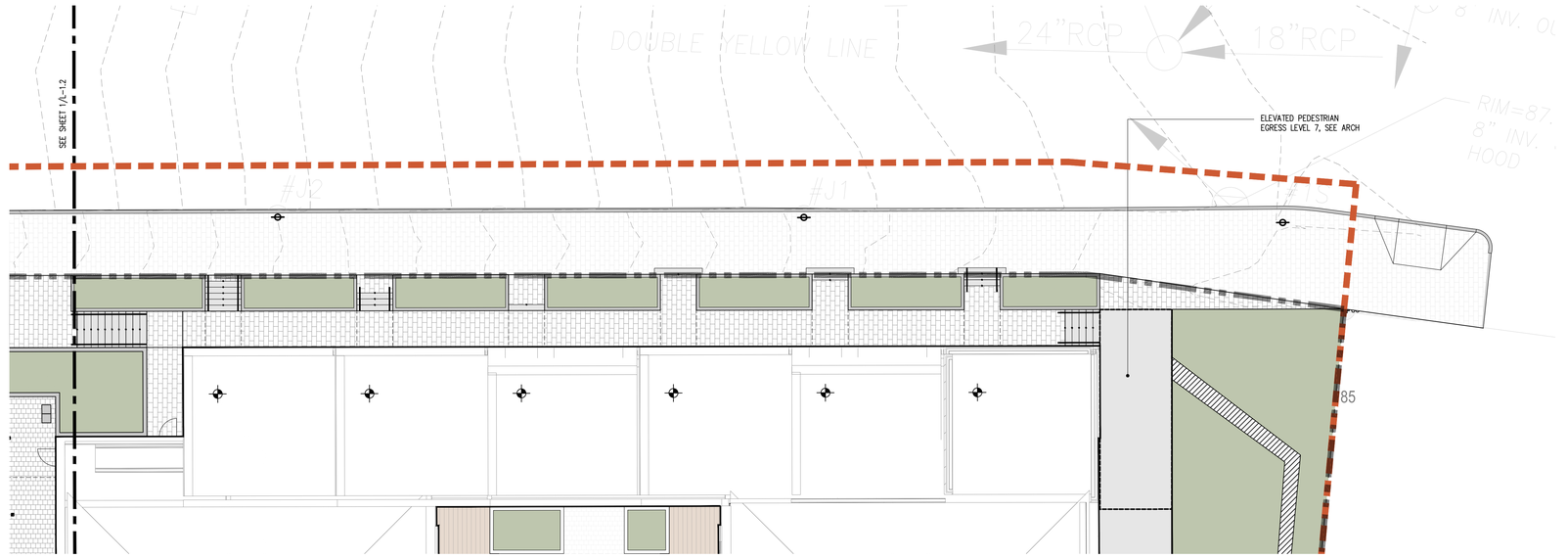


LEGEND

- BRICK PAVERS PER PORTLAND CITY STANDARD
- UNIT PAVERS OVER STRUCTURE
- STONE PAVERS OVER STRUCTURE
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- STONE CLAD RETAINING WALL
- BIKE RACK
- FGP BENCH
- WASTE RECEPTACLE
- HAND RAIL AT STAIRS
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

GENERAL NOTES

1. FOR ALL PROPOSED SITEWORK WITHIN THE ROW, REFER TO CIVIL DRAWINGS FOR DETAILS.



2 FORE STREET - EAST
1"=10'

SCALE: 1"=10'
0 15' 10' 20'
NORTH

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t +1 207.245.6062

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ME 04103
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Freeport, Maine
t 207.865.1080

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PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

PERMIT SET

AUGUST 23, 2023

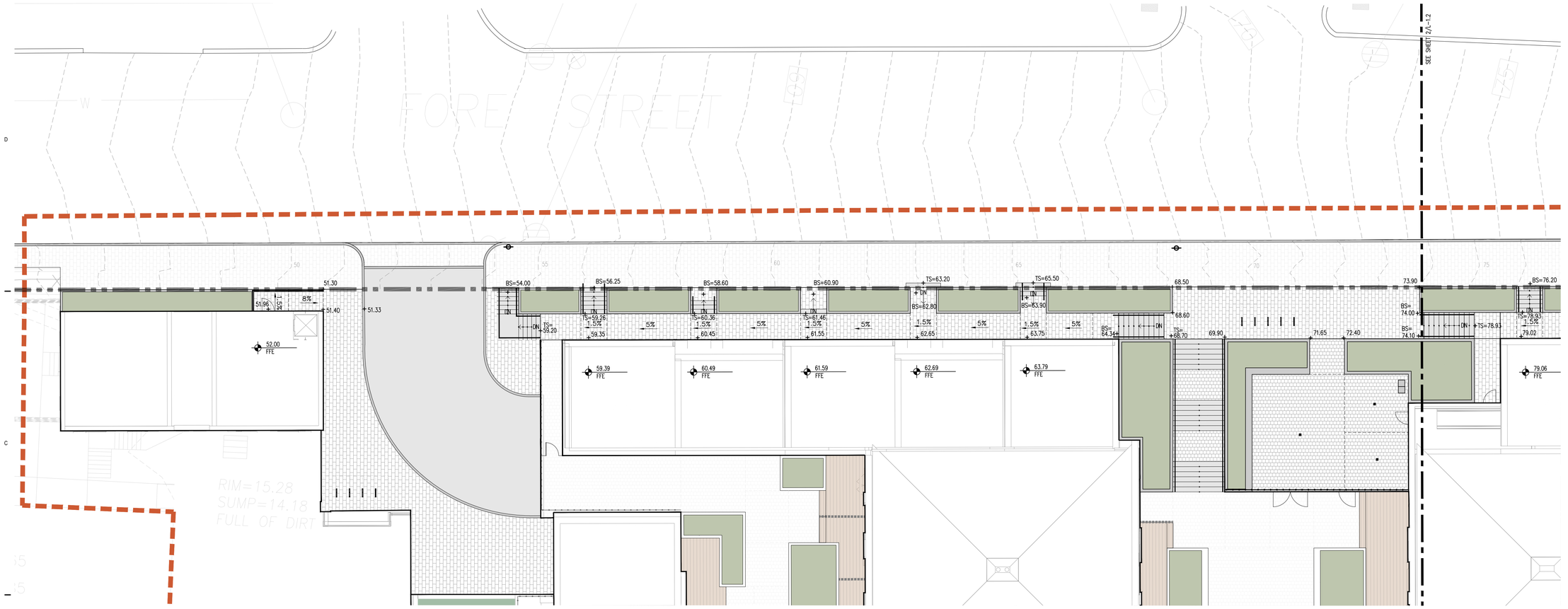
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Layout and Materials Plan - Fore Street

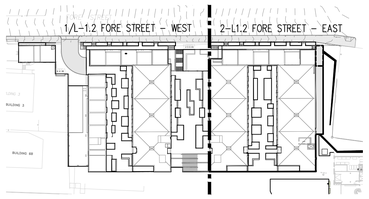
SHEET NUMBER

L-1.2



1 FORE STREET - WEST
1"=10'

KEY PLAN

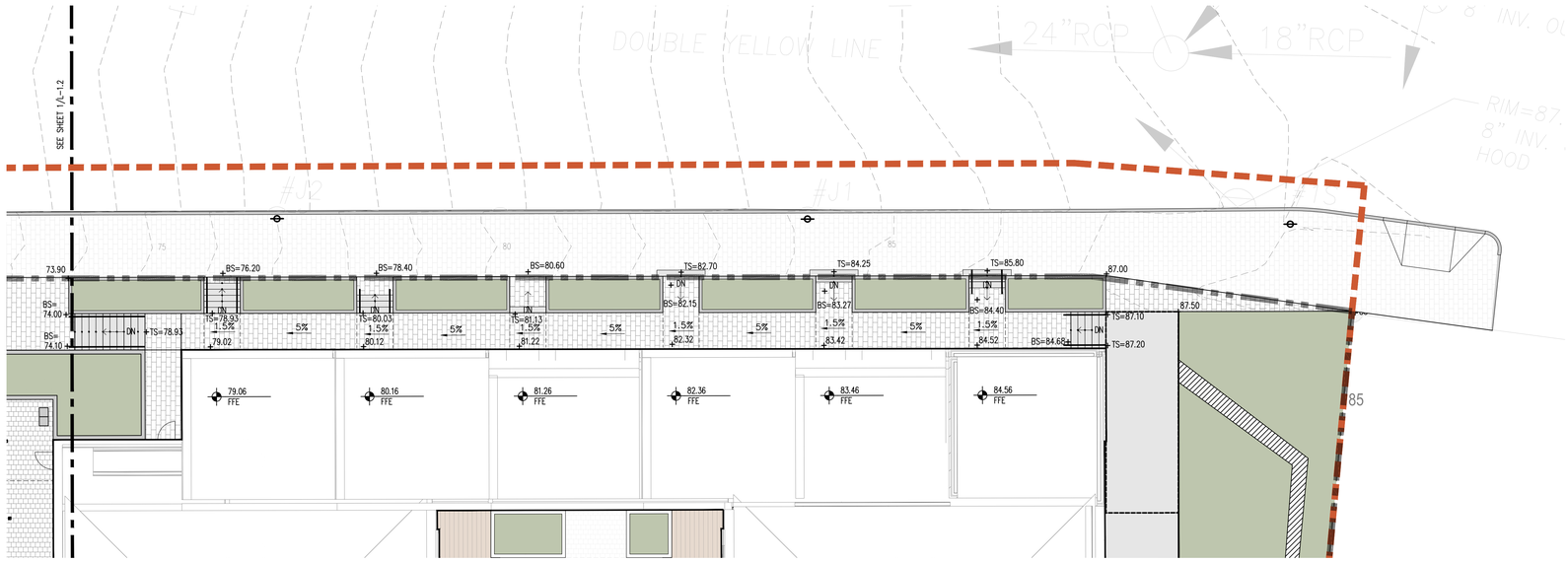


LEGEND

- BRICK PAVERS PER PORTLAND CITY STANDARD
- UNIT PAVERS OVER STRUCTURE
- STONE PAVERS OVER STRUCTURE
- PLANTING AREA
- CIP CONCRETE PLANTER WALL WITH STONE VENEER
- STONE CLAD RETAINING WALL
- BIKE RACK
- FGP BENCH
- WASTE RECEPTACLE
- HAND RAIL AT STAIRS
- GUARD RAIL
- LIMIT OF WORK
- PROPERTY LINE

GENERAL NOTES

1. FOR ALL PROPOSED SITEWORK WITHIN THE ROW, REFER TO CIVIL DRAWINGS FOR DETAILS.



2 FORE STREET - EAST
1"=10'

SCALE: 1"=10'
0 15' 10' 20'
NORTH

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Thornton Tomasetti
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Portland, ME 04101
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Freeport, Maine
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PROJECT

FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

PERMIT SET

AUGUST 23, 2023

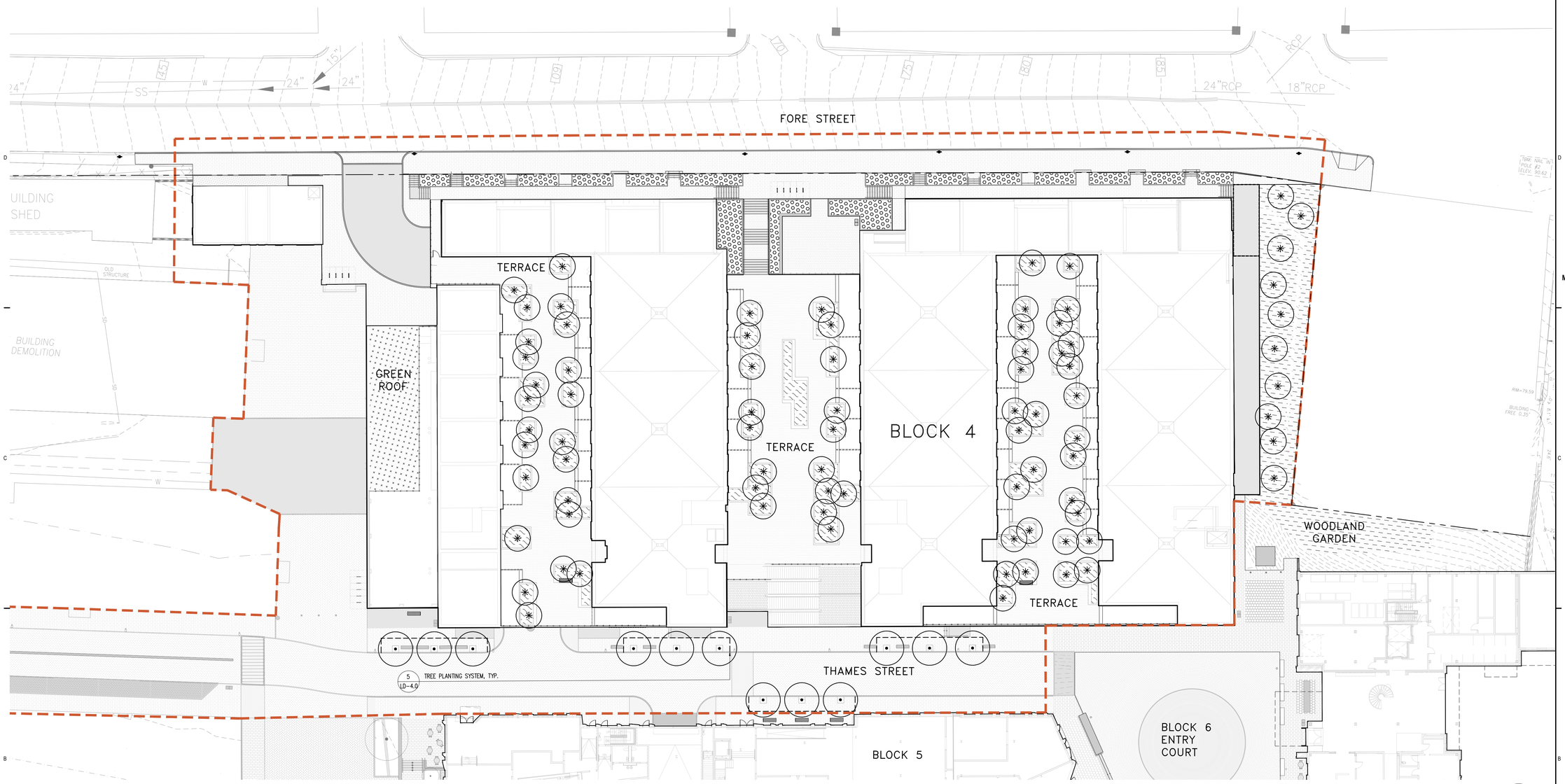
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

Landscape Grading Plan - Fore Street

SHEET NUMBER

L-1.4



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- EXTENTS OF SUBSURFACE TREE PLANTING SYSTEM

PLANTING NOTES:
1. ALL TREES PLANTED ALONG THAMES STREET ARE TO BE PROVIDED WITH A SUBSURFACE TREE PLANTING SOIL CELL SYSTEM, BY BLUE GREEN URBAN. SEE 5/LD–4.0

PLANTING SCHEDULE LG-202

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
STREET TREES								
			ACER RUBRUM 'KARPICK'	RED MAPLE KARPICK	4–5" CAL.	B+B	PER PLAN	
			GLEDITSIA TRICANTHOS VAR. INERMIS	HONEY LOCUST	4–5" CAL.	B+B	PER PLAN	
			QUERCUS PALUSTRIS	PIN OAK	4–5" CAL.	B+B	PER PLAN	
PATIO-SCALE TREES								
			AMELANCHIER CANADENSIS	SERVICEBERRY	1.5–2" CAL.	B+B	PER PLAN	
			ACER SPICATUM	MOUNTAIN MAPLE	1.5–2" CAL.	CONT.	PER PLAN	
			CARPINUS CAROLINIANA	AMERICAN HORNBEAM	1.5–2" CAL.	CONT.	PER PLAN	

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TERRACE PLANTERS SHRUB & GROUNDCOVER PALETTE - ON STRUCTURE								
			ACTEA RACEMOSA	BLACK COHOSH	–	CONT.	–	
			ANEMONE CANADENSIS	CANADA WINDFLOWER	–	CONT.	–	
			CLETHRA ALINIFOLIA	SWEET PEPERBUSH	–	CONT.	–	
			COMPTONIA PEREDRINA	SWEETFERN	–	CONT.	–	
			EURYBIA MACROPHYLLA	LARGE–LEAFED ASTER	–	CONT.	–	
			GERANIUM MACULATUM	SPOTTED CRANESBILL	–	CONT.	–	
			OSMUNDA CINNAMOMEA	CINNAMON FERN	–	CONT.	–	
			POLYGONATUM COMMITATUM	SOLOMON'S SEAL	–	CONT.	–	
			POLYSTICHUM ARCOSTOCHOIDES	CHRISTMAS FERN	–	CONT.	–	
			RHUS AROMATICA 'GRO–LOW'	GRO–LOW FRAGRANT SUMAC	–	CONT.	–	

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
GREENROOF PALETTE - ON STRUCTURE								
			GREEN ROOF PLANT MIX, TBD.	–	–	CONT.	–	
STREET PLANTING PALETTE - ON STRUCTURE								
			MYRICA PENNSYLVANICA	SWEETGALE	–	CONT.	–	
					–	CONT.	–	
			RHUS AROMATICA 'GRO–LOW'	GRO–LOW FRAGRANT SUMAC	–	CONT.	–	
WOODLAND GARDEN PALETTE								
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	–	CONT.	–	
			EURYBIA MACROPHYLLA	LARGE–LEAFED ASTER	–	CONT.	–	
			KALMIA LATIFOLIA	MOUNTAIN LAUREL	–	CONT.	–	

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PROJECT
FORESIDE DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/16/2023

COORDINATION DRAWING

AUGUST 23, 2023

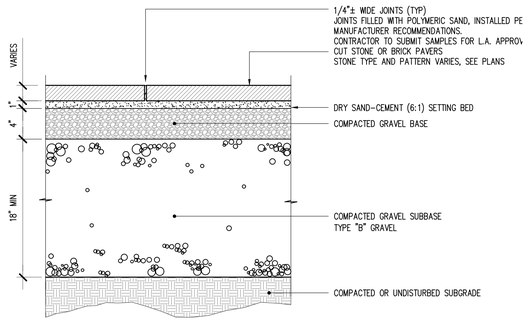
Job Number	XXXXXXX
Drawn	SMG
Checked	JP
Approved	MB

TITLE

BLOCK 4 - PLANTING PLAN

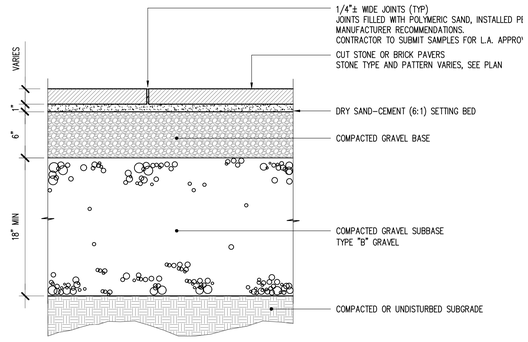
SHEET NUMBER

L-2.0



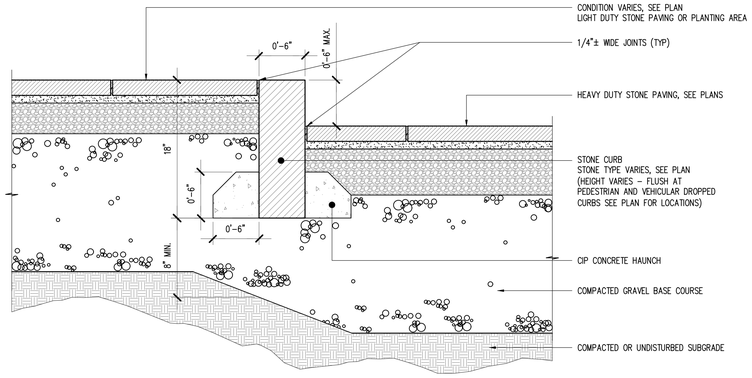
1 LIGHT DUTY STONE PAVING

1 1/2" = 1'-0"



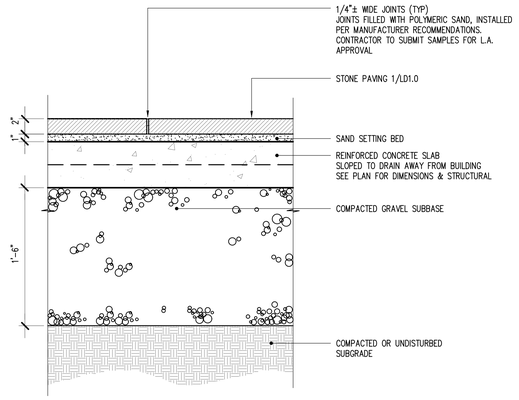
2 HEAVY-DUTY STONE PAVING

1 1/2" = 1'-0"



3 STONE CURB

1 1/2" = 1'-0"



4 BUILDING ENTRY LANDING

1 1/2" = 1'-0"

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CIVIL ENGINEER
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STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

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ME 04103
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PROJECT

I:\S NY\SRC\PHS TOWER SUR 1-1 1\Working\ Shell outdoor survey 10000 2023.rvt

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

DESIGN DEVELOPMENT

FEBRUARY 03, 2023

Job Number	157087.000
Drawn	TH
Checked	JP
Approved	XXX

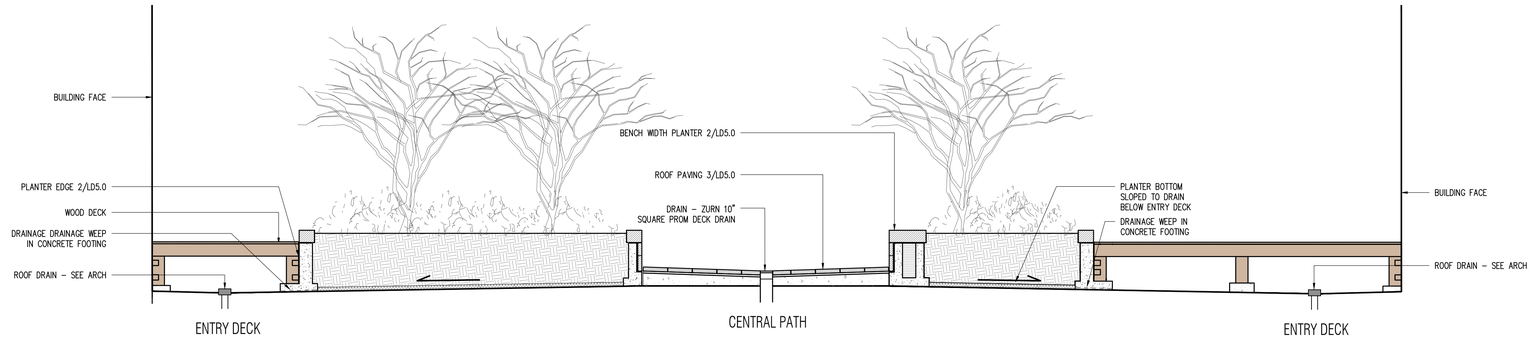
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SITE DETAILS

SHEET NUMBER

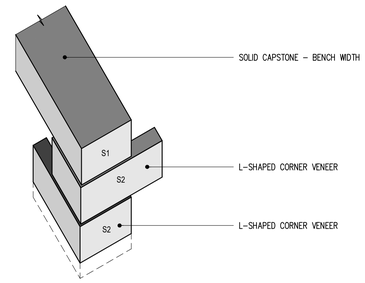
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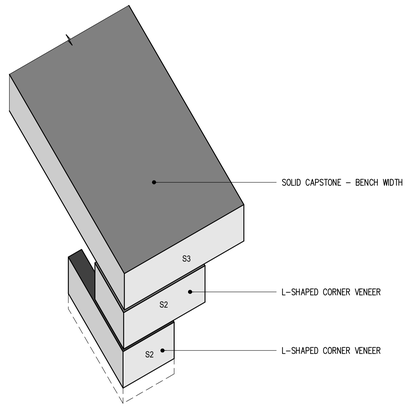


1 COURTYARD SECTION

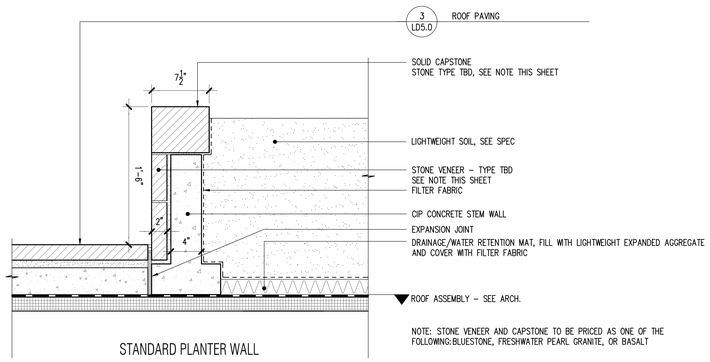
1" = 30'



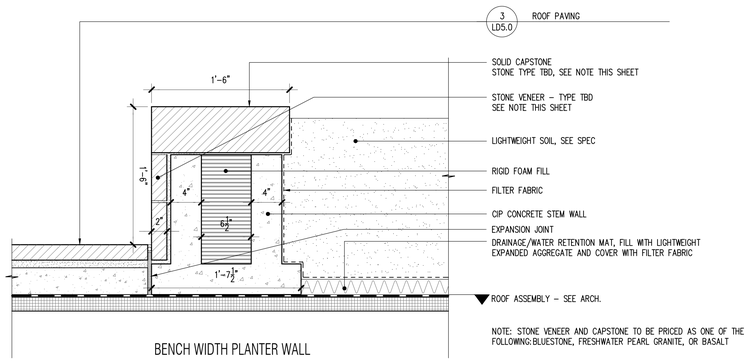
PLANTER CORNER DETAIL



BENCH/PLANTER CORNER DETAIL



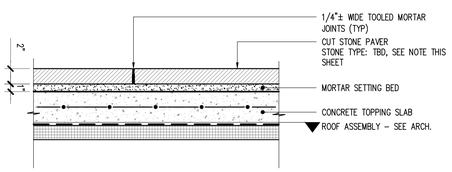
STANDARD PLANTER WALL



BENCH WIDTH PLANTER WALL

2 ROOF TOP PLANTER DETAILS

3/4" = 1'-0"



3 ROOF PAVING DETAIL

1-1/2" = 1'-0"

NOTE:
STONE TYPE FOR COURTYARD PAVING AND PLANTER VENEER OPTIONS FOR PRICING FOR CLIENT REVIEW AND EVALUATION

- BLUESTONE
- FRESHWATER PEARL GRANITE
- BASALT

ALL OPTIONS SAWN AND FLAMED FINISH

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457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE DEVELOPMENT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

DESIGN DEVELOPMENT

FEBRUARY 03, 2023

Job Number	157087.000
Drawn	TH
Checked	JP
Approved	XXX

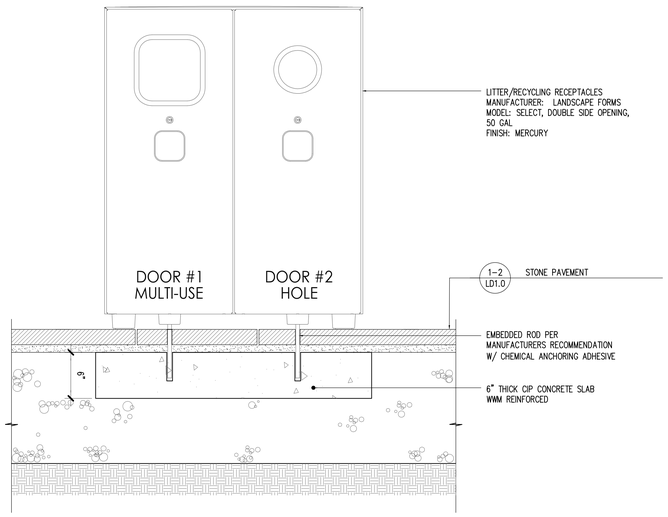
TITLE

COURTYARD DETAILS

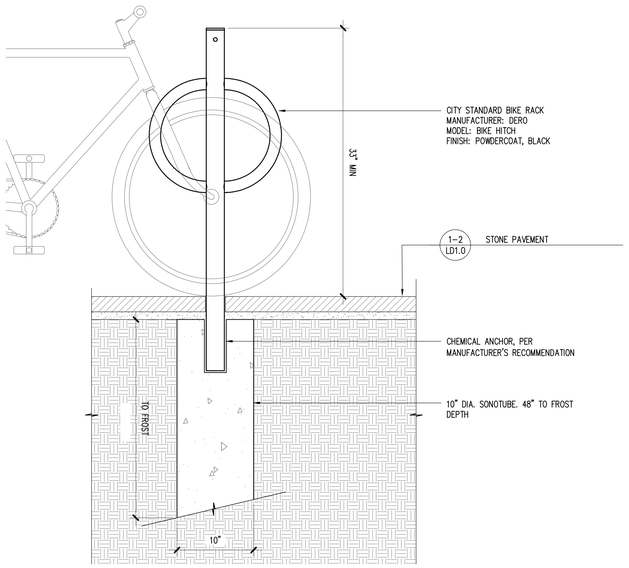
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LD-2.0

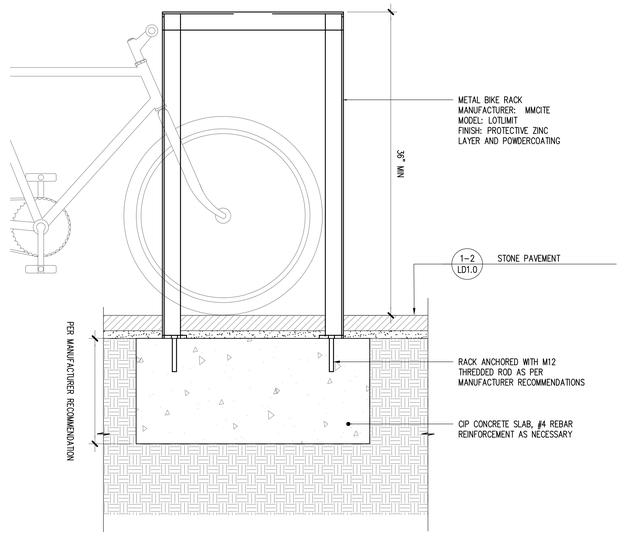
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1 LITTER/RECYCLING RECEPTACLE ATTACHMENT
1 1/2" = 1'-0"



2 BIKE RACK A
1 1/2" = 1'-0"



3 BIKE RACK B
1 1/2" = 1'-0"

4 STEEL BOLLARD MOUNTING DETAIL (YG2 & YG5)
1-1/2"=1'-0"

5 LIGHT POLE FOUNDATION
1/2"=1'-0"

6 FGP BENCH
1 1/2" = 1'-0"

7 STONE BOLLARD
1"=1'-0"

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OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE DEVELOPMENT

PFDC - BLOCK 4: HARBOR HILL

PROJECT ADDRESS

254 Commercial Street, Suite 118, Portland, ME 04101

KEYPLAN

MARK	ISSUE	DATE

DESIGN DEVELOPMENT

FEBRUARY 03, 2023

Job Number	157087.000
Drawn	TH
Checked	JP
Approved	XXX

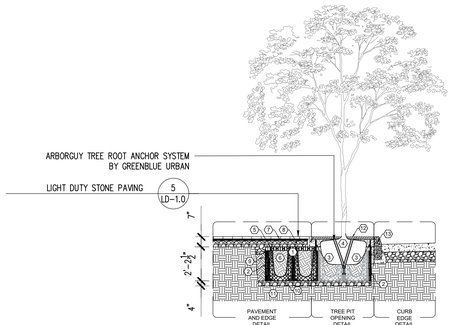
TITLE

SITE FURNISHINGS

SHEET NUMBER

LD-3.0

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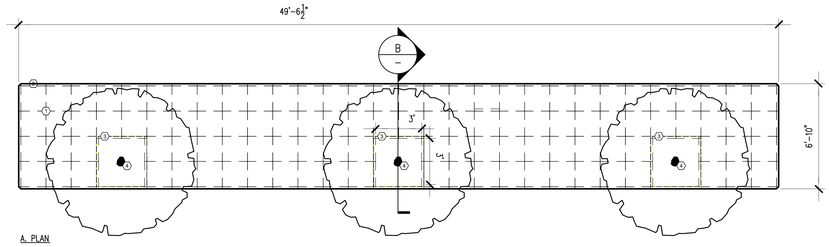


B. SECTION

ARBORSYSTEM URBAN TREE PLANTING SYSTEM
BY BLUEGREEN URBAN

1. ROOTSPACE 600 SERIES SOIL CELL SYSTEM (24" DEPTH)
2. ROOTSTOP 600 ROOT AND MOISTURE
3. REROOT 300 RIBBED ROOT BARRIER (12" DEPTH)
4. TREE/ROOTBALL
5. COMBIGRID GEOCOMPOSITE FABRIC/GRID
6. PLANTING SOIL
7. PAVEMENT
8. AGGREGATE BASE
9. COMPACTED BACKFILL
11. COMPACTED NATIVE SUBGRADE
12. TREE GRATE
13. STONE CURB

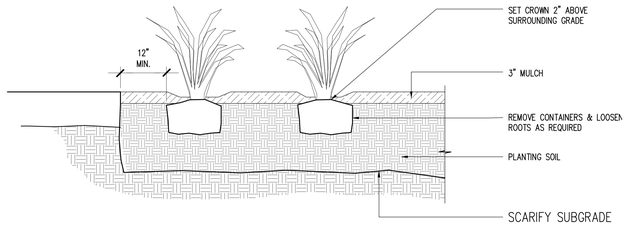
NOTE: IRRIGATION SYSTEM TO BE DESIGNED BY OTHERS FOR LANDSCAPE ARCHITECT REVIEW AND APPROVAL



A. PLAN

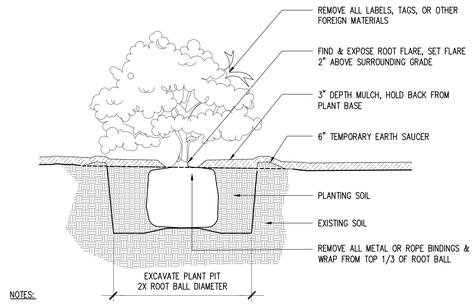
5 GREEN BLUE URBAN TREE PLANTING SYSTEM

1/4" = 1'-0"



4 GROUNDCOVER PLANTING DETAIL

1/2" = 1'-0"

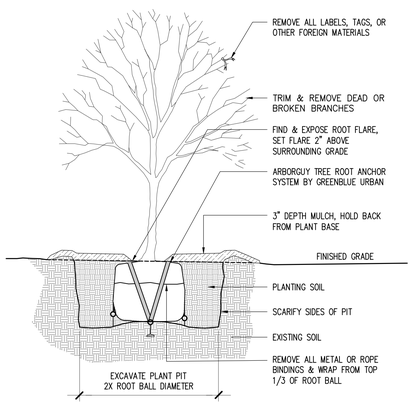


NOTES:

1. SET SHRUB PLUMB.
2. SECURE SHRUB AS MAY BE REQUIRED ACCORDING TO SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

2 SHRUB PLANTING DETAIL

1/2" = 1'-0"

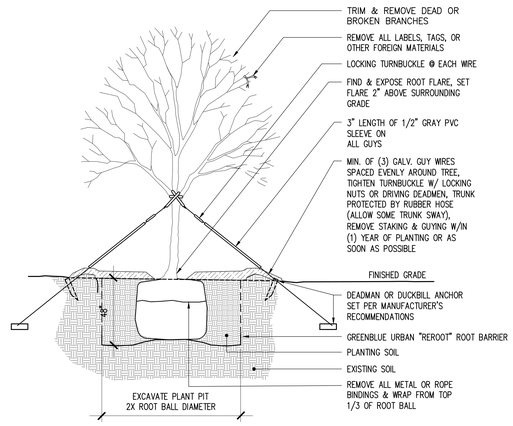


NOTES:

1. SET TREE PLUMB.
2. SECURE TREE AS REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

3 TREE PLANTING & ANCHORING DETAIL

1/2" = 1'-0"



NOTES:

1. SET TREE PLUMB.
2. SECURE TREE AS REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

1 TREE PLANTING & STAKING DETAIL

1/2" = 1'-0"

Perkins&Will

225 Franklin Street, Suite 1100
Boston, MA 02110
t 617.478.0300
www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

STAMP

PROJECT

FORESIDE/ DEVELOPMENT

KEYPLAN

MARK	ISSUE	DATE
1	PERMIT UPDATES	8/18/2023

Job Number
Drawn
Checked
Approved

TITLE

PLANTING DETAILS

SHEET NUMBER

LD-4.0



ARCHITECT / LANDSCAPE ARCHITECT

MARVEL

145 HUDSON STREET, FLR.3 NEW YORK, NY 10013

212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101

STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
14 YORK ST, STE 201, PORTLAND, ME 04101

MEP/FP
WSP
250 W 34TH ST, 5TH FL, NEW YORK, NY 10119

ENCLOSURE
RWDI
1608 WALNUT ST, STE 1603, PHILA., PA 19103

CIVIL ENGINEER
WOODARD & CURRAN
41 HUTCHINS DR, PORTLAND, ME 04102

LANDSCAPE ARCHITECT (STREETSCAPE)
MBLA
457 US RTE 1, STE 2, FREEPORT, ME 04032

LEAD INTERIOR DESIGNER
WORKSHOP/APD
39 W 38TH ST, 7TH FL, NEW YORK, NY 10018

LIGHTING CONSULTANT
FISHER MARANTZ STONE
22 W 19TH ST, FL 6, NEW YORK, NY 10011

SUSTAINABILITY
ATELIER TEN
104 W 29TH ST, 8TH FL, NEW YORK, NY 10001

CODE / ACCESSIBILITY CONSULTANT
CCI
215 W 40TH ST, FL 10, NEW YORK, NY 10018

ACOUSTICAL CONSULTANT
LONGMAN LINDSEY
200 W41ST ST, STE1100, NEW YORK, NY 10036

ELEVATOR CONSULTANT
VDA
100 SUMMER ST, STE 1600, BOSTON, MA 02110

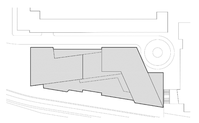
FOOD SERVICE
ROMANO GATLAND
1 HUNTINGTON QUAD #2C03, MELVILLE, NY

POOL
LOTHROP / AQUATECTONIC
333 WESTCHESTER AVE, WHITE PLAINS, NY

TECHNOLOGY
SHEN, MILSOM & WILKE
275 MADISON AVE, FL 14, NEW YORK, NY 10016

REV	DATE	DESCRIPTION
1	10.14.2022	SCHEMATIC DESIGN
2	05.12.2023	DESIGN DEVELOPMENT
3	08.18.2023	PERMIT REVISIONS

NOT FOR CONSTRUCTION



PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

LANDSCAPE REFERENCE PLAN

SCALE: 1" = 20'

SCALE: 1"=20' 0 10' 20' 40' NORTH

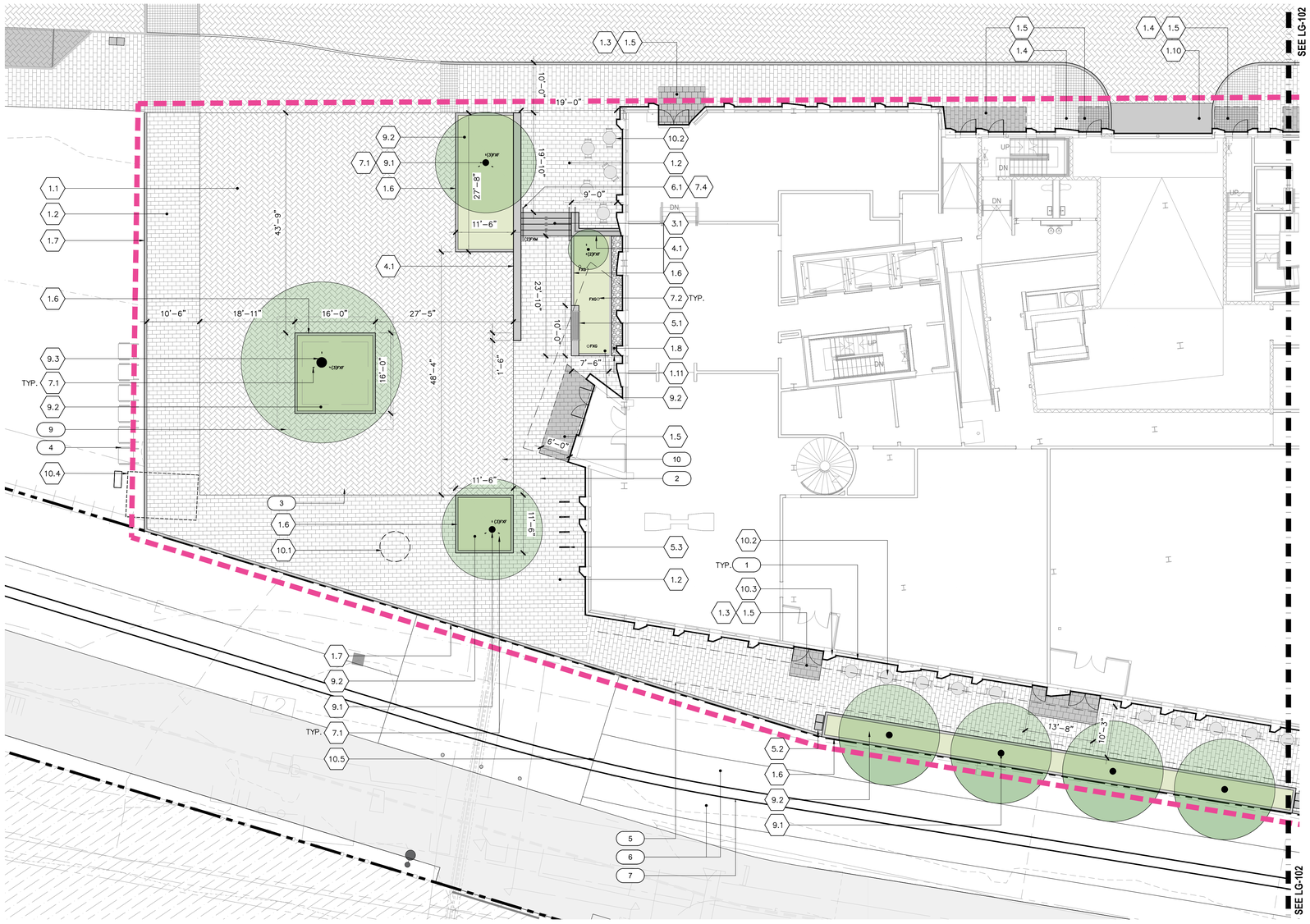
DRAWING #:

LG-000

JOB #:

4/17/2023 8:12:42 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



ADD ALTERNATES

#1. ACCEPTABLE PRODUCTS FOR PRICING (CUT AND THERMALLED)
- 1.a. PAVER TYPE 1 PEDESTRIAN: BASALT; DIMENSIONS: 8" X 12" X 2"
- 1.b. PAVER TYPE 2 VEHICULAR: ASHTON GRAY GRANITE BY JC STONE; DIMENSIONS 8" X 12" X 2"
- 1.c. PAVER TYPE 3: BASALT; DIMENSIONS 12" X 18" X 2"
- 1.d. PAVER TYPE 4: BASALT; DIMENSIONS 4" X 4" X 4"
- 1.e. SEE DETAILS X-X/LGD-200

#
2. ACCEPTABLE PRODUCTS FOR PRICING
- 2.a. PAVER TYPES 1,3,4: VIRGINIA MIST, CUT AND THERMAL FINISH TO SAME DIMENSIONS AS ADD ALT 1
- 2.b. PAVER TYPE 2: FULL DEPTH, HEAVY DUTY ASPHALT PAVING
- 2.c. SEE DETAILS X-X/LGD-200

EXTERIOR LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	LAMP	WATT	VOLT	MFR.
FXF	STAKE-MOUNTED LED TREE UPLIGHT	1091LM 3000K LED	13W	PER EE	BK LIGHTING
FXG	SURFACE MOUNTED LED GARDEN BOLLARD AREA LIGHT W 360 DISTRIBUTION	915LM 3000K LED	20W	PER EE	TARGETTI
FXJ	FULLY RECESSED LED STEP LIGHT	269LM 3000K LED	6W	LV/PER EE	SISTEMALUX
FXM	RECESSED LINEAR LED HANDRAIL LIGHT	152LM 3000K LED	27W	LV/PER EE	BK LIGHTING

KEYNOTES

1. PAVING EXTENDS BETWEEN ARCHITECTURAL EMBELLISHMENTS, REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING OUTLINE.
2. HOTEL VALET STAND TO BE LOCATED WITHIN THIS VICINITY. FINAL LOCATION TO BE DETERMINED BY THE CLIENT. VALET STAND TO BE PROVIDED BY THE HOTEL.
3. MARINA DROP-OFF AREA.
4. MARINA CART STORAGE AREA. FINAL LOCATION TO BE DETERMINED WITH THE DEVELOPMENT OF B3 DESIGN.
5. MAINTENANCE VEHICLE CLEAR ACCESS PATH.
6. MATERIAL IN NARROW GAUGE RAIL BED PER MNGRR.
7. NARROW GAUGE RAILROAD TRACKS.
8. PAVING EXTENDS BETWEEN ARCHITECTURAL EMBELLISHMENTS, REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING OUTLINE.
9. PAVING SUPPORT SYSTEM EXTENDS APPROXIMATELY 5' BEYOND PLANTER OPENING IN SUBSURFACE STORMWATER SYSTEM. SEE CIVIL DRAWINGS FOR EXTENTS OF SUBSURFACE STORMWATER SYSTEM. INDIVIDUAL PAVING SUPPORT CELLS ARE APPROXIMATELY 19" DEEP AND ARE PROVIDED BY BLUEGREEN URBAN.
10. HOTEL DROP OFF.

LEGEND

- PLANTING AREA
- CONCRETE UNIT PAVERS – TYPE 1 HERRINGBONE PATTERN. 120 MM THICK, 200MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 2 RUNNING BOND PATTERN. 120 MM THICK, 200MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 3 RUNNING BOND PATTERN. 120 MM THICK, 400MM X 600MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 4 120 MM THICK, 100MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD
- PROPOSED TREE
- CONCRETE SLAB BELOW PAVERS

DETAIL KEYNOTES

			DETAIL / SHEET	RELATED DETAILS	SPEC SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**				
	1.1	CONCRETE UNIT PAVERS TYPE 1: HERRINGBONE PATTERN	2/LGD-100		
	1.2	CONCRETE UNIT PAVERS TYPE 2: RUNNING BOND PATTERN	2/LGD-100		
	1.3	CONCRETE UNIT PAVERS TYPE 3: RUNNING BOND PATTERN	2/LGD-100		
	1.4	CONCRETE UNIT PAVERS TYPE 4	2/LGD-100		
	1.5	CONCRETE SLAB BELOW PAVERS	8/LGD-100		
	1.6	STONE CURB AT PLANTER	4/LGD-100		
	1.7	FLUSH STONE CURB AT PAVING	1/LGD-100		
	1.8	GRAVEL MULCH	1/LGD-200		
	1.9	STONE-CLAD RAMP	6/LGD-200		
	1.10	P.I.P. CONCRETE PAVING	5/LGD-100		
	1.11	METAL EDGING AT GRAVEL MULCH	1/LGD-200		
2.0	**JOINTING**				
	2.1	EXPANSION JOINT	–		
	2.2	CONTROL JOINT	–		
3.0	**STEPS**				
	3.1	STONE VENEER STAIRS TYPE 1	3/LGD-100		
	3.2	STONE VENEER STAIRS TYPE 2	9/LGD-200	3/LGD-100	
4.0	**SITE WALLS/ EMBANKMENTS**				
	4.1	STONE VENEER RETAINING WALL	7/LGD-100		
	4.2	STONE VENEER RETAINING WALL ON STRUCTURE, 3'-6" WIDE	7/LGD-200	7/LGD-100	
5.0	**SITE FURNITURE**				
	5.1	CUSTOM STONE SEATWALL WITH WOOD TOP	6/LGD-300		
	5.2	WASTE RECEPTICAL	1/LGD-300		
	5.3	BIKE RACK	2/LGD-300		
6.0	**RAILINGS, BARRIERS, FENCING**				
	6.1	HANDRAIL AT STAIRS, TYPE 1	6/LGD-100		
	6.2	HANDRAIL AT WALL, TYPE 1	9/LGD-100	6/LGD-100	
	6.3	HANDRAIL TYPE 2	6,8/LGD-200	6/LGD-100	
7.0	**SITE LIGHTING**				
	7.1	STAKE MOUNTED LED TREE UPLIGHT	SEE SCHED.		
	7.2	SURFACE MOUNTED LED GARDEN BOLLARD AREA LIGHT	SEE SCHED.		
	7.3	FULLY RECESSED LED STEP LIGHT	SEE SCHED.		
	7.4	RECESSED LINEAR LED HANDRAIL LIGHT	SEE SCHED.		
8.0	**DRAINAGE**				
	REFER TO CIVIL DRAWINGS				
9.0	**PLANTING AND LANDSCAPE**				
	9.1	TREE	1,4/LGD-400		
	9.2	PLANTING AREA	2,3/LGD-400		
	9.3	TREE PLANTING IN PAVEMENT SUPPORT SYSTEM	9/LGD-400		
10.0	**MISCELLANEOUS FEATURES**				
	10.1	KIOSK	OFCI		
	10.2	CAFE SEATING PROVIDED BY TENANT			
	10.3	ARCHITECTURAL PIER	SEE ARCH		
	10.4	SEWER PUMP STRUCTURE	SEE CIVIL		
	10.5	RAIL CROSSING	SEE CIVIL		

KEYNOTES NOTES

1. FOR PRICING ELEMENTS WITH DETAILS THAT ARE FORTHCOMING, REFER TO SIMILAR DETAILS, PROVIDED IN THE "RELATED DETAILS" COLUMN.

NORTH

SCALE: 1"=10'
0 5' 10' 20'

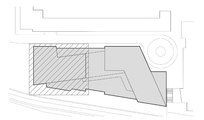


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101
STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
14 YORK ST, STE 201, PORTLAND, ME 04101
MEP/FP
WSP
250 W 34TH ST, 5TH FL, NEW YORK, NY 10119
ENCLOSURE
RWDI
1608 WALNUT ST, STE 1603, PHILA., PA 19103
CIVIL ENGINEER
WOODARD & CURRAN
41 HUTCHINS DR, PORTLAND, ME 04102
LANDSCAPE ARCHITECT (STREETSCAPE)
MBLA
457 US RTE 1, STE 2, FREEPORT, ME 04032
LEAD INTERIOR DESIGNER
WORKSHOP/APD
39 W 38TH ST, 7TH FL, NEW YORK, NY 10018
LIGHTING CONSULTANT
FISHER MARANTZ STONE
22 W 19TH ST, FL 6, NEW YORK, NY 10011
SUSTAINABILITY
ATELIER TEN
104 W 29TH ST, 8TH FL, NEW YORK, NY 10001
CODE / ACCESSIBILITY CONSULTANT
CCI
215 W 40TH ST, FL 10, NEW YORK, NY 10018
ACOUSTICAL CONSULTANT
LONGMAN LINDSEY
200 W41ST ST, STE1100, NEW YORK, NY 10036
ELEVATOR CONSULTANT
VDA
100 SUMMER ST, STE 1600, BOSTON, MA 02110
FOOD SERVICE
ROMANO GATLAND
1 HUNTINGTON QUAD #2C03, MELVILLE, NY
POOL
LOTHROP / AQUATECTONIC
333 WESTCHESTER AVE, WHITE PLAINS, NY
TECHNOLOGY
SHEN, MILSOM & WILKE
275 MADISON AVE, FL 14, NEW YORK, NY 10016

REV	DATE	DESCRIPTION
1	10.14.2022	SCHEMATIC DESIGN
2	05.12.2023	DESIGN DEVELOPMENT
3	08.18.2023	PERMIT REVISIONS

NOT FOR CONSTRUCTION



PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

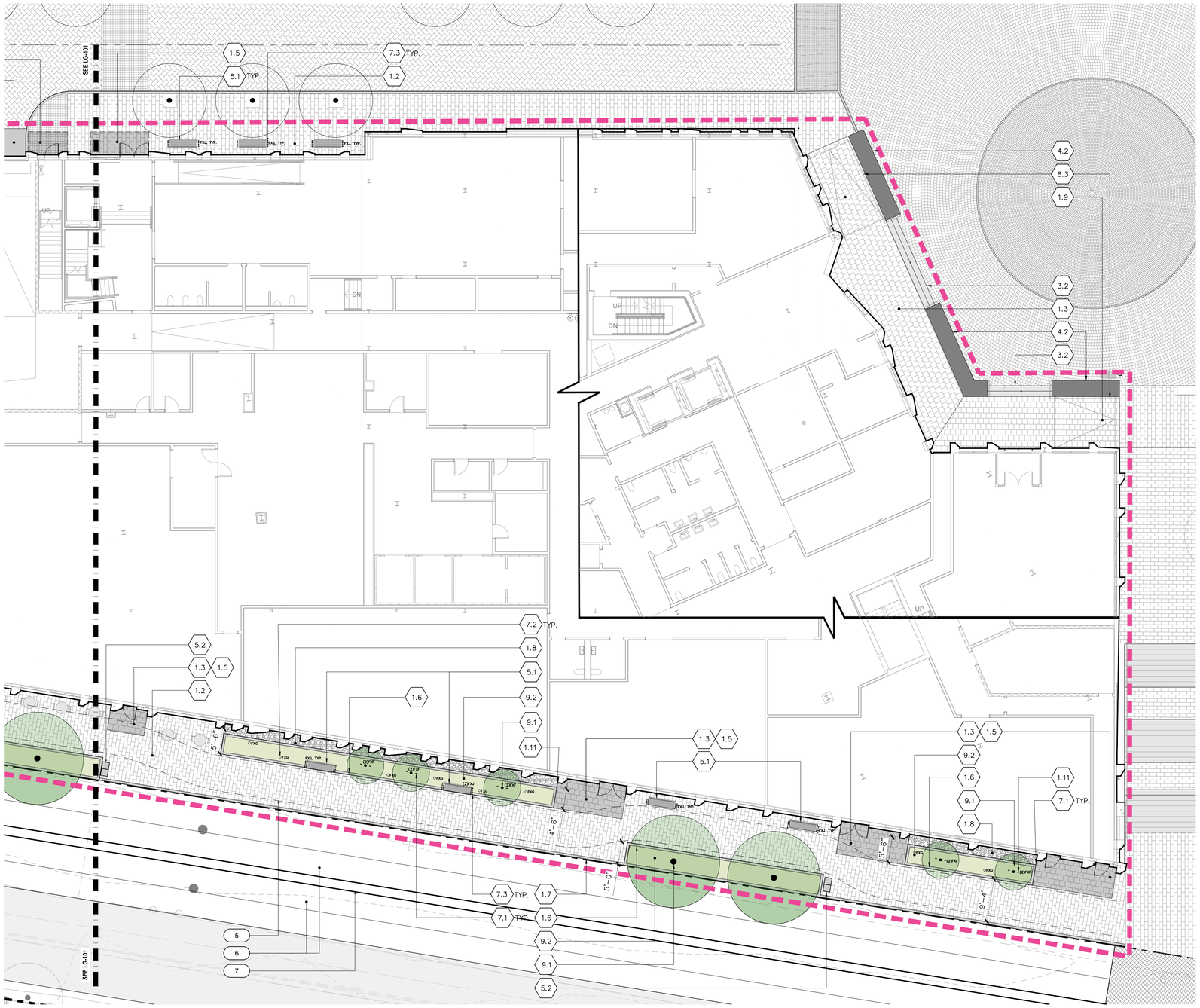
LAYOUT AND MATERIALS PLAN

SCALE: 1" = 10'

DRAWING #:
LG-101

JOB #:

4/17/2023 8:12:42 PM MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



LEGEND

- PLANTING AREA
- CONCRETE UNIT PAVERS – TYPE 1 HERRINGBONE PATTERN. 120 MM THICK, 200MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 2 RUNNING BOND PATTERN. 120 MM THICK, 200MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 3 RUNNING BOND PATTERN. 120 MM THICK, 400MM X 600MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- CONCRETE UNIT PAVERS – TYPE 4 120 MM THICK, 100MM X 400MM PORTLAND PLAZA STONE. CUSTOM COLOR TBD.
- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD
- PROPOSED TREE
- CONCRETE SLAB BELOW PAVERS

DETAIL KEYNOTES

			DETAIL / SHEET	RELATED DETAILS	SPEC SECTION
1.0	**PAVEMENTS, RAMPS, CURBS**				
	1.1	CONCRETE UNIT PAVERS TYPE 1: HERRINGBONE PATTERN	2/LGD–100		
	1.2	CONCRETE UNIT PAVERS TYPE 2: RUNNING BOND PATTERN	2/LGD–100		
	1.3	CONCRETE UNIT PAVERS TYPE 3: RUNNING BOND PATTERN	2/LGD–100		
	1.4	CONCRETE UNIT PAVERS TYPE 4	2/LGD–100		
	1.5	CONCRETE SLAB BELOW PAVERS	8/LGD–100		
	1.6	STONE CURB AT PLANTER	4/LGD–100		
	1.7	FLUSH STONE CURB AT PAVING	1/LGD–100		
	1.8	GRAVEL MULCH	1/LGD–200		
	1.9	STONE–CLAD RAMP	6/LGD–200		
	1.10	P.I.P. CONCRETE PAVING	5/LGD–100		
	1.11	METAL EDGING AT GRAVEL MULCH	1/LGD–200		
2.0	**JOINTING**				
	2.1	EXPANSION JOINT	–		
	2.2	CONTROL JOINT	–		
3.0	**STEPS**				
	3.1	STONE VENEER STAIRS TYPE 1	3/LGD–100		
	3.2	STONE VENEER STAIRS TYPE 2	9/LGD–200	3/LGD–100	
4.0	**SITE WALLS/ EMBANKMENTS**				
	4.1	STONE VENEER RETAINING WALL	7/LGD–100		
	4.2	STONE VENEER RETAINING WALL ON STRUCTURE, 3'–6" WIDE	7/LGD–200	7/LGD–100	
5.0	**SITE FURNITURE**				
	5.1	CUSTOM STONE SEATWALL WITH WOOD TOP	6/LGD–300		
	5.2	WASTE RECEPTICAL	1/LGD–300		
	5.3	BIKE RACK	2/LGD–300		
6.0	**RAILINGS, BARRIERS, FENCING**				
	6.1	HANDRAIL AT STAIRS, TYPE 1	6/LGD–100		
	6.2	HANDRAIL AT WALL, TYPE 1	9/LGD–100	6/LGD–100	
	6.3	HANDRAIL TYPE 2	6,8/LGD–200	6/LGD–100	
7.0	**SITE LIGHTING**				
	7.1	STAKE MOUNTED LED TREE UPLIGHT	SEE SCHED.		
	7.2	SURFACE MOUNTED LED GARDEN BOLLARD AREA LIGHT	SEE SCHED.		
	7.3	FULLY RECESSED LED STEP LIGHT	SEE SCHED.		
	7.4	RECESSED LINEAR LED HANDRAIL LIGHT	SEE SCHED.		
8.0	**DRAINAGE**				
	REFER TO CIVIL DRAWINGS				
9.0	**PLANTING AND LANDSCAPE**				
	9.1	TREE	1,4/LGD–400		
	9.2	PLANTING AREA	2,3/LGD–400		
	9.3	TREE PLANTING IN PAVEMENT SUPPORT SYSTEM	9/LGD–400		
10.0	**MISCELLANEOUS FEATURES**				
	10.1	KIOSK	OFCI		
	10.2	CAFE SEATING PROVIDED BY TENANT			
	10.3	ARCHITECTURAL PIER	SEE ARCH		
	10.4	SEWER PUMP STRUCTURE	SEE CIVIL		
	10.5	RAIL CROSSING	SEE CIVIL		

KEYNOTES NOTES

1. FOR PRICING ELEMENTS WITH DETAILS THAT ARE FORTHCOMING, REFER TO SIMILAR DETAILS, PROVIDED IN THE "RELATED DETAILS" COLUMN.

EXTERIOR LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	LAMP	WATT	VOLT	MFR.
FXF	STAKE–MOUNTED LED TREE UPLIGHT	1091LM 3000K LED	13W	PER EE	BK LIGHTING
FXG	SURFACE MOUNTED LED GARDEN BOLLARD AREA LIGHT W 360 DISTRIBUTION	915LM 3000K LED	20W	PER EE	TARGETTI
FXJ	FULLY RECESSED LED STEP LIGHT	269LM 3000K LED	6W	LV/PER EE	SISTEMALUX
FXM	RECESSED LINEAR LED HANDRAIL LIGHT	152LM 3000K LED	27W	LV/PER EE	BK LIGHTING

ADD ALTERNATES

1. ACCEPTABLE PRODUCTS FOR PRICING (CUT AND THERMALLED)
   - 1.a. PAVER TYPE 1 PEDESTRIAN: BASALT; DIMENSIONS: 8" X 12" X 2"
   - 1.b. PAVER TYPE 2 VEHICULAR: ASHTON GRAY GRANITE BY JC STONE; DIMENSIONS 8" X 12" X 2"
   - 1.c. PAVER TYPE 3: BASALT; DIMENSIONS 12" X 18" X 2"
   - 1.d. PAVER TYPE 4: BASALT; DIMENSIONS 4" X 4" X 4"
   - 1.e. SEE DETAILS X–X/LGD–200

#

2. ACCEPTABLE PRODUCTS FOR PRICING
   - 2.a. PAVER TYPES 1,3,4: VIRGINIA MIST, CUT AND THERMAL FINISH TO SAME DIMENSIONS AS ADD ALT 1
   - 2.b. PAVER TYPE 2: FULL DEPTH, HEAVY DUTY ASPHALT PAVING
   - 2.c. SEE DETAILS X–X/LGD–200

KEYNOTES

1. PAVING EXTENDS BETWEEN ARCHITECTURAL EMBELLISHMENTS, REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING OUTLINE.
2. HOTEL VALET STAND TO BE LOCATED WITHIN THIS VICINITY. FINAL LOCATION TO BE DETERMINED BY THE CLIENT. VALET STAND TO BE PROVIDED BY THE HOTEL.
3. MARINA DROP–OFF AREA.
4. MARINA CART STORAGE AREA. FINAL LOCATION TO BE DETERMINED WITH THE DEVELOPMENT OF B3 DESIGN.
5. MAINTENANCE VEHICLE CLEAR ACCESS PATH.
6. MATERIAL IN NARROW GAUGE RAIL BED PER MNGRR.
7. NARROW GAUGE RAILROAD TRACK.
8. PAVING EXTENDS BETWEEN ARCHITECTURAL EMBELLISHMENTS, REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING OUTLINE.
9. PAVING SUPPORT SYSTEM EXTENDS APPROXIMATELY 5' BEYOND PLANTER OPENING IN SUBSURFACE STORMWATER SYSTEM. SEE CIVIL DRAWINGS FOR EXTENTS OF SUBSURFACE STORMWATER SYSTEM. INDIVIDUAL PAVING SUPPORT CELLS ARE APPROXIMATELY 19" DEEP AND ARE PROVIDED BY BLUEGREEN URBAN.
10. HOTEL DROP OFF.

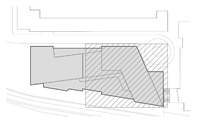


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101
STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
14 YORK ST, STE 201, PORTLAND, ME 04101
MEP/FP
WSP
250 W 34TH ST, 5TH FL, NEW YORK, NY 10119
ENCLOSURE
RWDI
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FOOD SERVICE
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POOL
LOTHROP / AQUATECTONIC
333 WESTCHESTER AVE, WHITE PLAINS, NY
TECHNOLOGY
SHEN, MILSOM & WILKE
275 MADISON AVE, FL 14, NEW YORK, NY 10016

REV	DATE	DESCRIPTION
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2	05.12.2023	DESIGN DEVELOPMENT
3	08.18.2023	PERMIT REVISIONS

NOT FOR CONSTRUCTION



PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

LAYOUT AND MATERIALS PLAN

SCALE: 1" = 10'

NORTH

SCALE: 1"=10'
0 5' 10'

DRAWING #:
LG-102

JOB #:



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD

PLANTING SCHEDULE - LG 201

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TREES								
•	AC	1	AMELANCHIER CANADENSIS	SERVICEBERRY	1.5 CAL.	B+B	PER PLAN	
	BA	6	BETULA ALLEGHENIENSIS	YELLOW BIRCH	33% 5" CAL. / 66% 3" CAL.	B+B	PER PLAN	
	QR	1	QUERCUS RUBRA	RED OAK	8" CAL.	B+B	PER PLAN	
SHRUB & GROUNDCOVER PALETTE TOTAL AREA= 1,145 SF								
			ARCTOSTAPHYLOS UVA-URSI	COMMON BEARBERRY	#1	CONT.	42" O.C.	
			ARONIA MELANOCARPA	CHOKEBERRY	#10	CONT.	42" O.C.	
			ASTER 'WOODS BLUE'	WOOD'S BLUE ASTER	#1	CONT.	12" O.C.	
			ACHILLEA MILLEFOLIUM	YARROW	#1	CONT.	12" O.C.	
			CAREX PENNSYLVANICA	PENNSYLVANIA SEDGE	#1	CONT.	12" O.C.	
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	#1	CONT.	12" O.C.	
			OSMUNDASTRUM CINNAMOMEUM	CINNAMON FERN	#10	CONT.	42" O.C.	
			MYRICA PENNSYLVANICA	SWEETGALE	#10	CONT.	42" O.C.	
			RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	#1	CONT.	12" O.C.	

PLANTING NOTES

1. PLANT QUANTITIES HAVE BEEN PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR; HOWEVER, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL QUANTITIES INDICATED ON PLANS.

NORTH

SCALE: 1"=10'
0 5' 10' 20'

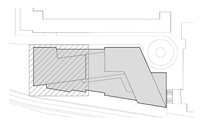


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101
STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
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PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

PLANTING PLAN

SCALE: 1" = 10'

DRAWING #:
LG-201

JOB #:



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD

PLANTING SCHEDULE - LG 202

SYMBOL	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TREES								
●	CA	5	AMELANCHIER CANADENSIS	SERVICEBERRY	1.5 CAL.	B+B	PER PLAN	
●	BA	2	BETULA ALLEGHENIENSIS	YELLOW BIRCH	3" CAL.	B+B	PER PLAN	
SHRUB & GROUNDCOVER PALETTE TOTAL AREA= 805 SF								
			ARCTOSTAPHYLOS UVA-URSI	COMMON BEARBERRY	#1	CONT.	42" O.C.	
			ARONIA MELANOCARPA	CHOKEBERRY	#10	CONT.	42" O.C.	
			ASTER 'WOODS BLUE'	WOOD'S BLUE ASTER	#1	CONT.	12" O.C.	
			ACHILLEA MILLEFOLIUM	YARROW	#1	CONT.	12" O.C.	
			CAREX PENNSYLVANICA	PENNSYLVANIA SEDGE	#1	CONT.	12" O.C.	
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	#1	CONT.	12" O.C.	
			OSMUNDASTRUM CINNAMOMEUM	CINNAMON FERN	#10	CONT.	42" O.C.	
			MYRICA PENNSYLVANICA	SWEETGALE	#10	CONT.	42" O.C.	
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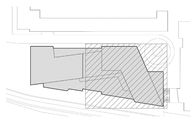


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PLOT PLAN

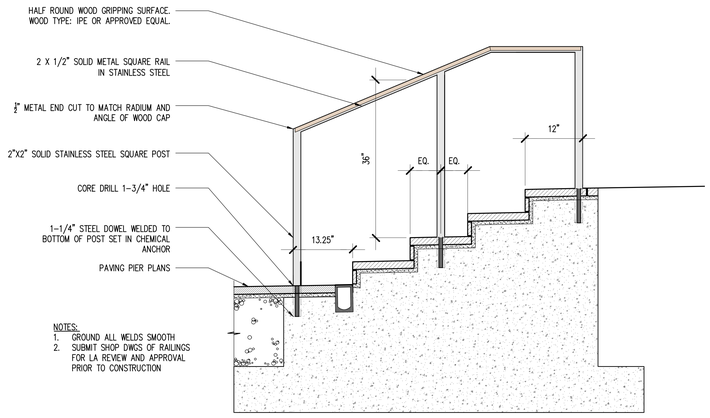
2230
PORTLAND FORESIDE B5
PORTLAND, ME

PLANTING PLAN

SCALE: 1" = 10'

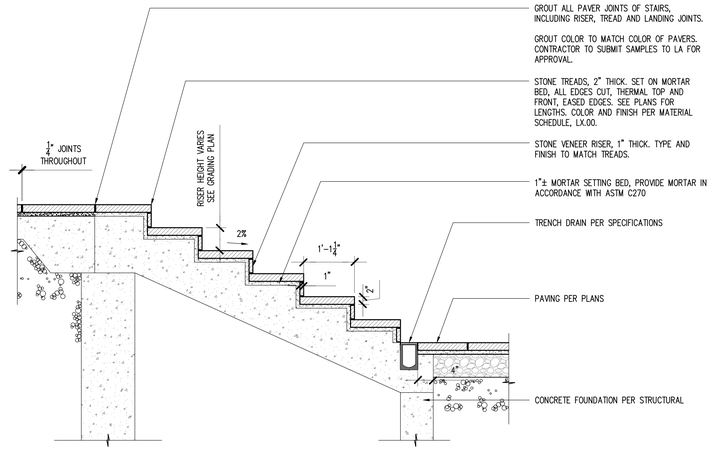
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LG-202

JOB #:



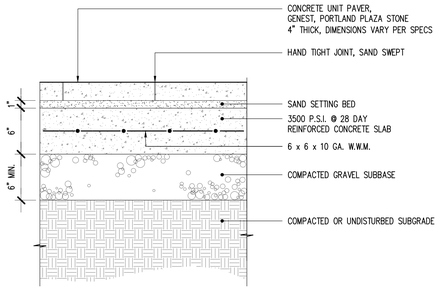
6 HANDRAIL AT STAIRS, TYPE 1

3/4" = 1'-0"



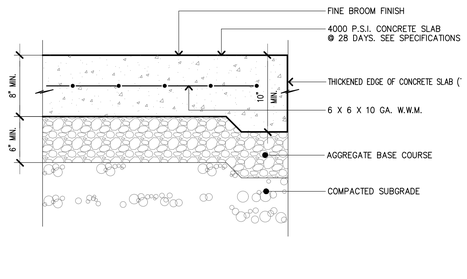
3 STONE VENEER STAIRS, TYPE 1

3/4" = 1'-0"

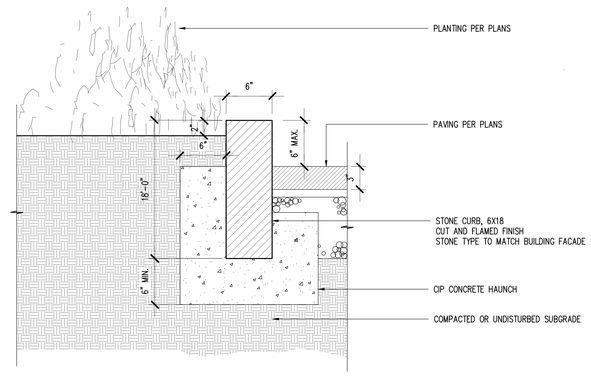


8 CONCRETE SLAB BELOW PAVERS

1 1/2" = 1'-0"

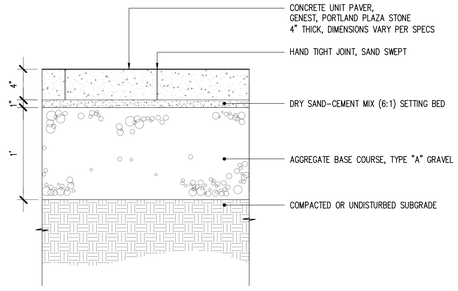


5 P.I.P. CONCRETE PAVING



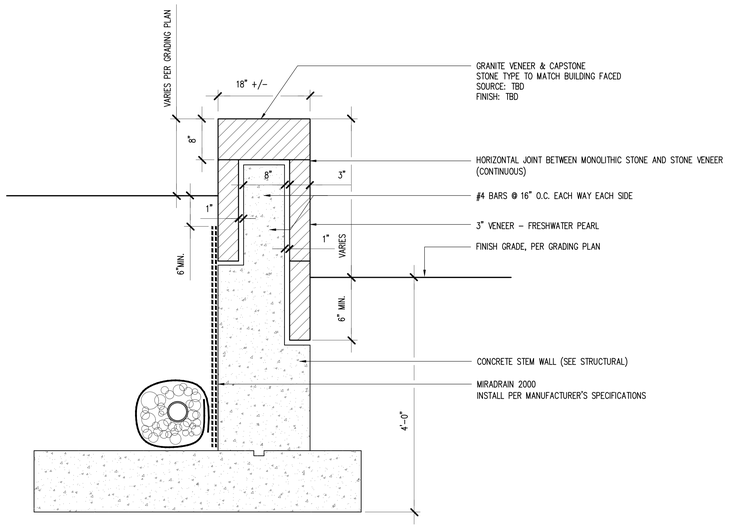
4 STONE CURB AT PLANTER

1 1/2" = 1'-0"



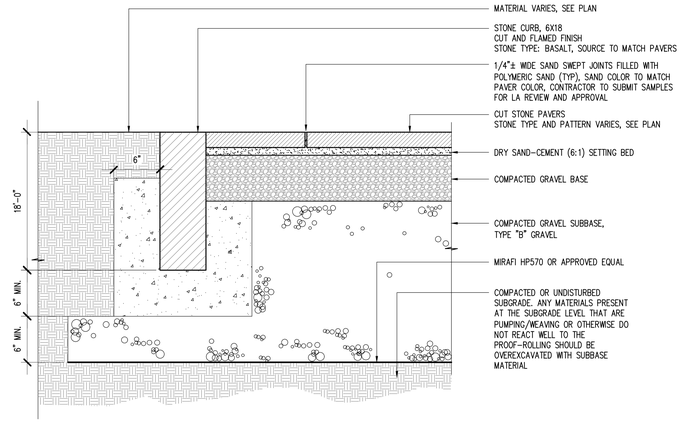
2 CONCRETE UNIT PAVING

1 1/2" = 1'-0"



7 STONE VENEER RETAINING WALL

1" = 1'-0"



1 FLUSH STONE CURB AT PAVING

1 1/2" = 1'-0"

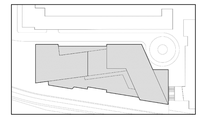


ARCHITECT / LANDSCAPE ARCHITECT
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212.616.0420

CLIENT
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PLOT PLAN

2230

PORTLAND FORESIDE B5
PORTLAND, ME

SITE DETAILS

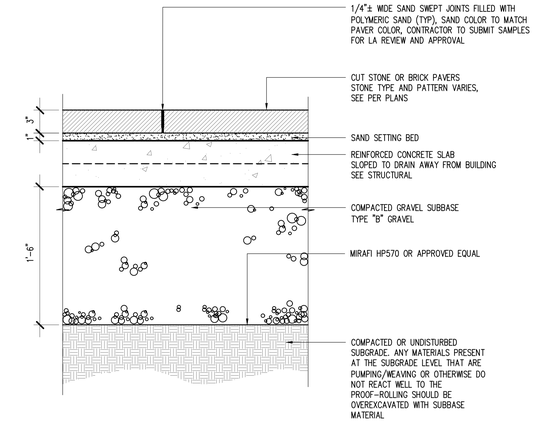
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DRAWING #:
LGD-100

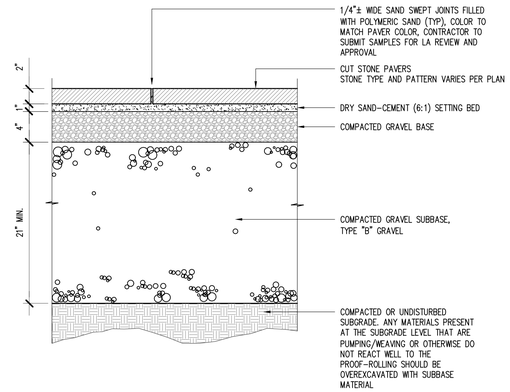
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MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC

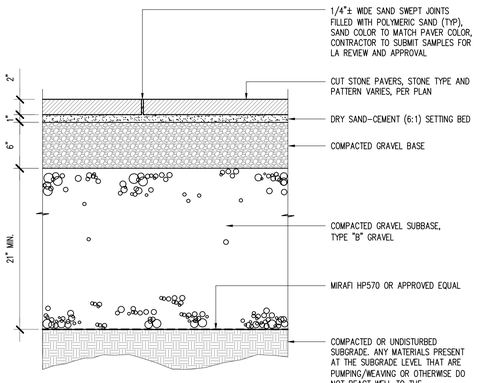


3 CONCRETE SLAB BELOW STONE PAVERS



5 LIGHT DUTY STONE PAVING FOR ADD ALTERNATES 1 &2

1 1/2" = 1'-0"

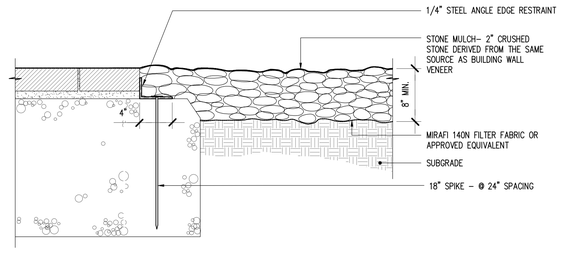


NOTES:

1. SUBGRADE PREPARATION AND PROTECTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND ANY DISTURBANCE THAT OCCURS AS A RESULT OF THEIR MEANS AND METHODS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.
2. FINAL EXCAVATIONS MADE TO THE DESIGN SUBGRADE LEVEL SHALL BE COMPLETED USING SMOOTH-BLADED EQUIPMENT TO LIMIT SOIL DISTURBANCE AT SUBGRADE LEVEL. EXCAVATION EQUIPMENT THAT IS OUTFITTED WITH A "TOOTHED" BUCKET OR A "TOOTHED" BUCKET WITH A FLAT PLATE WELDED ACROSS THE "TEETH" ARE NOT PERMITTED.
3. THE USE OF THE BACK OF THE EXCAVATOR BUCKET TO "SMOOTH" OR "SMEAR" SUBGRADE SURFACES IS NOT PERMITTED
4. PREVENT WATER FROM ACCUMULATING ON SURFACES TO REDUCE THE POSSIBILITY OF SOIL DISTURBANCE. SURFACES THAT BECOME DISTURBED DUE TO WATER INFILTRATION SHOULD BE EXCAVATED, STABILIZED AND/OR REPLACED.
5. THE CONCTRACTOR SHALL, TO THE EXTEND POSSIBLE, LIMIT EQUIPMENT AND CONSTRUCTION WORKER TRAFFIC ON THE EXPOSED SUBGRADE SURFACES.
6. GRANULAR SUBGRADE SURFACES SHALL BE PROOFROLLED WITH A STATIC OR VIBRATORY SMOOTH-DRUM ROLLER UNTIL FIRM PRIOR TO FILL PLACEMENT IF THE SOIL APPEARS DRY AND NO "FREE" WATER IS OBSERVED. TO MINIMIZE DISTURBANCE THE POTENTIAL FOR DISTURBANCE, MARINE SILT/CLAY AND GRANULAR SOILS WITH "FREE" WATER EXPOSED AT SUBGRADE LEVEL SHOULD NOT BE PROOFROLLED. AFTER PROOF-ROLLING, IT MAY BE NECESSARY TO REMOVE WEAK, DISTURBED OR OTHERWISE UNACCEPTABLE SOILS AS DESCRIBED ABOVE. IF OVER-EXCAVATION AND REPLACEMENT BELOW THE DESIGN SUBGRADE LEVEL IS REQUIRED, THE MATERIAL SHALL BE REPLACED WITH SUBBASE MATERIAL THAT IS PLACED 12-IN. THICK (MAXIMUM) LOOSE LIFTS AND COMPACTED TO 95 PERCENT (MINIMUM) OF THE MATERIALS MAXIMUM DRY DENSITY.
7. IF ENCOUNTERED AT THE SUBGRADE LEVEL, THE CONTRACTOR SHALL REMOVE DEBRIS, TOPSOIL, ORGANIC SOIL OR OTHER UNSUITABLE MATERIAL PRESENT. IF OVER-EXCAVATION BELOW THE DESIGN SUBGRADE LEVEL IS REQUIRED, THE EXCAVATED MATERIAL SHALL BE REPLACED WITH SUBBASE MATERIAL THAT SHALL BE PLACED IN 12-INCH THICK (MAXIMUM) LOOS LIFTS AND COMPACTED TO 95 PERCENT (MINIMUM) OF THE MATERIALS MAXIMUM DRY DENSITY.

4 HEAVY-DUTY STONE PAVING FOR ADD ALTERNATES 1&2

1 1/2" = 1'-0"



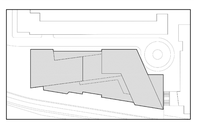
1 GRAVEL MULCH

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2	05.12.2023	DESIGN DEVELOPMENT

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PLOT PLAN

2230

PORTLAND FORESIDE B5
PORTLAND, ME

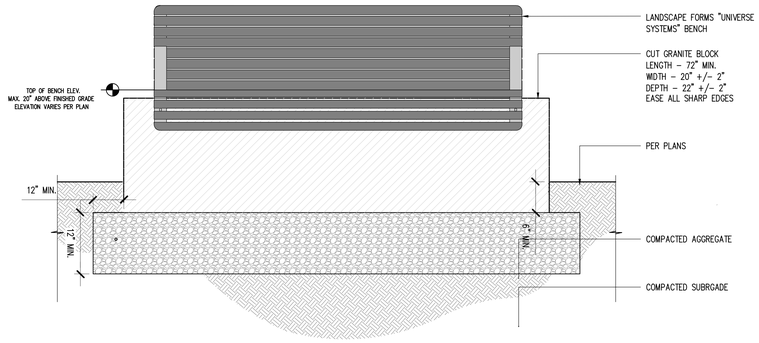
SITE DETAILS

SCALE: AS NOTED

DRAWING #:
LGD-200

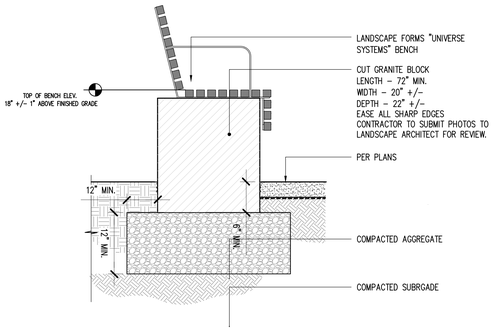
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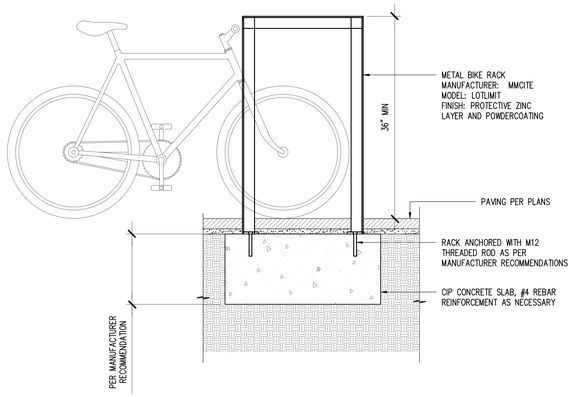
4/17/2023 8:12:42 PM MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



6 CUSTOM STONE SEATWALL WITH WOOD TOP

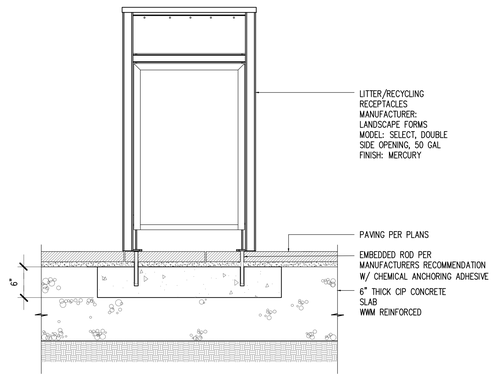
1" = 1'–0"





2 BIKE RACK

1" = 1'–0"



1 WASTE RECEPTACLE

1" = 1' – 0"

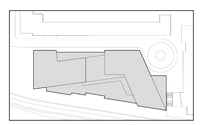


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101
STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
14 YORK ST, STE 201, PORTLAND, ME 04101
MEP/FP
WSP
250 W 34TH ST, 5TH FL, NEW YORK, NY 10119
ENCLOSURE
RWDI
1608 WALNUT ST, STE 1603, PHILA., PA 19103
CIVIL ENGINEER
WOODARD & CURRAN
41 HUTCHINS DR, PORTLAND, ME 04102
LANDSCAPE ARCHITECT (STREETSCAPE)
MBLA
457 US RTE 1, STE 2, FREEPORT, ME 04032
LEAD INTERIOR DESIGNER
WORKSHOP/APD
39 W 38TH ST, 7TH FL, NEW YORK, NY 10018
LIGHTING CONSULTANT
FISHER MARANTZ STONE
22 W 19TH ST, FL 6, NEW YORK, NY 10011
SUSTAINABILITY
ATELIER TEN
104 W 29TH ST, 8TH FL, NEW YORK, NY 10001
CODE / ACCESSIBILITY CONSULTANT
CCI
215 W 40TH ST, FL 10, NEW YORK, NY 10018
ACOUSTICAL CONSULTANT
LONGMAN LINDSEY
200 W41ST ST, STE1100, NEW YORK, NY 10036
ELEVATOR CONSULTANT
VDA
100 SUMMER ST, STE 1600, BOSTON, MA 02110
FOOD SERVICE
ROMANO GATLAND
1 HUNTINGTON QUAD #2C03, MELVILLE, NY
POOL
LOTHROP / AQUATECTONIC
333 WESTCHESTER AVE, WHITE PLAINS, NY
TECHNOLOGY
SHEN, MILSOM & WILKE
275 MADISON AVE, FL 14, NEW YORK, NY 10016

REV	DATE	DESCRIPTION
1	10.14.2022	SCHEMATIC DESIGN
2	05.12.2023	DESIGN DEVELOPMENT

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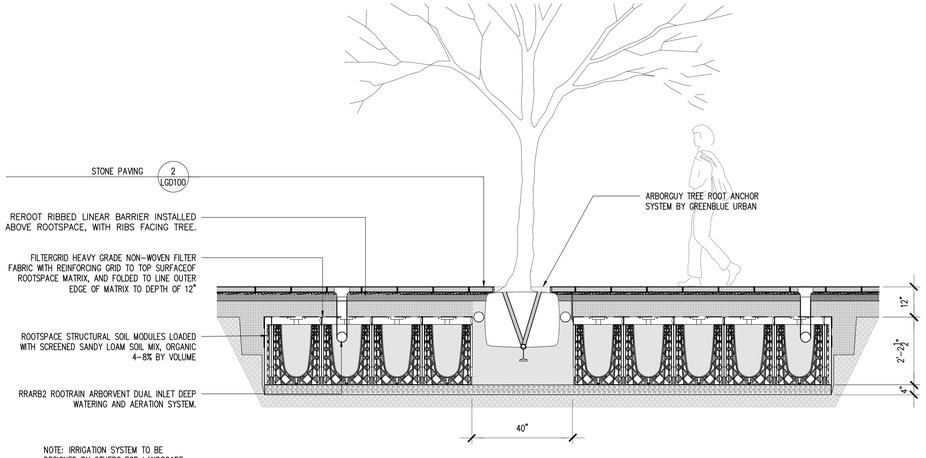
PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

SITE FURNISHING DETAILS

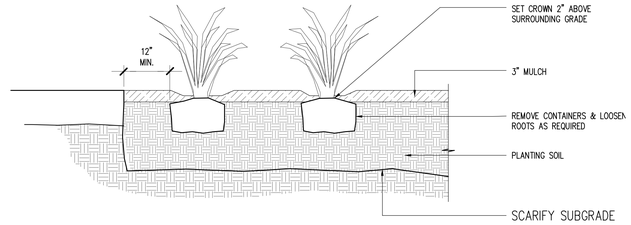
SCALE: AS NOTED

DRAWING #:
LGD-300
of
JOB #:



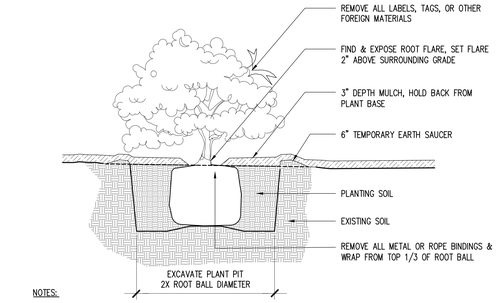
9 TREE PLANTING IN PAVEMENT SUPPORT SYSTEM

1/2" = 1'-0"



3 GROUNDCOVER PLANTING DETAIL

1/2" = 1'-0"

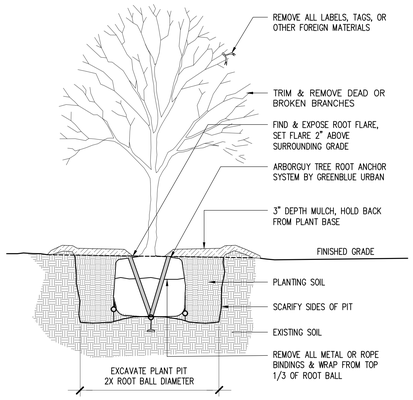


NOTES:

1. SET SHRUB PLUMB.
2. SECURE SHRUB AS MAY BE REQUIRED ACCORDING TO SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

2 SHRUB PLANTING DETAIL

1/2" = 1'-0"

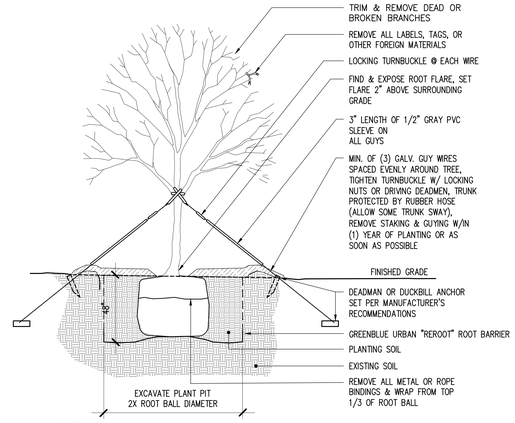


NOTES:

1. SET TREE PLUMB.
2. SECURE TREE AS REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

4 TREE PLANTING & ANCHORING DETAIL

1/2" = 1'-0"



NOTES:

1. SET TREE PLUMB.
2. SECURE TREE AS REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.

1 TREE PLANTING & STAKING DETAIL

1/2" = 1'-0"

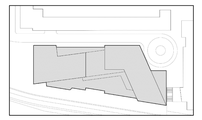


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REV	DATE	DESCRIPTION
1	10.14.2022	SCHEMATIC DESIGN
2	05.12.2023	DESIGN DEVELOPMENT

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PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

PLANTING DETAILS

SCALE: AS NOTED

DRAWING #:
LGD-400

JOB #:



Baskervill

FORESIDE/

THE CHANNEL MARK°

BASKERVILL, P.O. BOX 400, RICHMOND, VA 23218-0400

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PROJECT NUMBER
2.210338.0

PDFC – BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
08/23/23
PERMIT UPDATES

LANDSCAPE REFERENCE PLAN

L0.0

LEVEL 1

LEVEL 2

LEVEL 2

LEVEL 1

SEE SHEET L1.2

3 LD3.0 BICYCLE RACKS, TYP.

2 LD3.0 BENCH – TYP.

2 LD2.0 HEAVY DUTY STONE PAVING

3 LD1.0 CONCRETE SLAB UNDER PAVING AT ALL DOORWAYS

1 LD3.0 WASTE RECEPTACLE, TYP.

STONE CURB AT PLANTER

CIP RETAINING WALL WITH STONE VENEER, SEE STRUCTURAL

FILTERRA BIOFILTRATION SYSTEM, SEE CIVIL

RIPRAP AT TOE OF SLOPE, SEE CIVIL

LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD
- PROPOSED TREE
- HEAVY DUTY STONE PAVING RUNNING BOND PATTERN
- LIGHT–DUTY STONE PAVING RUNNING BOND PATTERN
- CONCRETE SLAB BELOW PAVERS
- PLANTING AREA
- CUSTOM STONE BENCH WITH WOOD TOP
- WASTE RECEPTICAL
- STONE BOLLARD
- SURFACE–MOUNTED BOLLARD
- BIKE RACK
- LIGHT POLE

GENERAL NOTES:
1. –

SCALE: 1"=10'
0 5' 10' 20'
NORTH

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FORESIDE/

THE CHANNEL MARK°

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PDFC – BLOCK 6:
THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
05/17/23
PERMITTING

LAYOUT AND MATERIALS PLAN – LEVEL 1

L1.1

TRANSORMER

1 LD3.0 WASTE RECEPTACLE

7 LD2.0 HEAVY DUTY STONE PAVERS ON STRUCTURE

7 LD2.0 HEAVY DUTY STONE PAVERS ON STRUCTURE

PLAZA LIGHT FIXTURE POLE

2 LD2.0 CUSTOM BENCH

PLAZA LIGHT FIXTURE POLE

PRE-FABRICATED PLANTER

PLAZA LIGHT FIXTURE POLE

1 LD3.0 WASTE RECEPTACLE

STONE CLAD PLANTER WALL

PRIVACY SCREEN

PRIVACY SCREEN

STONE-CLAD STAIRS

WOOD-CLAD BENCHES

SEE SHEET L1.1

LEVEL 2

LEVEL 2

UP

DN

LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- MATCHLINE
- OVERHEAD
- PROPOSED TREE
- HEAVY DUTY STONE PAVING RUNNING BOND PATTERN
- HEAVY-DUTY STONE PAVING STONE SETTS
- LIGHT-DUTY STONE PAVING RUNNING BOND PATTERN
- CONCRETE SLAB BELOW PAVERS
- PLANTING AREA
- CUSTOM STONE BENCH WITH WOOD TOP
- WASTE RECEPTICAL
- LIGHT POLE
- BIKE RACK

GENERAL NOTES:
1. –

SCALE: 1"=10'
0 5' 10' 20'
NORTH

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REV 1 LIGHTING UPDATE 01/20/23

ISSUE
05/17/23
PERMITTING

LAYOUT AND MATERIALS PLAN – PODIUM

L1.2



LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- OVERHEAD
- PROPOSED TREE
- BOARD–FORMED CONCRETE WALL
- WOOD–SLAT PRIVACY SCREEN
- PLANTING AREA,SEE L2.0, L2.3
- PEDESTAL PAVERS ON STRUCTURE

GENERAL NOTES:

1. ALL PREFABRICATED METAL PLANTER UNITS ARE TO BE TOUNERSOL SITEWORKS WILSHIRE PLANTERS IN POWDER–COATED STEEL, OR APPROVED EQUAL.
2. FOR POOL TERRACE LAYOUT AND HARDSCAPE MATERIALS SELECTIONS, SEE ARCHITECTURAL DRAWINGS. FOR PLANTING AT POOL TERRACE, SEE L2.3.
3. ALL PLANTER WALLS TO BE 4" THICK BOARDFORM CONCRETE. ALL PRIVACY WALLS TO BE 8" THICK BOARDFORM CONCRETE.
4. WATER FEATURES ARE TO BE CIRCULATING SYSTEMS AND INCLUDE CIP CONCRETE BOARDFORM BASES WITH CUSTOM METAL INSERT, A PUMP.AND RESERVOIR.
5. FOR CONSERVATORY LAYOUT AND SELECTION,, SEE ARCHITECTURAL DRAWINGS.

SCALE: 1"=10'
0 5' 10' 20'
NORTH

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THE CHANNEL MARK°

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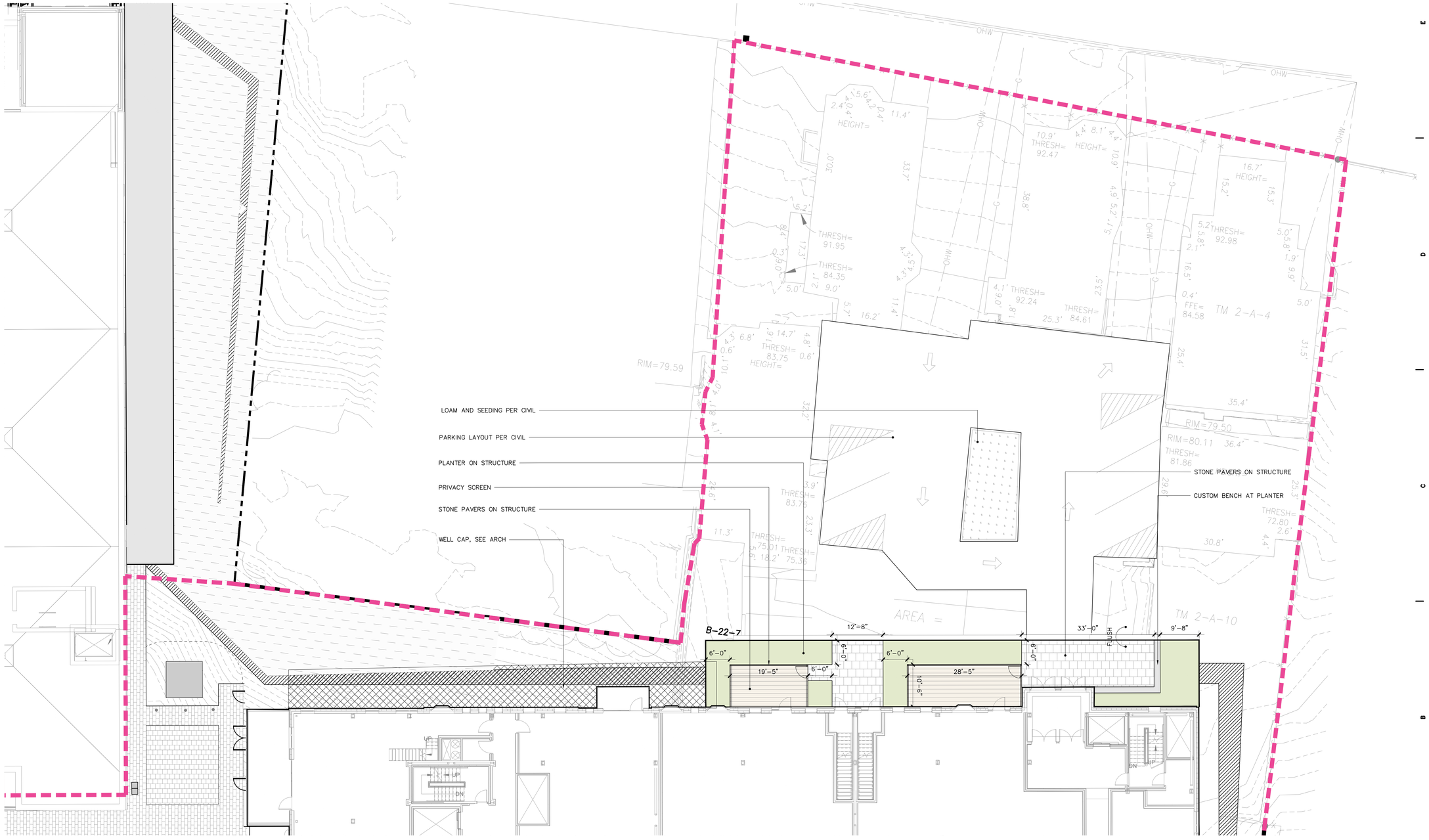
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58 FORE ST
PORTLAND, ME 04101

ISSUE
05/17/23
PERMITTING

LAYOUT AND MATERIALS PLAN – LEVEL 2 COURTYARDS

L1.3



LEGEND

- LIGHT DUTY STONE PAVERS ON STRUCTURE
- PEDESTAL PAVERS ON STRUCTURE
- PLANTING AREA
- LIMIT OF WORK
- PROPERTY LINE

SCALE: 1"=10'
0 5' 10' 20'
NORTH

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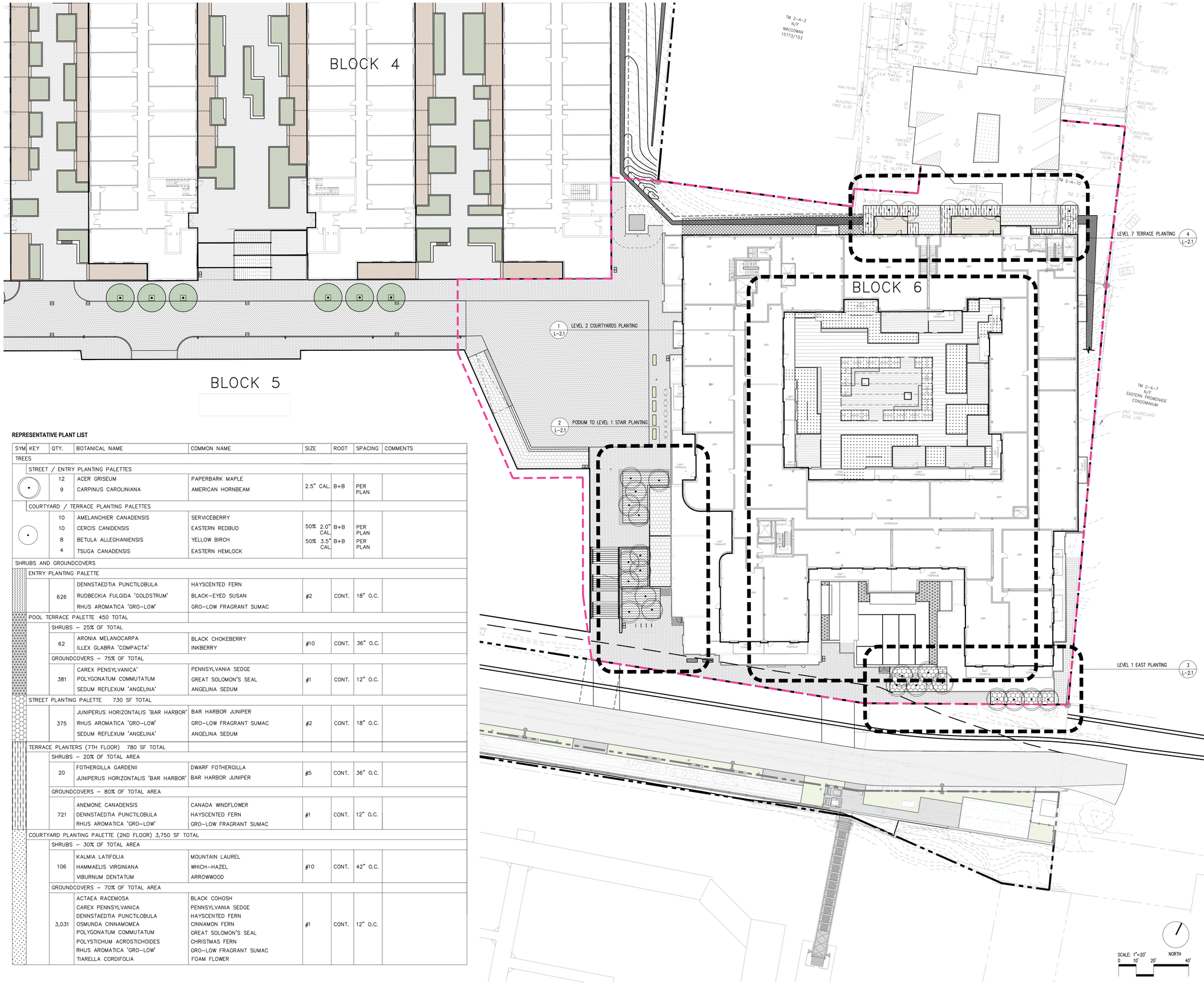
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ISSUE
08/23/23
◂ PERMIT UPDATES

LAYOUT AND MATERIALS PLAN – LEVEL 7 TERRRACE

L1.4



REPRESENTATIVE PLANT LIST

SYM	KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TREES								
		STREET / ENTRY PLANTING PALETTES						
		12	ACER GRISEUM	PAPERBARK MAPLE	2.5" CAL.	B+B	PER PLAN	
		9	CARPINUS CAROLINIANA	AMERICAN HORNBEAM				
		COURTYARD / TERRACE PLANTING PALETTES						
		10	AMELANCHIER CANADENSIS	SERVICEBERRY	50% 2.0" CAL.	B+B	PER PLAN	
		10	CERCIS CANIDENSIS	EASTERN REDBUD				
		8	BETULA ALLEGHANIENSIS	YELLOW BIRCH	50% 3.5" CAL.	B+B	PER PLAN	
		4	TSUGA CANADENSIS	EASTERN HEMLOCK				
SHRUBS AND GROUNDCOVERS								
		ENTRY PLANTING PALETTE						
		626	DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	#2	CONT.	18" O.C.	
			RUDBECKIA FULGIDA 'GOLDSTRUM'	BLACK-EYED SUSAN				
			RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC				
		POOL TERRACE PALETTE 450 TOTAL						
		SHRUBS - 25% OF TOTAL						
		62	ARONIA MELANOCARPA	BLACK CHOKEBERRY	#10	CONT.	36" O.C.	
			ILLEX GLABRA 'COMPACTA'	INKBERRY				
		GROUNDCOVERS - 75% OF TOTAL						
		381	CAREX PENSYLVANICA'	PENNSYLVANIA SEDGE	#1	CONT.	12" O.C.	
			POLYGONATUM COMMUTATUM	GREAT SOLOMON'S SEAL				
			SEDUM REFLEXUM 'ANGELINA'	ANGELINA SEDUM				
		STREET PLANTING PALETTE 730 SF TOTAL						
		375	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR JUNIPER	#2	CONT.	18" O.C.	
			RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC				
			SEDUM REFLEXUM 'ANGELINA'	ANGELINA SEDUM				
		TERRACE PLANTERS (7TH FLOOR) 780 SF TOTAL						
		SHRUBS - 20% OF TOTAL AREA						
		20	FOTHERGILLA GARDENII	DWARF FOTHERGILLA	#5	CONT.	36" O.C.	
			JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR JUNIPER				
		GROUNDCOVERS - 80% OF TOTAL AREA						
		721	ANEMONE CANADENSIS	CANADA WINDFLOWER	#1	CONT.	12" O.C.	
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN				
			RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC				
		COURTYARD PLANTING PALETTE (2ND FLOOR) 3,750 SF TOTAL						
		SHRUBS - 30% OF TOTAL AREA						
		106	KALMIA LATIFOLIA	MOUNTAIN LAUREL	#10	CONT.	42" O.C.	
			HAMMAELIS VIRGINIANA	WHICH-HAZEL				
			VIBURNUM DENTATUM	ARROWWOOD				
		GROUNDCOVERS - 70% OF TOTAL AREA						
		3,031	ACTAEA RACEMOSA	BLACK COHOSH	#1	CONT.	12" O.C.	
			CAREX PENNSYLVANICA	PENNSYLVANIA SEDGE				
			DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN				
			OSMUNDA CINNAMOMEA	CINNAMON FERN				
			POLYGONATUM COMMUTATUM	GREAT SOLOMON'S SEAL				
			POLYSTICHUM ACROSTICHOIDES	CHRISTMAS FERN				
			RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC				
			TIARELLA CORDIFOLIA	FOAM FLOWER				

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FORESIDE/

THE CHANNEL MARK°

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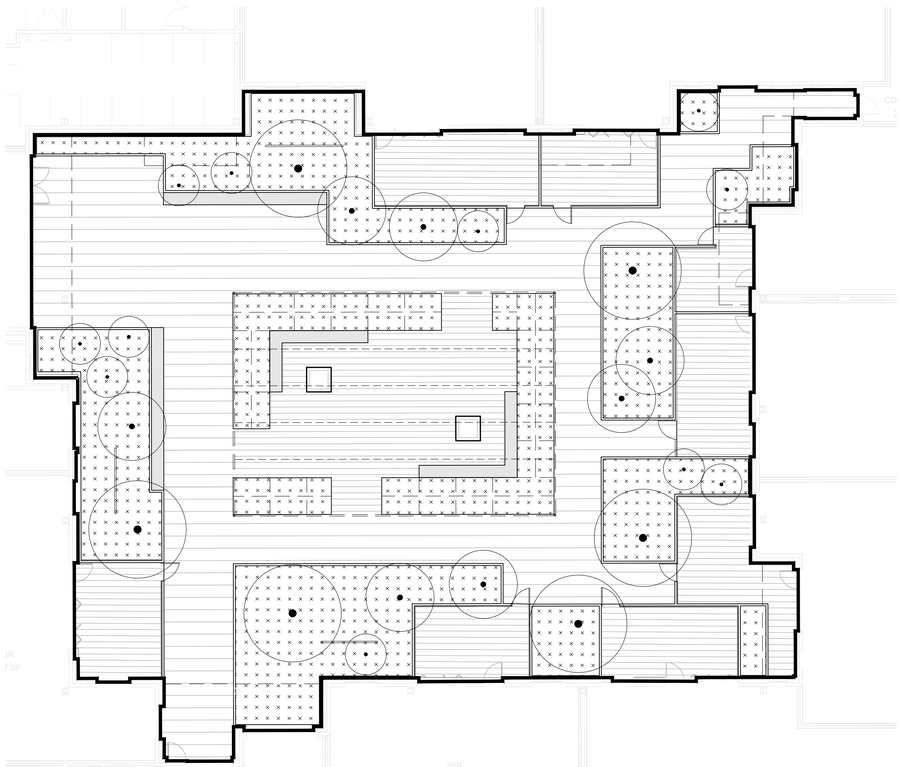
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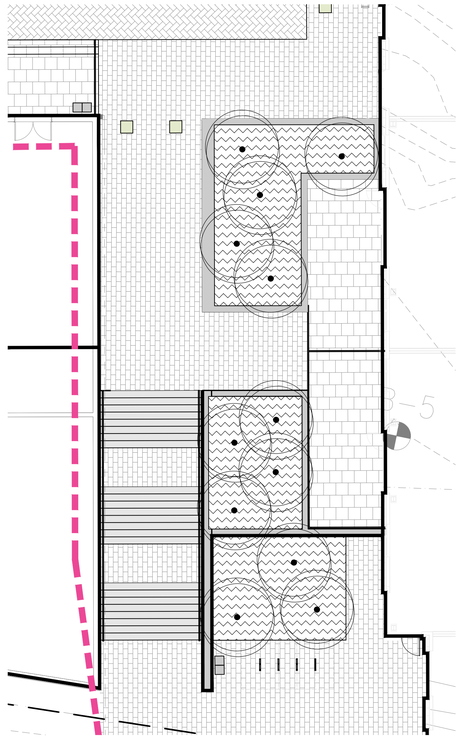
ISSUE
11/18/22
DESIGN DEVELOPMENT

PLANTING REFERENCE PLAN

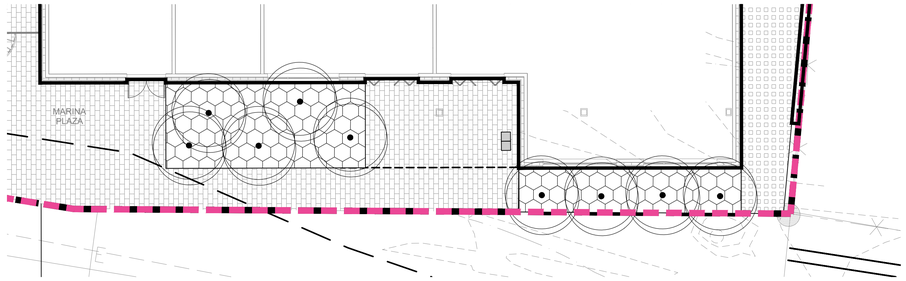
L2.0



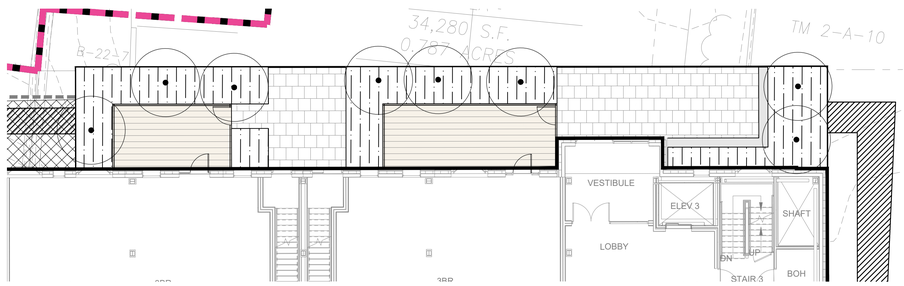
1 LEVEL 2 COURTYARDS PLANTING
1"=10'



2 PODIUM TO LEVEL 1 STAIR PLANTING
1"=10'



3 LEVEL 1 EAST PLANTING
1"=10'



4 LEVEL 7 TERRACE PLANTING
1"=10'

LEGEND

- ENTRY PLANTING PALETTE
- POOL TERRACE PALETTE
- STREET PLANTING PALETTE
- TERRACE PLANTERS
- COURTYARD PLANTING PALETTE
- PROPOSED TREE
- LIMIT OF WORK
- PROPERTY LINE

SCALE: 1"=10' 0 5' 10' 20' NORTH

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FORESIDE/

THE CHANNEL MARK°

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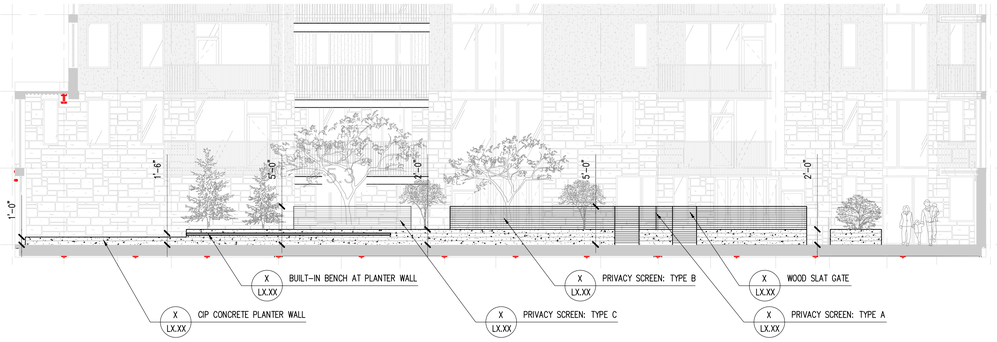
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58 FORE ST
PORTLAND, ME 04101

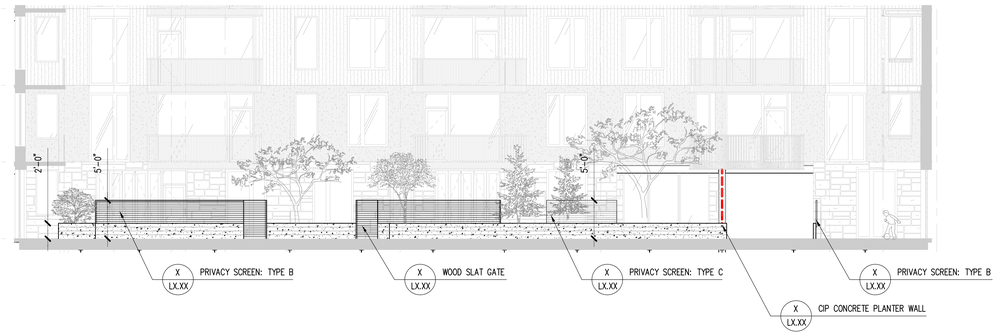
ISSUE
11/18/22
< DESIGN DEVELOPMENT

PLANTING DETAIL PLANS

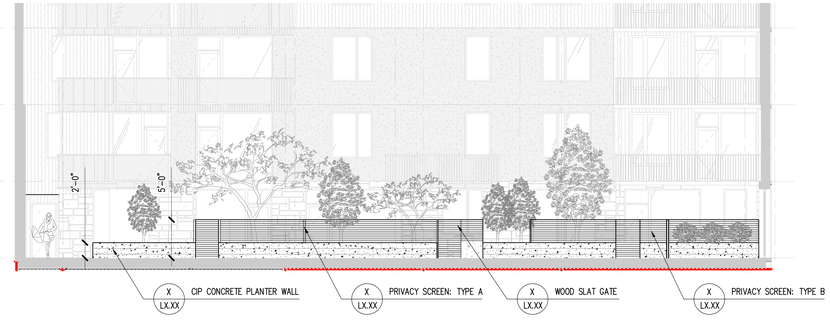
L2.1



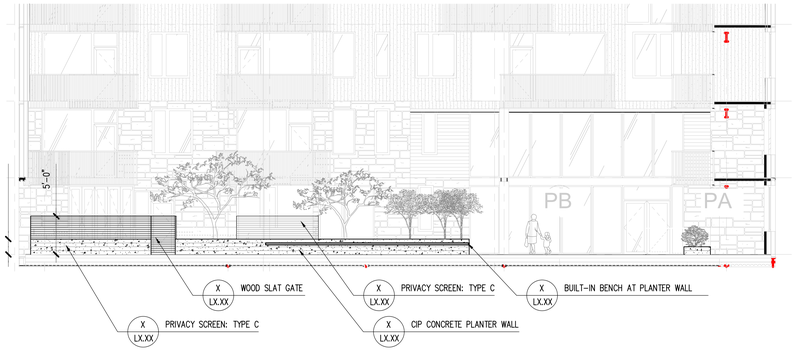
1 COURTYARD LANDSCAPE ELEVATION - LOOKING NORTH
1/8" = 1'-0"



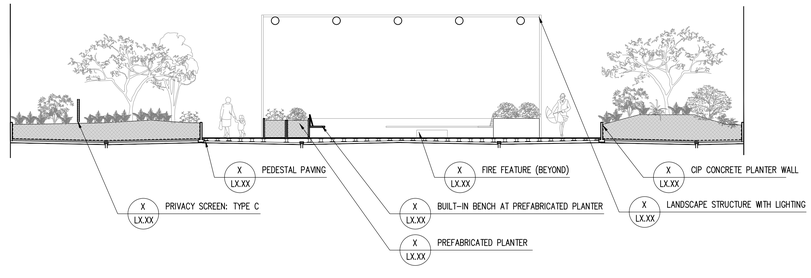
2 COURTYARD LANDSCAPE ELVATION - LOOKING SOUTH
1/8" = 1'-0"



3 COURTYARD LANDSCAPE ELEVATION - LOOKING EAST
1/8" = 1'-0"



4 COURTYARD LANDSCAPE ELEVATION - LOOKING WEST
1/8" = 1'-0"



5 CONCEPTUAL COURTYARD CROSS SECTION-ELEVATION
1/8" = 1'-0"

0 4' 8' 16'

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PROJECT NUMBER
2.210338.0

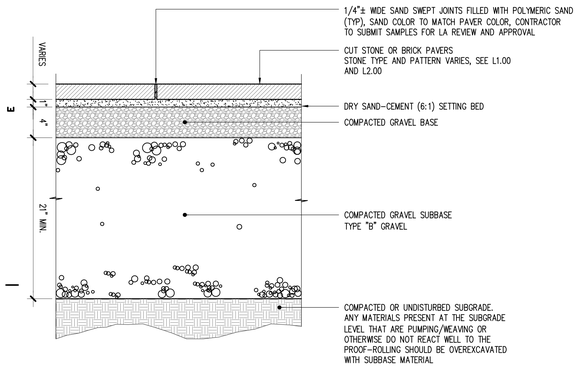
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THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
11/18/22
DESIGN DEVELOPMENT

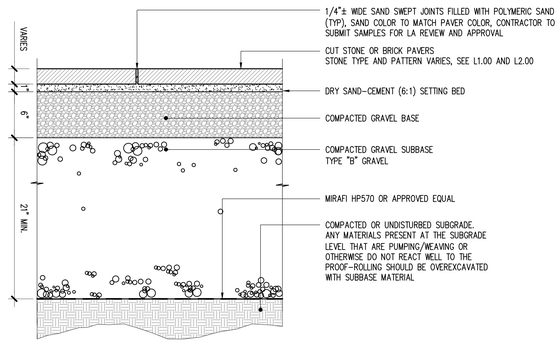
COURTYARD SECTIONS AND ELEVATIONS

L3.0



1 LIGHT DUTY STONE PAVING

1 1/2" = 1'-0"

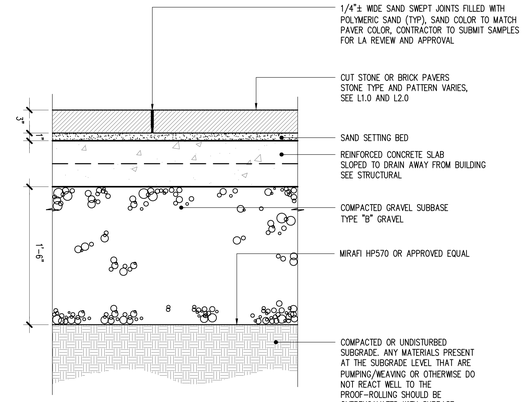


2 HEAVY-DUTY STONE PAVING

1 1/2" = 1'-0"

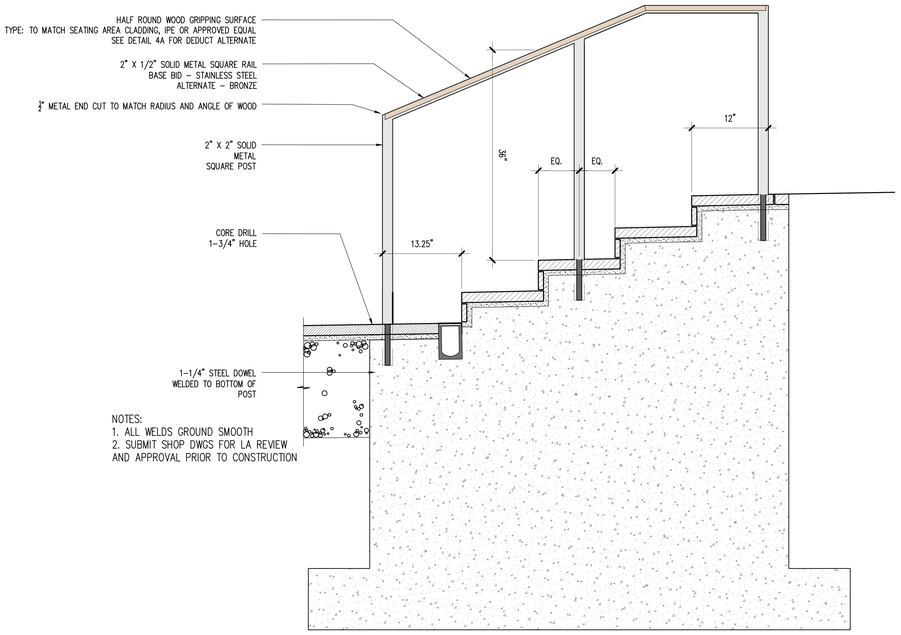
NOTE:

A. SUBGRADE PREPARATION AND PROTECTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND ANY DISTURBANCE THAT OCCURS AS A RESULT OF THEIR MEANS AND METHODS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.
B. FINAL EXCAVATIONS MADE TO THE DESIGN SUBGRADE LEVEL SHALL BE COMPLETED USING SMOOTH-BLADED EQUIPMENT TO LIMIT SOIL DISTURBANCE AT SUBGRADE LEVEL. EXCAVATION EQUIPMENT THAT IS OUTFITTED WITH A "TOOTHED" BUCKET OR A "TOOTHED" BUCKET WITH A FLAT PLATE WELDED ACROSS THE "TEETH" ARE NOT PERMITTED.
C. THE USE OF THE BACK OF THE EXCAVATOR BUCKET TO "SMOOTH" OR "SMEAR" SUBGRADE SURFACES IS NOT PERMITTED
D. PREVENT WATER FROM ACCUMULATING ON SURFACES TO REDUCE THE POSSIBILITY OF SOIL DISTURBANCE. SURFACES THAT BECOME DISTURBED DUE TO WATER INFILTRATION SHOULD BE EXCAVATED, STABILIZED AND/OR REPLACED.
E. THE CONCTRACTOR SHALL, TO THE EXTEND POSSIBLE, LIMIT EQUIPMENT AND CONSTRUCTION WORKER TRAFFIC ON THE EXPOSED SUBGRADE SURFACES.
F. GRANULAR SUBGRADE SURFACES SHALL BE PROOFROLLED WITH A STATIC OR VIBRATORY SMOOTH-DRUM ROLLER UNTIL FIRM PRIOR TO FILL PLACEMENT IF THE SOIL APPEARS DRY AND NO "FREE" WATER IS OBSERVED. TO MINIMIZE DISTURBANCE THE POTENTIAL FOR DISTURBANCE, MARINE SILT/CLAY AND GRANULAR SOILS WITH "FREE" WATER EXPOSED AT SUBGRADE LEVEL SHOULD NOT BE PROOFROLLED. AFTER PROOF-ROLLING, IT MAY BE NECESSARY TO REMOVE WEAK, DISTURBED OR OTHERWISE UNACCEPTABLE SOILS AS DESCRIBED ABOVE. IF OVER-EXCAVATION AND REPLACEMENT BELOW THE DESIGN SUBGRADE LEVEL IS REQUIRED, THE MATERIAL SHALL BE REPLACED WITH SUBBASE MATERIAL THAT IS PLACED 12-IN. THICK (MAXIMUM) LOOSE LIFTS AND COMPACTED TO 95 PERCENT (MINIMUM) OF THE MATERIALS MAXIMUM DRY DENSITY.
G. IF ENCOUNTERED AT THE SUBGRADE LEVEL, THE CONTRACTOR SHALL REMOVE DEBRIS, TOPSOIL, ORGANIC SOIL OR OTHER UNSUITABLE MATERIAL PRESENT. IF OVER-EXCAVATION BELOW THE DESIGN SUBGRADE LEVEL IS REQUIRED, THE EXCAVATED MATERIAL SHALL BE REPLACED WITH SUBBASE MATERIAL THAT SHALL BE PLACED IN 12-INCH THICK (MAXIMUM) LOOS LIFTS AND COMPACTED TO 95 PERCENT (MINIMUM) OF THE MATERIALS MAXIMUM DRY DENSITY.



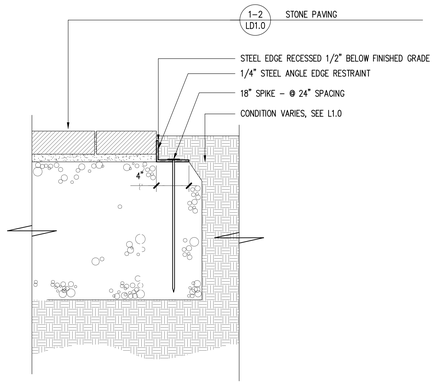
3 STONE PAVING AT LANDING

1 1/2" = 1'-0"



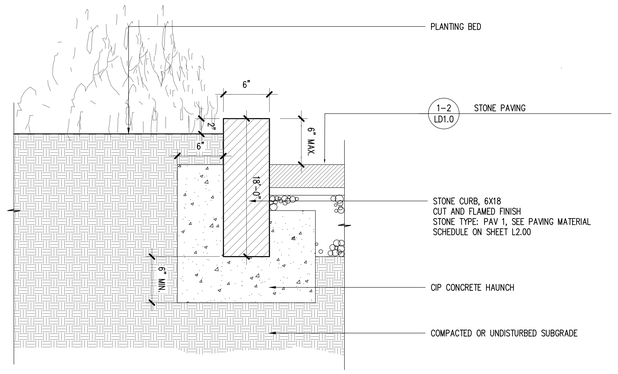
6 HANDRAIL AT STAIRS

1 1/2" = 1'-0"



4 PAVING EDGE

1 1/2" = 1'-0"



5 PLANTING CURB, BASALT

1 1/2" = 1'-0"

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PROJECT NUMBER
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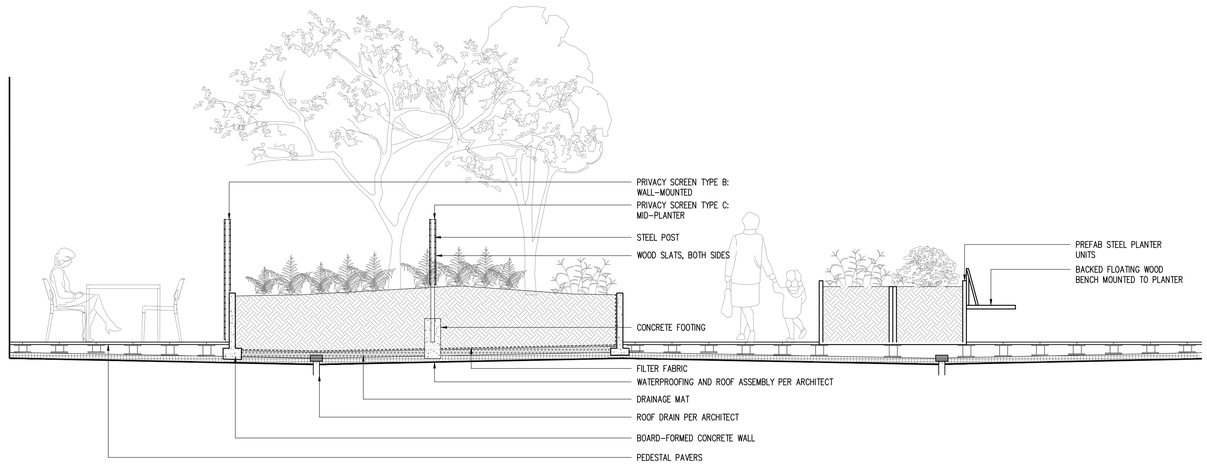
PDFC – BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

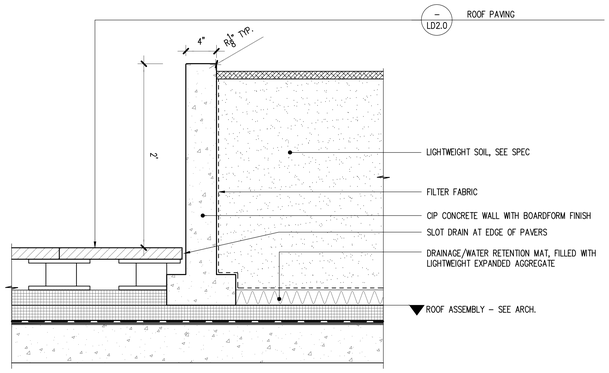
ISSUE
10/18/22
< DESIGN DEVELOPMENT

SITE DETAILS

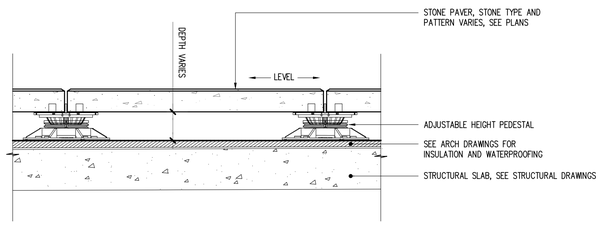
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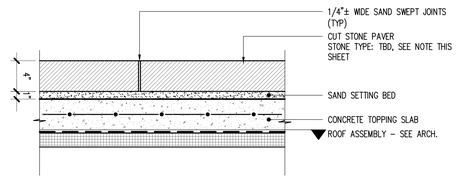
1 COURTYARD SECTION
1" = 30'



2 CIP PLANTER WALL
1-1/2" = 1'-0"



3 ROOF PAVING DETAIL - PEDESTAL
1-1/2" = 1'-0"



7 ROOF PAVING DETAIL - HEAVY DUTY STONE PAVING
1-1/2" = 1'-0"

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FORESIDE/

THE CHANNEL MARK°

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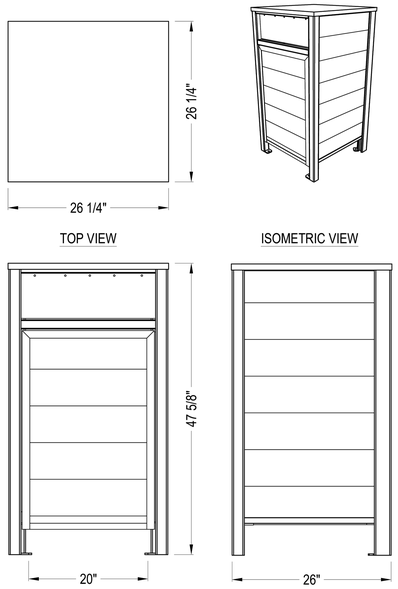
PDFC – BLOCK 6:
THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

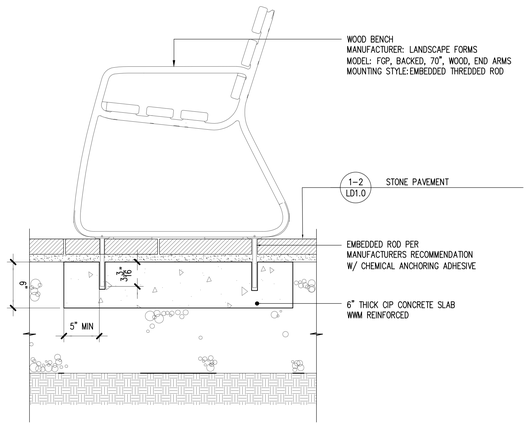
ISSUE
10/18/22
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ROOFTOP COURTYARD DETAILS

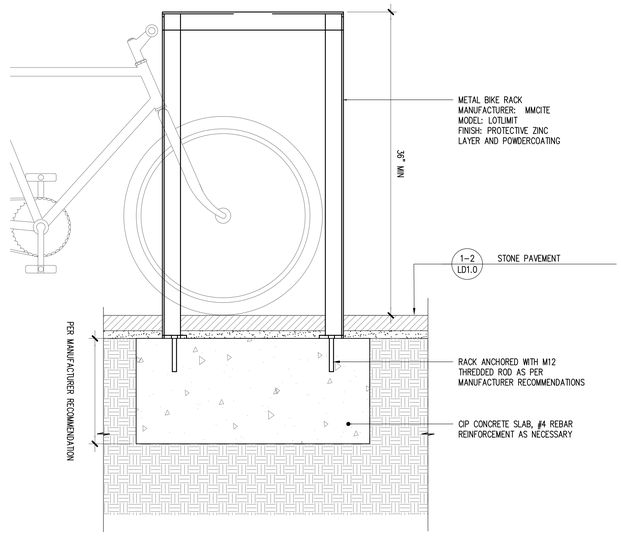
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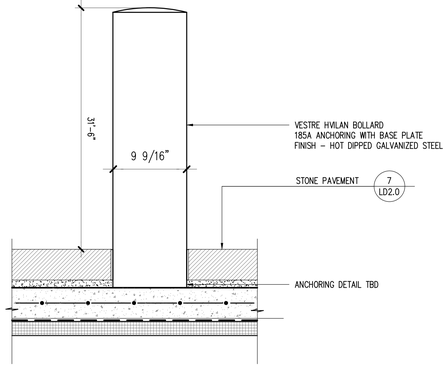
1 WISHBONE - URBAN FORM LARGE CAPACITY WASTE RECEPTACLE
NTS



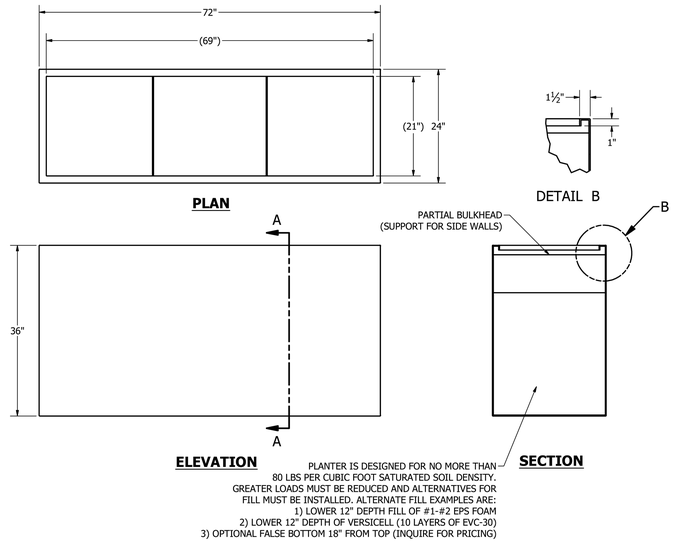
2 FGP BENCH
1 1/2" = 1'-0"



3 BIKE RACK B
1 1/2" = 1'-0"



4 SECURITY BOLLARD
1 1/2" = 1'-0"



5 TOURNESOL WILSHIRE PLANTER
NTS

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THE CHANNEL MARK°

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PROJECT NUMBER
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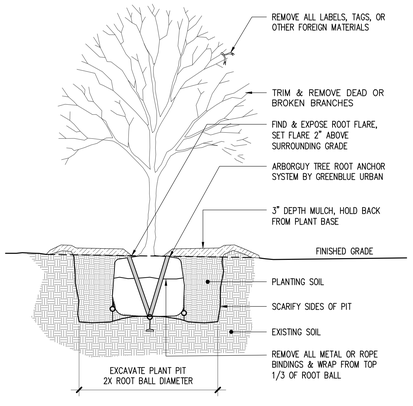
PDFC – BLOCK 6:
THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
11/18/22
DESIGN DEVELOPMENT

SITE FURNISHING DETAILS

LD3.0

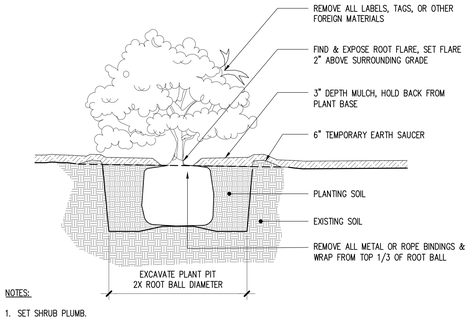


NOTES:

1. SET TREE PLUMB.
2. SECURE TREE AS REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

1 TREE PLANTING & STAKING DETAIL

1/2" = 1'-0"

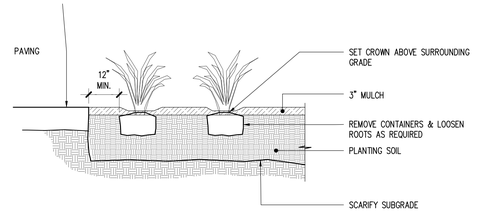


NOTES:

1. SET SHRUB PLUMB.
2. SECURE SHRUB AS MAY BE REQUIRED ACCORDING TO SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

2 SHRUB PLANTING DETAIL

1/2" = 1'-0"



3 GROUNDCOVER PLANTING DETAIL

1/2" = 1'-0"

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THE CHANNEL MARK°

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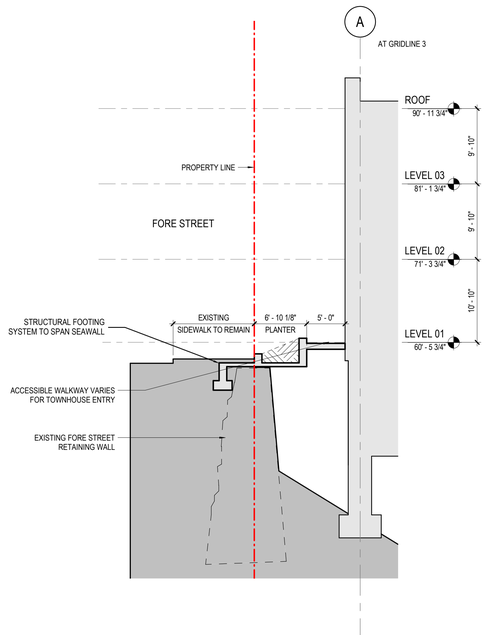
PDFC – BLOCK 6:
THE CHANNEL MARK

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PORTLAND, ME 04101

ISSUE
11/18/22
DESIGN DEVELOPMENT

PLANTING DETAILS

LD4.0

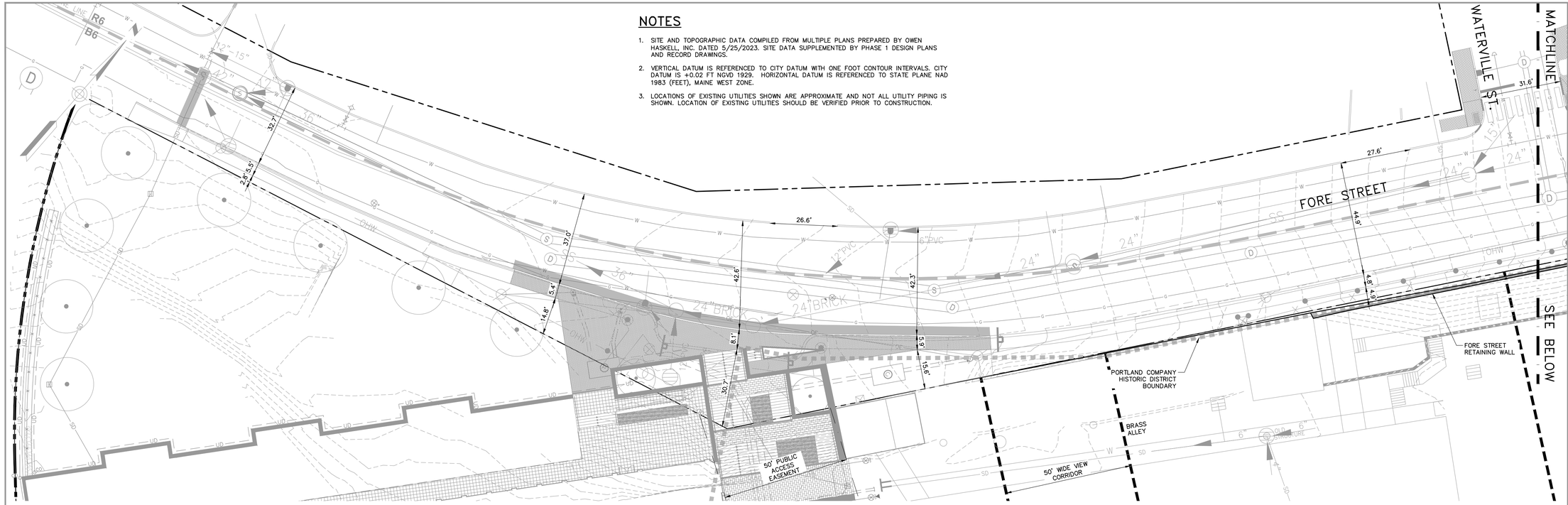


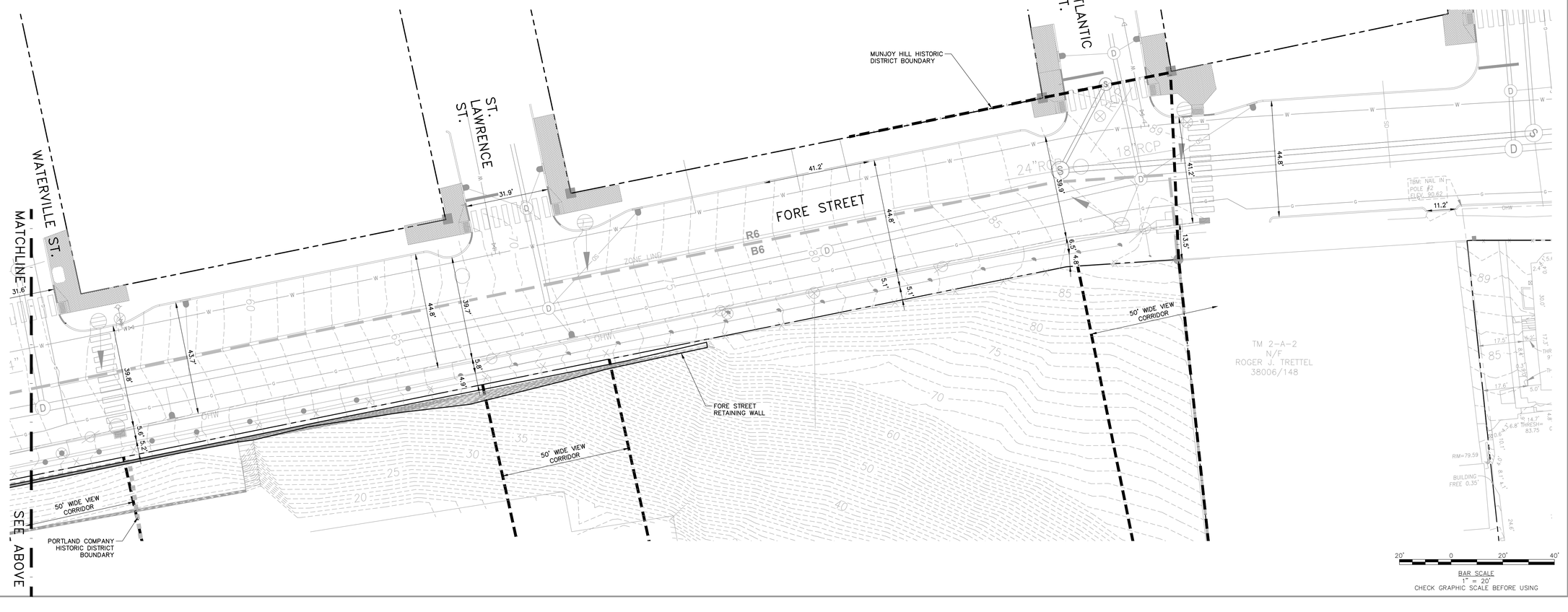
FORE STREET @ SEAWALL
ACCESSIBLE WALKWAY
2 1/8" = 1'-0"

PROPERTY LINE

NOTES

1. SITE AND TOPOGRAPHIC DATA COMPILED FROM MULTIPLE PLANS PREPARED BY OWEN HASKELL, INC. DATED 5/25/2023. SITE DATA SUPPLEMENTED BY PHASE 1 DESIGN PLANS AND RECORD DRAWINGS.
2. VERTICAL DATUM IS REFERENCED TO CITY DATUM WITH ONE FOOT CONTOUR INTERVALS. CITY DATUM IS +0.02 FT NGVD 1929. HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
3. LOCATIONS OF EXISTING UTILITIES SHOWN ARE APPROXIMATE AND NOT ALL UTILITY PIPING IS SHOWN. LOCATION OF EXISTING UTILITIES SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.





BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

C:\Users\bmcdevitt\OneDrive - Woodard & Curran_PCF\Folders\Desktop\PFSDC\Phase 2 - 3D\Phase 2 Site Plans.dwg, Aug 24, 2023 - 2:22pm BMCDEVITT

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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PE SEAL:

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CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	1"=20'
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:

CIVIL
FORE STREET
EXISTING CONDITIONS

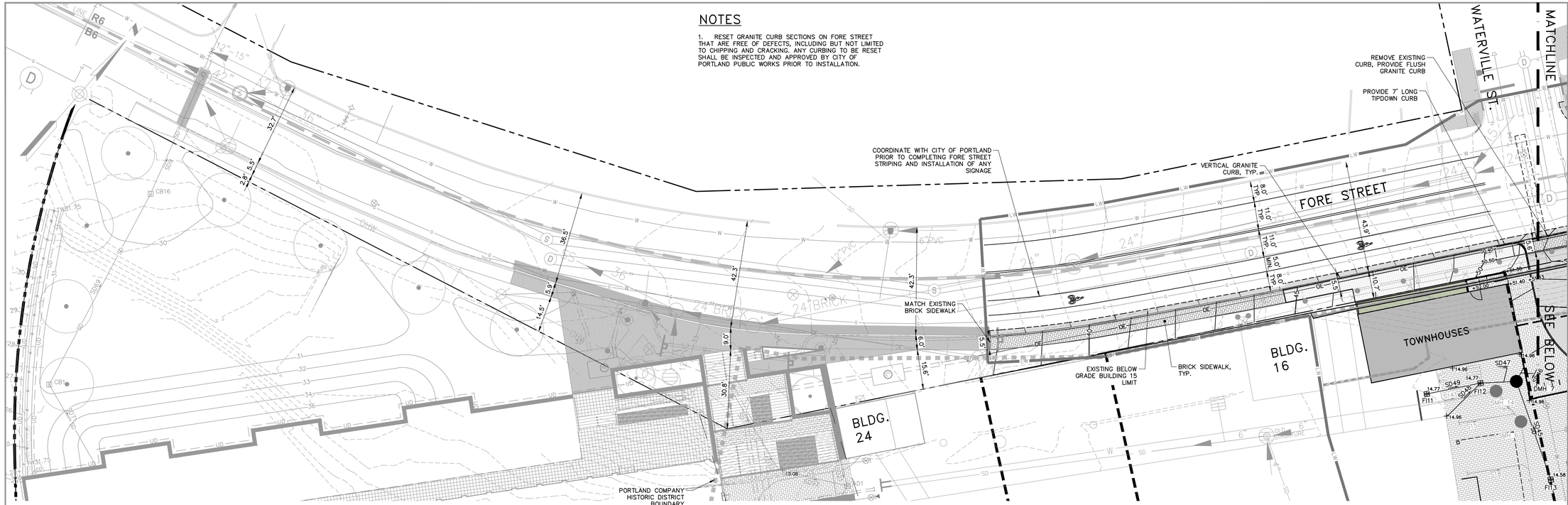
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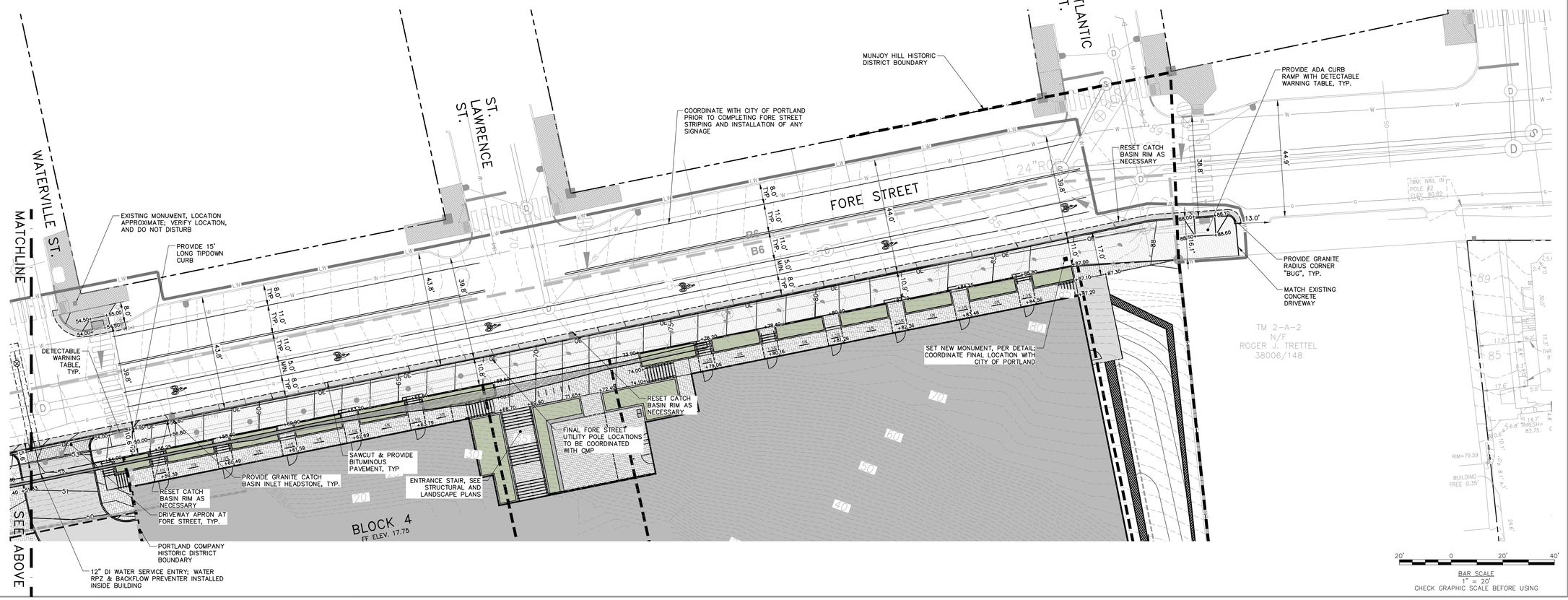
FIG. 1

24x36

NOTES

1. RESET GRANITE CURB SECTIONS ON FORE STREET THAT ARE FREE OF DEFECTS, INCLUDING BUT NOT LIMITED TO CHIPPING AND CRACKING. ANY CURBING TO BE RESET SHALL BE INSPECTED AND APPROVED BY CITY OF PORTLAND PUBLIC WORKS PRIOR TO INSTALLATION.





BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:

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CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

PHASE 2

REV	MM/DD/YY	DESCRIPTION

JOB NO:	227007
DATE:	AUGUST 2023
SCALE:	1"=20'
DESIGNED BY:	ANL
DRAWN BY:	BCM
CHECKED BY:	LJS
FILENAME:	PHASE 2 SITE PLANS.dwg

DRAWING TITLE:

CIVIL
FORE STREET
PROPOSED IMPROVEMENTS

DRAWING NO:

FIG. 2

C:\Users\bmcdevitt\OneDrive - Woodard & Curran_PCFolders\Desktop\PEDC\Phase 2 - SD\Phase 2 Site Plans.dwg, Sep 06, 2023 - 4:38pm BMCDEVITT

LUMINAIRE SCHEDULE

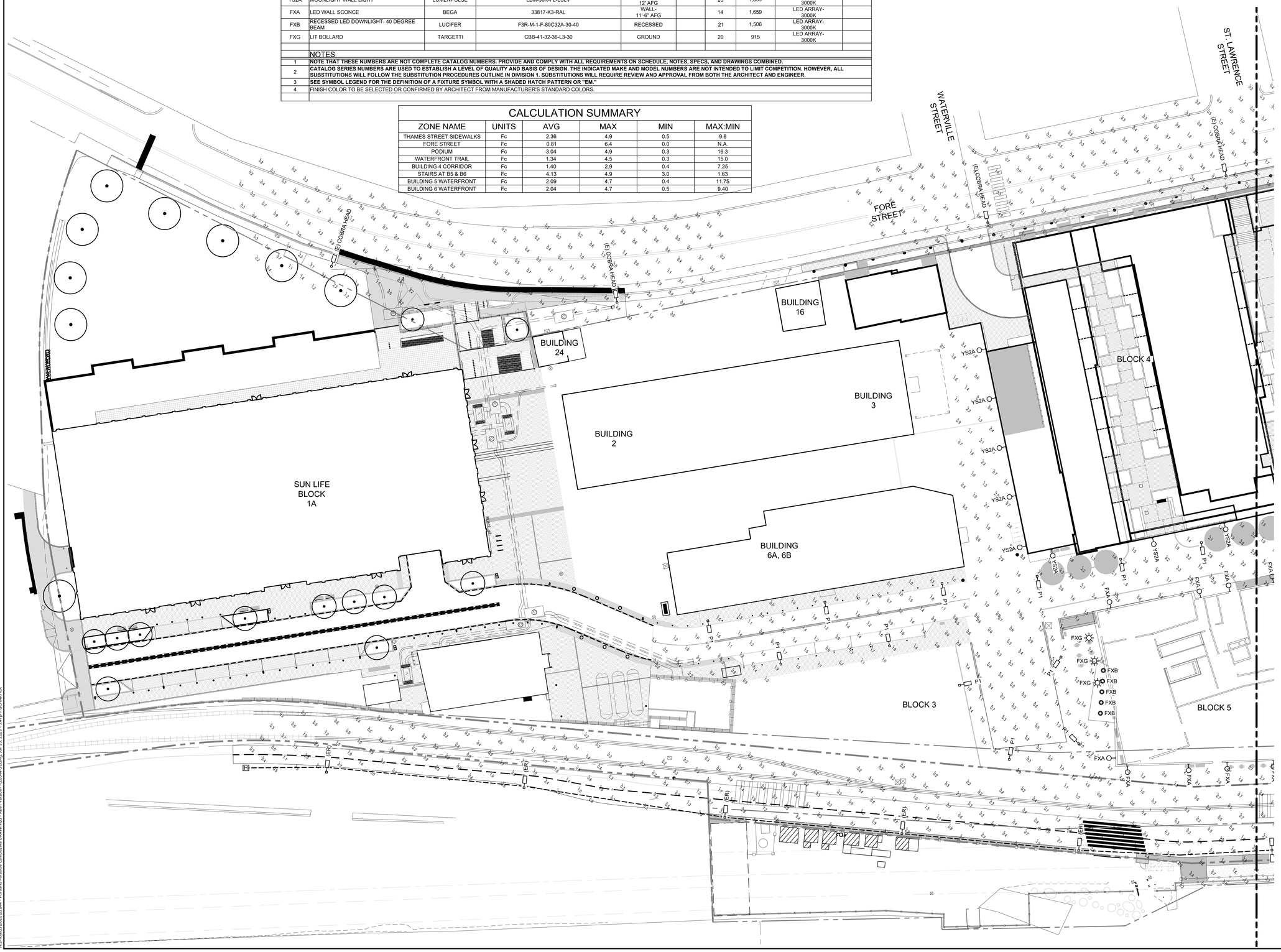
TYPE	DESCRIPTION	MFR	CATALOG SERIES NUMBER SEE NOTES 1 & 2	MOUNTING, U.N.O.	VOLTS	LAMP WATTS	LAMP DELIVERED LUMENS	LAMP TYPE	KEY NOTES
P1	PEDESTRIAN POLE LIGHT	HOLOPHANE	GELB3-P303-30K-BG3	POLE- 16'-0"		28	3,385	LED ARRAY- 3000K	
FX1	LED FRAMING PROJECTOR	WE-EF	FLC210	POLE- SEE PLAN		28	1,154	LED ARRAY- 3000K	
FX2	CATERNARY-SUPPORTED LINEAR LED	STRUCTURA	CORDE-8-L30-MO-CAT/S	CATERNARY- SEE PLAN		24	2,034	LED ARRAY- 3000K	
FX3	LED WALLPACK	BEGA	22 386	WALL- 12' AFG		22.9	2,352	LED ARRAY- 3000K	
FX4	ENCAPSULATED LED STAIR LIGHT	Q-TRAN	LL3SW-1.5-30-ENC-STD-TL	STAIR RISER		1.5W/ft.	67 lum/ft.	LED ARRAY- 3000K	
FX5	MICRO LED DOWNLIGHT	SISTEMALUX	S3321-W-REM-19	CANOPY		2.19	132	LED ARRAY- 3000K	
FX6	DECORATIVE POLE LIGHT	BEGA	77 208	POLE- SEE PLAN		40	2,674	LED ARRAY- 3000K	
FX7	LIT BOLLARD	FORMS+ SURFACES	HELIO M30/K4	GROUND		34	604	LED ARRAY- 3000K	
YS2A	MOONLIGHT WALL LIGHT	LUMENPULSE	LBM-30K-FL-LSLV	WALL- 12' AFG		25	1,839	LED ARRAY- 3000K	
FXA	LED WALL SCONCE	BEGA	33817-K3-RAL	WALL- 11'-6" AFG		14	1,659	LED ARRAY- 3000K	
FXB	RECESSED LED DOWNLIGHT- 40 DEGREE BEAM	LUCIFER	F3R-M-1-F-80C32A-30-40	RECESSED		21	1,506	LED ARRAY- 3000K	
FXG	LIT BOLLARD	TARGETTI	CBB-41-32-36-L3-30	GROUND		20	915	LED ARRAY- 3000K	

NOTES

1. **NOTE THAT THESE NUMBERS ARE NOT COMPLETE CATALOG NUMBERS. PROVIDE AND COMPLY WITH ALL REQUIREMENTS ON SCHEDULE, NOTES, SPECS, AND DRAWINGS COMBINED.**
2. **CATALOG SERIES NUMBERS ARE USED TO ESTABLISH A LEVEL OF QUALITY AND BASIS OF DESIGN. THE INDICATED MAKE AND MODEL NUMBERS ARE NOT INTENDED TO LIMIT COMPETITION. HOWEVER, ALL SUBSTITUTIONS WILL FOLLOW THE SUBSTITUTION PROCEDURES OUTLINE IN DIVISION 1. SUBSTITUTIONS WILL REQUIRE REVIEW AND APPROVAL FROM BOTH THE ARCHITECT AND ENGINEER.**
3. **SEE SYMBOL LEGEND FOR THE DEFINITION OF A FIXTURE SYMBOL WITH A SHADED HATCH PATTERN OR "EM."**
4. FINISH COLOR TO BE SELECTED OR CONFIRMED BY ARCHITECT FROM MANUFACTURER'S STANDARD COLORS.

CALCULATION SUMMARY

ZONE NAME	UNITS	AVG	MAX	MIN	MAX:MIN
THAMES STREET SIDEWALKS	Fc	2.36	4.9	0.5	9.8
FORE STREET	Fc	0.81	6.4	0.0	N.A.
PODIUM	Fc	3.04	4.9	0.3	16.3
WATERFRONT TRAIL	Fc	1.34	4.5	0.3	15.0
BUILDING 4 CORRIDOR	Fc	1.40	2.9	0.4	7.25
STAIRS AT B5 & B6	Fc	4.13	4.9	3.0	1.63
BUILDING 5 WATERFRONT	Fc	2.09	4.7	0.4	11.75
BUILDING 6 WATERFRONT	Fc	2.04	4.7	0.5	9.40



PROJECT NORTH

Woodard & Curran
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

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Allied Engineering
Structural Mechanical Electrical Commissioning
160 Veranda Street
Portland, Maine 04103
T: 207.221.2360
F: 207.221.2266
Web: www.allied-eng.com

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CLIENT INFO:

PORTLAND FORESIDE DEVELOPMENT COMPANY
PORTLAND, MAINE

WATERFRONT IMPROVEMENTS & UTILITY ENABLEMENT PHASE

REV	MM/DD/YY	DESCRIPTION
9	6/23/23	ELECTRICAL UPDATES
8	2/28/23	ELECTRICAL UPDATES
7	1/13/23	ELECTRICAL UPDATES
6	12/13/22	ELECTRICAL UPDATES
5	11/23/22	ELECTRICAL UPDATES
4	10/28/22	ELECTRICAL UPDATES
3	10/19/22	ELECTRICAL UPDATES
2	09/16/22	ELECTRICAL UPDATES
1	08/22/22	CONSTRUCTION DOCUMENTS

JOB NO:	227007
DATE:	JULY 2022
SCALE:	AS NOTED
DESIGNED BY:	BTG
DRAWN BY:	GMC
CHECKED BY:	BTG
FILENAME:	22044-SL.dwg

DRAWING TITLE:

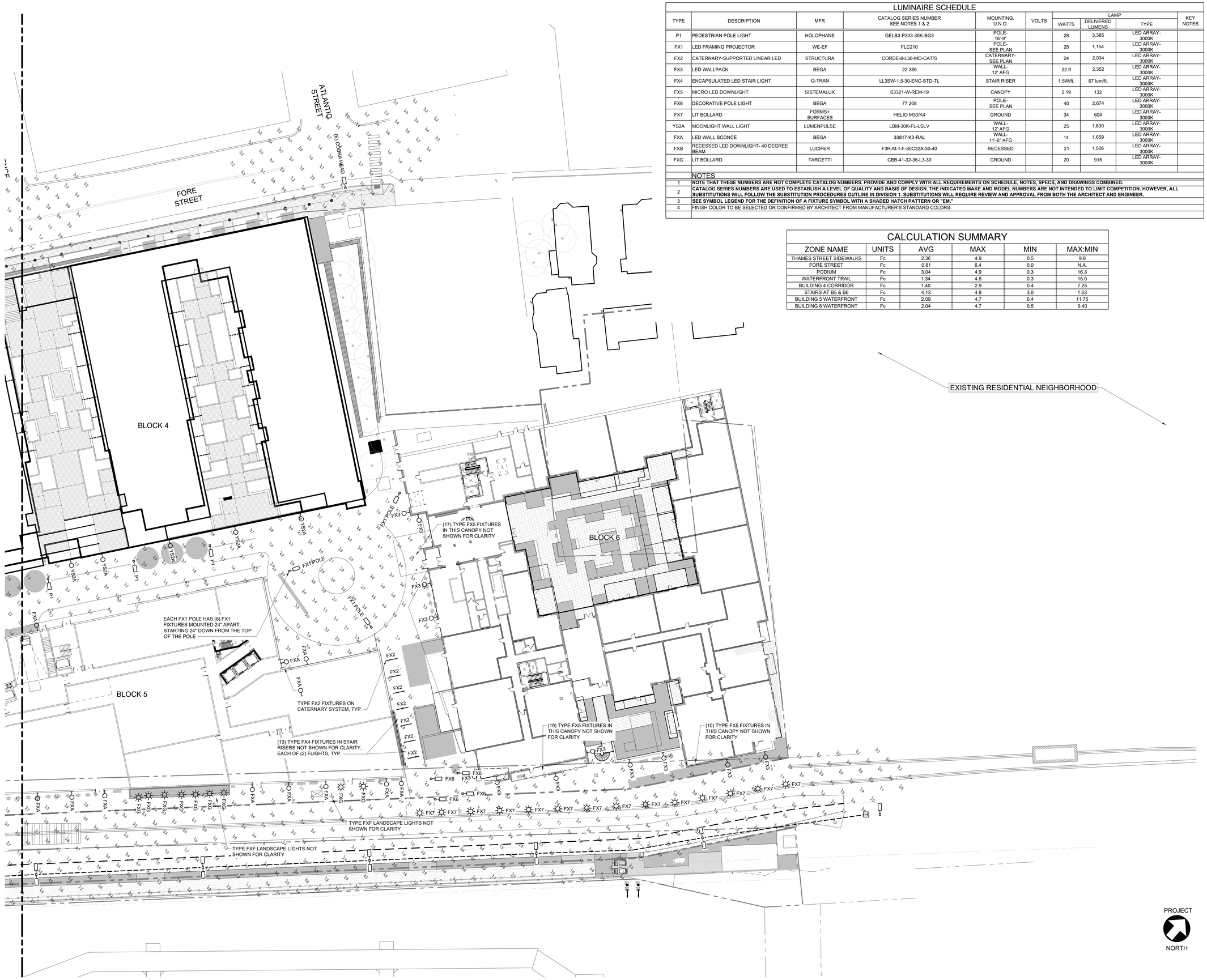
ELECTRICAL SITE PART PLAN- SITE LIGHTING PHOTOMETRICS

DRAWING NO:

SL-110

SHEET: 28 OF 37

N:\Projects\2022\22044 - Portland Foreside Campus\4x DRAWINGS - Revit Version - 22044-SL.dwg, Jun 23, 2023 - 3:47pm, GCHARTIER



LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MFR	CATALOG SERIES NUMBER SEE NOTES 1 & 2	MOUNTING, U.N.O.	VOLTS	LAMP			KEY NOTES
						WATTS	DELIVERED LUMENS	TYPE	
P1	PEDESTRIAN POLE LIGHT	HOLOPHANE	GELB3-P303-30K-BG3	POLE-16'-9"		28	3,385	LED ARRAY-3000K	
FX1	LED FRAMING PROJECTOR	WE-EF	FLC210	POLE-SEE PLAN		28	1,154	LED ARRAY-3000K	
FX2	CATERNARY-SUPPORTED LINEAR LED	STRUCTURA	CORDE-8-L30-MO-CAT/S	CATERNARY-SEE PLAN		24	2,034	LED ARRAY-3000K	
FX3	LED WALLPACK	BEGA	22 386	WALL-12' AFG		22.9	2,352	LED ARRAY-3000K	
FX4	ENCAPSULATED LED STAIR LIGHT	Q-TRAN	LL3SW-1.5-30-ENC-STD-TL	STAIR RISER		1.5W/ft.	67 lum/ft.	LED ARRAY-3000K	
FX5	MICRO LED DOWNLIGHT	SISTEMALUX	S3321-W-REM-19	CANOPY		2.19	132	LED ARRAY-3000K	
FX6	DECORATIVE POLE LIGHT	BEGA	77 208	POLE-SEE PLAN		40	2,674	LED ARRAY-3000K	
FX7	LIT BOLLARD	FORMS+ SURFACES	HELIO M30/K4	GROUND		34	604	LED ARRAY-3000K	
YS2A	MOONLIGHT WALL LIGHT	LUMENPULSE	LBM-30K-FL-LSLV	WALL-12' AFG		25	1,839	LED ARRAY-3000K	
FXA	LED WALL SCONCE	BEGA	33817-K3-RAL	WALL-11'-6" AFG		14	1,659	LED ARRAY-3000K	
FXB	RECESSED LED DOWNLIGHT- 40 DEGREE BEAM	LUCIFER	F3R-M-1-F-80C32A-30-40	RECESSED		21	1,506	LED ARRAY-3000K	
FXG	LIT BOLLARD	TARGETTI	CBB-41-32-36-L3-30	GROUND		20	915	LED ARRAY-3000K	

NOTES

1. **NOTE THAT THESE NUMBERS ARE NOT COMPLETE CATALOG NUMBERS. PROVIDE AND COMPLY WITH ALL REQUIREMENTS ON SCHEDULE, NOTES, SPECS, AND DRAWINGS COMBINED.**
2. **CATALOG SERIES NUMBERS ARE USED TO ESTABLISH A LEVEL OF QUALITY AND BASIS OF DESIGN. THE INDICATED MAKE AND MODEL NUMBERS ARE NOT INTENDED TO LIMIT COMPETITION. HOWEVER, ALL SUBSTITUTIONS WILL FOLLOW THE SUBSTITUTION PROCEDURES OUTLINE IN DIVISION 1. SUBSTITUTIONS WILL REQUIRE REVIEW AND APPROVAL FROM BOTH THE ARCHITECT AND ENGINEER.**
3. **SEE SYMBOL LEGEND FOR THE DEFINITION OF A FIXTURE SYMBOL WITH A SHADED HATCH PATTERN OR "EM."**
4. FINISH COLOR TO BE SELECTED OR CONFIRMED BY ARCHITECT FROM MANUFACTURER'S STANDARD COLORS.

CALCULATION SUMMARY

ZONE NAME	UNITS	AVG	MAX	MIN	MAX:MIN
THAMES STREET SIDEWALKS	Fc	2.36	4.9	0.5	9.8
FORE STREET	Fc	0.81	6.4	0.0	N.A.
PODIUM	Fc	3.04	4.9	0.3	16.3
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BUILDING 6 WATERFRONT	Fc	2.04	4.7	0.5	9.40

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JOB NO:	227007
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DRAWING TITLE:
ELECTRICAL SITE PART PLAN- SITE LIGHTING PHOTOMETRICS

DRAWING NO:
SL-111
SHEET: 29 OF 37

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01- Atlantic

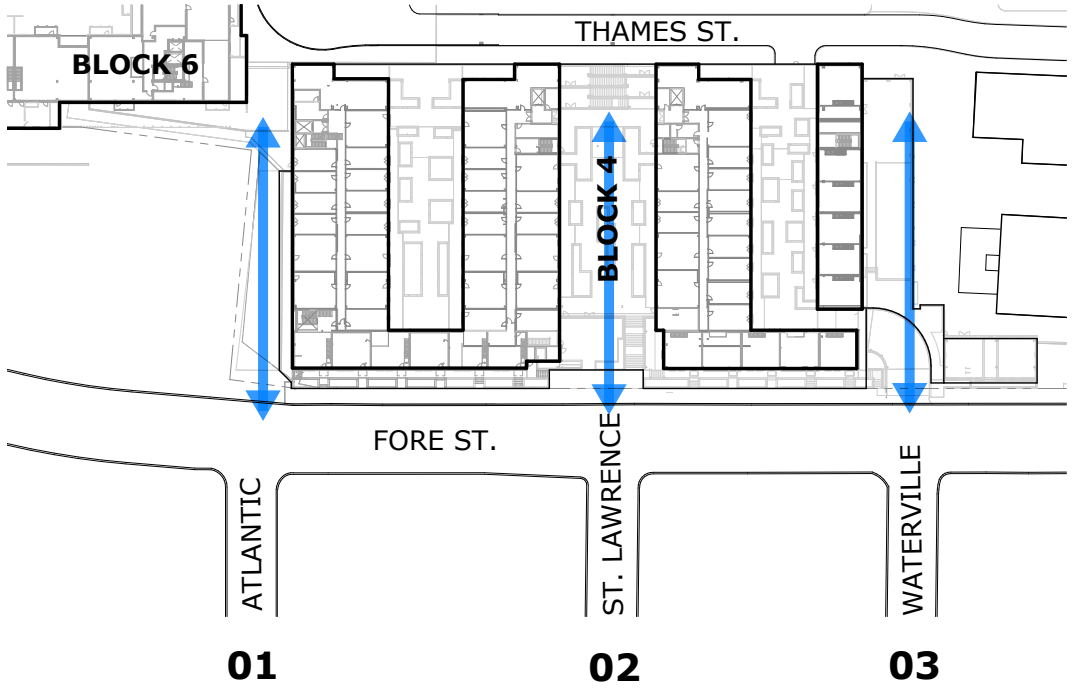


02- ST. Lawrence



03- Waterville





View Corridors



Atlantic Street View Corridor



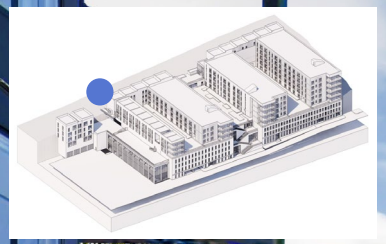
Fore Street @ St. Lawrence Street



Courtyard Trees

Courtyard Trees: "Amelanchier"

- A native, patio style tree with open type canopy
- Mature height approx. 12 feet (courtyard approx. 10 feet below Fore Street elevation)
- Located in planters towards edges of public courtyard



Fore Street @ Waterville & B2 Townhouses



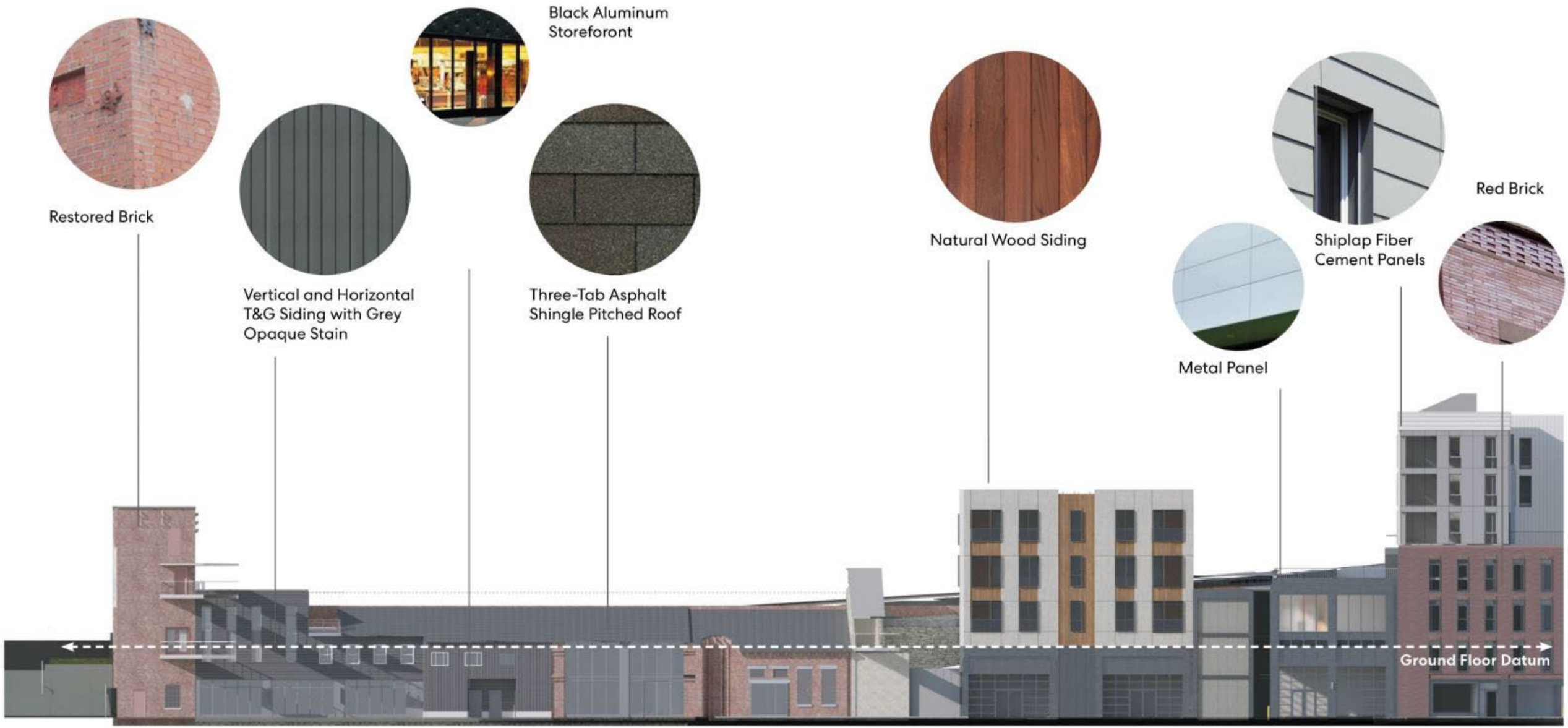
Thames Street looking East



John Poor Crossing



Boiler Passage


Restored Brick
Vertical and Horizontal T&G Siding with Grey Opaque Stain
Black Aluminum Storeforont
Three-Tab Asphalt Shingle Pitched Roof
Natural Wood Siding
Metal Panel
Shiplap Fiber Cement Panels
Red Brick
Ground Floor Datum



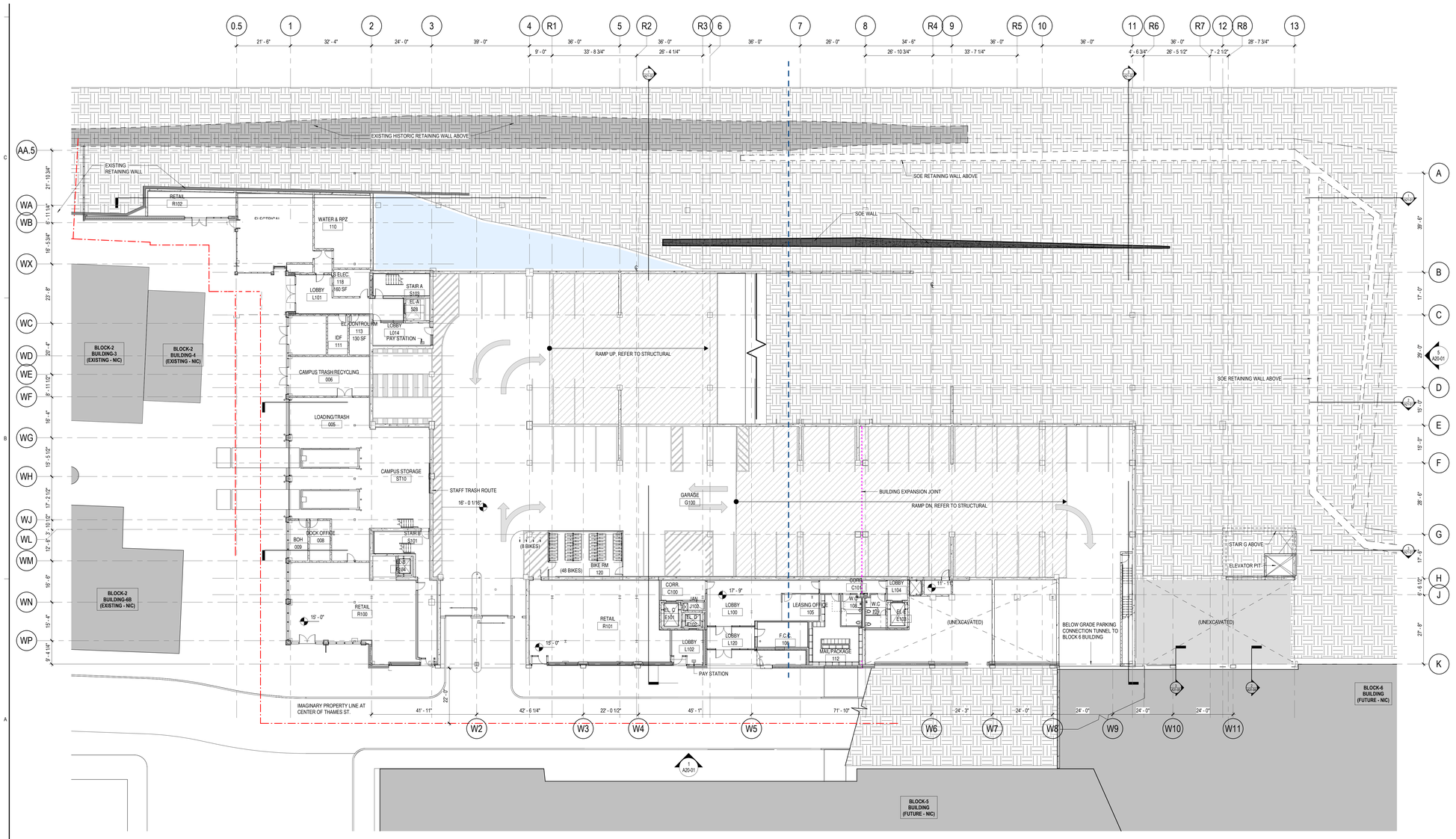
John Poor Crossing



John Poor Crossing Portland Company HD Entry



Fore Street Overlook & Portland Company HD access



1 OVERALL LEVEL 01 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- SOIL
- SLOPED PARKING SPEED RAMP
- CREVASSE SPACES (OPEN TO AIR, ADJACENT OR BELOW BUILDING SPACE - APPROXIMATE FOR DIAGRAMMATIC CLARITY)
- EXISTING HISTORIC SEAWALL
- SUPPORT OF EXCAVATION (SOE)
- 1t — DOOR TAG
- A11 — WALL TYPE TAG
- INTERCOM LOCATION
- CARD READER LOCATION
- TV — TV OUTLET LOCATION
- WALL DUPLEX OUTLET LOCATION
- GFI — WALL DUPLEX OUTLET LOCATION, GFI
- S — LIGHT SWITCH LOCATION
- FIRE EXTINGUISHER/ CABINET

FLOOR PLAN GENERAL NOTES

1. REFER TO CODE COMPLIANCE DRAWINGS G00-SERIES FOR FIRE RATING REQUIREMENTS
2. PARTITION TYPES ARE SCHEDULED IN THE A61 SERIES
3. TYPICAL RESIDENTIAL UNIT DEMISING PARTITIONS ARE TYPE " W10 " UNLESS NOTED OTHERWISE
4. TYPICAL RESIDENTIAL UNIT CORRIDOR PARTITIONS ARE TYPE " Q20 " UNLESS NOTED OTHERWISE
5. ALL CMU EXCEPT BOH SPACES TO RECEIVE M21 WALL TYPE DRYWALL
6. TYPICAL INTERIOR PARTITIONS ARE TYPE " A41 " UNLESS NOTED OTHERWISE
7. PARTITION DIMENSIONS ARE TO FACE OF GYPSUM BOARD UNLESS NOTED OTHERWISE.

KEYNOTES

Perkins&Will

225 Franklin Street, Suite 1100
Boston, MA 02110
t 617.478.0300
f 617.478.0321
www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

GEOTECH ENGINEER
Haley & Aldrich, Inc.
75 Washington Avenue, Suite 1A, Portland,
ME 04101
t +1 207.482.4607

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023
ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

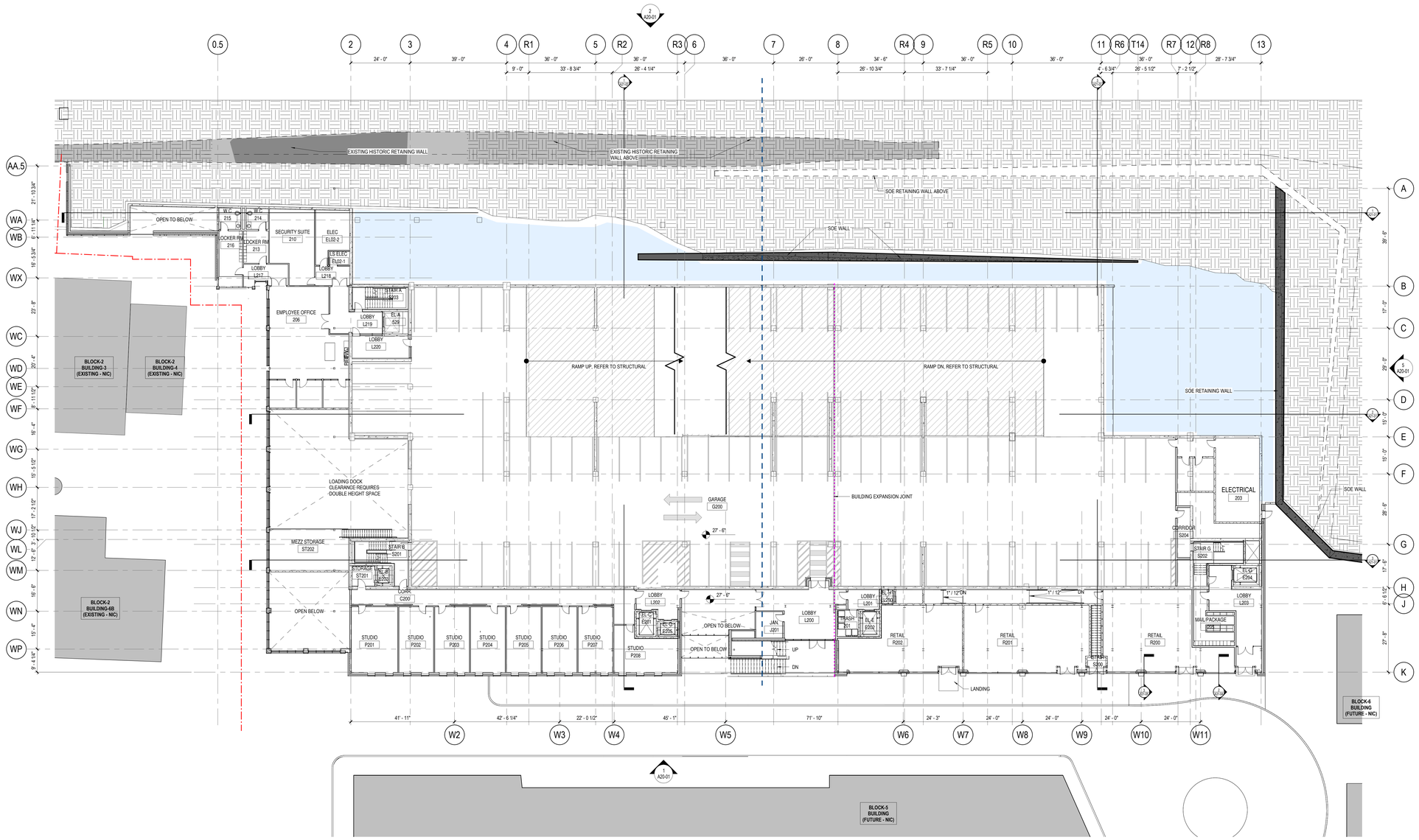
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OVERALL PLAN - LEVEL 01

SHEET NUMBER

A10-01

6/22/2023 1:25:16 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 OVERALL LEVEL 02 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- SOIL
- SLOPED PARKING SPEED RAMP
- CREVASSE SPACES (OPEN TO AIR, ADJACENT OR BELOW BUILDING SPACE - APPROXIMATE FOR DIAGRAMMATIC CLARITY)
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FLOOR PLAN GENERAL NOTES

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3. TYPICAL RESIDENTIAL UNIT DEMISING PARTITIONS ARE TYPE " W10 " UNLESS NOTED OTHERWISE
4. TYPICAL RESIDENTIAL UNIT CORRIDOR PARTITIONS ARE TYPE " Q20 " UNLESS NOTED OTHERWISE
5. ALL CMU EXCEPT BOH SPACES TO RECEIVE M21 WALL TYPE DRYWALL
6. TYPICAL INTERIOR PARTITIONS ARE TYPE " A41 " UNLESS NOTED OTHERWISE
7. PARTITION DIMENSIONS ARE TO FACE OF GYPSUM BOARD UNLESS NOTED OTHERWISE.

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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St. Portland, ME 04103
t +1 207.221.2260

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OWNER'S CONSULTANT

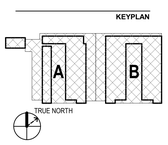
LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

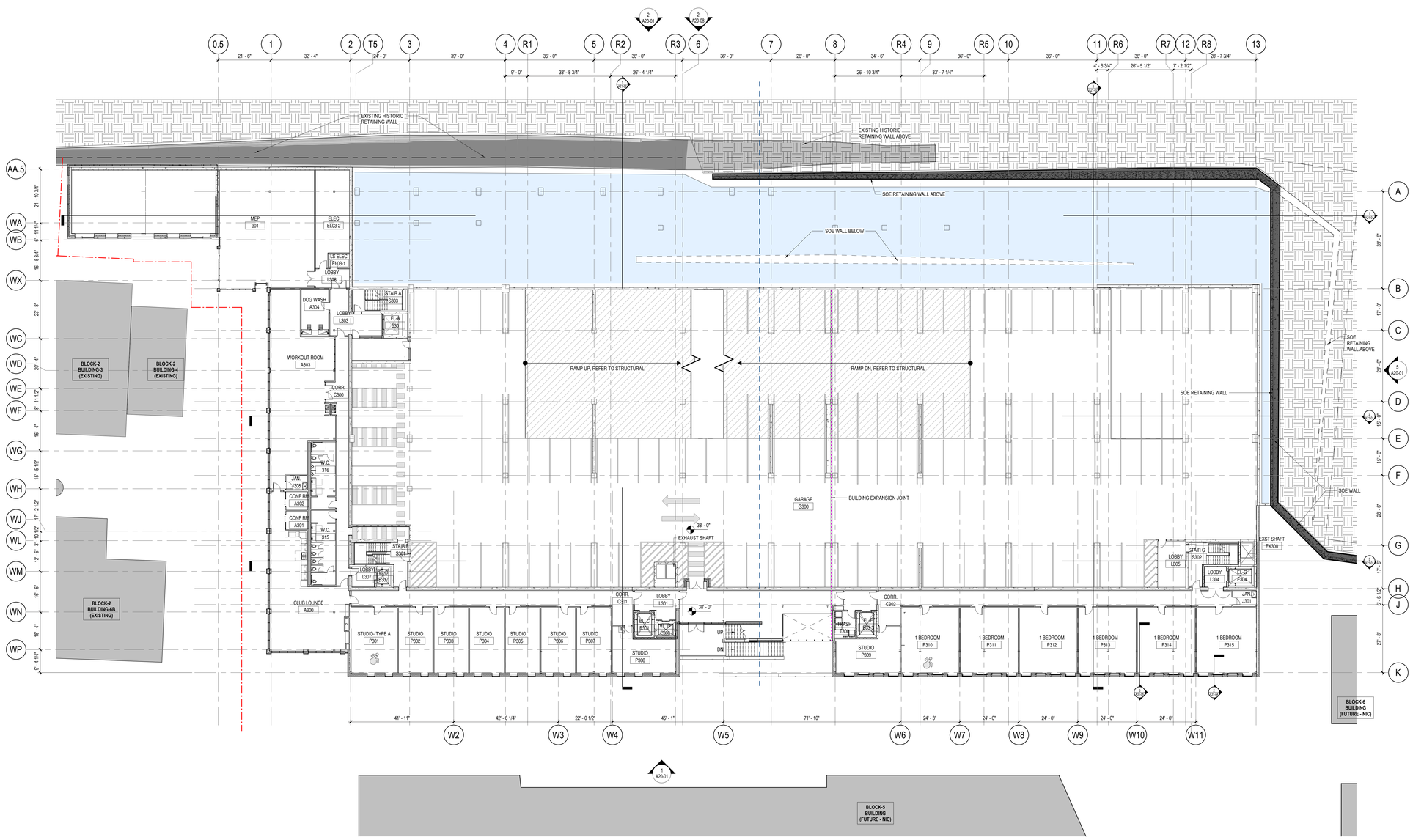
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OVERALL PLAN - LEVEL 02

SHEET NUMBER

A10-02

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1 OVERALL LEVEL 03 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- SOIL
- SLOPED PARKING SPEED RAMP
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FLOOR PLAN GENERAL NOTES

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Portland, ME 04101
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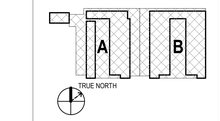
LANDSCAPE ARCHITECT
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PROJECT

FORESIDE DEVELOPMENT

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KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
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Approved		Approver

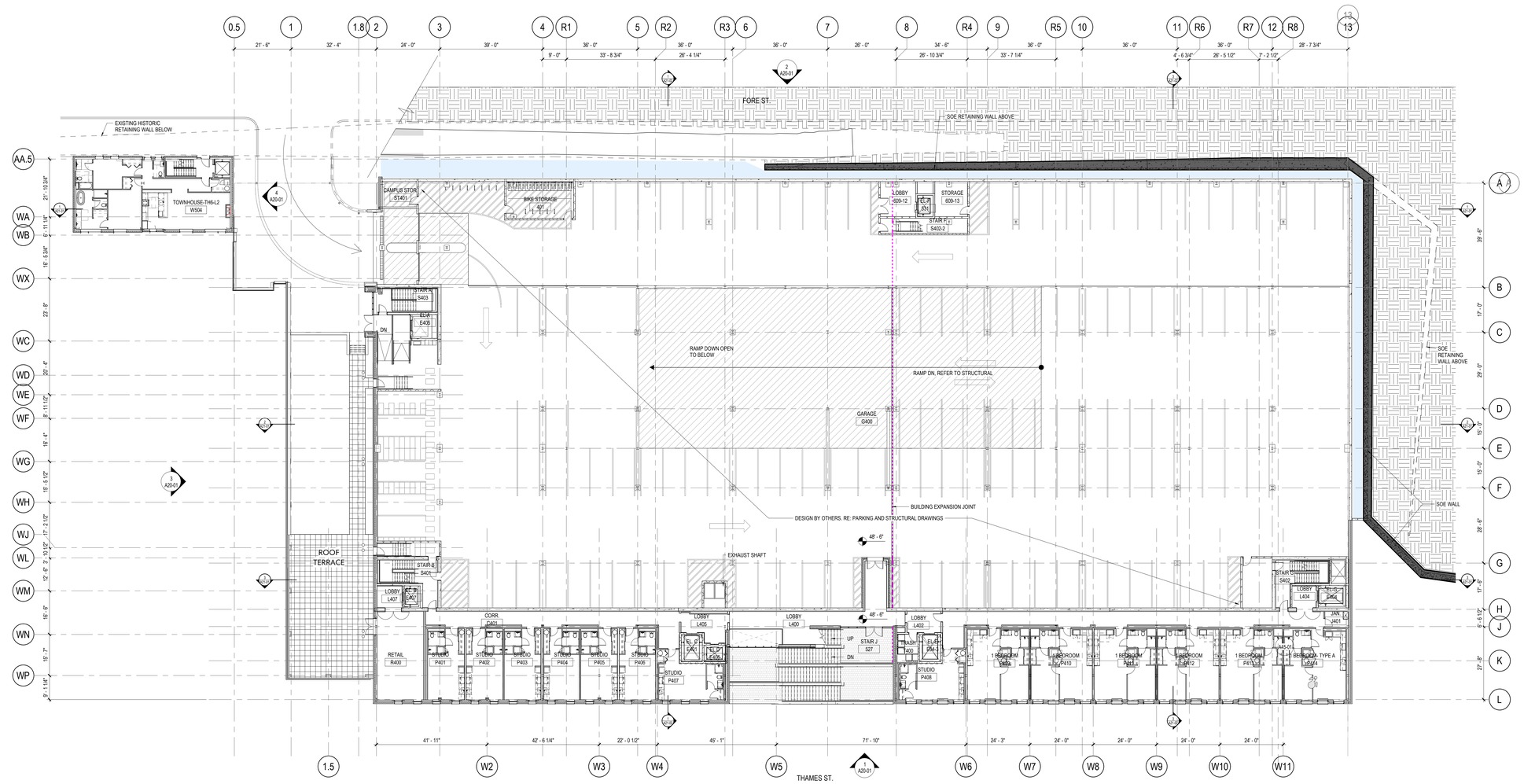
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OVERALL PLAN - LEVEL 03

SHEET NUMBER

A10-03

6/22/2023 1:25:26 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 OVERALL LEVEL 04 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
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- SUPPORT OF EXCAVATION (SOE)
- DOOR TAG (1t)
- WALL TYPE TAG (A11)
- INTERCOM LOCATION
- CARD READER LOCATION
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- WALL DUPLEX OUTLET LOCATION
- WALL DUPLEX OUTLET LOCATION, GFI
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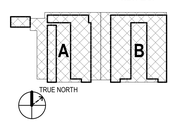
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Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023
ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

TITLE

OVERALL PLAN - LEVEL 04

SHEET NUMBER

A10-04

6/22/2023 1:38:52 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 OVERALL LEVEL 05 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
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- EXISTING HISTORIC SEAWALL
- SUPPORT OF EXCAVATION (SOE)
- 1t — DOOR TAG
- A11 — WALL TYPE TAG
- INTERCOM LOCATION
- CARD READER LOCATION
- TV — TV OUTLET LOCATION
- WALL DUPLEX OUTLET LOCATION
- GFI — WALL DUPLEX OUTLET LOCATION, GFI
- S — LIGHT SWITCH LOCATION
- FIRE EXTINGUISHER/ CABINET

FLOOR PLAN GENERAL NOTES

1. REFER TO CODE COMPLIANCE DRAWINGS G00-SERIES FOR FIRE RATING REQUIREMENTS
2. PARTITION TYPES ARE SCHEDULED IN THE A61 SERIES
3. TYPICAL RESIDENTIAL UNIT DEMISING PARTITIONS ARE TYPE " W10 " UNLESS NOTED OTHERWISE
4. TYPICAL RESIDENTIAL UNIT CORRIDOR PARTITIONS ARE TYPE " Q20 " UNLESS NOTED OTHERWISE
5. ALL CMU EXCEPT BOH SPACES TO RECEIVE M21 WALL TYPE DRYWALL
6. TYPICAL INTERIOR PARTITIONS ARE TYPE " A41 " UNLESS NOTED OTHERWISE
7. PARTITION DIMENSIONS ARE TO FACE OF GYPSUM BOARD UNLESS NOTED OTHERWISE.

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Perkins&Will

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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
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Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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160 Veranda St. Portland,
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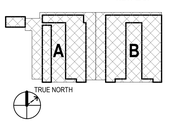
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Michael Boucher Landscape Architecture
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Freeport, Maine
t 207.865.1060

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

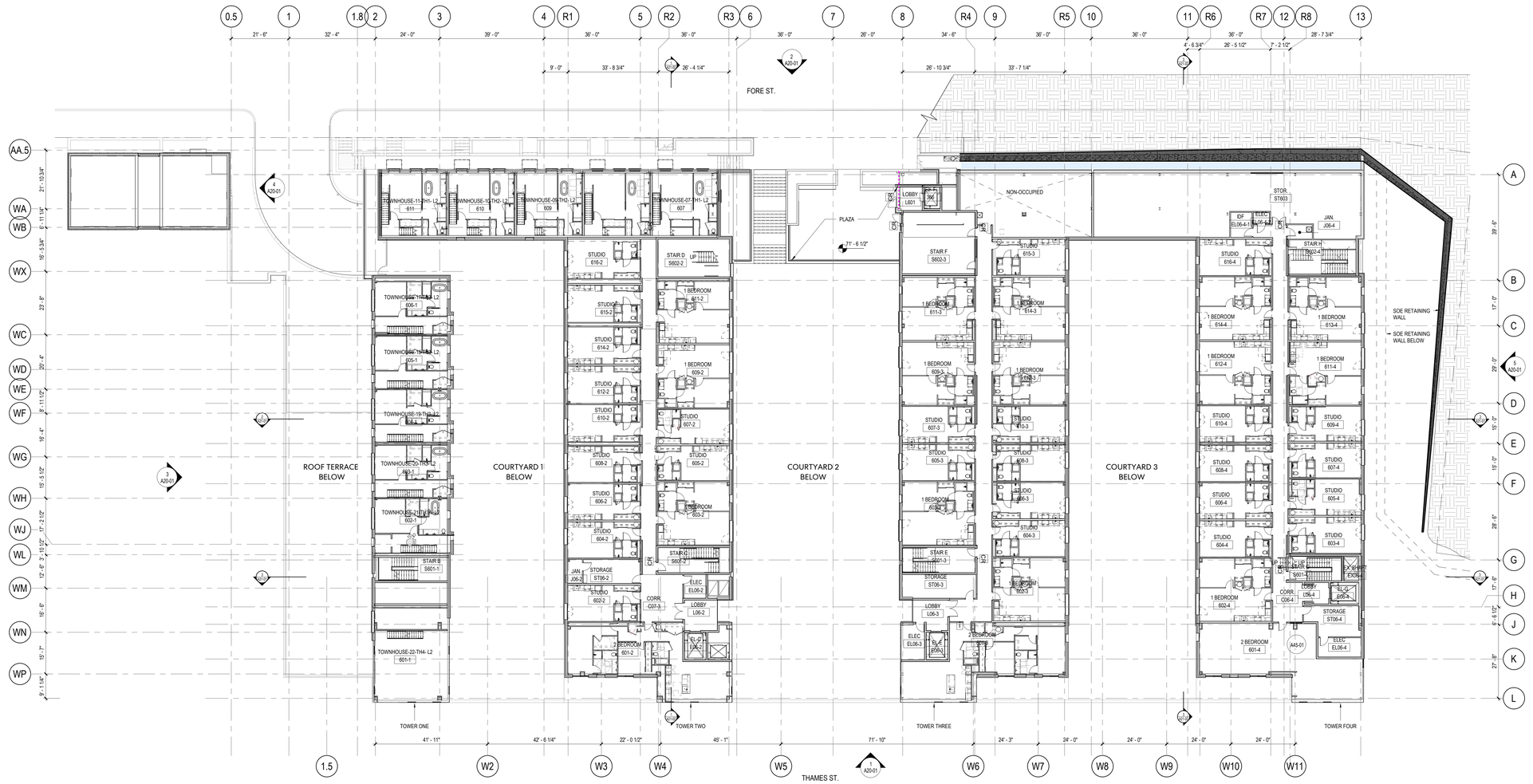
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OVERALL PLAN - LEVEL 05

SHEET NUMBER

A10-05

6/22/2023 4:45:39 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 OVERALL LEVEL 06 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- SOIL
- SLOPED PARKING SPEED RAMP
- CREVASSE SPACES (OPEN TO AIR, ADJACENT OR BELOW BUILDING SPACE - APPROXIMATE FOR DIAGRAMMATIC CLARITY)
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FLOOR PLAN GENERAL NOTES

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t 207.774.2112

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Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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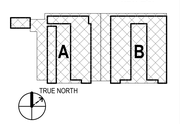
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Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

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OVERALL PLAN - LEVEL 06

SHEET NUMBER

A10-06

6/22/2023 4:45:43 PM
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt



1 OVERALL LEVEL 07 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
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FLOOR PLAN GENERAL NOTES

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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St. Portland,
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t +1 207.221.2260

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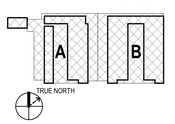
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Michael Boucher Landscape Architecture
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FORESIDE DEVELOPMENT

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SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

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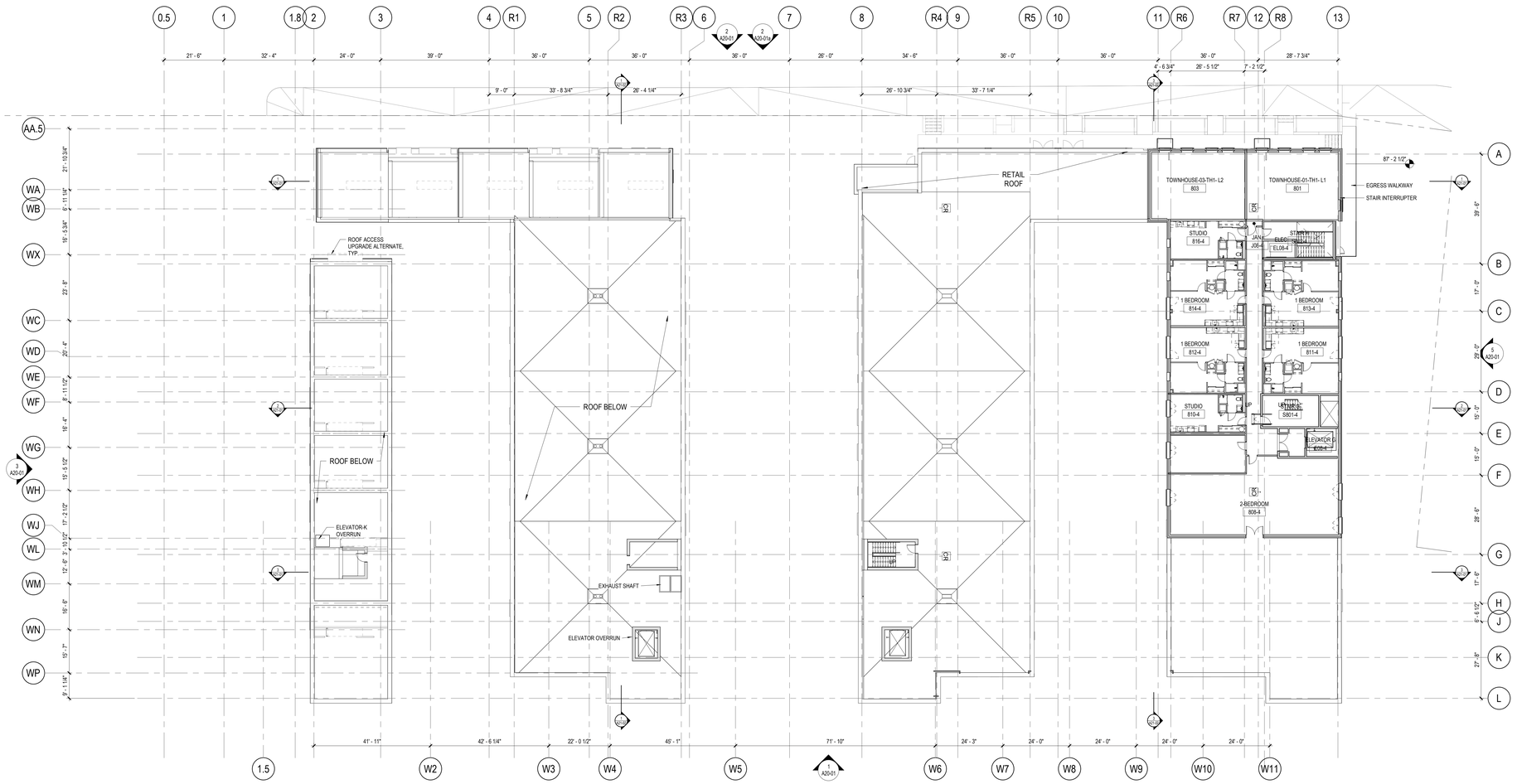
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OVERALL PLAN - LEVEL 07

SHEET NUMBER

A10-07

9/6/2023 17:31:59
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Has_INT.rvt



1 OVERALL LEVEL 08 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St. Portland, ME 04103
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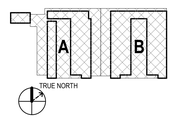
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Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

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SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023
ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
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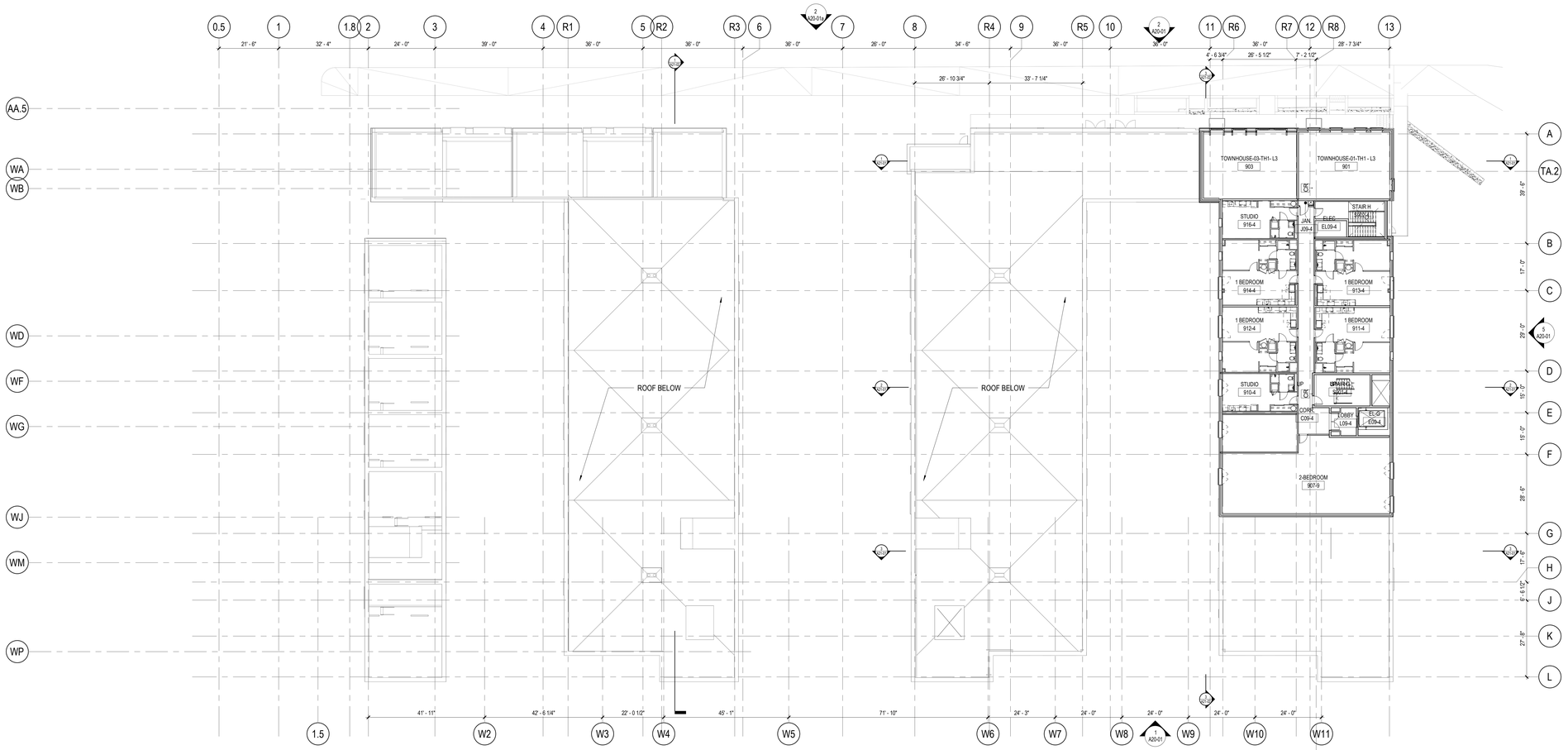
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OVERALL PLAN - LEVEL 08

SHEET NUMBER

A10-08

9/6/2023 17:32:00
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_ANT.rvt



1 OVERALL LEVEL 09 PLAN
1/16" = 1'-0"

FLOOR PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- 30 MIN FIRE/SMOKE PARTITION
- 1-HOUR FIRE PARTITION
- 1-HOUR FIRE BARRIER
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41 Hutchins Dr
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t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6002

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Allied Engineering, Inc.
160 Veranda St. Portland,
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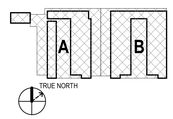
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PROJECT

FORESIDE DEVELOPMENT

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DESIGN DEVELOPMENT
FEBRUARY 24, 2023

ISSUE CHART

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Job Number		157111
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OVERALL PLAN - LEVEL 09

SHEET NUMBER

A10-09

9/6/2023 17:32:02
Autodesk Docs://PFDC Block Four/ARCH-PFDC_B4-Res_INT.rvt

2"
1"
1/2"
0

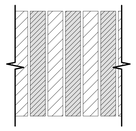
FACE BRICK TYPE DESCRIPTIONS

TYPE		DESCRIPTION	LOCATION
1a	MEDIUM IRONSPOT #46 (RED TONE)	ROMAN BRICK SIZE, RUNNING BOND. NO BRICK PROJECTIONS	FORE ST TOWNHOUSES, THAMES ST WRAPPER
1b		ROMAN BRICK SIZE, SINGLE SOLDIER COURSE, ALTERNATING 1" PROJECTIONS	THAMES ST STOREFRONT HEADER & PUNCHED...
1c		AMBASSADOR BRICK SIZE, SINGLE SOLDIER COURSE, ALTERNATING 1" PROJECTIONS	FORE ST TOWNHOUSE CORNICE
2a	MANGANESE IRONSPOT SMOOTH (GRAY TONE)	ROMAN BRICK SIZE, RUNNING BOND. NO BRICK PROJECTIONS	LEVEL 5 COURTYARD TERRACE BRICK BASE
2b		AMBASSADOR BRICK SIZE, SINGLE SOLDIER COURSE, NO PROJECTIONS	LEVEL 5 COURTYARD TERRACE BRICK HEAD

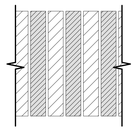
NOTES:
1. REFER TO OVERALL ELEVATIONS AND ENLARGED EXTERIOR ELEVATIONS FOR EXTENTS OF BRICK TYPES.
2. STANDARD MODULAR BRICK SIZE AT SOLDIER COURSE LOCATIONS, INDICATED ON ELEVATIONS.
3. BRICK SOLDIER COURSE HEADERS ABOVE WINDOWS AS INDICATED ON ELEVATIONS.
4. TYPICAL BRICK LOADING LOCATIONS INDICATED ON ENLARGED ELEVATIONS (RELIEF ANGLE AT EVERY OTHER LEVEL, DEAD LOADING AT STRUCTURAL SLABS).
5. SEE ILLUSTRATIVE BRICK COURSING DIAGRAM ON A20-01 FOR MORE INFORMATION.

Unit

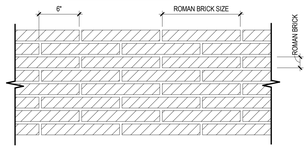
SINGLE SOLDIER COURSE WITH 1" PROJECTION TYPE 1c



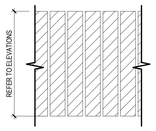
SINGLE SOLDIER COURSE WITH 1" PROJECTION TYPE 1b



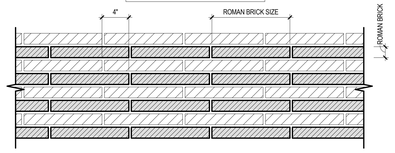
COURSING FOR BRICK TYPE 1a

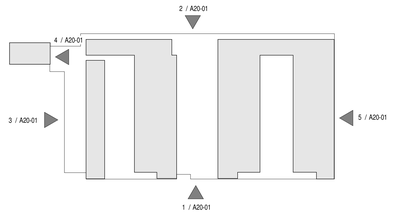


SINGLE SOLDIER COURSE TYPE 2b



COURSING FOR BRICK TYPE 2a

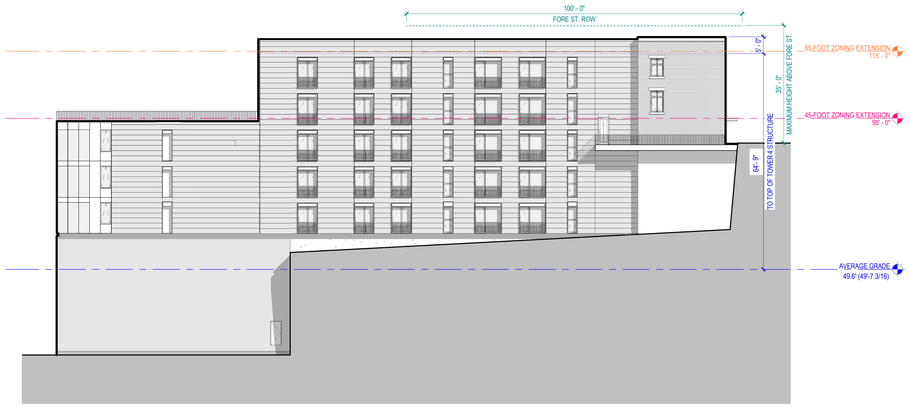




FACE BRICK

FACE BRICK WITH 1" PROJECTION

REFER TO FACE BRICK TYPE DESCRIPTIONS FOR MORE INFORMATION



5 OVERALL ELEVATION - EAST
1/16" = 1'-0"



4 OVERALL ELEVATION - B2 EAST
1/16" = 1'-0"

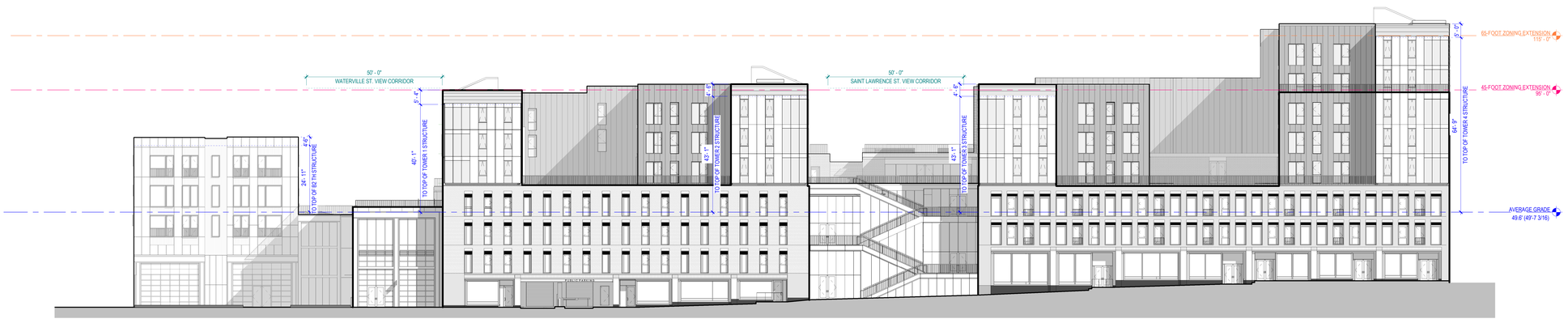
6 BRICK BONDING ELEVATIONS
1 1/2" = 1'-0"



3 OVERALL ELEVATION - WEST
1/16" = 1'-0"



2 OVERALL ELEVATION - NORTH
1/16" = 1'-0"



1 OVERALL ELEVATION - SOUTH
1/16" = 1'-0"

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f 617.478.0321
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t +1 207.245.6002

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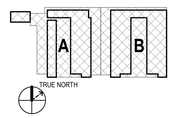
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Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
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PROJECT

FORESIDE DEVELOPMENT

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KEYPLAN



DESIGN DEVELOPMENT
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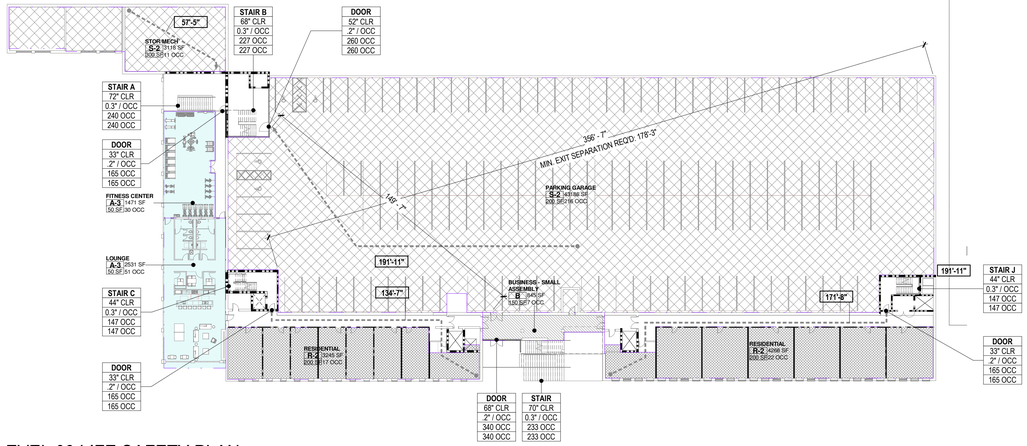
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OVERALL ELEVATIONS

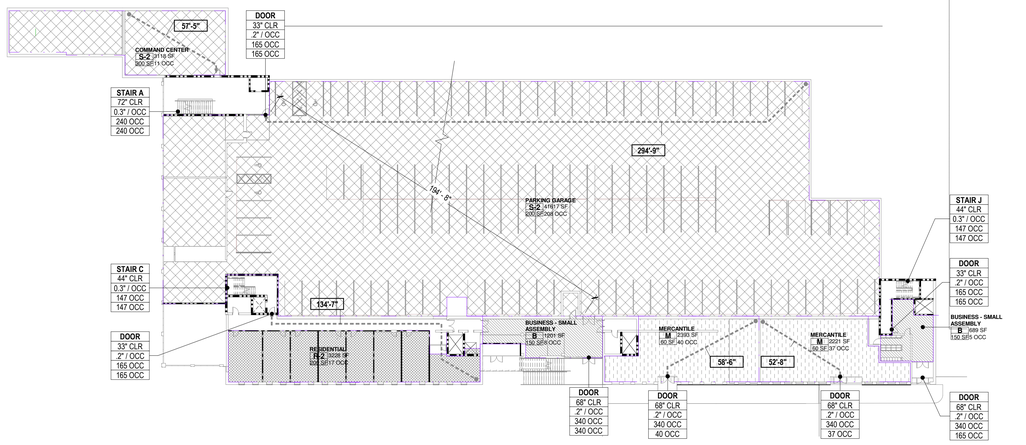
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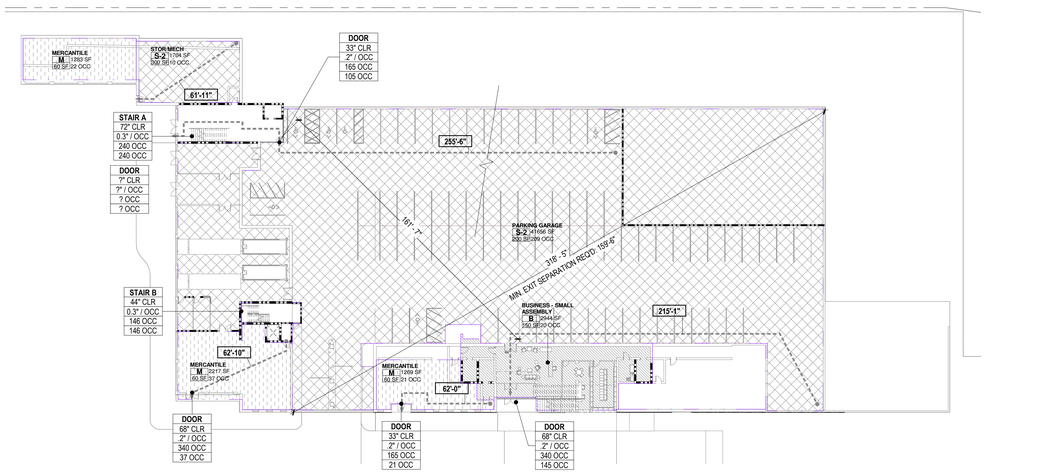
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7 LEVEL 03 LIFE SAFETY PLAN
1/32" = 1'-0"



6 LEVEL 02 LIFE SAFETY PLAN
1/32" = 1'-0"



5 LEVEL 01 LIFE SAFETY PLAN
1/32" = 1'-0"

CODE COMPLIANCE PLAN GENERAL NOTES

1. ALL WORK IS TO BE DONE IN ACCORDANCE WITH APPLICABLE CODES.
2. FINAL LOCATIONS OF ALL LIFE SAFETY DEVICES AND FIXTURES ARE SUBJECT TO APPROVAL BY THE AUTHORITY HAVING JURISDICTION.

CODE COMPLIANCE PLAN LEGEND

- NON-FIRE-RATED SMOKE PARTITION
- EXISTING NON-FIRE-RATED SMOKE PARTITION
- SMOKE BARRIER 1-HOUR FIRE RATING
- EXISTING SMOKE BARRIER. 1-HOUR FIRE RATING.
- 1-HOUR FIRE PARTITION
- 1.5-HOUR FIRE PARTITION
- 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- EXISTING 2-HOUR FIRE BARRIER REQUIRED TO HAVE SMOKE DAMPERS
- 3-HOUR FIRE WALL
- EXISTING 3-HOUR FIRE WALL
- EXIT SIGN
- FEC — FIRE EXTINGUISHER & CABINET (SCREENED IF EXISTING)
- FE — FIRE EXTINGUISHER (SCREENED IF EXISTING)
- FEC — FIRE EXTINGUISHER & CABINET SURFACE MOUNTED (SCREENED IF EXISTING)
- OCC OCC — DOOR EXIT WIDTH
- 20 MIN — FIRE RATING OF DOOR IN MINUTES
- NOT IN CONTRACT
- 999'-11" — LONGEST ROUTE TO AN EXIT
- 999'-11" — MAXIMUM OVERALL DIAGONAL DISTANCE
- 999'-11" — EXIT SEPARATION
- 999'-11" — COMMON PATH OF EGRESS TRAVEL / DEAD END

DOOR	STAIR	
72" CLR	48" CLR	EGRESS COMPONENT
0.2"/OCC	0.3"/OCC	CLEAR WIDTH - PROVIDED
360 OCC	160 OCC	OCCUPANCY FACTOR
100 OCC	100 OCC	OCCUPANCY CAPACITY - MAXIMUM
		OCCUPANCY CAPACITY - PROVIDED

BUSINESS — FUNCTION OF SPACE
B — OCCUPANCY GROUP
6240 SF — AREA
150 SF/42 OCC — OCCUPANTS / OCCUPANT LOAD FACTOR

PROJECT DATA & CODE REFERENCES

PROJECT LOCATION:	PORTLAND, MAINE.
AUTHORITY HAVING JURISDICTION:	PERMITTING & INSPECTIONS DEPARTMENT, CITY OF PORTLAND, ME
PROJECT DESCRIPTION:	NEW CORE & SHELL CONSTRUCTION OF A 9 STORY HOUSING AND RETAIL BUILDING WITH 3 LEVELS OF PARKING GARAGE.
APPLICABLE CODES:	
BUILDING CODE:	2018 IBC, MAINE UNIFORM BUILDING AND ENERGY CODE (MUBEC) - BASED ON INTERNATIONAL BUILDING CODE - 2015 EDITION
FIRE CODE:	2018 NFPA 1
LIFE SAFETY:	2018 NFPA 101
ACCESSIBILITY:	2015 IBC CHAPTER 11, 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.
ELECTRICAL:	2020 NATIONAL ELECTRIC CODE (NFPA 70)
MECHANICAL:	2015 INTERNATIONAL MECHANICAL CODE
PLUMBING CODE:	MAINE STATE INTERNAL PLUMBING CODE/2021 UPC
ENERGY:	2021 INTERNATIONAL ENERGY AND CONSERVATION CODE AND ASHRAE 90.1 (2016 EDITION)

GENERAL CODE SUMMARY

USES & OCCUPANCY CLASSIFICATION

GROUP A-2, ASSEMBLY	RESTAURANT, NIGHTCLUB, BARS
GROUP A-3, ASSEMBLY	TERRACES, MEETING ROOMS W/ OCCUPANT LOAD >50
GROUP B, BUSINESS	LOBBIES, OFFICES, TERRACES, MEETING ROOMS W/ OCCUPANT LOAD >50
GROUP M, MERCANTILE	LEVEL 1 & 2 RETAIL
GROUP R-2, RESIDENTIAL	APARTMENTS
GROUP S-1, MODERATE HAZARD STORAGE	COMBUSTABLE STORAGE
LOW HAZARD STORAGE (S-2)	PARKING GARAGE, MEP SPACES, NON-COMBUSTABLE STORAGE

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Boston, MA 02110
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CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

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Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
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OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL

254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN

TRUE NORTH

MARK	ISSUE	DATE

DESIGN DEVELOPMENT
SEPTEMBER 16, 2022

Job Number	157111
Drawn	Author
Checked	Checker
Approved	Approver

TITLE

CODE COMPLIANCE PLANS

SHEET NUMBER

G01-01

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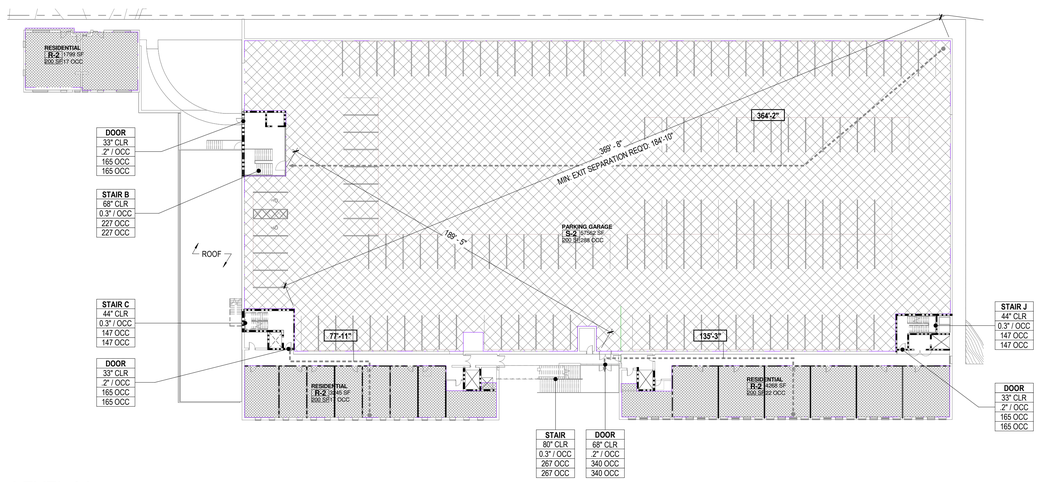
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3 LEVEL 06
1/32" = 1'-0"



2 LEVEL 05
1/32" = 1'-0"



1 LEVEL 04
1/32" = 1'-0"

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BUSINESS B — 6240 SF — FUNCTION OF SPACE
B — OCCUPANCY GROUP
6240 SF — AREA
150 SF — 42 OCC — OCCUPANTS
OCCUPANT LOAD FACTOR

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PROJECT

PFDC HARBOR HILL

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FORESIDE DEVELOPMENT

KEYPLAN

ISSUE CHART

MARK	ISSUE	DATE

Job Number 157111

TITLE

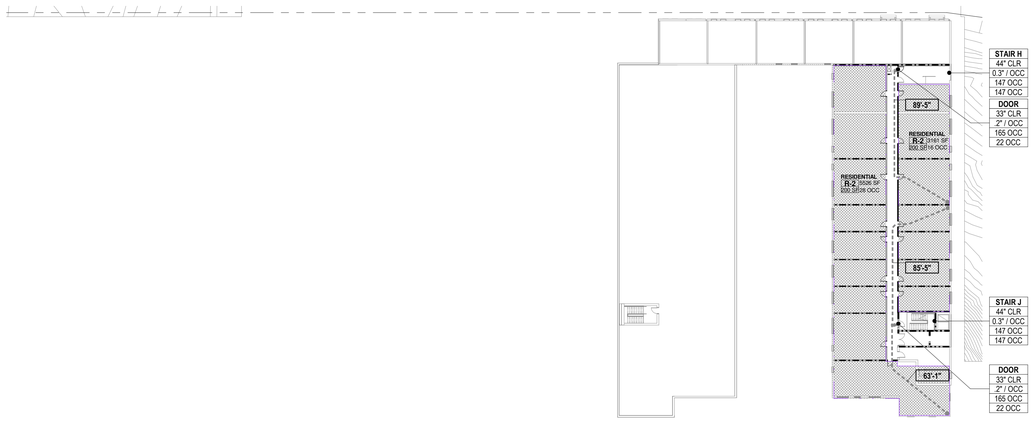
CODE COMPLIANCE PLANS

SHEET NUMBER

G01-02

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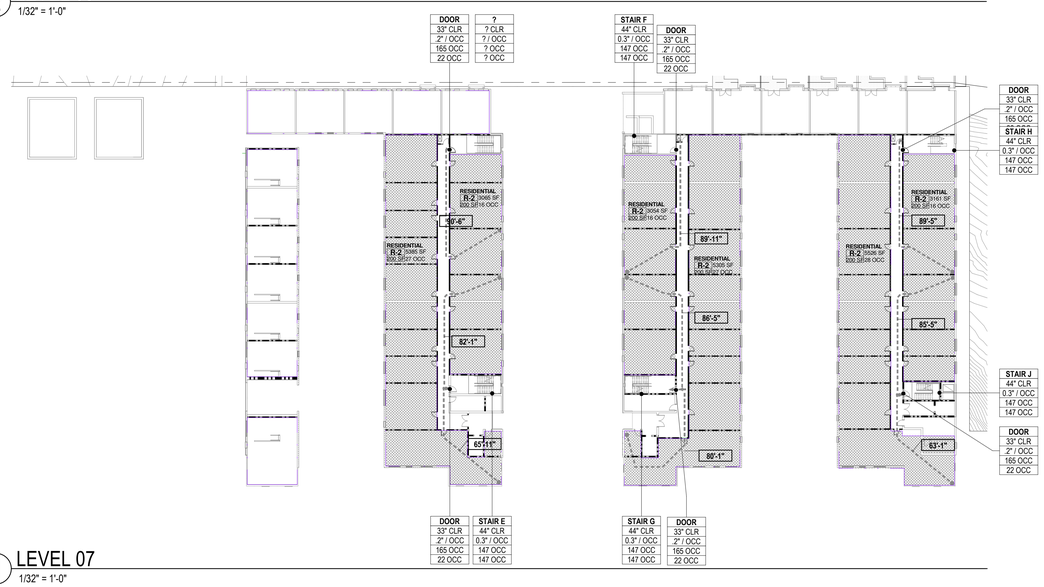
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3 LEVEL 09
1/32" = 1'-0"



2 LEVEL 08
1/32" = 1'-0"



1 LEVEL 07
1/32" = 1'-0"

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CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL

254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN

TRUE NORTH

MARK	ISSUE	DATE

DESIGN DEVELOPMENT
SEPTEMBER 16, 2022

Job Number	157111
Drawn	Author
Checked	Checker
Approved	Approver

TITLE

CODE COMPLIANCE PLANS

SHEET NUMBER

G01-03

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FORE ST.

BRICK PAVERS

FORE ST. TOWNHOUSES

WARM GRAY BRICK

ZINC TONE METAL ROOF

BLACK METAL/ WINDOW FRAMES

VISION GLASS/ TRANSPARENT GLAZING

FORE ST. RETAIL

WARM GRAY BRICK

GRAY METAL PANELS

BLACK METAL/ WINDOW FRAMES

VISION GLASS/ TRANSPARENT GLAZING

FORE ST. TOWNHOUSES

WARM GRAY BRICK

ZINC TONE METAL ROOF

BLACK METAL/ WINDOW FRAMES

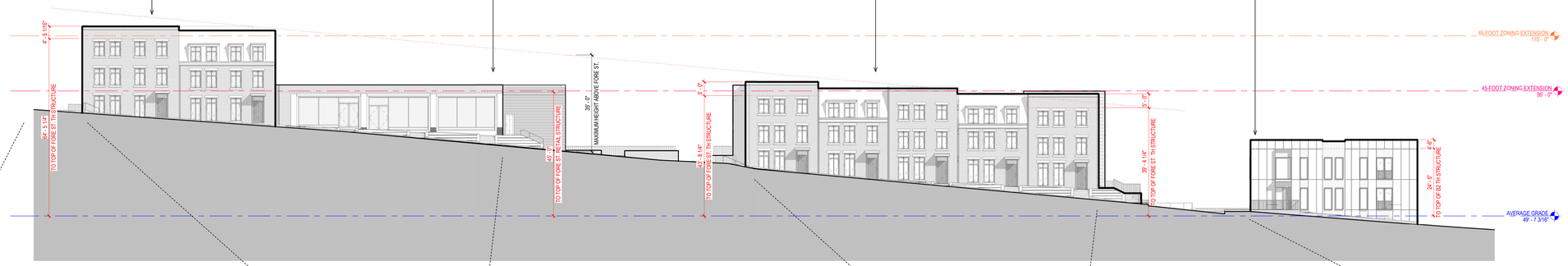
VISION GLASS/ TRANSPARENT GLAZING

BLOCK 2 TOWNHOUSES

FIBER CEMENT PANELS- GRAY

NATURAL WOOD SIDING

VISION GLASS/ TRANSPARENT GLAZING



2 OVERALL ELEVATION - NORTH
1/16" = 1'-0"



01 - ATLANTIC



02 - ST. LAWRENCE



03 - WATERVILLE

VIEW CORRIDORS

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Boston, MA 02110
t 617.478.0300
f 617.478.0321
www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St. Portland,
ME 04103
t +1 207.221.2260

GEOTECH ENGINEER
Haley & Aldrich, Inc.
75 Washington Avenue, Suite 1A, Portland,
ME 04101
t +1 207.482.4607

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

PFDC HARBOR HILL
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101

KEYPLAN



DESIGN DEVELOPMENT
FEBRUARY 24, 2023
ISSUE CHART

NO	ISSUE	DATE
Job Number		157111
Checked		Checker
Approved		Approver

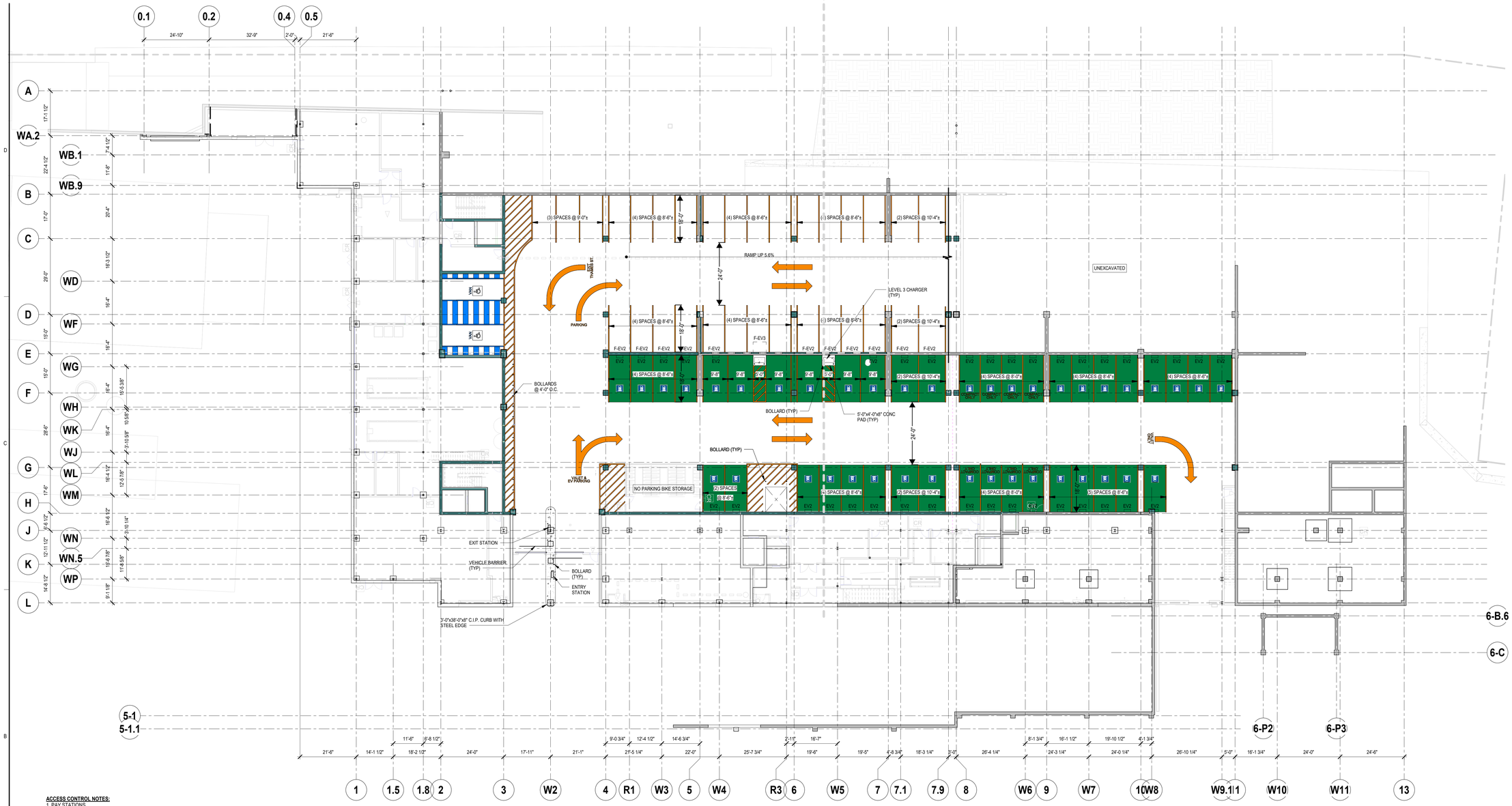
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OVERALL ELEVATIONS Copy 1

SHEET NUMBER

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ACCESS CONTROL NOTES:

1. PAY STATIONS
A. 6 REQUIRED, CREDIT CARD ONLY.
B. PROVIDE VOIP INTERCOM TO EACH UNIT.
C. ADA COMPLIANT.
D. CALCULATE AND DISPLAYS PARKING FEES.
E. PRINTS PATRON RECEIPTS ON DEMAND.
F. RETURNS VALIDATED TICKETS.

2. ENTRY STATIONS
A. 2 REQUIRED
B. INTEGRATED INTERCOM
C. HIGH SPEED TICKET ISSUANCE.
D. SUPPORT TICKET-LESS ENTRY.
E. HIGH RESOLUTION TOUCH SCREEN.
F. CONTROLS BARRIER GATE.

3. VEHICLE BARRIERS
A. 4 REQUIRED
B. ARTICULATED – MUST MAINTAIN 8'-2" CLEARANCE.
C. BREAKAWAY FLANGE.
D. REAL TIME MONITORING AND CONTROL.
E. REMOTE DIAGNOSTICS.
F. VEHICLE DETECTION LOOPS IN FRONT AND BEHIND GATE.
G. LPR AND/OR AVI ACTIVATED.

4. EXIT STATIONS
A. 2 REQUIRED
B. INTEGRATED INTERCOM.
C. IN-LANE TICKET PROCESSING AND PAY STATION.
D. CALCULATES AND DISPLAYS PARKING FEE.
E. PRINTS RECEIPTS ON DEMAND.
F. SUPPORT TICKET-LESS EXIT.
G. HIGH RESOLUTION TOUCH SCREEN.
H. CONTROLS BARRIER GATE.

5. LPR/AVI CAMERAS
A. 4 REQUIRED
B. ABLE TO OPERATE VEHICLE BARRIERS AND OVERHEAD COILING GATES DURING OFF HOURS.
C. CAMERAS TO INCLUDE AT A MINIMUM: CAMERA PROCESSOR, CABLE/CONNECTOR(S), CLIENT/SERVER ARCHITECTURE, BRACKET MOUNT ASSEMBLIES. CAMERAS SHALL BE VANDAL PROOF.
D. THE CAMERAS MUST BE CAPABLE OF PRODUCING MULTIPLE LICENSE PLATE IMAGES WITH VARYING FLASH, SHUTTER AND GAIN SETTINGS TO ENSURE A HIGH-QUALITY IMAGE REGARDLESS OF WEATHER OR LIGHTING CONDITIONS.

6. FACILITY MANAGEMENT SYSTEM OF SERVER, TASK OR SUBSYSTEM COMPUTERS AND WORKSTATIONS PROVIDING ON-LINE MONITORING AND CNOTROL OF ALL PARCS DEVICES VIA INDEPENDENT DEDICATED TCP/IP NETWORK.
A. PROVIDE CAPACITY FOR REMOTE MONITORING OF ALL EQUIPMENT.

7. ACCURACY: PROVIDE THE FOLLOWING MINIMUM ACCURACY LEVELS.
A. TICKET READING: 99.5%
B. FEE CALCULATION: 99.5%
C. TRANSACTION COUNTS: 99.5%

LEVEL 1 PARKING PLAN

1/16"=1'-0"

SIZE	QTY
HC	0
HC VAN	2
REGULAR	72
TOTAL	74

PARKING NOTES:

1. PROVIDE BOLLARS AT ALL LEVEL 3 EVI AND PARCS EQUIPMENT AND PEDESTRIAN AREAS. ASSUME 25 BOLLARDS PER LEVEL.
2. PAINTED LINES:
a. PAINT ACCESSIBLE SPACES WITH BLUE PAINT AND PROVIDE ADA SYMBOL 3'x3'.
b. PAINT EV STATIONS WITH GREEN PAINT AND EV SYMBOL 3'x3'.
c. PARKING STALLS 4" WIDE x18FT LONG
d. PROVIDE DIRECTIONAL ARROWS AND 12" TEXT AT EACH END OF BAY AND IN THE MIDDLE OF TRAVEL LANES.
e. DIAGONAL STRIPED AREAS SHALL BE 4" WIDE @ 12" O.C.
f. PROVIDE ALL TEXT IN SPACES AT 12" HIGH (NO PARKING, COMPACT SPACE. ETC.)
g. PROVIDE WHITE AND YELLOW PAINT FOR LINE WORK.

3. PROVIDE 1/2x6 BENT PLATE PROTECT FOR ALL DRAIN LINES, ELECTRICAL CONDUIT, STANDPIPES OR FIRE PROTECTION PIPE VERTICALLY PENETRATING THROUGH PARKING STALLS OR TRAVEL LANES.
4. MAINTAIN 7'-0" CLEAR AT ALL DRIVE LANES AND PARKING STALLS (TYP). PROVIDE 8'-2" CLEAR TO AND FROM VAN ACCESSIBLE SPACES AND THE DRIVE LANE TO BLOCK 6.
5. PROVIDE HEADACHE BARS AT EACH ENTRANCE AND AT THE START OF THE RAMP UP FROM LEVEL 1. 6" DIAMETER WITH CLEARANCES NOTED ON EACH BAR.

GARAGE PARKING COUNT

LEVEL	TYP SPACES	COMPACT SPACES	ACCESSIBLE SPACES	VAN ACCESSIBLE SPACES	LEVEL TOTAL	NOTES
LEVEL 1	64	8	0	2	74	45 SPACES REQUIRE WAIVER, SMALLS 8'-8"
LEVEL 2	93	16	2	0	111	65 SPACES REQUIRE WAIVER, SMALLS 8'-6"
LEVEL 3	110	16	5	0	131	86 SPACES REQUIRE WAIVER, SMALLS 8'-6"
LEVEL 4	106	16	5	0	127	81 SPACES REQUIRE WAIVER, SMALLS 8'-6"
TOTAL GARAGE SPACES	373	56	12	2	443	

REQUIRED ADA PARKING 2% FOR 500-1000 SPACES - 10 SPACES REQUIRED.
1/6 REQUIRED TO BE VAN ACCESSIBLE - 2 REQUIRED.

EV CHARGING STATIONS

	VOLTAG E (V)	CHARGING LOAD (KW)	CURRENT	FUTURE
LEVEL 2 1-PHASE AC	208 OR 240	2.5-19.2	51 EV2	55 F-EV2
LEVEL 3 1-PHASE DC	208 OR 240	75	4 EV3	2 F-EV3

NOT FOR CONSTRUCTION
DESIGN DEVELOPMENT (PROGRESS) 2/24/23

THESE DRAWINGS ARE NOT COMPLETE. DESIGN IS STILL IN PROGRESS. CONTRACTOR SHALL CARRY APPROPRIATE CONTINGENCY

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CIVIL ENGINEER
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OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
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Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

BLOCK FOUR

PROJECT ADDRESS ENTERED HERE

KEYPLAN

TRUE NORTH

MARK	ISSUE	DATE

DESIGN DEVELOPMENT
2/24/23

Job Number	TTP22728
Drawn	CHF/CGW
Checked	JBB/TMN
Approved	

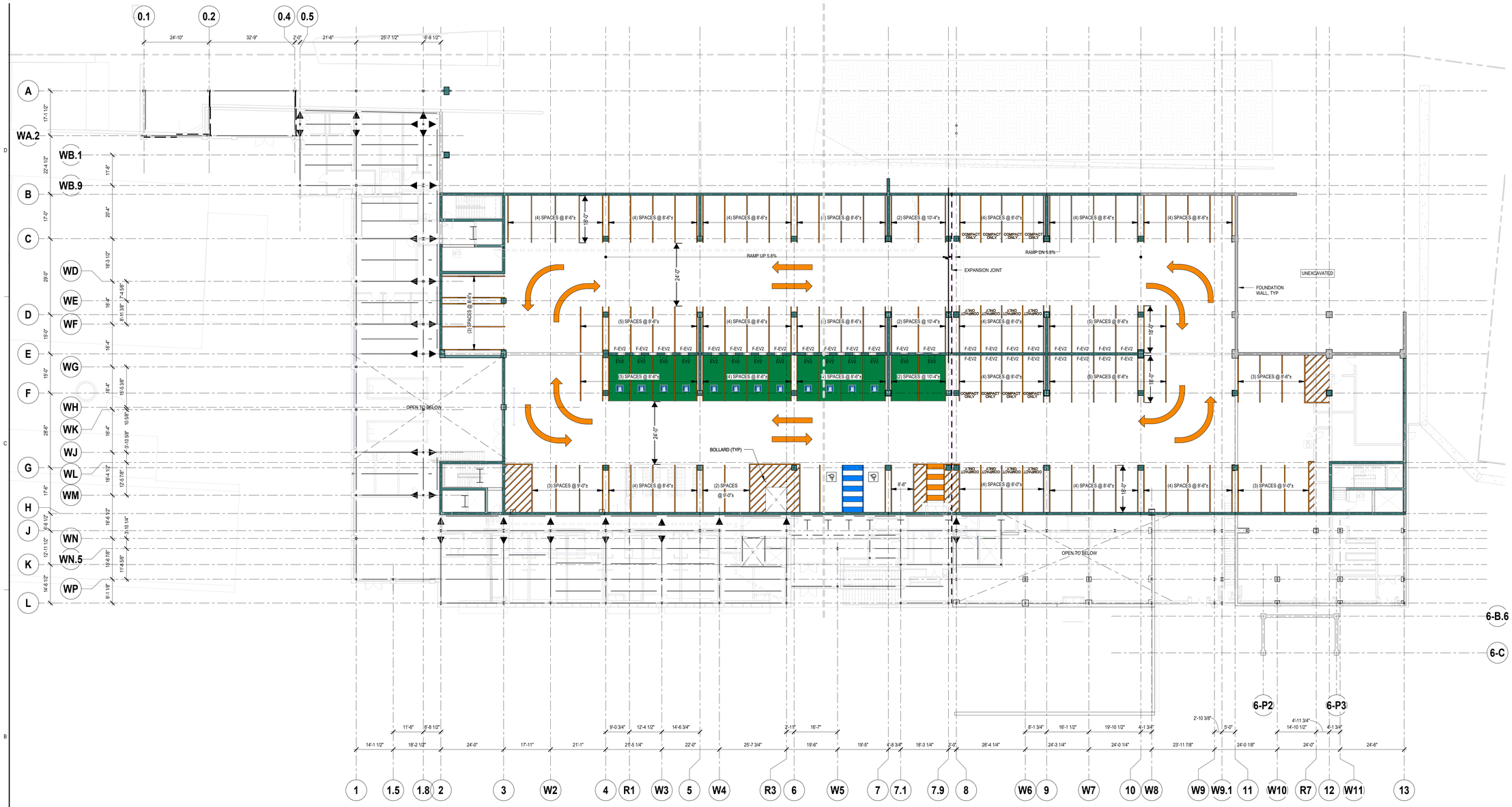
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LEVEL 1 PARKING PLAN

SHEET NUMBER

PK1.1

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LEVEL 2 PARKING PLAN

1/16"=1'-0"

SIZE	QTY
HC	2
HC VAN	0
REGULAR	109
TOTAL	111

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DESIGN DEVELOPMENT (PROGRESS) 2/24/23

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PROJECT

FORESIDE DEVELOPMENT

BLOCK FOUR

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ENTERED HERE

KEYPLAN

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DESIGN DEVELOPMENT
2/24/23

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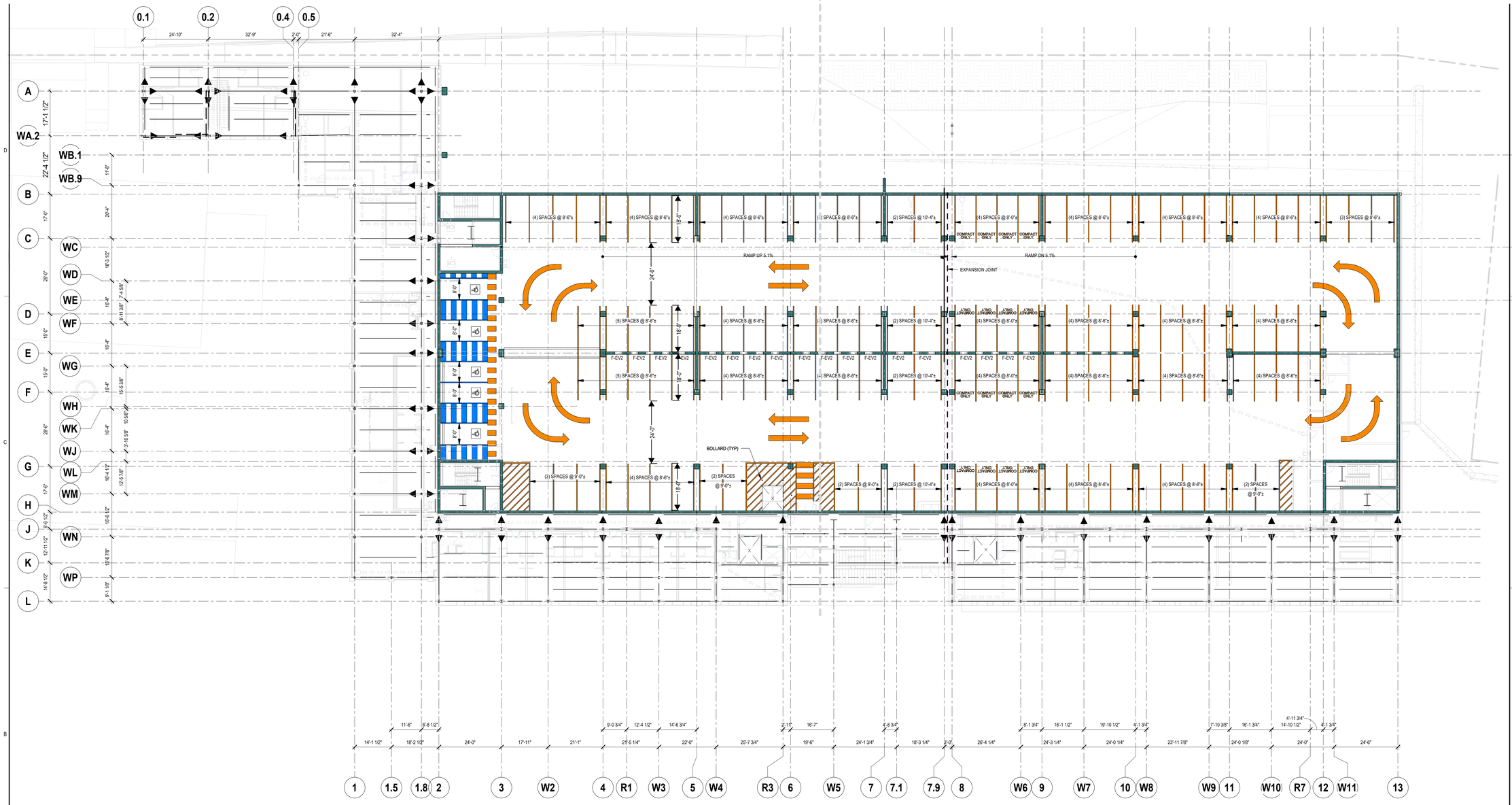
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LEVEL 2 PARKING PLAN

SHEET NUMBER

PK1.2

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LEVEL 3 PARKING PLAN

1/16"=1'-0"

SIZE	QTY
HC	5
HC VAN	0
REGULAR	126
TOTAL	131

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Boston, MA 02110
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www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
Woodard & Curran
41 Hutchins Dr
Portland, ME 04102
t 207.774.2112

STRUCTURAL ENGINEER
Thornton Tomasetti
14 York Street, Suite 201
Portland, ME 04101
t +1 207.245.6062

MEP ENGINEER
Allied Engineering, Inc.
160 Veranda St, Portland,
ME 04103
t +1 207.221.2260

OWNER'S CONSULTANT

LANDSCAPE ARCHITECT
Michael Boucher Landscape Architecture
457 US Route 1 Suite 2
Freeport, Maine
t 207.865.1080

PROJECT

FORESIDE DEVELOPMENT

BLOCK FOUR

PROJECT ADDRESS
ENTERED HERE

KEYPLAN

TRUE NORTH

MARK	ISSUE	DATE

DESIGN DEVELOPMENT
2/24/23

Job Number	TTP22728
Drawn	CHF/CGW
Checked	JBB/TMN
Approved	

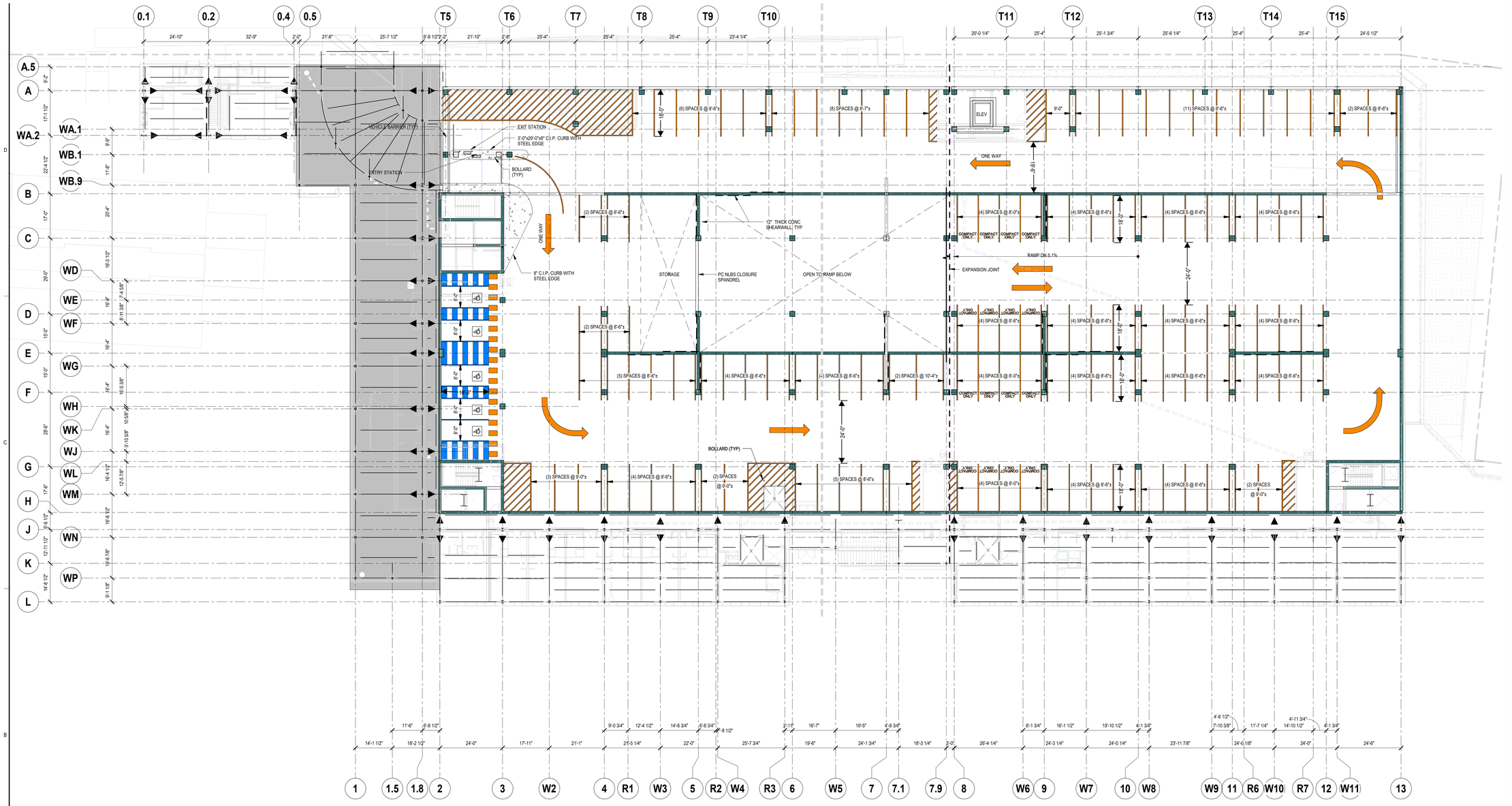
TITLE

LEVEL 3 PARKING PLAN

SHEET NUMBER

PK1.3

5/23/2023 11:23:55 AM Autodesk Docs://FFDC Block Four/TT-P22728-58 FORE BLOCK 4 PC PS-R22-CENTRAL.rvt



LEVEL 4 PARKING PLAN

1/16"=1'-0"

SIZE	QTY
HC	5
HC VAN	0
REGULAR	122
TOTAL	127

NOT FOR CONSTRUCTION
DESIGN DEVELOPMENT (PROGRESS) 2/24/23

THESE DRAWINGS ARE NOT COMPLETE. DESIGN IS STILL IN PROGRESS. CONTRACTOR SHALL CARRY APPROPRIATE CONTINGENCY

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PROJECT

FORESIDE DEVELOPMENT

BLOCK FOUR

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TRUE NORTH

MARK	ISSUE	DATE

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2/24/23

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Drawn	CHF/CGW
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Approved	

TITLE

LEVEL 4 PARKING PLAN

SHEET NUMBER

PK1.4

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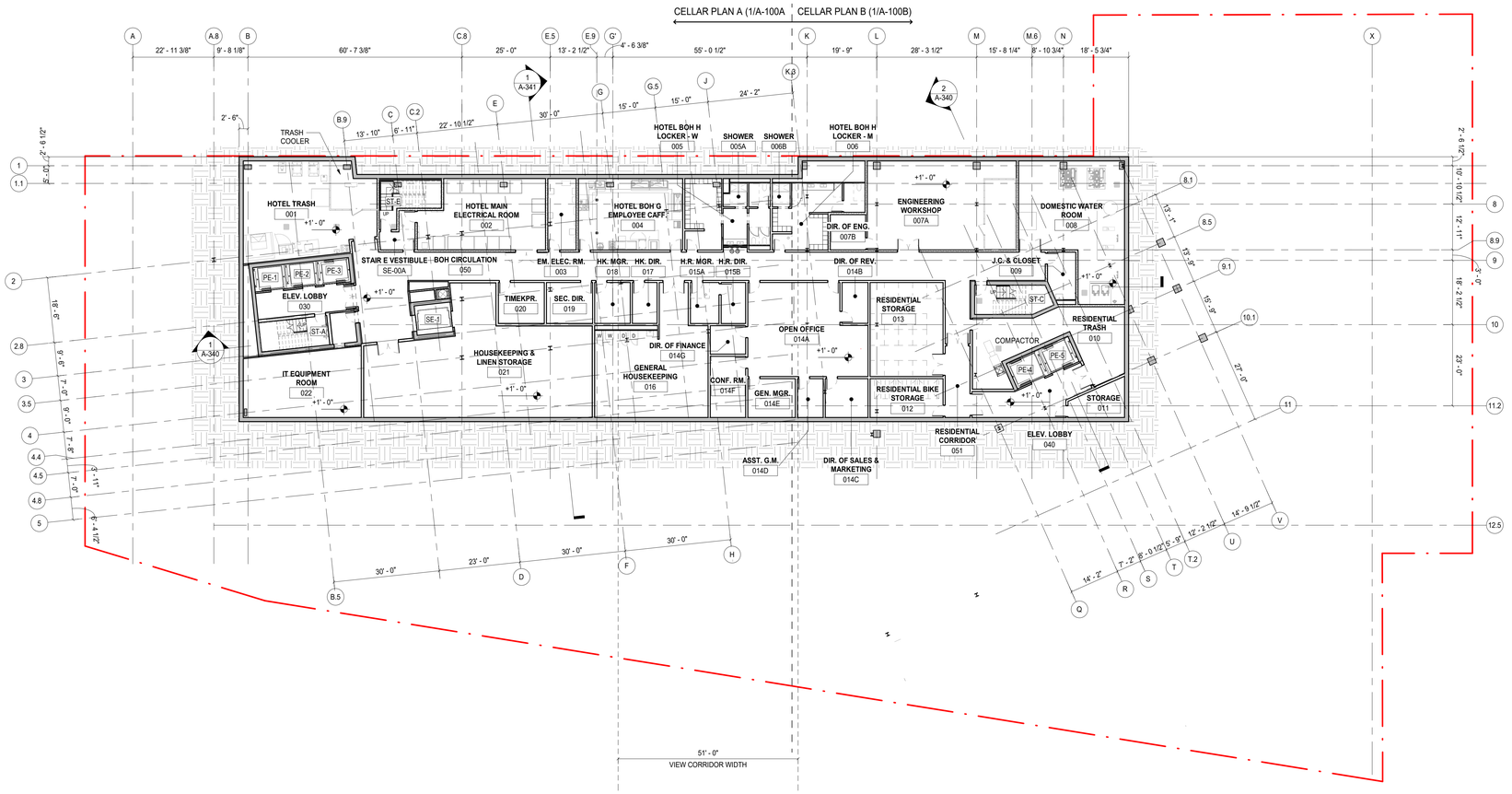



FITNESS
THE PROMENADE


CONDO
CONDO


RETAIL


THE PROMENADE



1 CELLAR OVERALL PLAN

1/16" = 1'-0"

0 6' 12' 24'

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
- PARCEL LINE
- SHARED RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL BALCONY
- SHARED HOTEL TERRACE
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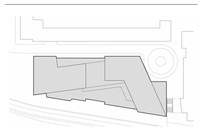


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
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PORTLAND FORESIDE
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REV	DATE	DESCRIPTION
	10.14.2022	SCHEMATIC DESIGN
	05.12.2023	DESIGN DEVELOPMENT
	08.09.2023	SITE PLAN APPLICATION

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PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

CELLAR OVERALL PLAN

SCALE: As indicated

DRAWING #:

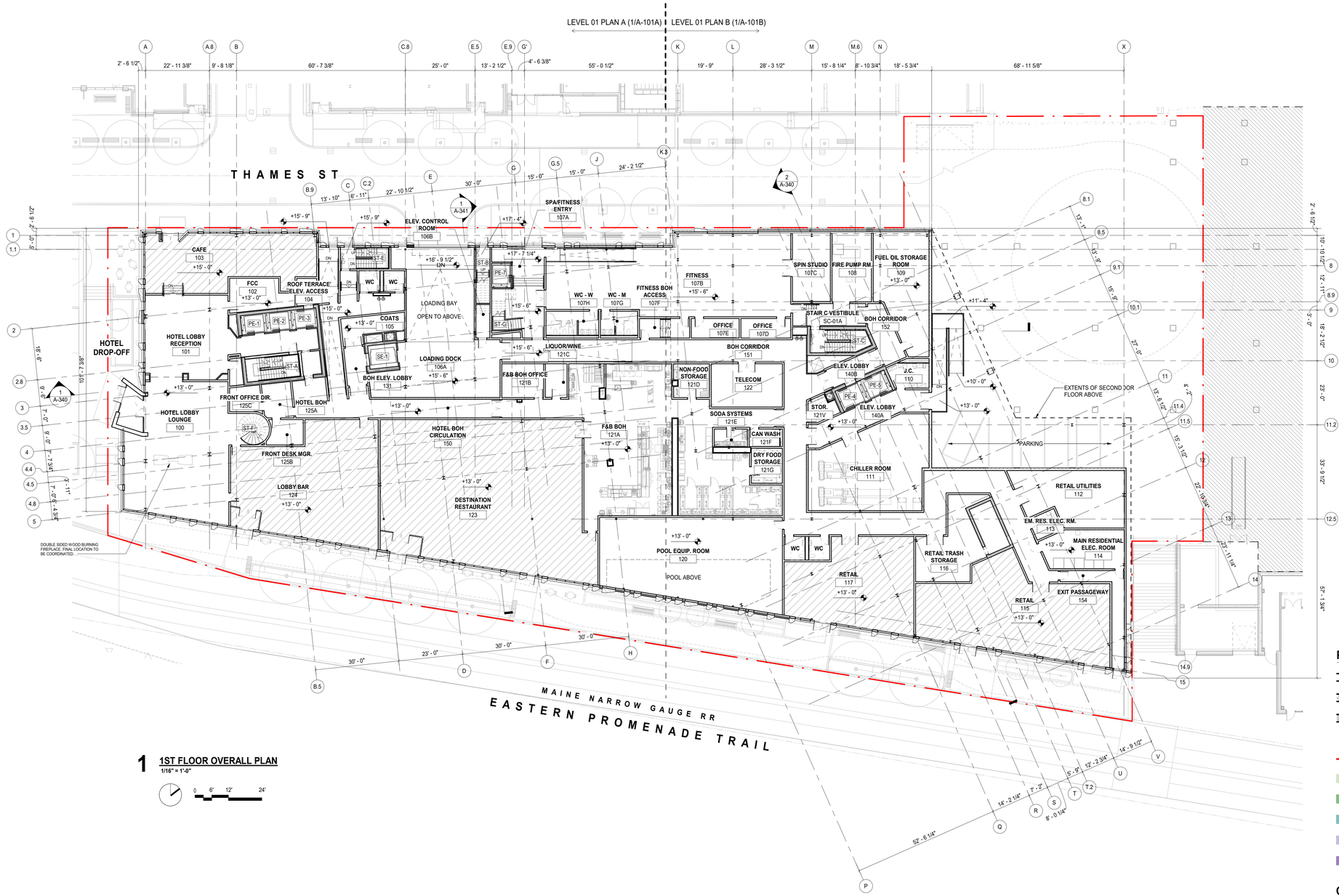
A-100

___ of ___

JOB #:

5/12/2023 6:25:00 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 1ST FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6' 12' 24'

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
- PARCEL LINE
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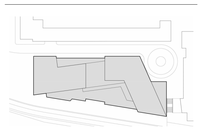


ARCHITECT / LANDSCAPE ARCHITECT
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145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

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PORTLAND FORESIDE
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STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
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REV	DATE	DESCRIPTION
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	08.09.2023	SITE PLAN APPLICATION

NOT FOR CONSTRUCTION



PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

1ST FLOOR OVERALL PLAN

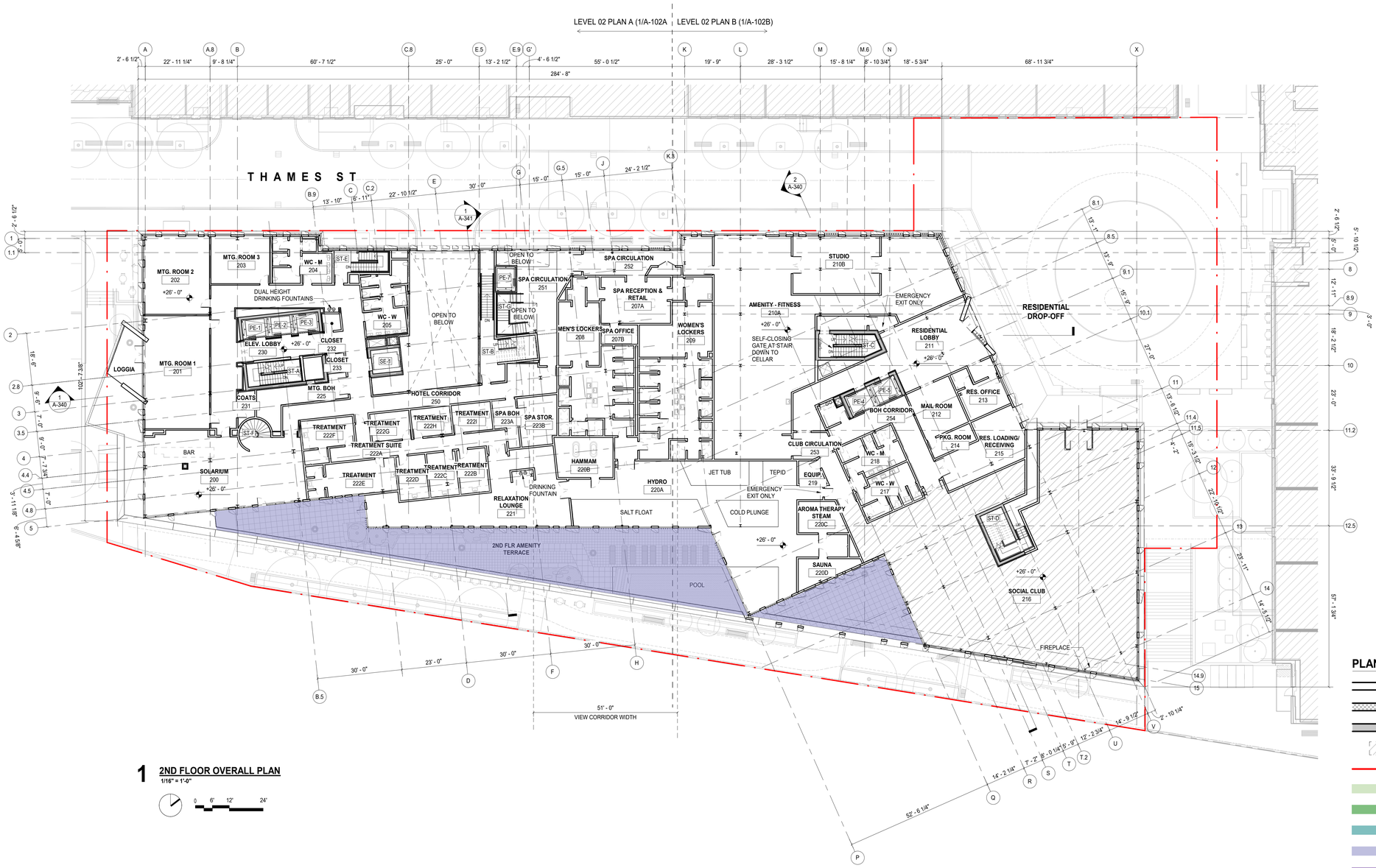
SCALE: As indicated

DRAWING #:

A-101

___ of ___

JOB #:



1 2ND FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6' 12' 24'

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
- PARCEL LINE
- SHARED RESIDENTIAL TERRACE
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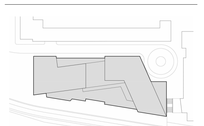


ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
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CLIENT
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REV	DATE	DESCRIPTION
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	05.12.2023	DESIGN DEVELOPMENT
	08.09.2023	SITE PLAN APPLICATION

NOT FOR CONSTRUCTION



PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

2ND FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:
A-102
of
JOB #:

5/12/2023 6:25:25 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 3RD FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6' 12' 24'

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
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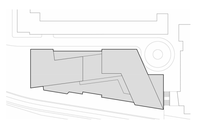


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PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

3RD FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:

A-103

___ of ___

JOB #:

5/12/2023 6:26:38 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 4TH FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6" 12" 24"



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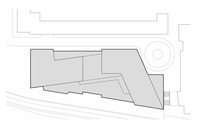
NOT FOR CONSTRUCTION

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
- PARCEL LINE
- SHARED RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL BALCONY
- SHARED HOTEL TERRACE
- PRIVATE HOTEL TERRACE

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PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

4TH FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:

A-104

___ of ___

JOB #:

5/12/2023 6:25:49 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 5TH FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6' 12' 24'

ARCHITECT / LANDSCAPE ARCHITECT

MARVEL

145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

CLIENT
PORTLAND FORESIDE
254 COMM. ST, STE 118, PORTLAND, ME 04101

STRUCTURAL ENGINEER / PARKING
THORNTON TOMASETTI
14 YORK ST, STE 201, PORTLAND, ME 04101

MEP/FP
WSP
250 W 34TH ST, 5TH FL, NEW YORK, NY 10119

ENCLOSURE
RWDI
1608 WALNUT ST, STE 1603, PHILA., PA 19103

CIVIL ENGINEER
WOODARD & CURRAN
41 HUTCHINS DR, PORTLAND, ME 04102

LANDSCAPE ARCHITECT (STREETSCAPE)
MBLA
457 US RTE 1, STE 2, FREEPORT, ME 04032

LEAD INTERIOR DESIGNER
WORKSHOP/APD
39 W 38TH ST, 7TH FL, NEW YORK, NY 10018

LIGHTING CONSULTANT
FISHER MARANTZ STONE
22 W 19TH ST, FL 6, NEW YORK, NY 10011

SUSTAINABILITY
ATELIER TEN
104 W 29TH ST, 8TH FL, NEW YORK, NY 10001

CODE / ACCESSIBILITY CONSULTANT
CCI
215 W 40TH ST, FL 10, NEW YORK, NY 10018

ACOUSTICAL CONSULTANT
LONGMAN LINDSEY
200 W41ST ST, STE1100, NEW YORK, NY 10036

ELEVATOR CONSULTANT
VDA
100 SUMMER ST, STE 1600, BOSTON, MA 02110

FOOD SERVICE
ROMANO GATLAND
1 HUNTINGTON QUAD #2C03, MELVILLE, NY

POOL
LOTHROP / AQUATECTONIC
333 WESTCHESTER AVE, WHITE PLAINS, NY

TECHNOLOGY
SHEN, MILSOM & WILKE
275 MADISON AVE, FL 14, NEW YORK, NY 10016

REV	DATE	DESCRIPTION
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PLAN LEGEND

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- CMU PARTITION
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- WHITE BOX SPACE
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NOT FOR CONSTRUCTION

PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

5TH FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:

A-105

____ of ____

JOB #:

5/12/2023 6:26:00 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 6TH FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6" 12" 24"



ARCHITECT / LANDSCAPE ARCHITECT

MARVEL

145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

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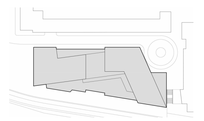
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NOT FOR CONSTRUCTION



PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

6TH FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:

A-106

___ of ___

JOB #:

5/12/2023 6:26:13 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 7TH FLOOR OVERALL PLAN

1/16" = 1'-0"

0 6" 12" 24"



ARCHITECT / LANDSCAPE ARCHITECT

MARVEL

145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420

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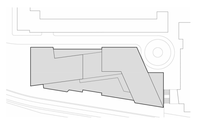
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PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

7TH FLOOR OVERALL PLAN

SCALE: As indicated

DRAWING #:

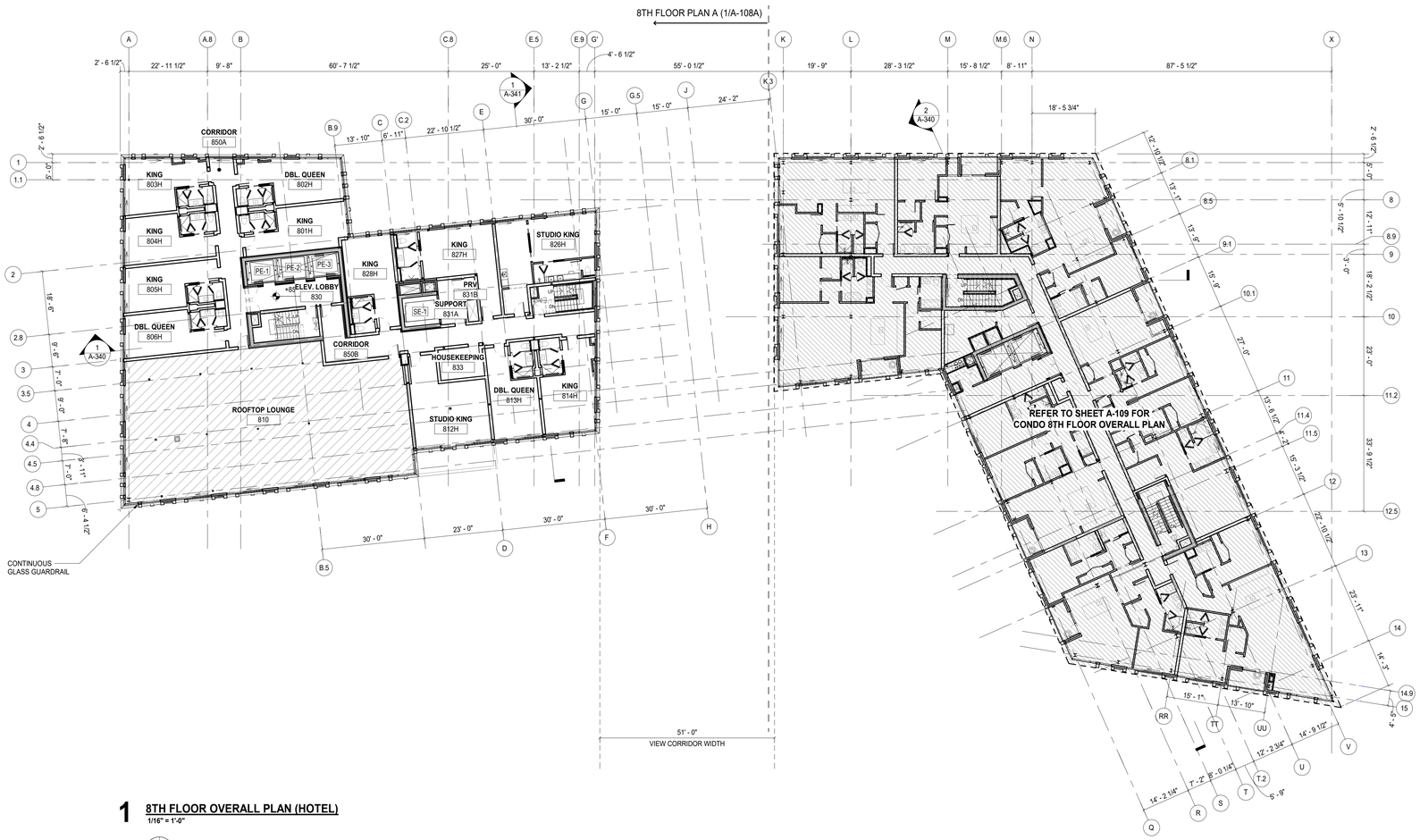
A-107

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JOB #:

5/12/2023 6:26:24 PM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 8TH FLOOR OVERALL PLAN (HOTEL)

1/16" = 1'-0"

0 6" 12" 24"

PLAN LEGEND

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- CMU PARTITION
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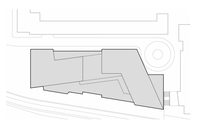


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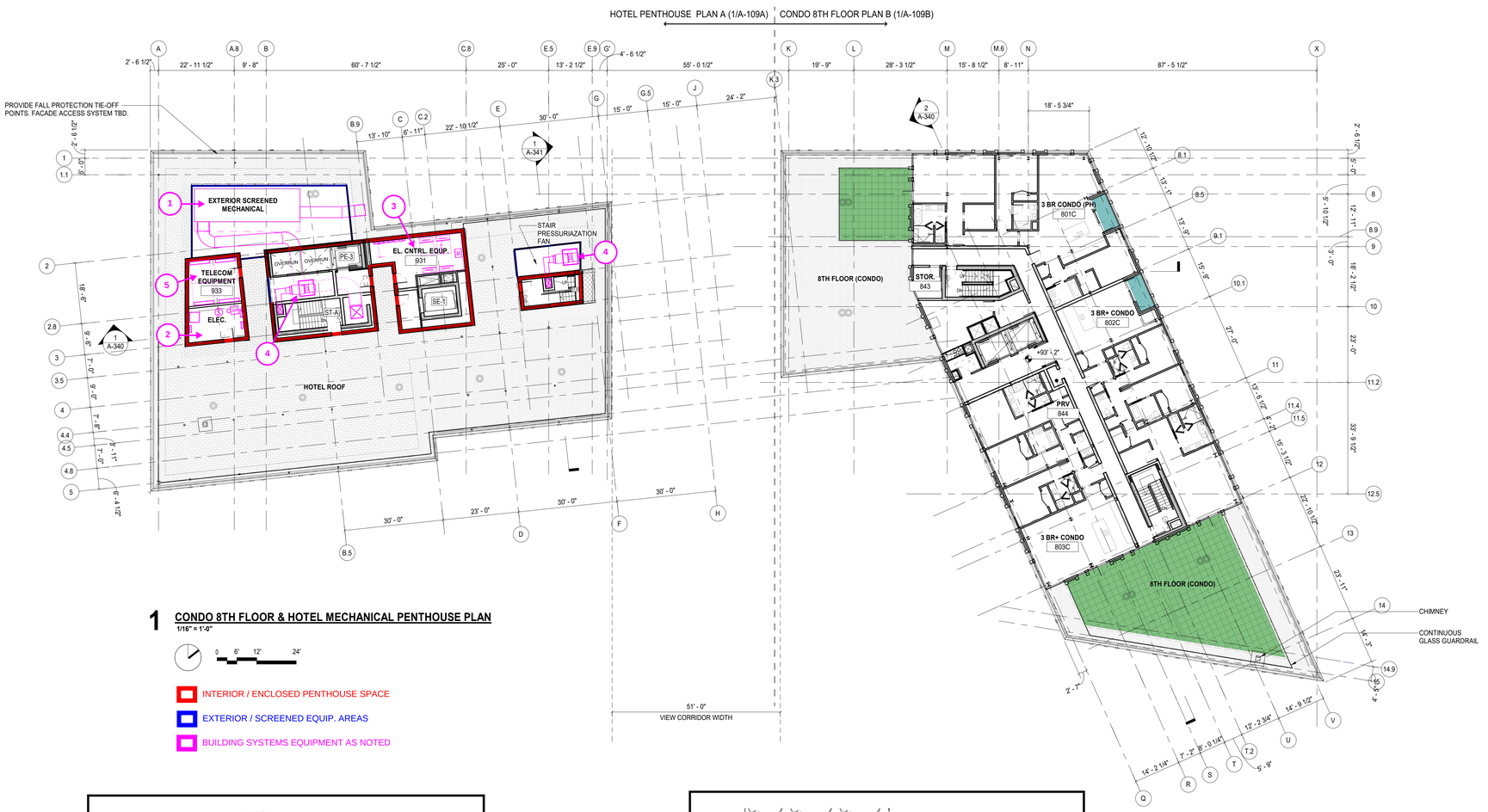
PLOT PLAN
2230
PORTLAND FORESIDE B5
PORTLAND, ME

8TH FLOOR OVERALL PLAN (HOTEL)

SCALE: As indicated

DRAWING #:
A-108
___ of ___
JOB #:

5/12/2023 6:26:36 PM MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1 CONDO 8TH FLOOR & HOTEL MECHANICAL PENTHOUSE PLAN

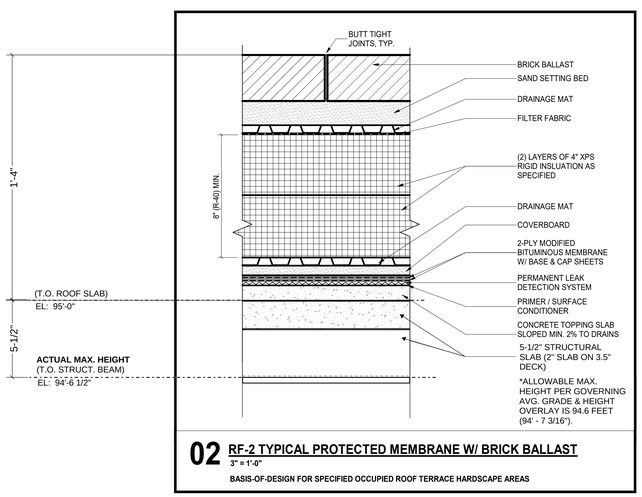
1/16" = 1'-0"

0 6" 12" 24"

INTERIOR / ENCLOSED PENTHOUSE SPACE

EXTERIOR / SCREENED EQUIP. AREAS

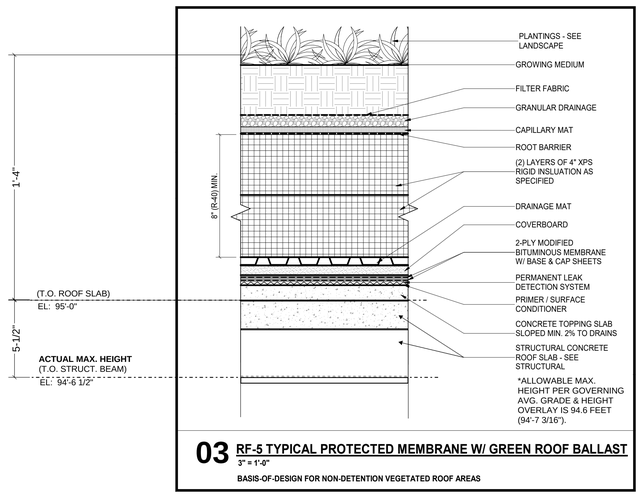
BUILDING SYSTEMS EQUIPMENT AS NOTED



02 RF-2 TYPICAL PROTECTED MEMBRANE W/ BRICK BALLAST

3" = 1'-0"

BASIS-OF-DESIGN FOR SPECIFIED OCCUPIED ROOF TERRACE HARDSCAPE AREAS



03 RF-5 TYPICAL PROTECTED MEMBRANE W/ GREEN ROOF BALLAST

3" = 1'-0"

BASIS-OF-DESIGN FOR NON-DETENTION VEGETATED ROOF AREAS

BUILDING OPERATING EQUIPMENT KEYNOTE LEGEND:

1 - AIR HANDLING UNIT TO PROVIDE OUTSIDE (FRESH) AIR TO ENTIRE BUILDING. AIR HANDLING UNIT LOCATED AT ROOF LEVEL TO PROVIDE ENHANCED OUTDOOR AIR QUALITY TO OCCUPANTS. LOCATION AT HIGH ROOF AVOIDS DISRUPTION OF VIEWS AND NOISE TO GUESTS BELOW AND AVOIDS IMPACTING THE PEDESTRIAN EXPERIENCE AT LOWER FLOORS. THE HIGH ROOF LOCATION ALSO CONTRIBUTES TO THE RESILIENCY OF THE BUILDING IN A FLOOD EVENT.

2 - ELECTRICAL DISTRIBUTION TO SUPPORT ROOFTOP EQUIPMENT. MUST BE LOCATED IMMEDIATELY ADJACENT TO ASSOCIATED ROOFTOP EQUIPMENT FOR PROPER MAINTENANCE AND OPERATION.

3 - ELEVATOR CONTROL EQUIPMENT NEEDS TO BE LOCATED IMMEDIATELY ADJACENT TO THE ELEVATOR SHAFTS FOR PROPER OPERATION. CONTROL EQUIPMENT IS OPTIMALLY LOCATED AT THE TOP OF THE SHAFTS TO CONTRIBUTE TO THE RESILIENCY OF THE BUILDING IN FLOOD EVENTS.

4 - STAIRWAY PRESSURIZATION FAN, REQUIRED BY CODE TO MAINTAIN SAFE EGRESS DURING FIRE CONDITION. EQUIPMENT LOCATED ON ROOF TO PROVIDE PROPER OPERATION.

5 - TELECOM EQUIPMENT IS REQUIRED TO BE PLACED EVERY SEVERAL FLOORS OF THE BUILDING, INCLUSIVE OF THE ROOF, TO PROPERLY SERVE ALL FLOORS AND BUILDING OCCUPANTS BELOW.

PLAN LEGEND

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2. REFER TO SHEET **G-010** FOR PROJECT SUMMARY + GENERAL NOTES
3. REFER TO SHEET **G-015** FOR GRAPHIC SYMBOLS AND ABBREVIATIONS.
4. REFER TO SHEET **G-020/G-021/G-022** FOR ACCESSIBILITY NOTES AND DIAGRAMS.
5. SEE A-020 TO A-40 SERIES AND NOTED DETAILS FOR WALL, FLOOR, AND CEILING ASSEMBLIES.
6. EGRESS STAIR WALLS AND ELEVATOR CORE TO BE MIN. 2 HOUR RATED CONSTRUCTION U.O.N.
7. ALL DOORS WITHIN FIRE-RATED PARTITIONS SHALL BE LABELED. FIRE-RATED DOORS SHALL BE EQUIPPED WITH RATED HARDWARE. RATED DOORS ALONG EGRESS ROUTES AND WITHIN INTERIOR EXIT STAIRWAYS ARE TO BE LABELED, SELF-CLOSING, AND EQUIPPED WITH FIRE EXIT DEVICE HARDWARE.
8. ALL CORRIDOR WALLS SEPARATING APARTMENTS FROM CORRIDOR TO BE 1 HR FIRE PARTITIONS.
9. ALL DEMISING WALLS SEPARATING APARTMENTS TO BE TYPE 'D1' UON.
10. PROVIDE WALL PROTECTION RAILS, IMPACT RESISTANT WALL COVERINGS, AND CORNER GUARDS IN ALL BACK OF HOUSE CORRIDORS. SEE SPECIFICATIONS.
11. GLASS GUARDRAILS TO BE PROVIDED AT ALL OCCUPIABLE TERRACES AND BALCONIES, INCLUDING JULIET BALCONIES. PROVIDE LAMINATED GLASS WITH SENTRYGLAS INTERLAYER AND STAINLESS STEEL BASE SHOE. THE GLASS BALUSTER PANELS SHALL BE TESTED TO REMAIN IN PLACE AS A BARRIER FOLLOWING IMPACT OR GLASS BREAKAGE IN ACCORDANCE WITH ASTM E2353.

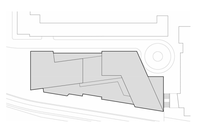


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145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
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PLOT PLAN

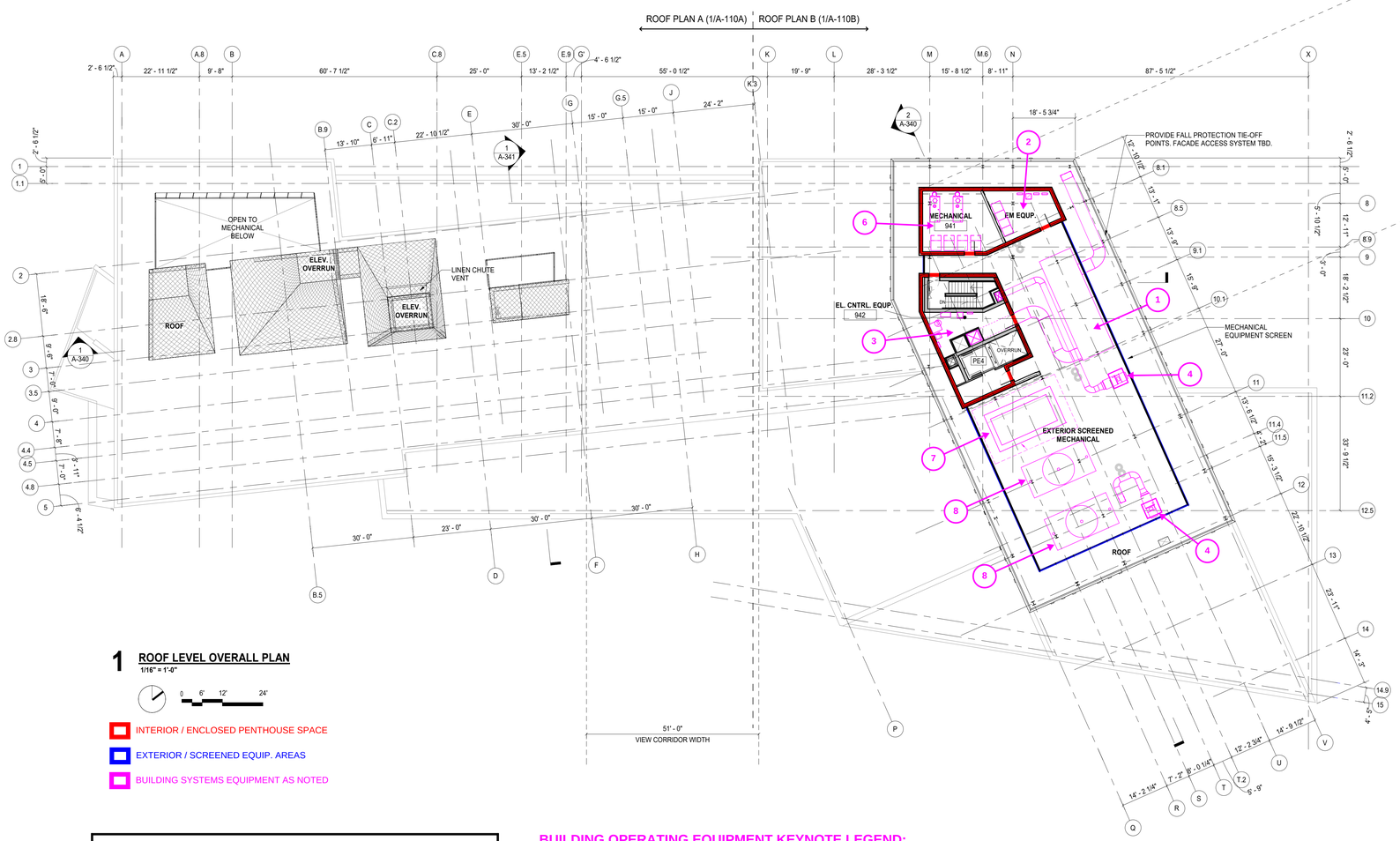
2230
PORTLAND FORESIDE B5
PORTLAND, ME

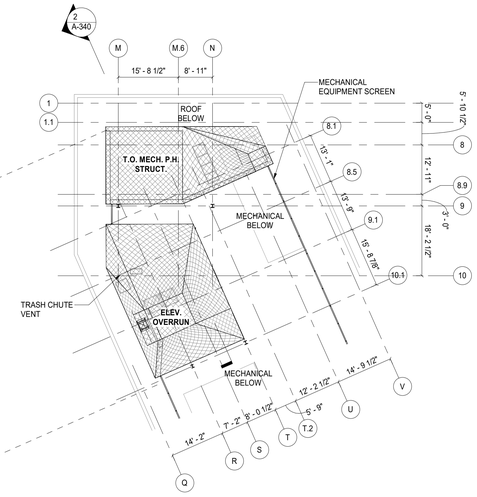
8TH FLOOR OVERALL PLAN (CONDO)

SCALE: As indicated

DRAWING #:
A-109
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2 T.O. BULKHEAD PLAN (CONDO)
1/16" = 1'-0"

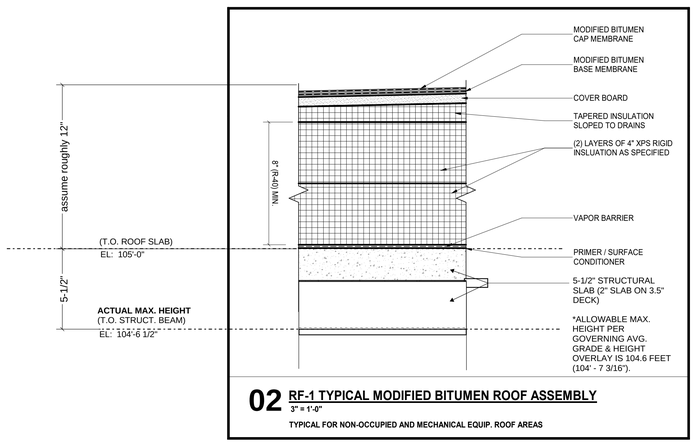
1 ROOF LEVEL OVERALL PLAN
1/16" = 1'-0"

0 6' 12' 24'

INTERIOR / ENCLOSED PENTHOUSE SPACE

EXTERIOR / SCREENED EQUIP. AREAS

BUILDING SYSTEMS EQUIPMENT AS NOTED



02 RF-1 TYPICAL MODIFIED BITUMEN ROOF ASSEMBLY
3" = 1'-0"

TYPICAL FOR NON-OCCUPIED AND MECHANICAL EQUIP. ROOF AREAS

BUILDING OPERATING EQUIPMENT KEYNOTE LEGEND:

1 - AIR HANDLING UNIT TO PROVIDE OUTSIDE (FRESH) AIR TO ENTIRE BUILDING. AIR HANDLING UNIT LOCATED AT ROOF LEVEL TO PROVIDE ENHANCED OUTDOOR AIR QUALITY TO OCCUPANTS. LOCATION AT HIGH ROOF AVOIDS DISRUPTION OF VIEWS AND NOISE TO GUESTS BELOW AND AVOIDS IMPACTING THE PEDESTRIAN EXPERIENCE AT LOWER FLOORS. THE HIGH ROOF LOCATION ALSO CONTRIBUTES TO THE RESILIENCY OF THE BUILDING IN A FLOOD EVENT.

2 - ELECTRICAL DISTRIBUTION TO SUPPORT ROOFTOP EQUIPMENT. MUST BE LOCATED IMMEDIATELY ADJACENT TO ASSOCIATED ROOFTOP EQUIPMENT FOR PROPER MAINTENANCE AND OPERATION.

3 - ELEVATOR CONTROL EQUIPMENT NEEDS TO BE LOCATED IMMEDIATELY ADJACENT TO THE ELEVATOR SHAFTS FOR PROPER OPERATION. CONTROL EQUIPMENT IS OPTIMALLY LOCATED AT THE TOP OF THE SHAFTS TO CONTRIBUTE TO THE RESILIENCY OF THE BUILDING IN FLOOD EVENTS.

4 - STAIRWAY PRESSURIZATION FAN, REQUIRED BY CODE TO MAINTAIN SAFE EGRESS DURING FIRE CONDITION. EQUIPMENT LOCATED ON ROOF TO PROVIDE PROPER OPERATION.

5 - TELECOM EQUIPMENT IS REQUIRED TO BE PLACED EVERY SEVERAL FLOORS OF THE BUILDING, INCLUSIVE OF THE ROOF, TO PROPERLY SERVE ALL FLOORS AND BUILDING OCCUPANTS BELOW.

6 - HOT WATER BOILER PLANT LOCATED AT ROOF TO MINIMIZE DISTANCES COMBUSTION FLUES NEED TO TRAVEL TO GET TO ROOF LEVEL. LOCATION AT ROOF CONTRIBUTES TO RESILIENCY OF BUILDING IN FLOOD EVENTS.

7 - EMERGENCY GENERATOR TO BE PROVIDED IN ENCLOSURE. EQUIPMENT IS LOCATED AT ROOF TO MINIMUZE GENERATOR EXHAUST STACK ROUTING. LOCATION ON HIGH ROOF IS OPTIMAL TO AVOID VISUAL AND NOISE DISRUPTION TO RESIDENTS AND PEDESTRIANS AT LOWER LEVELS. HIGH ROOF LOCATION ALSO CONTRIBUTES TO RESILIENCY OF BUILDING IN FLOOD EVENTS.

8 - COOLING TOWERS REQUIRED TO BE OUTSIDE IN OPEN AIR IN ORDER TO FUNCTION PROPERLY AND PROVIDE COOLING FOR BUILDING. LOCATION ON HIGH ROOF IS OPTIMAL TO AVOID VISUAL AND NOISE DISRUPTION TO RESIDENTS AND PEDESTRIANS AT LOWER LEVELS. HIGH ROOF LOCATION ALSO CONTRIBUTES TO RESILIENCY OF BUILDING IN FLOOD EVENTS.

PLAN LEGEND

- FRAMED GWB PARTITION
- CMU PARTITION
- STRUCTURAL CONCRETE WALL
- WHITE BOX SPACE
- PARCEL LINE
- SHARED RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL TERRACE
- PRIVATE RESIDENTIAL BALCONY
- SHARED HOTEL TERRACE
- PRIVATE HOTEL TERRACE

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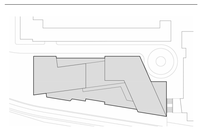


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PLOT PLAN
2230
PORTLAND FORESIDE B5
PORTLAND, ME

ROOF PLAN

SCALE: As indicated

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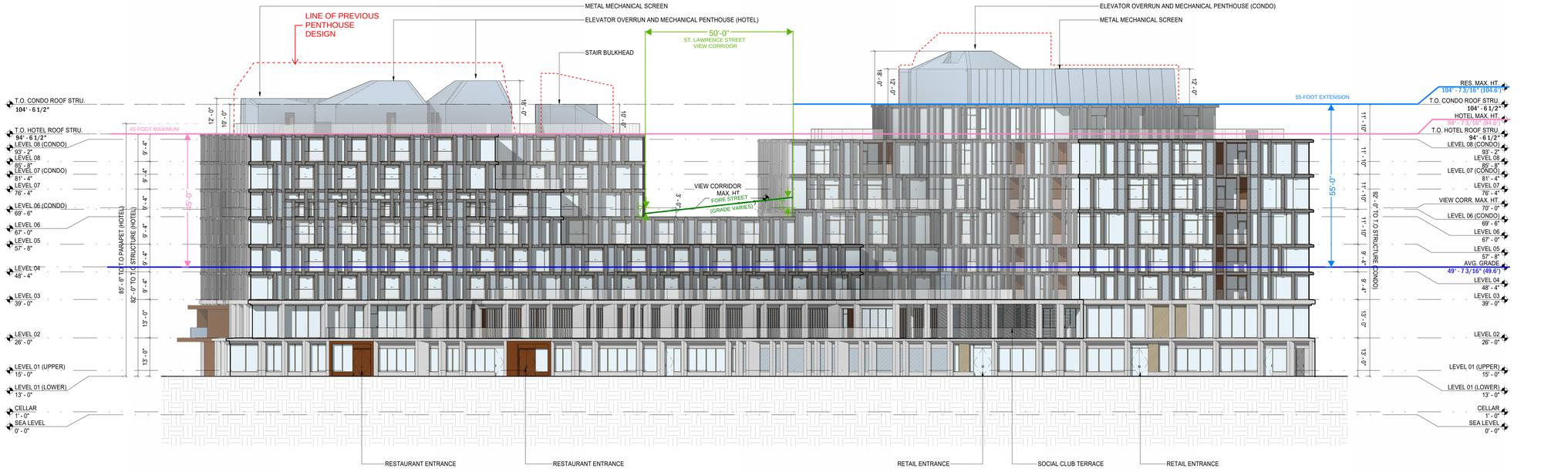
ELEVATOR CONSULTANT
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1 SOUTHEAST ELEVATION

1/16" = 1'-0"

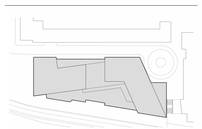
GENERAL ELEVATION NOTES

1. FLOOR-TO-FLOOR DIMENSIONS ARE TO TOP OF FINISHED FLOOR.
2. CLEAR FLOOR-TO-FLOOR DIMENSIONS ARE APPROXIMATE AND WILL BE IMPACTED BY FLOOR AND CEILING FINISHES, WHICH ARE NOT KNOWN AT THIS TIME.
3. REFER TO SHEET A-400 FOR ADDITIONAL INFORMATION ON FACADE WALL TYPES.

ELEVATIONS LEGEND

- GLAZING (IGU-1, TYP.)
- GL-3 REFLECTIVE INFILL PANEL
- GFRC-1 CLADDING PANEL
- GFRC-2 TEXTURED GFRC INFILL PANEL
- ST-1 GRANITE CLADDING
- MTL-8 FIXED METAL LOUVER
- MTL-7 METAL BULKHEAD CLADDING
- MTL-9 METAL MECHANICAL SCREEN WALL
- WD-1 WOOD RAINSCREEN & SOFFIT CLADDING
- WD-2 SLATTED WOOD SCREEN
- MTL-5 WEATHERING STEEL
- MTL-6 CHAMPAGNE ANODIZED ALUMINUM

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PLOT PLAN

2230

PORTLAND FORESIDE B5
PORTLAND, ME

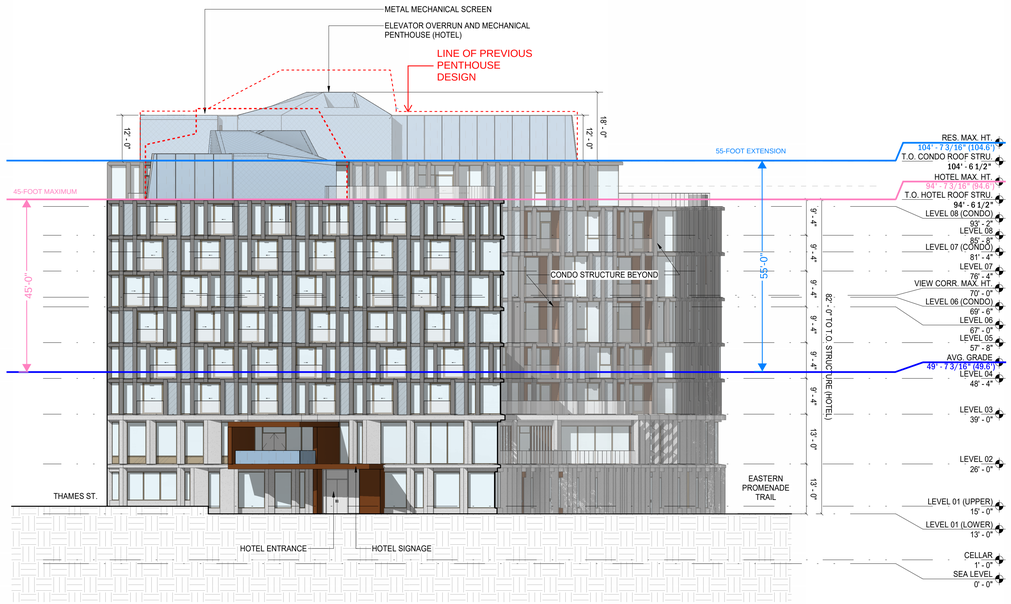
BUILDING ELEVATIONS

SCALE: As indicated

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1 SOUTHWEST ELEVATION

1/16" = 1'-0"



2 NORTHWEST ELEVATION

1/16" = 1'-0"

GENERAL ELEVATION NOTES

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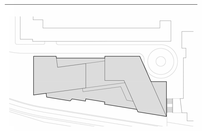


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PLOT PLAN

2230

PORTLAND FORESIDE B5

PORTLAND, ME

BUILDING ELEVATIONS

SCALE: As indicated

DRAWING #:
A-311
___ of ___
JOB #:



1 **NORTH ELEVATION (CONDO)**
1/16" = 1'-0"

GENERAL ELEVATION NOTES

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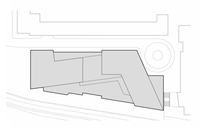


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PLOT PLAN

2230
PORTLAND FORESIDE B5
PORTLAND, ME

BUILDING ELEVATIONS

SCALE: As indicated

DRAWING #:
A-312
___ of ___
JOB #:

PROJECT INFORMATION

PROJECT DESCRIPTION
NEW CONSTRUCTION 8-STORY MIXED USE HOTEL (R1) WITH ADDITIONAL R2 RESIDENTIAL CONDOMINIUMS, ASSEMBLY SPACES, BUSINESS SPACES, AND MERCANTILE SPACES.
PROPOSED BUILDING LOT IS PARTIALLY WITHIN FEMA AE FLOODPLAIN ZONE PER 1986 EFFECTIVE MAP.
PROPOSED BUILDING ISCOMPRISED OF A R1 HOTEL WITH (128) GUEST ROOMS ON FLOORS 3-8, R2 MULTIFAMILY RESIDENTIAL WITH (43) CONDOMINIUMS ON FLOORS 3-8, HOTEL AMENITY SPACES AND RESIDENTIAL LOBBY SPACES ON THE 2ND FLOOR, AND HOTEL LOBBY, RETAIL, AND OTHER MERCANTILE SPACES ON THE GROUND FLOOR.

SECTION 1. ZONING INFORMATION
A. ZONING DISTRICT: B6
B. PARCEL:
BLOCK 5 PORTLAND FORESIDE DEVELOPMENT SITE = Area 48,029 S.F.
C. LANDMARK: NO
D. SHORELAND ZONING OVERLAY APPLIES

SECTION 2. APPLICATIONS FILED SEPARATELY
A. ELEVATOR
C. FIRE ALARM
D. SIDEWALK SHED
E. MECHANICAL
F. PLUMBING
G. UNDERGROUND PLUMBING
H. ELECTRICAL
I. SPRINKLERS/STANDPIPE
J. S.O.E. (SHEETING, SHORING, AND BRACING)
K. EMERGENCY POWER SYSTEMS (GENERATORS)
L. FLOOD HAZARD DEVELOPMENT APPLICATION
M. SHORELAND ZONING REVIEW
N. SITE PLAN APPLICATION

INSPECTION ITEMS

OWNER WILL ENGAGE AND PAY FOR A SPECIAL INSPECTOR AND AN INDEPENDENT TESTING AGENCY TO PERFORM THE FOLLOWING SPECIAL INSPECTION AND TESTING AS SPECIFIED ON THE APPLICABLE SECTIONS OF THE MBC, CHAPTER 17, SECTION 1705. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ADEQUATE PRIOR NOTICE FOR COMPLETION OF INSPECTIONS.

1. AS INDICATED IN THE DRAWINGS
2. SPECIAL INSPECTIONS PER MBC-1705 LISTED BELOW
3. ENERGY CODE PROGRESS INSPECTION PER 2021 IECC SECTION C105.1 LISTED BELOW

SPECIAL INSPECTIONS

STRUCTURAL STEEL	BC 1705.2
CONCRETE CONSTRUCTION	BC 1705.3
CONCRETE - WELDING OF REINFORCING BARS	BC 1705.3.1
CONCRETE - MATERIAL TESTS	BC 1705.3.2
SOILS	BC 1705.6
DRIVEN DEEP FOUNDATIONS	BC 1705.7
CAST-IN-PLACE DEEP FOUNDATIONS	BC 1705.8
FABRICATED ITEMS	BC 1705.10
WIND RESISTANCE	BC 1705.11
SEISMIC RESISTANCE	BC 1705.12
SPRAYED FIRE-RESISTANT MATERIALS	BC 1705.14
MASTIC AND INTUMESCENT FIRE-RESISTANT COATINGS	BC 1705.15
FIRE-RESISTANT PENETRATIONS AND JOINTS	BC 1705.17
TESTING FOR SMOKE CONTROL	BC 1705.18

PROGRESS INSPECTION ITEMS

FOOTING AND FOUNDATION -	BC 110.3.1
CONCRETE SLAB AND UNDER-FLOOR INSPECTION -	BC 110.3.2
LOWEST FLOOR ELEVATION -	BC 110.3.3
FRAME INSPECTION -	BC 110.3.4
LATH, GYPSUM BOARD AND GYPSUM PANEL PRODUCT -	BC 110.3.5
FIRE AND SMOKE-RESISTANT PENETRATIONS -	BC 110.3.6
ENERGY EFFICIENCY INSPECTIONS - (SEE 2021 IECC REQUIRED INSPECTIONS BELOW)	BC 110.3.7
SPECIAL INSPECTIONS - (PER MBC CHAPTER 17 AS LISTED ABOVE)	BC 110.3.9
FINAL INSPECTION -	BC 110.3.10

ENERGY CODE PROGRESS INSPECTION - COMMERCIAL BUILDINGS

FOOTING AND FOUNDATION INSULATION -	C105.2.1
THERMAL ENVELOPE -	C105.2.2
PLUMBING SYSTEM -	C105.2.3
MECHANICAL SYSTEM -	C105.2.4
ELECTRICAL SYSTEM -	C105.2.5
FINAL INSPECTION -	C105.2.6

ACCESSIBLE MEANS OF EGRESS

ACCESSIBLE SPACES MUST BE PROVIDED WITH NOT LESS THAN ONE ACCESSIBLE MEANS OF EGRESS (IBC 1009.1). WHERE MORE THAN ONE MEANS OF EGRESS IS REQUIRED FROM AN ACCESSIBLE SPACE, EACH ACCESSIBLE PORTION OF THE SPACE MUST BE SERVED BY NOT LESS THAN TWO ACCESSIBLE MEANS OF EGRESS.

AN ELEVATOR IS REQUIRED TO SERVE AS AN ACCESSIBLE MEANS OF EGRESS. THE REQUIRED ELEVATOR USED AS AN ACCESSIBLE MEANS OF EGRESS MUST COMPLY WITH THE EMERGENCY OPERATIONS AND SIGNALING DEVICE REQUIREMENTS OF SECTION 2.27 OF ASME A17.1/CSA B44

ON FLOOR LEVELS THAT CONTAIN ASSEMBLY AND STORAGE OCCUPANCIES, TWO ACCESSIBLE SPACES SEPARATED BY SMOKE-TIGHT CONSTRUCTION WILL BE PROVIDED.

A TWO-WAY VOICE COMMUNICATION SYSTEM THAT COMPLIES WITH THE REQUIREMENTS OF 1009.8.1 AND 1009.8.2 MUST BE PROVIDED ON EACH ELEVATOR LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ON EACH ACCESSIBLE FLOOR THAT IS ONE OR MORE STORIES ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE (IBC 1009.8, LSC 7.2.12.1.1)

SMOKE & CARBON DIOXIDE DETECTORS

1. SMOKE DETECTORS SHALL BE INSTALLED AS REQUIRED BY SECTION 907.1 OF 2015 INTERNATIONAL BUILDING CODE AND IN ACCORDANCE WTH NFPA 72.
2. CARBON MONOXIDE DETECTORS SHALL BE INSTALLED AS REQUIRED BY 908.7 OF 2015 INTERNATIONAL BUILDING CODE AND IN ACCORDANCE WITH SECTION 5307.5.2 OF THE INTERNATIONAL FIRE CODE.
3. DETECTORS SHALL BE EITHER IONIZATION CHAMBER OR PHOTOELECTRIC TYPE AND TO COMPLY WITH RS 17-11
4. UNITS TO BE LISTED BY AN ACCEPTABLE TESTING LABORATORY, SUCH AS:
   A. UNDERWRITER'S LABORATORY, NORTHBROOK,ILLINOIS,MEA LAB ;
   B. CANADIAN STANDARD ASSOCIATION, ONTARIO, CANADA,
   C. UNDERWRITER'S LAB. OF CANADA ONTARIO, MEA LAB.
5. UNITS SHALL BE INSTALLED IN AREAS DESIGNATED IN PLANS; THEY SHALL BE LOCATED ON OR NEAR THE CEILING AND WITHIN 15'-0" OF ANY ROOMS USED FOR SLEEPING PURPOSES; FOR DWELLING UNITS WITH MULTIPLE LEVELS, WHEN ANY LEVEL HAS ONLY ONE MEANS OF EGRESS, UNITS SHALL BE PROVIDED AT ALL LEVELS.
6. SMOKE DETECTORS SHALL BE INSTALLED AS FOLLOWS:
   A. CEILING MOUNT - CLOSEST EDGE OF UNIT SHALL BE MINIMUM OF 4" FROM ANY WALL.
   B. WALL MOUNT - CLOSEST EDGE OF UNIT SHALL BE A MINIMUM OF 6" AND A MAXIMUM OF 12" FROM THE CEILING.

BUILDING CODE SUMMARY

CODE REVIEW: MAINE UNIFORM BUILDING CODE (MBC)
CONSTRUCTION CLASS: TYPE IB
FIRE RESISTANCE RATING: THE FIRE RESISTANCE RATING OF BUILDING ELEMENTS SHALL BE DETERMINED IN ACCORDANCE WITH THE TEST PROCEDURES SET FORTH IN ASTM E 119 OR IN ACCORDANCE WITH MBE SECTION 703.3.

CONSTRUCTION CLASS IB (PER TABLE 601)	REQUIRED	PROVIDED	NOTES
PRIMARY STRUCTURAL FRAME	2	2	COMPLIES
BEARING WALLS EXTERIOR INTERIOR	 2 2	 2 2	COMPLIES
NONBEARING WALLS AND PARTITIONS EXTERIOR	SEE TABLE 602	COMPLIES	COMPLIES
NONBEARING WALLS AND PARTITIONS INTERIOR	0	0	COMPLIES
FLOOR CONSTRUCTION AND SECONDARY MEMBERS	2	2	COMPLIES
ROOF CONSTRUCTION AND SECONDARY MEMBERS	1	1	COMPLIES

ALSO COMPLIES WITH MBC 705.5,705.6

NOTE MBC SECTION 705.5: THE REQUIRED FIRE-RESISTANCE RATING OF EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF GREATER THAN 10 FEET SHALL BE RATED FOR EXPOSURE TO FIRE FROM THE INSIDE. THE REQUIRED FIRE-RESISTANCE RATING OF EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF LESS THAN OR EQUAL TO 10 FEET SHALL BE RATED FOR EXPOSURE TO FIRE FROM BOTH SIDES.

ALL WORK DONE UNDER THIS CONTRACT SHALL COMPLY WITH THE PROVISIONS OF THE SPECIFICATIONS, DRAWINGS AND ALL APPLICABLE CODES, ORDINANCES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:

- MAINE UNIFORM BUILDING CONDE (MBC) BASED ON 2015 INTERNATIONAL BC
- MAINE FIRE PREVENTION CODE (MFPC)
- 2018 NFPA 1 - FIRE CODE (FC)
- 2018 NFPA 101 - LIFE SAFETY CODE (LSC)
- ENERGY: 2021 INTERNATIONAL ENERGY AND CONSERVATION CODE (IECC)
- ELECTRICAL: NATIONAL ELECTRIC CODE 2020.
- MECHANICAL: 2015 INTERNATIONAL MECHANICAL CODE (IMC).
- PLUMBING: UNIFORM PLUMBING CODE 2021.
- ACCESSIBILITY: CHAPTER 11, 2015 INTERNATIONAL BUILDING CODE, AND ANSI A117.1-2009 / 2010 ADAA.

TABLES 504.3, 504.4, & 506.2 - ALLOWABLE BUILDING HEIGHTS, NUMBER OF STORIES, AND BUILDING AREAS BUILDING CLASSIFICATION TYPE IB CONSTRUCTION:

A-2	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
A-3	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
B	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
M	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
R-1	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
R-2	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL
S-1	HEIGHT: 180'	NUMBER OF STORIES: 12	AREA: UL

TYPE IB CONSTRUCTION AS PER MBC 602.1 AND IN COMPLIANCE WITH MBC 602.2 PER MBC 508.3.3 NON SEPERATED OCCUPANCIES. SEPARATION. NO SEPARATION IS REQUIRED BETWEEN OCCUPANCIES.

TABLE 602
FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE

FIRE SEPARATION DISTANCE	TYPE OF CONSTRUCTION	OCCUPANCY	OCCUPANCY
	IB	F-1,M,S-1	A,B,E,F-2,I,R,S-2,U
< 5		2	1
≥ 5 TO <10		1	1
≥ 10 TO <30		1	1
≥ 30		0	0

TABLE 803.11 - INTERIOR WALL AND CEILING FINISH REQUIREMENTS BY OCCUPANCY

GROUP	SPRINKLERED		
	EXIT ENCLOSURES AND EXIT PASSAGEWAYS	CORRIDORS	ROOMS AND ENCLOSED SPACES
A-1 & A-2	B	B	C
A-3, A-4, A-5	B	B	C
B, E, M, R-1	B	C	C
R-2	C	C	C
S	C	C	C

TABLE 1004.1.1 - MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT

USE	OCCUPANT LOAD FACTOR SF/OCC
STORAGE / MECHANICAL	300 (GROSS)
EXERCISE ROOMS W/ EQUIPMENT	50 (GROSS)
EXERCISE ROOMS W/ OUT EQUIPMENT	15 (NET)
ASSEMBLY: - CHAIRS, CONCENTRATED - TABLES & CHAIRS, NON-CONCENTRATED	 7 (NET) 15 (NET)
RESIDENTIAL	200 (GROSS)
GUESTROOMS	200 (GROSS)
BAR/KITCHEN	100 (GROSS)
BUSINESS	100 (GROSS)
MERCANTILE	30 (GROSS)
POOL	50 (GROSS)
POOL DECK	15 (NET)

FOR MIXED USES, SUM OF ALL OF THE LOADS WILL BE ROUNDED UP TO THE NEXT WHOLE NUMBER

TABLE 1020.1 - INTERIOR CORRIDOR FIRE-RESISTANCE RATING

OCCUPANCY	OCCUPANT LOAD SERVED BY INTERIOR CORRIDOR	REQUIRED FIRE-RESISTANCE RATING (HOURS) WITH SPRINKLER SYSTEM
A,B,E,F,M,S,U	GREATER THAN 30	0
R	GREATER THAN 10	0.5

TABLE 1020.2 - MINIMUM CORRIDOR WIDTH

USE/OCCUPANCY	MINIMUM WIDTH
ACCESS TO AND UTILIZATION OF MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	36 INCHES
WITHIN A DWELLING UNIT	36 INCHES
ANY FACILITY NOT LISTED ABOVE SERVING AN OCCUPANT LOAD LESS THAN 50	36 INCHES
ANY FACILITY NOT LISTED ABOVE SERVING AN OCCUPANT LOAD MORE THAN 50	44 INCHES

TABLE 1020.4 - MAXIMUM PERMITTED DEAD END CORRIDOR LENGTH

USE GROUP	DISTANCE
A	20 FEET
A, M, S, R-1, R-2	50 FEET

TABLE 1017.2 - EXIT ACCESS TRAVEL DISTANCE (& LSC 28.2.6)

OCCUPANCY	FEET (SPRINKLERED)
A	250 FEET
R-1 HOTEL	250 FEET FROM ANY POINT IN A GUESTROOM TO AN EXIT 125 FEET FROM ANY POINT IN A GUESTROOM TO A CORRIDOR 200 FEET FROM THE CORRIDOR DOOR TO NEAREST EXIT
R-2 CONDOS	250 FEET FROM ANY POINT IN A UNIT TO AN EXIT 125 FEET FROM ANY POINT IN A UNIT TO A CORRIDOR DOOR 200 FEET FROM THE CORRIDOR DOOR TO NEAREST EXIT
S-1	250 FEET
B	300 FEET
M	250 FEET

BC 1005.3 - EXIT CAPACITY

STAIRWAYS	OTHER EGRESS COMPONENTS
0.30 INCHES/PERSON	0.20 INCHES/PERSON

THE EXIT CAPACITY FOR STAIRS WIDER THAN 44 INCHES IS PERMITTED TO BE CALCULATED USING THE FOLLOWING EQUATION:

CAPACITY = 146.7+ $\frac{(X-44)}{0.218}$, WHERE X IS THE WIDTH OF THE STAIR.

NUMBER OF EXITS

NOT LESS THAN TWO REMOTE INDEPENDENT EXITS MUST SERVE EVERY STORY (IBC TABLE 1006.3.2). A MINIMUM OF THREE EXITS OR ACCESS TO EXITS MUST BE PROVIDED WHEN THE OCCUPANT LOAD IS BETWEEN 500 – 1000 PERSONS. A MINIMUM OF FOUR EXITS OR ACCESS TO EXITS MUST BE PROVIDED WHEN THE OCCUPANT LOAD OF A STORY EXCEEDS 1,000 PERSONS.

TWO EXIT ACCESS DOORS MUST BE PROVIDED FROM EVERY ROOM OR SPACE HAVING AN OCCUPANT LOAD OR COMMON PATH WITHIN THE SPACE, WHICH IS IN EXCESS OF THAT SHOWN BELOW PER MBC TABLE 1006.2.1, LSC TABLE A7.6:

OCCUPANCY	MINIMUM 2 MEANS OF EGRESS REQUIRED	
	IF OCCUPANT LOAD GREATER THAN	OR COMMON PATH IF TRAVEL GREATER THAN
A	49	75
S, MECH/ELEC	29	100
B	49	100
R-1 HOTEL	10	75
R-2 CONDO	20	125
M	49	75

EXIT REMOTENESS

EXIT DOORS MUST BE PLACED A DISTANCE APART NOT LESS THAN ONE-THIRD OF THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE AREA SERVED WHERE TWO EXITS ARE REQUIRED FROM A ROOM OR SPACE. ADDITIONAL EXITS OR EXIT ACCESS DOORWAYS MUST BE ARRANGED A REASONABLE DISTANCE APART SO THAT IF ONE BECOMES BLOCKED, THE OTHERS WILL BE AVAILABLE (IBC 1007.1.1 EXCEPTION 2, IBC 1007.1.2).

IN ADDITION, EXIT STAIRWAY ENCLOSURES IN HIGH-RISE BUILDINGS MUST BE PLACED A DISTANCE OF ONE-FOURTH THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE AREA SERVED, OR 30 FEET, WHICHEVER IS LESS (IBC 403.5.1).

THIS MUST BE MEASURED IN A STRAIGHT LINE BETWEEN THE NEAREST POINTS OF THE EXIT STAIRWAY ENCLOSURES. THE EXIT REMOTENESS DISTANCE REQUIREMENT IS IN ADDITION TO THE ONE-THIRD DIAGONAL RULE.

EXIT DISCHARGE

EXITS MUST DISCHARGE DIRECTLY TO THE EXTERIOR OF THE BUILDING. HOWEVER, A MAXIMUM OF 50% OF THE REQUIRED NUMBER OF EXITS AND 50% OF THE REQUIRED EXIT CAPACITY MAY DISCHARGE THROUGH THE BUILDING AT THE LEVEL OF EXIT DISCHARGE (IBC 1028.1, LSC 7.7.2). WHERE EXIT DISCHARGE IS PROVIDED THROUGH A PROTECTED AREA ON THE LEVEL OF EXIT DISCHARGE, THE FOLLOWING WILL BE MET:

- THE PROTECTED AREA MUST PROVIDE AN UNOBSTRUCTED PATH TO AN EXTERIOR EXIT DOOR AND SUCH EXIT MUST BE READILY VISIBLE AND IDENTIFIABLE FROM THE POINT OF TERMINATION OF THE ENCLOSURE.
- THE PROTECTED AREA MUST BE SEPARATED FROM AREAS BELOW BY CONSTRUCTION CONFORMING TO THE FIRE-RESISTANCE RATING FOR THE EXIT ENCLOSURE.
- THE PROTECTED AREA MUST BE FULLY SPRINKLERED.

EXIT SIGNS AND EVACUATION SIGNAGE

EXITS, OTHER THAN MAIN EXTERIOR EXIT DOORS THAT OBVIOUSLY AND CLEARLY ARE IDENTIFIABLE AS EXITS, MUST BE MARKED BY AN APPROVED SIGN THAT IS READILY VISIBLE FROM ANY DIRECTION OF EXIT ACCESS (IBC 1013.1, LSC 7.10.1.2.1).

EXIT SIGNS MUST BE LOCATED SUCH THAT NO POINT IN AN EXIT ACCESS CORRIDOR OR EXIT PASSAGEWAY IS MORE THAN 100 FEET, OR THE LISTED VIEWING DISTANCE OF THE SIGN, WHICHEVER IS LESS, FROM THE NEAREST VISIBLE EXIT SIGN (IBC 1013.1, LSC 7.10.1.5.2).

LOW-LEVEL EXIT SIGNS ARE REQUIRED TO BE PROVIDED IN GROUP R-1 OCCUPANCIES IN AREAS SERVING GUEST ROOMS (IBC 1013.2, LSC 7.10.1.6). THE BOTTOM OF THE SIGN CANNOT BE LESS THAN 10 INCHES NOR MORE THAN 18 INCHES ABOVE THE FLOOR LEVEL. THE SIGN MUST BE FLUSH MOUNTED TO THE DOOR OR WALL. WHERE MOUNTED ON THE WALL, THE EDGE OF THE SIGN MUST BE WITHIN 4 INCHES OF THE DOOR FRAME ON THE LATCH SIDE.

EMERGENCY LIGHTING

EMERGENCY LIGHTING FACILITIES MUST BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS NOT LESS THAN AN AVERAGE OF 1 FOOTCANDLE AND, AT ANY POINT, NOT LESS THAN 0.1 FOOTCANDLE, MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL (IBC 1008.3.5, LSC 7.9.2.1.1). A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 MUST NOT BE EXCEEDED. THE EMERGENCY POWER SYSTEM MUST PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND MUST CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT, OR AN ON-SITE GENERATOR (IBC 1008.3.4, LSC 7.9.2.1.2)

LUMINOUS EGRESS PATH MARKINGS

LUMINOUS EGRESS PATH MARKINGS MUST BE PROVIDED IN HIGH-RISE BUILDINGS IN ACCORDANCE WITH SECTION 1025 FOR CERTAIN OCCUPANCIES (403.5.5). THOSE OCCUPANCIES INCLUDE GROUP A, B, M, OR R-1.AS SUCH, THE BUILDING'S INTERIOR EXIT STAIRS EXIT PASSAGEWAYS MUST BE PROVIDED WITH LUMINOUS EGRESS PATH MARKINGS IN ACCORDANCE WITH IBC 1025. LUMINOUS EGRESS PATH MARKINGS ARE NOT REQUIRED TO BE PROVIDED ON THE LEVEL OF EXIT DISCHARGE IN LOBBIES THAT SERVE AS PART OF THE EXIT PATH IN ACCORDANCE WITH SECTION 1028.1, EXCEPTION 1.

ADDITIONAL HIGHRISE BUILDING PROVISIONS

STRUCTURAL INTEGRITY OF INTERIOR EXIT STAIRWAYS AND ELEVATOR HOISTWAY ENCLOSURES

INTERIOR EXIT STAIRWAYS AND ELEVATOR HOISTWAY ENCLOSURES LOCATED IN HIGH-RISE BUILDINGS CLASSIFIED OF RISK CATEGORY III OR IV MUST BE PROVIDED WITH IMPACT RESISTANCE SHAFTS PER IBC SECTION 1604.5 (IBC 403.2.3).

CONCRETE OR MASONRY WALLS ARE DEEMED TO SATISFY THE STRUCTURAL INTEGRITY REQUIREMENTS OUTLINED ABOVE (IBC 403.2.3.3). ANY OTHER WALL ASSEMBLY THAT PROVIDES IMPACT RESISTANCE EQUIVALENT TO THAT REQUIRED BY SECTION 403.2.3.1 AND 403.2.3.2 FOR HARD BODY IMPACT CLASSIFICATION LEVEL 3, AS MEASURED BY THE TEST METHODS DESCRIBED IN ASTM C1629/C1629M IS PERMITTED (IBC 403.2.3.4).

FIRE COMMAND CENTER

A FIRE COMMAND CENTER (FCC) ROOM FOR FIRE DEPARTMENT OPERATIONS MUST BE PROVIDED IN ALL HIGH-RISEBUILDINGS (IBC 403.4.6, LSC 11.8.6). THE FCC MUST BE SEPARATED FROM ADJACENT SPACES BY 1-HOUR FIRE BARRIERS AND DESIGNED IN ACCORDANCE WITH IBC SECTION 911 AND LSC SECTION 11.8.6.2. THE FCC MUST BE AT LEAST 200 SQ. FT. IN AREA WITH A MINIMUM DIMENSION OF 10 FEET (IBC 911.1.3)

STAIRWAY VIDEO MONITORING

APPROVED VIDEO MONITORING EQUIPMENT MUST BE PROVIDED FOR ALL EXIT STAIRS ABOVE THE LEVEL OF EXIT DISCHARGE IN ALL HIGH-RISE BUILDINGS WITH AN OCCUPANT LOAD GREATER THAN 4,000 (LSC 11.8.8.1.1). VIDEO MONITORING LOCATIONS MUST NOT EXCEED BUILDING HEIGHT INTERVALS OF 5-STORIES. EACH TOWER INDIVIDUALLY WILL NOT HAVE AN OCCUPANT LOAD NOT MORE THAN 4,000 PERSONS THUS STAIRWAY VIDEO MONITORING IS NOT REQUIRED.

ELEVATOR HOISTWAY PROTECTION

ELEVATOR HOISTWAY PROTECTION IS REQUIRED IN HIGH-RISE BUILDINGS AT ELEVATORS THAT CONNECT MORE THAN THREE STORIES THAT ARE REQUIRED TO BE ENCLOSED IN A SHAFT ENCLOSURE (IBC 3006.2). ELEVATOR HOISTWAY PROTECTION WILL CONSIST OF ONE OF THE FOLLOWING DESIGN OPTIONS (IBC 3006.3):

- ELEVATOR LOBBIES – THE ELEVATOR LOBBY ENCLOSURE MUST SEPARATE THE ELEVATOR SHAFT ENCLOSURE FROM THE FLOOR AND MAY BE CONSTRUCTED OF SMOKE PARTITIONS IN FULLY SPRINKLERED BUILDINGS. THE DOOR OPENINGS IN THE ELEVATOR LOBBY MUST BE SMOKE AND DRAFT CONTROL DOORS (IBC 710.5.2.2) AND SELF OR AUTOMATIC-CLOSING (IBC 710.5.2.3, 716.5.9). DUCT AND AIR TRANSFER OPENINGS IN THE ELEVATOR LOBBY MUST BE PROTECTED IN ACCORDANCE WITH IBC 717.5.4.1 TO LIMIT THE FREE PASSAGE OF SMOKE.
- HOISTWAY PRESSURIZATION – PRESSURIZE THE ELEVATOR SHAFTS IN ACCORDANCE WITH IBC SECTION 909.21. ELEVATOR SHAFT PRESSURIZATION SYSTEMS MUST MAINTAIN A MINIMUM POSITIVE PRESSURE OF 0.10 INCHES OF WATER AND MAXIMUM PRESSURE OF 0.25 INCHES OF WATER WITH RESPECT TO THE ADJACENT OCCUPIED SPACE.
- ADDITIONAL DOORS LOCATED AT EACH ELEVATOR HOISTWAY DOOR OPENING IN ACCORDANCE WITH SECTION 3002.6. SUCH DOORS MUST COMPLY WITH THE SMOKE AND DRAFT CONTROL DOOR ASSEMBLY REQUIREMENTS IN SECTION 716.5.3.1 WHEN TESTED IN ACCORDANCE WITH UL 1784 WITHOUT AN ARTIFICIAL BOTTOM SEAL.

FIRE PROTECTION SYSTEMS

AUTOMATIC SPRINKLERS

AUTOMATIC SPRINKLERS MUST BE PROVIDED THROUGHOUT HIGH-RISE BUILDINGS (IBC 403.3, LSC 11.8.3.1). THE SPRINKLER SYSTEM MUST BE DESIGNED IN ACCORDANCE WITH NFPA 13, INSTALLATION OF SPRINKLER SYSTEMS, 2016 EDITION.

STANDPIPE SYSTEM

A CLASS III WET STANDPIPE SYSTEM IS REQUIRED THROUGHOUT ALL BUILDINGS WHERE THE HIGHEST FLOOR IS MORE THAN 30-FT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS (IBC 403.4.3, 905.3.1, LSC 11.8.3.2). IN FULLY SPRINKLERED BUILDINGS, A CLASS I STANDPIPE SYSTEM IS PERMITTED IN LIEU OF A CLASS III SYSTEM (IBC 905.3.1 EXCEPTION 1).

FIRE ALARM SYSTEM

AN EMERGENCY VOICE/ALARM COMMUNICATION FIRE ALARM SYSTEM DESIGNED IN ACCORDANCE WITH IBC SECTION 907.5.2.2 MUST BE PROVIDED IN ALL HIGH-RISE BUILDINGS (IBC 403.4.4, LSC 11.8.4.1). THE FIRE ALARM SYSTEM MUST BE DESIGNED IN ACCORDANCE WITH NFPA 72, NATIONAL FIRE ALARM CODE, AND 2016 EDITION.

SMOKE DETECTION

SMOKE DETECTORS CONNECTED TO THE FIRE ALARM SYSTEM WILL BE PROVIDED WHERE REQUIRED BASED ON BUILDING OCCUPANCIES PER IBC 907.2. SMOKE DETECTION IS DESIGNED IN ACCORDANCE WITH NFPA 72, NATIONAL FIRE ALARM CODE 2016 EDITION.

CARBON MONOXIDE

CARBON MONOXIDE DETECTION MUST BE PROVIDED IN GROUP R, RESIDENTIAL OCCUPANCIES IN SLEEPING UNITS (915.1.1). CARBON MONOXIDE DETECTION DEVICES ARE PERMITTED TO BE INSTALLED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE SLEEPING UNIT WHERE THE SLEEPING UNIT OR ITS ATTACHED BATHROOM DOES NOT CONTAIN A FUEL-BURNING APPLIANCE AND IS NOT SERVED BY A FORCED AIR FURNACE (IBC 915.2.2).

SMOKE CONTROL SYSTEMS - STAIR PRESSURIZATION

EVERY REQUIRED INTERIOR EXIT STAIRWAY SERVING FLOORS MORE THAN 75 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS MUST COMPLY WITH REQUIREMENTS FOR SMOKEPROOF ENCLOSURES IN ACCORDANCE WITH IBC SECTION 1023.11 AND LSC 7.2.3 OR MUST BE PRESSURIZED IN ACCORDANCE WITH IBC SECTION 909.20 (IBC 403.5.4, LSC 11.8.2.3).

SMOKE REMOVAL

A SMOKE REMOVAL SYSTEM FOR POST-FIRE SALVAGE OPERATIONS IS REQUIRED AS A HIGH-RISE BUILDING (IBC 403.4.7). THE SMOKE REMOVAL SYSTEM WILL BE EQUIPPED WITH NATURAL OR MECHANICAL VENTILATION.

FIRE DEPARTMENT COMMUNICATION SYSTEM

EMERGENCY RESPONDER RADIO COVERAGE DESIGNED IN ACCORDANCE WITH NFPA 72 WILL BE PROVIDED THROUGHOUT THE BUILDING (IBC 403.4.5, LSC 11.8.4.2.2).

EMERGENCY POWER

AN EMERGENCY POWER SYSTEM WILL BE PROVIDED FOR THE FOLLOWING SYSTEMS (IBC 403.4.8.4, LSC 11.8.5):

- EXIT SIGNS AND MEANS OF EGRESS ILLUMINATION REQUIRED BY CHAPTER 10
- ELEVATOR CAR LIGHTING
- EMERGENCY VOICE/ALARM COMMUNICATION SYSTEMS.
- AUTOMATIC FIRE DETECTION SYSTEMS.
- FIRE ALARM SYSTEM.
- ELECTRICALLY POWERED FIRE PUMPS.

A STANDBY POWER SYSTEM WILL BE PROVIDED FOR THE FOLLOWING SYSTEMS (IBC 403.4.8.3, LSC 11.8.5.3.4):

- POWER AND LIGHTING FOR THE FIRE COMMAND CENTER
- VENTILATION AND AUTOMATIC FIRE DETECTION EQUIPMENT FOR SMOKEPROOF ENCLOSURES
- FIRE SERVICE ACCESS ELEVATORS
- JOCKEY PUMP
- STAIRWAY VIDEO MONITORING (IF PROVIDED)
- ELEVATOR RECALL AND EMERGENCY OPERATION. WHERE A COMMON OPERATING SYSTEM CONTROLS TWO OR MORE ELEVATORS, ALL OF THE ELEVATORS MUST AUTOMATICALLY TRANSFER TO STANDBY POWER WITHIN 60 SECONDS AFTER FAILURE OF NORMAL POWER WHERE THE STANDBY POWER IS SUFFICIENT CAPACITY TO OPERATE ALL THE ELEVATORS AT THE SAME TIME. WHERE IT IS NOT SUFFICIENT, ALL ELEVATORS MUST TRANSFER TO STANDBY POWER IN SEQUENCE, RETURN TO THE DESIGNATED LANDING AND DISCONNECT FROM THE STANDBY POWER SOURCE. AFTER ALL THE ELEVATORS HAVE BEEN RETURNED TO THE DESIGNATED LEVEL, AT LEAST ONE ELEVATOR MUST REMAIN OPERABLE FROM THE STANDBY POWER SOURCE (IBC 3003.1.3).

GENERAL NOTES

1. ALL WORK AND MATERIALS FURNISHED SHALL COMPLY WITH THE MAINE UNIFORM BUILDING, FIRE, PLUMBING, MECHANICAL AND FUEL GAS CODES, THE STATE OF MAINE REGULATIONS, THE REGULATIONS OF THE NATIONAL BOARD OF FIRE UNDERWRITERS, NATIONAL FIRE PROTECTIVE ASSOCIATION REQUIREMENTS AND ALL FEDERAL, STATE, AND MUNICIPAL AUTHORITIES HAVING JURISDICTION OVER THE WORK.
2. BEFORE ORDERING ANY MATERIALS OR DOING ANY WORK, EACH TRADE SHALL VERIFY ALL MEASUREMENTS WITH AT THE BUILDING AND SHALL BE RESPONSIBLE FOR THE CORRECTNESS OF THE SAME. NO EXTRA CHARGE OR COMPENSATION WILL BE ALLOWED ON ACCOUNT OF DIFFERENCE BETWEEN ACTUAL DIMENSIONS AND THE MEASUREMENTS INDICATED ON THE DRAWINGS; ANY DISCREPANCIES BETWEEN THE DRAWINGS AND FIELD CONDITIONS WHICH MAY BE FOUND SHALL BE SUBMITTED TO THE ARCHITECT FOR CONSIDERATION AND CLARIFICATION BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEVIATION FROM THE CONTRACT DOCUMENTS.
3. ALL OF THE ARCHITECT'S DRAWINGS AND CONSTRUCTION NOTES ARE COMPLEMENTARY AND WHAT IS CALLED FOR BE EITHER WILL BE BINDING AS IF CALLED FOR BY ALL; ANY WORK SHOWN OR REFERRED TO ON ANY ONE DRAWING SHALL BE PROVIDED AS THOUGH SHOWN ON ALL DRAWINGS.
4. THE WORK TO BE PERFORMED CONSISTS OF FURNISHING ALL LABOR, EQUIPMENT, TOOLS, TRANSPORTATION, SUPPLIES, FEES, MATERIALS,

PART I.1: FACADE DESIGN INTENT, MATERIALS & IMAGERY

Exterior Elevation - Southeast



ELEVATIONS LEGEND

- GLAZING (IGU-1, TYP.)
- MTL-4 REFLECTIVE INFILL PANEL
- GFRC-1 CLADDING PANEL
- GFRC-2 TEXTURED GFRC INFILL PANEL
- ST-1 GRANITE CLADDING
- MTL-8 FIXED METAL LOUVER
- MTL-7 METAL BULKHEAD CLADDING
- MTL-9 METAL MECHANICAL SCREEN WALL
- WD-1 WOOD RAINSCREEN & SOFFIT CLADDING
- WD-2 SLATTED WOOD SCREEN
- MTL-5 WEATHERING STEEL
- MTL-6 CHAMPAGNE ANODIZED ALUMINUM

Exterior Elevation - Southwest



ELEVATIONS LEGEND

- GLAZING (IGU-1, TYP.)
- MTL-4 REFLECTIVE INFILL PANEL
- GFRC-1 CLADDING PANEL
- GFRC-2 TEXTURED GFRC INFILL PANEL
- ST-1 GRANITE CLADDING
- MTL-8 FIXED METAL LOUVER
- MTL-7 METAL BULKHEAD CLADDING
- MTL-9 METAL MECHANICAL SCREEN WALL
- WD-1 WOOD RAINSCREEN & SOFFIT CLADDING
- WD-2 SLATTED WOOD SCREEN
- MTL-5 WEATHERING STEEL
- MTL-6 CHAMPAGNE ANODIZED ALUMINUM

Exterior Elevation - Northwest



ELEVATIONS LEGEND

- GLAZING (IGU-1, TYP.)
- MTL-4 REFLECTIVE INFILL PANEL
- GFRC-1 CLADDING PANEL
- GFRC-2 TEXTURED GFRC INFILL PANEL
- ST-1 GRANITE CLADDING
- MTL-8 FIXED METAL LOUVER
- MTL-7 METAL BULKHEAD CLADDING
- MTL-9 METAL MECHANICAL SCREEN WALL
- WD-1 WOOD RAINSCREEN & SOFFIT CLADDING
- WD-2 SLATTED WOOD SCREEN
- MTL-5 WEATHERING STEEL
- MTL-6 CHAMPAGNE ANODIZED ALUMINUM

Exterior Elevation - North



ELEVATIONS LEGEND

- GLAZING (IGU-1, TYP.)
- MTL-4 REFLECTIVE INFILL PANEL
- GFRC-1 CLADDING PANEL
- GFRC-2 TEXTURED GFRC INFILL PANEL
- ST-1 GRANITE CLADDING
- MTL-8 FIXED METAL LOUVER
- MTL-7 METAL BULKHEAD CLADDING
- MTL-9 METAL MECHANICAL SCREEN WALL
- WD-1 WOOD RAINSCREEN & SOFFIT CLADDING
- WD-2 SLATTED WOOD SCREEN
- MTL-5 WEATHERING STEEL
- MTL-6 CHAMPAGNE ANODIZED ALUMINUM

Exterior Material Palette



1. CORTEN STEEL

2. GRANITE
JC STONE, SMOOTH (1/64”-1/16” VARIATION) AND SOMEWHAT ROUGH (1/16”-1/4” VARIATION)

3. METAL INFILL

4. WOOD INFILL

5. GLAZING

6. WINDOW FRAME

7. REFELCTIVE INFILL PANEL

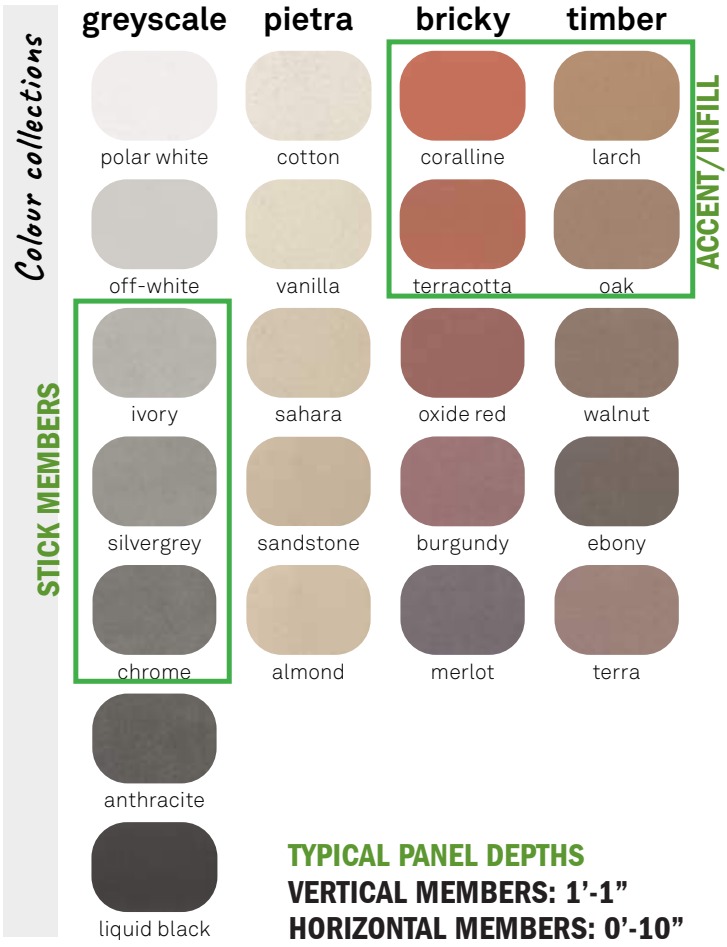
8. GFRC RIBBED INFILL PANEL

9. GFRC

10. COPPER

W1- Formed GFRC Basis-of-Design: Reider Formparts





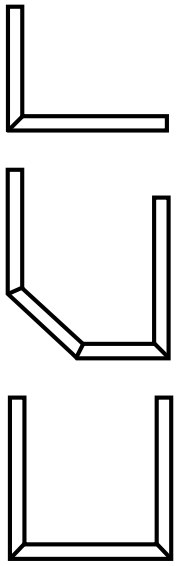
TYPICAL PANEL DEPTHS
VERTICAL MEMBERS: 1'-1"
HORIZONTAL MEMBERS: 0'-10"

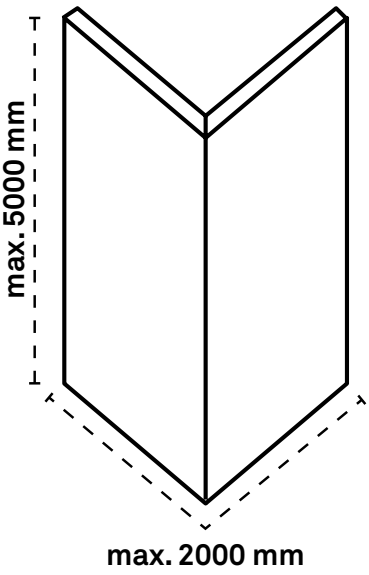


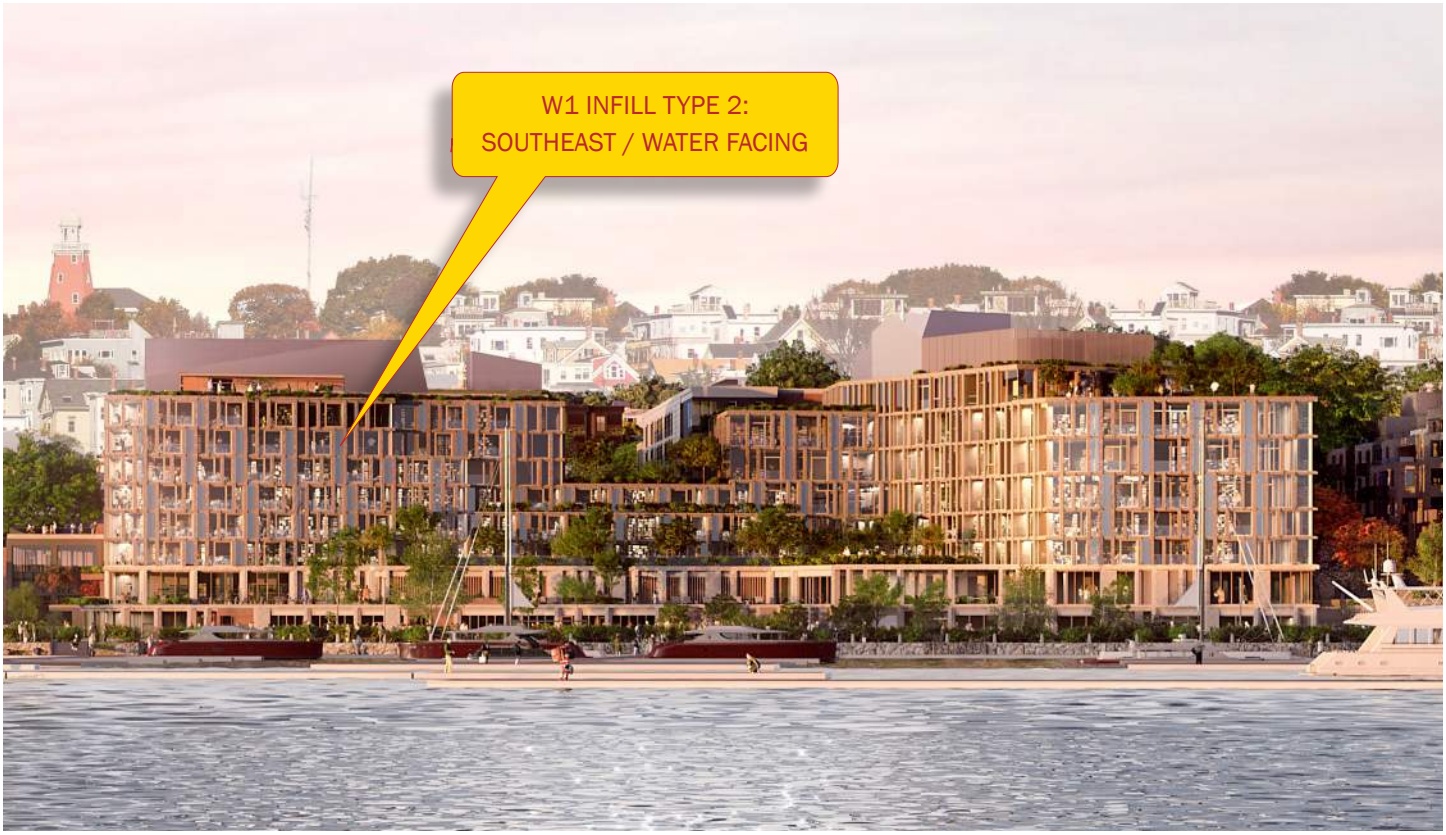
ACCENT/ INFILL TEXTURE



STICK MEMBER TEXTURE






W1 INFILL TYPE 2:
SOUTHEAST / WATER FACING


W1 INFILL TYPE 2:
SOUTHWEST / CITY FACING
THE PROMENADE

W1- Infill Type 2 Basis-of-Design Information

GLASS RAINSCREEN FACADE SYSTEMS

Glass Facades Home | **QC***glass* / **QC***glass-solar* / **QC***glass-digital*

QC*glass* is a unframed glass rainscreen facade system. With the 3/8″ joint and no perimeter metal the system gives you a very clean monolithic facade.

The large variety of glass types available reflect your unique building design aesthetic. From low iron, acid etching other custom finishes we provide a full array of design options.

Our glass is heat strengthened or laminated to meet building codes and is also available in silk screen, enameled or coated applications. For projects and applications large and small, decorative or highly engineered QC*glass* offers a full spectrum of design options.





W1- Infill Type 2 ALTERNATE Basis-of-Design Information



W2- Granite Cladding Basis-of-Design Information





W- 2 Granite Facade Sources - JC Stone

Split-faced



Split-faced stone has been broken by a hydraulic splitter to a specific size, producing a natural look. This finish is mostly used for veneer. It exhibits a natural, quarry texture with untrimmed edges. Split-faced stone generally has a flat back and uneven front surface. The surface evenness varies with the stone type. Faces can be convex, concave or flat. Split-faced finishes come in a number of variations including flat-plane and rough-plane. Flat-plane surface roughness can vary from somewhat rough (1/16-1/4") to rough (1/4-2"). Rough-plane surface roughness can vary from rough to very rough (>2"). While fabrication can be machine-made, hand-made versions are generally considered more attractive. Rockfaced finishes can look similar to split-faced.





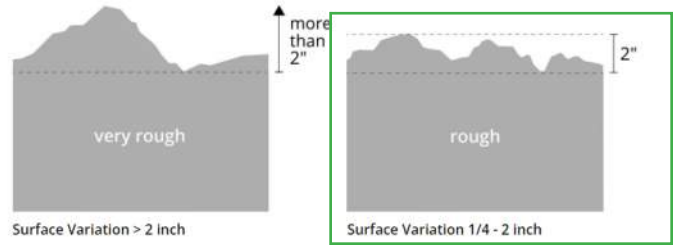
Rock Faced



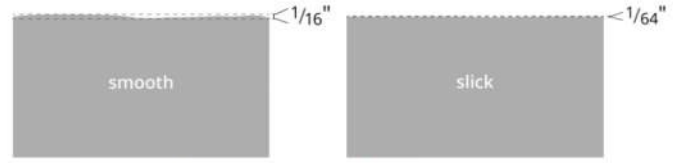
A rustic finish for veneer stone created with a split or chiseled face, and dressed along the stone's perimeter to produce convex projection. This finish is most often used on the sawn edge of the stone to make it look like a natural cleft or split-face surface. It's created with a hammer and chisel, across the face of the stone, resulting in a natural look. Surface roughness can vary from rough (1/4-2") to very rough (>2") depending on the process. Other chiseled patterns include point stalk, pillowed and pineapple. While fabrication can be machine-aided, hand-made versions are generally considered to be more attractive.

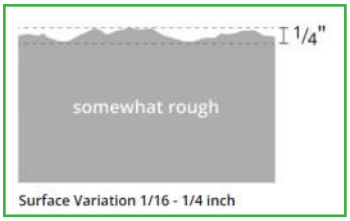






1% - 5% AT SPECIAL MOMENTS





95% AT TYPICAL CONDITIONS

W-2 Granite Cladding Infill Cladding Types





KEBONY CLADDING

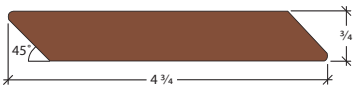




Kebony **Clear**

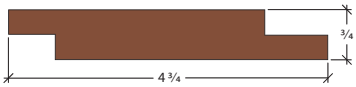


Art.Nr. **2436** **RAP Rhombus Cladding**
Kebony Clear RAP ¾ x 4 ¾ in



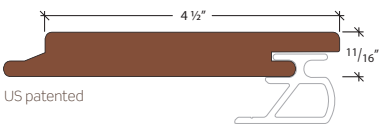


Art.Nr. **2453** **90° Shiplap Cladding**
Kebony Clear RAP ¾ x 4 ¾ in



Special profile:
Climate-Shield® Rain Screen System
Kebony Clear RAP 4 ½ x 11/16 in

NEW

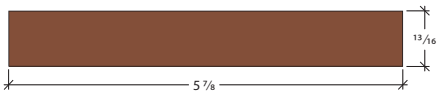


US patented

Kebony **Character**

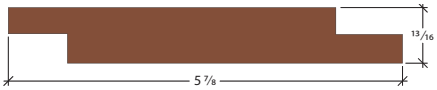


Art.Nr. **1234** **Rectangular Cladding**
Kebony Character 13/16 x 5 7/8 in





Art.Nr. **2216** **90° Shiplap Cladding**
Kebony Character 13/16 x 5 7/8 in





The Kebony® technology gives a deep rich brown color. After exposure to sun and rain the wood develops a natural silver-gray patina. Original color can be maintained using UV protection oils.

Kebony is a natural wood product for outdoor applications and its appearance will therefore be influenced by local environmental conditions over time.

Color changes and checking, or small surface cracks, will occur due to natural weathering. The manufacturer cannot be held liable for any of such variations in color and surface appearance as this will not influence durability and overall performance of the product.

All products are FSC®-certified.

170207 www.tuj.no

POHL BRONZE

The color spectrum of POHL Bronze* ranges from reddish to gold to brownish shades. The selection of the alloy, polish, patination and finish has a fundamental impact on the final appearance of a surface and adds to the wide range of options possible in a collaboration with POHL.

With a special patination, the natural weathering process of the brass oxidation is recreated. If a layer of wax is applied for protection, the material is allowed to age naturally, whereas the application of varnish seals the look and feel of the surface.

MATERIAL THICKNESS	1 mm to 4 mm
SEALING	Wax | Varnish
PANEL SIZE	1220 mm x 6000 mm Other sizes on request

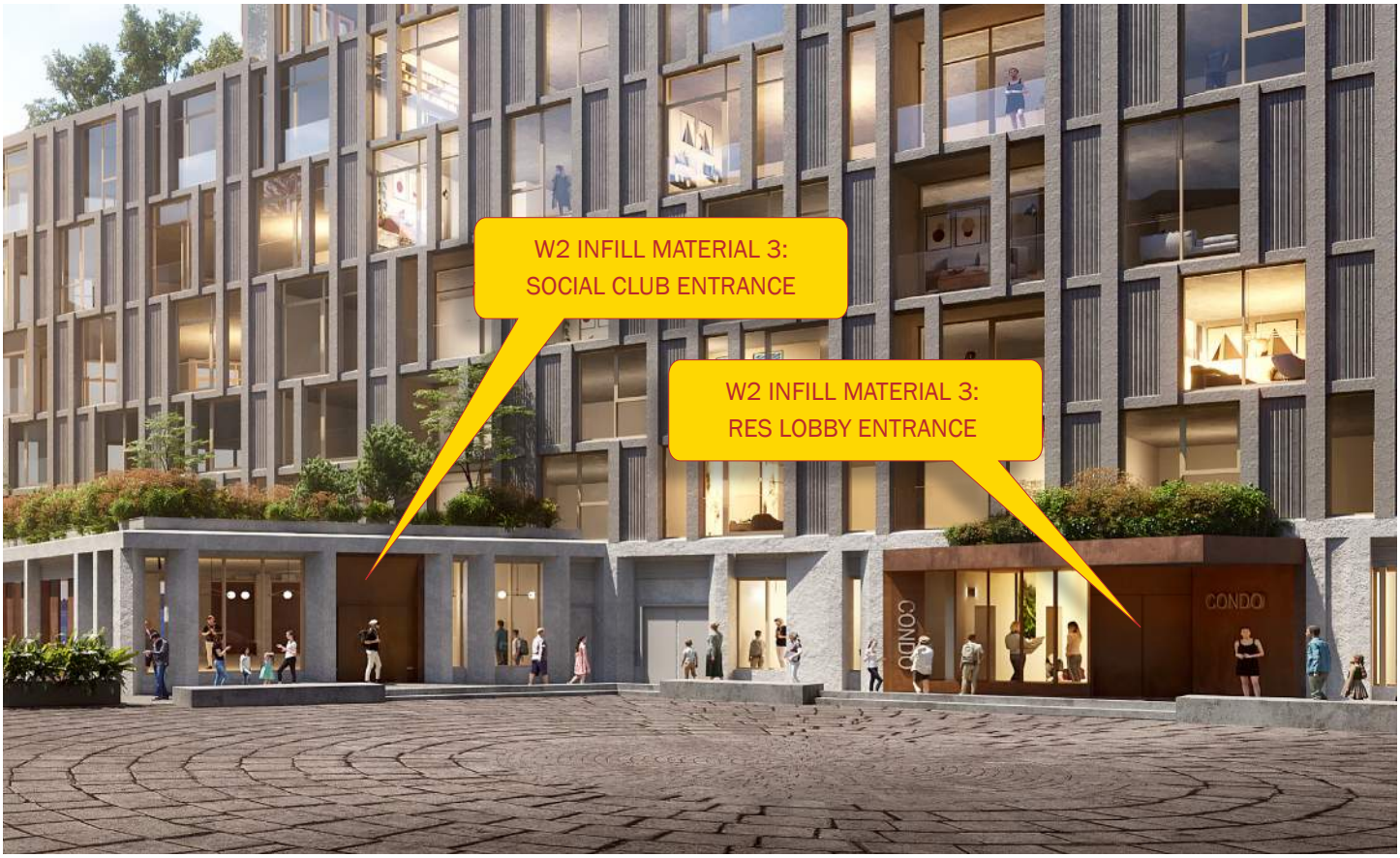

POHL Bronze Light Vibration


POHL Bronze Natural

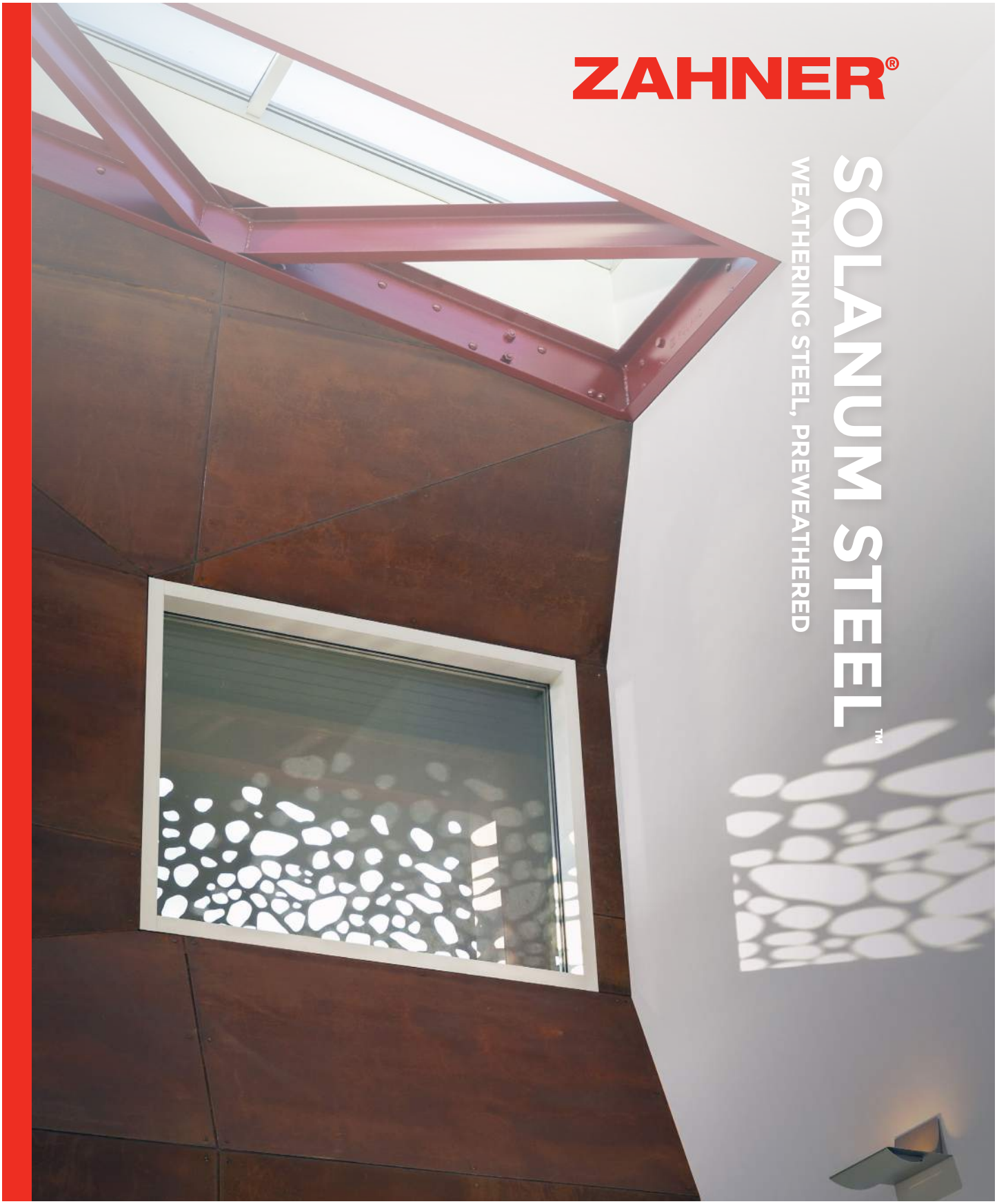

POHL Bronze Dark Hairline

W-2 Granite Cladding Infill Type 3 Locations





W-2 Granite Cladding Infill Type 3 Basis-of-Design



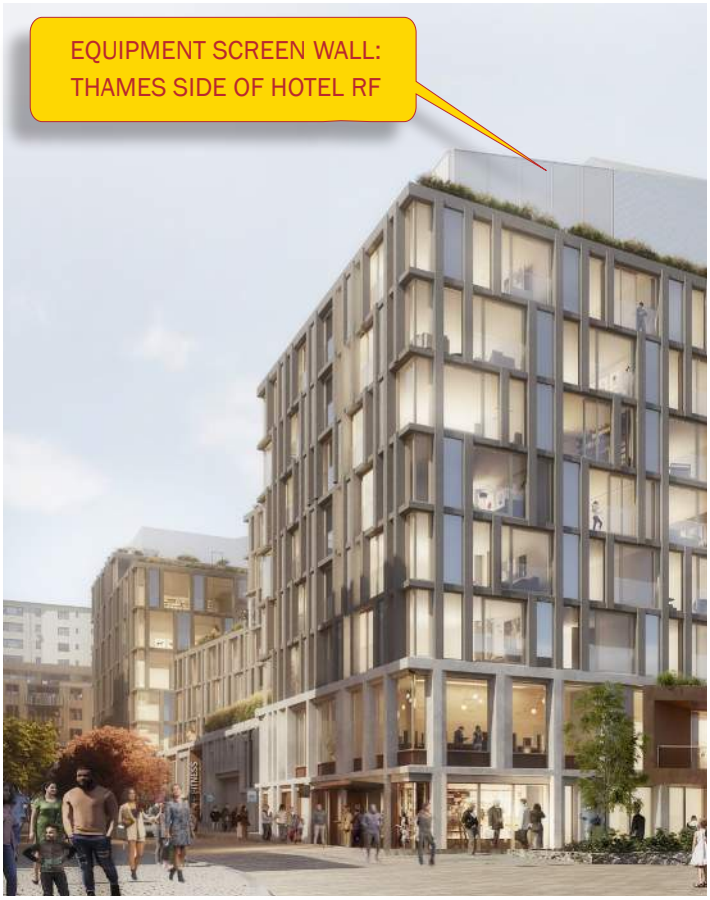
W-3 Roof Bulkhead Cladding B.O.D. Options

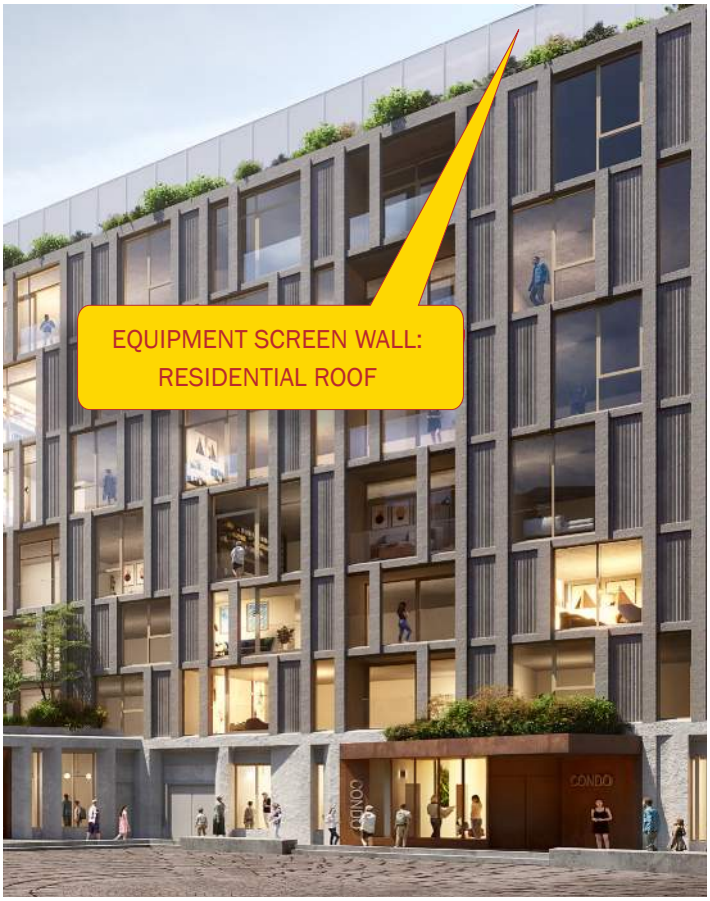




Exterior Roof Equipment Screen Locations







AMIGUARD® 7000 Series High



AMIGUARD® 7100 High Security Mesh



AMIGUARD® 7100 High Security Mesh

Samples shown in 1:1








FITNESS
THE PROMENADE


CONDO
CONDO


RETAIL


THE PROMENADE





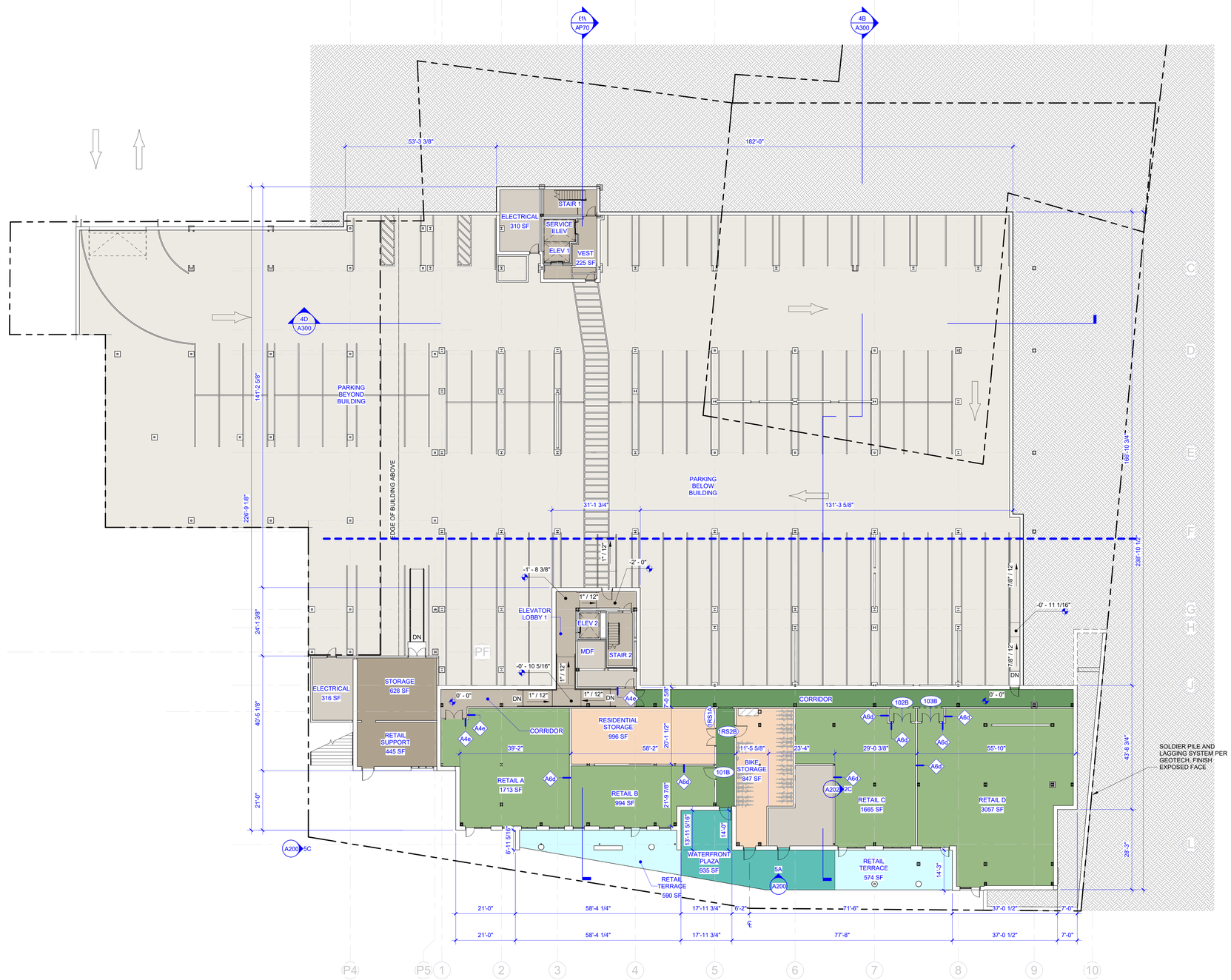
THE CHANNEL MARK | Portland Foreside Block 6 | View from Thames Street | January 5, 2023



THE CHANNEL MARK | Portland Foreside Block 6 | View from Eastern Promenade Trail | January 5, 2023

AREA/UNIT TYPE

- SITE - OUTDOOR SPACE
- RETAIL
- RETAIL - ACCESS SPACE
- RETAIL - OUTDOOR SPACE
- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- COMMON SPACE - PARKING
- COMMON SPACE - AMENITY



5A LEVEL 1 (MARINA/PROMENADE) - PLAN

SCALE: 1/16" = 1'-0"

PROJECT NORTH

LEVEL 1 - OVERALL PLAN

A111

Baskervill

FORESIDE/

THE CHANNEL MARK°

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PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
08/30/2023 - SITE PLAN REVISIONS

LEVEL 2 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 2		
204	2BR	1057 SF
204 T	UNIT TERRACE	286 SF
205	2BR	1419 SF
205 T	UNIT TERRACE	339 SF
207	3BR	1870 SF
207 T	UNIT TERRACE	395 SF
208	3BR	1752 SF
208 T	UNIT TERRACE	309 SF
209	1BR	1045 SF
209 T	UNIT TERRACE	102 SF
211	2BR	1310 SF
211 T	UNIT TERRACE	157 SF
212	2BR	1096 SF
212 T	UNIT TERRACE	230 SF
213	1BR	1061 SF
213 T	UNIT TERRACE	116 SF
214	2BR	1218 SF
214 T	UNIT TERRACE	268 SF
215	2BR	1502 SF
215 T	UNIT TERRACE	205 SF
216	2BR	1387 SF
216 T1	UNIT TERRACE	151 SF
217	3BR	1815 SF
217 T	UNIT TERRACE	259 SF
218	2BR	1706 SF
218 T	UNIT TERRACE	308 SF
219	2BR	1382 SF
219 T	UNIT TERRACE	280 SF
220	2BR	1662 SF
220 T	UNIT TERRACE	152 SF
221	3BR	2061 SF
221 T	UNIT TERRACE	230 SF
223	3BR	1826 SF
223 T	UNIT TERRACE	325 SF
		29281 SF

UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
17

LEVEL 2 - COMMON SPACE SCHEDULE

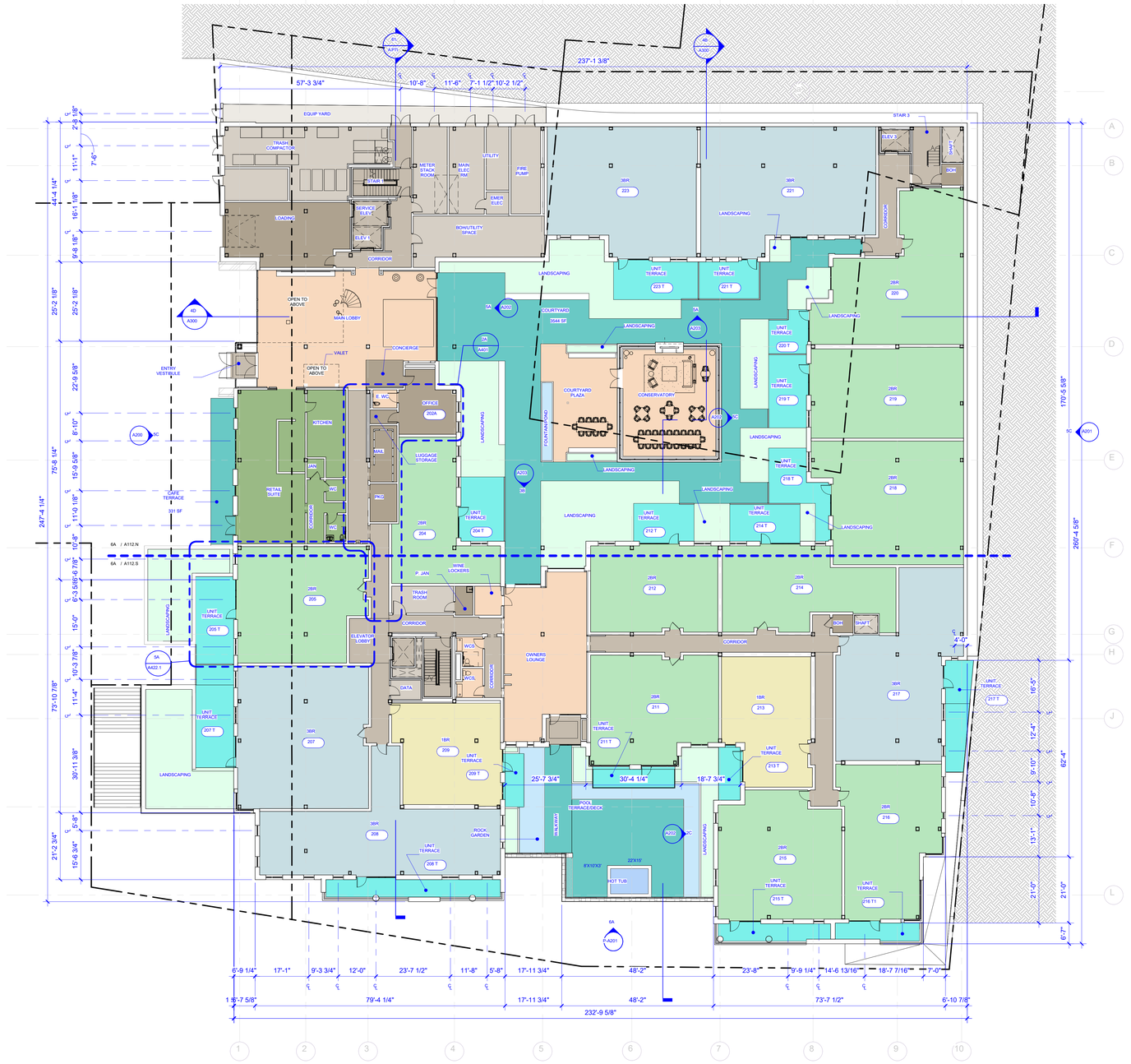
SPACE TYPE	AREA
LEVEL 2	
COMMON SPACE - ACCESS	3422 SF
COMMON SPACE - AMENITY	4972 SF
COMMON SPACE - BOH	1589 SF
COMMON SPACE - OUTDOOR	5150 SF
COMMON SPACE - UTILITIES	3046 SF
COMMON SPACE - UTILITIES (OUTDOOR)	561 SF
	18741 SF

UNIT TYPE & SELLEABLE SF

UNIT TYPE	COUNT	SQUARE FOOTAGE
1BR	17	15070.7 SF
2BR	108	129928 SF
3BR	23	40022.9 SF
PENTHOUSE	8	17184.6 SF
UNIT BALCONY	118	8557.7 SF
UNIT TERRACE - LARGE	16	8113.8 SF
UNIT COUNT WITHIN RZ ZONE = 22	290	218877.7 SF

AREA/UNIT TYPE

- SITE - LANDSCAPING
- SITE - WATER POOL
- SITE - WATER LOW
- RETAIL
- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- COMMON SPACE - UTILITIES (OUTDOOR)
- COMMON SPACE - AMENITY
- COMMON SPACE - OUTDOOR
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



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PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
06/22/2023 - PROGRESS PRINT

4A LEVEL 2 (STREET LEVEL) - PLAN

SCALE: 1/16" = 1'-0"

LEVEL 2 - OVERALL PLAN

A112

LEVEL 3 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 3		
302	2BR	908 SF
302 T	UNIT BALCONY	73 SF
303	3BR	1647 SF
303 T	UNIT BALCONY	73 SF
304	2BR	1112 SF
304 T	UNIT BALCONY	73 SF
305	2BR	1254 SF
305 T	UNIT BALCONY	75 SF
307	3BR	1873 SF
307 T	UNIT BALCONY	73 SF
308	2BR	1371 SF
308 T	UNIT TERRACE - LARGE	658 SF
309	2BR	1433 SF
309 T	UNIT BALCONY	70 SF
310	2BR	931 SF
310 T	UNIT BALCONY	73 SF
311	2BR	1014 SF
311 T	UNIT BALCONY	74 SF
312	2BR	921 SF
312 T	UNIT BALCONY	73 SF
313	3BR	1754 SF
313 T	UNIT BALCONY	73 SF
314	2BR	930 SF
314 T	UNIT BALCONY	73 SF
315	2BR	1282 SF
315 T	UNIT TERRACE - LARGE	638 SF
316	2BR	1365 SF
316 T1	UNIT TERRACE	175 SF
317	3BR	1531 SF
317 T	UNIT BALCONY	69 SF
318	2BR	1308 SF
318 T	UNIT BALCONY	76 SF
319	2BR	1709 SF
319 T	UNIT BALCONY	70 SF
320	2BR	1550 SF
320 T1	UNIT BALCONY	73 SF
320 T2	UNIT BALCONY	73 SF
321	2BR	1483 SF
321 T	UNIT BALCONY	70 SF
322	2BR	1493 SF
322 T	UNIT BALCONY	70 SF
323	1BR	961 SF
323 T	UNIT BALCONY	70 SF
324	3BR	1733 SF
324 T	UNIT TERRACE	124 SF
		32535 SF

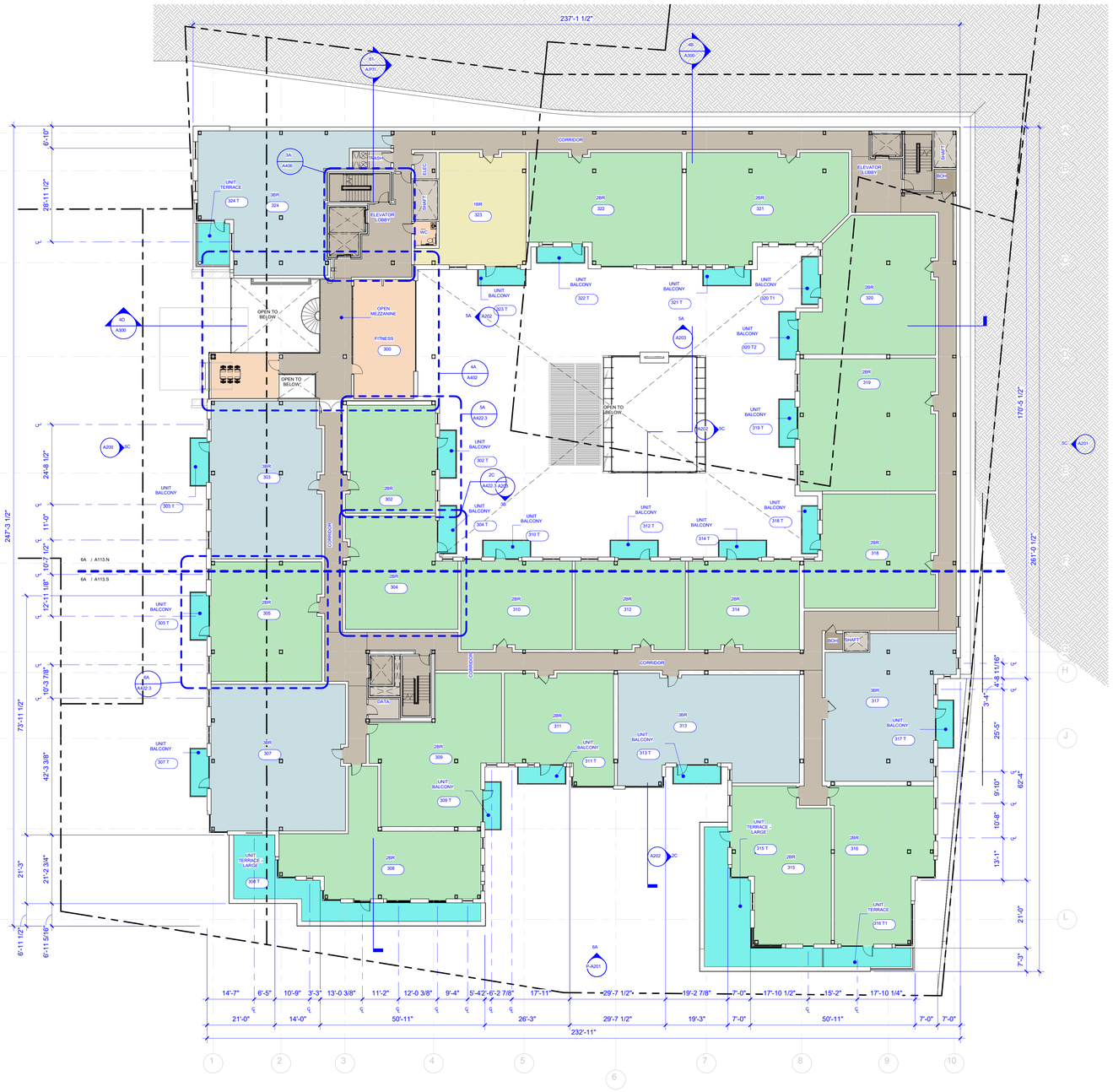
UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
22

LEVEL 3 - COMMON SPACE SCHEDULE

SPACE TYPE	AREA
LEVEL 3	
COMMON SPACE - ACCESS	5803 SF
COMMON SPACE - AMENITY	1021 SF
COMMON SPACE - BOH	76 SF
COMMON SPACE - UTILITIES	313 SF
	7213 SF

AREA/UNIT TYPE

- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- COMMON SPACE - AMENITY
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



4A LEVEL 3 - PLAN

SCALE: 1/16" = 1'-0"

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23218-0400

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PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST.
PORTLAND, ME 04101

ISSUE
06/22/2023 - PROGRESS PRINT

LEVEL 3 - OVERALL PLAN

A113

LEVEL 4 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 4		
400	2BR	1091 SF
400 T	UNIT BALCONY	75 SF
401	2BR	1381 SF
401 T	UNIT TERRACE	84 SF
402	2BR	908 SF
402 T	UNIT BALCONY	73 SF
403	3BR	1643 SF
403 T	UNIT BALCONY	75 SF
404	2BR	1112 SF
404 T	UNIT BALCONY	73 SF
405	2BR	1254 SF
405 T	UNIT BALCONY	75 SF
407	3BR	1873 SF
407 T	UNIT BALCONY	73 SF
408	2BR	1371 SF
408 T	UNIT BALCONY	74 SF
409	2BR	1437 SF
409 T	UNIT BALCONY	73 SF
410	2BR	933 SF
410 T	UNIT BALCONY	73 SF
411	2BR	1014 SF
411 T	UNIT BALCONY	74 SF
412	2BR	918 SF
412 T	UNIT BALCONY	73 SF
413	3BR	1755 SF
413 T	UNIT BALCONY	73 SF
414	2BR	932 SF
414 T	UNIT BALCONY	73 SF
415	2BR	1276 SF
415 T1	UNIT BALCONY	73 SF
416	2BR	1373 SF
416 T1	UNIT BALCONY	73 SF
417	2BR	1099 SF
417 T	UNIT BALCONY	69 SF
418	1BR	762 SF
418 T	UNIT BALCONY	74 SF
419	1BR	706 SF
419 T	UNIT BALCONY	73 SF
420	2BR	1418 SF
420 T	UNIT BALCONY	73 SF
421	2BR	1112 SF
421 T	UNIT BALCONY	73 SF
422	1BR	966 SF
422 T	UNIT BALCONY	73 SF
423	2BR	1482 SF
423 T	UNIT BALCONY	73 SF
424	2BR	1488 SF
424 T	UNIT BALCONY	70 SF
425	1BR	1004 SF
425 T	UNIT BALCONY	73 SF
426	2BR	1545 SF
426 T	UNIT TERRACE	145 SF
		33838 SF

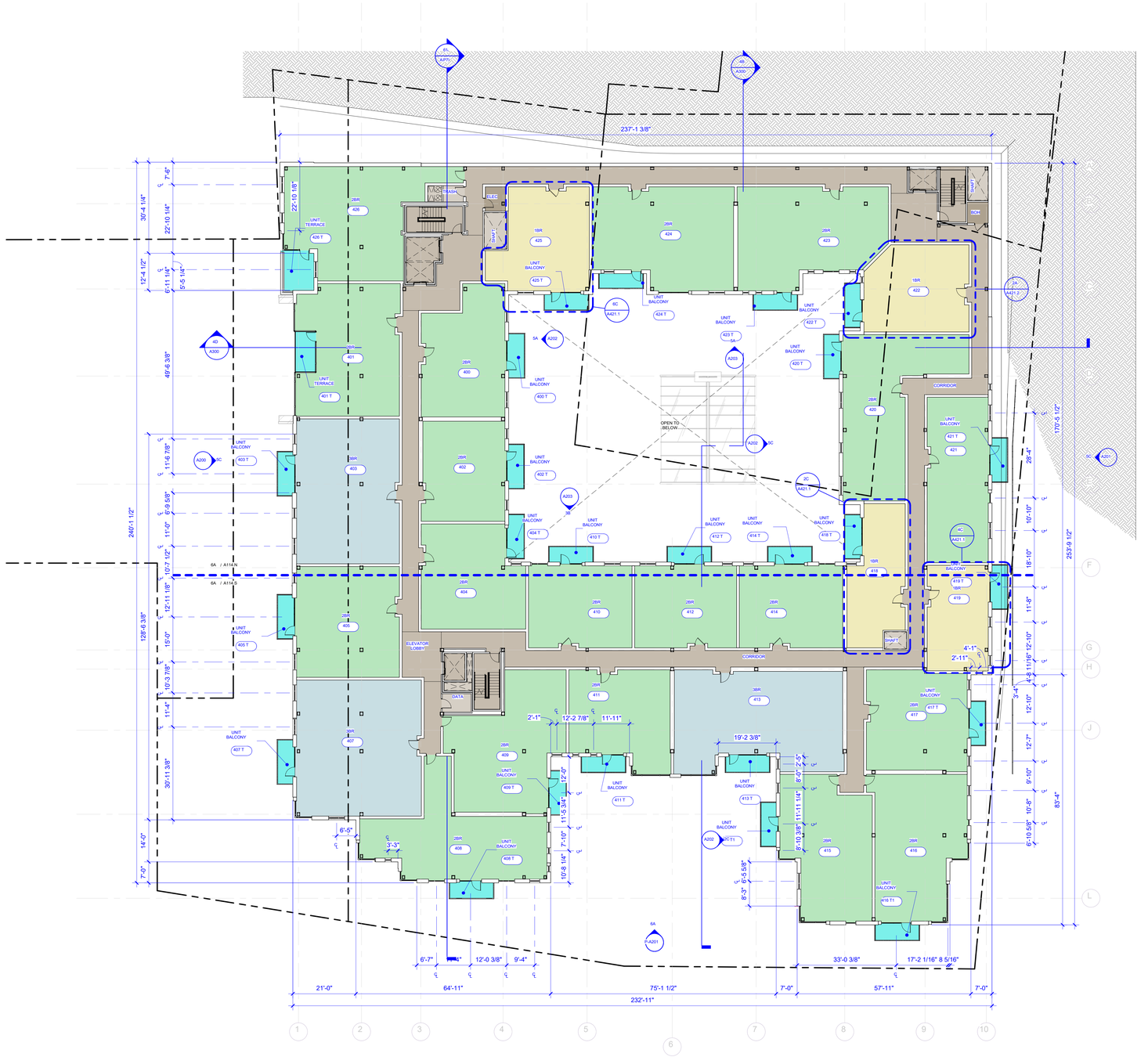
UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
26

LEVEL 4- COMMON SPACE SCHEDULE

SPACE TYPE	AREA
LEVEL 4	
COMMON SPACE - ACCESS	5608 SF
COMMON SPACE - BOH	104 SF
COMMON SPACE - UTILITIES	95 SF
	5808 SF

AREA/UNIT TYPE

- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



4A LEVEL 4 - PLAN

SCALE: 1/16" = 1'-0"

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LEVEL 4 - OVERALL PLAN

A114

LEVEL 5 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 5		
500	2BR	1092 SF
500 T	UNIT BALCONY	73 SF
501	2BR	919 SF
501 T	UNIT TERRACE	194 SF
502	2BR	914 SF
502 T	UNIT BALCONY	73 SF
503	2BR	951 SF
503 T	UNIT TERRACE	216 SF
504	2BR	1112 SF
504 T	UNIT BALCONY	73 SF
505	2BR	1424 SF
505T1	UNIT TERRACE	94 SF
508	3BR	1522 SF
508 T1	UNIT TERRACE	129 SF
508 T2	UNIT BALCONY	74 SF
509	2BR	1296 SF
509 T	UNIT TERRACE	112 SF
510	2BR	932 SF
510 T	UNIT BALCONY	73 SF
511	2BR	1015 SF
511 T	UNIT BALCONY	74 SF
512	2BR	919 SF
512 T	UNIT BALCONY	73 SF
513	3BR	1755 SF
513 T	UNIT BALCONY	73 SF
514	2BR	932 SF
514 T	UNIT BALCONY	73 SF
515	2BR	1275 SF
515 T1	UNIT BALCONY	73 SF
516	2BR	1373 SF
516 T1	UNIT BALCONY	73 SF
517	2BR	1100 SF
517 T	UNIT BALCONY	69 SF
518	1BR	762 SF
518 T	UNIT BALCONY	74 SF
519	1BR	706 SF
519 T	UNIT BALCONY	73 SF
520	2BR	1417 SF
520 T	UNIT BALCONY	73 SF
521	2BR	1112 SF
521 T	UNIT BALCONY	73 SF
522	1BR	966 SF
522 T	UNIT BALCONY	73 SF
523	2BR	1483 SF
523 T	UNIT BALCONY	73 SF
524	2BR	1494 SF
524 T	UNIT BALCONY	70 SF
525	1BR	999 SF
525 T	UNIT BALCONY	73 SF
526	2BR	1544 SF
526 T	UNIT TERRACE	157 SF
		31371 SF

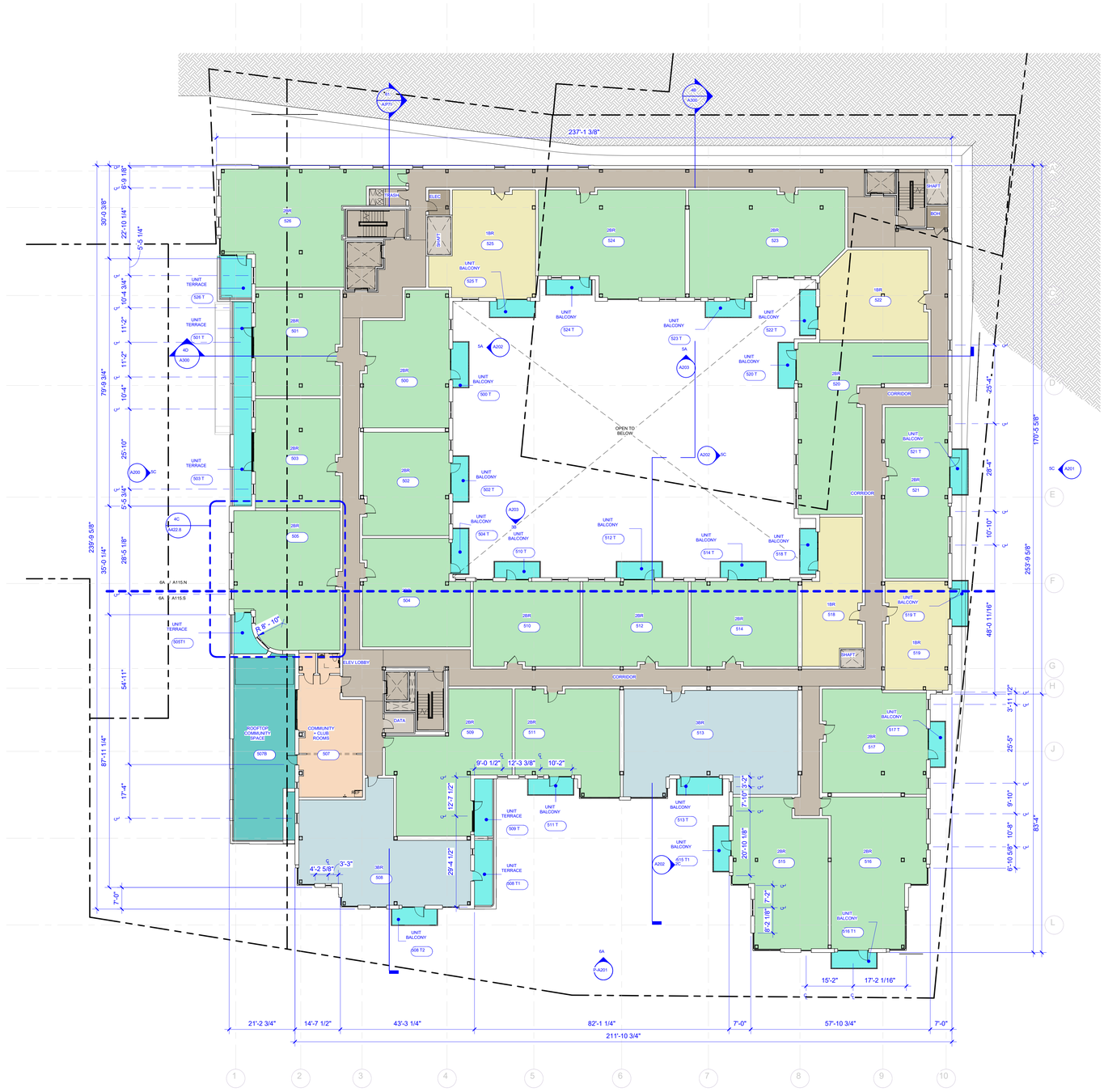
UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
25

LEVEL 5- COMMON SPACE SCHEDULE

SPACE TYPE	AREA
COMMON SPACE - ACCESS	5632 SF
COMMON SPACE - AMENITY	826 SF
COMMON SPACE - BOH	104 SF
COMMON SPACE - OUTDOOR	1182 SF
COMMON SPACE - UTILITIES	59 SF
	7803 SF

AREA/UNIT TYPE

- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- COMMON SPACE - AMENITY
- COMMON SPACE - OUTDOOR
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



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4A LEVEL 5 - PLAN

SCALE: 1/16" = 1'-0"

LEVEL 5 - OVERALL PLAN

A115

LEVEL 6 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 6		
600	2BR	1092 SF
600 T	UNIT BALCONY	73 SF
601	2BR	919 SF
601 T	UNIT BALCONY	73 SF
602	2BR	908 SF
602 T	UNIT BALCONY	73 SF
603	2BR	951 SF
603 T	UNIT BALCONY	73 SF
604	2BR	1112 SF
604 T	UNIT BALCONY	73 SF
605	2BR	1423 SF
605 T	UNIT BALCONY	69 SF
607	2BR	981 SF
607 T	UNIT TERRACE	73 SF
608	2BR	1376 SF
608 T	UNIT BALCONY	74 SF
609	2BR	1295 SF
609 T	UNIT BALCONY	70 SF
610	2BR	932 SF
610 T	UNIT BALCONY	73 SF
611	2BR	1013 SF
611 T	UNIT BALCONY	74 SF
612	2BR	919 SF
612 T	UNIT BALCONY	73 SF
613	3BR	1714 SF
613 T	UNIT BALCONY	73 SF
614	2BR	932 SF
614 T	UNIT BALCONY	73 SF
615	2BR	1092 SF
615 T1	UNIT TERRACE	194 SF
615T2	UNIT BALCONY	74 SF
616	2BR	1178 SF
616 T1	UNIT TERRACE	175 SF
616 T2	UNIT BALCONY	73 SF
617	2BR	871 SF
617 T	UNIT TERRACE	200 SF
618	1BR	762 SF
618 T	UNIT BALCONY	74 SF
619	1BR	707 SF
619 T	UNIT BALCONY	73 SF
620	2BR	1412 SF
620 T	UNIT BALCONY	73 SF
621	2BR	1112 SF
621 T	UNIT BALCONY	73 SF
622	1BR	968 SF
622 T	UNIT BALCONY	73 SF
623	2BR	1483 SF
623 T	UNIT BALCONY	73 SF
624	2BR	1489 SF
624 T	UNIT BALCONY	70 SF
625	1BR	995 SF
625 T	UNIT BALCONY	73 SF
626	2BR	1544 SF
626 T	UNIT BALCONY	74 SF
		31565 SF

UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
26

LEVEL 6- COMMON SPACE SCHEDULE

SPACE TYPE	AREA
LEVEL 6	
COMMON SPACE - ACCESS	5629 SF
COMMON SPACE - BOH	49 SF
COMMON SPACE - UTILITIES	114 SF
	5793 SF

AREA/UNIT TYPE

- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



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4A LEVEL 6 - PLAN
SCALE: 1/16" = 1'-0"

LEVEL 6 - OVERALL PLAN

A116

LEVEL 7 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 7		
702	2BR	1332 SF
702 T	UNIT BALCONY	63 SF
703	2BR	919 SF
703 T	UNIT BALCONY	73 SF
704	3BR	1516 SF
704 T	UNIT TERRACE	444 SF
705	2BR	1003 SF
705 T	UNIT BALCONY	73 SF
706	1BR	1019 SF
706 T	UNIT TERRACE	77 SF
707	2BR	1060 SF
707 T	UNIT TERRACE - LARGE	273 SF
708	2BR	1125 SF
708 T1	UNIT TERRACE - LARGE	600 SF
708 T2	UNIT TERRACE	108 SF
709	2BR	1161 SF
709 T	UNIT TERRACE	157 SF
710	2BR	1400 SF
710 T	UNIT TERRACE	423 SF
711	2BR	1076 SF
711 T	UNIT TERRACE - LARGE	383 SF
713	2BR	1235 SF
713 T	UNIT TERRACE - LARGE	354 SF
714	2BR	1447 SF
714 T1	UNIT TERRACE	248 SF
715	2BR	1014 SF
715 T	UNIT TERRACE	156 SF
716	2BR	1012 SF
716 T1	UNIT TERRACE	153 SF
717	2BR	871 SF
717 T	UNIT BALCONY	73 SF
719	3BR	1612 SF
719 T	UNIT BALCONY	73 SF
720	2BR	1424 SF
720 T	UNIT BALCONY	73 SF
721	2BR	1314 SF
721 T	UNIT BALCONY	73 SF
722	3BR	1656 SF
722 T1	UNIT TERRACE	232 SF
722 T2	UNIT BALCONY	73 SF
723	3BR	1707 SF
723 T1	UNIT TERRACE	240 SF
723 T2	UNIT BALCONY	70 SF
		29392 SF

LEVEL 7 - COMMON SPACE SCHEDULE

SPACE TYPE	AREA
LEVEL 7	
COMMON SPACE - ACCESS	4650 SF
COMMON SPACE - BOH	94 SF
COMMON SPACE - OUTDOOR	839 SF
COMMON SPACE - UTILITIES	95 SF
	5678 SF

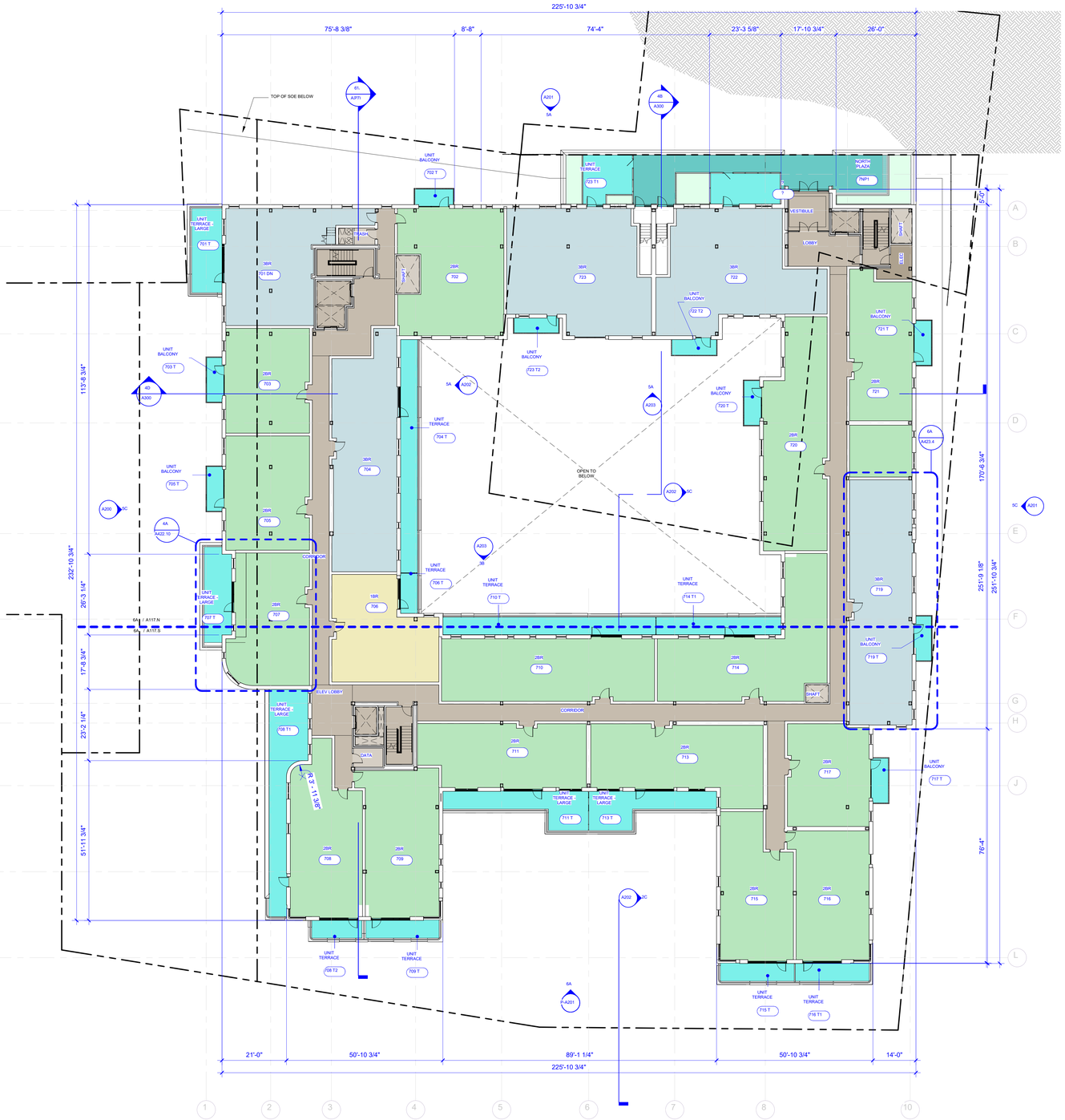
LEVEL 7 - MULTI STORY UNIT

NO	SPACE	LEVEL	AREA
701			
701 DN	3BR	LEVEL 7	1241 SF
701 UP	3BR	LEVEL 8	593 SF
2			1834 SF
701 T	UNIT TERRACE - LARGE	LEVEL 7	294 SF
701 RT	UNIT TERRACE - LARGE	LEVEL 8	610 SF
2			904 SF

UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)
21

AREA/UNIT TYPE

- SITE - LANDSCAPING
- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- COMMON SPACE - OUTDOOR
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - OUTDOOR SPACE



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4A LEVEL 7 - PLAN

SCALE: 1/16" = 1'-0" DRAWING REF: A200

LEVEL 7 - OVERALL PLAN

A117

LEVEL 8 - UNIT SCHEDULE

NO	SPACE	AREA
LEVEL 8		
802	2BR	1367 SF
802 T	UNIT BALCONY	63 SF
803	2BR	1009 SF
803 RT	UNIT TERRACE - LARGE	1159 SF
817	2BR	870 SF
817 T	UNIT BALCONY	73 SF
820	2BR	1424 SF
820 T	UNIT BALCONY	73 SF
822	3BR	1763 SF
822 T1	UNIT BALCONY	73 SF
823	3BR	1809 SF
823 T1	UNIT BALCONY	73 SF
		9757 SF

LEVEL 8 - COMMON SPACE SCHEDULE

SPACE TYPE	AREA
LEVEL 8	
COMMON SPACE - ACCESS	3966 SF
COMMON SPACE - BOH	94 SF
COMMON SPACE - UTILITIES	59 SF
	4119 SF

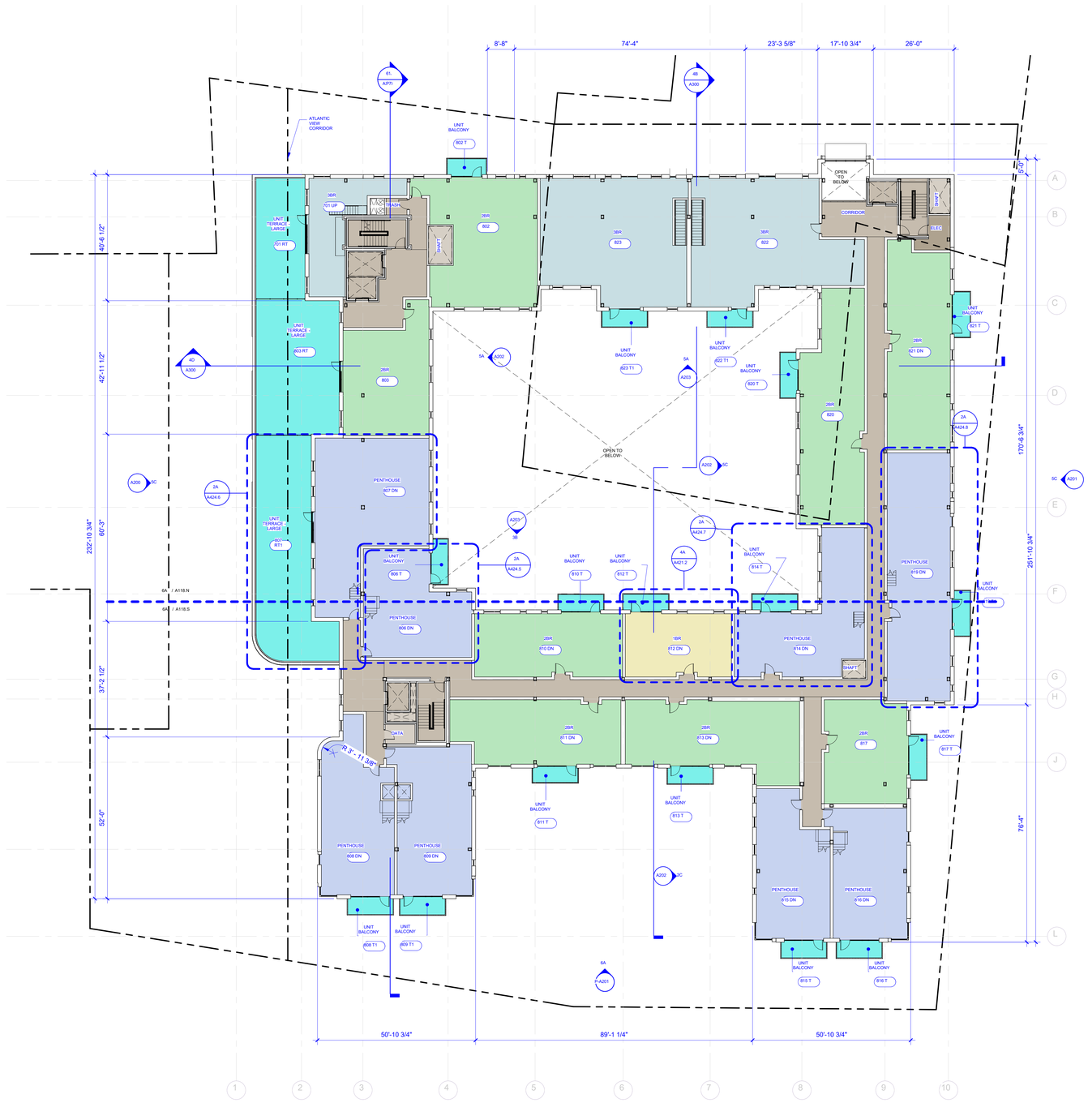
LEVEL 8 - MULTI STORY UNITS

NO	SPACE	LEVEL	AREA
806			
806 DN	PENTHOUSE	LEVEL 8	1029 SF
806 UP	PENTHOUSE	LEVEL 9	596 SF
2			1626 SF
806 RT2	UNIT ROOF TERRACE	Not Placed	Not Placed
807 RT2	UNIT ROOF TERRACE	Not Placed	Not Placed
806 T	UNIT BALCONY	LEVEL 8	70 SF
806 RT1	UNIT TERRACE - LARGE	LEVEL 9	292 SF
808 T4	UNIT BALCONY	LEVEL 9	63 SF
808 T3	UNIT BALCONY	LEVEL 9	63 SF
6			488 SF
807			
807 DN	PENTHOUSE	LEVEL 8	1607 SF
807 UP	PENTHOUSE	LEVEL 9	1220 SF
2			2827 SF
807 RT2	UNIT ROOF TERRACE	Not Placed	Not Placed
807 RT1	UNIT TERRACE - LARGE	LEVEL 8	1383 SF
2			1383 SF
808			
808 DN	PENTHOUSE	LEVEL 8	1131 SF
808 UP	PENTHOUSE	LEVEL 9	1104 SF
2			2234 SF
808 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
808 T3	UNIT TERRACE	Not Placed	Not Placed
808 T2	UNIT TERRACE	Not Placed	Not Placed
808 T1	UNIT BALCONY	LEVEL 8	74 SF
4			74 SF
809			
809 DN	PENTHOUSE	LEVEL 8	1165 SF
809 UP	PENTHOUSE	LEVEL 9	785 SF
2			1950 SF
809 RT2	UNIT ROOF TERRACE	Not Placed	Not Placed
809 T2	UNIT TERRACE	Not Placed	Not Placed
809 T1	UNIT BALCONY	LEVEL 8	75 SF
809 RT	UNIT TERRACE - LARGE	LEVEL 9	285 SF
4			359 SF
810			
810 DN	2BR	LEVEL 8	958 SF
1			958 SF
810 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
810 T	UNIT BALCONY	LEVEL 8	71 SF
2			71 SF
811			
811 DN	2BR	LEVEL 8	1075 SF
1			1075 SF
811 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
811 T	UNIT BALCONY	LEVEL 8	67 SF
2			67 SF
812			
812 DN	1BR	LEVEL 8	685 SF
1			685 SF
812 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
812 T	UNIT BALCONY	LEVEL 8	72 SF
2			72 SF
813			
813 DN	2BR	LEVEL 8	1235 SF
1			1235 SF
813 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
813 T	UNIT BALCONY	LEVEL 8	73 SF
2			73 SF
814			
814 DN	PENTHOUSE	LEVEL 8	1179 SF
814 UP	PENTHOUSE	LEVEL 9	777 SF
2			1956 SF
814 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
814 T	UNIT BALCONY	LEVEL 8	72 SF
2			72 SF
815			
815 DN	PENTHOUSE	LEVEL 8	1014 SF
815 UP	PENTHOUSE	LEVEL 9	634 SF
2			1648 SF
815 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
815 T2	UNIT TERRACE	Not Placed	Not Placed
815 T	UNIT BALCONY	LEVEL 8	73 SF
815 RT	UNIT TERRACE - LARGE	LEVEL 9	517 SF
816 RT2	UNIT TERRACE - LARGE	LEVEL 9	215 SF
814 RT	UNIT TERRACE - LARGE	LEVEL 9	204 SF
819 T2	UNIT BALCONY	LEVEL 9	73 SF
7			1083 SF
816			
816 DN	PENTHOUSE	LEVEL 8	1012 SF
816 UP	PENTHOUSE	LEVEL 9	958 SF
2			1970 SF
816 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
816 T2	UNIT TERRACE	Not Placed	Not Placed
816 T	UNIT BALCONY	LEVEL 8	73 SF
816 RT1	UNIT TERRACE - LARGE	LEVEL 9	249 SF
4			322 SF
819			
819 DN	PENTHOUSE	LEVEL 8	1613 SF
819 UP	PENTHOUSE	LEVEL 9	1361 SF
2			2974 SF
819 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
819 T1	UNIT BALCONY	LEVEL 8	73 SF
2			73 SF
821			
821 DN	2BR	LEVEL 8	1313 SF
1			1313 SF
821 RT	UNIT ROOF TERRACE	Not Placed	Not Placed
821 T	UNIT BALCONY	LEVEL 8	73 SF
2			73 SF

UNITS TOTAL FOR LEVEL (CONDITIONED SPACE)

AREA/UNIT TYPE

- COMMON SPACE - BOH
- COMMON SPACE - ACCESS
- COMMON SPACE - UTILITIES
- UNIT-ONE BEDROOM
- UNIT - TWO BEDROOM
- UNIT - THREE BEDROOM
- UNIT - PENTHOUSE
- UNIT - OUTDOOR SPACE



4A LEVEL 8 - PLAN

SCALE: 1/16" = 1'-0"

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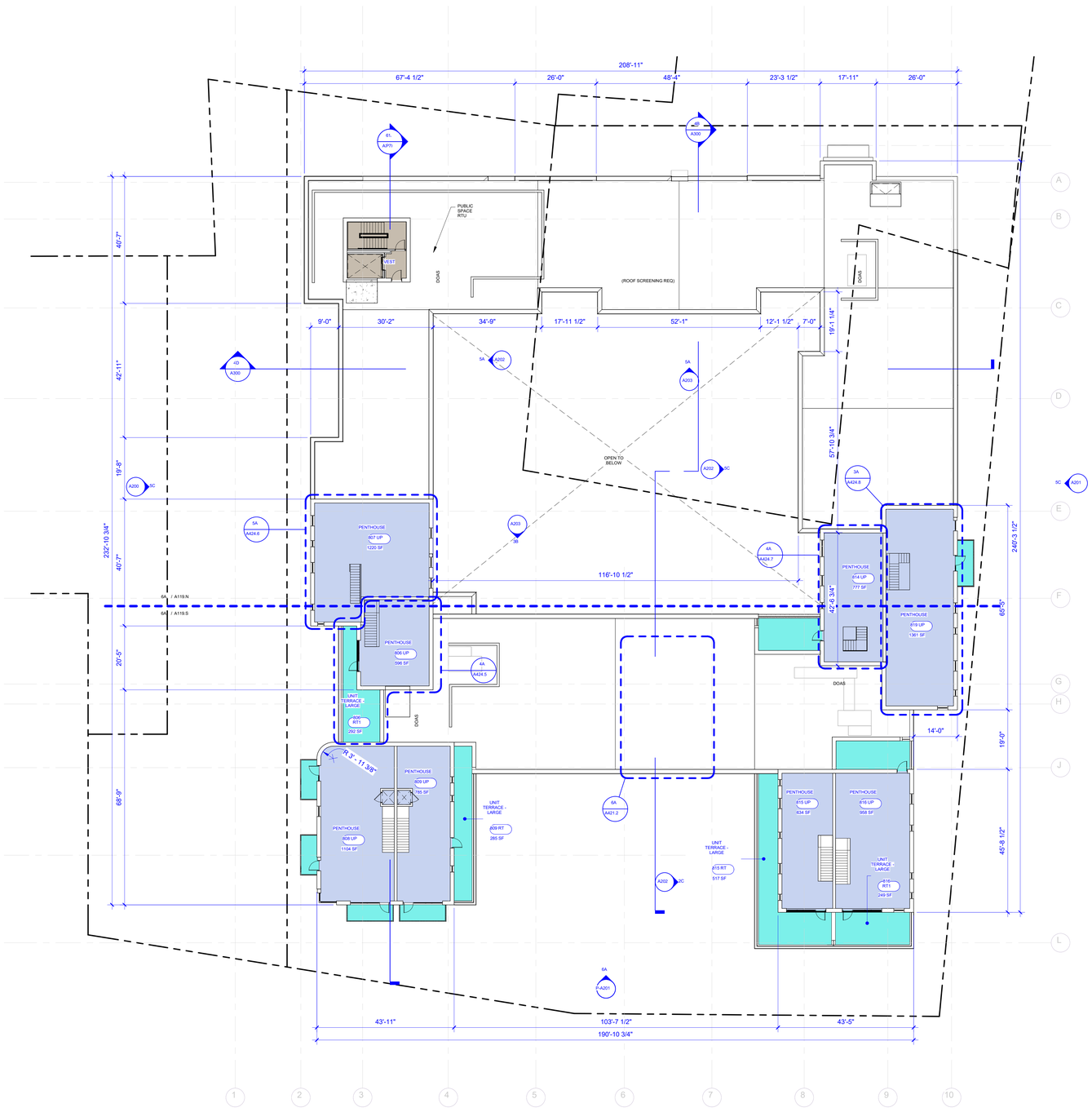
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LEVEL 8 - OVERALL PLAN

A118

AREA/UNIT TYPE

- COMMON SPACE - ACCESS
- UNIT - PENTHOUSE
- UNIT - OUTDOOR SPACE



4A LEVEL 9 (ROOF) - PLAN

SCALE: 1/16" = 1'-0" DRAWING REF: A200

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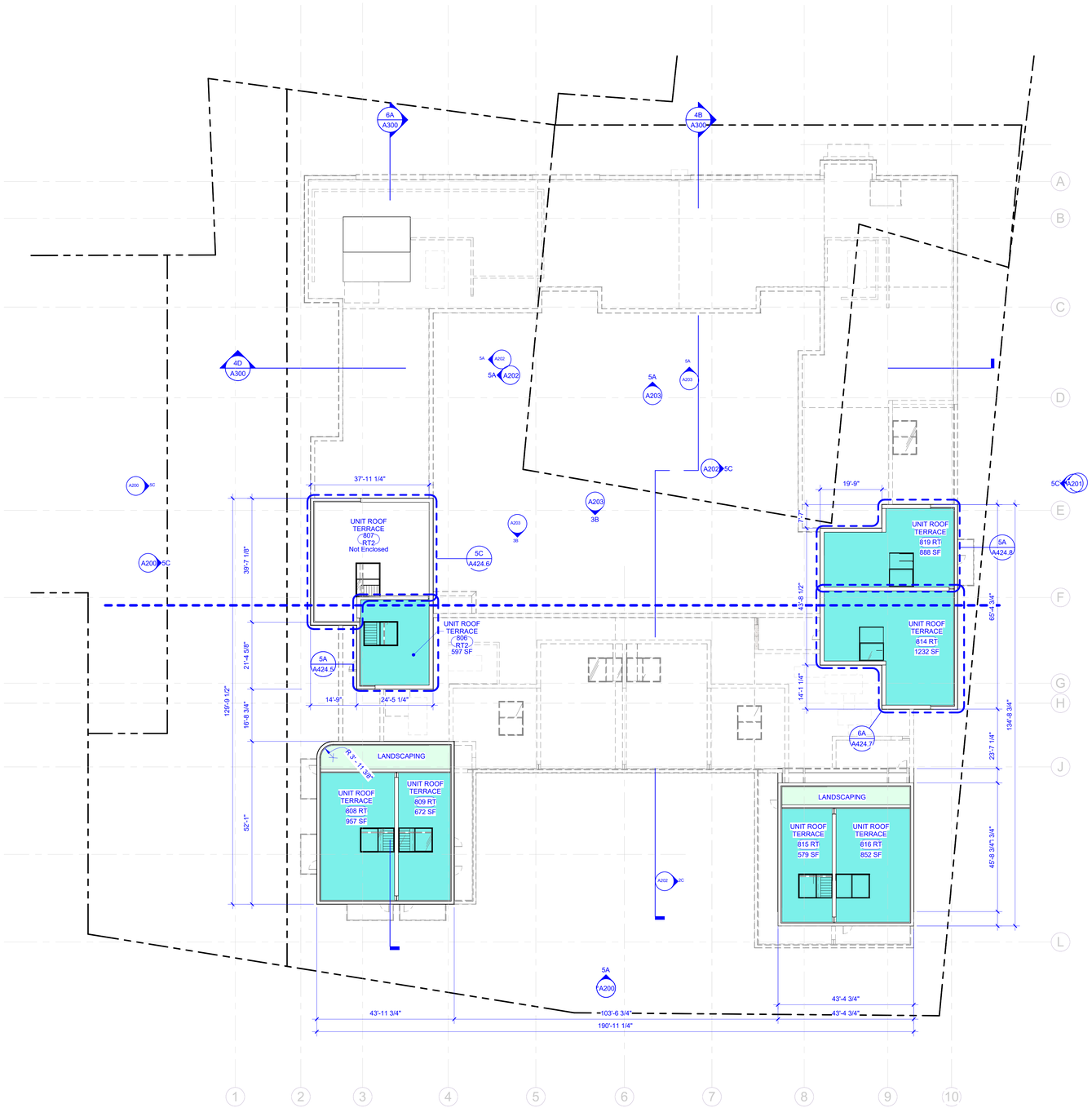
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LEVEL 9 - OVERALL PLAN

A119



4A LEVEL 10 - (ROOF) PLAN

SCALE: 1/16" = 1'-0" DRAWING REF: A200

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LEVEL 10 - PLAN

A120

EXTERIOR FINISH LEGEND

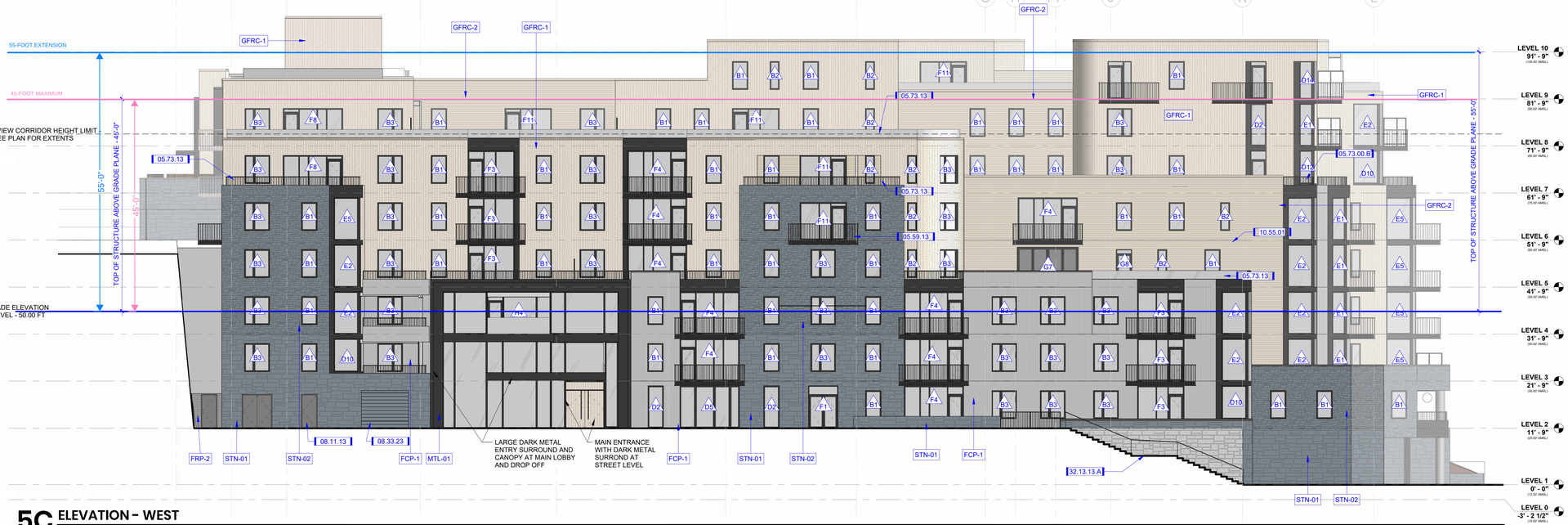
FINISH NO.	MATERIAL	MANUFACTURER	STYLE NAME / NO.	COLOR	SIZE	DESCRIPTION / REMARKS
CONCRETE						
CONC-01	CONCRETE					EXPOSED POURED IN PLACE CONCRETE
EXTERIOR FLOORING						
CT-01	PORCELAIN PAVER		WOOD LOOK		LARGE FORMAT - RECTILINEAR	AT POOL AND ROOF TERRACES
CT-02	PORCELAIN PAVER		STONE LOOK		LARGE FORMAT - PLANK	AT POOL AND ROOF TERRACES
PS-01	PEDASTAL PAVER SYSTEM	HANOVER PAVERS	GRIDLOC ON PEDASTAL PAVERS			WEIGHTED
PS-02	PAVERS	PER LANDSCAPE			VARIED	ABOVE PODIUM
MASONRY						
STN-01	STONE		GRANITE		LARGE FORMAT	CAVITY WALL VENEER
STN-02	STONE		GRANITE		LEDGESTONE	CAVITY WALL VENEER
METAL						
MTL-01	ALUMINUM FRAMED DOOR / WINDOW SYSTEM	WASAU		DARK BRONZE		THERMALLY BROKEN
MTL-02	ALUMINUM PANEL	ATAS	BELEVEDERE	FACTORY FINISHED		ROOF EQUIPMENT SCREEN AND BELOW GRADE FACADE
MTL-03	ALUMINIUM RAILING SYSTEM	SAPPHIRE BALCONIES LIMITED	CUSTOM PREFABRICATED BALCONY	FACTORY FINISHED		VERTICAL PICKET RAILING WITH NARROW PROFILE

EXTERIOR FINISH LEGEND

FINISH NO.	MATERIAL	MANUFACTURER	STYLE NAME / NO.	COLOR	SIZE	DESCRIPTION / REMARKS
MTL-04	GLASS GUARDRAIL	WESHAMPTON ARCHITECTURAL GLASS	BOTTOM SHOE	FINISH TO MATCH MTL-01	48" PANELS	GLASS PANEL RAILING WITH ALUMINUM MOUNT SYSTEM
MTL-05	MODULAR BALCONY	LEVOLUX	SERENITI BALCONY	FINISH TO MATCH MTL-01	15' X 5'	THERMALLY BROKEN ATTACHMENT, RAILED ALLUM DECKING, AND EDGE DRAINAGE
PAINT						
PNT-01	ELASTOMERIC COATING			COLOR TO MATCH MTL-01		ALL EXPOSED STEEL
RAINSCREEN PANEL						
FCP-1	FIBER CEMENT PANEL	SWISS PEARL	GRAVIAL	GRANITE 624		CONCEALED ATTACHEMENT SYSTEM
GFRC-1	GLASSFIBER REINFORCED CONCRETE SLAT	RIEDER	ÖKO SKIN STRIPES	COLOR/FINISH MIX IN COORDINATION WITH MFR: VANILLA NS04, SAHARA NS01, SANDSTONE NS02, ALMOND NS05, & LARCH TI02 IN MATT, FERRO LIGHT, AND FERRO	70mm, 147mm, 302m	CONCEALED ATTACHEMENT SYSTEM; VERTICAL ORIENTATION
GFRC-2	GLASSFIBER REINFORCED CONCRETE SLAT	RIEDER	ÖKO SKIN STRIPES	COLOR/FINISH MIX IN COORDINATION WITH MFR: VANILLA NS04, SAHARA NS01, SANDSTONE NS02, ALMOND NS05, & LARCH TI02 IN MATT, FERRO LIGHT, AND FERRO	70mm, 147mm, 302m	CONCEALED ATTACHEMENT SYSTEM; HORIZONTAL ORIENTATION

KEYNOTES

05.59.13	MODULAR ALUMINUM BALCONY, BOD: AS SHOWN IN SCHEDULE BALCONY WITH RAILED ALUMINIUM BALUSTRADE, NON COMBUSTIBLE DECKING, AND EDGE DRAINAGE
05.73.00.B	PREFINISHED ALUMINUM GUARDRAIL TO MATCH MODULAR BALCONIES
05.73.13	GLASS GUARDRAIL IN ALUMINUM SHOE
07.44.53	FRP COLUMN WRAP; MOUNTED VERTICALLY
07.62.00.A	ALUMINUM COPING WITH KYNAR FINISH SEE SECTION 07 6200
08.11.13	PAINTED HOLLOW METAL DOOR AND FRAME SEE SHEETS A8-01, A8-02, AND SECTION 08 1113
08.33.23	GLASS PANEL ENTRY AND STOREFRONT, TYP
10.55.01	ADAPTIVE OUTDOOR SHADE STRUCTURE, BOD: LANDSCAPE FORMS UPFIT
31 32 36	SOE PER CIVIL DRAWINGS
32.13.13.A	GRAND EXTERIOR STAIR PER LANDSCAPE DRAWINGS



5C ELEVATION - WEST

SCALE: 3/32" = 1'-0" DRAWING REF: A111



5A ELEVATION - SOUTH

SCALE: 3/32" = 1'-0" DRAWING REF: A111

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PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

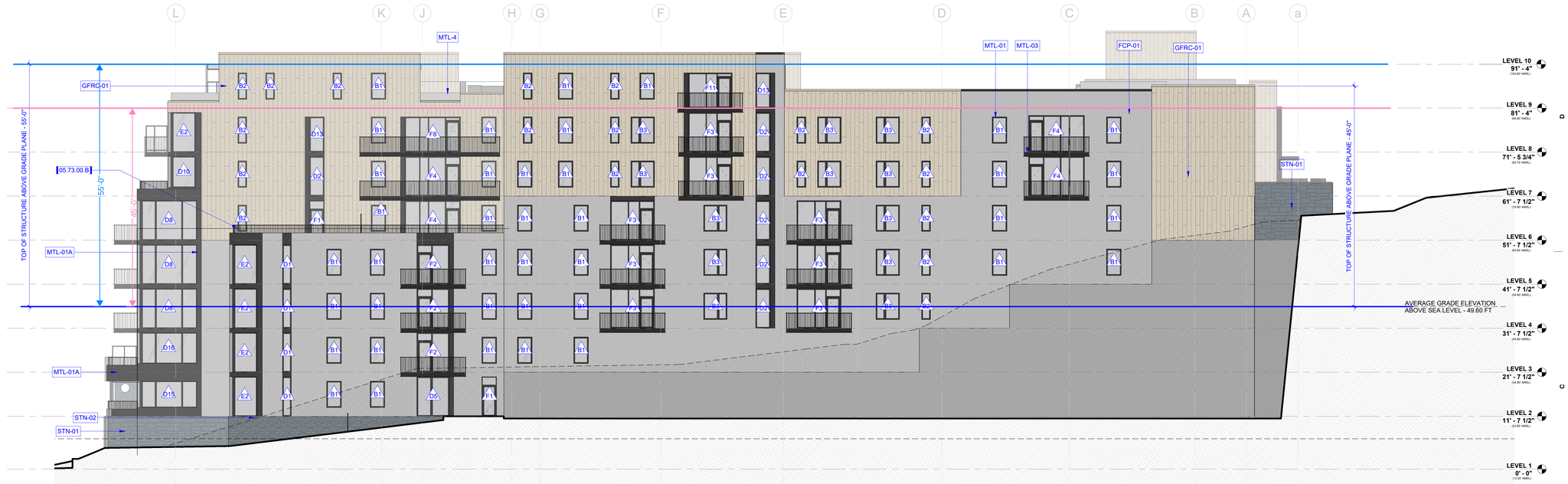
58 FORE ST
PORTLAND, ME 04101

ISSUE
08/30/2023 -
SITE PLAN REVISIONS

EXTERIOR ELEVATIONS
A200

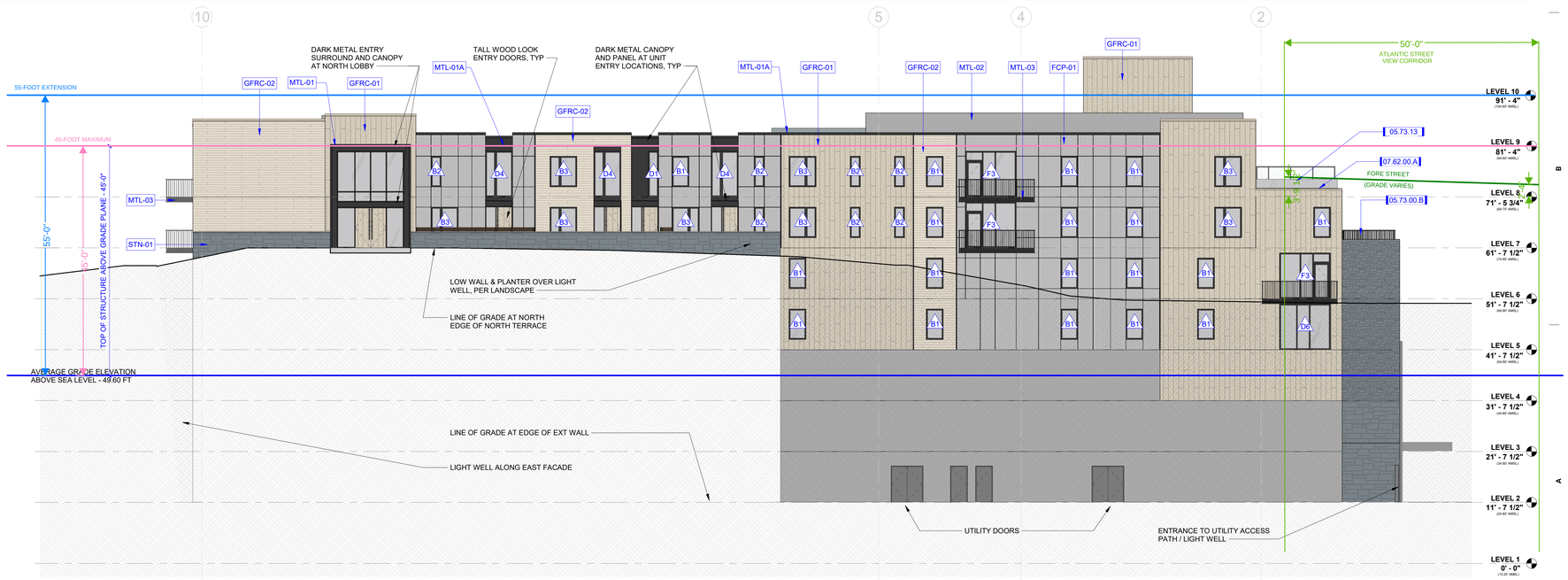
KEYNOTES

05.73.00.B	PREFINISHED ALUMINUM GUARDRAIL TO MATCH MODULAR BALCONIES
05.73.13	GLASS GUARDRAIL IN ALUMINUM SHOE
07.62.00.A	ALUMINUM COPING WITH KYNAR FINISH SEE SECTION 07 6200



5C ELEVATION - EAST

SCALE: 3/32" = 1'-0" DRAWING REF: A112



5A ELEVATION - NORTH

SCALE: 3/32" = 1'-0" DRAWING REF: A117

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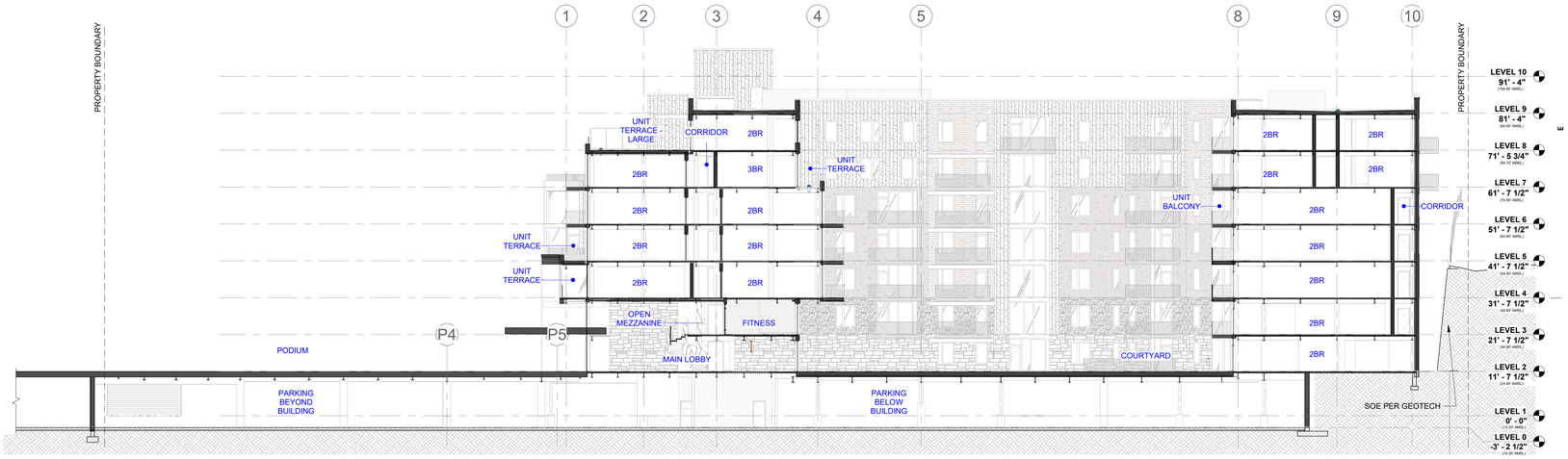
PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

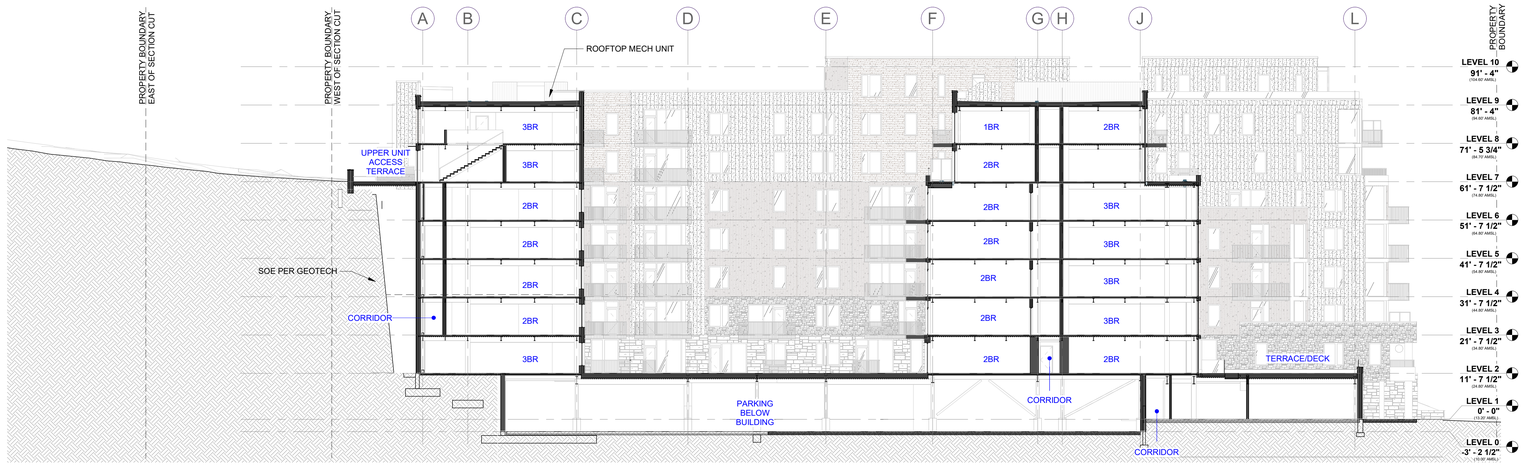
ISSUE
07/14/2023 - APPENDIX B HP PACKAGE REVISIONS

EXTERIOR ELEVATIONS
A201



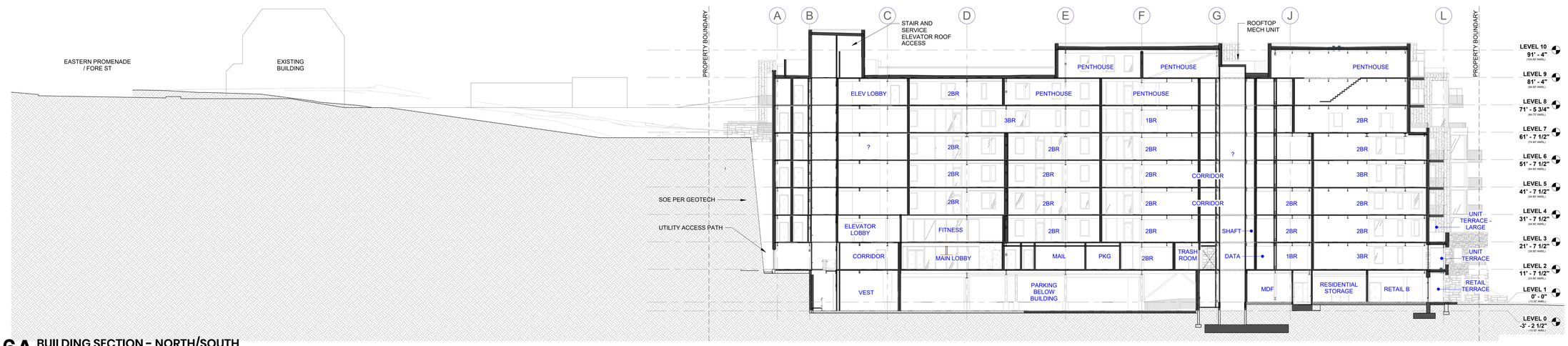
4D BUILDING SECTION - EAST/WEST AT COURTYARD

SCALE: 1/16" = 1'-0" DRAWING REF: A111



4B BUILDING SECTION - NORTH/SOUTH AT COURTYARD

SCALE: 1/16" = 1'-0" DRAWING REF: A111



6A BUILDING SECTION - NORTH/SOUTH

SCALE: 1/16" = 1'-0" DRAWING REF: A111

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PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE
08/15/2023 - SITE PLAN APPLICATION REV

OVERALL BUILDING SECTIONS

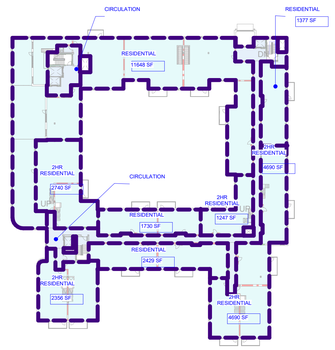
A300

OCCUPANCY SCHEDULE

NAME	FUNCTION OF SPACE	AREA	OCC LOAD FACTOR	GROSS / NET / FIXED	TABULAR OCC
LEVEL 1					
BOH	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	361 SF	300	SF GROSS	2
STORAGE	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	4173 SF	300	SF GROSS	14
MERCANTILE	MERCANTILE	7558 SF	60	SF GROSS	132
ENCLOSED GARAGE UNDER BUILDING	PARKING GARAGES	33747 SF	200	SF GROSS	169
CIRCULATION	UNASSIGNED	3190 SF	0		
		49029 SF			
LEVEL 2					
STORAGE	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	2068 SF	300	SF GROSS	7
TRASH	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	1936 SF	300	SF GROSS	7
AMENITY	ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)	1520 SF	15	SF NET	102
COURTYARD	ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)	5283 SF	15	SF NET	341
LOBBY	ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)	2126 SF	15	SF NET	142
OFFICE	BUSINESS	440 SF	150	SF GROSS	3
MERCANTILE	MERCANTILE	1718 SF	60	SF GROSS	29
RESIDENTIAL	RESIDENTIAL	29344 SF	200	SF GROSS	147
DECK	SKATING RINKS, SWIMMING POOLS - DECKS	459 SF	15	SF GROSS	31
POOL	SKATING RINKS, SWIMMING POOLS - RINK & POOL	349 SF	50	SF GROSS	7
CIRCULATION	UNASSIGNED	4808 SF	0		
COVERED EXTERIOR	UNASSIGNED	193 SF	0		
		50244 SF			
LEVEL 3					
AMENTIY	ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)	321 SF	15	SF NET	22
FITENSS	EXERCISE ROOMS	701 SF	50	SF GROSS	15
RESIDENTIAL	RESIDENTIAL	32750 SF	200	SF GROSS	164
CIRCULATION	UNASSIGNED	6851 SF	0		
		40622 SF			
LEVEL 4					
RESIDENTIAL	RESIDENTIAL	33250 SF	200	SF GROSS	167
CIRCULATION	UNASSIGNED	6645 SF	0		
		39895 SF			
LEVEL 5					
AMENTIY	ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)	2001 SF	15	SF NET	134
RESIDENTIAL	RESIDENTIAL	31288 SF	200	SF GROSS	157
CIRCULATION	UNASSIGNED	6558 SF	0		
		39846 SF			
LEVEL 6					
RESIDENTIAL	RESIDENTIAL	31250 SF	200	SF GROSS	157
CIRCULATION	UNASSIGNED	6588 SF	0		
		37838 SF			
LEVEL 7					
RESIDENTIAL	RESIDENTIAL	31644 SF	200	SF GROSS	159
CIRCULATION	UNASSIGNED	5578 SF	0		
		37222 SF			
LEVEL 8					
2HR RESIDENTIAL	RESIDENTIAL	11033 SF	200	SF GROSS	56
RESIDENTIAL	RESIDENTIAL	17183 SF	200	SF GROSS	86
CIRCULATION	UNASSIGNED	4725 SF	0		
		32941 SF			
LEVEL 9					
2HR RESIDENTIAL	RESIDENTIAL	7772 SF	200	SF GROSS	39
RESIDENTIAL	RESIDENTIAL	3478 SF	200	SF GROSS	18
CIRCULATION	UNASSIGNED	395 SF	0		
		11645 SF			
LEVEL 10					
2HR RESIDENTIAL	RESIDENTIAL	7219 SF	200	SF GROSS	37
		7219 SF			
Grand total: 73		346501 SF		TOTAL OCC = 2,344	

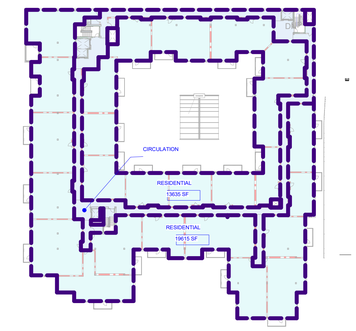
FUNCTION OF SPACE COLOR LEGEND

- ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM
- ASSEMBLY WITHOUT FIXED SEATS - UNCONCENTRATED (TABLES & CHAIRS)
- BUSINESS
- MERCANTILE
- EXERCISE ROOM
- RESIDENTIAL
- SKATING RINKS, SWIMMING POOLS - DECKS
- SKATING RINKS, SWIMMING POOLS - RINK & POOL
- UNASSIGNED
- PARKING GARAGE



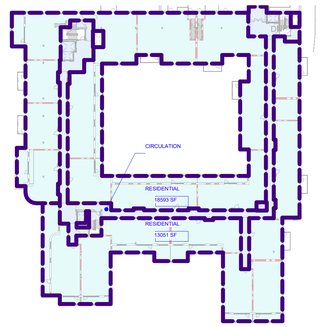
2D LEVEL 8

SCALE: 1" = 50'-0" DRAWING REF: A200



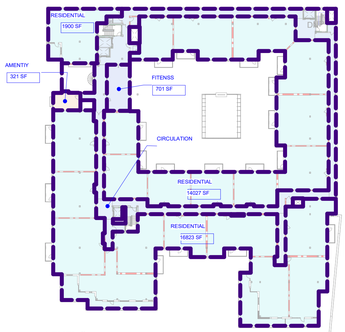
1D LEVEL 4

SCALE: 1" = 50'-0" DRAWING REF: A200



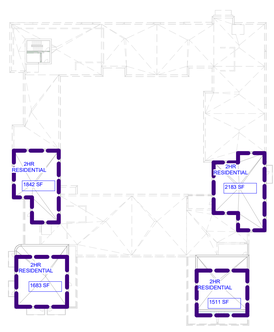
2C LEVEL 7

SCALE: 1" = 50'-0" DRAWING REF: A200



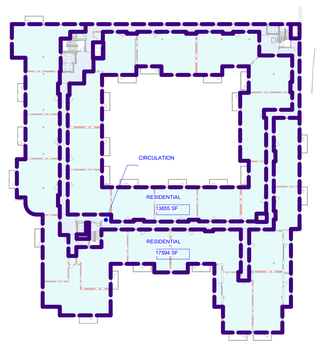
1C LEVEL 3

SCALE: 1" = 50'-0" DRAWING REF: A200



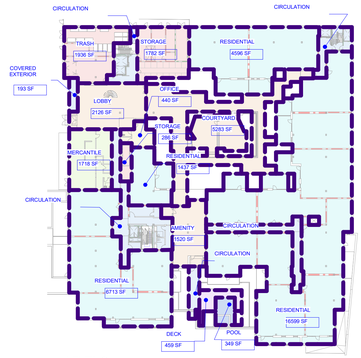
3B LEVEL 10

SCALE: 1" = 50'-0" DRAWING REF: A200



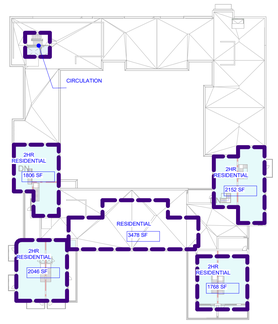
2B LEVEL 6

SCALE: 1" = 50'-0" DRAWING REF: A200



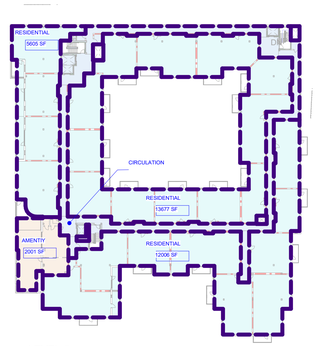
1B LEVEL 2

SCALE: 1" = 50'-0" DRAWING REF: A200



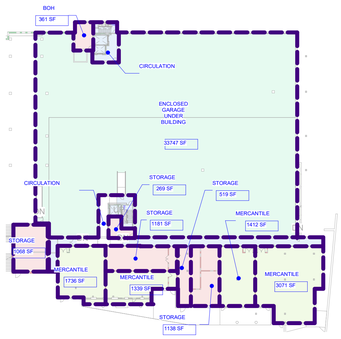
3A LEVEL 9

SCALE: 1" = 50'-0" DRAWING REF: A200



2A LEVEL 5

SCALE: 1" = 50'-0" DRAWING REF: A200



1A LEVEL 1

SCALE: 1" = 50'-0" DRAWING REF: A200

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PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

ISSUE

06/22/2023 - PROGRESS PRINT

CODE CALCULATED OCCUPANCY AND AREA PLANS

G001

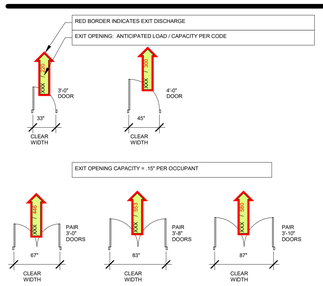
EGRESS PATH DISTANCES

TYPE	PATH OF EGRESS
LEVEL 1 - GARAGE PATH A	
COMMON PATH OF EGRESS TRAVEL	29'-6"
PATH OF CHOICE	139'-3"
	168'-9"
LEVEL 1 - RETAIL A	
COMMON PATH OF EGRESS TRAVEL	8'-4"
PATH OF CHOICE	30'-11"
	39'-3"
LEVEL 1 - RETAIL B	
COMMON PATH OF EGRESS TRAVEL	20'-6"
PATH OF CHOICE	87'-0"
	107'-6"
LEVEL 1 - RETAIL C	
COMMON PATH OF EGRESS TRAVEL	25'-9"
PATH OF CHOICE	40'-2"
	65'-11"
LEVEL 1 - RETAIL D	
COMMON PATH OF EGRESS TRAVEL	53'-6"
PATH OF CHOICE	40'-2"
	93'-8"
LEVEL 2 - EXIT PATH 'A'	
PATH OF CHOICE	240'-11"
	240'-11"
LEVEL 2 - EXIT PATH 'B'	
COMMON PATH OF EGRESS TRAVEL	109'-5"
PATH OF CHOICE	74'-7"
	184'-0"

FIRE PROTECTION & ALARM DEVICES (906 -908)

- FE — FIRE EXTINGUISHER BRACKET MOUNTED
- FEC — FIRE EXTINGUISHER CABINET (RECESSED/ SEMI RECESSED)
- V — FIRE ALARM STROBE ONLY, + 80" SYNCHRONIZED 15 CANDELA UNLESS OTHERWISE NOTED
- SD — FIRE ALARM PHOTOELECTRIC SMOKE DETECTOR CEILING MOUNTED
- F — FIRE ALARM PULL STATION, +48"
- F — FIRE ALARM HORN/STROBE DEVICE, +80" SYNCHRONIZED 15 CANDELA UNLESS OTHERWISE NOTED
- SD — FIRE ALARM PHOTOELECTRIC DUCT SMOKE DETECTOR HOUSING WITH SENSOR AND REMOTE LED/ALARM TEST STATION

EXIT DISCHARGE CAPACITY (SPRINKLERED)



EXIT / EGRESS SYMBOLS

- EP — EXIT PASSAGEWAY (1024)
- EXIT ACCESS CORRIDOR (1020)
- DIRECTIONAL ILLUMINATED EXIT SIGN (1013)
- ELEV — ELEVATOR (3001)
- HE — HORIZONTAL EXIT (1026)
- EAS — EXIT ACCESS (1016)
- IES — INTERIOR EXIT STAIRWAY (1023)

LIFE SAFETY GENERAL NOTES

1. BASIS OF DESIGN BUILDING COMPONENTS RATING ASSEMBLIES
   A. UL X017 - 2-HR COLUMN ENCLOSURE GYP
   B. UL U493 - 1-2HR DEMISING WALL
   C. UL U419 - 2HR WALL
   D. UL U415 - 2-HR SHAFT WALL
   E. UL N501 - 2HR BEAM ENCLOSURE GYP
   F. UL D704 - 2HR BEAM AND DECK SPRAY APPLIED
2. FIRE EXTINGUISHER CABINETS SHALL BE LOCATED SO THAT THE MAXIMUM TRAVEL DISTANCE SHALL NOT EXCEED 75'-0" (906.3).
3. MINIMUM EGRESS WIDTH PER OCCUPANT AT STAIRS = 0.3" PER OCCUPANT
   MINIMUM EGRESS WIDTH PER OCCUPANT AT DOORS AT OTHER EGRESS COMPONENTS = 0.15" PER OCCUPANT. (1005.3.2)
4. A FIRE RATED ASSEMBLY AND SMOKE BARRIER ASSEMBLY SHALL BE STENCILED WITH THE RELEVANT DESIGNATION AS FOLLOWS (703.7):
   - 3-INCH TALL LETTERS IN RED INK OR PAINT
   - APPLIED AT ALL CONCEALED LOCATIONS (EG., ABOVE CEILING AND INSIDE ELEVATOR SHAFTS) @ 8'-0" OC MAX.

PARTITION DESIGNATIONS (705-710)

NON-RATED PARTITION

707 FIRE BARRIERS

1 HR FIRE BARRIER

2 HR FIRE BARRIER

HORIZONTAL ASSEMBLIES (711)

NOTE:
ALL RATED CONSTRUCTION IS ALSO SMOKE RESISTIVE CONSTRUCTION

1 HR RATED ROOF/FLOOR ASSEMBLY

1-HR FIRE BARRIER CEILING

2 HR RATED ROOF/FLOOR ASSEMBLY

TRAVEL DISTANCE LIMITATIONS (1017)

EXIT ACCESS TRAVEL DISTANCE (1017.2)

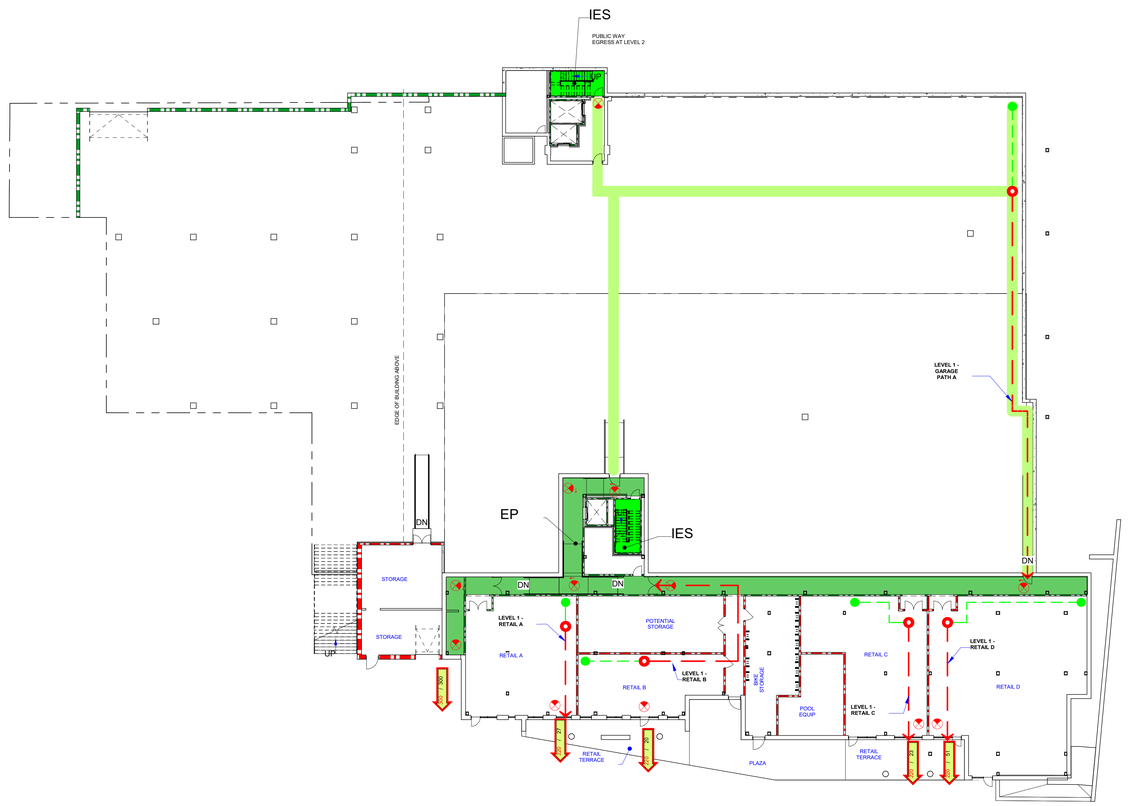
(USE GROPUS A, M, R = 250' MAX)	USE GROUP R = 125'-0" MAX
(USE GROUP B = 300' MAX)	USE GROUP A, B & M = 75'-0" MAX
(USE GROUP S1 & S2 = 400' MAX)	USE GROUP S1 & S2 = 100'-0" MAX

POINT OF EGRESS CHOICE — PATH OF CHOICE — COMMON PATH (1006.2.1)



6A LEVEL 2 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



3A LEVEL 1 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200

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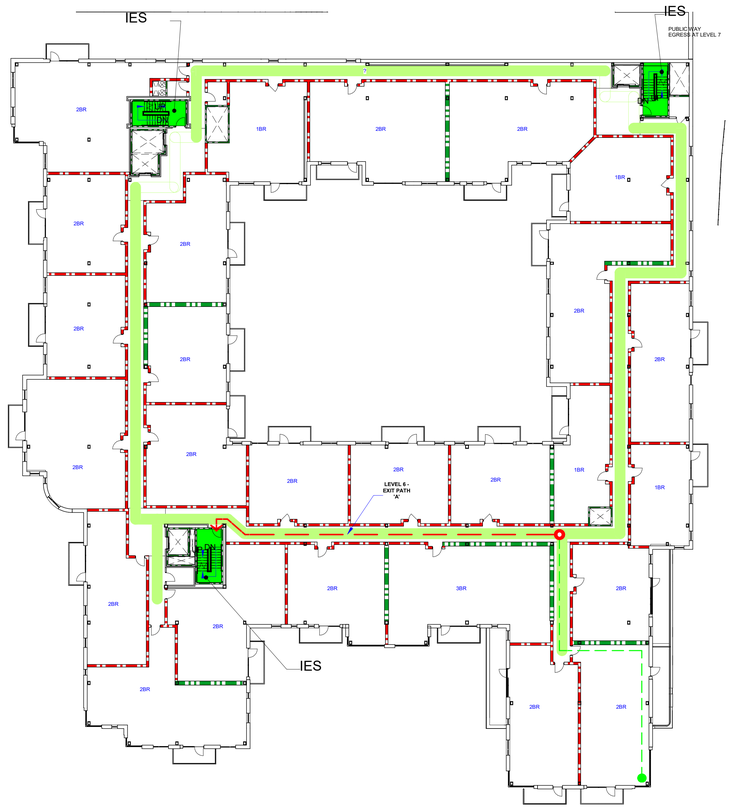
ISSUE
06/22/2023 - PROGRESS PRINT

LIFE SAFETY LEGEND & LIFE SAFETY PLANS

G002

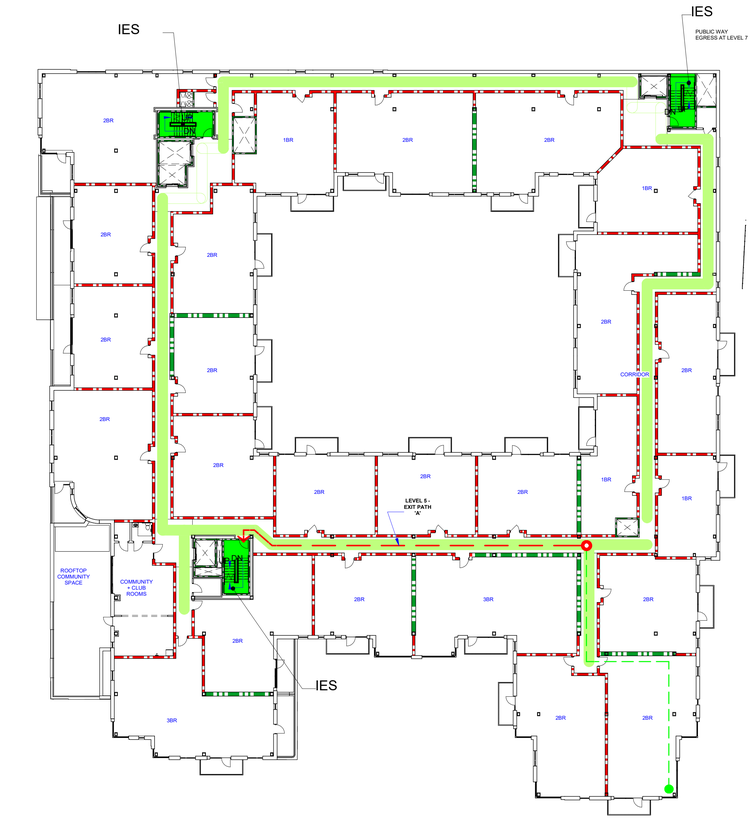
EGRESS PATH DISTANCES

TYPE	PATH OF EGRESS
LEVEL 3 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	112'-5"
PATH OF CHOICE	125'-8"
	238'-1"
LEVEL 4 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	112'-8"
PATH OF CHOICE	125'-7"
	238'-3"
LEVEL 5 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	113'-4"
PATH OF CHOICE	124'-9"
	238'-1"
LEVEL 6 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	113'-4"
PATH OF CHOICE	124'-9"
	238'-1"



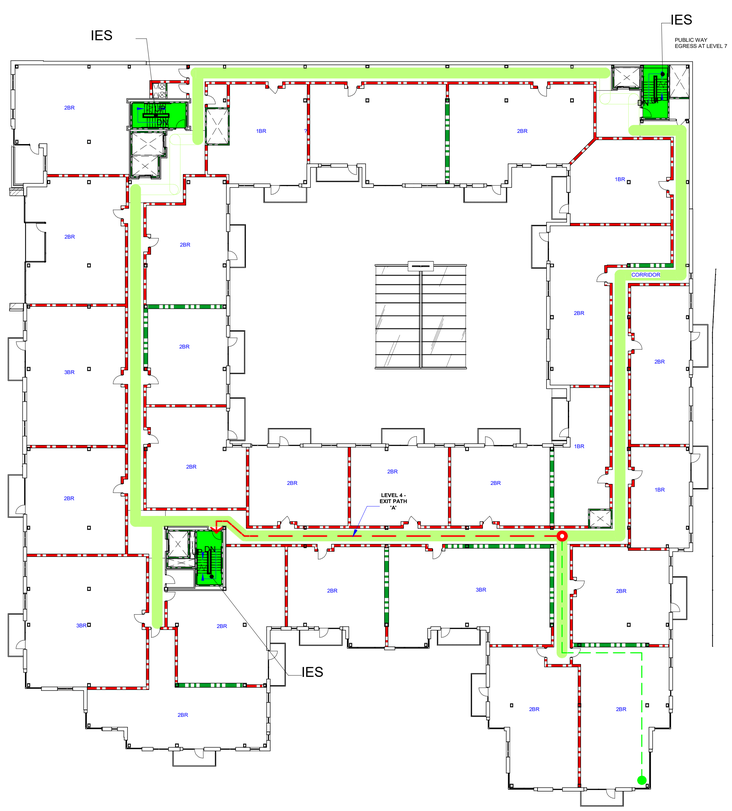
5C LEVEL 6 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



3C LEVEL 5 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



5A LEVEL 4 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



3A LEVEL 3 - LEFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200

Baskervill

FORESIDE/

THE CHANNEL MARK°

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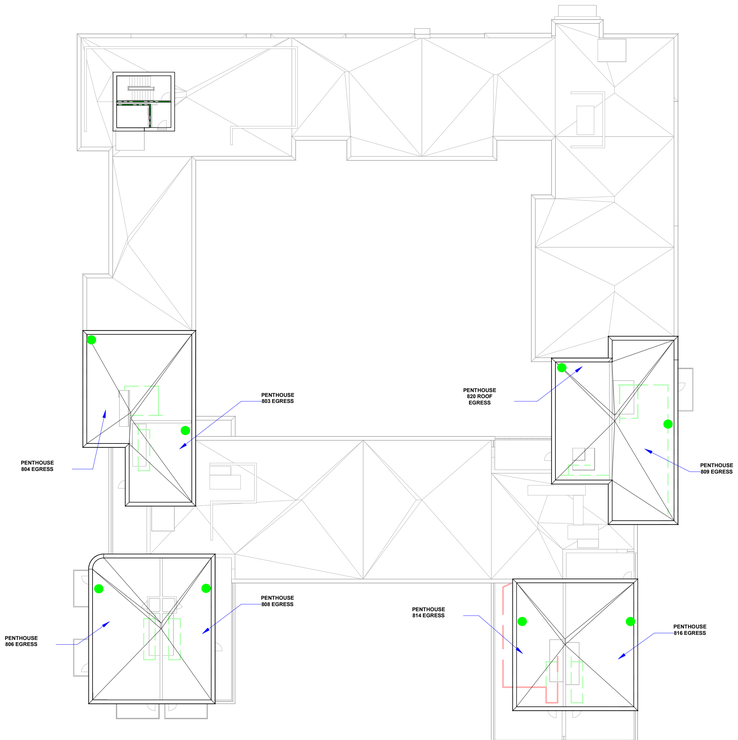
ISSUE
06/22/2023 - PROGRESS PRINT

LIFE SAFETY PLANS

G003

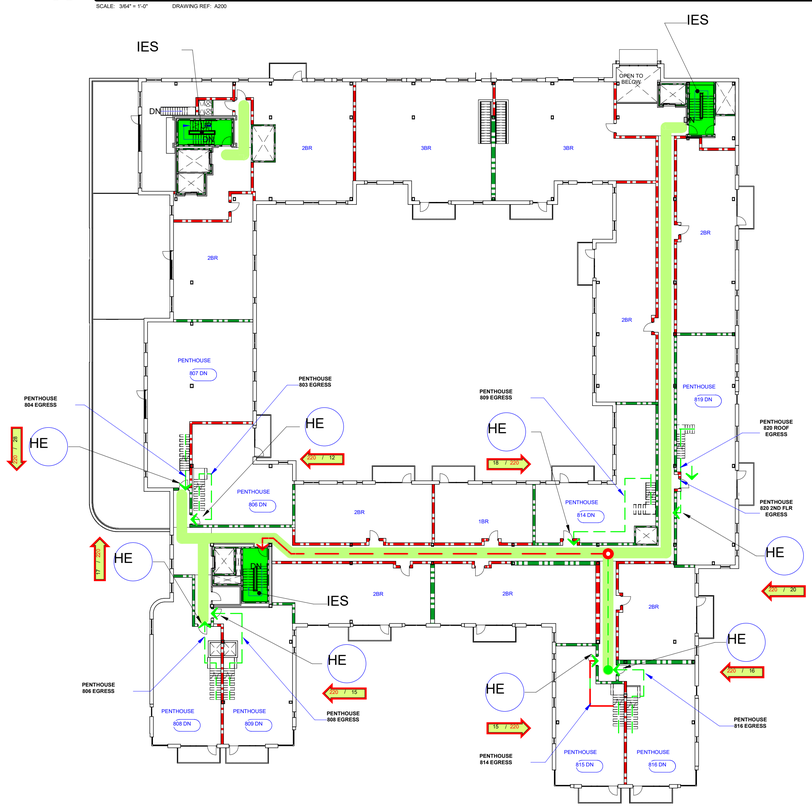
EGRESS PATH DISTANCES

TYPE	PATH OF EGRESS
LEVEL 7 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	106'-0"
PATH OF CHOICE	124'-9"
	230'-9"
LEVEL 8 - EXIT PATH 'A'	
COMMON PATH OF EGRESS TRAVEL	40'-4"
PATH OF CHOICE	125'-8"
	166'-0"
PENTHOUSE 803 EGRESS	
COMMON PATH OF EGRESS TRAVEL	110'-1"
	110'-1"
PENTHOUSE 804 EGRESS	
COMMON PATH OF EGRESS TRAVEL	89'-3"
	89'-3"
PENTHOUSE 806 EGRESS	
COMMON PATH OF EGRESS TRAVEL	116'-9"
	116'-9"
PENTHOUSE 808 EGRESS	
COMMON PATH OF EGRESS TRAVEL	127'-9"
	127'-9"
PENTHOUSE 809 EGRESS	
COMMON PATH OF EGRESS TRAVEL	118'-2"
	118'-2"
PENTHOUSE 814 EGRESS	
COMMON PATH OF EGRESS TRAVEL	124'-5"
	124'-5"
PENTHOUSE 816 EGRESS	
COMMON PATH OF EGRESS TRAVEL	121'-2"
	121'-2"
PENTHOUSE 820 2ND FLR EGRESS	
COMMON PATH OF EGRESS TRAVEL	125'-7"
	125'-7"
PENTHOUSE 820 ROOF EGRESS	
COMMON PATH OF EGRESS TRAVEL	116'-6"
	116'-6"
Terrace Test Line	
PATH OF CHOICE	124'-9"
	124'-9"



5C LEVEL 10 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



5A LEVEL 8 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



3C LEVEL 9 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200



3A LEVEL 7 - LIFE SAFETY PLAN

SCALE: 3/64" = 1'-0" DRAWING REF: A200

Baskervill

FORESIDE/

THE CHANNEL MARK°

BASKERVILL, P.O. BOX 400, RICHMOND, VA 23218-0400

NOT FOR CONSTRUCTION

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PROJECT NUMBER
2.210338.0

PFDC - BLOCK 6: THE CHANNEL MARK

58 FORE ST
PORTLAND, ME 04101

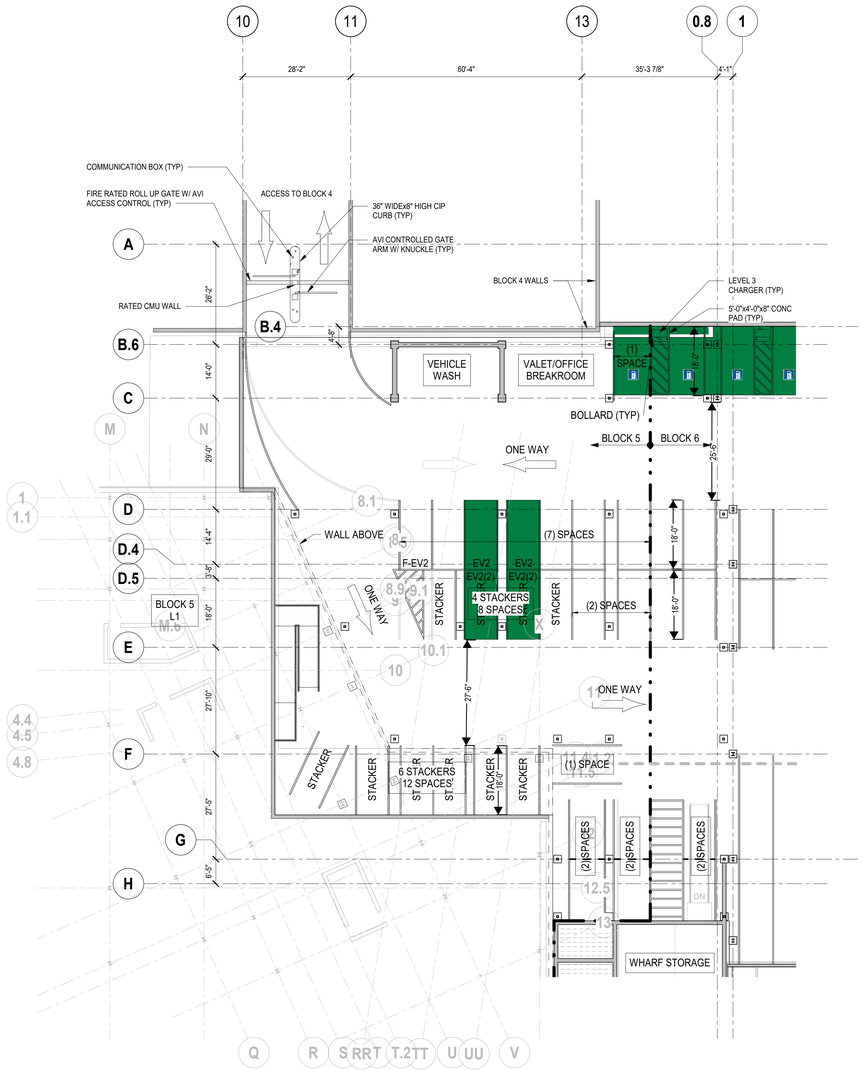
ISSUE
06/22/2023 - PROGRESS PRINT

LIFE SAFETY PLANS

G004



ARCHITECT / LANDSCAPE ARCHITECT
MARVEL
145 HUDSON STREET, FLR.3 NEW YORK, NY 10013
212.616.0420



LEVEL 1 PARKING PLAN

1/16"=1'-0"

NOTES:
1. PARKING SPACES TO BE 8'-6"x18'-0", TYP U.N.O.
2. PROVIDE BOLLARS AT PARCS EQUIPMENT AND PEDESTRIAN AREAS. ASSUME 12 BOLLARDS.
3. PAINTED LINES:
   - A. PAINT ACCESSIBLE SPACES WITH BLUE PAINT AND PROVIDE ADA SYMBOL 3'x3'.
   - B. PARKING STALLS 4" WIDE x18FT LONG
   - C. PROVIDE DIRECTIONAL ARROWS AND 12" TEXT AT EACH END OF BAY AND IN THE MIDDLE OF TRAVEL LANES.
   - D. DIAGONAL STRIPED AREAS SHALL BE 4" WIDE @ 12" O.C.
   - E. PROVIDE ALL TEXT IN SPACES AT 12" HIGH (NO PARKING, COMPACT SPACE. ETC.)
   - F. PROVIDE WHITE AND YELLOW PAINT FOR LINE WORK.
4. PROVIDE 1/2x6 BENT PLATE PROTECT FOR ALL DRAIN LINES, ELECTRICAL CONDUIT, STANDPIPES OR FIRE PROTECTION PIPE VERTICALLY PENETRATING THROUGH PARKING STALLS OR TRAVEL LANES.
5. MAINTAIN 7'-0" CLEAR AT ALL DRIVE LANES AND PARKING STALLS (TYP). PROVIDE 8'-2" CLEAR TO AND FROM VAN ACCESSIBLE SPACES AND THE DRIVE LANE TO BLOCK 6. MAINTAIN 11'-7" CLEAR AT STACKER EQUIPMENT AND 12'-6 FOR VEHICLES. NOTE SOME BEAMS WILL BE LOWER THAN THIS AND INTENT IS STACKER ARE SPACED BETWEEN BEAMS.
6. PROVIDE HEADACHE BARS AT EACH ENTRANCE 6" DIAMETER WITH CLEARANCES NOTED ON EACH BAR.

1. SYSTEM TO BE COMPATIBLE WITH BLOCK 4.

2. ENTRY STATIONS
   - A. 1 REQUIRED
   - B. INTEGRATED INTERCOM
   - C. SUPPORT TICKETLESS ENTRY.
   - D. HIGH RESOLUTION TOUCH SCREEN.
   - E. CONTROLS BARRIER GATE.

3. VEHICLE BARRIERS
   - A. 2 REQUIRED
   - B. ARTICULATED – MUST MAINTAIN 8'-2" CLEARANCE.
   - C. BREAKAWAY FLANGE.
   - D. REAL TIME MONITORING AND CONTROL.
   - E. REMOTE DIAGNOSTICS.
   - F. VEHICLE DETECTION LOOPS IN FRONT AND BEHIND GATE.
   - G. LPR AND/OR AVI ACTIVATED.

4. EXIT STATIONS
   - A. 1 REQUIRED
   - B. INTEGRATED INTERCOM.
   - C. SUPPORT TICKETLESS EXIT.
   - D. HIGH RESOLUTION TOUCH SCREEN.
   - E. CONTROLS BARRIER GATE.

5. LPR/AVI CAMERAS
   - A. 2 REQUIRED
   - B. ABLE TO OPERATE VEHICLE BARRIERS AND OVERHEAD COILING GATES.
   - C. CAMERAS TO INCLUDE AT A MINIMUM: CAMERA PROCESSOR, CABLE/CONNECTOR(S), CLIENT/SERVER ARCHITECTURE, BRACKET MOUNT ASSEMBLIES. CAMERAS SHALL BE VANDAL PROOF.
   - D. THE CAMERAS MUST BE CAPABLE OF PRODUCING MULTIPLE LICENSE PLATE IMAGES WITH VARYING FLASH, SHUTTER AND GAIN SETTINGS TO ENSURE A HIGH-QUALITY IMAGE REGARDLESS OF WEATHER OR LIGHTING CONDITIONS.

6. FACILITY MANAGEMENT SYSTEM OF SERVER, TASK OR SUBSYSTEM COMPUTERS AND WORKSTATIONS PROVIDING ON-LINE MONITORING AND CONTROL OF ALL PARCS DEVICES VIA INDEPENDENT DEDICATED TCP/IP NETWORK.
   A. PROVIDE CAPACITY FOR REMOTE MONITORING OF ALL EQUIPMENT.

7. ACCURACY: PROVIDE THE FOLLOWING MINIMUM ACCURACY LEVELS.
   - A. TRANSACTION COUNTS: 99.5%

8. MOTORIZED OVERHEAD COILING GRILLES
   - A. 24 REQUIRED
   - B. TYPE 316 STAINLESS STEEL.
   - C. PROVIDE INTERFACE WITH PARKING ACCESS CONTROL SYSTEMS.
   - D. PROVIDE STAINLESS STEEL SHROUDS.
   - E. ASSUME 12FT WIDTHS AND INDIVIDUAL GRILLES AT EXITS AND ENTRANCES.
   - F. PROVIDE FIRE SEPARATION PER ARCH REQUIREMENTS.

STACKER NOTES:
1. PROVIDE 100% GALVANIZED STEEL UNITS.
2. UNITS TO BE SELF STANDING AND SELF SUPPORTING.
3. LIFT TO BE HYDRAULIC.
4. PROVIDE SOLID PLATFORMS.
5. PROVIDE ELECTRONIC LOCK SYSTEM, TRAVEL HEIGHT PROTECTION STOP, AND AUTOMATIC SHUT OFF.
6. MINIMUM WIDTH 8'-6".
7. BOD PARKLIFT 265 BY HARDING STEEL, INC., U.N.O.

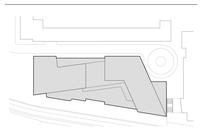
BLOCK 5 GARAGE PARKING COUNT

LEVEL	TYP SPACES	STACKERS (TOTAL SPACES)	ACCESSIBLE SPACES	VAN ACCESSIBLE SPACES	LEVEL TOTAL	NOTES
LEVEL 1	15	20	0	0	35	VALET PARKING
TOTAL GARAGE SPACES	15	20	0	0	35	

EV CHARGING STATIONS				
	VOLTAGE (V)	CHARGING LOAD (KW)	CURRENT	FUTURE
LEVEL 2 1-PHASE AC	208 OR 240	2.5-19.2	6 EV2	1 F-EV2
LEVEL 3 1-PHASE DC	208 OR 240	75	1 EV3	0 F-EV3

REV	DATE	DESCRIPTION

NOT FOR CONSTRUCTION



PLOT PLAN

P22872.00

PORTLAND FORESIDE BLOCK 5
PORTLAND, ME

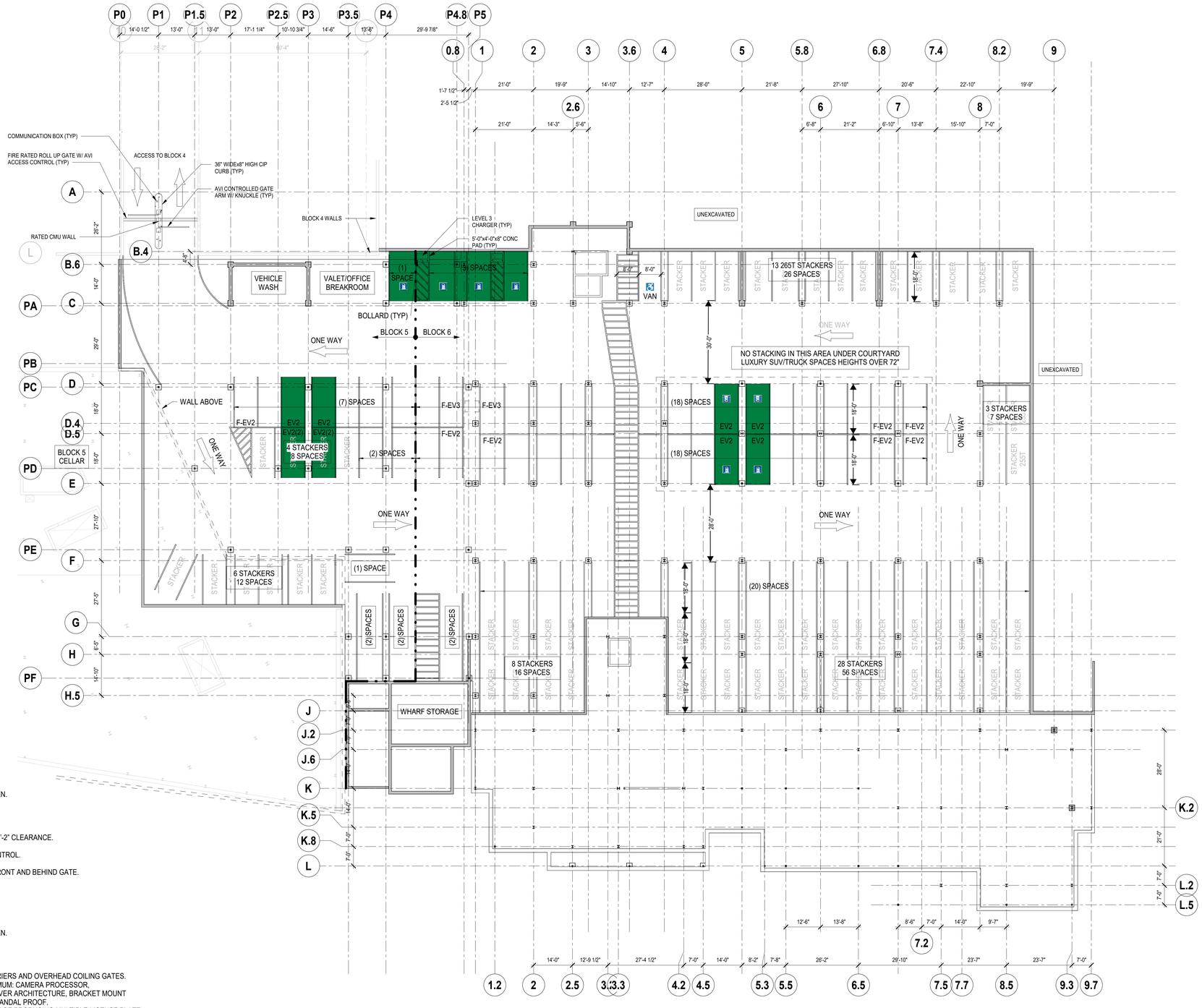
LEVEL 1 PARKING PLAN

SCALE: As indicated

DRAWING #:
PS1.0
of
JOB #:

5/23/2023 9:24:57 AM

MARVEL ARCHITECTS, LANDSCAPE ARCHITECTS, URBAN DESIGNERS, PLLC



1. SYSTEM TO BE COMPATIBLE WITH BLOCK 4.

2. ENTRY STATIONS
   - A. 1 REQUIRED
   - B. INTEGRATED INTERCOM
   - C. SUPPORT TICKETLESS ENTRY.
   - D. HIGH RESOLUTION TOUCH SCREEN.
   - E. CONTROLS BARRIER GATE.

3. VEHICLE BARRIERS
   - A. 2 REQUIRED
   - B. ARTICULATED – MUST MAINTAIN 8'-2" CLEARANCE.
   - C. BREAKAWAY FLANGE.
   - D. REAL TIME MONITORING AND CONTROL.
   - E. REMOTE DIAGNOSTICS.
   - F. VEHICLE DETECTION LOOPS IN FRONT AND BEHIND GATE.
   - G. LPR AND/OR AVI ACTIVATED.

4. EXIT STATIONS
   - A. 1 REQUIRED
   - B. INTEGRATED INTERCOM.
   - C. SUPPORT TICKETLESS EXIT.
   - D. HIGH RESOLUTION TOUCH SCREEN.
   - E. CONTROLS BARRIER GATE.

5. LPR/AVI CAMERAS
   - A. 2 REQUIRED
   - B. ABLE TO OPERATE VEHICLE BARRIERS AND OVERHEAD COILING GATES.
   - C. CAMERAS TO INCLUDE AT A MINIMUM: CAMERA PROCESSOR, CABLE/CONNECTOR(S), CLIENT/SERVER ARCHITECTURE, BRACKET MOUNT ASSEMBLIES. CAMERAS SHALL BE VANDAL PROOF.
   - D. THE CAMERAS MUST BE CAPABLE OF PRODUCING MULTIPLE LICENSE PLATE IMAGES WITH VARYING FLASH, SHUTTER AND GAIN SETTINGS TO ENSURE A HIGH-QUALITY IMAGE REGARDLESS OF WEATHER OR LIGHTING CONDITIONS.

6. FACILITY MANAGEMENT SYSTEM OF SERVER, TASK OR SUBSYSTEM COMPUTERS AND WORKSTATIONS PROVIDING ON-LINE MONITORING AND CONTROL OF ALL PARCS DEVICES VIA INDEPENDENT DEDICATED TCP/IP NETWORK.
   A. PROVIDE CAPACITY FOR REMOTE MONITORING OF ALL EQUIPMENT.

7. ACCURACY: PROVIDE THE FOLLOWING MINIMUM ACCURACY LEVELS.
   - A. TRANSACTION COUNTS: 99.5%

8. MOTORIZED OVERHEAD COILING GRILLES
   - A. 24 REQUIRED
   - B. TYPE 316 STAINLESS STEEL.
   - C. PROVIDE INTERFACE WITH PARKING ACCESS CONTROL SYSTEMS.
   - D. PROVIDE STAINLESS STEEL SHROUDS.
   - E. ASSUME 12FT WIDTHS AND INDIVIDUAL GRILLES AT EXITS AND ENTRANCES.
   - F. PROVIDE FIRE SEPARATION PER ARCH REQUIREMENTS.

STACKER NOTES:
1. PROVIDE 100% GALVANIZED STEEL UNITS.
2. UNITS TO BE SELF STANDING AND SELF SUPPORTING.
3. LIFT TO BE HYDRAULIC.
4. PROVIDE SOLID PLATFORMS.
5. PROVIDE ELECTRONIC LOCK SYSTEM, TRAVEL HEIGHT PROTECTION STOP, AND AUTOMATIC SHUT OFF.
6. MINIMUM WIDTH 8'-6".
7. BOD PARKLIFT 265 BY HARDING STEEL, INC., U.N.O.

LEVEL 1 PARKING PLAN

1/16"=1'-0"

NOTES:
1. PARKING SPACES TO BE 8'-6"x18'-0", TYP U.N.O.
2. PROVIDE BOLLARS AT PARCS EQUIPMENT AND PEDESTRIAN AREAS. ASSUME 12 BOLLARDS.
3. PAINTED LINES:
   - A. PAINT ACCESSIBLE SPACES WITH BLUE PAINT AND PROVIDE ADA SYMBOL 3'x3'.
   - B. PARKING STALLS 4" WIDE x18FT LONG
   - C. PROVIDE DIRECTIONAL ARROWS AND 12" TEXT AT EACH END OF BAY AND IN THE MIDDLE OF TRAVEL LANES.
   - D. DIAGONAL STRIPED AREAS SHALL BE 4" WIDE @ 12" O.C.
   - E. PROVIDE ALL TEXT IN SPACES AT 12" HIGH (NO PARKING, COMPACT SPACE. ETC.)
   - F. PROVIDE WHITE AND YELLOW PAINT FOR LINE WORK.
4. PROVIDE 1/2x6 BENT PLATE PROTECT FOR ALL DRAIN LINES, ELECTRICAL CONDUIT, STANDPIPES OR FIRE PROTECTION PIPE VERTICALLY PENETRATING THROUGH PARKING STALLS OR TRAVEL LANES.
5. MAINTAIN 7'-0" CLEAR AT ALL DRIVE LANES AND PARKING STALLS (TYP). PROVIDE 8'-2" CLEAR TO AND FROM VAN ACCESSIBLE SPACES AND THE DRIVE LANE TO BLOCK 6. MAINTAIN 11'-7" CLEAR AT STACKER EQUIPMENT AND 12'-6 FOR VEHICLES. NOTE SOME BEAMS WILL BE LOWER THAN THIS AND INTENT IS STACKER ARE SPACED BETWEEN BEAMS.
6. PROVIDE HEADACHE BARS AT EACH ENTRANCE 6" DIAMETER WITH CLEARANCES NOTED ON EACH BAR.

BLOCK 6 GARAGE PARKING COUNT

LEVEL	TYP SPACES	STACKERS (TOTAL SPACES)	ACCESSIBLE SPACES	VAN ACCESSIBLE SPACES	LEVEL TOTAL	NOTES
LEVEL 1	61	104	0	1	166	VALET PARKING
TOTAL GARAGE SPACES	61	104	0	1	166	

EV CHARGING STATIONS

	VOLTAG E (V)	CHARGING LOAD (KW)	CURRENT	FUTURE
LEVEL 2 1-PHASE AC	208 OR 240	2.5-19.2	4 EV2	6 F-EV2
LEVEL 3 1-PHASE DC	208 OR 240	75	3 EV3	2 F-EV3

Baskervill

FORESIDE/

Thornton Tomasetti
Thornton Tomasetti, Inc.
14 York Street, Suite 201
Portland, ME 04101
T:207.245.6060 F:207.245.6061

BASKERVILL, P.O. BOX 400, RICHMOND, VA 23218-0400

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PROJECT NUMBER
P22757.00

PFDC-PORTLAND FORESIDE BLOCK 6

58 FORE STREET
PORTLAND, ME

ISSUE
4/14/2023 -

LEVEL 1 PARKING PLAN

PS1.0

CHAPTER 32 STORM WATER

Art. I. Prohibited Discharges, §§ 32-1--32-15
Art. II. Prohibited Discharges, §§ 32-16--32-35
Art. III. Post-Construction Stormwater Management, §§32-36—32-40

ARTICLE I. IN GENERAL

Sec. 32-1. Definitions.

For the purposes of this article, the terms listed below are defined as follows:

Applicant. "Applicant" means a person with requisite right, title or interest or an agent for such person who has filed an application for a development project that requires a post-construction stormwater management plan under this article.

Best management practices ("BMP"). "Best management practices" or "BMPs" means schedules or activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the state. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

Clean Water Act. "Clean Water Act" means the federal Water Pollution Control Act (33 U.S.C. § 1251 *et seq.*, also known as the "Clean Water Act"), and any subsequent amendments thereto.

Discharge. "Discharge" means any spilling, leaking, pumping, pouring, emptying, dumping, disposing or other addition of pollutants to "waters of the state." "Direct discharge" or "point source" means any discernable, confined and discrete conveyance, including, but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation or vessel or other floating craft, from which pollutants are or may be discharged.

Enforcement authority. "Enforcement authority" means the person(s) or department authorized under section 32-3 of this article to administer and enforce this article.

Exempt person or discharge. "Exempt person or discharge" means any person who is subject to a multi-sector general permit for industrial activities, a general permit for construction activity, a general permit for the discharge of storm water from the Maine department of transportation and the Maine turnpike authority

municipal separate storm sewer systems, or a general permit for the discharge of storm water from state or federally owned authority municipal separate storm sewer system facilities; and any non-storm water discharge permitted under a NPDES permit, waiver, or waste discharge license or order issued to the discharger and administered under the authority of the U.S. environmental protection agency ("EPA") or the Maine department of environmental protection ("DEP").City of Portland

Municipality. "Municipality" means the city of Portland.

Municipal separate storm sewer system, or MS4. "Municipal separate storm sewer system" or "MS4," means conveyances for storm water, including, but not limited to, roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels or storm drains (other than publicly owned treatment works and combined sewers) owned or operated by any municipality, sewer or sewage district, fire district, state agency or federal agency or other public entity that discharges directly to surface waters of the state.

National pollutant discharge elimination system (NPDES) storm water discharge permit. "National pollutant discharge elimination system (NPDES) storm water discharge permit" means a permit issued by the EPA or by the DEP that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

Non-storm water discharge. "Non-storm water discharge" means any discharge to an MS4 that is not composed entirely of storm water.

Person. "Person" means any individual, firm, corporation, municipality, quasi-municipal corporation, state agency or federal agency or other legal entity which creates, initiates, originates or maintains a discharge of storm water or a non-storm water discharge.

Pollutant. "Pollutant" means dredged spoil, solid waste, junk, incinerator residue, sewage, refuse, effluent, garbage, sewage sludge, munitions, chemicals, biological or radiological materials, oil, petroleum products or by-products, heat, wrecked or discarded equipment, rock, sand, dirt and industrial, municipal, domestic, commercial or agricultural wastes of any kind.

Post-construction stormwater management plan. "Post-construction stormwater management plan" means BMPs employed by a development project to meet the stormwater standards of Section V of the department of planning and urban development's Technical and Design Standards and Guidelines.

Premises. "Premises" means any building, lot, parcel of land, or portion of land, whether improved or unimproved, including adjacent sidewalks and parking strips, located within the municipality from which discharges into the storm drainage system are or may be created, initiated, originated or maintained.

Qualified post-construction stormwater inspector. "Qualified post-construction stormwater inspector" means a person who conducts post-construction stormwater best management practice inspections for compensation and who has received the appropriate training for the same from DEP or otherwise meets DEP requirements to perform said inspections.

Regulated small MS4. "Regulated small MS4" means any small MS4 regulated by the State of Maine "general permit for the discharge of storm water from small municipal separate storm sewer systems" dated July 1, 2008 ("general permit") or the general permits for the discharge of storm water from the Maine department of transportation and Maine turnpike authority small MS4s or state or federally owned or operated small MS4s, including all those located partially or entirely within an urbanized area (UA).

Small municipal separate storm sewer system, or small MS4. "Small municipal separate storm sewer system", or "small MS4," means any MS4 that is not already covered by the phase I MS4 storm water program including municipally owned or operated storm sewer systems, state or federally-owned systems, such as colleges, universities, prisons, Maine department of transportation and Maine turnpike authority road systems and facilities, and military bases and facilities.

Storm drainage system. "Storm drainage system" means the City of Portland's regulated small MS4 and other conveyances for storm water located in areas outside the UA that drain into the regulated small MS4.

Storm water. "Storm water" means any storm water runoff, snowmelt runoff, and surface runoff and drainage; "Stormwater" has the same meaning as "storm water".

Urbanized area ("UA"). "Urbanized area" or "UA" means the areas of the State of Maine so defined by the latest decennial (2000) census by the U.S. Bureau of Census.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-2. Reserved.
Sec. 32-3. Reserved.

Sec. 32-4. Reserved.

Sec. 32-5. Reserved.
Sec. 32-6. Reserved.
Sec. 32-7. Reserved.
Sec. 32-8. Reserved.
Sec. 32-9. Reserved.
Sec. 32-10. Reserved.
Sec. 32-11. Reserved.
Sec. 32-12. Reserved.
Sec. 32-13. Reserved.
Sec. 32-14. Reserved.
Sec. 32-15. Reserved.

ARICLE II. PROHIBITED DISCHARGES

Sec. 32-16. Applicability.

This Article shall apply to all persons discharging storm water and/or non-storm water discharges from any premises into the storm drainage system.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-17. Responsibility for administration.

The department of public services is the enforcement authority who shall administer, implement, and enforce the provisions of this article.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10; 8-17-09)

Sec. 32-18. Prohibition of non-storm water discharges.

(a) *General prohibition.* Except as allowed or exempted herein, no person shall create, initiate, originate or maintain a non-storm water discharge to the storm drainage system. Such non-storm water discharges are prohibited notwithstanding the fact that the city may have approved the connections, drains or conveyances by which a person discharges un-allowed non-storm water discharges to the storm drainage system.

(b) *Allowed non-storm water discharges.* The creation, initiation, origination and maintenance of the following non-storm water discharges to the storm drainage system is allowed:

(1) Landscape irrigation; diverted stream flows; rising ground waters; uncontaminated flows from foundation drains; air conditioning and compressor condensate; irrigation water; flows from uncontaminated springs; uncontaminated water from crawl space pumps; uncontaminated flows from footing drains; lawn watering runoff; flows from riparian habitats and wetlands; residual street wash water (where spills/leaks of toxic or hazardous materials have not

occurred, unless all spilled material has been removed and detergents are not used); hydrant flushing and fire fighting activity runoff; water line flushing and discharges from potable water sources; individual residential car washing; and de-chlorinated swimming pool discharges.

(2) Discharges specified in writing by the enforcement authority as being necessary to protect public health and safety.

(3) Dye testing, with verbal notification to the enforcement authority prior to the time of the test.

(c) *Exempt person or discharge.* This article shall not apply to an exempt person or discharge, except that the enforcement authority may request from exempt persons and persons with exempt discharges copies of permits, notices of intent, licenses and orders from the EPA or DEP that authorize the discharge(s).
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-19. Suspension of access to the city's small MS4.

The enforcement authority may, without prior notice, physically suspend discharge access to the storm drainage system to a person when such suspension is necessary to stop an actual or threatened non-storm water discharge to the storm drainage system which presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, or to the storm drainage system, or which may cause the city to violate the terms of its environmental permits. Such suspension may include, but is not limited to, blocking pipes, constructing dams or taking other measures, on public ways or public property, to physically block the discharge to prevent or minimize a non-storm water discharge to the storm drainage system. If a person fails to comply with a suspension order issued in an emergency, the enforcement authority may take such steps as deemed necessary to prevent or minimize damage to the storm drainage system, or to minimize danger to persons.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-20. Monitoring of discharges.

In order to determine compliance with this article, the enforcement authority may enter upon and inspect premises subject to this article at reasonable hours to inspect the premises and connections thereon to the storm drainage system; and to conduct monitoring, sampling and testing of the discharge to the storm drainage system.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-21. Enforcement.

It shall be unlawful for any person to violate any provision of or to fail to comply with any of the requirements of this article. Whenever the enforcement authority believes that a person has violated this article, the enforcement authority may enforce this article in accordance with 30-A M.R.S.A. § 4452.

(a) *Notice of violation.* Whenever the enforcement authority believes that a person has violated this article, the enforcement authority may order compliance with this article by written notice of violation to that person indicating the nature of the violation and ordering the action necessary to correct it, including, without limitation:

(1) The elimination of non-storm water discharges to the storm drainage system, including, but not limited to, disconnection of the premises from the MS4.

(2) The cessation of discharges, practices, or operations in violation of this article.

(3) At the Person's expense, the abatement or remediation (in accordance with best management practices in DEP rules and regulations) of non-storm water discharges to the storm drainage system and the restoration of any affected property; and/or

(4) The payment of fines, of the city's remediation costs and of the city's reasonable administrative costs and attorneys' fees and costs. If abatement of a violation and/or restoration of affected property is required, the notice shall set forth a deadline within which such abatement or restoration must be completed.

(b) *Penalties/fines/injunctive relief.* In addition to the imposition of any other costs or penalties provided for herein, any person who violates this section shall be subject to fines, penalties and orders for injunctive relief and shall be responsible for the city's attorney's fees and costs, all in accordance with 30-A M.R.S.A. § 4452. Each day such violation continues shall constitute a separate violation. Moreover, any person who violates this section also shall be responsible for any and all fines, penalties, damages and costs, including, but not limited to attorneys' fees and costs, incurred by the city for violation of federal and State environmental laws and

regulations caused by or related to that person's violation of this article; this responsibility shall be in addition to any penalties, fines or injunctive relief imposed under this section.

(c) *Consent agreement.* The enforcement authority may, with the approval of the city manager, enter into a written consent agreement with the violator to address timely abatement of the violation(s) of this article for the purposes of eliminating violations of this article and of recovering fines, costs and fees without court action.

(d) *Appeal of notice of violation.* Any person receiving a notice of violation or suspension notice may appeal the determination of the enforcement authority to the city manager or his or her designee. The notice of appeal must be received within 30 days from the date of receipt of the notice of violation. The city manager shall hold a hearing on the appeal within 30 days from the date of receipt of the notice of appeal, except that such hearing may be delayed by agreement of the city manager and the appellant. The city manager may affirm, reverse or modify the decision of the enforcement authority. A suspension under Section 32-5 of this article remains in place unless or until lifted by the city manager or by a reviewing court. A party aggrieved by the decision of the city manager may appeal that decision to the Maine superior court within 45 days of the date of the city manager's decision pursuant to Rule 80B of the Maine Rules of Civil Procedure.

(e) *Enforcement measures.* If the violation has not been corrected pursuant to the requirements set forth in the notice of violation, or, in the event of an appeal to the city manager, within 45 days of a decision of the city manager affirming the enforcement authority's decision, then the enforcement authority may recommend that the corporation counsel's office file an enforcement action in a Maine court of competent jurisdiction under Rule 80K of the Maine Rules of Civil Procedure.

(f) *Ultimate responsibility of discharger.* The standards set forth herein are minimum standards; therefore this article does not intend nor imply that compliance by any person will ensure that there will be no contamination, pollution, nor unauthorized discharge of pollutants into waters of the U.S. caused by said person. This article shall not create liability on the part of the city, or any officer agent or employee thereof for any damages that

result from any person's reliance on this article or any administrative decision lawfully made hereunder.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-22. Severability.

The provisions of this article are hereby declared to be severable. If any provision, clause, sentence, or paragraph of this article or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions, clauses, sentences, or paragraphs or application of this article.
(Ord. No. 85-08/09, 10-20-08; Ord. No. 35-09/10, 8-17-09)

Sec. 32-23. Reserved.
Sec. 32-24. Reserved.
Sec. 32-25. Reserved.
Sec. 32-26. Reserved.
Sec. 32-27. Reserved.
Sec. 32-28. Reserved.
Sec. 32-29. Reserved.
Sec. 32-30. Reserved.
Sec. 32-31. Reserved.
Sec. 32-32. Reserved.
Sec. 32-33. Reserved.
Sec. 32-34. Reserved.
Sec. 32-35. Reserved.

ARTICLE III. POST-CONSTRUCTION STORMWATER MANAGEMENT.

Sec. 32-36. Applicability.

This article applies to all development projects that require a stormwater management plan pursuant to section V of the department of planning and urban development's Technical and Design Standards and Guidelines.
(Ord. No. 35-09/10, 8-17-09)

Sec. 32-37. Post-construction stormwater management plan approval.

Notwithstanding any ordinance provision to the contrary, no applicant for a development project to which this article is applicable shall receive approval for that development project unless the applicant also receives approval for its post-construction stormwater management plan and for the best management practices ("BMPs") for that development project.
(Ord. No. 35-09/10, 9-17-09)

Sec. 32-38. Post-construction stormwater management plan compliance.

Any person owning, operating, or otherwise having control over a BMP required by a post construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that plan as follows:

(a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.

(c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that the yare adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.

(d) *Filing fee.* Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.

(e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

Sec. 32-39. Enforcement.

It shall be unlawful for any person to violate any provision of or to fail to comply with any of the requirements of this article or of the post-construction stormwater management plan. Whenever the enforcement authority believes that a person has violated this article, DPS may enforce this article in accordance with 30-A M.R.S.A. § 4452. Each day on which a violation exists shall constitute a separate violation for purposes of this section.

(a) *Notice of violation.* Whenever DPS believes that a person has violated this article or the post-construction stormwater management plan, DPS may order compliance by written notice of violation to that person indicating the nature of the violation and ordering eh action necessary to correct it, including, without limitation:

(1) The abatement of violations, and the cessation of practices or operations in violation of this article or of the post-construction stormwater management plan;

(2) At the person's expense, compliance with BMPs required as a condition of approval of the development project, the repair of BMPs and/or the restoration of any affected property; and/or

(3) The payment of fines, of the City's remediation costs and of the City's reasonable administrative costs and attorneys' fees and costs.

(4) If abatement of a violation, compliance with BMPs, repair of BMPs and/or restoration of affected property is required, the notice shall set forth a deadline within which such abatement, compliance, repair and/or restoration must be completed.

(b) *Penalties/fines/injunctive relief.* In addition to the imposition of any other costs or penalties provided for herein, any person who violates this section shall be subject to fines, penalties and orders for injunctive relief and shall be responsible for the city's attorney's fees and costs, all in accordance with 30-A M.R.S.A. § 4452. Each day such violation continues shall constitute a separate violation. Moreover, any person who violates this section also shall be responsible for any and all fines, penalties, damages and costs, including, but not limited to

attorneys' fees and costs, incurred b y the city for violation of federal and state environmental laws and regulations caused by or related to that person's violation of this article; this responsibility shall be in addition to any penalties, fines or injunctive relief imposed under this section.

(c) *Consent agreement.* The enforcement authority may, without approval of the city manager, enter into a written consent agreement with the violator to address timely abatement of the violation(s) of this article for the purposes of eliminating violations of this article and of recovering fines, costs and fees without court action.

(d) *Appeal of notice of violation.* Any person receiving a notice of violation or suspension notice may appeal the determination of the enforcement authority to the city manager or his or her designee. The notice of appeal must be received within 30 days from the date of receipt of the notice of violation. The city manager shall hold a hearing on the appeal within 30 days from the date of receipt of the notice of appeal, except that such hearing may be delayed by agreement of the city manager and the appellant. The city manager may affirm, reverse or modify the decision of the DPS. A party aggrieved by the decision of the city manager may appeal that decision to the Maine superior court within forty-five (45) days of the date of the city manager's decision pursuant to Rule 80B of the Maine Rules of Civil Procedure.

(e) *Enforcement measures.* If the violation has not been corrected pursuant to the requirements set forth in the notice of violation, or , in the event of an appeal to the city manger, within forty-five (45) days of a decision of the city manager affirming the enforcement authority's decision, then the enforcement authority may recommend that the corporation counsel's office file an enforcement action in a Maine court of competent jurisdiction under Rule 80K of the Maine Rules of Civil Procedure.

(Ord. No. 35-09/10, 8-17-09)

Sec. 32-40. Severability.

The provisions of this article are hereby declared to be severable. If any provision, clause, sentence, or paragraph of this article or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions, clauses, sentences, or paragraphs or application of this article.

(Ord. No. 35-09/10, 8-17-09)

STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT

For SUBDIVISIONS

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to the proposed _____ (name of developments and project number) shown on the Subdivision Plat (Exhibit A) recorded in Cumberland Registry of Deeds in Plan Book ____, Page ____ submitted by _____, and associated Grading, Drainage & Erosion Control Plan (*insert correct name of plan*) (Exhibit B) prepared by _____ (engineer/agent) of _____(address) dated and pursuant to a condition thereof, _____ (name of owner), a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of _____, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the _____ (*details of the system such as underdrained subsurface sand filter BMP system, rain gardens, storm drain pipes, underdrain pipes, catch basins*), (hereinafter collectively referred to as the "stormwater system"), as shown on the _____Plan in Exhibit B and in strict compliance with the approved Stormwater Maintenance and Inspection Agreement *(insert correct name of document)* prepared for the Owner by _____ (copy attached in Exhibit C) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2014.

_____
(*name of company*)

_____
(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss. Date: _____

Personally appeared the above-named _____(*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

_____
Notary Public/Attorney at Law

Print name: _____

Exhibit A: Subdivision Plat as recorded

Exhibit B: Approved Grading and Drainage Plan *(name of the plan showing the Stormwater System in detail)*

Exhibit C: Approved Stormwater Maintenance and Inspection Agreement

Performance Guarantee, Inspection Fee, and Infrastructure Financial Contribution Packet
Portland, Maine

Planning and Urban Development Department

A. Site Plan/Subdivision Performance Guarantees Requirement

Portland's Land Use Code requires all developers with approved site plan and/or subdivision applications to submit a performance guarantee to the City prior to the start of any construction or site improvements. The performance guarantee represents 100% of the total cost of site improvements, as determined by the City.

The code further requires developers to pay an inspection fee of 2% of the performance guarantee amount to the City for the administrative costs associated with inspecting construction activity to ensure that it conforms with plans and specifications. (Portland's Land Use Code, Sections 14.11.3 and 14.11.4)

B. Cost Estimate Form and Inspection Fee

The performance guarantee covers major site improvements related to site plan and subdivision review, such as paving, roadway, utility connections, drainage, landscaping, lighting, etc. Please submit an itemized cost estimate form to determine the detailed costs of both public and private site improvements to the Planning office for review and approval. The cost estimate form is a downloadable excel spreadsheet that can be downloaded from the website here: https://www.portlandmaine.gov/467/Performance-Guarantee

The approved amount on the Cost Estimate form is the amount to be covered by the performance guarantee and is the basis for calculating the 2% inspection fee.

C. Acceptable Types of Performance Guarantees

The accepted forms of a performance guarantee, covering the amount approved on the Cost Estimate form, must be one of the following options listed below, with NO exceptions.

PG Letter of Credit from a Bank/Credit Union
PG Escrow Account with Financial Institution
PG Escrow Account with the City

NOTE: No land use application of any kind shall be processed, reviewed or issued, no signed subdivision plat shall be released or recorded, and no building permit of any kind shall be issued unless all fees have been paid in full and every aspect of the proposed development is in compliance with the City of Portland Code, as determined by the Development Review Coordinator in the Planning and Urban Development Department.

The developer is eligible to receive up to three reductions from the performance guarantee in a calendar year equal to the estimated cost of the completed improvements. In no case, however, shall any performance guarantee be reduced 1) in any line item where improvements remain to be completed; or 2) to a value which is less than the estimated cost of completing all remaining required improvements; or 3) to a value less than 10% of the Performance Guarantee. *(The Cost Estimate Form can also be used during the construction phase to submit reductions of fully completed site work items)*

At the conclusion of the project, the City will release 90% of the performance guarantee after the Development Review Coordinator determines that site improvements have been satisfactorily completed at the time of the final inspection. The City will then retain a 10% defect guarantee to cover the workmanship and durability of materials used in construction. The defect guarantee will be released one (1) year from date of acceptance, subject to the Development Review Coordinator inspecting the site and finding it in compliance with the approved site plan.

D. Housing Replacement Performance Guarantees

For those projects that are subject to Portland's Housing Preservation and Replacement Ordinance (Section 18.1) and have an approved plan, then a performance guarantee is required for housing replacement. An owner or developer must post a performance guarantee in the form of a letter of credit in the amount equivalent to the amount the applicant would have been required to contribute to the City's Housing Fund, if the applicant had chosen that option. The guarantee shall be valid for no more than three years, after which the full amount shall be provided to the City's Housing Trust Fund, if replacement units meeting the code do not have certificates of occupancy. The guarantee can be released upon the issuance of a certificate of occupancy for the replacement units.

PG Housing Replacement Letter of Credit

E. Infrastructure Accounts

Contributions to infrastructure accounts may be required as part of the conditions of site plan approval. The contributions must be submitted prior to the issuance of any permits, unless stated otherwise in the approval.

Infrastructure Financial Contribution Form

F. Administrative Process for Submitting a Performance Guarantee

- Step 1 – Submit a Cost Estimate for Review
  Submit completed cost estimate form to the Planning Division for review and approval. Once approved, use this total amount as the performance guarantee amount in Step 2.

- **Step 2 – Drafting a Performance Guarantee**
  Complete a draft of 1 of the 3 performance guarantee templates listed above, inputting project specific information (refer to last page of this document for a help guide) into blank and bracketed areas, and submit to the Planning Office for final approval. Submit a draft to planning@portlandmaine.gov to ensure fields are correctly entered. Once staff approves the draft, the applicant shall submit the official signed original performance guarantee document, which for option 1) or 2) **must be on Bank/Credit Union letterhead** with original signatures.

- **Step 3 - Submit Performance Guarantee, Inspection Fee, and Infrastructure Contributions**
  Submit the final original Performance Guarantee, the required inspection fee, and any infrastructure contributions to the Planning Division. The Planning Office will confirm that the final documents are accurate and acceptable.

- **Step 4 - Release of Recording Plat and Permits**
  Only after the performance guarantee is issued, fees paid, and all other conditions of site plan approval and compliance are met, will the recording plat be released for recording at the Cumberland County Registry of Deeds and/or City permits issued.

Contact: Please email the Cost Estimate Form to Max Martin at mjmartin@portlandmaine.gov Once the cost estimate is approved, all Performance Guarantees and Infrastructure Contributions can be submitted by mail to:

City of Portland
Planning and Urban Development Department
389 Congress Street, 4th Floor
Portland, ME 04101

Guide for Determining Performance Guarantee Fields

[Please note: While drafting, the tracking feature should remain enabled]

Fields	What to Use
Address of Project, Portland, Maine	Reference Application Approval Letter
Amount of Performance Guarantee	Reference Grand Total on the Approved Cost Estimate Form
Application ID #	Reference Project's Approval Letter
Approval Date	See First Sentence of the Approval Letter which contains the Date of Approval. *(Note: If any amendments occurred following the approval, please list, "and amended on [add amendment date]"*
Date	The Date of the Agreement Indicates the Effective Start Date of the Agreement
Date one year from the date of this Letter of Credit [or] Escrow Account	The Expiration Date of the Agreement will be at least One-year from the Effective Date of the Agreement *[**Note**: If the one-year expiration date falls between October 30th and April 15th, the expiration should default to April 15th]*
Name of Applicant	Reference Entity Listed on Application Approval Letter *(Note: The entity eligible to post the Performance Guarantee must be the Applicant/Developer listed on the Approval Letter)*
subdivision and/ or site plan	Reference Application Approval Letter for Applicable Type of Approval. *(Ex. If pertaining to both, the text would read, "subdivision and site plan,")*

Additional Fields on Financial Institution Templates

(i.e. Letter of Credit or Escrow Account with Financial Institution)

Account Number	Any Number the Financial Institution Chooses to Assign the Agreement
Name of Bank/Credit Union	The Name of Financial Institution (i.e. the Surety) posting funds for the Applicant/Developer
Address of Financial Institution	Address of Financial Institution's Office Managing Letter of Credit and/or Escrow Accounts
Name	The Name of the Financial Institution's Authorized Signatory
Title	Title of Authorized Signatory

PLANNING BOARD REPORT
PORTLAND, MAINE

70 Thames Street
Major Site Plan
PL-002437-2023
144 Fore St. OZ, LLC, Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Charles Tetelman
Public Hearing Date:	September 26, 2023	**Date:**	September 22, 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 September 16, 2023 and September 19, 2023 editions of the *Portland Press Herald*.

The Planning Board held a workshop on June 23, 2023.

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

II. REQUIRED REVIEWS + WAIVER REQUEST + PROJECT DATA

Review	*Applicable Standards*
Site Plan Standards	Section 14.6

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

Waiver Requests	*Applicable Standards*
Waiver of the Flooding Standard Maine DEP Chapter 500. The applicant is proposing to discharge stormwater directly tidal waters of the eastern waterfront.	Technical Manual Section 5. III: A waiver is available for proposed development in the watershed of a major river segment provided the applicant demonstrates that the project conveys stormwater exclusively in sheet flow, in a manmade open channel, or in a piped system directly into one of these resources.

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

	Existing	*Proposed*	*Net Change*
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

III. 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.

IV. 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.

V. 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.

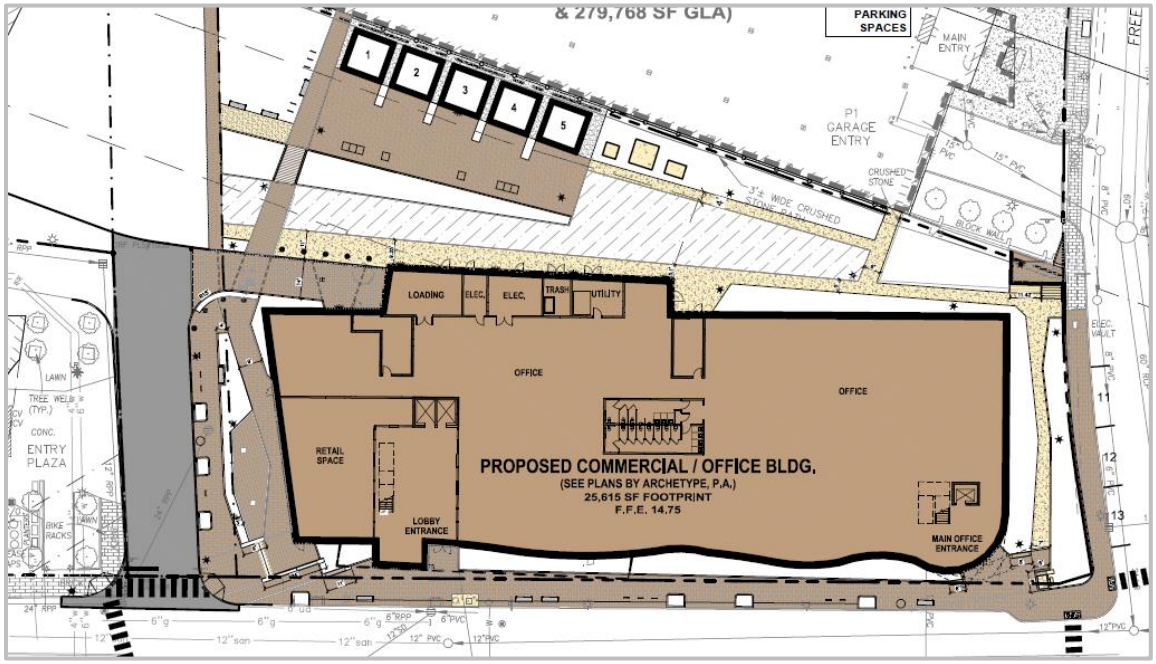


Figure 3: Site Plan (out of date)

VI. PREVIOUS WORKSHOPS

At the July 23 workshop, the Planning Board discussed the applicable B-6 Eastern Waterfront zoning dimensional requirements for the project. The applicant and City Staff noted the relationship between the setback requirement and the defined viewsplays on the Thames St. frontage of the proposed development. Staff confirmed that the applicant met both requirements and the applicant's plans adequately conformed to the B-6 zone. The applicant had presented plans that displayed a connection to the 100 Fore St. garage through Thames St. (along the Mountfort St. Extension corridor) which has since been removed from the proposed development.

VII. RIGHT, TITLE, & INTEREST

The applicant has submitted a quitclaim deed dated August 30, 1993 (Attachment 3) which demonstrates the City's ownership of the parcel at 70 Thames Street. City Staff have reviewed the draft Purchase and Sale Agreementwhich 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 3) 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 submitted a document (Attachment 4) 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.

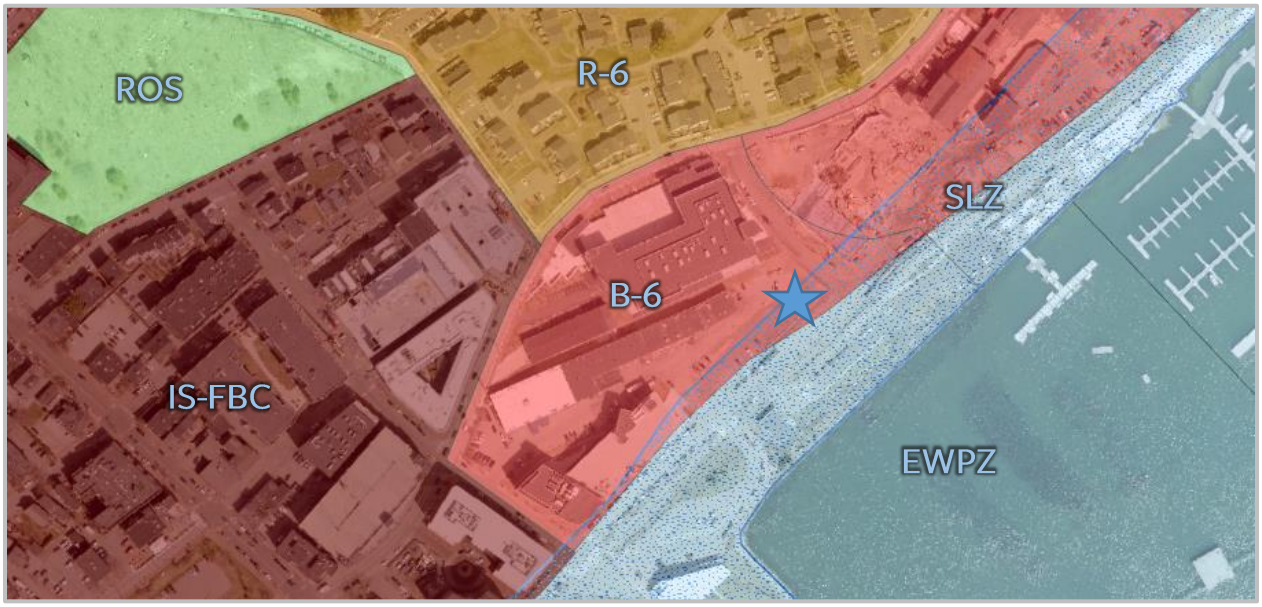


Figure 4: Zoning Context

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	Chapter 14: *10 ft. New structures shall build to the key building envelopes shown on the B-6 Building Height Overlay Map.* B-6 Height Map: *...when a Building Envelope does not align with a view corridor or street extension, the boundary shall be the parcel boundary.*	Met
Minimum Length of Building Wall at Maximum Setback	Chapter 14: *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.*	Met
Maximum Structure Height	Chapter 14: *65 ft. or as otherwise governed by the B-6 Building Height Overlay Map.* B-6 Height Map: 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.	Met
View Protection Splays	B-6 Height Map: *These areas shall be prioritized for view protection, site circulation, and active public space.*	Met

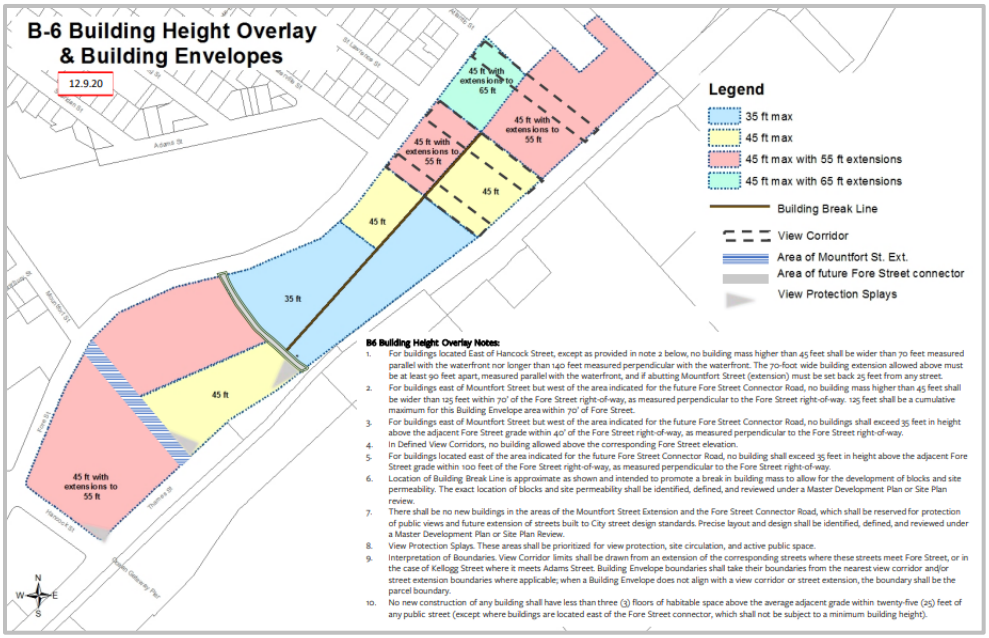


Figure 6: B-6 Building Height Overlay & Building Envelopes

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.

Section 11.5.1 of the Land Use Code requires that site plans located within the shoreland zone meet the Shoreland Zone Supplemental Site Plan Standards as listed below:

1. *The proposal will maintain safe and healthful conditions*
   Staff Finding: The proposed development minimizes impact to the water and coastline while providing safe, accessible routes for pedestrians through and around the site.

2. *The proposal will not result in water pollution, erosion, or sedimentation to surface waters*
   Staff Finding: The proposed development incorporates Best Management Practice (BMPs) for Stormwater Management and Erosion and Sedimentation Control. The site is further subject to Maine DEP Chapter 500 Stormwater Standards and the Site Location of Development standards, which are discussed later in this report.

3. *The proposal will adequately provide for the disposal of all wastewater*
   Staff Finding: The applicants have received an ability to serve confirmation from Portland Water District demonstrating that the proposed development can adequately provide for all disposal of wastewater (Attachment 13).

4. *The proposal will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat*
   Staff Finding: The proposed development will not have an adverse impact on any existing wildlife or habitat areas in or surrounding the site.

5. *The proposal will conserve shore cover and visual, as well as actual, points of access to inland coastal waters*
   Staff Finding: The proposed development is setback away from the shore and meets the relevant View Corridor and View Splay dimensional standards of the B-6 Eastern Waterfront zone.

6. *The proposal will protect archaeological and historic resources*
   Staff Finding: There are no documented archaeological sites within the vicinity of the proposed development nor is the application subject to any reviews under the Section 17 Historic Preservation.

7. *The proposal will not adversely affect existing commercial fishing or maritime activities*
   Staff Finding: The proposed development will not interfere or adversely affect existing commercial fishing or maritime activities.

8. *The proposal will avoid problems associated with flood plain development and use.*
   Staff Finding: The applicant is in conformance with Section 11 and will be constructed to avoid problems associated with flood plain development and use. Furthermore, the proposed development is not within a FEMA identified flood zone.

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), August 22, 2023 (Attachment B), and September 19, 2023 (Attachment C). City Staff also submitted a Design Review Memo to the applicant team (Attachments D+E). The applicant

has provided a response to comments (Attachment 17-20). 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). The applicant provided traffic counts and parking distribution numbers to confirm that no modification of this TMP is required. The proposed development is consistent with the trip generation and parking counts envisioned in the TMP. The site layout follows certain 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 F) includes methodology to determine the costs of impact fees and highlights the TMP anticipated a driveway located on site.

      Staff Finding: The proposed development is consistent with the approved Eastern Waterfront TMP and will not have an adverse impact on the surrounding street systems.

   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 has updated the details for crosswalks and pedestrian walkways to meet ADA accessibility standards.

      Staff Finding: City Staff noted that the Pedestrian Access Easements (Montforth Street Ext. and Hancock-to-Freedom) should be expanded to 8 ft. to accommodate wider pathways for pedestrians. Some portions of the pedestrian walkways narrow to 5 ft. wide and run parallel to the face of buildings with multiple service entrances. City Staff have included this as a condition of approval.

   C. Public transit access

      METRO Route 8 and the Husky Line run along Commercial Street and India Street to the west of the proposed development, with stops at Casco Bay Lines and along India Street. There is a Husky Line stop at Hancock and Thames within ¼ mile of the proposed development.

   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.

      Staff Finding: The applicant will need to provide a parking demand estimate to confirm that existing garages in the area have capacity for the proposed development at 70 Thames. Additionally, City Staff have requested that on-street parking be depicted on the site plan along Thames Street (both sides) and Freedom Way (where possible). These have been included as a condition of approval.

E. Transportation demand management (TDM)

The applicant needs to provide an update to the existing TDM plan that was developed as part of the 1 Hancock Street and 100 Fore Street site plan applications. The applicant has incorporated the proposed development into the existing TDM encompassing 1 Hancock Street and 100 Fore Street.

Staff Finding: City Staff will need to review the updated TDM and a condition of approval has been included to submit a final TDM.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

Staff Finding: 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 (Plan 29). The applicant is required to provide street trees every 25 ft. to 35 ft. along all street frontages. The applicant has included 11 street trees along Thames St. and Freedom Way. 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. The updated plans incorporate most of the City Staff comments and species alternatives.

Staff Finding: The proposed site landscaping reinvigorates a site without any landscaping. City Staff find the proposed plantings and layout adequate. City Staff have requested specifications for the proposed Silva Cell model, proposed soil volume, and street tree species. City Staff are concerned that there is not adequate soil volume for the proposed species. City Staff have included a condition of approval to submit updated soil volumes and street tree species as recommended by the City Arborist.

D. Water quality/storm water management/erosion control

The applicant is proposing a variety of different treatment methods for the building roof runoff and on-site stormwater. With the MaineDEP Chapter 500 redevelopment standards, 50% of the non-roof redeveloped area must be treated. All Major Site Plan applications are required to submit a Stormwater Management Plan. In the applicant's August 25 response to comments, the applicant provided responses including treatment method descriptions, rain garden calculations, and pre-development/post-development calculations.

Staff Finding: City Staff do not anticipate any impact to water quality in the surrounding area of the proposed development. The applicant will need to submit a final Stormwater Management Plan as required in the City of Portland's *Technical Manual*. This has been included as a condition of approval.

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. The applicant has demonstrated that the project will be conveying stormwater in a piped system directly into these waters. 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 project is consistent with the goals of the Eastern Waterfront Master Plan, as well as the Design Guidelines for the Eastern Waterfront, and The Eastern Waterfront Building Height Study. These documents informed the vision for the area and the zoning that governs sites within the area.

   Staff Finding: The proposed development would facilitate the construction of a commercial building on a currently undeveloped lot. The proposed project was informed and is governed by the B-6 Eastern Waterfront zone. By meeting the underlying zoning requirements, the proposed development is broadly consistent with the Comprehensive Plan and City Master Plans for the area.

   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.

   Staff Finding: City Staff have determined that the site provides adequate space and access for public safety and fire prevention vehicles.

   C. Availability and capacity of public utilities

   The applicant has submitted a determination letter from the Portland Water District for water (Attachment 15) and DPW confirmation on wastewater authorization (Attachments 11-13). The applicant still needs to submit confirmation from other utility providers including CMP and Unitil.

   Staff Finding: The applicant will be required to submit final confirmation from utility providers that the proposed development as adequate availability and capacity of public utilities from CMP and Unitil. This has been included as a Condition of Approval.

4. Site Design Standards (Section 14.6.4)
   A. Massing, ventilation, and wind impact

   As proposed, the structure is not expected to have significant wind or ventilation impacts on nearby structures or public spaces. The proposed development has been designed to integrate into the surrounding developments located at 1 Hancock Street and 100 Fore Street. Mechanical equipment has been located in the interior of the building and on the roof behind appropriate screening; this equipment has been located to minimize disruption to abutting properties and public ways.

   Staff Finding: The proposed structure will not result in health or safety problems as the proposed building's massing has been designed to reflect the surrounding context. Only a portion of the building is built to the maximum permitted height, with the remainder of the top floor open as an accessible rooftop area. These building elements limit the scale of the overall building, and the mechanical equipment has been located either internally or mounted on the roof with adequate screening.

B. Shadows

Staff Finding: According to the City's Land Use Code and Technical Manual, development within the B-3, B-5, B-6, and B-7 zones is not required to conduct a shadow study. 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. The site plan includes a handful of small areas for on-site snow storage but expects a contracted hauler to move a majority of the snow. The applicant is proposing to install below grade snow melt systems under pavements and sidewalks which will significantly reduce the need for snow removal efforts.

Staff Finding: The applicant has met this standard as the proposed building is designed to prevent snow and ice from accumulating and falling into public ways and by removing snow off site.

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.

Staff Finding: The applicant is meeting this standard as the view protection splays have been incorporated into the building design as the entrances to the buildings at Mountfort St. Ext. and Freedom Way, which are perpendicular to the street corners. 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

Staff Finding: 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.

Staff Finding: This standard is met because the proposed exterior lighting as shown in the photometric plan shows full cutoff lights that will not emit light above the horizontal plane or spill onto adjacent properties. The photometric plan and related details meet the applicable standards of the *Technical Manual*.

G. Noise and vibration

The applicant notes that the proposed development minimizes noise impacts and does not expect excessive noise nor anticipate noise to negatively impact the adjacent properties. HVAC and building operating equipment have been located either in the interior or on the top of the building.

Staff Finding: The proposed development will be housing some of the building operating equipment and HVAC systems inside of the proposed development and appropriately screening any remaining equipment on the rear façade or on the rooftop. City Staff consider this site plan standard to be met.

H. Signage and wayfinding

Staff Finding: The signage and wayfinding standards are not applicable to the proposed development. Any signage will be reviewed alongside the building permit.

I. Zoning-related design standards

The City's Urban Designer, alongside the Planning Department Deputy Director and lead Planner on the project, submitted a design review memo (Attachments D + E). The application is subject to the design elements of:

i. the *Design Guidelines for Portland's Eastern Waterfront* in the Eastern Waterfront Master Plan; and

ii. City of Portland Design Manual sections (g) *EWPZ Eastern Waterfront Port Zone and B-6 Eastern Waterfront Mixed Use Zone and* (i) *Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts and emergency shelters.*

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. Additionally, the final design comments asked for the eastern elevation for the remaining portion of the building at 144 Fore Street. 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 louvres or other features) to define and accentuate the atrium. The applicant submitted an updated architectural narrative and updated renderings (Plan 20 + 28) to City Staff on June 19, 2023. City Staff have reviewed the updated drawings and determined that the proposed development is meeting the relevant design standards noted above.

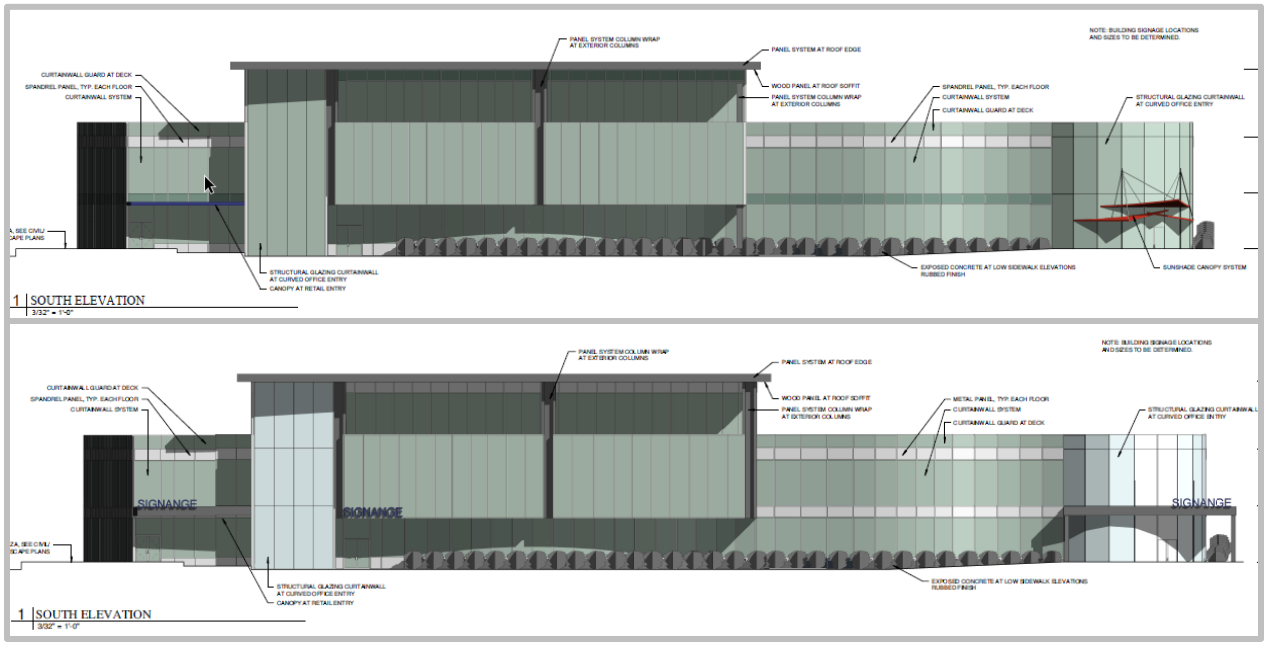


Figure 7: Original Elevation (Top) + Updated Elevation (Bottom) along Thames Street façade

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 (Attachment 21).

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

XII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends that the Planning Board approve the major site plan for application PL-002437-2023.

XIII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 26, 2023 for application PL-002437-2023 at 70 Thames Street relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and the testimony presented at the Planning Board public hearing:

1. The Planning Board **[finds/does not find]**, based upon City Staff and the Third-Party Stormwater Engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the City of Portland's *Technical Manual* Section 5.III which does not allow the discharging of water directly into a Major River segment. The Planning Board **[waives/does not waive]** the Technical Manual Standard to allow discharging directly into a Major River segment.

B. SHORELAND ZONE REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 26, 2023 for application PL-002437-2023 at 70 Thames Street relevant to the Shoreland Zoning standards and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** that the plan is in conformance with the Shoreland Zoning standards.

C. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on September 26, 2023 for application PL-002437-2023 at 70 Thames Street relevant to the site plan regulations, and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** that the plan is in conformance with the site plan standards of the Land Use Code subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall submit finalized landscaping and site plans that include updated walkway design and layout for the Pedestrian Assessment Easements located on site. All drawings shall be finalized and approved to the satisfaction of the Planning Authority and the Department of Public Works.

2. The applicant shall submit final Parking Demand estimates to confirm that the proposed parking plan is adequate for the proposed development. All documents shall be finalized and approved to the satisfaction of the Planning Authority, Department of Public Works, and the Third-Party Traffic Engineer.

3. The applicant shall submit a final Transportation Demand Management plan finalized and approved to the satisfaction of the Planning Authority and Department of Public Works.

4. The applicant shall submit finalized Plantings Plan that incorporate comments from the City Arborist and Parks Plan reviewers. All documents and drawings shall be finalized and approved to the satisfaction of the Planning Authority and the City Arborist.

5. The applicant shall submit a final Stormwater Management Plan finalized and approved to the satisfaction of the Planning Authority, Department of Public Works, and the Third-Party Stormwater Engineer.

6. The applicant shall submit all remaining utility ability to serve letters from utility providers. All documents shall be finalized and approved to the satisfaction of the Planning Authority.

XIV. ATTACHMENTS

REPORT ATTACHMENTS

A. Staff Review Comments 1
B. Staff Review Comments 2
C. Staff Review Comments 3
D. Design Review Comments 1
E. Design Review Comments 2

APPLICANT SUBMITTAL

1. Project Summary
2. Waiver Table
3. RTI
4. Technical Capability
5. Zoning Analysis Table
6. Major Site Plan Checklist
7. Public Infrastructure
8. Site Design
9. Transportation
10. WEX TDM Plan
11. WW Capacity
12. WW Capacity Authorization
13. WW Capacity Authorization
14. Stormwater Maintenance Agreement Draft
15. Water Ability To Serve
16. Environmental Standards
17. Comment Response 1
18. Comment Response 2
19. Comment Response 3
20. Design Review Memo Response

PLANS

Plan 1. Cover Sheet
Plan 2. General Notes
Plan 3. Boundary + Topographic Survey

Plan 4. Demo Plan
Plan 5. CM Plan
Plan 6. Overall Site Plan
Plan 7. Site Layout Plan
Plan 8. 10 Scale Site Enlargements
Plan 9. Easement Overlay Plan
Plan 10. Snow Melt Area
Plan 11. Grading Drainage Erosion Plan
Plan 12. 10 Scale Grading Enlargement
Plan 13. Utility Plan
Plan 14. Site Details 1
Plan 15. Site Details 2
Plan 16. Site + Misc Details
Plan 17. SD + Utility Details
Plan 18. Utility + Misc Details
Plan 19. Vehicle Turning Template
Plan 20. Materials + Lighting Plan
Plan 20. Renderings
Plan 21. Planting Plan
Plan 22. Photometric Plan
Plan 23. Photometric Plan
Plan 24. Details
Plan 25. Floorplans
Plan 26. 144 Fore Renderings
Plan 27. 144 Site Plan
Plan 28. 144 Fore Rendering
Plan 29. Landscaping Plan

Review Criteria:

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

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 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.

City Staff and Third-Party Peer Reviewers have completed the latest review of this application based off of the most recent submissions. Comments below have been provided to the Planning & Urban Development Department from the Department of Public Works, Water Resources, Zoning, and Third-Party Consulting Engineers (Stormwater + Traffic).

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 notifying the planner of the resubmission.

Be advised that additional comments may be forthcoming and other changes may still be required if the comments are not addressed adequately. If you have any questions, please do not hesitate to ask.

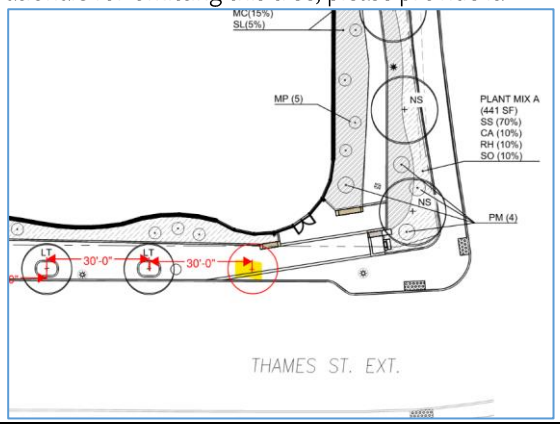
General Review Comments		
Review	***Discussion***	***Status***
General	Overview: Please provide information regarding plans for 144 Fore Street and the 100 Fore Street garage new entrance. Comments: • City Staff understands that a portion of the 144 Fore buildings will be demolished. Zoning noted that a few new tenants will be utilizing the remaining space. The overall site plan is the only plan that shows new site work related to 144 Fore. Please provide additional information. • The applicant is proposing an entrance into the 100 Fore Street garage from Thames Street.	Not Met
RTI	Overview: The existing purchase and sale agreement between the applicant and the City has certain elements that need to be included. Comments: • Does the applicant intend on utilizing the existing granite blocks on site? Parks Dept. would happily remove them for the applicant. • All easements have been noted on the easement plan. City Staff have more comments below about how the public access easement from Hancock to Freedom.	Not Met
Additional Submissions Requested: • Information Regarding 144 Fore Street • Information Regarding 100 Fore Street Garage		

14.6.1: Transportation Standards		
Standard	***Discussion***	***Status***
Impact on Surrounding Street Systems	Overview: 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. Comments: • The applicant shall provide supporting information that the restaurant will function as a Fine-Dining facility as defined by ITE, and why use of ITE Land Use code 814 Variety Store was selected.	Not Met

	• 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). • 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 TMP contemplated a five year build out to be completed in 2023. City Staff will follow up with more information – the DOT may require a study during the first year of full occupancy. • The entrance to 100 Fore Street garage requires a site plan amendment to the 100 Fore St. application. The TMP did not envision an entrance to the Fore Street parking garage through Thames. Additional detail shall be provided by the applicant as to the purpose of this driveway connection when three other garage entrances exist.	
Access and Circulation	**Overview:** 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. **Comments:** • The entrance to the property along Thames Street shall be constructed as a driveway not a roadway. This will eliminate the two accessible ramps (existing and proposed). Remove the two ramps and reconstruct the sidewalk on the adjacent property. • The driveway across from the site at shall be moved to the opposite side and outside of the limits of the driveway apron. Any proposed accessible ramp shall be constructed separated from the driveway apron using the sidewalk as the landing. • The sidewalks and driveway shall be constructed 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. • The proposed crosswalks within the property shall be raised crosswalks connecting the proposed sidewalk network. • The stair and associated wall provided for entry to the building's ground floor level appears to extend into the ROW. The wall and stair should not extend into the ROW and sidewalk.	Not Met
Public Transit Access	**Overview:** 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. **Comments:** • None	Met
Parking	**Overview:** The applicant notes that parking for 70 Thames Street will be at the Ocean Gateway and 100 Fore Street parking garages. **Comments:**	Under Review

	• Update the plans to provide signage information for the proposed parking in the ROW. • Please confirm the number of parking spots to be allocated at the Ocean Gateway and 100 Fore Street garages. City Staff note that the P+S dedicates parking spots in the garage to the City.	
Transportation Demand Management	Overview: 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. Comments: • Please submit an updated TDM for review.	Under Review
Additional Submissions Requested: • Supporting information for Fine-Dining restaurant as defined by ITE and why use 814 is selected. • TMP Clarification (from City Staff) • Fore Street Garage entrance (from Thames) details and information • Updated plans showing parking in the ROW		

14.6.2: Environmental Quality Standards

Standard	***Discussion***	***Status***
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.	N/A
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.	N/A
Site Landscaping and Buffers	Overview: The applicant has submitted an updated landscape plan. Comments: • Use tick marks to layout the proposed parking along Thames Street to identify tree planter and vehicle door conflicts. Adjust where needed. • Street Tree Spacing - Staff appreciate the revisions to street tree quantity, cadence and spacing. The revised street tree layout is an improvement. Based on the pattern of street trees shown, there should be one additional tree completing the sequence along Thames Street as it reaches Freedom Way. If there is a rationale for omitting this tree, please provide it.  	Not Met

	• Street Tree Species Composition - the diversity of the tree species proposed in the landscape plan and the applicant's willingness to consider switching away from Maples is appreciated. Upon further review with the City arborists, staff need to ascertain that the small granite tree wells coupled with the proposed Silva Cells provide adequate soil volume for tree survival, especially a larger tree (like the Tulip Trees suggested and represented on the plans). For larger street trees, minimum recommended soil volumes range from 1000 to 1500 cubic feet. There is currently no indication of total soil volume on the plans or street tree planter sections. Please provide the Silva Cell model specifications and plan-view layout of silva cells to ascertain adequate soil volume is being provided and the proposed minimum depth of tree root zone. The maximum soil volume being provided per tree will help dictate what trees are able to survive and thrive in the proposed planters. • The raised granite tree wells labeled as 5'x6' but are drafted as 4'x6' interior area. Which size is being proposed? In the City Arborists' experience, trees benefit from more than the absolute minimum size of tree well where space allows. Staff strongly encourage applicants to provide larger tree wells wherever space allows as the 4'x6' dimensions are the absolute minimum allowed specifically in circumstances where the walking surface of the sidewalk is very constrained. • City Staff need to confirm the status of the public access easement across the site. The applicant shall provide additional information on the paths type, lighting, and safety. The Planning Board wanted to make this seem more like a pedestrian walkway rather than an alley behind the buildings.	
Water Quality, Stormwater Management and Erosion Control	Overview: 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. Comments: • DPW has provided record drawings to the applicant for the Thames Street Extension project completed by the City in 2020 and has provided guidance on how new storm drain connections into the City's systems should be made. DPW will ensure proposed connections meet City technical standards when updated plans are submitted. • The applicant should complete a project flood control analysis to ensure that post development stormwater flow rates entering into the City's storm drain system do not exceed pre-development flow rates. • It appears that the site plan updated for this submission includes additional non-roof redeveloped area associated with the proposed parking garage entrance and driveway to the existing 100 Fore Street building. This area should be included in the overall stormwater quality treatment calculations for the project. The applicant is proposing a rain garden in this latest submission, but design information has not been provided for review. • Please submit a Stormwater Management Plan as required in Chapter 500. The applicant could also provide a draft Stormwater Maintenance Agreement for City Staff review. • The applicant is proposing a couple of different treatment methods – one for the building roof runoff and one for the site stormwater. With the redevelopment standards, 50% of the non-roof redeveloped area must be treated. If they would like to instead count roof treatment, they need to justify	Not Met

	that and why treatment of non-roof area to meet the threshold cannot be met. With the info they have provided, City Staff does not see anything provided that allows us to evaluate treatment areas vs. thresholds.	

Additional Submissions Requested:
- Updated plans to show parking and street tree layout
- Updated details on connections to City infrastructure
- Flood Control Analysis
- Stormwater Management Plan
- Stormwater Maintenance Agreement
- Street Tree species update and details

14.6.3: Public Infrastructure + Community Safety Standards		
Standard	***Discussion***	***Status***
Consistency with City Master Plans	Overview: 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. Comments: • None	Met
Public Safety and Fire Prevention	Overview: 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. Comments: • City Staff may have more comments regarding life safety depending on the final site plan layout regarding the 100 Fore St. garage connection.	Met
Public Utilities	Overview: City Staff will confirm the status of the ability to serve verifications from utility providers. Comments: • Confirm that 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 applicant is aware they are required to repave the finished surface of the street per the moratorium standards. All pavement cuts in the City ROW 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 limits on the utility plans to meet the 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. • Relocate the existing street light conduit outside of the proposed planters.	Not Met

Additional Submissions Requested:
- Updated utility submissions

14.6.4: Site Design Standards		
Standard	***Discussion***	***Status***
Massing, Ventilation and Wind Impact	Overview: As proposed, the structure is not expected to have significant wind or ventilation impacts on nearby structures or public spaces. Comments: • None	Met
Shadow	This standard is not applicable to this project.	N/A
Snow and Ice Loading	Overview: The applicant is proposing to remove snow from the site following major snowfall events. Comments: • City staff request additional information regarding proposed protocols for snow removal.	Not Met
View Corridors	Overview: 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. Comments: • None.	Met
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.	N/A
Exterior Lighting	Overview: The applicant has submitted a photometric plan. Comments: • None	Met
Noise and Vibration	Overview: The applicant is proposing mechanical and HVAC on site. Comments: • The applicant will need to provide additional information abut the location of HVAC on the interior of the building, in the rear of the building, and/or on the rooftop. • Will there be any additional HVAC associated with 144 Fore? • Will there be any mechanical or HVAC associated with the incubator spaces?	Not Met
Signage and Wayfinding	No signage is currently proposed as part of this application.	N/A
Design Standards	Overview:	Not Met

	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.	
	Comments: • City Staff have provided a design review memo.	

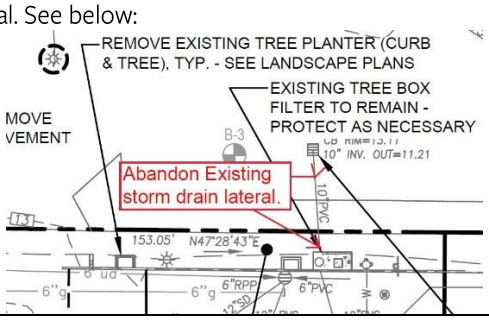
Additional Submissions Requested:
- Snow removal plan
- Questions / clarification regarding Noise and Vibration
- Design Review Memo response

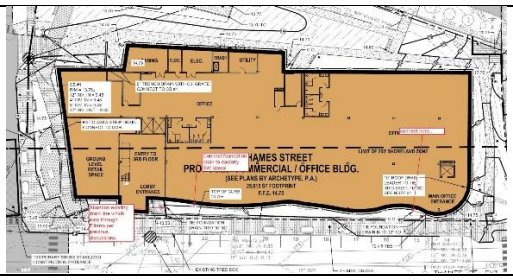
City Staff and Third-Party Peer Reviewers have completed the latest review of this application based off of the most recent submissions. Comments below have been provided to the Planning & Urban Development Department from the Department of Public Works, Water Resources, Zoning, and Third-Party Consulting Engineers (Stormwater + Traffic).

Please submit a written response to the comments below and upload the response, revised submissions, and new material to Project Dox (Project Dox has automatic versioning so long as the files has the same name as the original submission). Once uploaded, please send an email to ctetelman@portlandmaine.gov notifying the planner of the resubmission.

Be advised that additional comments may be forthcoming and other changes may still be required if the comments are not addressed adequately. If you have any questions, please do not hesitate to ask.

14.6.1: Transportation Standards		
Standard	***Discussion***	***Status***
Access and Circulation	Comments: • Test Remove the crosswalk striping on the driveway within the right of way. • Correct the Thames Street ROW dimensions to reflect two 8' parking lanes not a 6' shoulder and two 11' travel lanes. • Center the proposed tree wells at the parking space tick marks. • Revise the plans to maintain a 6ft min clear space between any elevated object (proposed planters) and the back of the proposed sidewalk. • Revise plans to place the proposed D1 signs to the front of the parking spaces • The applicant shall define the type of parking proposed along Freedom Way. We recommend metered or unmetered two hour parking. • Grading Sheets: Spot grades and slopes shall be added to plans for proposed improvements within the ROW at grade breaks for proposed driveways, pedestrian ramps, accessible crossings, sidewalks and at the end of the limits of the proposed improvements for the property.	Requires Final Updates
Parking	Comments: • The applicant has provided general observations of current parking usage in the Fore Street garage and there is parking space availability at this time. It was noted that 109 parking spaces will be available for 70 Thames Street, but a parking demand analysis has not been performed. A parking demand estimate shall be provided. • The site plan should be modified to depict on-street parking on both sides of Thames Street.	Requires Final Updates
Transportation Demand Management	Overview: 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. Comments: • Please submit an updated TDM for review.	Requires Final Updates

14.6.2: Environmental Quality Standards		
Standard	***Discussion***	***Status***
Landscape Preservation + Site Landscaping and Buffers	Comments: • Comment #20: Adequate soil volume is not optional. Section 4.6 of the Technical Manual notes "Adequate soil volume to ensure tree survival shall also be required, as determined by the City Arborist." What constitutes adequate soil volume is determined by the general size of the street tree species proposed. Given the impervious nature of the surrounding streetscape, Silva Cells or similar are a reasonable way to provide soil volume for street trees. As noted in the previous round of comments, minimum soil volume requirements for larger street trees range from 1000 to 1500 CF. The reason Staff requested specifications for the proposed Silva Cell model in the previous round of review comments is that typically the manufacturer of these units provides guidance on soil volumes for different categories of trees. If the applicant follows the Silva Cell unit specifications and selects trees from the range of trees recommended by the City Arborist, the soil volume provided is expected to be appropriate. Please provide requested Silva Cell specifications. A follow-up conversation with the City Arborist will help with selecting a tree species appropriate to the location, raised granite tree wells and the soil volume being provided. • **Number and Spacing of Street Trees #19:** The easternmost street tree could be located 25′ on center from the nearest proposed tree well and avoid overlapping with the building entrance and any conflicts with parked car doors. • Pedestrian access north/south through Thames easement: should be more open and wider access for pedestrians. 8′ would seem more appropriate than the 5′ proposed. Pedestrian access through the Hancock easement should also be widened out. In some stretches, the pedestrian path narrows to just 5′ wide and runs along the face of the building with multiple service entrances opening onto it.	Requires Final Updates
Water Quality, Stormwater Management and Erosion Control	Comments: • The applicant should submit a complete Stormwater Management Plan. The applicant included many elements of a SW Plan but not in one complete document. • The existing storm drain lateral pipe which runs through the City's Filterra box should not be utilized and be abandoned per methodology in the technical manual. See below: 	Requires Final Updates

14.6.4: Site Design Standards		
Standard	***Discussion***	***Status***
Design Standards	Comments: • 70 Thames Street application includes demolition of a portion of the 144 Fore Street building to allow for Mountfort St extension pedestrian easement. Can the applicant be prepared to share with the Planning Board their proposed building replacement facade and site programming shown on the overall site plan? And if their intention is to apply for either a separate permit or site plan for later review.	Requires Final Updates

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

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 louvres 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 2nd 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.*

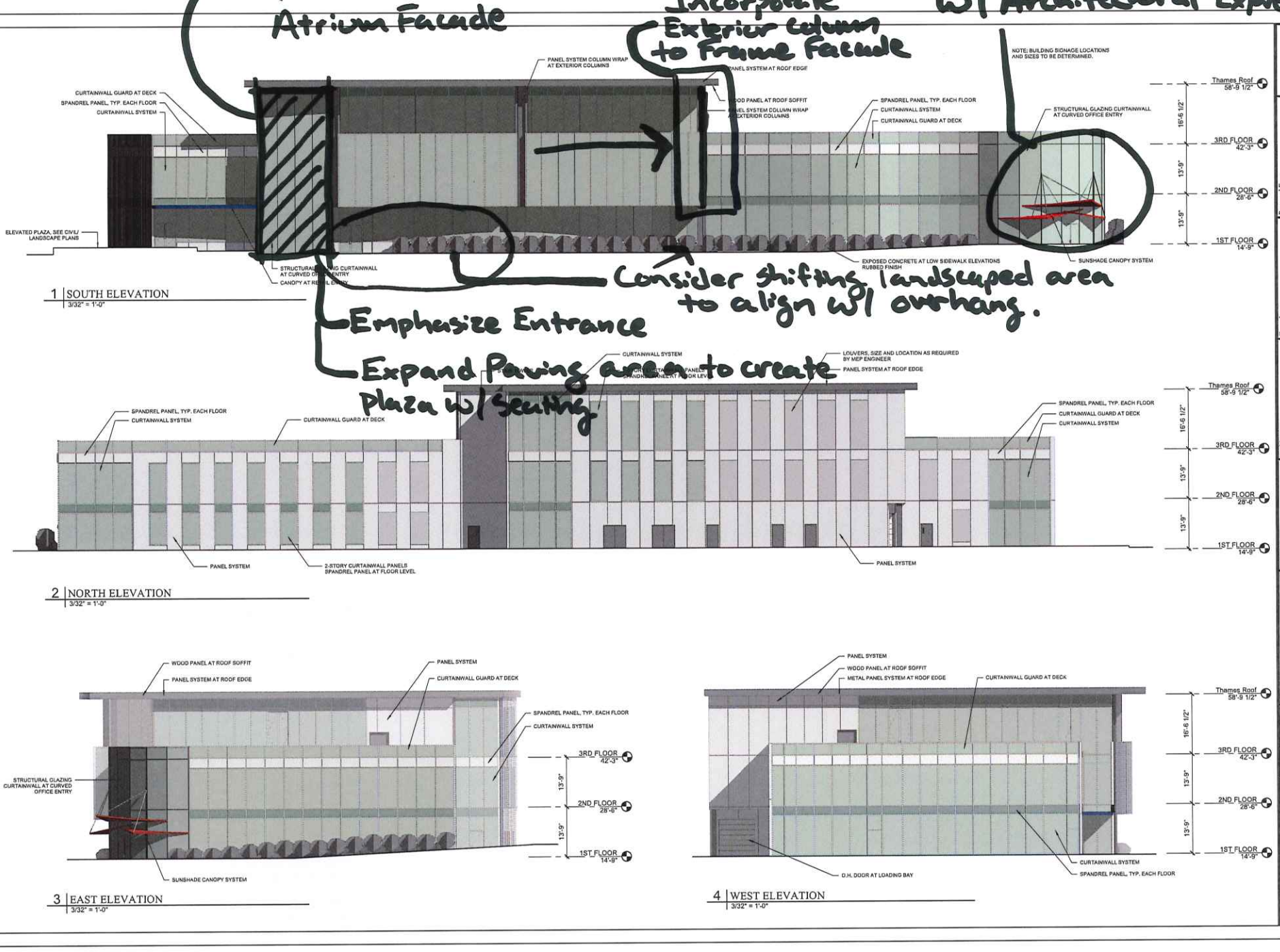
Staff comment: Staff finds the proposed development to support a dense, mixed-use, pedestrian friendly neighborhood at a building scale that is consistent with adjacent properties. Staff requests an architectural narrative along with renderings and/or elevations of the incubator business spaces for review.

Design Review Comments - Round 1
5/15/23

Consider Special Element(s) to define + accentuate Atrium Facade

Incorporate Exterior Column to Frame Facade

Emphasize Entrance w/ Architectural Expression



1 | SOUTH ELEVATION
3/32" = 1'-0"

Consider shifting landscaped area to align w/ overhang.

Emphasize Entrance

Expand Paving area to create Plaza w/ Seating

2 | NORTH ELEVATION
3/32" = 1'-0"

3 | EAST ELEVATION
3/32" = 1'-0"

4 | WEST ELEVATION
3/32" = 1'-0"

Prepared For: ---
Address
City, State

Consultant:

Architect: ARCHETYPE ARCHITECTS
38 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: 3/32" = 1'-0"
Building Elevations

A2.01

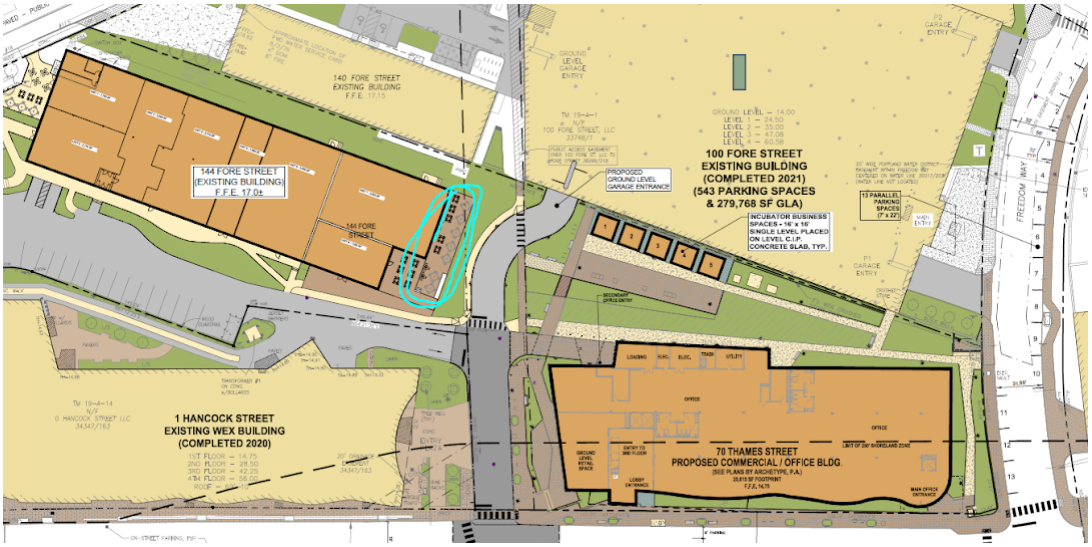
Charles Tetelman <ctetelman@portlandmaine.gov>

70 Thames Street - Applicant preparation for workshop

Sean King <sking@portlandmaine.gov> Thu, Sep 7, 2023 at 3:41 PM
To: Charles Tetelman <ctetelman@portlandmaine.gov>

Hello Charles,

70 Thames Street application includes demolition of a portion of the 144 Fore Street building to allow for Mountfort St extension pedestrian easement. Can the applicant be prepared to share with the Planning Board their proposed building replacement facade and site programming shown on the overall site plan? And if their intention is to apply for either a separate permit or site plan for later review.



Thank you, Sean

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)

planning & urban development

GORRILL PALMER

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

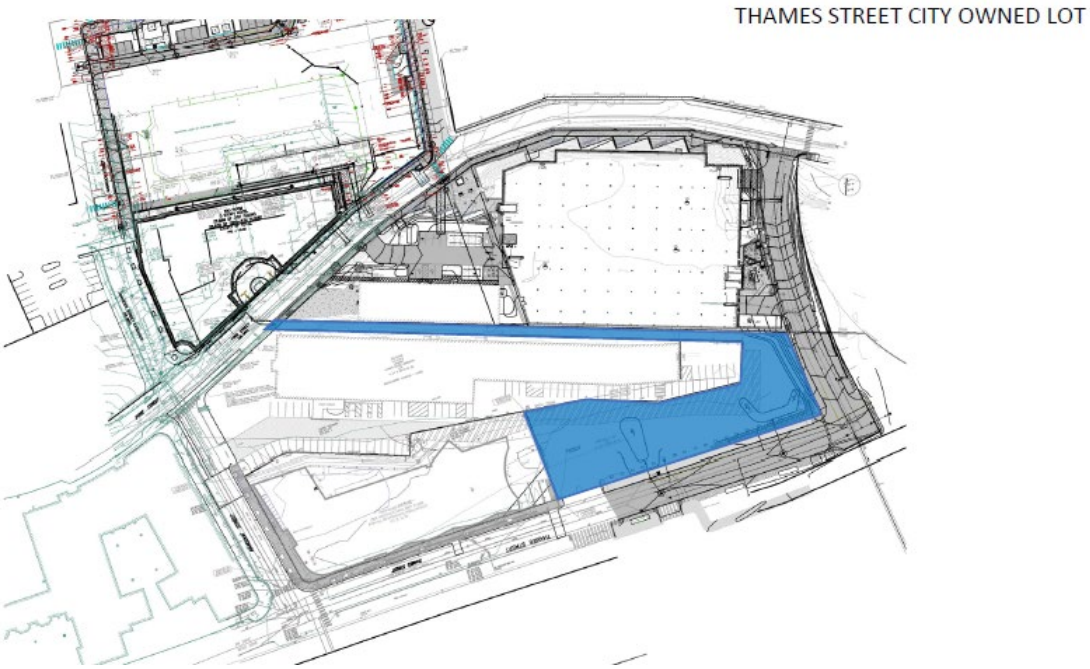
March 31, 2023

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[1].



City Owned Property on Thames Street

[1] 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.

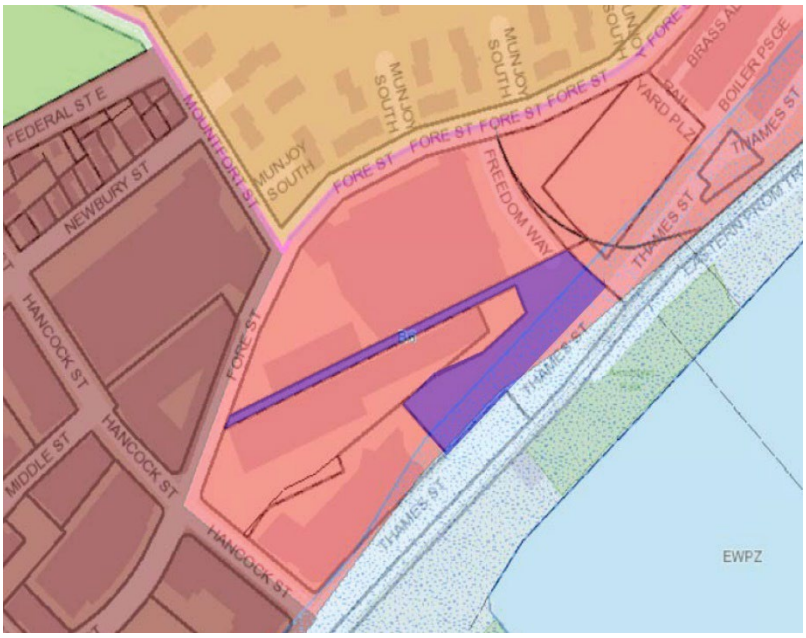
The Community benefits provided by the project include the following:

- 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

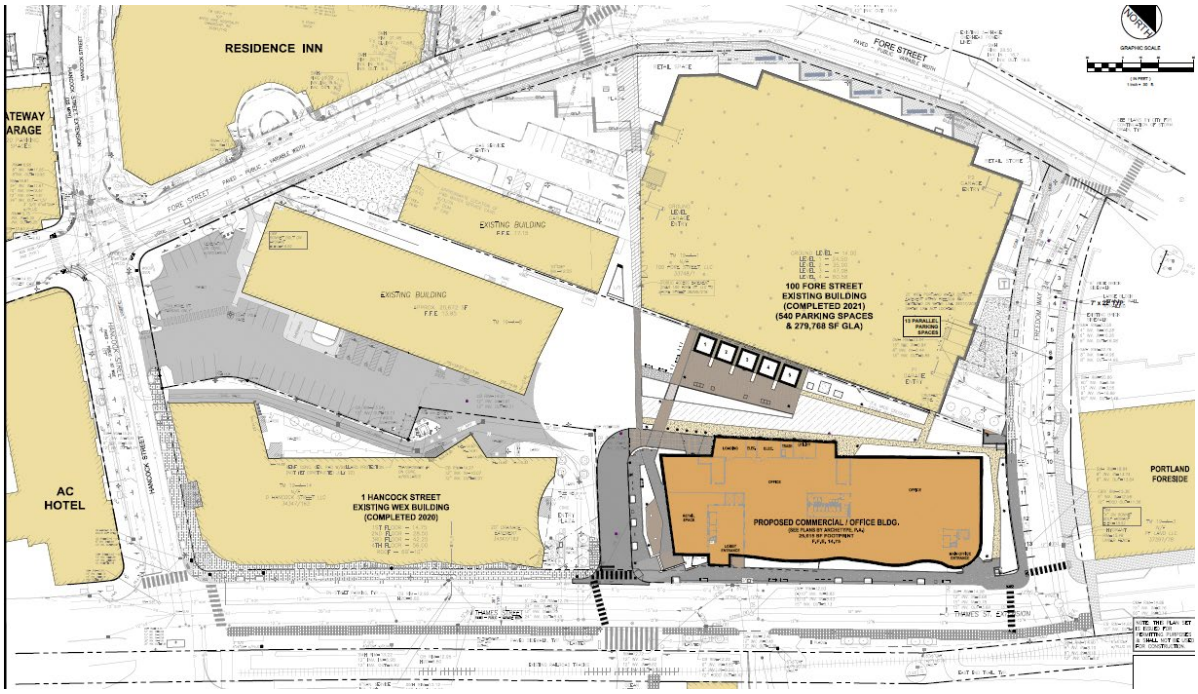


Aerial Image – circa 2020

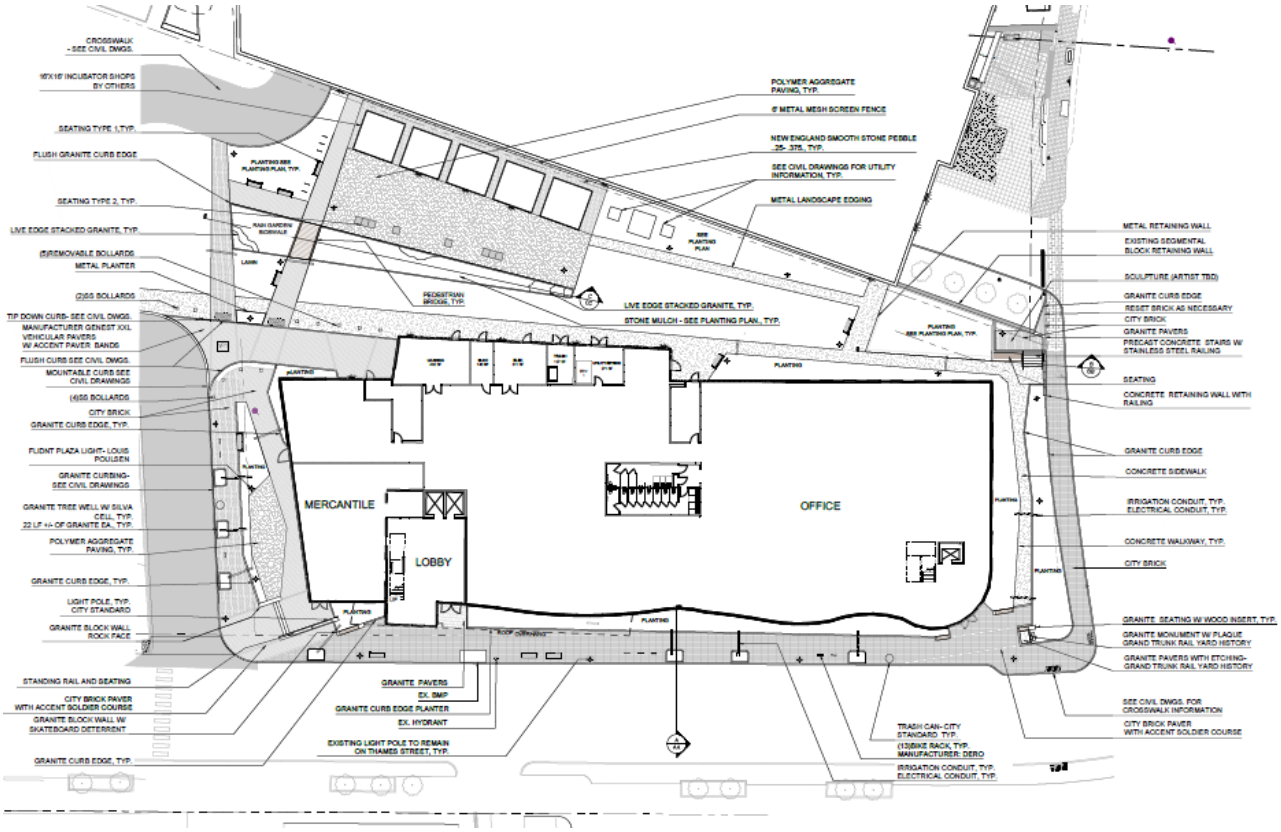
Proposed Development

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

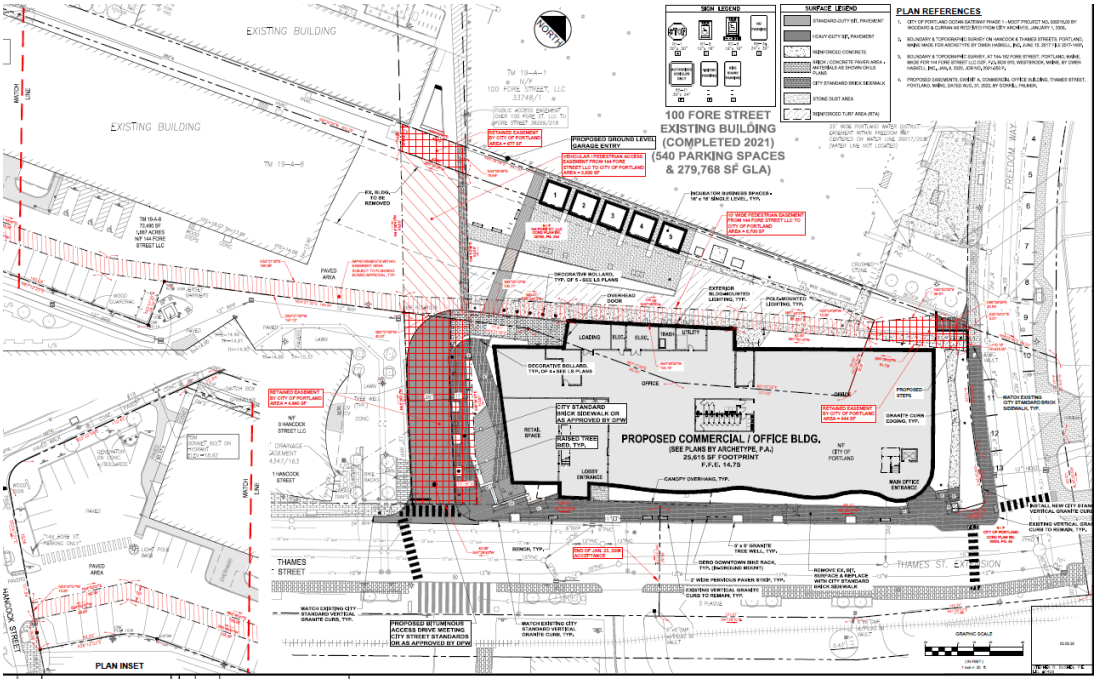
- Low flow plumbing fixtures to be installed
- Building level water metering to be incorporated
- Building level energy metering to be incorporated

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[2] (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[3]:

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
	Total	**63**	**129**

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:

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

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

[2] See Reg. 01-000270-A-N issued 03/20/2020 by the Maine Department of Transportation.
[3] Based on ITE 10th Edition Trip Generation

Utilities

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

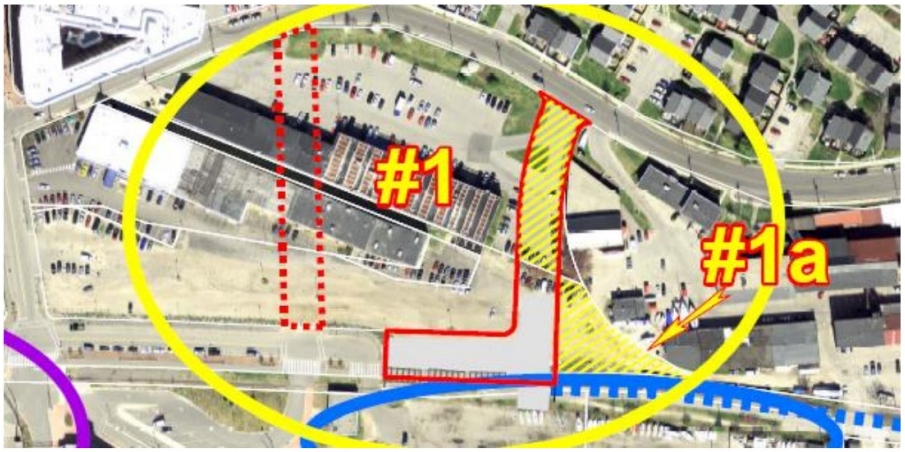
- A 6" fire line and 4" domestic water line service will be extended into the site from the existing 12" main in Thames Street.
- A domestic sanitary line and a kitchen waste line will extend from the building to the 8" sanitary sewer in Thames Street. A City standard grease trap will be installed on 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

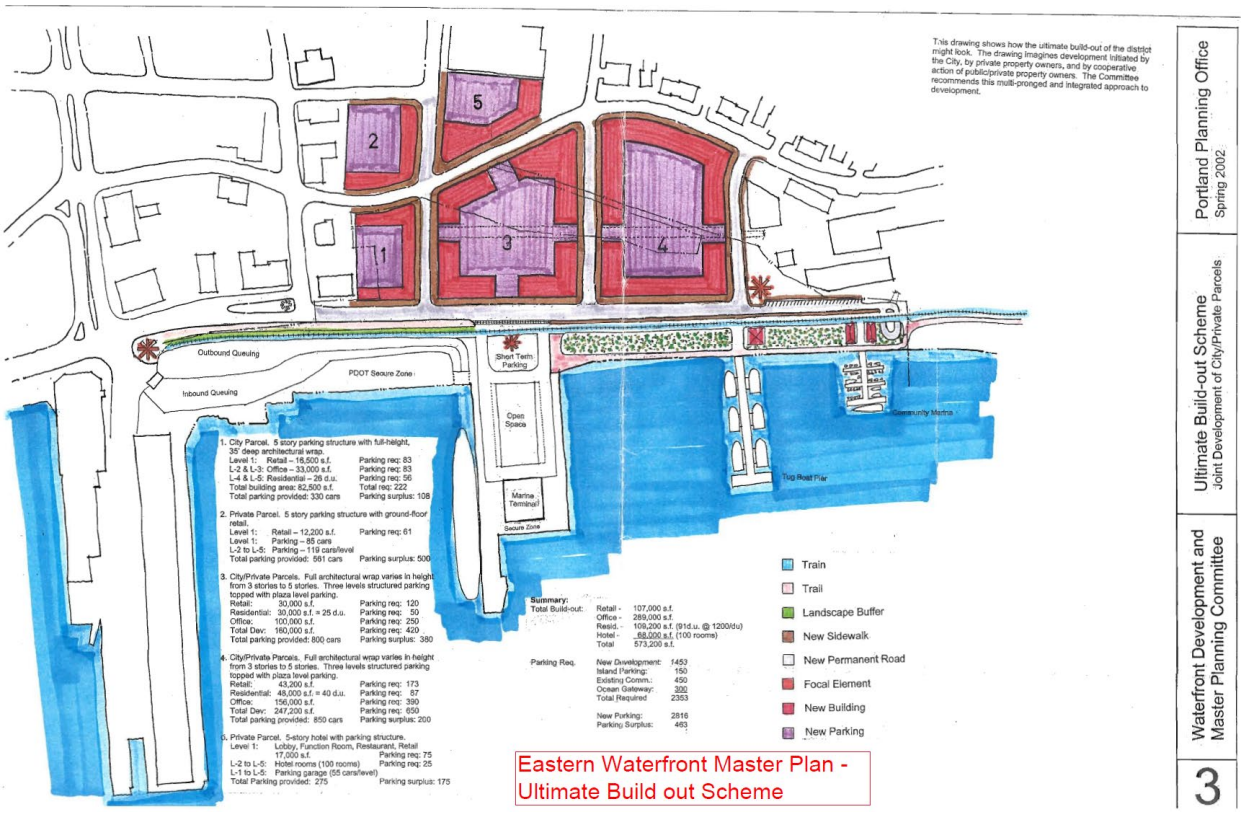
The project proposal is consistent with the Eastern Waterfront Master Plan as it will involve road and utility extensions and development consistent with the Plan. As seen below the EWMP set an objective of connectivity between Thames Street and Fore Street. The applicant has made the transfer of Freedom 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.

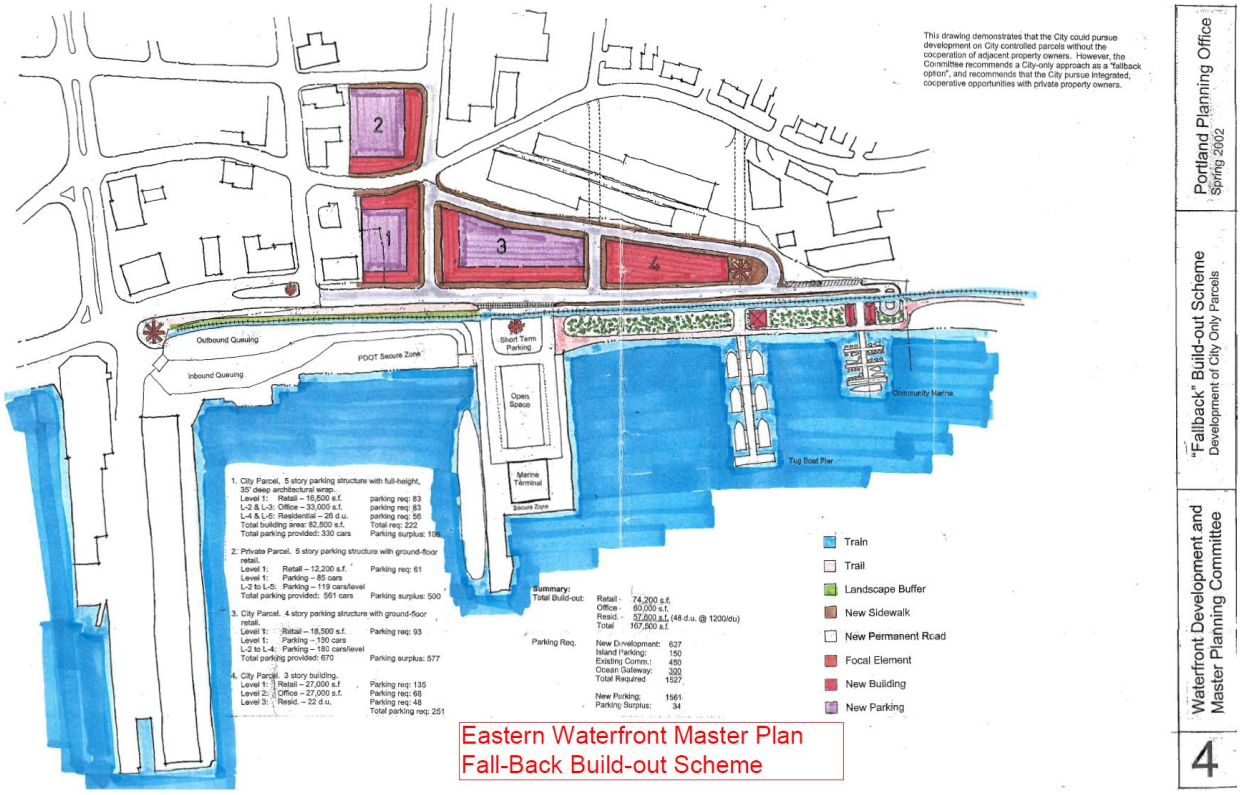
Project Area 1

Eastern Waterfront Master Plan and Portland Company Integration



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


This drawing shows how the ultimate build-out of the district might look. The drawing imagines development initiated by the City, by private property owners, and by cooperative action of public/private property owners. The Committee recommends this multi-pronged and integrated approach to development.
Portland Planning Office
Spring 2002
Ultimate Build-out Scheme
Joint Development of City/Private Parcels
Waterfront Development and Master Planning Committee
3
Outbound Queuing
Inbound Queuing
PDOT Secure Zone
Short Term Parking
Open Space
Marina Terminal
Secure Zone
Community Marina
Tug Boat Pier
1. City Parcel. 5 story parking structure with full-height, 35' deep architectural wrap.
Level 1: Retail – 16,500 s.f. Parking req: 83
L-2 & L-3: Office – 33,000 s.f. Parking req: 83
L-4 & L-5: Residential – 26 d.u. Parking req: 56
Total building area: 82,500 s.f. Total req: 222
Total parking provided: 330 cars Parking surplus: 108
2. Private Parcel. 5 story parking structure with ground-floor retail.
Level 1: Retail – 12,200 s.f. Parking req: 61
Level 1: Parking – 85 cars
L-2 to L-5: Parking – 119 cars/level
Total parking provided: 561 cars Parking surplus: 500
3. City/Private Parcels. Full architectural wrap varies in height from 3 stories to 5 stories. Three levels structured parking topped with plaza level parking.
Retail: 30,000 s.f. Parking req: 120
Residential: 30,000 s.f. = 25 d.u. Parking req: 50
Office: 100,000 s.f. Parking req: 250
Total Dev: 160,000 s.f. Parking req: 420
Total parking provided: 800 cars Parking surplus: 380
4. City/Private Parcels. Full architectural wrap varies in height from 3 stories to 5 stories. Three levels structured parking topped with plaza level parking.
Retail: 43,200 s.f. Parking req: 173
Residential: 48,000 s.f. = 40 d.u. Parking req: 87
Office: 156,000 s.f. Parking req: 390
Total Dev: 247,200 s.f. Parking req: 650
Total parking provided: 850 cars Parking surplus: 200
5. Private Parcel. 5-story hotel with parking structure.
Level 1: Lobby, Function Room, Restaurant, Retail 17,000 s.f. Parking req: 75
L-2 to L-5: Hotel rooms (100 rooms) Parking req: 25
L-1 to L-5: Parking garage (55 cars/level)
Total Parking provided: 275 Parking surplus: 175
Summary:
Total Build-out: Retail - 107,000 s.f.
Office - 289,000 s.f.
Resid. - 109,200 s.f. (91d.u. @ 1200/du)
Hotel - 68,000 s.f. (100 rooms)
Total 573,200 s.f.
Parking Req. New Development: 1453
Island Parking: 150
Existing Comm.: 450
Ocean Gateway: 300
Total Required 2353
New Parking: 2816
Parking Surplus: 463
Train
Trail
Landscape Buffer
New Sidewalk
New Permanent Road
Focal Element
New Building
New Parking
Eastern Waterfront Master Plan - Ultimate Build out Scheme


This drawing demonstrates that the City could pursue development on City controlled parcels without the cooperation of adjacent property owners. However, the Committee recommends a City-only approach as a "fallback option", and recommends that the City pursue integrated, cooperative opportunities with private property owners.
Portland Planning Office
Spring 2002
"Fallback" Build-out Scheme
Development of City Only Parcels
Waterfront Development and Master Planning Committee
4
Outbound Queuing
Inbound Queuing
PDOT Secure Zone
Short Term Parking
Open Space
Marina Terminal
Secure Zone
Community Marina
Tug Boat Pier
1. City Parcel. 5 story parking structure with full-height, 35' deep architectural wrap.
Level 1: Retail – 16,500 s.f. parking req: 83
L-2 & L-3: Office – 33,000 s.f. parking req: 83
L-4 & L-5: Residential – 26 d.u. parking req: 56
Total building area: 82,500 s.f. Total req: 222
Total parking provided: 330 cars Parking surplus: 108
2. Private Parcel. 5 story parking structure with ground-floor retail.
Level 1: Retail – 12,200 s.f. Parking req: 61
Level 1: Parking – 85 cars
L-2 to L-5: Parking – 119 cars/level
Total parking provided: 561 cars Parking surplus: 500
3. City Parcel. 4 story parking structure with ground-floor retail.
Level 1: Retail – 18,500 s.f. Parking req: 93
Level 1: Parking – 130 cars
L-2 to L-4: Parking – 180 cars/level
Total parking provided: 670 Parking surplus: 577
4. City Parcel. 3 story building.
Level 1: Retail – 27,000 s.f Parking req: 135
Level 2: Office – 27,000 s.f. Parking req: 68
Level 3: Resid. – 22 d.u. Parking req: 48
Total parking req: 251
Summary:
Total Build-out: Retail - 74,200 s.f.
Office - 80,000 s.f.
Resid. - 57,600 s.f. (48 d.u. @ 1200/du)
Total 167,600 s.f.
Parking Req. New Development: 627
Island Parking: 150
Existing Comm.: 450
Ocean Gateway: 300
Total Required 1527
New Parking: 1561
Parking Surplus: 34
Train
Trail
Landscape Buffer
New Sidewalk
New Permanent Road
Focal Element
New Building
New Parking
Eastern Waterfront Master Plan
Fall-Back Build-out Scheme

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:

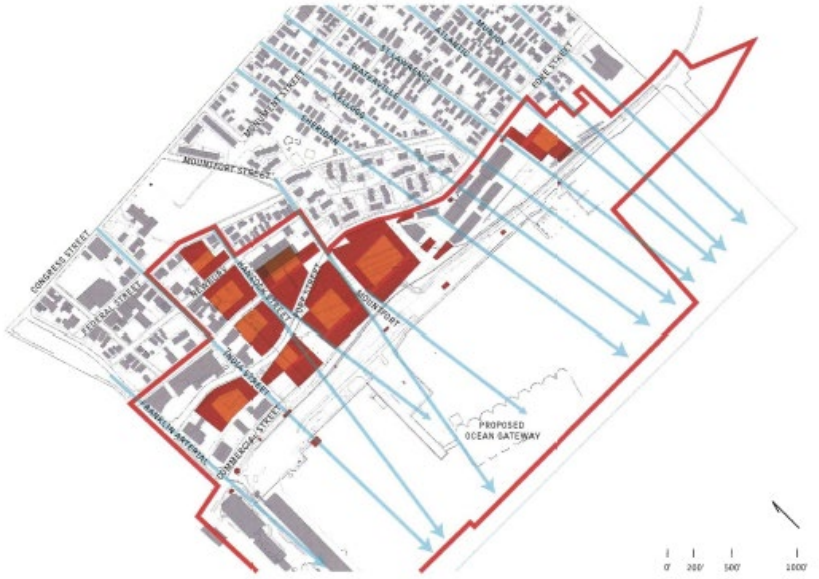
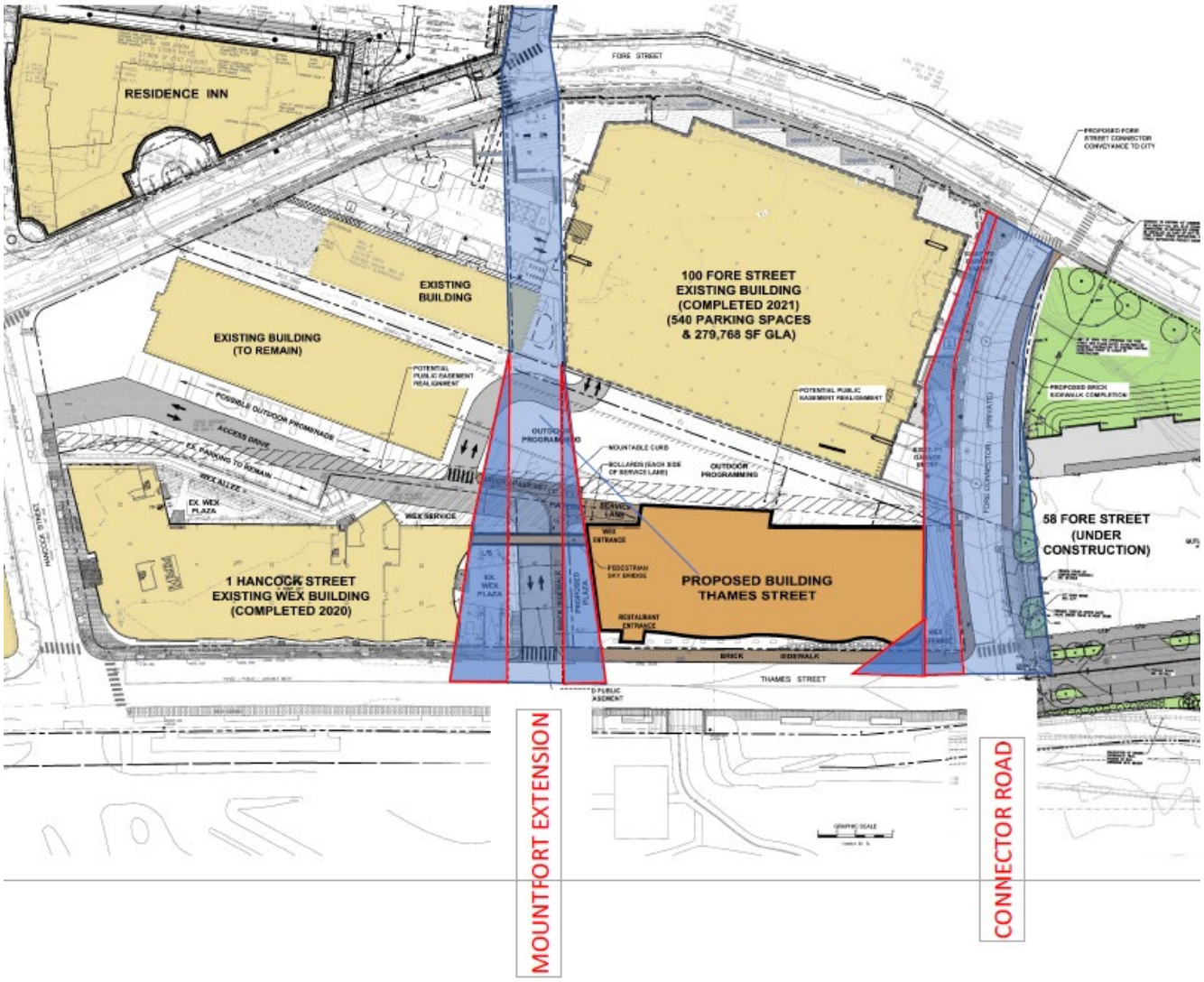


ILLUSTRATION 16: REVISED MASTER PLAN W/ NORTH / SOUTH VIEWS & ALIGNMENTS
Eastern Waterfront Building Height Study
Portland, Maine

MRLD, LLC

EWMP MASTER PLAN VIEW CORRIDORS

Within the Mountfort Extension Rights-of-Way, the view corridor splays are exaggerated as one gets closer to the water. The same treatment to the view corridor is maintained at the Connector Road (Freedom Way) with both the footprint of 100 Fore Street and the design for the Thames Street development holding back a significant amount from the buildable area to respect these views. The built edge of the Thames Street proposal is drawn directly from the entry tower of 100 Fore Street so as to respect the site line already in place.



25. **Historic Resources** – The site is not designated as a historic landmark, and it is not within a historic district.

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.

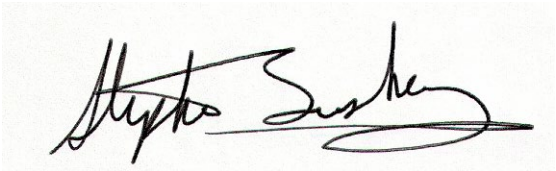
28. **Signage and Wayfinding –** All future tenant signage to be permitted separately by the tenants. None is currently proposed.

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



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

U:\3924_Thames Street-WEX_Portland, ME\P Applications\Local\app_thames Street_Major site plan app_03.31.2023

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical 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.

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PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT IS made this 23rd day of March, 2023 (the "Effective Date") by and between the **CITY OF PORTLAND**, a body politic and corporate located in Cumberland County, Maine (hereinafter referred to as "City"), and **144 FORE ST. OZ LLC,** a Maine limited liability company having a mailing address of One Portland Square, Suite 6A, Portland, ME 04101 (hereinafter referred to as "Buyer").

RECITALS

WHEREAS, the CITY is the owner of approximately 42,569 square feet of land located at 0 Thames Street, Portland, Maine (the "Premises") and did advertise RFP #22021 dated September 24, 2021, entitled Request for Proposals, Sale of Remaining Portion of City Owned Thames Street Property, a copy of which is attached hereto as Exhibit A and made a part hereof (the "Request for Proposals") (the Premises is identified in the City's tax records as a portion of CBL 019 A002001 and is generally depicted on the diagram attached hereto as Exhibit B (the "Site Plan") and further described in Exhibit C, both Exhibits B and C being incorporated herein); and

WHEREAS, Buyer submitted a proposal dated October 21, 2021 in response to the Request for Proposals, a copy of which is attached hereto as Exhibit D (the "Proposal")[1]; and

WHEREAS, the Proposal includes, among other things, the conveyance to the City of a private road and sidewalk known as Freedom Way as generally depicted on Exhibit B ("Freedom Way"), which is a portion of property that abuts the Premises and is currently owned by Buyer's affiliate, 100 Fore Street, LLC, and which the Buyer intends to purchase and then convey to the City for acceptance as a town way; and

WHEREAS, Buyer desires to purchase the Premises from the City, the City desires to convey the Premises to Buyer, Buyer desires to convey Freedom Way to the City for acceptance as a town way, and the City desires to obtain Freedom Way from Buyer and accept it as a town way, subject to the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

1. **SALE; CONSIDERATION.**
   a. City agrees to sell the Premises to Buyer, and Buyer agrees to purchase the Premises in accordance with the terms and conditions set forth in this Agreement.

[1] Although the Proposal is attached to this Agreement as an exhibit, it is not incorporated into and made a part of this agreement. The City has not approved or agreed to the contents of the Proposal except to the extent specified in this Agreement.

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b. The purchase price for the Premises shall be One Million, One Hundred and Fifty Thousand Dollars ($1,150,000.00) (the "Purchase Price").

c. In addition to the Purchase Price:

i. Buyer shall convey to the City the real property comprising Freedom Way as generally depicted on Exhibit B and more particularly described in Exhibit E, including, without limitation, the road, sidewalk, and related fixtures, improvements, and infrastructure, which conveyance, however, shall contain (x) a reservation of rights until Freedom Way is accepted as a public way for Buyer and 100 Fore Street, LLC, and their successors and assigns, to access and use Freedom Way at no cost or expense, and (y) a reservation of rights for Buyer and 100 Fore Street, LLC to access, use, maintain, and repair, at their own cost or expense, and subject to the City's Technical Manual and applicable laws, regulations, ordinances, and rules, the fixtures, improvements, infrastructure and other utilities located within Freedom Way at the time of closing.

ii. Buyer shall operate the Premises as a parking lot from the date of closing until the date that Buyer commences construction of the Project (as that term is defined below), which operation shall include the right for Buyer to charge any third parties for the right to park on the Premises at market rates determined by Buyer, in its sole discretion.

iii. Buyer shall convey or cause to be conveyed to the City a public easement in form and substance satisfactory to the City for public access and utilities running generally west to east from Hancock Street to Freedom Way or City-owned property known as the Connector Road on, over, under, through and across the Premises and land owned by Buyer and/or its affiliate, 144 Fore St. LLC (hereinafter referred to as "144 Affiliate"), their successors and assigns, as generally depicted on Exhibit B and more particularly described in Exhibit F (the "Hancock Street Easement"). To the extent that all or a portion of the Hancock Street Easement area is located on the Premises, the City may, in its discretion, reserve such rights and easements in the deed conveying the Premises to the Buyer. Prior to obtaining a certificate of occupancy for the Project (as that term is defined below), Buyer shall make, or shall cause to be made by or with the permission of the owner of the burdened property, improvements to the Hancock Street Easement area as depicted and described in Exhibit B. To the extent that any conditions in the Planning Board's approval of a site plan for the development of the Premises or the property that is located westerly of the Premises known as 144 Fore Street and identified as Tax Map 19 Lot A-8 as shown on Exhibit B (the "144 Fore St. Property"), are contrary to Exhibit B, the Planning Board's approval will govern. Notwithstanding the foregoing, all improvements in

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Hancock Street Easement area shall be consistent with the City's Technical Manual and all applicable laws, regulations, ordinances, and rules. Buyer's obligation to make, or cause to be made, such improvements to the Hancock Street Easement area shall survive the closing of this Agreement.

iv. Buyer shall convey or cause to be conveyed to the City a public easement in form and substance satisfactory to the City for public access (including access by motor vehicles) and utilities running generally north to south connecting Thames Street to the Public Access Easement granted by 100 Fore Street, LLC to the City dated April 10, 2019, recorded in the Cumberland County Registry of Deeds, Book 38299, Page 218 (the "100 Fore Street Easement"), on, over, under, through, and across the Premises and land owned by Buyer and/or 144 Affiliate, their successors and assigns, as described and depicted on Exhibit B and more particularly described in Exhibit G (the "Thames Street Easement"). To the extent that all or a portion of the Thames Street Easement area is located on the Premises, the City may, in its discretion, reserve such rights and easements in the deed conveying the Premises to the Buyer. Prior to obtaining a certificate of occupancy for the Project, Buyer shall make, or shall cause to be made by or with the permission of the owner of the burdened property, improvements to the Thames Street Easement area as depicted and described in Exhibit B. To the extent that any conditions in the Planning Board's approval of a site plan for the development of the Premises or the 144 Fore St. Property are contrary to Exhibit B, the Planning Board's approval will govern. Notwithstanding the foregoing, all improvements in Hancock Street Easement area shall be consistent with the City's Technical Manual and all applicable laws, regulations, ordinances, and rules. Buyer's obligation to make, or cause to be made, such improvements to the Thames Street Easement area shall survive the closing of this Agreement.

v. Buyer shall cause 100 Fore Street, LLC and 167 Fore Street LLC, or their successors or assigns, to execute an amendment (in substantially the form attached hereto as Exhibit H) to that certain May 26, 2021 Parking Agreement (the "Parking Agreement") between the City, 100 Fore Street, LLC, and 167 Fore Street LLC, which amendment will increase the number of parking spaces provided to the City under the Parking Agreement to 25 and extend the term of the Parking Agreement to four years after the Closing Date, as that term is defined below. A copy of the Parking Agreement is attached hereto as Exhibit I.

vi. In conjunction with Buyer's development of the Project, upon Buyer's receipt of all requisite permits and approvals for the Project, Buyer shall construct a brick sidewalk, at Buyer's sole expense, in accordance with the City's brick sidewalk construction requirements,

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along the portions of Thames Street, the Connector Road, and Freedom Way that abut the Premises (the "New Sidewalk"), as generally depicted on Exhibit B. Construction of the sidewalk shall be complete prior to Buyer's receipt of a certificate of occupancy for the Project. Buyer's obligations under this paragraph shall survive the closing of this Agreement. Prior to commencing construction of the New Sidewalk, the parties shall execute a standard City license agreement in substantially the form attached hereto as Exhibit J allowing Buyer and its contractors to enter onto City property with equipment and personnel to construct the New Sidewalk. Upon completion and acceptance of the New Sidewalk, title to the New Sidewalk shall automatically vest in the City of Portland without the need for a bill of sale or any other conveyance documents. Buyer's obligation to construct the New Sidewalk shall survive the closing of this Agreement.

vii. The City shall be entitled to recover all costs it incurs in enforcing the terms of Subsections (iii), (iv), and (vi) hereof regarding Buyer's obligations to improve the Hancock Street and Thames Street Easement areas and construct the New Sidewalk, including, without limitation, court costs and reasonable attorneys' fees. Buyer's obligations under this subsection shall survive the closing of this Agreement.

d. Buyer shall deposit with the City the sum of One Hundred Thousand Dollars ($100,000.00) (the "Deposit") within 3 business days after the full execution of this Agreement, which the parties agree will be held by the City in escrow as of the date of this Agreement, in a non-interest-bearing account. The Deposit shall be applied to the Purchase Price at closing but shall be fully refundable until closing, as further described herein; and

e. The Buyer shall pay the remainder of the Purchase Price to the City by wire transfer (or as otherwise reasonably requested by the City) at closing.

2. TITLE AND DUE DILIGENCE.

a. Due Diligence Period. Buyer and City will have from the date of this Agreement until 4:00 PM Eastern Daylight Savings Time on that day that is twelve (12) months after the Effective Date of this Agreement (the "Due Diligence Period") to complete any survey, environmental review, inspections, and title examinations. During the Due Diligence Period, the Buyer shall be responsible for applying for and obtaining any subdivision approval, plan approval and any other necessary approvals and permits for the Project (as defined in Section 10 herein) and as are required in connection with the conveyances contemplated by this Agreement.

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b. Property Description. The legal descriptions to be contained in the deeds for the Premises (Exhibit C), the Thames Street Easement (Exhibit G), the Hancock Street Easement (Exhibit F), and Freedom Way (Exhibit E) are survey descriptions based upon the Site Plan (Exhibit B) that more specifically describes the Premises, the Thames Street Easement, the Hancock Street Easement, and Freedom Way.

c. Title Objections. Each party will have until closing to deliver to the other any written objections to title matters that affect the parties' intended use of the Premises, the Thames Street Easement, the Hancock Street Easement, or Freedom Way. Objections not made prior to closing will be deemed waived.

d. Option to Cure. In the event of a title objection, the non-objecting party will have the option, but not the obligation, to cure the objection and will notify the objecting party of its election within ten (10) business days after receipt of the objection. In the event that the non-objecting party elects to cure the objection, it will have thirty (30) days from the date of the notice of election, or such other reasonable time as the parties may agree, to cure the objection. In the event that the non-objecting party does not elect to cure the objection, or, having elected to cure the objection fails to timely do so to the other's reasonable satisfaction, the objecting party will have the option to (i) terminate this Agreement, in which case the Buyer will obtain a refund of the Deposit (after which neither party will have any further obligation or liability to the other under this Agreement), (ii) waive the objection and close, or (iii) undertake the cure of such objection at its own expense (in which case it shall have thirty (30) days to do so). If any objection and the time to cure the same shall exceed the Closing Date, then closing shall occur no later than ten (10) days after the objection is cured or the objecting party has elected to waive the objection.

e. City shall convey the Premises to Buyer at the closing in fee simple by a municipal quitclaim deed without covenant. Title shall be good, marketable and insurable title, free and clear of all encumbrances except (i) easements of record and easements described in this Agreement, (ii) zoning ordinances, and (iii) real estate taxes not yet due and payable. City specifically acknowledges and agrees that: (i) the Premises shall be conveyed to Buyer free and clear of any tenants, occupants, leases or other occupancy agreements. Further, Buyer acknowledges that the deed shall contain a restriction stating that in the event that the Premises or any portion thereof shall be exempt from real and personal property taxes, by transfer, conversion, or otherwise, then the then-owner of the exempt portion shall make annual payments to the City in lieu of taxes in the amount equal to the amount of property taxes that would have been assessed on the exempt portion of the real and personal property situated on the Premises had such property remained taxable. Such restriction shall also confirm that Buyer and its successors and assigns shall possess and be vested with all rights and privileges as to abatement and appeal of valuations, rates, and the like as are accorded owners of real and personal property in Maine.

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f. Buyer shall convey Freedom Way to City at the closing in fee simple by a quitclaim deed with covenant. Title shall be good, marketable and insurable title, free and clear of all encumbrances except (i) easements of record and easements described in this Agreement, (ii) zoning ordinances, and (iii) real estate taxes not yet due and payable. Buyer specifically acknowledges and agrees that: (i) Freedom Way shall be conveyed to the City free and clear of any tenants, occupants, leases or other occupancy agreements.

g. To the extent not reserved in the City's deed for the Premises, Buyer shall convey the Thames Street Easement and the Hancock Street Easement to the City in form and substance satisfactory to the City. Title to the easement areas shall be good, marketable and insurable title, free and clear of all encumbrances except (i) easements of record and easements described in this Agreement, (ii) zoning ordinances, and (iii) real estate taxes not yet due and payable. Buyer will cause any mortgagees or other parties holding liens on the easement areas to execute agreements consenting to the easements and subordinating their interests in their liens to the rights and easements granted to the City.

h. The parties shall exchange drafts of the deeds prior to the Closing Date and shall in good faith endeavor to agree on the form and substance of the deeds prior to the Closing Date.

3. INSPECTIONS.

a. Prior to closing, Buyer and its employees, consultants, contractors and agents shall have the right, at Buyer's expense, to enter on the Premises at reasonable times in order to (i) inspect the same, (ii) conduct engineering studies, percolation tests, geotechnical exams, environmental assessments, and other such studies, tests, exams, and assessments, and (iii) do such other things as Buyer determines, in its sole discretion, to be required to determine the suitability of the Premises for Buyer's intended use (collectively, the "Inspections"). The City acknowledges that such Inspections may include the digging of test pits, which the City hereby approves.

b. Buyer agrees to defend, indemnify and hold harmless the City against any mechanics liens that may arise from the activities of Buyer and its employees, consultants, contractors and agents on the Premises.

c. Buyer shall exercise the access and inspection rights granted hereunder at its sole risk and expense, and Buyer hereby releases the City from, and agrees to indemnify, defend, and hold the City harmless against, any and all losses, costs, claims, expenses and liabilities (including without limitation reasonable attorney fees and costs) (collectively, "Damages") suffered by the City on account of any injury to person or damage to property arising out of the exercise by Buyer of its rights hereunder, except to the extent that such Damages result from the act or omission of the City.

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d. Buyer shall cause any contractors, consultants or any other party conducting the Inspections to procure automobile insurance, if applicable, and general public liability insurance coverage in amounts of not less than Four Hundred Thousand Dollars ($400,000.00) per occurrence for bodily injury, death and property damage, listing the City as an additional insured thereon, and also Workers' Compensation Insurance coverage to the extent required by law; the forms of all such insurance to be subject to City's Corporation Counsel's reasonable satisfaction.

e. In the event that Buyer does not purchase the Premises, Buyer agrees to either return the Premises as nearly as possible to its original condition after conducting the Inspections, or, at the City's option, reimburse the City for any physical damage caused to the Premises in connection with the Inspections; provided, however, the City hereby acknowledges and agrees that the term "physical damage" does not include any disturbance of any pre-existing environmental contamination on the Premises caused by such inspections, studies, tests, exams, and assessments, and that Buyer shall have no obligation to clean-up, remove or take any other action with respect to any pre-existing environmental contamination disturbed thereby.

f. The parties hereto acknowledge and agree that it is a condition to Buyer's obligations under this Agreement that the results of the Inspections be acceptable to Buyer in its sole discretion. If the results of such due diligence are not acceptable to Buyer in its sole discretion, and if Buyer exercises its right to terminate this Agreement, then the City shall refund to Buyer the Deposit, if previously paid, without interest, within five (5) days after receipt of Buyer's termination notice, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement.

4. **REAL ESTATE TAXES, PRORATIONS AND TRANSFER TAX.** Buyer shall be liable for all real estate taxes beginning as of the start of fiscal year following the closing and continuing thereafter. Because the Premises is currently owned by the City of Portland, which is exempt from real estate taxes, no taxes were assessed or will be due for any portion of the current fiscal year, and no taxes will be prorated at the closing. Buyer shall be responsible for paying all taxes assessed on Freedom Way through the last day of the tax year during which Closing occurs. Any utilities for the Premises shall be prorated as of the closing. Buyer's fifty percent (50%) share of the Maine real estate transfer tax shall be paid for by Buyer in accordance with 36 M.R.S.A. § 4641-A. City is exempt from paying the transfer tax pursuant to 36 M.R.S.A. § 4641-C. The recording fee for the deed for the Premises and any expenses relating to Buyer's financing or closing shall be paid for by Buyer. The recording fee for the deed for Freedom Way shall be paid for by the City.

5. **DEFAULT AND REMEDIES**. In the event that Buyer defaults hereunder for a reason other than the default of the City, the City may terminate this Agreement and

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retain the Deposit, and neither party shall have any further obligation to the other. In the event that Buyer defaults on any matters addressed in this Agreement that survive Closing, City may pursue all available legal and equitable remedies, except as otherwise expressly stated in Section 10 herein. In the event City defaults under this Agreement, and if Buyer is not then in default hereunder, Buyer shall have the right to pursue specific performance, but at all times may elect in substitution therefor, as its sole remedy, the right to a return of its Deposit.

6. **RISK OF LOSS.** The risk of loss or damage to the Premises by fire, eminent domain, condemnation, or otherwise, until transfer of title hereunder, is assumed by the City. The Premises is to be delivered in substantially the same condition as of the date of this Agreement unless otherwise stated. In the event City is not able to deliver the Premises as stated, Buyer may terminate this Agreement and receive a refund of the Deposit without interest, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement. The risk of loss or damage to Freedom Way by fire, eminent domain, condemnation, or otherwise, until transfer of title hereunder, is assumed by the Buyer. Freedom Way is to be delivered in substantially the same condition as of the date of this Agreement unless otherwise stated. In the event Buyer is not able to deliver Freedom Way as stated, City may terminate this Agreement, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement.

7. **PROPERTY SOLD "AS IS, WHERE IS**." Buyer acknowledges that Buyer has had an opportunity to inspect the Premises, and to hire professionals to do so, and that Premises will be sold "as is, where is" and "with all faults." City, and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the Premises, or as to the fitness of the Premises for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the Premises. Acceptance by Buyer of the deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by the City of every agreement and obligation contained herein. City acknowledges that City has had an opportunity to inspect Freedom Way, and to hire professionals to do so, and that Freedom Way will be conveyed "as is, where is" and "with all faults." Buyer and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of Freedom Way, or as to the fitness of Freedom Way for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of Freedom Way. Acceptance by City of the deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by Buyer of every agreement and obligation contained herein, except for matters that survive closing.

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8. **ENVIRONMENTAL INDEMNIFICATION**. Buyer covenants and agrees to indemnify, defend, and hold the City harmless from and against any and all claims, damages, losses, liabilities, obligations, settlement payments, penalties, assessments, citations, directives, claims, litigation, demands, defenses, judgments, costs, or expenses of any kind, including, without limitation, reasonable attorneys', consultants', and experts' fees incurred in investigating, defending, settling, or prosecuting any claim, litigation or proceeding, that may at any time be imposed upon, incurred by or asserted or awarded against Buyer or the City and relating directly or indirectly to the violation of or compliance with any federal, state, or local environmental laws, rules, or regulations governing the release, handling or storage of hazardous wastes or hazardous materials and affecting all or any portion of the Premises, except to the extent that such a claim results directly from the City's release, handling or storage of hazardous wastes or hazardous materials on the Premises. This duty to indemnify, defend, and hold harmless shall be included in a covenant in the deed to the Premises and shall run with the land conveyed and be binding upon Buyer's successors, assigns, and transferees.

9. **CLOSING**. Time is of the essence in the performance of this agreement. The closing shall be held at the offices of Buyer's counsel at a time agreeable to the parties on or before the day that is 30 days after the expiration of the Due Diligence Period hereof (the "Closing Date"). At the Closing:

    a. the City shall execute, acknowledge and deliver to Buyer a municipal quitclaim deed conveying to Buyer good and marketable title to the Premises, free and clear of all encumbrances except as otherwise set forth herein, along with an assignment from the City to Buyer of any existing state, federal, and local permits and approvals for the Premises, including, but not limited to, any site location of development permits for the Premises, to the extent such permits exist and are assignable by law and by their terms.

    b. Buyer shall deliver the balance of the Purchase Price to the City by wire transfer (or as otherwise reasonably requested by the City); and

    c. Buyer shall execute, acknowledge, and deliver to the City a quitclaim deed with covenant for Freedom Way conveying to City good and marketable and insurable title to Freedom Way, free and clear of all encumbrances except as otherwise set forth herein.

    d. Buyer shall execute, acknowledge, and deliver to the City the Hancock Street Easement and the Thames Street Easement, except to the extent that the City reserves such easements in the deed to the Premises.

    e. The parties shall execute an amendment to the Parking Agreement in substantially the form attached hereto.

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f. Each party shall deliver to the other such other documents, certificates, subordination agreements, and the like as may be required herein or as may be necessary to carry out the obligations under this Agreement.

g. Buyer shall deliver evidence, reasonably satisfactory to City's Corporation Counsel, that the entity receiving title to the Premises is in good standing under Maine law, and that the individuals acting to closing and executing documents on behalf of Buyer are authorized to do so.

10. **BUYER'S POST CLOSING OBLIGATIONS; RIGHTS OF CITY TO REPURCHASE PROPERTY**. Buyer agrees, within twelve (12) months after Closing, to commence construction (the "Construction Start Period") of a multitenant use commercial office building project with at least seventy thousand (70,000) square feet on the Premises, of which approximately 46,000 square feet shall be leased to WEX as generally described in the Proposal (the "Project"). For purposes of this Agreement, "commence construction" means physically undertaking significant construction activity pursuant to a fully executed construction contract between Buyer and a contractor for the complete construction of the Project. Buyer agrees to diligently pursue all permits and approvals for the Project. If Buyer fails to commence construction of the Project in the Construction Start Period, the City shall have the right as its sole remedy, but not the obligation, to repurchase the Premises at the Purchase Price free and clear of all encumbrances, and the City must exercise such repurchase right by providing notice to Buyer (the "Repurchase Notice") within six (6) months after the end of the Construction Start Period and must close on the repurchase of the Premises no later than thirty (30) days after providing the Repurchase Notice, and upon such repurchase, Buyer shall transfer fee in the Premises to the City free and clear of all encumbrances; it being the intent hereof, however, that so long as Buyer diligently commences construction within the Construction Start Period, then the Buyer shall be deemed to have satisfied its obligations under this Section 10 and the City shall have no right to repurchase the Premises. Should the City exercise its right to repurchase the Premises pursuant to this paragraph, then, to the extent that the Premises are encumbered by any mortgages, leases, licenses, or other encumbrances not expressly permitted under this Agreement, Buyer shall cause the same to be discharged at its own expense prior to conveying the same to the City. Notwithstanding the foregoing, if Buyer commences construction after the Construction Start Period has lapsed but before the City provides the Repurchase Notice to Buyer, then the Buyer shall still be deemed to have satisfied its obligations under this Section 10 and the City shall have no right to repurchase the Premises or to pursue any legal or equitable remedies for Buyer's delay in commencing construction after the Construction Start Period. Upon Buyer having satisfied its obligations under this Section 10, if requested by Buyer, the City shall execute a release or other reasonable documentation requested or required by Buyer or by Buyer's lender or title company, in form reasonably satisfactory to the City, confirming in writing such satisfaction of Buyer's obligations under this Section and releasing any claims that the City has to repurchase the Premises pursuant to this Section 10. The provisions of this section will survive closing and will be included in greater detail in the City's deed to Buyer or in a declaration of covenants, conditions

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and restrictions executed before or at the time of closing, which shall be recorded in the Cumberland County Registry of Deeds.

11. **ENTIRE AGREEMENT**. This Agreement represents the entire and complete Agreement and understanding between the parties and supersedes any prior agreement or understanding, written or oral, between the parties with respect to the acquisition or exchange of the Premises hereunder. This Agreement cannot be amended except by written instrument executed by City and Buyer.

12. **NON-WAIVER**. No waiver of any breach of any one or more of the conditions of this Agreement by either party shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder.

13. **HEADINGS AND CAPTIONS**. The headings and captions appearing herein are for the convenience of reference only and shall not in any way affect the substantive provisions hereof.

14. **BINDING EFFECT**. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, administrators, successors and assigns.

15. **TIME**. The City and Buyer each confirm and agree that each of the time periods set forth herein are essential provisions of the terms of this Agreement.

16. **GOVERNING LAW**. This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

17. **NOTICE**. All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, certified, return receipt requested, addressed to the recipient at the addresses set forth below. Either party may change addresses for purposes of this paragraph by giving the other party notice of the new address in the manner described herein.

FOR THE City: City of Portland
ATTN: City Manager
389 Congress Street
Portland, ME 04101

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With a copy to:	The Office of the Corporation Counsel at the same address.
FOR Buyer:	144 Fore St. OZ LLC
With a copy to:	Bernstein Shur Attention Hawley R. Strait, Esq. 100 Middle Street P.O. Box 9729 Portland, Maine 04104-5029

18. **SIGNATURES; MULTIPLE COUNTERPARTS**. This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement.

19. **BROKERS**. Buyer shall pay its broker at closing a brokerage commission, and also at closing cause to the fully paid any broker which performed services for WEX and which could a place a proper and true lien on the Premises. The City represents that it has not dealt with a real estate broker of its own in connection with this transaction. Buyer agrees to indemnify and hold harmless City from any claims made by any broker should the assumptions and representations in this paragraph be false. Subject to the limitations of liability set forth in the Maine Tort Claims Act, City agrees to indemnify and hold harmless Buyer from any claims made by any broker should City's representation in this paragraph be false. The foregoing indemnities shall include all legal fees and costs incurred in defense against any such claim, and shall survive closing.

20. **ASSIGNMENT**. Buyer shall have the right, prior to closing, without the need to obtain the consent of the City, to assign this Agreement to an affiliated entity to take title to the Premises, provided that the assignee assumes all of Buyer's obligations under this Agreement.

Signature page follows.

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IN WITNESS WHEREOF, the parties have hereunto set their hands and seals on the day and year first written above.

CITY OF PORTLAND

DocuSigned by:
Danielle West
A0E5E0738AD7425...

WITNESS

Danielle P. West
Its Interim City Manager

144 FORE ST. OZ, LLC

DocuSigned by:
Jonathan Cohen
60BAB273C5CB4B6...

WITNESS

Jonathan Cohen
Its Manager

The undersigned 144 Fore St. LLC has seen, consents to, and joins in this Purchase & Sale Agreement on this 23rd day of March, 2023:

144 FORE ST. LLC

DocuSigned by:
Jonathan Cohen
60BAB273C5CB4B6...

WITNESS

Name: Jonathan Cohen
Its Manager

Approved as to Form:

DocuSigned by:
Michael Goldman
3EDA0AD1E63B4E...

Corporation Counsel's Office

Approved as to Funds

DocuSigned by:
Brendan O'Connell
10622B5FC3D7545...

City Finance Director

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EXHIBIT A
Copy of Request for Proposals

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City of Portland, Maine

Request for Proposals

"Sale of Remaining Portion of City Owned Thames Street Property"

RFP #22021

NOTICE AND SPECIFICATIONS

The City of Portland, Maine seeks proposals related to the "Sale of City-Owned Thames Street Property," as specified herein. Proposals addressed to the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, shall be submitted electronically to bidsubmit@portlandmaine.gov with the name of the Proposer, Contract Name and RFP number in the subject line will be received until **3:00 p.m., Thursday, October 21, 2021** at which time they will be opened and read. Proposals can also be submitted via USPS, UPS or FedEx to the address listed above. In-person submission is not currently allowed due to City Hall being closed to the public. All proposals shall be held open to acceptance for ninety days from opening.

Copies of the above documents will be available by contacting the City of Portland Purchasing Office either via e-mail at jrl@portlandmaine.gov, or phone (207) 874-8654. Each prospective bidder will be required to obtain from the City each copy of the proposal forms.

Proposals that are late, unsigned or submitted via fax shall not be accepted. Proposals from individuals not registered with the Purchasing Office may be rejected; receipt of this document directly from the City of Portland indicates registration. Should a person receive this Request from a source other than the City, please contact 207-874-8654 to ensure that you are listed as a recipient for this proposal.

All questions **must** be submitted in writing to the Purchasing Office. Questions may be mailed, faxed to (207) 874-8652 or e-mailed to slchapin@portlandmaine.gov and must be received no later than five (5) business days prior to the opening date. Questions received after this time will not be addressed. Any interpretation, correction or change of this document will be made only by written addenda. Changes in any other manner will not be binding on the City and cannot be relied upon by proposers. Proposers cannot have contact with any City staff with regard to this Request for Proposals except to obtain general public information as specified in the document.

The disposal of this real estate shall be on the basis of a negotiated agreement, with the City of Portland reserving the right to refuse any and all proposals. *All proposers are advised that the property will be sold "as-is" and "where is," in its existing condition, with no warranties to be expressed or implied.* The City makes no representations or warranties about any of the information about the property set forth herein, which is provided to proposers for their convenience only. The City, and its agents, make no representations or warranties with respect to the title of the property, the accuracy of any statements as to boundaries or acreage, or as to any other matters contained in any description of the property, or as to the fitness of the property for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without

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limitations, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the property. The City disclaims any and all responsibility for injury to proposers, their agents or others while examining the property or at any other time. The City will not be responsible for any broker's commission. The property will be conveyed by quitclaim deed without covenant.

Any and all improvements made to said property must be done in accordance with existing City Codes and Ordinances.

CONFIDENTIALITY

The City of Portland is subject to Maine's Freedom of Access Act (FOAA). Under this law, the City is required to make public information that we receive in the solicitation of proposals. FOAA does, however, have exceptions applicable to certain confidential information. In the event that you believe that the proposal you submit contains any confidential information, you must submit such information in a separate sealed envelope to the City along with your sealed proposal. The outside of this envelope must clearly be marked "Proprietary information/confidential." Such confidential information will only be reviewed by Portland City officials, and only on a "need to know" basis. The City will not disclose such information to a third party, unless it determines that such disclosure is required by law. Prior to disclosing such information, the City will provide you with a reasonable opportunity to seek an injunction or other court order, at your own expense, to prevent such disclosure. The City will not be liable to any proposer or any third party for any disclosure of confidential information.

RESERVATION OF RIGHTS

The City reserves the right, at its sole discretion, to reject any and all proposals for the property, based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the city may extend deadlines and timeframes, as needed. The City Council may accept any proposer's proposal, and negotiate a purchase and sale agreement with that proposer even if the proposer does not receive the highest score from the Evaluation Committee.

The City reserves the right to substantiate any Proposer's qualifications, capability to perform, availability, past performance records and to verify that the proposer is current in its financial obligations to the City.

The City reserves the right to waive any informalities in proposals, to accept any proposal or portion thereof, and to reject any and all proposals, should it be in the best in the best interest of the City to do so.

Samantha L. Chapin
Purchasing & Controls Manager

September 24, 2021

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PROPOSAL FORM
"Sale of Remaining Portion of City Owned Thames Street Property"
RFP #22021

**** THIS SHEET MUST BE INCLUDED IN YOUR PROPOSAL ****

The undersigned hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, that it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same, and that no person acting for or employed by the City of Portland is directly or indirectly interested in this proposal or in any anticipated profits which may be derived there from.

The undersigned hereby declares that they have read and understand all conditions as outlined in this Request for Proposals, and that the proposal is made in accordance with the same.

The bidder acknowledges the receipt of Addenda numbered: _____

COMPANY NAME: _____

AUTHORIZED SIGNATURE: _____

DATE: _____

PRINT NAME & TITLE: _____

ADDRESS: _____

E-MAIL ADDRESS: _____

PHONE NUMBER: _____ FAX NUMBER: _____

TYPE OF ORGANIZATION - PARTNERSHIP, CORPORATION, LIMITED LIABILITY COMPANY, INDIVIDUAL, OTHER:
_____

STATE OF INCORPORATION OR OGANIZATION, IF APPLICABLE:
_____

FEDERAL TAX IDENTIFICATION NUMBER (Required): _____

NOTE: Proposals must bear the handwritten signature of a duly authorized member or employee of the organization submitting a proposal.

Purchase Price: _____ (Points Award Basis)

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INTRODUCTION

The Eastern Waterfront Master Plan (EWMP) envisioned the build-out of the area establishing a new neighborhood based on a new street grid, with over a half-million square feet of additional office, retail and residential construction to be supported by additional structured parking. The full EWMP, including design guidelines, can be found here:
https://www.portlandmaine.gov/DocumentCenter/View/3391/Eastern-Waterfront--Master-Plan
The sale of a portion of the City-owned Thames Street property, through this Request for Proposals, will further the EWMP.

Use of additional land, either contiguous or non-contiguous to the City property being made available through this RFP, is encouraged in order to best fulfill the development goals described in the EWMP.

Thames Street Property Overview

The property the City is considering selling includes an approximately 24,500 square foot buildable parcel located along Thames Street between the Proposed Mountfort Street Extension and the New Connector Road, which is generally depicted on the attached map (the "Property").

Existing Zoning Summary

This property is located in the B-6 zoning district, which permits a variety of uses, including residential, office, retail and hospitality. The zoning allows heights of 45 feet as regulated by the B6 Building Height Overlay and Building Envelope Map (B6 Height Overlay.) As shown on the B6 Height Overlay, there are portions of the subject parcel - at the corners of Proposed Mountfort Street Extension and the New Connector Road intersections with Thames Street - that lie outside of the "Key Building Envelope" established within the Overlay. These areas are intended to preserve and create view corridors from public streets to the water. While not available for buildings, these areas may be used for landscaping, plaza space, outside dining, or other similar use.

The B6 Zone is additionally subject to Design Guidelines for the Eastern Waterfront.

Note: All respondents are responsible for understanding zoning and other requirements for proposed projects prior to submission of proposal. Information included in this RFP is for convenience only, and, to the extent that the information included herein conflicts with applicable laws, rules, ordinances, and regulations, those laws, rules, ordinances, and regulations control. Full zoning requirements are contained in the City's Land Use Code:
https://www.portlandmaine.gov/DocumentCenter/View/1080/Chapter-14-Land-Use-ReCode---Revised-3152021 and the latest B-6 height overlay is available here:
https://www.portlandmaine.gov/DocumentCenter/View/4866/B6-Zone-Building-Height-Overlay

Site Utilities

The selected developer(s) will be responsible for installing all required utilities (including but not limited to water, sanitary sewer, natural gas, electric, phone, and cable) to support development on the Property.

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SELECTION PROCESS

Proposals will be reviewed by a city staff Evaluation Committee that will score the proposals based upon the best opportunity for negotiating the highest quality and most appropriate use of the property. The highest scoring respondents to the RFP may be selected for an interview at the discretion of the Evaluation Committee. These firms may be re-scored after the Evaluation Committee has completed its interview process and reviews any additional information. The staff Committee's scoring will be forwarded to the Portland City Council Housing and Economic Development Committee for its deliberation and subsequent recommendation to the City Council. Any agreement for the sale or other disposition of the Property will be subject to the approval of the Portland City Council.

Key Proposal Goals (3)

1. ***Private Sector Investment***. The city desires to further the build-out of private sector investment to meet City goals as outlined in the Eastern Waterfront Master Plan, economic development efforts, and community development goals.

2. ***Parking***. The majority of the Property should be utilized for development. The majority of any new structured parking, located within the Property, if needed, shall be surrounded by active uses and screened from view. All parking facilities, located in the Eastern Waterfront area (not on the Property) should be located within a reasonable walking distance from the Property. ***All proposals shall address City replacement parking needs and accommodate parking requirements for new proposed private investment.***

3. ***Future Streets (New Connector Road and Mountfort Street Extension)***. The area of the Mountfort Street Extension does not allow for new buildings, and is reserved for protection of public views and to retain the possibility of the future extension of the public street network. At this time, the City is not prepared to provide commitments to design and construct Mountfort Street Extension. However, all proposals should address the need for Mountfort Street Extension as a future public right-of-way to support proposed private investment on the Property, to provide for public space amenities and connectivity, and to help fulfill the goals of the EWMP on the portion of City property located between Mountfort Street Extension and the New Connector Road. A public easement has already been provided for a portion of the Mountfort Street Extension off of Fore Street, and the section that is associated with the subject parcel of this RFP shall be designed for compatibility with the public easement. Alternatively, ***creative approaches to meeting the goals of permeability, future easements and accessibility across this block will be considered.***

GENERAL INFORMATION

1. **City Property Location:** Corner of Thames Street and New Connector Road (See attached

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map.)

2. **General Dimensions:** Portion site under consideration for sale includes 24,500 +/- square feet.

3. **Current use:** Unimproved municipal parking lot.

4. **Condition of the Property at the time of sale:** The Property is within a B-6 Eastern Waterfront Mixed Zone and is being used as a municipal parking lot.

5. **Environmental Conditions:** The City of Portland does not have any specifics with regard to environmental conditions and makes no representations or warranties with respect to the environmental condition of the Property.

6. **License Agreement with adjacent property owner Jack Rabbit, LLC (copy attached):** The City acknowledges the existing License Agreement with Jack Rabbit, LLC which needs to be addressed with the sale of the Property.

7. **Road Extensions (Thames Street, New Connector Road and Possible Mountfort Street Extension):** See attached plan showing the area referred to as the Mountfort Street Extension. Proposals for improvements to the segment of Mountfort Street Extension included in the subject parcel, need to be designed, funded, and constructed by the future property owner.

PROPOSAL REQUIREMENTS

1. All proposers shall signify, by signing the attached proposal form, that the proposer has read and understands all conditions concerning the development of the land being offered, as outlined in this request for proposals, and that the proposal is made in accordance with this request.

2. Each proposal submitted must specifically outline the proposed development or re-use of the Property and indicate the intended end use(s). At a minimum, the proposal shall include:

    - ***Site Concept Plan***. Concept for the proposed use of the Property including end use(s);

    - ***Project Timeline***. Timetable from beginning to completion of the development of the Property;

    - ***Future Mountfort Street Rights-of-Way***. Any future streets right-of-way needed and offer of property or easements, if applicable;

    - ***New Connector Road (from Fore Street to City Thames Street connection).*** Proposals should address the commitment to provide the City the necessary right-of-way for the privately owned portion of the New Connector Road for this to be accepted as a

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public street.

- ***Parking (located on the Property)***. Sale of Property will displace upwards of twenty-five (25) parking spaces utilized by City staff and others. Construction of suitable City "replacement parking" must be located within a reasonable walking distance in the Eastern Waterfront Area from the Property along with plans for all new parking to accommodate new private sector investment. A parking management plan shall be provided showing the proposed locations for all new parking options, including costs, to accommodate City replacement parking needs at no cost for twenty-five (25) City parking spaces. The parking management plan should address public access to parking, weekend/evening hour use of parking, and snow ban parking.

3. Each proposer must present the City with evidence of its financial ability to undertake and complete the project as outlined in its proposal.

4. Responses should include a clear demonstration of the proposer's ability to complete all elements of the project as described in the proposal including a description of the development team and past experience with similar projects, project readiness and timeframe for completion as evidenced by lease commitments or the like, and financial feasibility analyses detailing a development budget, operating pro-formas, and any other provided information.

5. If submitting by US Mail, FedEx, or UPS; submissions must include one paper copy, and one electronic copy.

6. Additional data, exhibits, statements, drawings, renderings of buildings, etc., are invited to insure a total understanding and proper evaluation of each proposal by the City.

SELECTION CRITERIA (5)

1. Community Integration as Guided by the Eastern Waterfront Master Plan

As described above, development proposals should be guided by the Eastern Waterfront Master Plan, which envisioned the build-out of over a half-million square feet of additional office, retail and residential construction. The B6 height overlay map includes requirements for connectivity as well as view creation and preservation at the Proposed Mountfort Street and New Connector Road Thames Street intersections. The B-6 Height Overlay also contains view splays that are meant to aid alignment of existing in new construction for maximum view protection and to aid in creating vibrant public spaces. Proposals should address these requirements. Additionally, the building site/building should incorporate climate change resilient design so the site can accommodate increasing inundation in the coming years. Any successful response to this Request for Proposals will fulfill those goals.

Document link: *http://www.portlandmaine.gov/DocumentCenter/Home/View/3391-totheEasternWaterfrontMasterPlan*

2. Public Benefit to the City

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The City would like to obtain the most favorable public benefit associated with the sale of this property, and will rate proposals based upon that return. This will mean that a proposal will score higher as it ascribes the greatest value to the city-owned land and offers the greatest public benefit to the City. In addition, other factors could include, but are not limited to:

- **Net new jobs to the city.** The city desires to attract new full-time, quality (wage compensation, and access to benefits) jobs to the city. Proposals should include estimates of the numbers and types of full-time jobs associated with project private sector investment.

- **Future Possible Mountfort Street Extension Rights-of-Way.** Proposals should address the need for Mountfort Street Extension as a future public right-of-way to support proposed private investment on the City property, to provide for public space amenities and connectivity, along with all required utility easements and to fulfill the goals of the EWMP on the portion of City property located between Mountfort Street Extension and the New Connector Road. Alternative approaches to meeting the goals of permeability and accessibility across this block will be considered.

- ***New Connector Road (from Fore Street to City Thames Street connection).*** Proposals should address the commitment to provide the City the necessary right-of-way for the privately owned portion of the New Connector Road for this to be accepted as a public street.

- **One Public Restroom shall be included in the building concept design.** The selected Developer shall enter into an agreement with the City relating to the provision of a public restroom at the Project site on terms to be negotiated.

3. Purchase Price

The City expects to receive Fair Market Value ("FMV") for the property. A purchase price which is less than fair market value or any request for city support may result in a lower score.

4. Additional Financial Benefit to the City

In addition to purchase price, the City will consider other factors providing financial benefit to the City, including but not limited to:

- **Net new property tax revenue.** Estimates for the value of new private construction should be provided with each proposal. The City will review this information to determine an estimated total municipal assessed value for the proposed project and associated property taxes.

- **Parking.** The City replacement parking shall be located in the Eastern Waterfront Area (preferably not on the Thames Street property) to support City replacement parking and to provide opportunities for continued growth of the land side of the Eastern Portland Waterfront. A parking management plan shall be provided showing the proposed locations for all new parking and options including accommodating City replacement parking needs for upwards of twenty-five (25) City parking spaces at no-cost to the City. The parking management plan should address public access to parking, weekend/evening hour use of

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parking, and snow ban parking.

5. Proposers Proven Capacity and Relevant Experience
Responses should clearly demonstrate the proposer's ability to complete all elements of the project as described in the proposal including a description of the development team and past experience with similar projects, project readiness and timeframe for completion as evidenced by lease commitments or the like and financial feasibility analyses detailing a development budget, operating pro-forma, and any other provided information. The City will consider its experiences with any proposer's performance on prior projects in its evaluation of the proposals.

EVALUATION CRITERIA

Subject to the Reservation of Rights as described herein below, the City Council Housing and Economic Development Committee will recommend to the City Council the proposal which in its judgment offers the best opportunity for negotiating the highest quality and most appropriate use of the property, even though such proposal may not contain the highest purchase price offered.

The criteria used for the rating of the Proposals by the Evaluation Committee will include:

1. Community Integration as Guided by the Eastern Waterfront Master Plan (25 Points)

2. Public Benefit to the City (25 Points)

3. Purchase Price (20 Points)

4. Additional Financial Benefits to the City (15 Points)

5. Proposers Proven Capacity and Relevant Experience (15 Points)

RFP Evaluation and Timeframe

The following process will be used:

1. Upon closing of the Request for Proposal application period, all proposals will be reviewed for completeness.

2. All complete proposals will be reviewed under the scoring factors and preference guidelines as described herein. The proposal evaluation committee **may** confer with the applicants and/or third parties to clarify or verify information and request additional information for the purpose of allowing the evaluation committee to ask questions of the finalists and to further clarify any Proposer's written responses.

3. All complete proposals and scoring information will be forwarded to the City Council's Housing and Economic Development Committee for review and negotiation of a purchase and sale agreement assuming developer selection. The Committee **may** hold interviews with

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any, all or none of the proposers. Upon successful negotiation of a purchase and sale agreement, the final recommendation will be forwarded to the full City Council for its review and approval.

Proposers will be notified of the scoring results and all pertinent meeting review dates.

LEGAL REQUIREMENTS

The Purchase and Sale Agreement for the sale of the Property will be executed only after satisfactory review and final approval by the City Council. At closing, the City shall convey the property by quitclaim deed. There will also be covenants that restrict the re-sale of the property, requires City Council approval of any new owners within a negotiated period of time, or allows the City to repurchase the property in the case of non-performance.

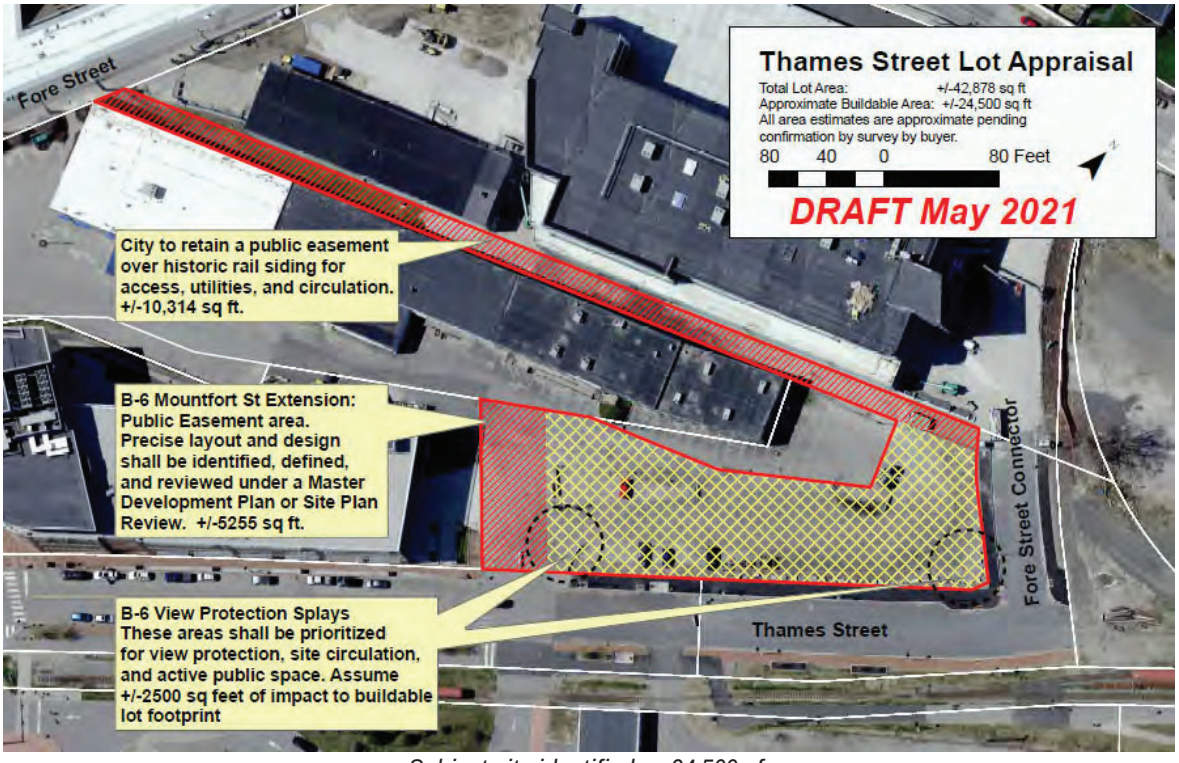
Attachments

A. Remaining City Thames Street Property Map
B. City and Jack Rabbit, LLC License Agreement

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Subject property site with new WEX office building and parking garage complex in the background



Subject site identified as 24,500 sf.

IDENTIFICATION OF THE REAL ESTATE

The subject property is located at the northwest corner of Thames Street and the Fore Street Connector in the Eastern Waterfront neighborhood. The subject consists of a hypothetical 24,500 sf. buildable parcel that represents a portion of a larger city-owned tax parcel referenced by the assessor's office as Map 19, Block A, Lot 2. The subject site currently consists of a gravel parking lot. The immediate subject neighborhood represents the epicenter of new development activity within downtown Portland.

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LICENSE AGREEMENT

This LICENSE AGREEMENT is made between the **City of Portland**, a body corporate and politic located at 389 Congress Street, Portland, Maine (hereinafter the "City"), and **JACKRABBIT, LLC**, a Maine limited liability company with a mailing address of 44 Oak Street, Portland, Maine, 04101 (hereinafter "Jackrabbit").

WHEREAS, the City and Jackrabbit each own property adjacent to Jackrabbit's building located at 144 Fore Street in the City of Portland, Maine; and

WHEREAS, the City wishes to have access to a portion the Jackrabbit's above-described property (hereinafter the "Jackrabbit Property"), and Jackrabbit wishes to have access to a portion of the City's above-described property (hereinafter the "City Property") for the purposes of vehicular traffic, travel and parking as described in the Agreement;

NOW THEREFORE, the City does hereby grant to Jackrabbit, its successors and assigns in ownership of the Jackrabbit Property, a revocable license to enter upon and to use the City Property for the purpose of vehicular traffic and travel, and Jackrabbit does hereby grant to the City, its successors and assigns in ownership of the City Property a revocable license to enter upon and use the Jackrabbit Property for the purpose of vehicular traffic, travel and parking, subject to the following terms and conditions:

1. **Location.** The City Property and Jackrabbit Property are described and delineated in Exhibit A, attached hereto and incorporated herein by reference.

2. **Use of City Property by Jackrabbit.** The City Property shall be used by Jackrabbit as shown on Exhibit A attached hereto for vehicular traffic, travel and minimal parking related to Jackrabbit's ownership and Jackrabbit's and his tenants' and invitees' use of Jackrabbit's building located at 144 Fore Street, only. All of Jackrabbit's parking shall be immediately adjacent to the building located at 144 Fore Street and at either end of the building, as shown on Exhibit A attached hereto. Vehicles shall not block the flow of traffic in the shared travel lane. Any vehicles that park on City Property not in accordance with this paragraph and do not display a City hang tag or permit will be subject to ticketing, booting and towing at the City's discretion. All use of the City's Property by Jackrabbit must be in compliance with state and federal law, and local ordinance, including but not limited to local land use ordinances.

3. **Use of Jackrabbit Property by the City.** The Jackrabbit Property shall be used by the City as shown on Exhibit A attached hereto for vehicular traffic, travel and parking related to the City's activities, including but not limited to providing parking for users of the Eastern Promenade Trail after 5:00 p.m. Monday through Friday and all day on weekends and holidays. All use of the Jackrabbit Property by the City must be in compliance with state and federal law, and local ordinance, including but not limited to local land use ordinances.

4. **Signage.** Jackrabbit agrees to post signs on or around its building located at 144 Fore Street, at its own expense, indicating that parking adjacent to the building is reserved for tenants and customers of the building.

5. **Maintenance.** Jackrabbit shall be responsible for maintenance and repair,

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including snow plowing and removal, of the Jackrabbit property and the shared travel lane indicated on Exhibit A. City shall be responsible for maintenance and repair, including snow plowing and removal, of the City property.

6. **No Fees.** Jackrabbit shall be liable for no fees for its use of the City Property in accordance with this License Agreement, and the City shall be liable for no fees for its use of the Jackrabbit Property in accordance with this License Agreement.

7. **Event Revenue.** Jackrabbit shall retain any revenue from parking for special events only for parking spaces located on Jackrabbit property. The City shall retain any revenue from parking for special events for parking spaces located on City property.

8. **Insurance: City.** City is self insured and any claims which are the responsibility of the City under this agreement shall be covered by said self insurance fund.

9. **Insurance: Jackrabbit.** Jackrabbit shall procure and maintain throughout the term of this License Agreement, or provide through its contractor(s), comprehensive general liability insurance in the minimum amount of Four Hundred Thousand Dollars ($400,000) covering Jackrabbit's activities hereunder and naming the City as an additional insured thereon. In addition, Jackrabbit shall provide evidence of automobile liability insurance in said minimum amount, and workers compensation insurance in the statutory amount, if applicable. All contractors to Jackrabbit performing work under this License shall provide the City with evidence of the above insurance coverages with the City as an additional insured, and workers compensation and employers liability insurance in the statutory amounts which shall have an endorsement waiving subrogation against the City. Such contractor insurance may be in place of that required of Jackrabbit so long as it remains in effect and names the City as an additional insured.

Certificates evidencing such insurance policies shall be delivered to City and shall provide the City with no less than thirty (30) days prior notice of cancellation or non-renewal.

All insurance policies hereunder shall be primary to any insurance, or self-insurance, maintained by City.

10. **Effective Date.** This License is effective as of the date of execution.

11. **Term.** This license shall have a term of ten (10) years and shall automatically continue for successive ten year periods unless the parties agree upon and establish functionally equivalent access to the Jackrabbit Property or the affected portion of it on terms similar to this Agreement as mutually agreed upon by Jackrabbit and the City. If the parties fail to agree, then on written notice from either party any dispute shall first be submitted to nonbinding mediation by a single mediator. If no mediation occurs or if no agreement is reached within 30 days thereafter, then on written notice from either party the dispute shall be submitted to arbitration, to a single arbitrator to be agreed upon within 20 days of the date on which the notice is served. If the parties cannot agree on a single arbitrator then on written notice from either part the dispute shall be submitted to a panel of three arbitrators and the notice shall specify the name and address of the person designated to act as an arbitrator on its behalf. Within 20 days after the service of such notice, the other party shall specify the name and

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address of the person designated to act an arbitrator on its behalf. If the other party fails to notify the initiating party of the appointment of its arbitrator within the time above specified, then the appointment of the second arbitrator shall be made by the first arbitrator. The two arbitrators so chosen shall meet within 15 days after the second arbitrator is appointed and if, by 30 days after the date of the appointment of the second arbitrator, the two arbitrators shall not agree upon a resolution of the dispute, they shall together appoint a third arbitrator. The three arbitrators shall meet and render a decision within 30 days after the date of the appointment of the third arbitrator. The decision of a majority of the arbitrators shall be final. All arbitrators appointed must be employed or active in the real estate industry, including without limitation, as managers, real estate brokers, bankers, attorneys, developers, investors or otherwise.

The party's shall share the costs of providing a functionally equivalent access equally, but if the City's proportionate share based on the original square footage of the portion of the access relocated on its land to all of the original square footage of the access from the City to Jackrabbit access is less, then it shall pay the lesser share.

12. Termination. In the event either party does not comply with the terms of this Agreement, the aggrieved party must first request the other party to cure the problem. In the event the problem is not cured within thirty (30) days, the party can terminate the Agreement upon thirty (30) days written notice.

Any notice of an Event of Default delivered pursuant section 12 of this license agreement must be sent by certified mail, return receipt requested to Jackrabbit at the address for Jackrabbit set forth above, or at such other address as Jackrabbit may provide to the City in writing from time to time. In addition following a notice sent to the City by certified mail, return receipt requested, by a party identifying itself as the holder of a mortgage on Jackrabbit's Property, the City shall concurrently send such mortgagee a copy of any notice of an Event of Default which the City sends to Jackrabbit.

Notwithstanding any other provision herein, in the event that a notice of an Event of Default is delivered to Jackrabbit pursuant to section 12 hereof, any mortgagee of Jackrabbit's Property who has identified itself to the City shall be entitled to cure such default within the time frames set forth above, and the City agrees to accept such performance by any such mortgagee of Jackrabbit's obligations hereunder.

In the event the adjacent Thames Street Lot, owned by the City, is redeveloped and the use of City Property by Jackrabbit pursuant to this Agreement presents an encumbrance to redevelopment of said lot, the City shall provide Jackrabbit and any mortgagee of Jackrabbit's Property who has identified itself to the City one (1) years notice of termination of this Agreement, provided that the City must provide functionally equivalent access to the Jackrabbit Property on terms similar to this Agreement in order for such notice of termination to be effective.

In the event the City takes by eminent domain proceedings a portion of the Jackrabbit Property necessary for a future extension of Mountfort Street, then this License shall terminate with respect to that portion of the License area necessary for such extension of Mountfort Street, and the City shall not be required to pay damages for such partial

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termination or for any increased value of the portion of the Jackrabbit Property so taken attributable to this License Agreement.

12.No Interest in Land. The City shall have no authority to modify or make any changes to the Jackrabbit Property subject to this License without the prior consent of Jackrabbit, and Jackrabbit shall have no authority to modify or make any changes to the City Property subject to this License without the prior consent of the City, provided that the parties hereby consent to the changes identified in the City's minor site plan approval issued on August 16, 2010.

13. This Agreement amends and restates in its entirety a prior License Agreement between the parties dated October 14, 2010.

Dated as of January 21st, 2011

JACKRABBIT, LLC

By: _____
name: Mike Marino
its Pres.

CITY OF PORTLAND

By: _____
name: Joseph E. Gray, Jr.
its City Manager

STATE OF MAINE
CUMBERLAND, ss.

January 21, 2011

PERSONALLY APPEARED before me the above named mike marino in his said capacity, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

_____
Notary Public/~~Attorney at Law~~
Print name: Barbara J Brewer

STATE OF MAINE
CUMBERLAND, ss.

January 21, 2011

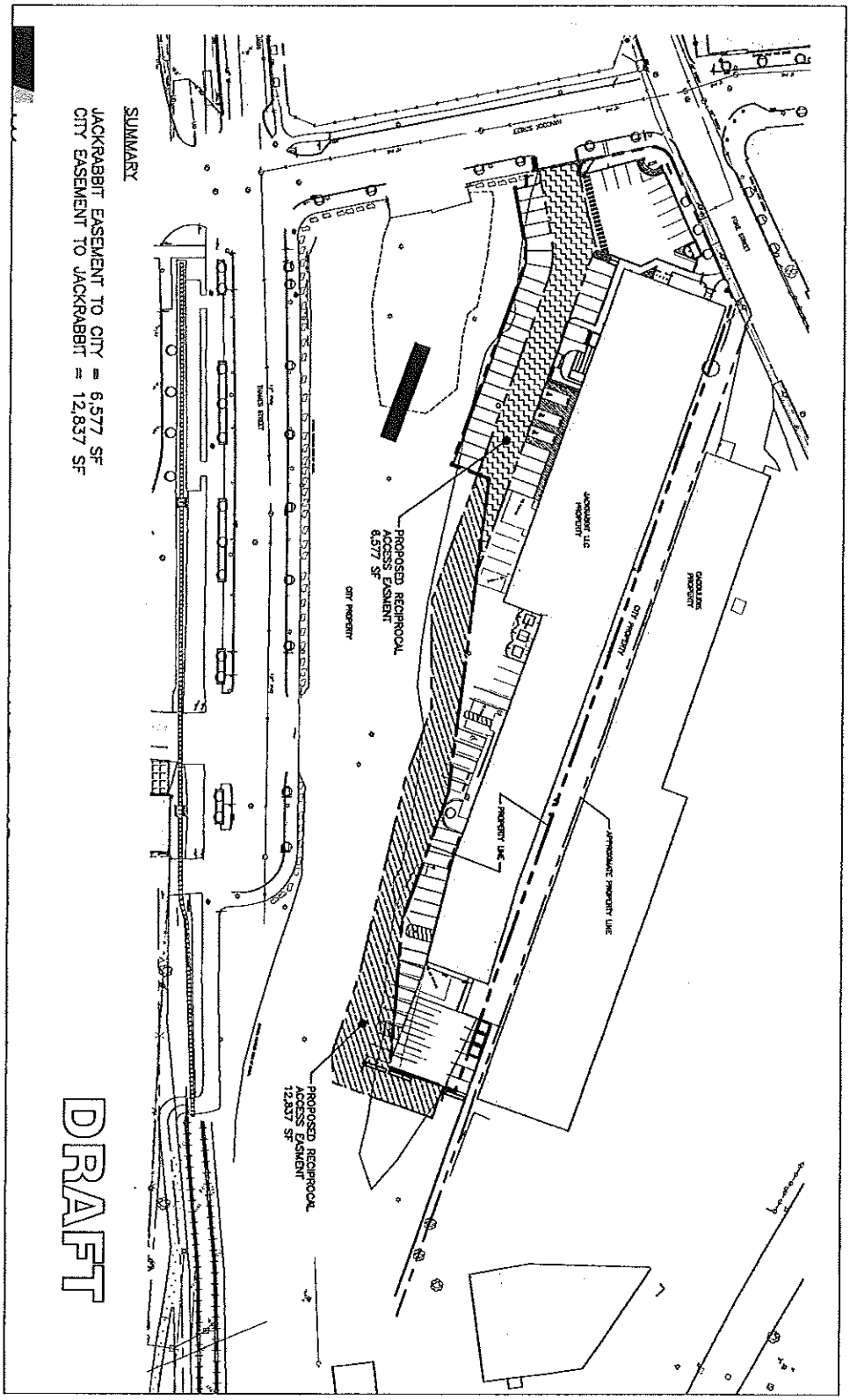
PERSONALLY APPEARED before me the above named Joseph E. Gray Jr. in his/her said capacity, and acknowledged the foregoing instrument to be his/her free act and deed and the free act and deed of the City of Portland.

_____
Notary Public/~~Attorney at Law~~
Print name:

SONIA T. BEAN
Notary Public, Maine
My Commission Expires January 10, 2017

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Exhibit A



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EXHIBIT B
Site Plan

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100 FORE STREET EXISTING BUILDING (COMPLETED 2021) (540 PARKING SPACES & 279,768 SF GLA)

SIGN LEGEND

STOP R1–1 30"x 30" A	RESERVED PARKING R7–8 12"x 18" B	RESERVED PARKING VAN ACCESSIBLE R7–8 12"x 18" C	NO PARKING R8–3a 24"x 30" D
AUTHORIZED VEHICLES ONLY R5–11 30"x 24" E	VISITOR PARKING – – F	RIDE SHARE PARKING – – G	

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)

PLAN REFERENCES

1. CITY OF PORTLAND OCEAN GATEWAY PHASE 1 - MDOT 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 ARCHETYPE 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. PROPOSED EASEMENTS, EXHIBIT A, COMMERCIAL OFFICE BUILDING, THAMES STREET, PORTLAND, MAINE, DATED AUG. 31, 2022, BY GORRILL PALMER.

EXISTING BUILDING
MATCH LINE
TM 19-A-8
TM 19-A-8 73,490 SF 1.687 ACRES N/F 144 FORE STREET LLC
TM 19–A–1 N/F 100 FORE STREET, LLC 33748/1
PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218
RETAINED EASEMENT BY CITY OF PORTLAND AREA = 677 SF
PROPOSED GROUND LEVEL GARAGE ENTRY
VEHICULAR / PEDESTRIAN ACCESS EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND AREA = 3,820 SF
EX. BLDG. TO BE REMOVED
INCUBATOR BUSINESS SPACES - 16' x 16' SINGLE LEVEL, TYP.
10' WIDE PEDESTRIAN EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND AREA = 6,700 SF
N / F 144 FORE ST, LLC CCRD PLAN BK. 38799, PG. 334
25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)
FREEDOM WAY
PAVED AREA
IMPROVEMENTS WITHIN EASEMENT AREA SUBJECT TO PLANNING BOARD APPROVAL, TYP.
DECORATIVE BOLLARD, TYP. OF 5 - SEE LS PLANS
OVERHEAD DOOR
EXTERIOR BLDG-MOUNTED LIGHTING, TYP.
POLE-MOUNTED LIGHTING, TYP.
3'± WIDE CRUSHED STONE PATH
CRUSHED STONE
BLOCK WALL
LOADING
ELEC.
ELEC.
TRASH
UTILITY
DECORATIVE BOLLARD, TYP. OF 4 - SEE LS PLANS
OFFICE
OFFICE
PROPOSED STEPS
RETAINED EASEMENT BY CITY OF PORTLAND AREA = 944 SF
GRANITE CURB EDGING, TYP.
ELEC. VAULT
MATCH EXISTING CITY STANDARD BRICK SIDEWALK, TYP.
RETAINED EASEMENT BY CITY OF PORTLAND AREA = 4,640 SF
N/F 0 HANCOCK STREET LLC
1 HANCOCK STREET
CITY STANDARD BRICK SIDEWALK OR AS APPROVED BY DPW
RAISED TREE BED, TYP.
RETAIL SPACE
LOBBY ENTRANCE
PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)
25,615 SF FOOTPRINT
F.F.E. 14.75
N/F CITY OF PORTLAND
MAIN OFFICE ENTRANCE
CANOPY OVERHANG, TYP.
INSTALL NEW CITY STANDARD VERTICAL GRANITE CURB
EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP.
N / F CITY OF PORTLAND CCRD PLAN BK. 10924, PG. 84
THAMES STREET
THAMES ST. EXTENSION
BENCH, TYP.
END OF JAN. 23, 2008 ACCEPTANCE
5' x 6' GRANITE TREE WELL, TYP.
DERO DOWNTOWN BIKE RACK, TYP. (IN-GROUND MOUNT)
2' WIDE PERVIOUS PAVER STRIP, TYP.
REMOVE EX. BIT. SURFACE & REPLACE WITH CITY STANDARD BRICK SIDEWALK
EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP.
MATCH EXISTING CITY STANDARD VERTICAL GRANITE CURB, TYP.
PROPOSED BITUMINOUS ACCESS DRIVE MEETING CITY STREET STANDARDS OR AS APPROVED BY DPW
MATCH EXISTING CITY STANDARD VERTICAL GRANITE CURB, TYP.
6"x6"GMF w/PLUG IN VAULT
GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

PLAN INSET
HANCOCK STREET
"144 FORE ST. PARKING ONLY"
GENERATOR ON CONC. w/BOLLARDS
TBM BONNET BOLT ON HYDRANT ELEV.=18.92
WOOD SIGN
LIGHT POLE BASE
SWITCH BOX
SPRINKLER GM'S
WOOD GUARDRAIL
JERSEY BARRIERS
TREE WELL (TYP.)
BIKE RACKS
GREASE TRAPS
DRAINAGE EASEMENT 4347/163

STATE OF MAINE STEPHEN R. BUSHEY 12.03.23 LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E. LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2023.02.03	REVISED ACCESS DRIVE ALIGNMENT
1	2022.07.21	INITIAL MAJOR SITE PLAN SUBMISSION / RELEASED FOR PRICING

Design: SRB	Draft: CDD	Date: JAN. 2022
Checked: SRB	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.

GORRILL PALMER
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515
707 Sables Oaks Drive - Suite 30
South Portland, ME 04106

Drawing Name: EASEMENT OVERLAY 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-3.3

U:\3924_Thames Street–WEX_Portland, ME\2 – CAD\DWG\3924–THAMES–SITE.dwg 2/14/2023 11:18 AM

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.

EXHIBIT C
Premises – Legal Description

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

SEPTEMBER 21, 2022

CITY PARCEL TO BE CONVEYED 42,858 SF

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE NORTHERLY SIDE OF THAMES STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED “BOUNDARY & TOPOGRAPHIC SURVEY AT 144 FORE STREET, PORTLAND, MAINE MADE FOR 144 FORE STREET LLC OZF” DATED JAN. 24, 2022 REVISED THROUGH 7/14/22, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTHERLY SIDELINE OF THAMES STREET AS ACCEPTED ON JANUARY 23, 2008 AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF 0 HANCOCK STREET LLC AS DESCRIBED IN DEED BOOK 34347, PAGE 163 ;

THENCE, N 45° 34’ 01” W ALONG LAND OF SAID 0 HANCOCK STREET LLC A DISTANCE OF 118.44 FEET TO LAND NOW OR FORMERLY OF 144 FORE STREET LLC AS DESCRIBED IN DEED BOOK 38799, PAGE 334;

THENCE, THE FOLLOWING COURSES AND DISTANCES ALONG LAND OF SAID 144 FORE STREET LLC:

N 54°21'35" E A DISTANCE OF 77.41 FEET;
N 67°13'26" E A DISTANCE OF 96.55 FEET;
N 51°37'22" E A DISTANCE OF 107.02 FEET;
N 23°24'29" W A DISTANCE OF 50.00 FEET;
S 66°39'04" W A DISTANCE OF 602.28 FEET TO A POINT ON THE SOUTHERLY SIDELINE OF FORE STREET, SAID POINT IS LOCATED N 22°33'58" E A DISTANCE OF 110.48’ FEET ALONG THE SOUTHERLY SIDELINE OF SAID FORE STREET FROM THE POINT OF CURVATURE NEAR THE NORTHERLY SIDELINE OF HANCOCK STREET;

THENCE, N 22°33'58" E ALONG THE SOUTHERLY SIDELINE OF SAID FORE STREET A DISTANCE OF 22.84 FEET TO A POINT ON THE SOUTHELRY LINE OF LAND NOW OR FORMELRY OF 100 FORE STREET, LLC AS DESCRIBED IN DEED BOOK 33748, PAGE 1;

THENCE, N 66°39'58" E ALONG SAID 100 FORE STREET, LLC A DISTANCE OF 641.01 FEET TO THE REMAINING LANDS OF THE CITY OF PORTLAND AS DESCRIBED IN A DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84 AND TO THE SOUTHERLY SIDELINE OF THE PROPOSED THAMES STREET EXTENSION AS SHOWN ON PLAN TITLED “PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC” BY GORRILL PALMER DATED JULY, 2022;

THENCE, THE FOLLOWING COURSES AND DISTANCES ALONG SAID PROPOSED THAMES STREET EXTENSION:

S 42°34'01" E A DISTANCE OF 5.51 FEET;
ALONG A TANGENT CURVE TURNING TO THE LEFT HAVING A RADIUS OF 425.00 FEET, AN ARC LENGTH OF 70.64 FEET, A CHORD BEARING OF S 47°19'42" E AND A CHORD LENGTH OF 70.56 FEET;
S 52°05'24" E A DISTANCE OF 33.61 FEET;
S 30°15'31" W A DISTANCE OF 12.49 FEET;

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S 47°28'43" W A DISTANCE OF 188.32 FEET TO THE NORTHERLY END OF THAMES STREET AS ACCEPTED ON JANUARY 23, 2008;

THENCE, S 47°28'43" W ALONG THE NORTHERLY LINE OF SAID ACCEPTED PORTION OF THAMES STREET A DISTANCE OF 153.05 FEET TO THE POINT OF BEGINNING, CONTAINING 42,858 S.F. OR 0.984 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

MEANING AND INTENDING TO DESCRIBE A PORTION OF THE PREMISES CONVEYED TO THE CITY OF PORTLAND BY VIRTUE OF A QUITCLAIM DEED GRANTED BY THE CANADIAN NATIONAL RAILWAY COMPANY DATED AUGUST 30, 1993 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEED IN BOOK 10924, PAGE 84.

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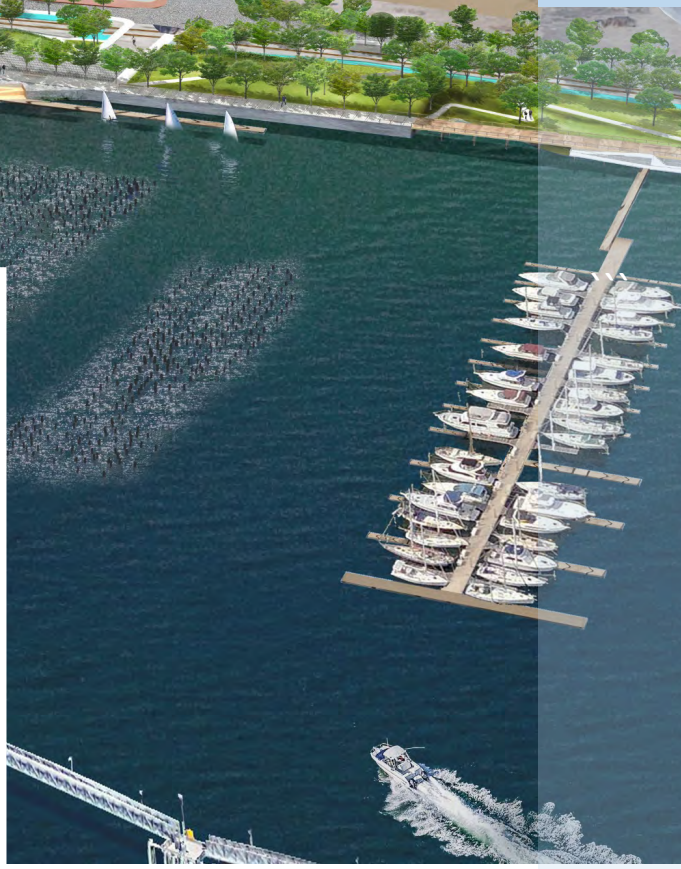
EXHIBIT D
Copy of the Proposal

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City of Portland, Maine
Thames Street Property Proposed Development
RFP #22021









Submitted to:
Matthew F. Fitzgerald
Purchasing Manager
City of Portland

Submitted by:
Jonathan Cohen
Dan Smith
144 Fore St. OZ, LLC

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Letter of Interest

1. Proposal Requirements
A. Proposal Form
B. Outline of Proposed Development
-Site Plan Concept
-Project Timeline
-Future Mountfort Street Rights-of-Way
-New Connector Road
-Parking
C. Evidence of Financial Ability
D. Team's Ability to Complete Project Elements

2. Selection Criteria
A. Integration of Eastern Waterfront Master Plan (EWMP)
B. Public Benefit to the City
-Net New Jobs to the City
-Future Possible Mountfort Street Extension Rights-of-Way
-New Connector Road
-Public Restroom Requirements
C. Preliminary Design Proposal as informed by the EWMP

3. Purchase Price

4. Additional Financial Benefit to the City
-Net new property tax revenue
-Parking

5. Proposer's Proven Capacity and Relevant Experience

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October 21, 2021

Matthew F. Fitzgerald
Purchasing Manager
City of Portland
389 Congress Street
Portland, Maine 04101

RE: RFP #22021 - Sale of Portion of City Owned Thames Street Property

Dear Mr. Fitzgerald:

I am pleased to provide you with 144 Fore St. OZ LLC. attached response to the City of Portland's Request for Proposal for the sale of a portion of the City owned Thames Street property (the "Property").

We have entered in an agreement with WEX Inc. ("WEX"), one of Maine's leading technology companies, to propose a mixed-use development of the Property that will serve as WEX's offices.. This project will bring hundreds of new jobs to Portland's Eastern Waterfront and will serve as a catalyst for future development and job creation. We also expect that this project will enhance Portland's growing reputation as an innovative, business-friendly city.

As you will see in our detailed response, our proposal will successfully address all of the goals of the City's RFP.

We thank you for the opportunity to respond to this proposal. We are available to answer any questions and would welcome the opportunity to contribute to further growth of this great city.

Thank you,

Jonathan Cohen, Manager
Dan Smith, Manager
144 Fore St. OZ LLC

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LETTER FROM WEX VP Real Estate

Portland City Council and Economic Development Council:

Please note that we have been working very closely on the design and RFP submittal for the city lot on Thames Street. As the primary occupants of the adjacent properties, we are interested in a future expansion of our Portland campus in order to consolidate our Maine offices and provide for future expansion capacity. The adjacent lot would provide for a natural extension and connector to the buildings we currently occupy.

Sincerely,

Safet Cobaj

VP, Global Real Estate

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PROPOSAL FORM
"Sale of Remaining Portion of City Owned Thames Street Property"
RFP #22021

**** THIS SHEET MUST BE INCLUDED IN YOUR PROPOSAL ****

The undersigned hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, that it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same, and that no person acting for or employed by the City of Portland is directly or indirectly interested in this proposal or in any anticipated profits which may be derived there from.

The undersigned hereby declares that they have read and understand all conditions as outlined in this Request for Proposals, and that the proposal is made in accordance with the same.

The bidder acknowledges the receipt of Addenda numbered: _____

COMPANY NAME: 144 Fore St. OZ, LLC

AUTHORIZED SIGNATURE: _____

DATE: 10/21/2021

PRINT NAME & TITLE: Jonathan Cohen, Manager

ADDRESS: P.O. Box 910 Westbrook, Me 04098-0910

E-MAIL ADDRESS: jcohen1@maine.rr.com

PHONE NUMBER:207-776-0304 FAX NUMBER: 207-775-4367

TYPE OF ORGANIZATION - PARTNERSHIP, CORPORATION, LIMITED LIABILITY COMPANY, INDIVIDUAL, OTHER:
Limited Liability Company

STATE OF INCORPORATION OR OGANIZATION, IF APPLICABLE:
Maine

FEDERAL TAX IDENTIFICATION NUMBER (Required): 85-3620686

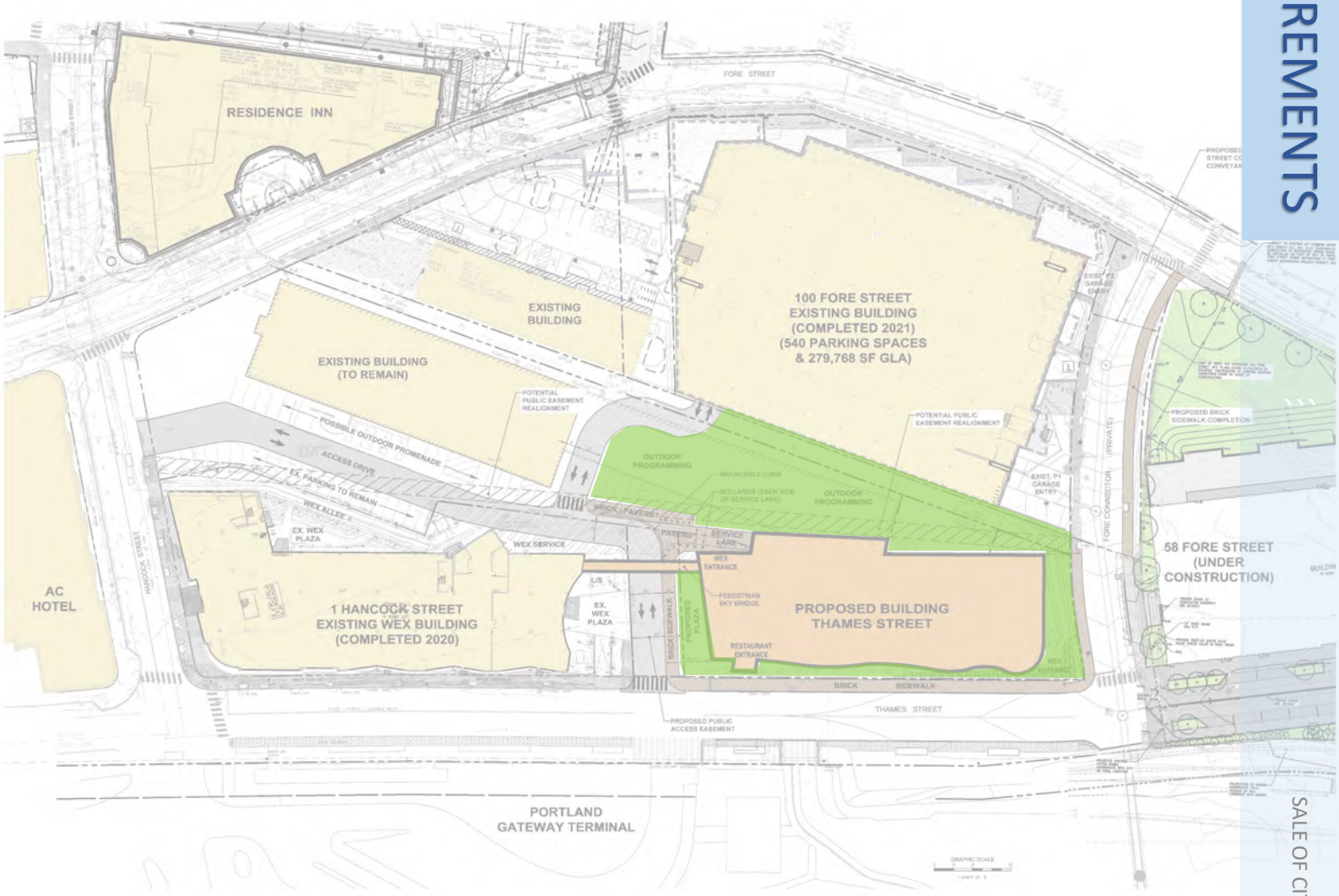
NOTE: Proposals must bear the handwritten signature of a duly authorized member or employee of the organization submitting a proposal.

Purchase Price: 24,000 sq ft at $35.00 sq ft=$840,000.00 Plus Connector Road (Freedom Way) If it is possible to build a larger building under current restrictions we will pay based on the buildable square footage (Points Award Basis)

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SITE PLAN ANALYSIS AND SITE CONCEPT PLAN

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 recent acquisition of the portion of the city block previously owned by Jackrabbit LLC. 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.



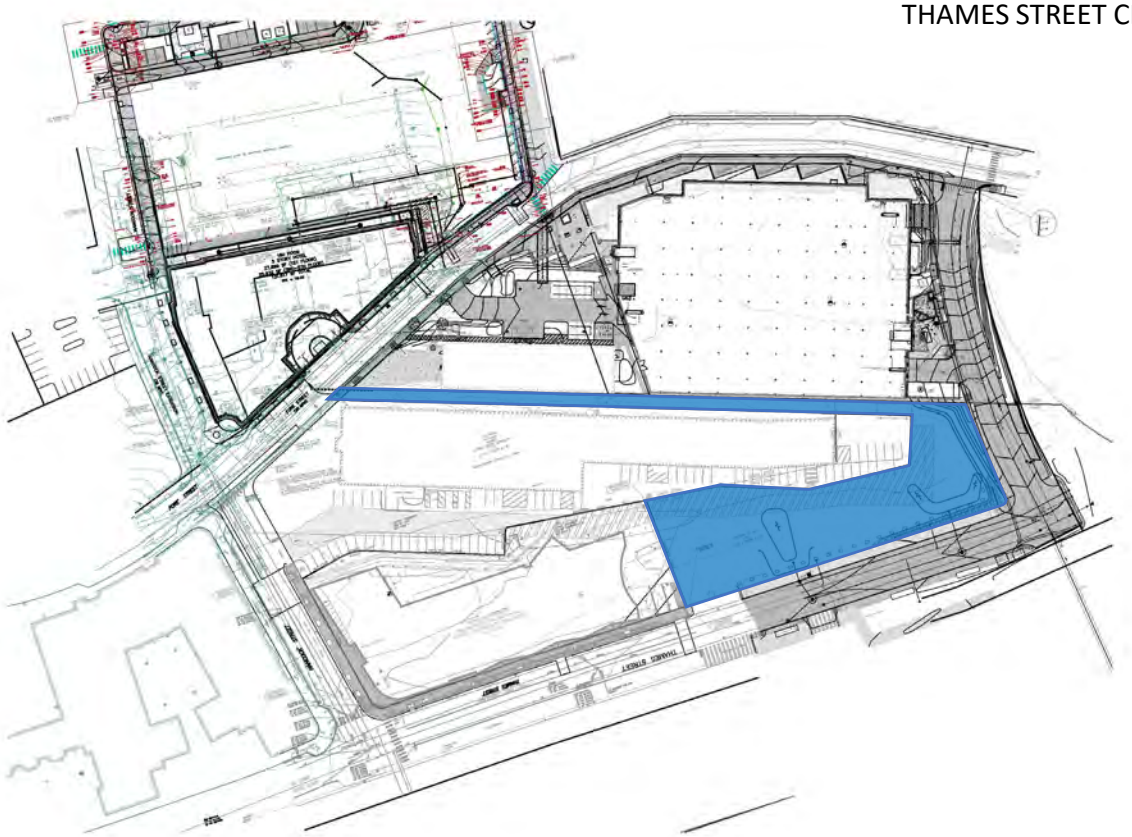
The proposed development includes +/- 70,000 SF of mixed-use interior and exterior space housed in a 3-story building that includes two full stories of interior space as well as a third story with both indoor and outdoor opportunities for the users. The building is surrounded by designed streetscape,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

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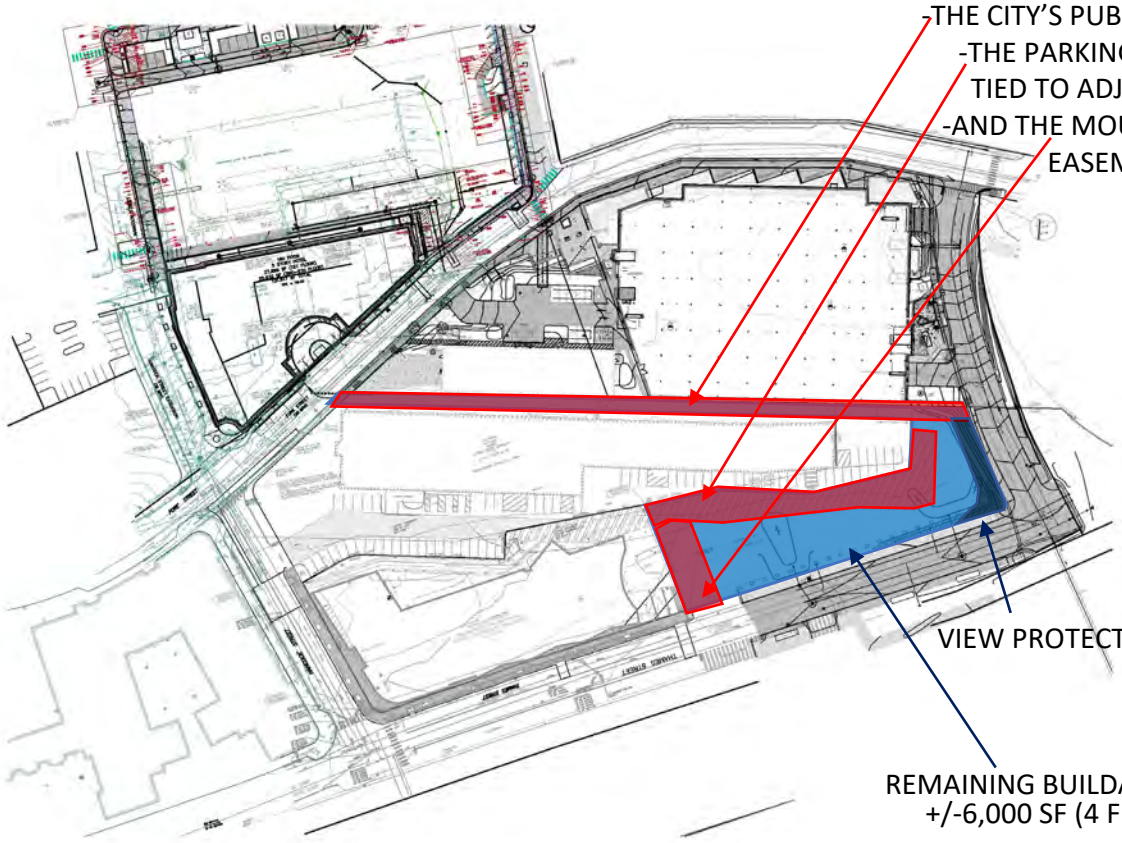
PROPOSED AREA OF WORK

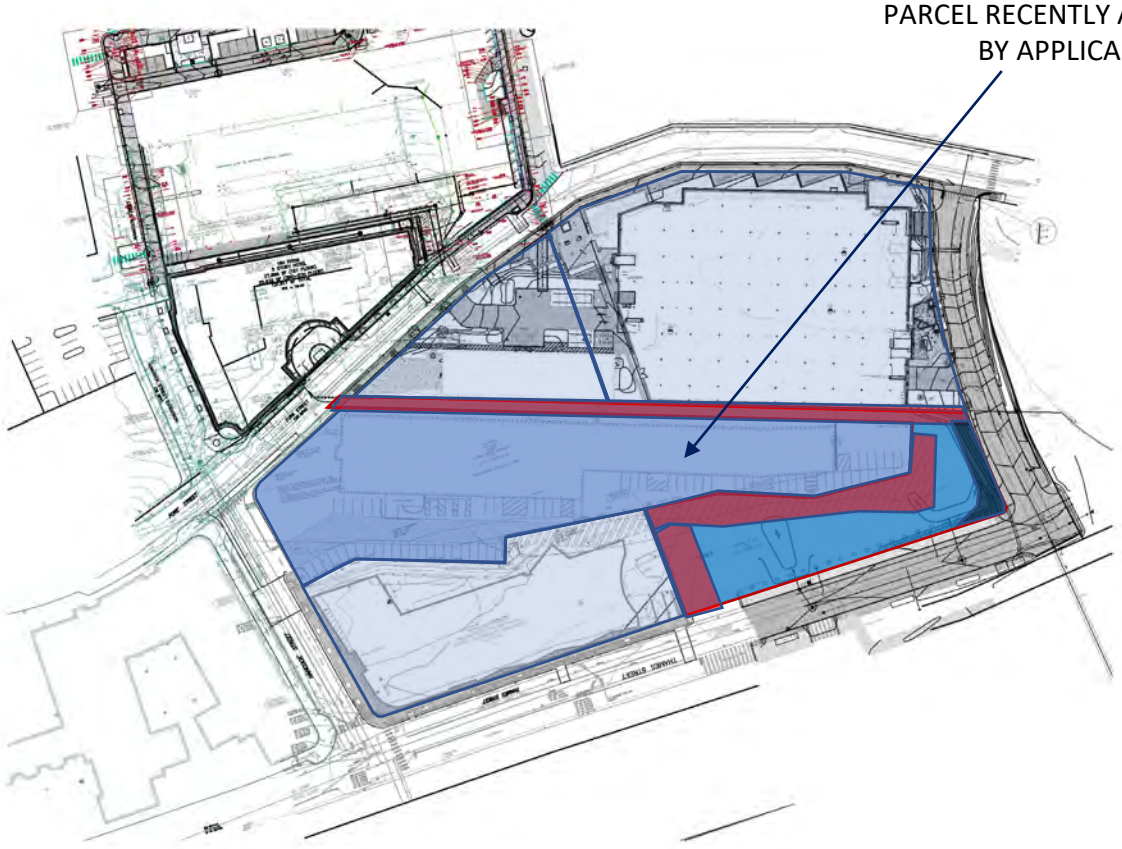
The following diagrams break down the ownership within the city block on which the Thames City Lot is located and break down how the ownership of the lot previously owned by Jackrabbit LLC makes the proposal more successful in its ability to have an adequately sized build out and exterior spaces linking the design to the block and surrounding neighborhood.

THAMES STREET CITY OWNED LOT

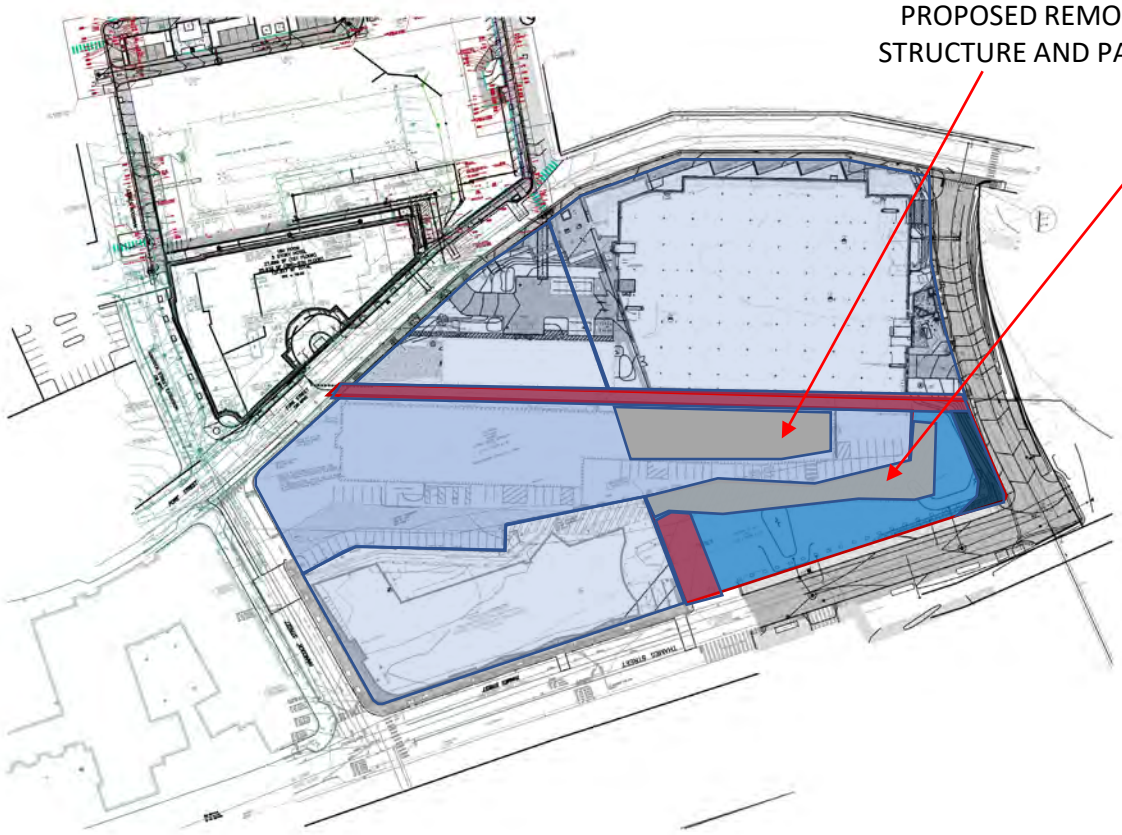


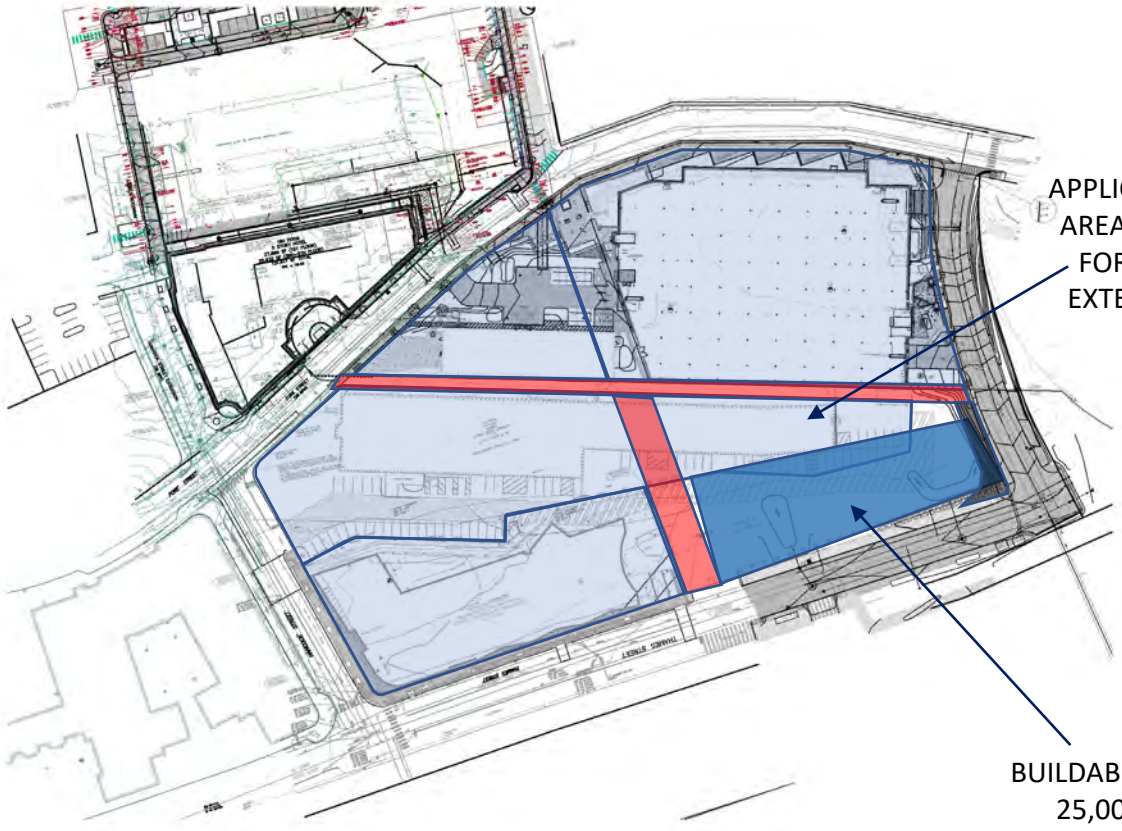
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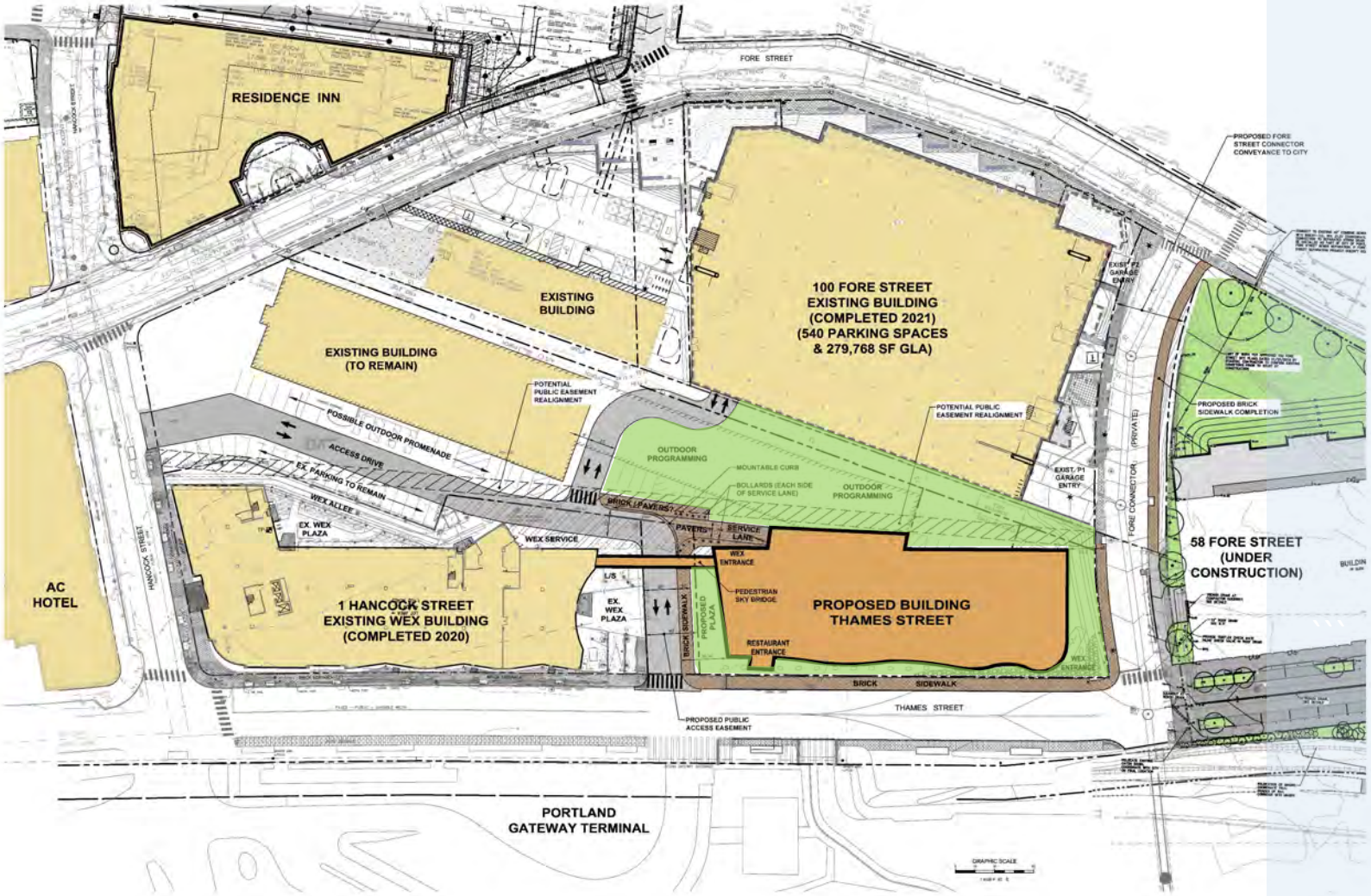
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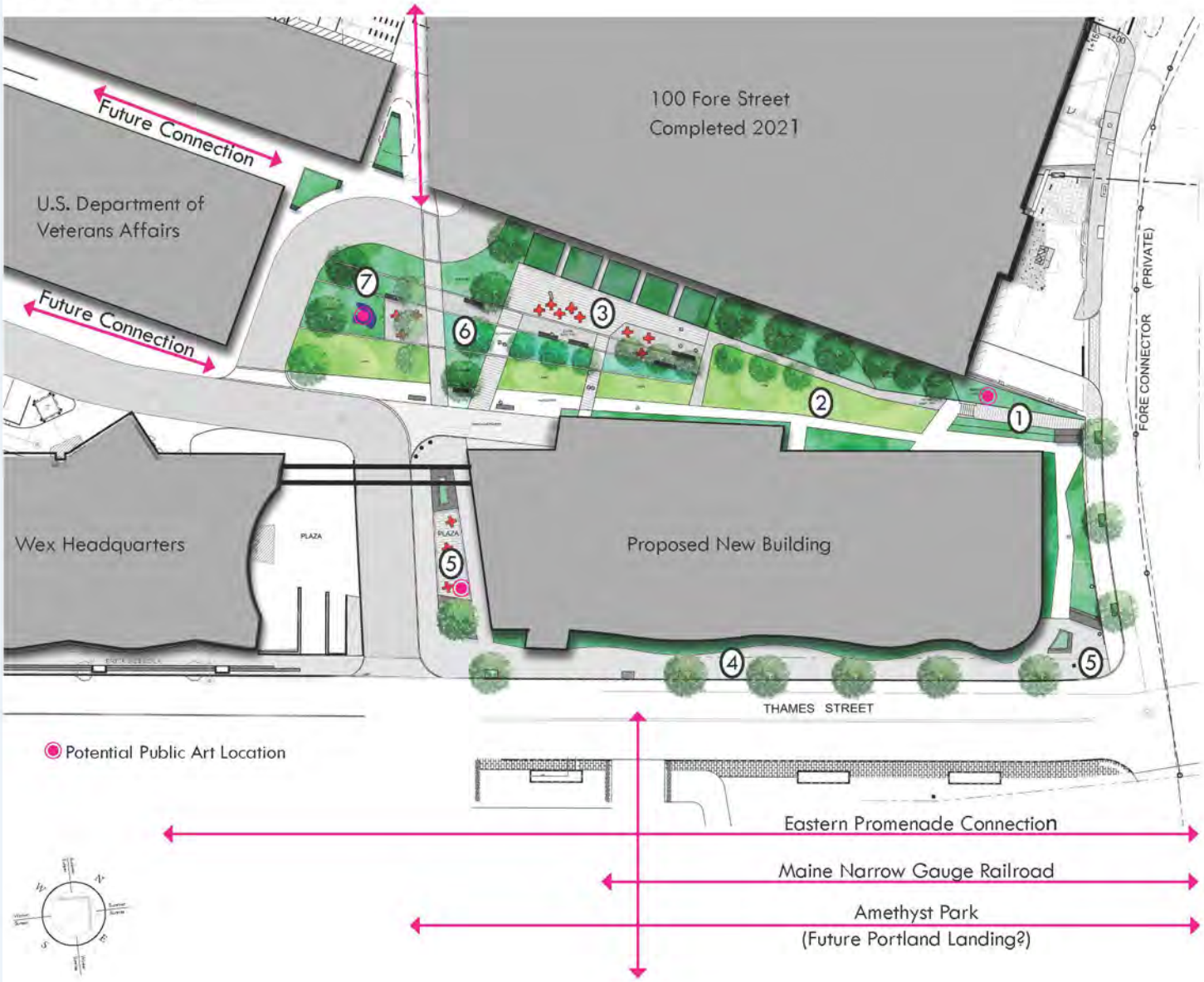
SITE PLAN CONCEPT



By adjusting the easements on the property that cut through the middle of the block, the proposed development can relate to the WEX Headquarters neighboring it on Thames Street. The proposed sky bridge between the two creates a physical connection between the existing and proposed buildings. The design of this building is a balance of relating to its neighboring campus buildings while creating individual design appeal. The footprint draws datum directly from the Headquarters and 100 Fore Street while expansion of the site lines pulls the footprint back further as it reaches Thames Street.

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Site Plan



Legend

1. Elevated Plaza & Terraced Seating
2. Lawn, Typ.
3. Incubator Shops with Green Roofs & Plaza
4. "Complete Street" Sidewalk
5. Gateway & View Splay Plazas
6. Bio-swale & Stormwater Management
7. Stone Dust Plaza & Pollinator Gardens

SALE OF CITY-OWNED THAMES STREET PROPERTY

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The Grand Trunk Railroad & Design Context

When approaching a site rich in history - we look to its past to better understand its future. The Grand Trunk's Railroad history tells the story of Portland's industrial past - we believe it should not be forgotten.

Inspired by the sites history, the proposed programming and design elements play off the Grand Trunk Railroad India Street Terminal layout (pictured above). The linear quality of the design feels at home on the site helping to organize the proposed and existing buildings while providing a unique open space unlike anything along the waterfront.



SALE OF CITY-OWNED THAMES STREET PROPERTY

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PROJECT TIMELINE

-Design and Planning Board Approval
  Pending Purchase, PB approval by June 22nd, 2022
-Permitting
  Submit for permit immediately following PB Approval
  Anticipate 4-6 week permitting process
  Permit by late July 2022/early August 2022
-Construction
  Following issuance of permit construction to commence immediately
  Anticipated construction from August 2022 through October 2023
-Occupancy
  January 1, 2024

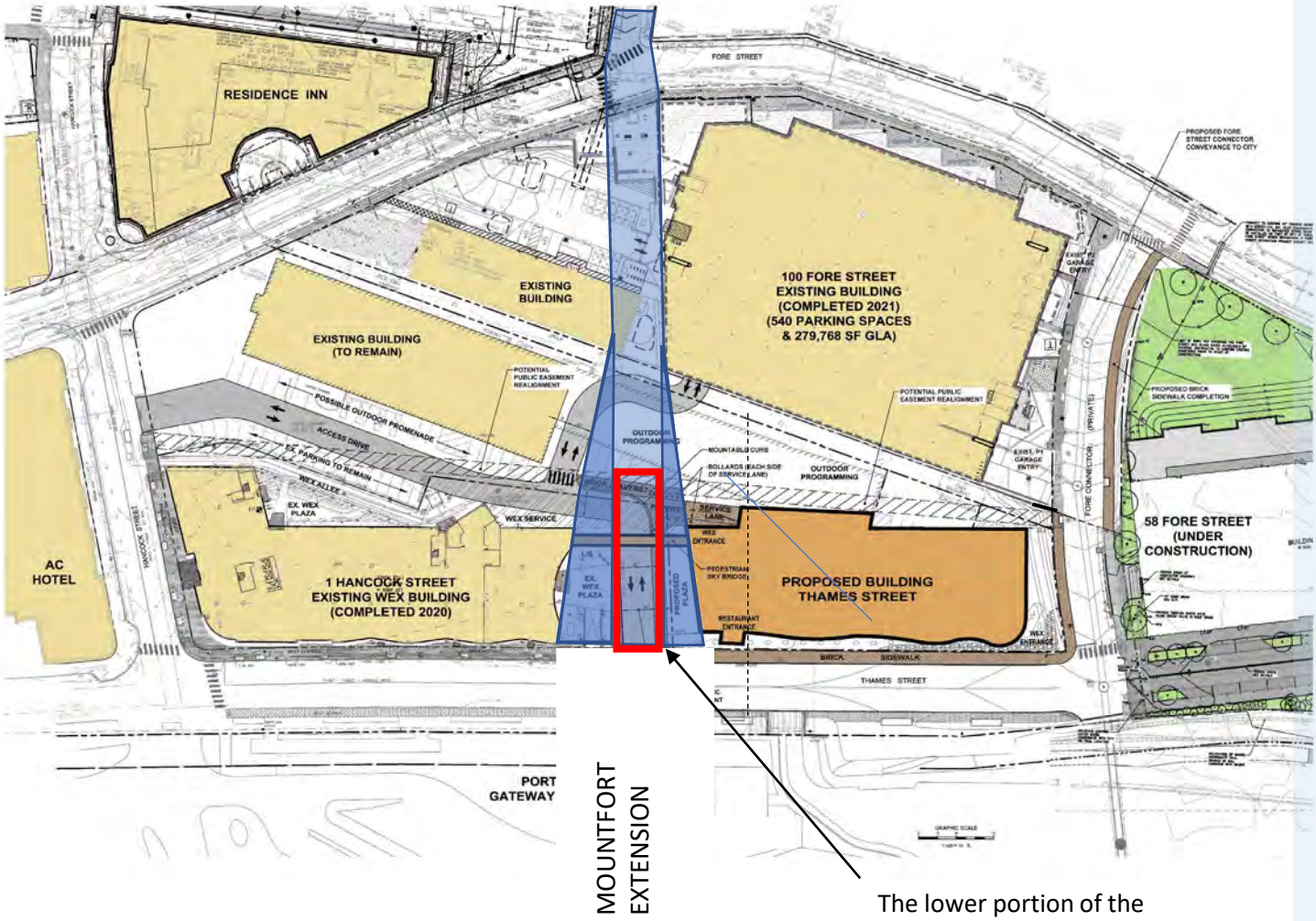


SALE OF CITY-OWNED THAMES STREET PROPERTY

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MOUNTFORT STREET RIGHTS-OF-WAY

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 the diagrams below depicts how, just as the Headquarters were held back at an angle, the Thames Street proposal mirrors that angle to open up the Mountfourt Extension as it approaches the water and the Portland Landing.

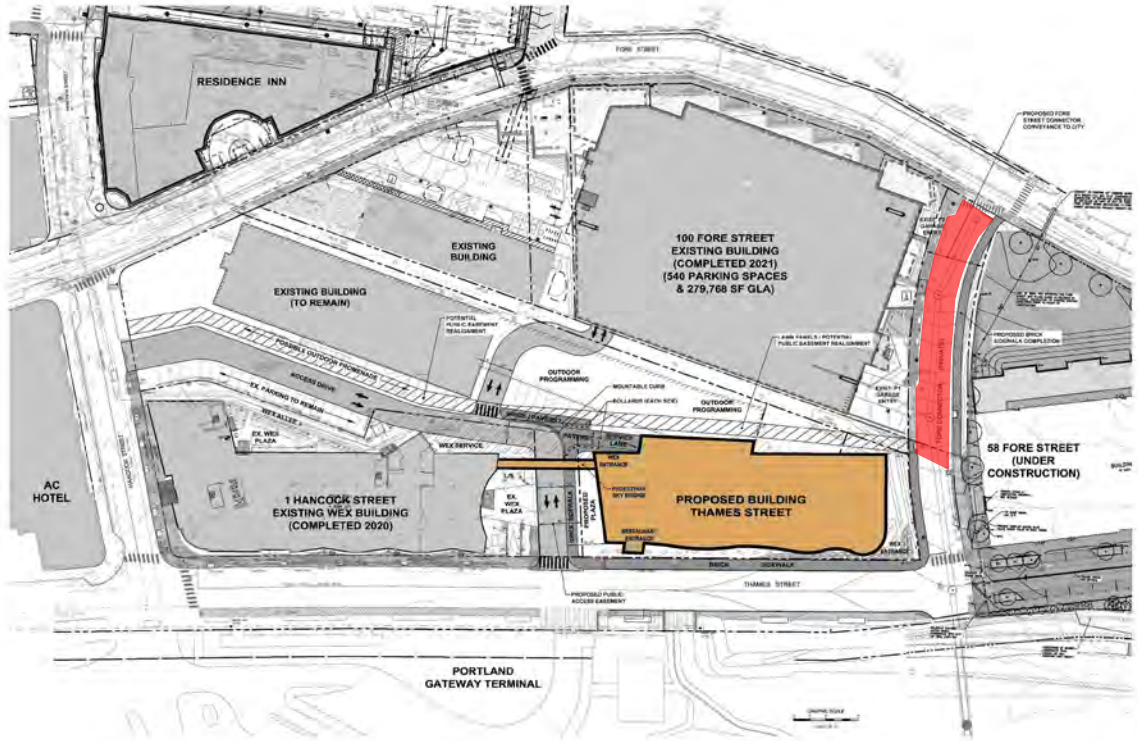


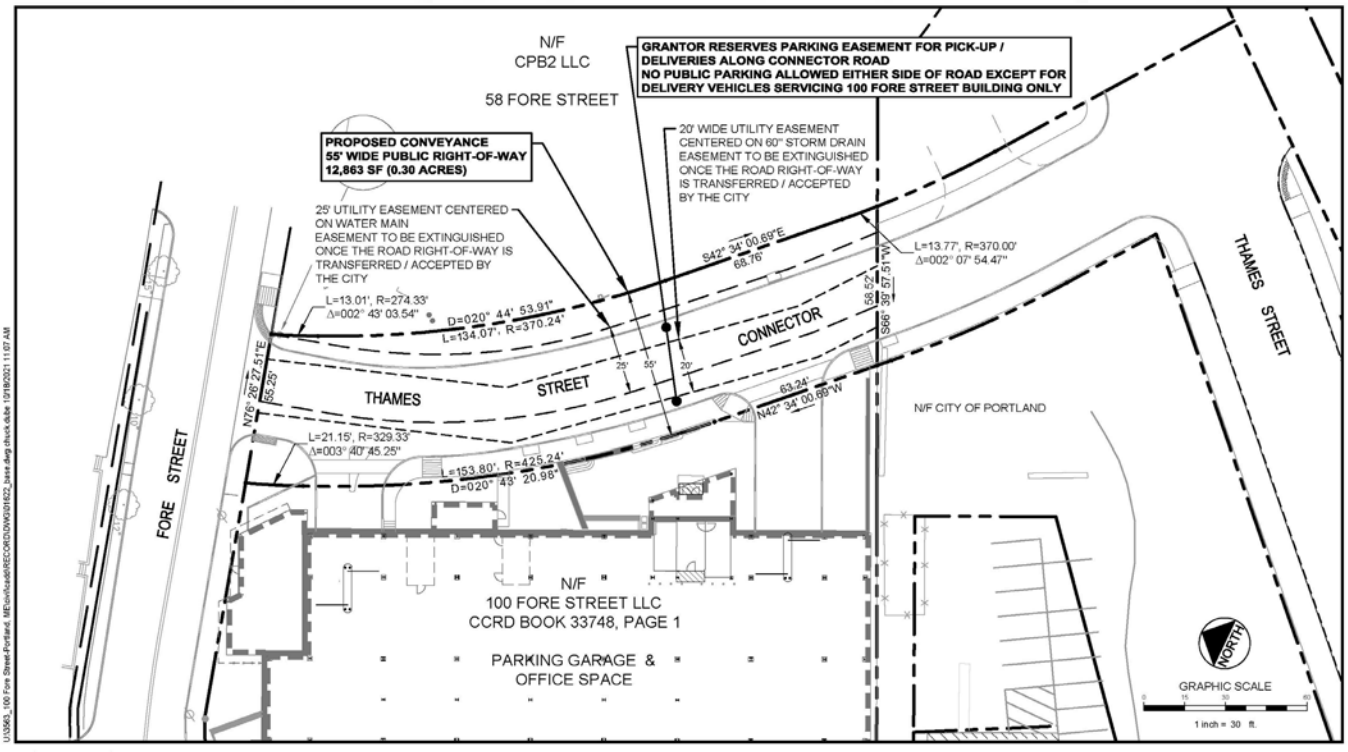
The lower portion of the Mountfort Extension outlined in red will be paved and turned over to the city

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NEW CONNECTOR ROAD/FREEDOM WAY

The upper portion of the Connector Road constructed by 100 Fore Street LLC is owned by the applicant. Upon purchase of the Thames Street Lot, 100 Fore Street LLC will deed the road to the city as part of the purchase price. $30,000 will be escrowed for the completion, in the spring, of the sidewalk on the east side of the Connector Road on the portion owned by the applicant. Below is the deed drawing for the portion of the Connector Road in discussion.





GORRILL PALMER
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www.gorrillpalmer.com
207.772.2515

100 FORE STREET LLC
100 FORE STREET
PORTLAND, MAINE

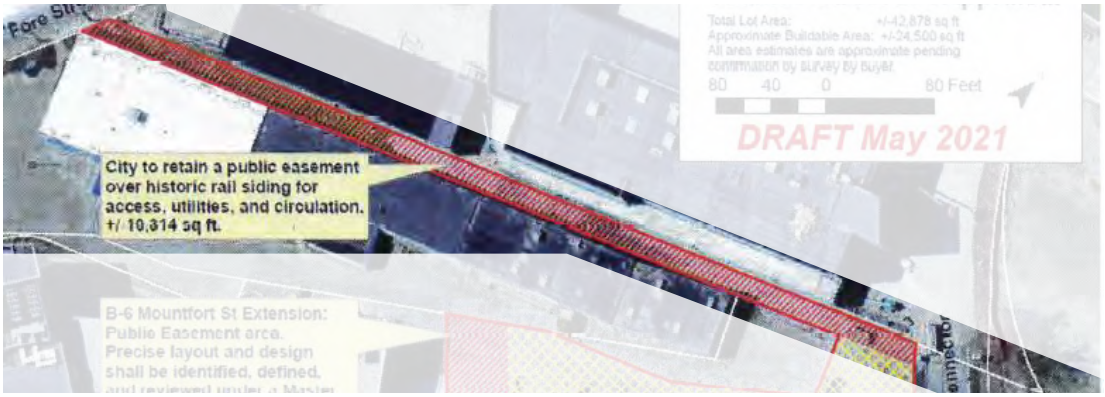
THAMES STREET CONNECTOR
PROPOSED PUBLIC RIGHT-OF-WAY

1

SALE OF CITY-OWNED THAMES STREET PROPERTY

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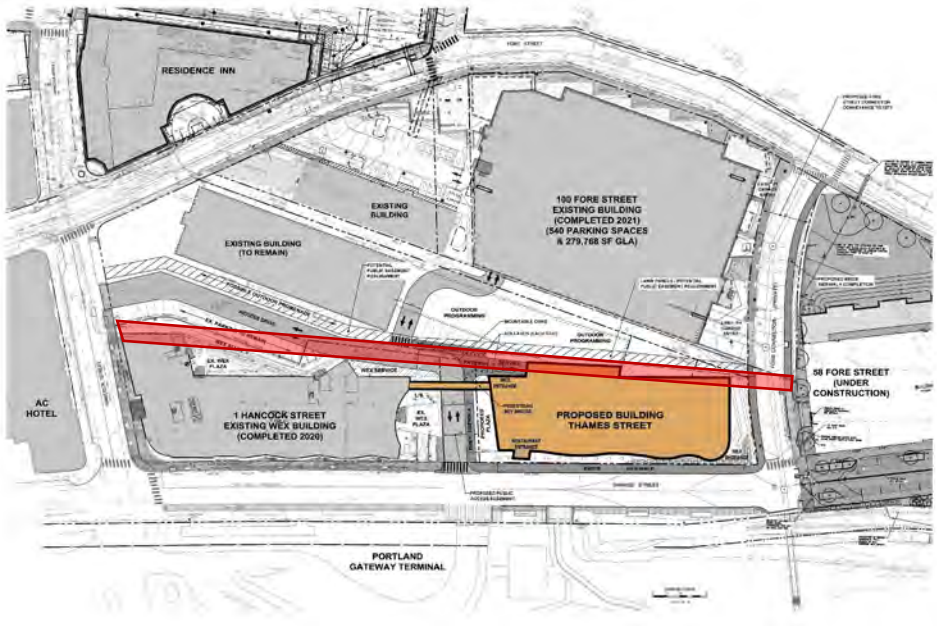
RFP
PROPOSED PUBLIC EASEMENT FOR ACCESS, UTILITIES AND CIRCULATION



EWMP
PEDESTRIAN ALLEY DIAGRAM



PROPOSED
EASEMENT LOCATION AS INFORMED BY THE EWMP

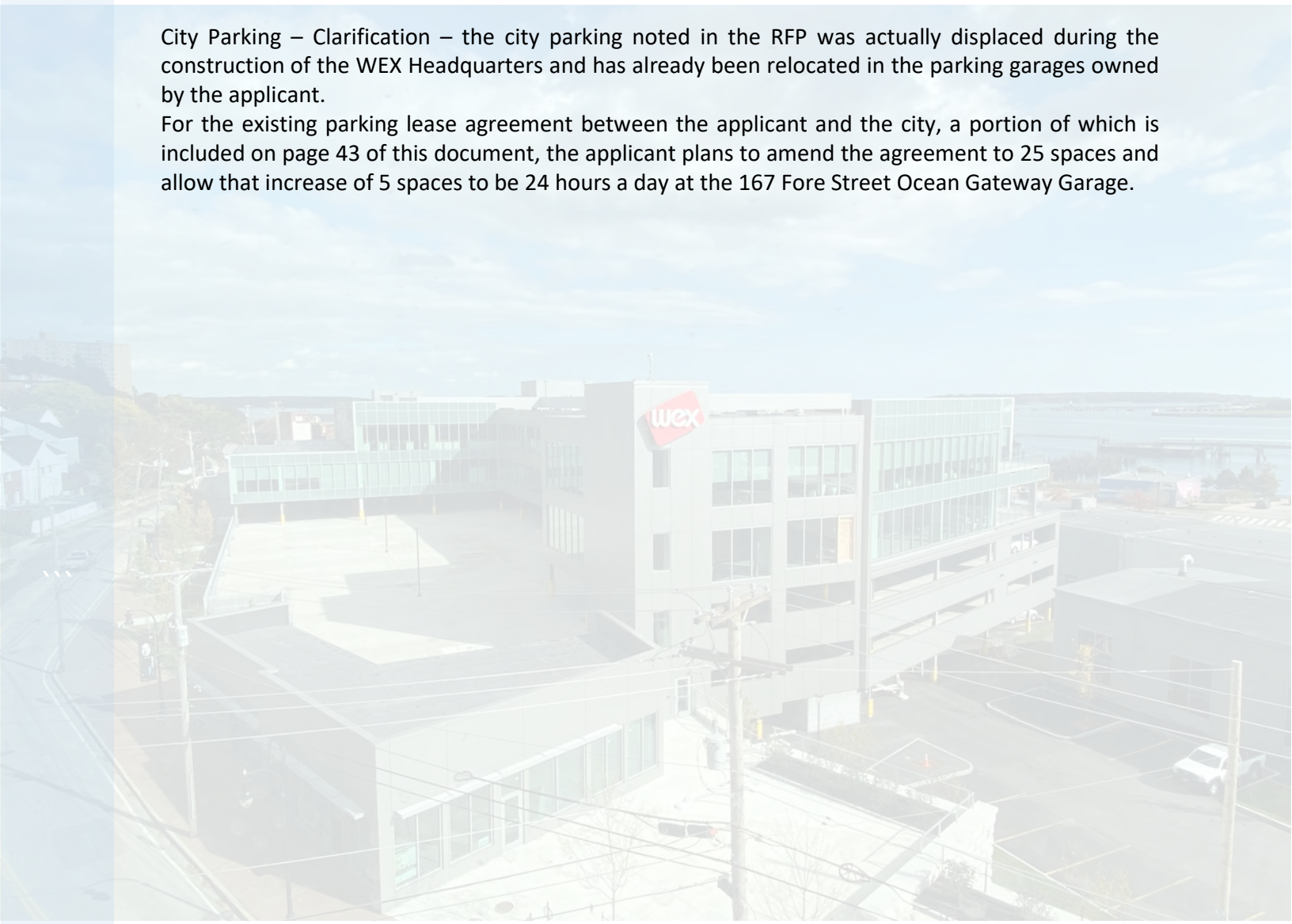


Proposed location allows the most flexibility for future development of the southwest corner of the block

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PARKING REQUIREMENTS & MANAGEMENT PLAN

City Parking – Clarification – the city parking noted in the RFP was actually displaced during the construction of the WEX Headquarters and has already been relocated in the parking garages owned by the applicant.
For the existing parking lease agreement between the applicant and the city, a portion of which is included on page 43 of this document, the applicant plans to amend the agreement to 25 spaces and allow that increase of 5 spaces to be 24 hours a day at the 167 Fore Street Ocean Gateway Garage.



USE	PARKING REQUIRED BY ZONING	PARKING SUPPLIED	COMMENTS
OFFICE	0	125	100 FORE GARAGE
RESTAURANT	0	25	100 FORE GARAGE
INCUBATOR SPACE	0	10	100 FORE GARAGE

For the proposed uses in the project, the applicant will provide parking as indicated above.

SALE OF CITY-OWNED THAMES STREET PROPERTY

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September 22, 2021

City of Portland
389 Congress Street
Portland, Maine 04101

Re: City Lot – Thames Street and 110 Fore Street, Portland

To Whom it May Concern:

NBT Bank, N.A. has a strong relationship with Jonathan Cohen and his business entities who are customers in good standing of the Bank. We enjoy a great relationship with this group, having completed numerous successful projects together over the past several years. Mr. Cohen and his business entities have both the financial capacity as well as the industry experience necessary to complete the proposed project on the currently City-owned Lot on Thames Street and 110 Fore Street in Portland, Maine. Should there be any questions on this matter, please do not hesitate to contact me at (207) 229-7100 or via e-mail at jdeering@nbtbank.com.

Sincerely,

Jeremiah C. Deering
Senior Vice President
Regional Commercial Banking
Manager
NBT Bank

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TEAM'S DEMONSTRATION OF ABILITY









Applicant Throughout Jonathan's 25+ years as a developer he has been involved with more than 6,300 projects from design and budget from construction through completion as well as with occupancy and sale or retention. Mr. Cohen currently owns and manages more than 1,250,000 SF of real estate in Maine. A few of Mr. Cohen's current projects underway include: the development of 52,000 SF at Falmouth Center in Falmouth, ME, completion of an 84,000 SF office building and approximately 5,000 SF of retail sitting on a 543 car garage at 100 Fore Street in Portland, ME.

Mr. Cohen was also integral to the design, budget and construction of 167 Fore Street in Portland, ME – the Ocean Gateway Garage Offices, 1 Hancock Street in Portland, ME – the WEX World Headquarters, 10 Exchange Street in Portland, ME – 27 condominiums, 416-420 Fore Street in Portland, ME – the rehab and renovation of 12,000 SF of mixed-use space.

Mr. Cohen has numerous financial institutions which have committed to working with him on this and any other project he wishes to undertake. Archetype will serve as the architect on the project and the development team will include a Maine-based GC or CM and almost all Maine-based trades.

Archetype has been designing buildings of all types for clients throughout New England for over 40 years, including large scale office spaces, affordable and market rate housing, commercial retail spaces and mixed-use developments. The firm has worked with Jonathan Cohen on multiple projects, including the WEX Headquarters, 100 Fore Street and the addition to the Ocean Gateway Garage within close proximity to the Thames Street Property as well as others in downtown Portland and in Falmouth, ME. Aside from work with the applicant, Archetype has designed, permitted and run CA on Luminato and Verdante on Marginal Way, the Shipyard Complex just west of this proposal and the condo and retail buildings at 387 Congress Street all within the past few years.

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Gorrill Palmer is an integrated land development, transportation and municipal engineering consulting firm providing quality professional services to clients throughout New England since 1998. Since its founding, GP has been consistently recognized for its expertise, experience and responsiveness providing outstanding value for its clients. The office has designed and permitted over 500 projects within the City of Portland which have included a mix of commercial, retail and office spaces; industrial warehousing, institutional and municipal projects, and residential developments. The firm has worked for Jonathan Cohen and collaborated with Archetype on more recent projects including 100 Fore Street, WEX Headquarters and the redevelopment work at Falmouth Center in Falmouth, ME.

In addition to the projects listed above, Gorrill Palmer has designed and permitted for Shipyard Brewing Redevelopment (Covetrus), Canal Landing, VA Community Based Outpatient Clinic, the Mercy Hospital Expansion, Forefront at Thompson's Point, 191 Marginal Way Commercial Building and 185 Fore & 16 Middle Street Commercial Developments. These are some examples of GP's experience and expertise in providing the highest quality of private sector land development services within the City of Portland.

Mitchell & Associates is a landscape architecture and planning firm founded in Portland in 1975. M&A offers decades of experience helping Maine communities develop difficult urban site solutions, master plans, open space and trail plans, historic redevelopment plans, and other public space enhancements. We have developed dynamic, rewarding collaborative strategies for partnering with municipal staff, stakeholder committees to craft beloved public landscapes.

Principals John Mitchell and Bob Metcalf have both worked on numerous urban sites, park master plans and subsequent project implementation, including Fort Williams Park in Cape Elizabeth & South Portland's Wainright Recreation Complex.

Senior landscape architects Julia Frederick and Braden Drypolcher contribute their experience developing award-winning, cultural destination master plans and urban site development, including the Emerald Necklace Tree Master Plan in Boston and the Florence Griswold Museum and Historic Landscape Master Plan in Connecticut.









SALE OF CITY-OWNED THAMES STREET PROPERTY

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MEETING THE PRIORITIES OF THE EWMP AND CREATING PUBLIC BENEFITS TO THE CITY

Economic Responsibility

Private Sector Providing Quality Jobs

Mixed-Use Project

Year-Round Uses

Attention to Easements & View Corridors & Pedestrian System



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-Increase in real estate tax
Approximately $170,000 per year in new taxes.
-Improving the aesthetics of the site which is beneficial to the tourist industry approaching the area by water, street or pedestrian and bike path
-Creating a public draw with the third floor use that will help to invigorate the retail efforts in the area that are currently just beyond the heavier consumer foot traffic
-Incubator spaces allow for smaller and newer businesses to get a foothold in the currently high rent retail scene. Businesses that succeed in the incubator spaces also feed into other downtown retail spaces as they grow and help to fill the storefronts
-Office employees create a year-round consumer base for the Old Port
-The proposal includes both year-round and day and evening uses

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Economic Responsibility
Private Sector Providing Quality Jobs
Mixed-Use Project
Year-Round Uses
Attention to Easements & View Corridors & Pedestrian System

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This proposal offers 50,000 SF of prime office space in one of the best sites in the city with its proximity to residential hot spots and the Old Port commercial district. This quantity of square footage would accommodate approximately 130 new jobs.



In addition to the office space, the proposal includes 8,000 interior SF for commercial use and +/- 10,000 SF of roof deck for commercial use. This use would provide approximately 75-100 jobs.



Proposed incubator spaces will provide opportunities to multiple small local businesses to test their ability to grow in the thriving urban fabric of Portland. Such spaces have proven successful on Washington Ave and in the short time that the spaces have been available, there have been multiple instances of turnover due to success of a business and its need to move to a larger space. The applicant has the ability to provide space for expansion due to having multiple retail spaces of varying sizes at properties in the area.



30,000 SF of plaza and park space and 5,000 SF of streetscape are being planned to benefit both the users of the proposed building as well as adjacent developments and the public.

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Economic Responsibility
Private Sector Providing Quality Jobs
Mixed-Use Project
Year-Round Uses
Attention to Easements & View Corridors & Pedestrian System

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The office space will add approximately 130 jobs that will add to the vibrancy of the site year-round.



Portland's restaurant scene thrives year-round and the views from this location would place it at the top of the dining destination list all months of the year.



Portland's commercial scene benefits from the charm of the city in all months and draws tourists and local patrons and foot traffic even as the snow flies.



Heated foot paths through the site will encourage the foot traffic through the site year-round for those accessing the incubator spaces, locals passing from their homes on the east end to work or commuters walking from the adjacent garage.

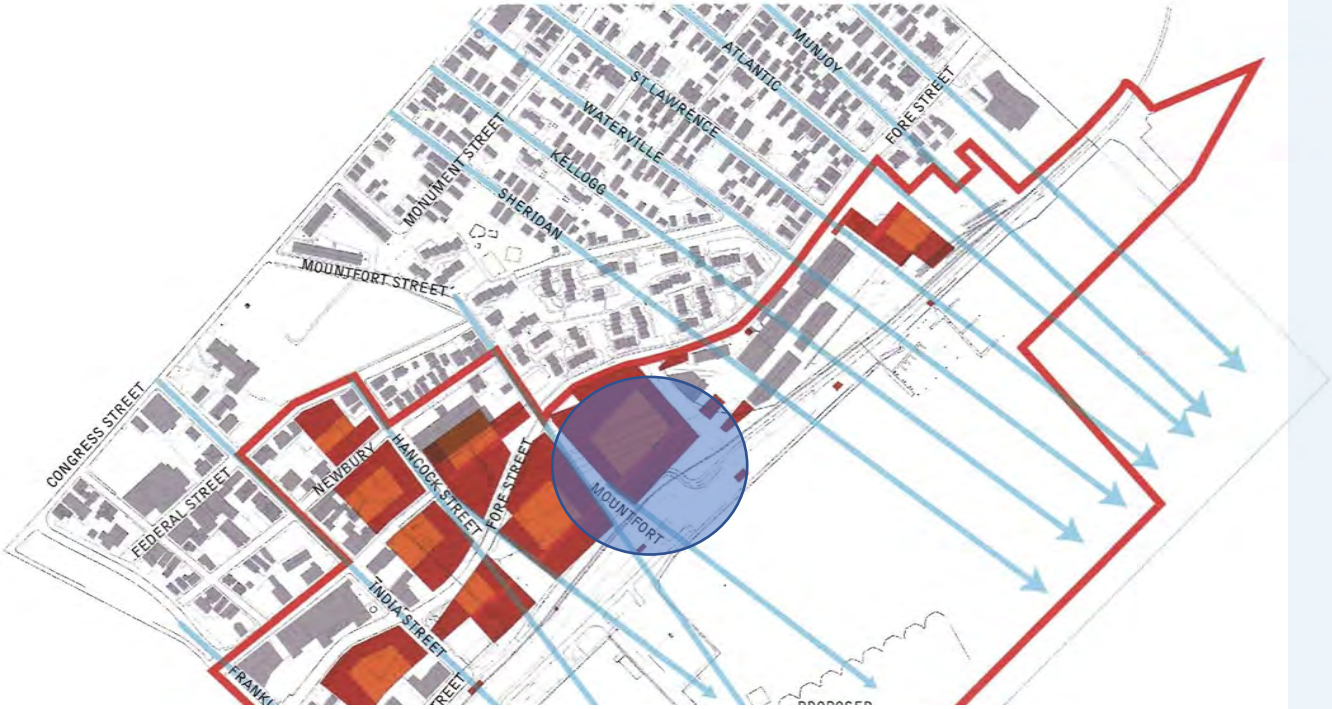
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Economic Responsibility
Private Sector Providing Quality Jobs
Mixed-Use Project
Year-Round Uses
Attention to Easements & View Corridors & Pedestrian System

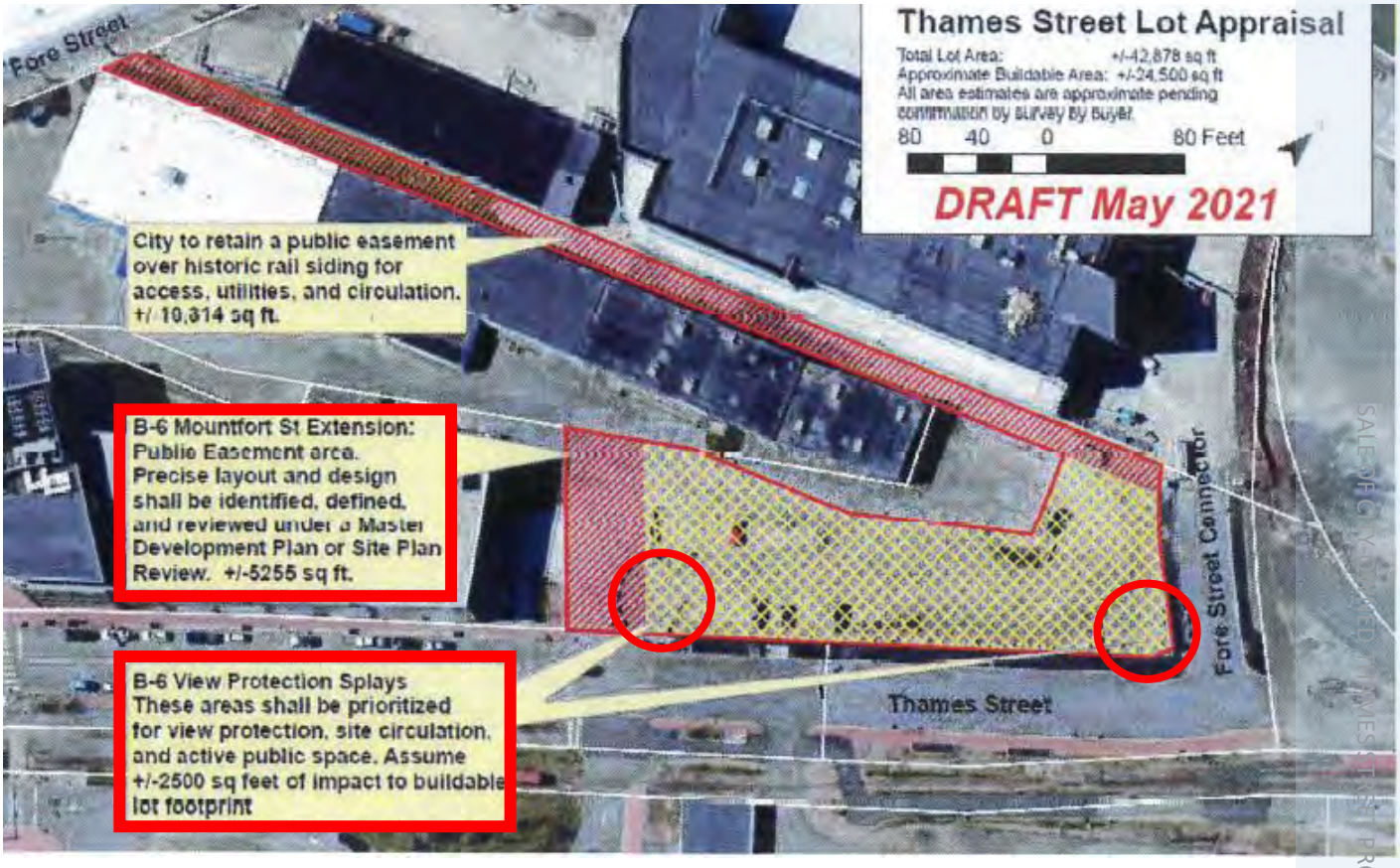


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MASTER PLAN VIEW CORRIDORS



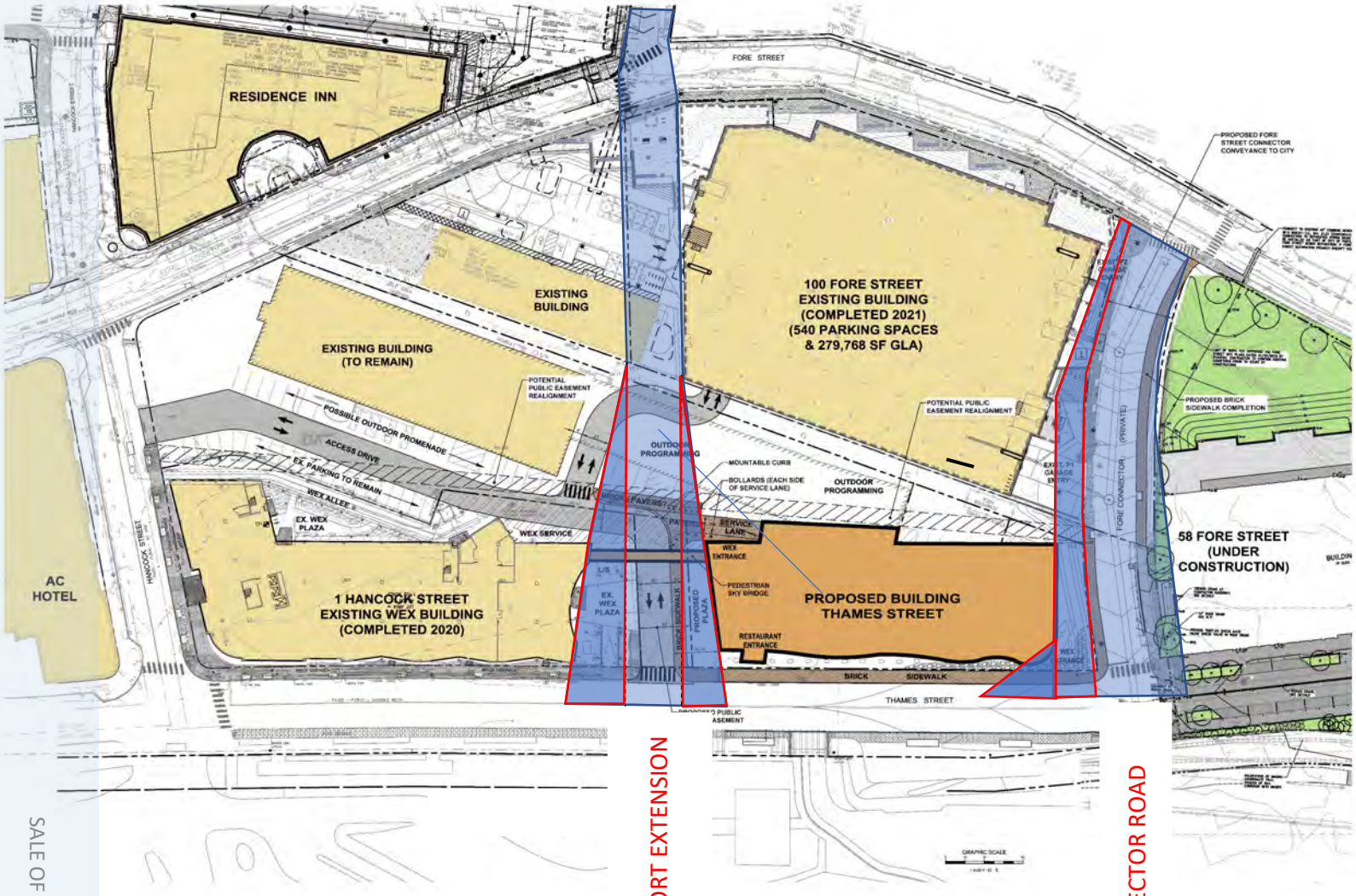
EASEMENTS AND VIEW PROTECTION SPLAYS



SALE OF CITY-OWNED WEST END PROPERTY

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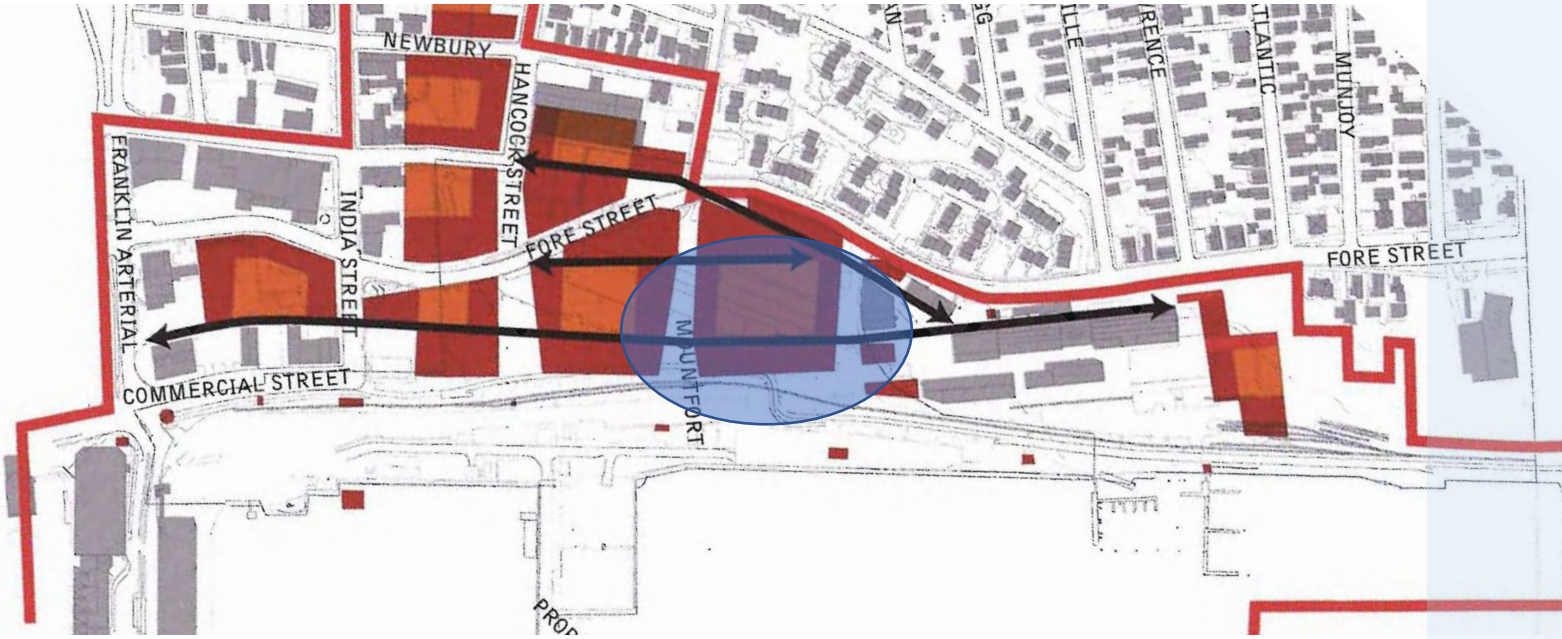
As mentioned when discussing the Mountfort Extension Rights-of-Way, the view corridor splays are exaggerated as one gets closer to the water. The same treatment to the view corridor is maintained at the Connector Road with both the footprint of 100 Fore Street and the design for the Thames Street development holding back a significant amount from the buildable area to respect the views. The built edge of the Thames Street proposal is drawn directly from the entry tower of 100 Fore Street so as to respect the site line already in place.



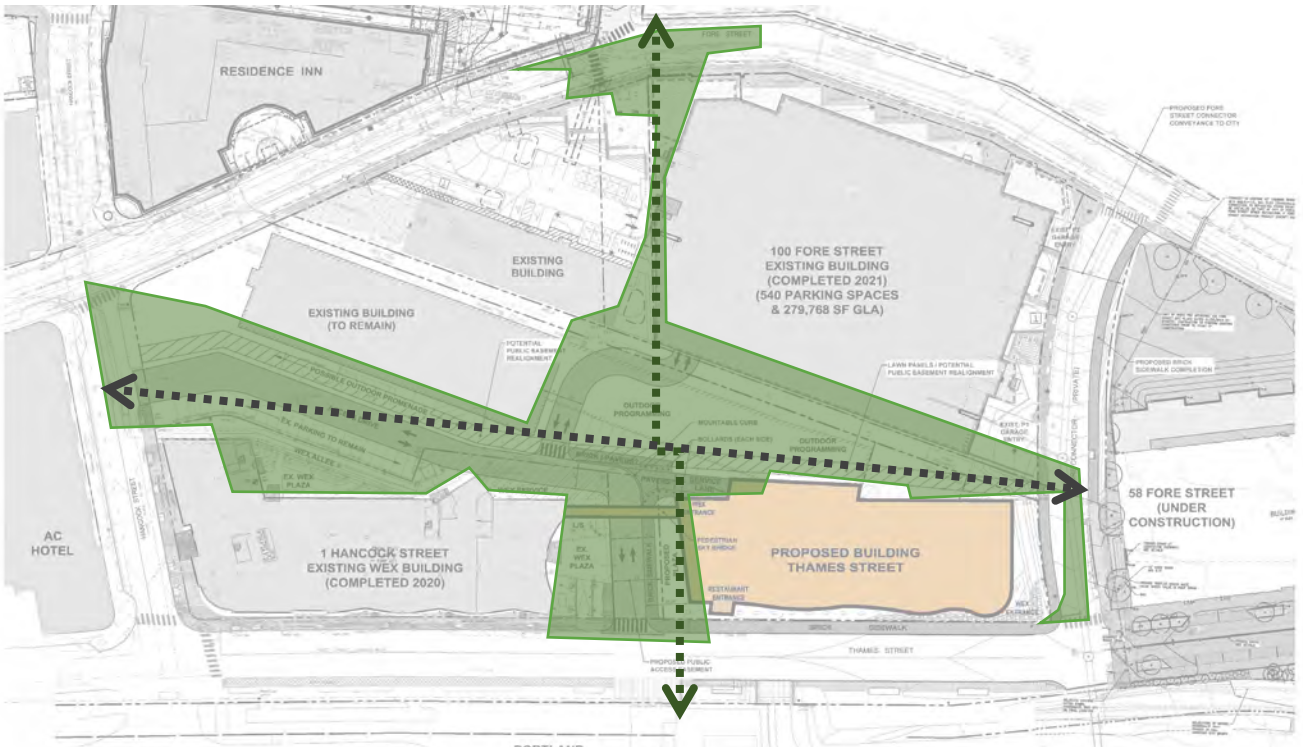
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PEDESTRIAN STREET SYSTEM



PROPOSAL
PEDESTRIAN ACCESS



As seen in the EWMP pedestrian street system diagram, north-south axis (right to left) 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 east-west 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.

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SUMMARY

A. NET NEW JOBS TO THE CITY

Based on the jobs provided by the combination of the office used, the third-floor restaurant and the incubator spaces the project would provide between 200 and 250 full-time positions in multiple job fields.

B. FUTURE POSSIBLE MOUNTFORT STREET EXTENSIONS RIGHTS-OF-WAY

The Mountfort Extension, within the area of discussion, will be both paved for vehicular access into the site as well as landscaped along the proposed building development for pedestrian access into the site. The vehicular route will allow for access to the lowest level of the 100 Fore Street Parking Garage as well as to the service access behind both the WEX Headquarters and the building that is to go on the city lot. The pedestrian route allows for access into the landscaped portions of the site that feeds the garage, the office buildings and the incubator spaces and allows for public passage through the site on either the east-west or north-south axis. The pedestrian skyway across the extension will provide safe movement for the users connecting between the two buildings.

C. NEW CONNECTOR ROAD (FROM FORE STREET TO CITY THAMES STREET CONNECTION)

As stated previously, the portion of the Connector Road currently owned by the applicant will be turned over to the city as part of the purchase price for the Thames Street City Lot and a brick sidewalk will be added to the Connector Road/Freedom Way in the spring.

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PUBLIC RESTROOM REQUIREMENTS

Per the items for public benefit of the city in the Selection Criteria portion of the RFP, it is requested that the applicant provide one public restroom in the concept design and it is noted that the terms of this requirement are to be negotiated. The applicant is proposing to contribute $50,000 toward new bathrooms to be constructed on the Amethyst Park/Portland Landing site of which portions have begun. Page 18 of the city document on the Portland Landing states that improvements including restroom access are part of the early plans for the park.



EXISTING AMETHYST LOT

Design Vision

Portland Landing will provide the City of Portland with a signature waterfront amenity that functionally, visually, and symbolically connects people with the city's maritime heritage and provides a vital public connection to Casco Bay. The redeveloped lot will provide Portland citizens and visitors of all ages and interests a new and permanent place to interact year-round with the water for a myriad of passive and active uses. Advocates and City officials envision the Amethyst lot as the threshold to the Casco Bay. Proposed uses will benefit neighboring residents and businesses and complement the Eastern Promenade Trail, Moon Tide Park, public infrastructure, multi-modal transportation, and mixed-use development.

Our design vision is characterized by the following goals:

Reflect the City. The City of Portland and the Eastern Waterfront have a rich history. Relics and artifacts integrated into the design will commemorate the site's history and provide elements of surprise and education throughout the landscape.

Give access to the shoreline. The more ways to experience the water, the better; sailing, tour boats and water taxis, tidal pools, fishing and wildlife observation are waterfront attractions that provide something for everyone for a cost that need not need be significant. Many of these activities also provide opportunity for private-public partnerships and revenue generation through voluntary participation. Access to the water allows for a dynamic and diverse recreation program and will effectively expand the physical upland limits of the Amethyst lot.

Create a new open space destination. The new waterfront should serve not only its own neighborhood, but the entire community, drawing visitors from the region. It should provide enough range and frequency of activities that it is well worth a day trip.

Allow for programmatic diversity. Vendors, concessionaires, commercial boating, and others each provide a valued service to the visiting public, contributing to the vibrancy of the space and enrichment of the recreational opportunities. Shoreline and water access, people-watching, wading, fishing, strolling, boat launching, open air events, eating and nature observation are key attractions. Every visitor should find multiple opportunities to enjoy the space from season to season.

Prioritize program elements. Understand the full range of programming goals and provide support facilities for a four-season interconnected waterfront and public space destination.

Provide multi-use capacity. Create a plan that allows many activities to happen at the same time, without compromising the experience of any activity. The desired program includes many complementary passive recreational amenities.

Complement adjacent land uses, rail corridor and activities that already activate the space. The lot should be enhanced to support current uses on site and adjacent -- as well as activities associated with planned development and rail service adaptations.

Recognize the magnificence of the Amethyst lot location. Planning should recognize aspects of the site that make it special: a generous waterfront with broad views of the Bay, the presence of historic piles on the water, ease of access to the water, proximity to downtown and new development, and transient boating and water access.

Support water-dependent uses. Programming should focus on accommodating a range of water-dependent uses alongside upland recreational activities.

Create a sustainable park. The park should be designed with an emphasis on sustainability, resiliency, operations, maintenance and utilization. Key opportunities to enhance site sustainability include:

- Renewable energy use and energy conservation;
- Sourcing of local and/or recycled materials;
- Native plant material selection;
- Habitat enhancement;
- Permeable and low-reflectivity pavement systems;
- Water conservation;
- Stormwater management;
- Erosion control;
- Evaluation of remaining service life of critical waterfront infrastructure;
- Adaptive reuse of existing infrastructure; and
- Construction staging provisions.

Cultivate Open Space stewardship. Stewardship begins with leadership and partnerships and a community- supported revenue stream with reinvestment of this revenue into perpetual park maintenance and continued capital improvements. The Study Workgroup and the Stakeholders have developed a strong framework for ongoing stewardship and success for the study area.

Respond to Sea Level Rise. Design alternatives must respond to the impacts of sea level rise and ever-more frequent and intense storm events through resilient and responsible design. Design should also implement green infrastructure enhancements to improve water quality and reduce stormwater run-off.

Take early action. Integrate basic improvements (restroom access, parking and handicapped accessibility) and anticipate future, permanent installations so that cost efficiencies and space allocations are considered early.

Stantec

The Re-Development of the Amethyst Lot | A Vision for Portland Landing

December 2017

Take early action. Integrate basic improvements (restroom access, parking and handicapped accessibility) and anticipate future, permanent installations so that cost efficiencies and space allocations are considered early.

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PRELIMINARY DESIGN AS INFORMED BY THE EWMP

Stitching the City Together

Design Sensitive to Surroundings

Climate Change Resilient Design



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The landscaped space being proposed and currently developed within the site and block are helping to link green spaces that exist within the city along major routes of foot traffic both from larger green spaces within the city to the commercial Old Port as well as from developing commercial routes to the green spaces currently being developed at Amethyst Park.

The site and proposal are at the heart of the new waterfront that is developing quickly, outlined in red below and designs in this area must be sensitive to their ability to tie the residential (orange) and commercial (blue) districts together along the city's most important asset – the water and the views across it. The sensitivity must be embodied through the uses proposed as well as the design of both the built structures and landscaped areas.

The campus this proposal is part of brings year-round and day and evening uses giving multiple reasons for people to be drawn to and through the site. Both residents and tourists have reason to use the site and it links the permanent residents to the waterfront and the Old Port as well as being located at a major point of entry for visitors accessing the city from the water.

The materials and form are sensitive to the development of, views from and transparency needed for this special area within Portland.



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EXISTING VIEW



PROPOSED VIEW



SALE OF CITY-OWNED THAMES STREET PROPERTY

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One element of the proposal worth addressing is the pedestrian footbridge spanning from the second level of the existing WEX Headquarters to the second level of the proposed building over the mouth of the Mountfort Extension. The Extension, at grade, is available for parking access to the lowest level of 100 Fore Street, deliveries, drop-offs and any other vehicular traffic into the site. It would also be used for bike access and additional foot traffic going into the site or passing through on the east-west axis. If office users add perpendicular traffic against what has already been described, it crowds the outdoor spaces and creates more dangerous movement patterns. In addition to this concern, it would be more appropriate to have interior access between the buildings in colder months and inclement weather. As shown below, the RFP includes a note about alternative approaches to permeability across the Mountfort Extension, which is exactly what is being proposed with the footbridge. In order to be as sensitive as possible to the view corridor, the bridge would be minimized in sectional depth and the glass would be clear so that it disappears as much as possible. Attention to multiple modes of traffic moving in different directions is an important part of both urban and campus design.

- **Future Possible Mountfort Street Extension Rights-of-Way.** Proposals should address the need for Mountfort Street Extension as a future public right-of-way to support proposed private investment on the City property, to provide for public space amenities and connectivity, along with all required utility easements and to fulfill the goals of the EWMP on the portion of City property located between Mountfort Street Extension and the New Connector Road. Alternative approaches to meeting the goals of permeability and accessibility across this block will be considered.

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RFP NO. PRELIMINARY DESIGN PROPOSAL

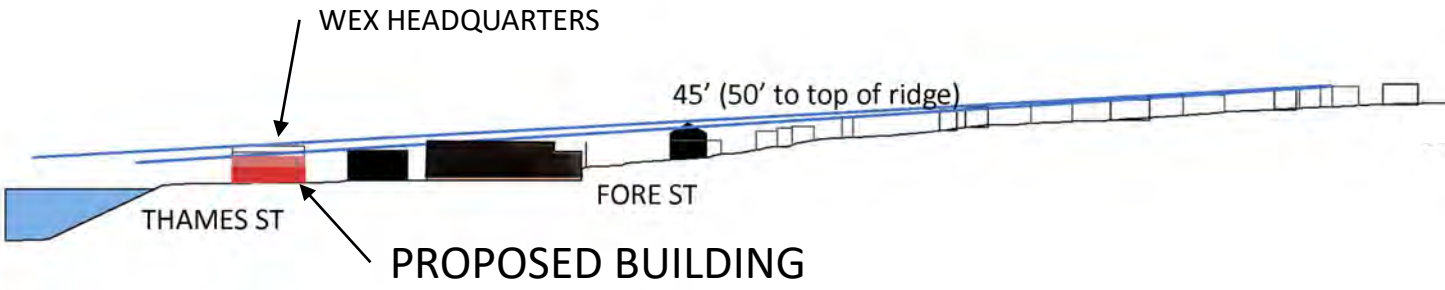
Stitching the City Together

Design Sensitive to Surroundings

Climate Change Resilient Design & Practices



EAST END SIGHT LINE DIAGRAM – DEMONSTRATES THAT PROPOSED STRUCTURE IS IN KEEPING WITH OR BELOW SIGHT LINES ALREADY CREATED BY EXISTING STRUCTURES FOR VIEWS FROM THE EAST END TO THE WATER



SALE OF CITY-OWNED THAMES STREET PROPERTY

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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.





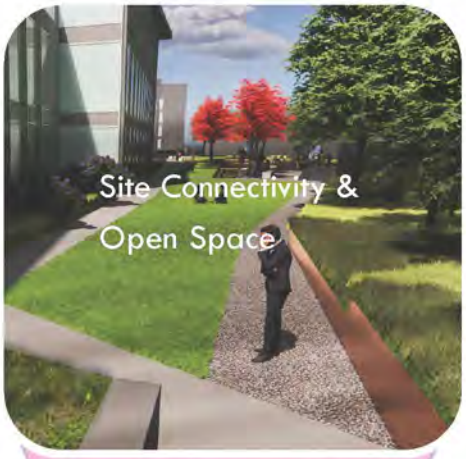


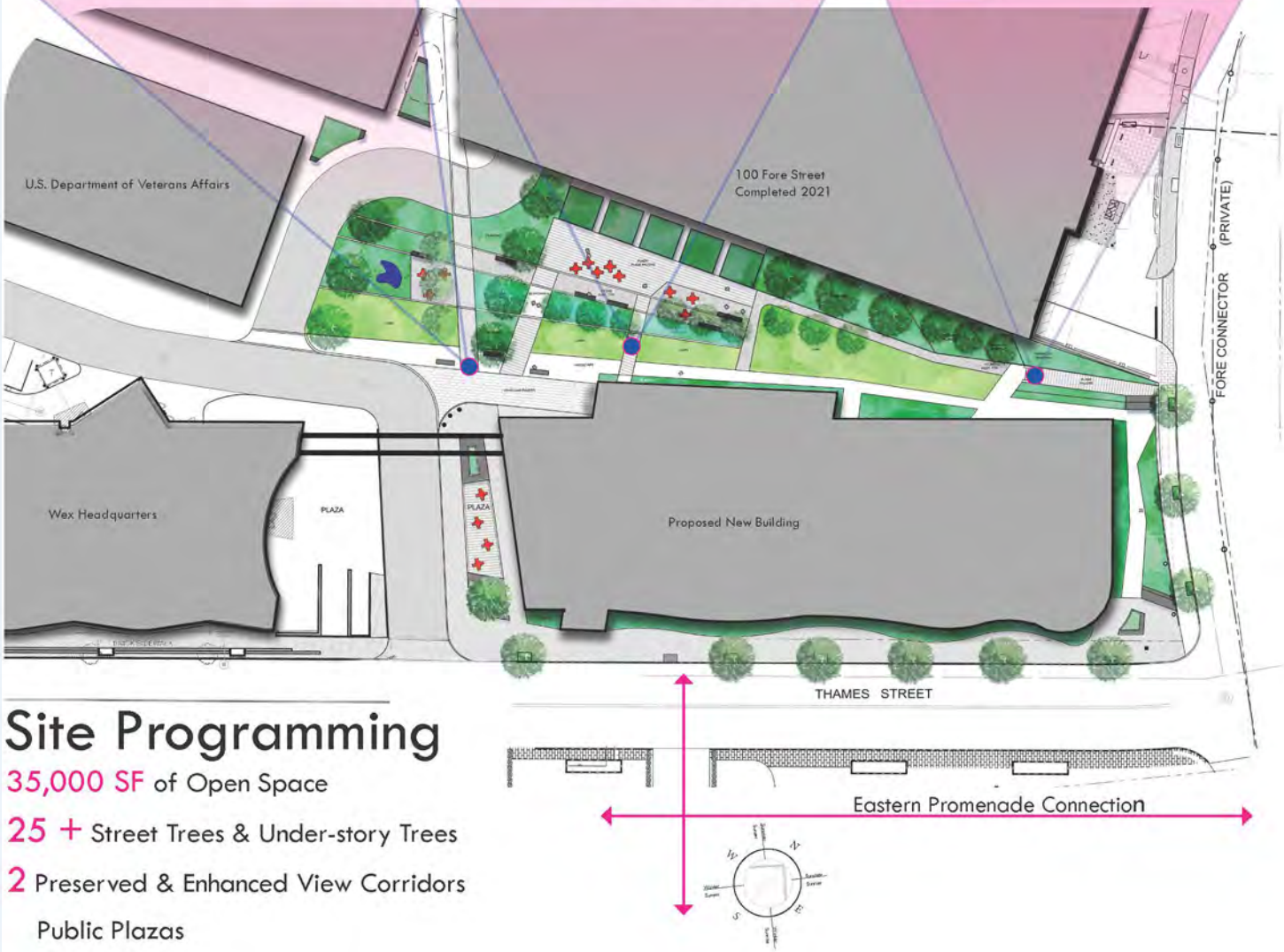


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Site Programming

35,000 SF of Open Space

25 + Street Trees & Under-story Trees

2 Preserved & Enhanced View Corridors

Public Plazas

Activated Sidewalks

Enhanced Connections to the Surrounding Amenities

Bioswales & Best Management Practices

Open Space Connectivity & Pollinator Gardens

Incubator Shops

3 Potential Locations for Public Art

5 Preserved & Enhanced Gateway Connections & Future Connections

1 Site Design Integrating the key covenants of the EWMP

SALE OF CITY-OWNED THAMES STREET PROPERTY

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Stitching the City Together
Design Sensitive to Surroundings
Climate Change Resilient Design & Practices

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

Office User Practices –
-Interiors designed to minimize energy consumption and reduce energy consumption
-In-office single stream recycling system will be implemented

SALE OF CITY-OWNED THAMES STREET PROPERTY

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Resilient Design Principles & Proposed Design Approach

1. Resilient systems provide for basic human needs

   Design Approach:
   Provide safe accessible, clean and inclusive public space.

2. Locally available, renewable, or reclaimed resources are more resilient.

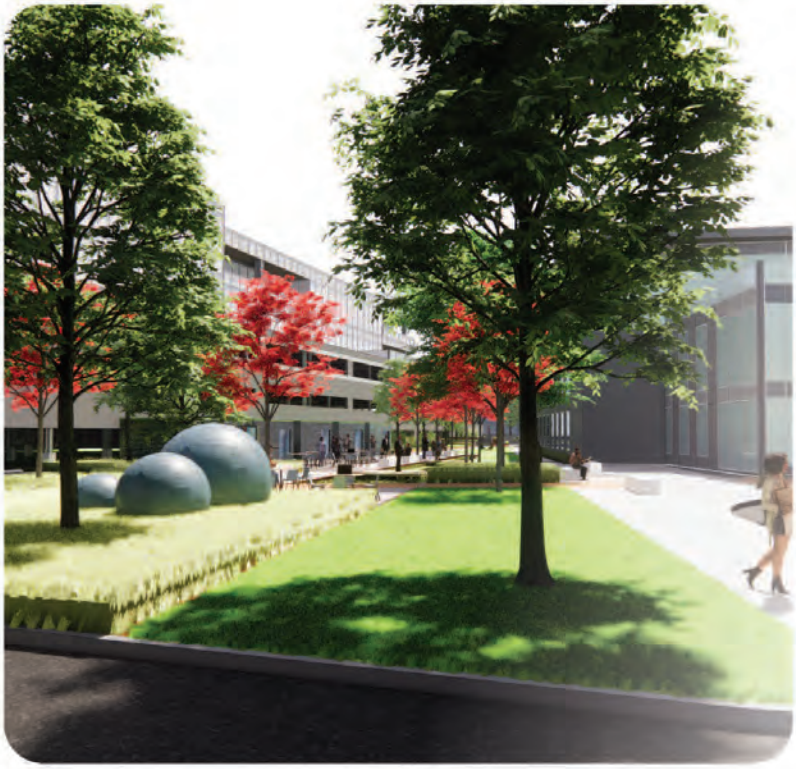
   Design Approach:
   Source local durable materials and introduce reclaimed material where suitable.

3. Find and promote resilience in nature.

   Design Approach:
   Integrate best management practices and low impact design methodologies.

4. Durability strengthens resilience

   Design Approach:
   Model critical systems to withstand inundation and extreme weather.



5. Simple, passive, and flexible Systems are more resilient

   Design Approach:
   Design with nature - mimic systems for stormwater that double as gathering nodes and place-making.

SALE OF CITY-OWNED THAMES STREET PROPERTY

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The applicant is offering $35.00 per square foot for 24,000 SF equaling $840,000.00 and in addition is proposing to hand over the ownership of the portion of the connector road currently under the applicant's ownership. Along with ownership of the road, the applicant will put in escrow, $30,000 for the completion of the east sidewalk along the applicant-owned portion of the connector road in the spring as well as $50,000 toward the city's installation of public restrooms on the Amethyst Park site.

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A. NET PROPERTY TAX REVENUE

It is estimated that the new construction would provide $170,000 in annual taxes for the City of Portland

B. PARKING

City Parking – Clarification – the city parking noted in the RFP was actually displaced during the construction of the WEX Headquarters and has already been relocated in the parking garages owned by the applicant.

For the existing parking lease agreement between the applicant and the city, a portion of which is shown on the next page, the applicant plans to amend the agreement to 25 spaces and allow that increase of 5 spaces to be 24 hours a day at the 167 Fore Street Ocean Gateway Garage.

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PARKING AGREEMENT BY AND BETWEEN

CITY OF PORTLAND

AND

100 Fore Street, LLC and 167 Fore Street LLC

THIS AGREEMENT is made as of the 26th day of May, 2021, by and between the **CITY OF PORTLAND**, a municipal corporation with a mailing address of 389 Congress Street, Portland, Maine 04101 (hereinafter the "**CITY**") and **100 FORE STREET, LLC**, a Maine limited liability company doing business at 100 Fore Street in Portland, Maine (hereinafter "**100 FORE**") and **167 FORE STREET LLC**, a Maine limited liability company doing business at 167 Fore Street in Portland, Maine (hereinafter "**167 FORE**")

W I T N E S S E T H:

WHEREAS, 100 FORE is constructing and developing property located at 100 Fore Street in Portland, Maine pursuant to a site plan approved by the Portland Planning Board on January 8, 2019 and identified as a Project ID (the "100 FORE project"); and

WHEREAS, the 100 FORE project includes a 543-space parking garage with 16 traditional parking spaces located outside of the garage; and

WHEREAS, the Planning Board's approval of the 100 FORE project includes the following condition: "Parking garages (100 Fore Street and Ocean Gateway Garage) shall provide up to a combined total 20 municipal parking space, with 12 of those dedicated primarily for the use of the City of Portland Police Department, personal officer vehicles, at no cost to the City for five years. These spaces are to offset the loss of municipal parking in the area due to recent development projects;" and

WHEREAS, 167 FORE is an affiliated entity of 100 FORE and the owner of said Ocean Gateway Garage referenced above, which Garage contains 705 parking spaces; and

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5. Proposers Proven Capacity and Relevant Experience

Development Team and Past Experience: Lead project developer and principal, Jonathan S. Cohen, was born and raised in Portland. He graduated from Deering High School and received his B.B.A. from The George Washington University. This project and similar projects are very important to Mr. Cohen as he believes strongly in creating as much opportunity as possible to keep Maine's talented youth in the state, and to create opportunities to attract talented employers and employees from other states.

Mr. Cohen is the President and CEO of AD&W, still Maine based, family owned, and the largest and oldest commercial installer and fabricator of storefront, curtain wall and commercial entrances north of Boston. Throughout Jonathan's 25+ years he has been involved with more than 6,300 construction projects, from design, budget, and construction through to completion, occupancy and sale or retention.

Mr. Cohen currently owns and manages more than 1,250,000 square feet of real estate in Maine. A few of Mr. Cohen's current projects underway include: the development of 52,000 square feet at Falmouth Center Falmouth, Maine; completion of a 84,000 square foot office building, approx. 5,000 sq ft of retail and 543 car garage at 100 Fore street Portland, Maine.

Mr. Cohen was also integral to the design, budget and construction of 167 Fore Street Portland, Maine Ocean Gateway Garage Offices, 1 Hancock Street Portland, Maine, Wex World Headquarters, 10 Exchange Street Portland, renovate and reopen 27 condominiums, 416-420 Fore street Portland, Maine, rehab and renovate 12,000 sq ft mixed use building.

Mr. Cohen has numerous financial institutions which have committed to working with him on this and any other project he wishes to undertake. Archetype will serve as the architect for this project, and the development team will include a Maine based GC or CM and almost all Maine Based trades..

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Dan Smith/(SHP) Subsidized Housing Partners

1838 Sir Tyler Drive, Suite 210 • Wilmington NC 28405 • (910) 509-1781

Dan Smith is a principal of Subsidized Housing Partners (SHP) and SHP Management Corp. with offices in Cumberland Foreside, Maine and Wilmington, North Carolina. Dan is a graduate of Cheverus High School and attended The University of Southern Maine. Having grown up in Maine, Dan feels very strongly about creating opportunities for the next generation, and that is one of the reasons why he has turned his attention to Greater Portland. Dan has been active in various real estate deals for more than 30 years and is invested in over 7,500 units of affordable housing in Connecticut, Rhode Island, Maine, Massachusetts, Maryland, New York, and New Jersey and has strong bank relationships with many banks. No stranger to development, Dan has over 3,000 residential lots in development and an additional 1,000 apartment units under construction in North Carolina. Dan has various holdings including 270,000 square feet of Class A offices in Wilmington, NC.

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EXHIBIT E

Freedom Way – Legal Description

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

September 21, 2022

FREEDOM WAY – THAMES STREET CONNECTOR DESCRIPTION
FOR 100 FORE STREET LLC

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE SOUTHERLY SIDE OF FORE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED "THAMES STREET CONNECTOR PROPOSED PUBLIC RIGHT-OF-WAY MADE FOR 100 FORE STREET LLC" BY GORRILL PALMER DATED JUNE 15, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE SOUTHEASTERLY SIDELINE OF FORE STREET AT THE NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF PF LAND LLC AS DESCRIBED IN DEED BOOK 37397, PAGE 78, SAID POINT IS LOCATED N 76°26'28" E A DISTANCE OF 143.30 FEET FROM THE FOURTH ANGLE POINT IN FORE STREET LOCATED NORTHEASTERLY OF HANCOCK STREET;

THENCE, ALONG THE LAND ON SAID PF LAND LLC THE FOLLOWING COURSES AND DISTANCES:

ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 274.33 FEET, AN ARC LENGTH OF 13.01 FEET, A CHORD BEARING OF S 20°51'48" E AND A CHORD DISTANCE OF 13.01 FEET;

ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 370.24 FEET, AN ARC LENGTH OF 134.07, A CHORD BEARING OF S 32°11'34" E AND A CHORD LENGTH OF 133.34 FEET;

S 42°34'01" E A DISTANCE OF 68.76 FEET;

ALONG A CURVE TO THE LEFT HAVING A RADUIS OF 370.00 FEET, AN ARC LENGTH OF 13.77 FEET, A CHORD BEARING OF S 43°37'58" E AND A CHORD DISTANCE OF 13.77 FEET TO THE SOUTHERLY LINE OF THE GRANTORS AS DESCRIBED IN A DEED DATED JANUARY 6, 2017 AND RECORDED IN DEED BOOK 33748, PAGE 1 OF THE CUMBERLAND COUNTY REGISTRY OF DEEDS;

THENCE, S 66°39'58 W ALONG THE SOUTHERLY LINE OF THE SAID GRANTORS A DISTANCE OF 58.52 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCE THROUGH THE LAND OF THE SAID GRANTORS;

N 42°34'01" W A DISTANCE OF 63.24 FEET;

ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 425.24 FEET, AN ARC LENGTH OF 153.80, A CHORD BEARING OF N 32°12'20 W AND A CHORD DISTANCE OF 152.96 FEET;

ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 329.33 FEET, AN ARC LENGTH OF 21.14 FEET, A CHORD BEARING OF N 20°20'55" W AND A CHORD DISTANCE OF 21.14 FEET TO THE SOUTHERLY SIDELINE OF SAID FORE STREET;

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THENCE, N 76°26’28” E ALONG THE SOUTHERLY SIDELINE OF FORE STREET A DISTANCE OF 55.25 FEET TO THE POINT OF BEGINNING, CONTAINING 12,863 S.F. OR 0.30 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

MEANING AND INTENDING TO CONVEY A PORTION OF LAND NOW OR FORMERLY OF 100 FORE STREET, LLC AS DESCRIBED IN A DEED DATED JANUARY 6, 2017 AND RECORDED IN DEED BOOK 33748, PAGE 1 OF THE CUMBERLAND COUNTY REGISTRY OF DEEDS.

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EXHIBIT F
Hancock Street Easement

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EASEMENT DEED

KNOW ALL PERSONS BY THESE PRESENTS**,** that **144 FORE ST. OZ LLC**, a Maine limited liability company having a mailing address of One Portland Square, Suite 6A, Portland, ME 04101 ("Grantor") in consideration of One Dollar ($1.00) and other valuable consideration paid by the **CITY OF PORTLAND**, a body politic and corporate with a mailing address of 389 Congress Street, Portland, Maine 04101 ("Grantee"), does hereby grant, with quitclaim covenants, to the said City of Portland the certain nonexclusive easements and rights of way described below, and on, over, under, through, and across the real property described in Exhibit A attached hereto and shown on the diagram attached hereto as Exhibit B (the "Easement Area"), both of which are incorporated herein by reference and made a part hereof, which Easement Area is a portion of Grantor's real property described in a deed recorded in the Cumberland County Registry of Deeds in Book ___, Page ___ (the "Property").

1) A public access easement, which shall be ADA compliant, to enter the Easement Area by pedestrians, bicycles, and other non-motorized pedestrian uses. Grantor, its successors and assigns shall be responsible for reasonable maintenance and repair, and all costs thereof, of the Easement Area, except to the extent that the need for such maintenance and repair is due to damage caused by Grantee. Grantor shall also be responsible for removal of snow and ice from the Easement Area and to otherwise comply with all laws, rules, regulations, and ordinances governing the removal of snow and ice. Notwithstanding the foregoing, Grantee shall have the right, but not the obligation, to maintain or repair the Easement Area, or to remove snow therefrom, when Grantee, in its sole discretion, deems such maintenance, repair or snow removal necessary to ensure public safety and Grantor has failed to perform the same within a reasonable time after notice from Grantee. Grantor shall reimburse Grantee for all reasonable costs incurred by Grantee in performing such maintenance or repair work within 30 days after Grantor's receipt of demand from Grantee. Notwithstanding anything to the contrary in this paragraph, emergency vehicles as well as motorized snow removal vehicles and equipment shall be permitted in the Easement Area in accordance with applicable federal and/or state laws regulating accessibility for such devices, vehicles, or equipment.

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2) An easement and right of way for the purpose of, and conveying the right, but not the obligation, to enter the Easement Area with workers, equipment, and vehicles, and to construct, install, and perpetually maintain on, under, through, and across the Easement Area, conduits and/or pipelines, together with all necessary fixtures and appurtenances, for retaining, channeling, or conveying storm water, sewer water, electricity, gas, communications, and other utilities; together with the right, but not the obligation, to lay, relay, replace, repair, maintain, clean, and remove said conduit and/or pipelines and related fixtures and appurtenances; together with the right, but not the obligation, at all times to make connections with said utility systems on land adjoining the Easement Area by means of pipes or other services; and together with the right, but not the obligation, to trim, cut down and remove trees, bushes, and other vegetation of all kinds, to remove debris and deposits of any kind to such extent as Grantee determines is reasonably necessary or appropriate for any of the above purposes; and to enter upon said Easement Area at any and all times for any of the foregoing purposes; provided, however, that Grantee, their successors and assigns, shall (i) give reasonable notice to Grantor, their heirs, successors and assigns, prior to each such entry onto the Easement Area, (ii) exercise their rights granted hereunder in a commercially reasonable manner, and (iii) restore the surface of the Easement Area as soon as practicable following each such entry to substantially the condition that existed thereon just prior to such entry.

The easements given herein are qualified by the following terms and conditions limiting or affecting the easement rights granted and created hereunder:

a. The rights and easements granted herein shall be subject to the right of the Grantor to prohibit any noisome or offensive use that disturbs the peaceful enjoyment of the use of the Easement Area and the Property.
b. Grantor may temporarily close public access to portions of the Easement Area in the event of unsafe conditions or for purposes of maintenance and repair, but only to the extent necessary to remedy such unsafe conditions or perform such maintenance or repairs.
c. The consumption of alcoholic beverages by members of the general public shall not be permitted within the Easement Area, provided, however, that the foregoing prohibition on the consumption of alcoholic beverages shall not in any way apply to nor otherwise restrict the use of the Property, including the Easement Area, by any of Grantor's tenants and licensees and such tenants' and licensees' customers and guests, provided that such use does not unreasonably interfere with the Grantee's and public's rights described herein.
d. The rights and easements granted herein shall be subject to Grantor's reservation of rights for Grantor to access, use and enjoy the Easement Area in any manner that shall not unreasonably interfere with the Grantee's and public's rights described herein, to improve the Easement Area in accordance with Grantor's development of its Property and the Planning Board approvals regarding the

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same, and to install, use, maintain, and repair Grantor's fixtures, improvements, infrastructure and other utilities located or to be located within the Easement Area.

Grantor agrees not to use or permit any use, condition or state of disrepair in the Easement Area that would be contrary to or otherwise unreasonably interfere with the use of the Easement Area by the City and the public in the manner contemplated herein.

The public access easement granted herein is given for recreational use and the Grantor and Grantee claim the rights and protections against liability in accordance with Title 14 M.R.S. §159-A to the maximum extent permitted by law.

[End of Page / Signature Page Follows]

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IN WITNESS WHEREOF, the said _____ has hereunto caused this instrument to be signed by _____, its _____, duly authorized, this _____ day of _____, 2023.

WITNESS: GRANTOR

_____ _____
Print Name: _____
Its_____

STATE OF MAINE
CUMBERLAND, ss. _____, 2023

Personally appeared the above-named _____ in their capacity as _____ of _____ and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of _____.

Before me,

_____
Notary Public/Attorney-at-Law

_____
Print Name

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Exhibit A

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

SEPTEMBER 21, 2022

10’ WIDE PEDESTRIAN EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE EASTERLY SIDE OF HANCOCK STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED “PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC” BY GORRILL PALMER DATED JULY, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING ON THE EASTERLY SIDELINE OF HANCOCK STREET AT THE FIRST POINT OF CURVATURE LOCATED SOUTHEASTERLY OF FORE STREET, SAID POINT OF CURVATURE IS WITNESSED BY A MONUMENT LOCATED ON A 3 FOOT OFFSET;

THENCE, S 53°47’21” E ALONG THE EASTERLY SIDELINE OF SAID HANCOCK STREET A DISTANCE OF 72.74 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING IS LOCATED
N 53°47’21” W A DISTANCE OF 19.09 FEET FROM THE MOST WESTERLY CORNER OF LAND NOW OR FORMERLY OF 0 HANCOCK STREET, LLC AS DESCRIBED IN A DEED DATED SEPTEMBER 28, 2017 AND RECORDED IN DEED BOOK 34347, PAGE 163, CUMBERLAND COUNTY REGISTRY OF DEEDS;

THENCE, FROM SAID POINT OF BEGINNING N 53°47’21” W CONTINUING ALONG THE EASTERLY SIDELINE OF SAID HANCOCK STREET A DISTANCE OF 10.00 FEET;

THENCE, THE FOLLOWING COURSES AND DISTANCES THROUGH THE LAND OF THE GRANTOR AS DESCRIBED IN A DEED DATED OCTOBER 20, 2021 AND RECORDED IN DEED BOOK 38799, PAGE 334, CUMBERLAND COUNTY REGISTRY OF DEEDS:

N 34°53'07" E A DISTANCE OF 62.08 FEET;
N 65°45'47" E A DISTANCE OF 135.06 FEET;
N 54°21'35" E A DISTANCE OF 185.69 FEET;
N 49°25'13" E A DISTANCE OF 100.31 FEET;
N 49°46'30" E A DISTANCE OF 104.38 FEET;
THENCE, N 51°40'13" E A DISTANCE OF 85.23 FEET TO LAND NOW OR FORMERLY THE CITY OF PORTLAND AS DESCRIBED IN DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84;

THENCE, S 23°24'29" E ALONG THE LAND OF SAID CITY OF PORTLAND A DISTANCE OF 10.35 FEET TO A POINT THAT IS LOCATED N 23°24'29" W A DISTANCE OF 38.06 FROM THE EASTERLY CORNER OF LAND NOW OR FORMERLY OF THE SAID CITY OF PORTLAND;

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

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S 51°40'13" W A DISTANCE OF 82.40 FEET;
S 49°46'30" W A DISTANCE OF 104.18 FEET;
S 49°25'13" W A DISTANCE OF 100.71 FEET TO LAND NOW OR FORMERLY OF SAID 0 HANCOCK STREET, LLC;

THENCE, S 54°21'35" W ALONG LAND OF 0 HANCOCK STREET AND THROUGH THE LAND OF THE SAID GRANTOR A DISTANCE OF 187.12 FEET;

THENCE, S 65°45'47" W CONTINUING THROUGH THE LAND OF THE GRANTOR A DISTANCE OF 133.30 FEET;

THENCE, S 34°53'07" W CONTINUING THROUGH THE LAND OF THE GRANTOR A DISTANCE OF 59.55 FEET TO THE POINT OF BEGINNING, CONTAINING 6,700 S.F. OR 0.15 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

JULY 13, 2022

RETAINED EASEMENT BY CITY OF PORTLAND 944 SF

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE WESTERLY SIDE OF THAMES STREET EXTENSION IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED "PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC" BY GORRILL PALMER DATED JULY, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF 100 FORE STREET LLC AS DESCRIBED IN DEED BOOK 33748, PAGE 1, AND ON THE LINE OF REMAINING LANDS OF THE CITY OF PORTLAND AS DESCRIBED IN A DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84 AND ON THE SOUTHWESTERLY SIDELINE OF THE PROPOSED THAMES STREET EXTENSION AS SHOWN ON SAID "PROPOSED EASEMENTS" PLAN;

THENCE, S 42° 34' 01" E ALONG THE SOUTHWESTERLY SIDELINE OF SAID PROPOSED THAMES STREET EXTENSION A DISTANCE OF 5.51 FEET;

THENCE, CONTINUING ALONG THE SOUTHWESTERLY SIDELINE OF SAID PROPOSED THAMES STREET EXTENSION AND ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 425.00 FEET, AN ARC LENGTH OF 10.18 FEET;

THENCE, S 54° 38' 03" W THROUGH LAND OF THE CITY OF PORTLAND AS DESCRIBED IN A DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84 A DISTANCE OF 61.78 FEET TO LAND NOW OR FORMERLY OF 144 FORE STREET LLC AS DESCRIBED IN DEED BOOK 38799, PAGE 334;

THENCE, N 23° 24' 29" W ALONG THE LAND OF SAID 144 FORE STREET LLC A DISTANCE OF 10.35 FEET;

THENCE, N 40° 02' 00" E THROUGH LAND OF SAID CITY OF PORLTAND 38.61 FEET TO LAND OF SAID 100 FORE STREET LLC;

THENCE, N 66° 39' 58" E ALONG 100 FORE STREET LLC A DISTANCE OF 20.64 FEET TO THE POINT OF BEGINNING CONTAINING 944 S.F. OR 0.02 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

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EXHIBIT G
Thames Street Easement

DocuSign Envelope ID: 4F650B5D-ADF8-461C-8DDF-CBEBEA7A6E0D

EASEMENT DEED

KNOW ALL PERSONS BY THESE PRESENTS**,** that **144 FORE ST. OZ LLC**, a Maine limited liability company having a mailing address of One Portland Square, Suite 6A, Portland, ME 04101 ("Grantor") in consideration of One Dollar ($1.00) and other valuable consideration paid by the **CITY OF PORTLAND**, a body politic and corporate with a mailing address of 389 Congress Street, Portland, Maine 04101 ("Grantee"), does hereby grant, with quitclaim covenants, to the said City of Portland the certain nonexclusive easements and rights of way described below, and on, over, under, through, and across the real property described in Exhibit A attached hereto and shown on the diagram attached hereto as Exhibit B (the "Easement Area"), both of which are incorporated herein by reference and made a part hereof, which Easement Area is a portion of Grantor's real property described in a deed recorded in the Cumberland County Registry of Deeds in Book ___, Page ___ (the "Property").

1) A public access easement to enter the Easement Area, which shall be ADA compliant, by motor vehicles, pedestrians, bicycles, and other non-motorized pedestrian uses. Grantor, its successors and assigns shall be responsible for reasonable maintenance and repair, and all costs thereof, of the Easement Area, except to the extent that the need for such maintenance and repair is due to damage caused by Grantee. Grantor shall also be responsible for removal of snow and ice from the Easement Area and to otherwise comply with all laws, rules, regulations, and ordinances governing the removal of snow and ice. Notwithstanding the foregoing, Grantee shall have the right, but not the obligation, to maintain or repair the Easement Area, or to remove snow therefrom, when Grantee, in its sole discretion, deems such maintenance, repair or snow removal necessary to ensure public safety and Grantor has failed to perform the same within a reasonable time after notice from Grantee. Grantor shall reimburse Grantee for all reasonable costs incurred by Grantee in performing such maintenance or repair work within 30 days after Grantor's receipt of demand from Grantee.

2) An easement and right of way for the purpose of, and conveying the right, but not the obligation, to enter the Easement Area with workers, equipment, and vehicles, and to construct, install, and perpetually maintain on, under, through,

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and across the Easement Area, conduits and/or pipelines, together with all necessary fixtures and appurtenances, for retaining, channeling, or conveying storm water, sewer water, electricity, gas, communications, and other utilities; together with the right, but not the obligation, to lay, relay, replace, repair, maintain, clean, and remove said conduit and/or pipelines and related fixtures and appurtenances; together with the right, but not the obligation, at all times to make connections with said utility systems on land adjoining the Easement Area by means of pipes or other services; and together with the right, but not the obligation, to trim, cut down and remove trees, bushes, and other vegetation of all kinds, to remove debris and deposits of any kind to such extent as Grantee determines is reasonably necessary or appropriate for any of the above purposes; and to enter upon said Easement Area at any and all times for any of the foregoing purposes; provided, however, that Grantee, their successors and assigns, shall (i) give reasonable notice to Grantor, their heirs, successors and assigns, prior to each such entry onto the Easement Area, (ii) exercise their rights granted hereunder in a commercially reasonable manner, and (iii) restore the surface of the Easement Area as soon as practicable following each such entry to substantially the condition that existed thereon just prior to such entry.

The easements given herein are qualified by the following terms and conditions limiting or affecting the easement rights granted and created hereunder:

a. The rights and easements granted herein shall be subject to the right of the Grantor to prohibit any noisome or offensive use that disturbs the peaceful enjoyment of the use of the Easement Area and the Property.
b. Grantor may temporarily close public access to portions of the Easement Area in the event of unsafe conditions or for purposes of maintenance and repair, but only to the extent necessary to remedy such unsafe conditions or perform such maintenance or repairs.
c. The consumption of alcoholic beverages by members of the general public shall not be permitted within the Easement Area, provided, however, that the foregoing prohibition on the consumption of alcoholic beverages shall not in any way apply to nor otherwise restrict the use of the Property, including the Easement Area, by any of Grantor's tenants and licensees and such tenants' and licensees' customers and guests, provided that such use does not unreasonably interfere with the Grantee's and public's rights described herein.
d. The rights and easements granted herein shall be subject to Grantor's reservation of rights for Grantor to access, use and enjoy the Easement Area in any manner that shall not unreasonably interfere with the Grantee's and public's rights described herein, to improve the Easement Area in accordance with Grantor's development of its Property and the Planning Board approvals regarding the same, and to install, use, maintain, and repair Grantor's fixtures, improvements, infrastructure and other utilities located or to be located within the Easement Area.

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Grantor agrees not to use or permit any use, condition or state of disrepair in the Easement Area that would be contrary to or otherwise unreasonably interfere with the use of the Easement Area by the City and the public in the manner contemplated herein.

The public access easement granted herein is given for recreational use and the Grantor and Grantee claim the rights and protections against liability in accordance with Title 14 M.R.S. §159-A to the maximum extent permitted by law.

[End of Page / Signature Page Follows]

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IN WITNESS WHEREOF, the said _____ has hereunto caused this instrument to be signed by _____, its _____, duly authorized, this _____ day of _____, 2023.

WITNESS: GRANTOR

_____ _____
Print Name: _____
Its_____

STATE OF MAINE
CUMBERLAND, ss. _____, 2023

Personally appeared the above-named _____ in their capacity as _____ of _____ and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of _____.

Before me,

_____
Notary Public/Attorney-at-Law

_____
Print Name

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Exhibit A

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

JULY 13, 2022

VEHICULAR-PEDESTRIAN ACCESS EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND 3,820 SF

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE NORTHERLY SIDE OF, BUT NOT ADJACENT TO THAMES STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED "PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC" BY GORRILL PALMER DATED JULY, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY SIDELINE OF THAMES STREET AS ACCEPTED ON JANUARY 23, 2008 AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF 0 HANCOCK STREET LLC AS DESCRIBED IN DEED BOOK 34347, PAGE 163;

THENCE, N 45° 34' 01" W ALONG LAND OF SAID 0 HANCOCK STREET LLC A DISTANCE OF 118.44 FEET TO THE POINT OF BEGINNING AT LAND NOW OR FORMERLY OF 144 FORE STREET LLC AS DESCRIBED IN DEED BOOK 38799, PAGE 344;

THENCE, FROM SAID POINT OF BEGINNING N 44° 06' 45" W THROUGH LAND OF SAID 144 FORE STREET LLC A DISTANCE OF 99.80 FEET TO LAND NOW OR FORMERLY CITY OF PORTLAND AS DESCRIBED IN A DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84 CUMBERLAND COUNTY REGISTRY OF DEEDS;

THENCE, N 66° 39' 04" E ALONG SAID CITY OF PORTLAND A DISTANCE OF 42.90 FEET;

THENCE, S 44° 08' 46" E THROUGH THE LAND OF SAID 144 FORE STREET LLC A DISTANCE OF 90.58 FEET TO LAND NOW OR FORMERLY OF SAID CITY OF PORTLAND;

THENCE, S 54° 21' 35" W ALONG LAND OF SAID CITY OF PORLTAND 40.61 FEET TO THE POINT OF BEGINNING. CONTAINING 3,820 S.F. OR 0.09 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

MEANING AND INTENDING TO CONVEY AN EASEMENT OVER, UNDER AND THROUGH A PORTION OF LAND NOW OR FORMERLY OF 144 FORE STREET, LLC AS DESCRIBED IN A DEED DATED OCTOBER 20, 2021 AND RECORDED IN DEED BOOK 38799, PAGE 334. SAID EASEMENT IS TO BE USED IN CONCERT WITH SEVERAL OTHER SURROUNDING AND ABUTTING EASEMENTS, BOTH EXISTING AND PROPOSED, THAT PROVIDE ACCESS TO NEARBY PUBLIC STREETS.

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

JULY 13, 2022

RETAINED EASEMENT BY CITY OF PORTLAND 677 SF

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE NORTHERLY SIDE OF, BUT NOT ADJACENT TO THAMES STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED "PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC" BY GORRILL PALMER DATED JULY, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY SIDELINE OF THAMES STREET AS ACCEPTED ON JANUARY 23, 2008 AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF 0 HANCOCK STREET LLC AS DESCRIBED IN DEED BOOK 34347, PAGE 163;

THENCE, N 45° 34' 01" W ALONG LAND OF SAID 0 HANCOCK STREET LLC A DISTANCE OF 118.44 FEET TO LAND NOW OR FORMERLY OF 144 FORE STREET LLC AS DESCRIBED IN DEED BOOK 38799, PAGE 334;

THENCE, N 44° 06' 45" W THROUGH LAND OF SAID 144 FORE STREET LLC A DISTANCE OF 99.80 FEET TO THE POINT OF BEGINNING AT LAND NOW OR FORMERLY CITY OF PORTLAND AS DESCRIBED IN DEED DATED AUGUST 30, 1993 AND RECORDED IN DEED BOOK 10924, PAGE 84, CUMBERLAND COUNTY REGISTRY OF DEEDS;

THENCE, FROM SAID POINT OF BEGINNING N 44° 06' 45" W THROUGH SAID LAND OF CITY OF PORTLAND A DISTANCE OF 16.89 FEET TO LAND NOW OR FORMERLY OF 100 FORE STREET LLC AS DESCRIBED IN DEED BOOK 33748, PAGE 1;

THENCE, N 66° 39' 58" E ALONG THE LAND OF SAID 100 FORE STREET LLC A DISTANCE OF 42.89 FEET;

THENCE, S 44° 08' 46" E THROUGH LAND OF SAID CITY OF PORLTAND 16.89 FEET TO LAND OF SAID 144 FORE STREET LLC ;

THENCE, S 66° 39' 04" W ALONG LAND OF 144 FORE STREET LLC A DISTANCE OF 42.90 FEET TO THE POINT OF BEGINNING CONTAINING 677 S.F. OR 0.02 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

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OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10 FALMOUTH, MAINE 04105

JULY 13, 2022

RETAINED EASEMENT BY CITY OF PORTLAND 4,640 SF

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE NORTHERLY SIDE OF THAMES STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, AS SHOWN ON PLAN TITLED "PROPOSED EASEMENTS COMMERCIAL OFFICE BUILDING THAMES STREET, PORTLAND, MAINE 144 FORE STREET, OZ, LLC" BY GORRILL PALMER DATED JULY, 2022, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTHERLY SIDELINE OF THAMES STREET AS ACCEPTED ON JANUARY 23, 2008 AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF 0 HANCOCK STREET LLC AS DESCRIBED IN DEED BOOK 34347, PAGE 163;

THENCE, N 45° 34' 01" W ALONG LAND OF SAID 0 HANCOCK STREET LLC A DISTANCE OF 118.44 FEET TO LAND NOW OR FORMERLY OF 144 FORE STREET LLC AS DESCRIBED IN DEED BOOK 38799, PAGE 334;

THENCE, N 54° 21' 35" E ALONG LAND OF SAID 144 FORE STREET LLC A DISTANCE OF 40.61 FEET;

THENCE, S 45° 34' 01" E THROUGH LAND OF SAID CITY OF PORTLAND A DISTANCE OF 113.57 FEET TO THE NORTHERLY SIDELINE OF SAID THAMES STREET;

THENCE, S 47° 28' 43" W ALONG THE NORTHERLY SIDELINE OF SAID THAMES STREET A DISTANCE OF 40.06 FEET TO THE POINT OF BEGINNING, CONTAINING 4,640 S.F. OR 0.11 ACRES, MORE OR LESS.

BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.

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EXHIBIT H

Form of Amendment to the Parking Agreement

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FIRST AMENDMENT
TO
PARKING AGREEMENT

THIS FIRST AMENDMENT TO PARKING AGREEMENT is made as of the ____ day of _____, 2023, by and between the CITY OF PORTLAND, a Maine municipal corporation with a place of business in Portland, Maine and mailing address of 389 Congress Street, Portland, Maine 04101 (“City”) and 100 FORE STREET, LLC, a Maine limited liability company doing business at 100 Fore Street in Portland, Maine (hereinafter "100 FORE") and 167 FORE STREET LLC, a Maine limited liability company doing business at 167 Fore Street in Portland, Maine (hereinafter "167 FORE")

WITNESSETH:

WHEREAS, City, 100 FORE and 167 FORE entered into a certain Parking Agreement dated May 26, 2021 (the “Agreement”) with respect to the City’s use of parking spaces at the 100 FORE GARAGE and the 167 FORE GARAGE; and

WHEREAS, City and Licensee wish to amend the Agreement in order to extend its term and increase the number of parking spaces provided to the City as provided herein:

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

1. Unless otherwise defined in this Amendment, capitalized terms used in this Amendment have the same meaning as those terms have in the Agreement.

2. In section 1 of the Agreement, “twenty (20)” is hereby deleted and replaced with “twenty-five (25),” meaning and intending to increase the number of Parking Spaces provided to the City under the Agreement from 20 to 25.

3. Section 2 of the Agreement is hereby deleted in its entirety and replaced with the following:

   “This Agreement shall be effective as of the date the 100 FORE GARAGE opens for business and shall continue until _____ ____, 20__, unless earlier terminated as outlined herein.” [*insert date that is 4 years after the closing of the Purchase and Sale Agreement between the City and 144 Fore St. OZ LLC*].

4. Any and all terms of the Agreement not herein amended shall remain in full force and effect for the duration of the Agreement as amended hereby and are hereby ratified. In the event of any conflict between the terms of this Amendment and the terms of the

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Agreement and any exhibits thereto, the terms of this Amendment shall govern and control so long as this Amendment is in effect.

IN WITNESS WHEREOF, the parties have caused this Amendment to be executed by their duly authorized representatives as of the date first set forth above.

WITNESS:

_____

CITY OF PORTLAND

By: _____
Danielle P. West
Its Interim City Manager

WITNESS:

_____

100 FORE STREET LLC

By: _____
Jonathan Cohen
Its: Manager

WITNESS:

_____

167 FORE STREET LLC

By: _____
Jonathan Cohen
Its: Manager

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EXHIBIT I
Copy of Parking Agreement

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PARKING AGREEMENT BY AND BETWEEN

CITY OF PORTLAND

AND

100 Fore Street, LLC and 167 Fore Street LLC

THIS AGREEMENT is made as of the 26th day of May, 2021, by and between the **CITY OF PORTLAND**, a municipal corporation with a mailing address of 389 Congress Street, Portland, Maine 04101 (hereinafter the "**CITY**") and **100 FORE STREET, LLC**, a Maine limited liability company doing business at 100 Fore Street in Portland, Maine (hereinafter "**100 FORE**") and **167 FORE STREET LLC**, a Maine limited liability company doing business at 167 Fore Street in Portland, Maine (hereinafter "**167 FORE**")

W I T N E S S E T H:

WHEREAS, **100 FORE is constructing and developing property located at 100 Fore Street in Portland, Maine pursuant to a site plan approved by the Portland Planning Board on January 8, 2019 and identified as a Project ID (the "100 FORE project"); and**

WHEREAS, the 100 FORE project includes a 543-space parking garage with 16 traditional parking spaces located outside of the garage; and

WHEREAS, the Planning Board's approval of the 100 FORE project includes the following condition: "Parking garages (100 Fore Street and Ocean Gateway Garage) shall provide up to a combined total 20 municipal parking space, with 12 of those dedicated primarily for the use of the City of Portland Police Department, personal officer vehicles, at no cost to the City for five years. These spaces are to offset the loss of municipal parking in the area due to recent development projects;" and

WHEREAS, 167 FORE is an affiliated entity of 100 FORE and the owner of said Ocean Gateway Garage referenced above, which Garage contains 705 parking spaces; and

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NOW THEREFORE, for valuable consideration, the receipt and sufficiency of which is hereby acknowledged, **100 FORE** and **167 FORE** agree to provide parking to **CITY** on the following terms:

1. **Spaces**

100 FORE AND 167 FORE shall provide the **CITY** with twenty (20) parking spaces for the exclusive use by **CITY** employees (the "City Parking Spaces") pursuant to the terms and conditions of this Agreement. The City Parking Spaces will be located in the garage located at 100 Fore Street ("100 FORE GARAGE") and constructed as part of the 100 FORE project and/or at the garage located at 167 Fore Street known as said Ocean Gateway Garage referenced above ("167 FORE GARAGE") (collectively "**GARAGES**"). The City Parking Spaces will not be assigned or reserved for the exclusive use by **CITY**. The **CITY** and/or its employees will be permitted to access and utilize the City Parking Spaces using an EZPass or Proximity Card (up to a limit of twenty (20)) purchased by **CITY** at its expense for use with the FlashTM Parking Systems in the **GARAGES.** Consistent with its management practices and leasing arrangements with other long term parking tenants at the **GARAGES, 100 FORE** reserves the right to shift the **CITY** spaces between **GARAGES**, during the Agreement term. **CITY** shall distribute and assign parking passes for access to the City Parking Spaces to **CITY** employees as it sees fit and in its sole discretion but will ensure that parking passes for fourteen (14) of the City Parking Spaces are distributed for the exclusive use of the Portland Police Department.

2. Term

This Agreement shall be effective as of the date the 100 FORE GARAGE opens for business and shall continue for a period of five (5) years, unless earlier terminated as outlined herein.

3. **Rent**

During the term of this Agreement, **100 FORE** and **167 FORE** agree to provide the City Parking Spaces to **CITY** at no charge, except that **CITY** and/or its employees shall be responsible for the cost and replacement of any parking pass or card issued by **100 FORE** and**167 FORE**, its agents or assigns for access to and use of the City Parking Spaces and **GARAGES**. The price

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charged to and paid by **CITY** for parking passes or cards providing access to the City Parking Spaces and the **GARAGES** pursuant to this Agreement shall be the same price charged to all other holders of parking passes to the **GARAGES.**

4. Purposes

CITY shall use the City Parking Spaces solely for the parking of vehicles for its employees for the duration of this Agreement and for no other purpose. **CITY** employees will abide by the rules and regulations of the **GARAGES** as outlined in the registration form attached hereto as **Attachment A**. A failure of any **CITY** employee to abide by such rules and regulations shall be a default hereunder and in the event such employee fails to remedy such default within twenty-four (24) hours of receipt of notice of the same from **100 FORE**, **167 FORE** and/or the manager of the **GARAGES**, then, in the case of the foregoing, **100 FORE**, **167 FORE**, as the case may be, shall have the right to terminate such employee's parking rights pursuant to this Agreement. Overnight parking in the City Parking Spaces by no more than six (6) **CITY** card holders, which may include **CITY** police officers, will be allowed in the 167 FORE GARAGE but not in the 100 FORE GARAGE.

5. Assignment

This Agreement may not be assigned without all parties' prior written consent.

6. Termination

CITY party may terminate this Agreement with or without cause at any time upon prior written notice to **100 FORE** and **167 FORE**.

7. Default

In the event that **100 FORE** and **167 FORE** shall be in default of any term or condition herein agreed to, such violations may be deemed a violation of the Site Plan Approval granted to **100 FORE** by the Portland Planning Board dated January 8, 2019 and subject to enforcement action and the imposition of penalties pursuant to 30-A M.R.S. 4452.

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8. Notices

Any notices which are required hereunder, or which either **100 FORE** and **167 FORE** or **CITY** may desire to serve upon the other shall be in writing and shall be deemed served when delivered personally, or when deposited in the United States mail, postage pre-paid, return receipt requested, addressed to **100 FORE** and **167 FORE** at P.O. Box 910 Westbrook, Me 04098-0910 or addressed to **CITY** at City Manager, 389 Congress Street, Portland, ME 04101 with a copy to John Peverada, Parking Manager.

9. Waiver

Waiver by either party of any default in performance by the other of any of the terms, covenants, or conditions contained herein, shall not be deemed a continuing waiver of the same or any subsequent default herein.

10. Compliance with Laws

This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court.

11. Counterparts

This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. A signature in a pdf or electronic document shall be considered the equivalent of an original signature.

IN WITNESS WHEREOF, the said **CITY OF PORTLAND** has caused this Parking Agreement to be signed in its corporate name and sealed with its corporate seal by Jon P. Jennings,

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its City Manager, thereunto duly authorized, **100 FORE STREET, LLC** has caused this Parking Agreement to be signed by Jonathan Cohen, Manager, thereunto duly authorized, and 1**67 FORE STREET LLC** has caused this Parking Agreement to be signed by Jonathan Cohen, Manager, as of the day and date first set forth above.

[SIGNATURES ON FOLLOWING PAGE]

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WITNESS:

_____

CITY OF PORTLAND

By: DocuSigned by: Jon P. Jennings 4F521A7E920344B...

Jon P. Jennings

City Manager

WITNESS:

_____

100 FORE STREET, LLC

By: _____

Name: Jonathan Cohen

Its: Manager

WITNESS:

_____

167 FORE STREET LLC

By: _____

Name: Jonathan Cohen

Its: Manager

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Attachment A

[See Attached Card Holder Agreement and Rules and Regulations for the GARAGES]

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167 Fore Street, LLC Unified Parking Partners Ocean Gateway Parking Garage Card # _____

AGREEMENT for MONTHLY PARKING – Terms and Conditions

Unified Parking Partners (UPP), managing agent of the Ocean Gateway Parking Garage (OGG), and the undersigned cardholder (Account Holder), hereby agree that the Account Holder may use the OGG on an unreserved basis subject to the following terms and conditions:

1. UPP manages the garage. Any questions concerning billing, new cards, etc., should be directed to the garage management at (207) 747-4230 or emailed to ogg@unifiedparkingpartners.com
2. Monthly Parking fees are **DUE IN ADVANCE,** without notice, on the **FIRST DAY OF EACH MONTH.** A **5% LATE FEE** will be charged if the parking fee is not paid by the fifth day of the month. Checks returned for insufficient funds will incur a fee of $35.00. A month is defined as the 1st day of a calendar month through and including the last day of a calendar month.
3. WE ACCEPT CHECKS OR CREDIT CARDS. Checks must include your garage in the memo line, include the account holder's name, and be made payable to Unified Parking Partners and mailed to Unified Parking Partners 496 Congress St. Suite 3, Portland, ME 04101.
4. OWNERS PARK AT THEIR OWN RISK. UPP will not be liable for any destruction, loss or damage to the Owner's vehicle or any other property or for any injury to the owner or any other person resulting from use of the garage.
5. The card issued to the undersigned is solely for that persons' use. Any card used by persons other than agreed may be revoked. This agreement may be terminated 30 days before the first of the month by the Account Holder by returning the card and a filling out cancellation form to the UPP management office located on the third floor of the corporate office or by UPP at any time. Parking may be terminated immediately by UPP if Account Holder is found in violation of the terms of this Agreement. This Agreement is immediately terminated if the Account Holder leaves the firm listed below and the card is not transferred, with permission of UPP, to someone else in the firm.
6. The Parking garage is not to be used as storage. Any vehicle which has remained parked for more than 5 parking days without permission of UPP will be considered stored and may be towed at Owner's expense.
7. Parking cards are very fragile. Please handle them with care and avoid heat or cold as they may warp and crack. Lost cards must be reported immediately. Lost cards will be replaced at a cost of $35.00. The $35.00 fee must be paid when the replacement card is picked up. If the card is broken, all pieces of the broken card must be returned.
8. By accepting a card, the Account Holder agrees to be responsible for adhering to these policies. This contract remains in effect if the original card has been replaced due to loss or breakage, or upon transfer of the card within the firm.
9. $25.00 Card Activation Fee and First Month's rent of $182.00 must be paid when this contract is completed and submitted.
10. UPP holds the right to terminate this agreement as well as increase the monthly fee by giving a 30 day notice.

Unified Parking Partners does not divulge personal information. We collect the following as contact information in case of emergency.

Name: _____

Email (contact and/or billing): _____

Phone: _____

Organization (if applicable): _____

Year/Make/Model: _____ **Plate#/State/Color** _____

ACCOUNT HOLDER OR ITS REPRESENTATIVE HEREBY ACKNOWLEDGES AND AGREES TO THE ABOVE TERMS AND CONDITIONS AND RETAINS ONE COPY OF THIS AGREEMENT:

Signature: Date:

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Your safety is our top priority and we appreciate your cooperation. If you have any questions or comments regarding any of the above-mentioned rules, please don't hesitate to contact our corporate office at **207-747-4230**

Unified Parking Partners management will never divulge personal information. We collect the following as contact information in case of emergency.

Cardholder Information

Parker Name(please print): _____

Daytime Phone:_____

Daytime Email:_____

Work Phone: _____

Employer: _____

Last 7 digits of EZPASS: _____

Account Information

Billing Name:_____

Billing Address:_____

City/State/Zip: _____

Billing Phone: _____

Billing email: _____

Contact Name: _____

Parking Start Date: _____

Vehicle Information: Please enter information for every vehicle (if more than one) that you drive.

Vehicle Information:

Make_____

Model_____

Color_____

State_____

Plate no_____

Vehicle Information

Make_____

Model_____

Color_____

State_____

Plate no._____

ACCOUNT HOLDER OR ITS REPRESENTATIVE HEREBY ACKNOWLEDGES AND AGREES TO THE ABOVE TERMS AND CONDITIONS AND RETAINS ONE COPY OF THIS AGREEMENT:

Signature:_____ Date:_____

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167 FORE ST
COVETRUS

Ocean Gateway Garage
Card # _____

OCEAN GATEWAY GARAGE PARKING AGREEMENT

Unified Parking Partners (UPP), managing agent of the Ocean Gateway Garage, and the undersigned cardholder (Owner), herby agree that the undersigned may use the Ocean Gateway Garage on an unreserved basis, subject to the following terms and conditions:

1. Unified Parking Partners manages the garage. Any questions concerning billing, new cards, etc., should be directed to the garage management at (207) 747-4230 or emailed to **karla@unifiedparkingpartners.com**
2. Monthly Parking fees are **DUE IN ADVANCE**, without notice on the **FIRST DAY OF EACH MONTH**. A **5% LATE FEE** will be charged if the parking fee is not paid by the first day of the month. Checks returned for insufficient funds will incur a fee of $25.00. A month is defined as the 1st day of a calendar month through and including the last day of a calendar month. Cards will be shut off on or before the 5th of the month if payment is not received. If payment is not received by the 5th of each month the parking card will be deactivated. The easiest way the easiest way to avoid late fees or deactivation is to fill out our credit card authorization form.
3. Reserved spaces are for authorized parkers only. Any unauthorized person who parks in a reserved space is subject to towing at the vehicle owner's expense.
4. All reserved spaces are billed at double the posted rate. The posted rate can be found in the first-floor lobby office. This rate is subject to change 30 days' notice.
5. **WE ACCEPT CHECK OR CREDIT CARD for initial payment. Checks must be made payable to: Unified Parking Partners LLC.** All future payments must be made by submitting credit card information to be held on file and billed recurring each month.
6. **OWNERS PARK AT THEIR OWN RISK.** Neither Unified Parking Partners, nor 167 Fore Street LLC will be liable for any destruction, loss or damage to Owner's vehicle or any other property or for any injury to owner or any other person resulting from the use of the garage.
7. The card issued to the undersigned is solely for that person's use. Any card used by persons other than agreed may be revoked. This agreement may be terminated by ACCOUNT HOLDER returning card to the UPP management office located on the ground floor of the garage, on the last business day of any month or by UPP giving 30-day notice in writing to Account Holder. Garage management and ownership reserve the right to terminate or limit access to the parking garage at any time.
8. The speed limit in the parking garage is 5 mph.
9. If you are storing a vehicle in the garage for longer than 48hrs, then we ask you contact garage management via email and identify the owner, vehicle information and the reason why it is being stored.
10. There are trash barrels on each level of the garage. Please be courteous to your neighbors and do not litter. The garage staff appreciates your assistance in this matter.
11. Remember to lock your vehicles. Unified Parking Partners and garage ownership are not liable for stolen, damaged or lost items.
12. Vandalism of any type will not be tolerated in the garage. Anyone found in violation f this will be subject to immediate eviction.
13. All vehicles driving in the garage must use their headlights. This is for both your safety and others.
14. Parking cards are very fragile. Please handle them with care and avoid heat or cold, as they warp and crack. Lost cards must be reported immediately. Lost cards will be replaced at a cost of $35.00. The $35.00 fee must be paid when the replacement card is picked up. All pieces of broken card must be returned.
15. By accepting a card, user agrees to be responsible for adhering to these policies. This contract remains in effect if the original card has been replaced due to loss or breakage, or upon transfer of the card within the firm.
16. There is a $25.00 card activation fee due with first month's rent must be paid when this contract is completed and submitted.
17. When exiting the garage please be mindful of pedestrians crossing on the sidewalk, use caution and drive slowly.'
18. Please contact the garage Manager On Duty at 207-712-1235 if you are unable to find a parking space or notice any issues of concern within the parking garage.
19. Everyone is required to park in one space. Please be mindful of others and park between the lines.
20. Please back into parking spaces when possible. This ensures the safety of all parties while exiting the garage.
21. While driving in the garage, please stay to the right. DO NOT drive in the center of the drive lane.
22. A copy of each monthly parker/lease holder vehicle registration **MUST** be submitted to garage management.

Excluded and Prohibited from the garage

- Parking in **Any** designated restricted areas
- Vehicle without current state registration/plates or inspection stickers
- Vehicle repairs (exceptions: AAA flat tires/batteries)
- Motorcycles/mopeds/bicycles/scooters & related
- Skateboards/rollerblades/roller-skates /Segway's
- Drug and/or alcohol consumption
- Propane tanks
- Loitering/soliciting/ pan-handling, etc.

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CONSUMER / BUSINESS AUTHORIZATION FOR DIRECT PAYMENT VIA Credit Card / Debit Card Parking

Location:_____

Direct Payment via credit/debit card is the transfer of funds from a consumer account for the purpose of making a payment. I (we) authorize Unified Parking Partners to electronically debit my (our) account
(And, if necessary, electronically credit my (our) account to correct erroneous debits[1]) as follows:

Credit/Debt Card Information:

Name on Card: _____

Credit Card No. _____

Billing Address: _____

Expiration Date: _____

CVV: _____

I authorize electronic debit / credits to the depository financial institution named below ("DEPOSITORY"). I (we) agree that credit transactions I (we) authorize comply with all applicable law.

Date(s) and/or frequency of debit(s):

Recurring monthly One Time Payment

Number of Months____ Dollar Amount Authorized_____(please enter the monthly invoiced amount) I

(we) understand that this authorization will remain in full force and effect until I (we) notify Unified Parking Partners

In writing, by mail at 496 Congress Street Suite 2B Portland, Maine 04101, that I (we) wish to revoke this authorization. I (we) understand that Unified Parking Partners requires at least 30 daysprior notice in order to cancel this authorization.

Name(s)

_____ (Please

Print)

Date _____Signature(s) _____

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.

EXHIBIT J
Form of City License Agreement

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CITY OF PORTLAND
LICENSE AGREEMENT
144 FORE ST. OZ LLC

This License Agreement is made as of this ___ day of _____, 2023, by and between the **CITY OF PORTLAND**, a body politic and corporate, located in Cumberland County, State of Maine (hereinafter the "**CITY**"), **144 FORE ST. OZ LLC**, a Maine limited liability company having a mailing address of One Portland Square, Suite 6A, Portland, ME 04101 ("LICENSEE").

RECITALS

WHEREAS, CITY and LICENSEE are parties to a certain Purchase and Sale Agreement dated March ___, 2023 (the "P&S") pursuant to which LICENSEE must construct a brick sidewalk (the "New Sidewalk"), along certain portions of Thames Street, and certain property known as the Connector Road and Freedom Way as more fully described in the P&S; and

WHEREAS, upon the closing of the P&S, the CITY will own all of the land upon which LICENSEE must construct the New Sidewalk (said land is referred to herein as the "Licensed Area") as depicted on the Easement Overlay Plan that is attached hereto as Exhibit A and made a part hereof; and

WHEREAS, LICENSEE has requested that the CITY allow it to enter onto the Licensed Area with workers, equipment, and materials to use the Licensed Area as a laydown area and to construct the New Sidewalk;

WHEREAS, after due consideration, the CITY has agreed to provide the LICENSEE with this License Agreement.

NOW, THEREFORE, in consideration of the foregoing and subject to the covenants and conditions herein contained, the CITY hereby grants to LICENSEE the following rights in and to the Licensed Area:

1. License. A license to enter in, on and over the Licensed Area with workers, materials, and equipment, on the terms and conditions set forth herein, to use the Licensed Area to construct the New Sidewalk in accordance with the provisions of the P&S and use the Licensed Area as a laydown area for the construction of the New Sidewalk. LICENSEE shall not place or store any hazardous materials on the Licensed Area. Upon completion and acceptance of the New

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Sidewalk by the CITY, title to the New Sidewalk shall automatically vest in the City of Portland without the need for a bill of sale or any other conveyance documents. LICENSEE shall not use the Licensed Area for any use other than those specified in this License without the CITY's prior written approval. LICENSEE represents and warrants that it is the owner of the Licensee Property.

2. Rent. There shall be no rent for LICENSEE's use of the Licensed Area.

3. Term; Revocable License. The term of this License shall commence on the date first set forth above (the "Effective Date") and terminate on _____. This License is revocable by the CITY with or without cause upon ten (10) days' notice to LICENSEE. However, if said revocation is due to LICENSEE's failure to comply with any provisions of this License, CITY may revoke this License immediately.

4. Trash Removal. LICENSEE shall be responsible for the disposal of all trash generated by it on the Licensed Area.

5. Compliance with laws: LICENSEE agrees to comply with all applicable laws and regulations in its operations hereunder, including but not limited to all applicable federal, state and local environmental law and regulations, including without limitation all laws and regulations governing hazardous substances, with respect to all its activities on the Licensed Area, and to conduct all its activities on the Licensed Area in a safe, responsible, reasonable and business-like manner.

6. Indemnification: To the fullest extent permitted by law, LICENSEE shall defend, indemnify and hold the CITY, its officers, agents and employees, harmless at all times from any claims, liability, losses, costs, expenses (including, without limitation, reasonable attorney's fees) fines, damages or judgments, just or unjust, that arise out of or are caused by the any act or omission of LICENSEE, its partners or members, agents, invitees, contractors, subcontractors, or employees, which claims arise out of or result from the activities hereunder, said claims to include, without being limited to, claims for personal injury, death, or property damage, including injury or damage to City employees or property; and claims based upon violation of any environmental law or regulation governing hazardous substances. LICENSEE's obligations under this paragraph shall survive the termination of this License.

7. Insurance. Prior to the execution of this Agreement, the LICENSEE will procure and maintain:

- Occurrence based Commercial General Liability Insurance coverage in amounts of not less than One Million Dollars ($1,000,000.00) per occurrence for bodily injury, death and property damage;
- Occurrence-based Automobile Liability Insurance coverage in amounts of not less than One Million Dollars ($1,000,000.00) per occurrence for bodily injury, death and property damage;

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- Workers' Compensation Insurance coverage to the extent required by law, which shall include an endorsement waiving all rights of subrogation against the City of Portland, its officers or employees;

With respect to the Automobile and Commercial General Liability Insurance, the LICENSEE shall name the CITY as an additional insured for coverage only in those areas where government immunity has been expressly waived, including, without limitation, as set forth in 14 M.R.S. A. § 8104-A, as limited by § 8104-B, and § 8111. This provision shall not be deemed a waiver of any defenses, immunities or limitations of liability or damages available to the CITY under the Maine Tort Claims Act, other Maine statutory law, judicial precedent, common law, or any other defenses, immunities or limitations of liability available to the CITY. Prior to execution of this Agreement, the LICENSEE shall furnish the CITY and thereafter maintain certificates evidencing all such coverages, which certificates shall guarantee thirty (30) days' notice to the CITY of termination of insurance from the insurance provider or agent. LICENSEE shall also provide a copy of any endorsement naming the CITY as additional insured. The Workers' Compensation insurance shall include an endorsement waiving all rights of subrogation against the City of Portland, its officers or employees. Upon CITY'S request, LICENSEE shall provide CITY with a complete copy of any of the above-referenced policies. LICENSEE shall be responsible for any and all deductibles and/or self-insured retentions (not to exceed $10,000.00 without prior written approval of Corporation Counsel). CITY's acceptance or lack of acceptance of LICENSEE's Certificate of Insurance or other evidence of insurance shall not be construed as a waiver of the LICENSEE's obligation to obtain and maintain such insurance as required by this agreement. If the LICENSEE maintains broader coverage and/or higher limits than the minimum shown above, the CITY requires and shall be entitled to the broader coverage and/or higher limits maintained by the LICENSEE.

8. Release. LICENSEE hereby releases the CITY and its officers, agents and personnel (collectively, the "Releasees") from any and all claims, liabilities, damages, losses, costs, fees and expenses arising out of or resulting, directly or indirectly, from LICENSEE's use of any City Property, including, without limitation, injuries, losses and damages for bodily injury (including disability or death) and property damage, regardless of cause, including any and all claims, damages and liabilities that arise out of or result from any actions or omissions, including negligence, on the part of any of the Releasees. LICENSEE promises not to sue any of the Releasees with respect to any such claims or liabilities. This waiver and release is intended to be as broad as the law allows and shall survive termination of this agreement.

9. Restoration. LICENSEE agrees that it shall restore, repair, and replace all aspects of the Licensed Area or other City-owned Property that are disturbed or damaged as a result of LICENSEE's presence or work on the Licensed Area or any City-owned Property or the presence or work of its employees, contractors, subcontractors, invitees or volunteers. Any and all such repair, replacement, and restoration work shall be performed to the City's satisfaction and at the sole expense of LICENSEE. LICENSEE acknowledges and agrees that its obligation to repair, replace, and restore all aspects of the Licensed Area or other City-owned Property under this paragraph shall survive the termination of this License.

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10. No property rights. This instrument is a license only and no provision hereof shall be construed as conveying an easement or other estate in land.

11. No Assignment. This License Agreement is non-transferable and shall not be assigned, pledged, sublet or otherwise transferred to another party except upon the prior written approval of the CITY.

12. Amendment: This License may be amended only in writing executed by the parties.

13. This License may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. A signature in a pdf or electronic document shall be considered the equivalent of an original signature.

14. LICENSEE warrants and represents that it has the full right and authority to enter into this Agreement, that there is no impediment that would inhibit its ability to perform their respective obligations under this Agreement, and that the person signing this Agreement on behalf of LICENSEE has the authority to do so.

15. Nothing in this License Agreement is intended to or shall be deemed to alter in any way the parties' right and obligations under the P&S.

IN WITNESS WHEREOF, the **CITY** and **LICENSEE,** have executed this License as of the date written first above.

CITY OF PORTLAND

_____ By: _____
Witness Danielle P. West
Its Interim City Manager

144 FORE ST. OZ, LLC

_____ By:_____
Witness Jonathan Cohen
Its Manager

Approved as to form:

_____
City Corporation Counsel's Office

MAINE REAL ESTATE TAX-Paid

DLN No.: 10021401681C0

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

{P1946488.1}

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 Connell, Jr.
My Commission Expires:

{P1946488.1}

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° 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° 57' E, 51.84 feet to an angle in said street;

THENCE, continuing by Fore Street N 35° 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° 46' E 525.00 feet to an angle point;
S 87° 58' E 183.87 feet to an angle point;
S 76° 17' W 180.00 feet to an angle point;
S 67° 27' 40" W 405.17 feet to an angle point;
S 79° 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, nut 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.

5

#55154 Bk 10924 Pg 84

QUITCLAIM DEED

55154

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 Eastern Canada thereunto duly authorized, this 30th day of August, 1993.

WITNESS:

CANADIAN NATIONAL RAILWAY COMPANY

By: _____
Its Asset Management Eastern Canada
Michel Legault
Marie-Andrée Prénoveau
DEPUTY SECRETARY

Approved as to form RAE

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,

_____
Notary Public Ronald Zobe
Attorney

Three certain parcels of land togother 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:

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;

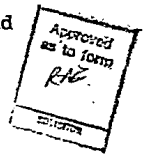
Thence, N-68°-47'-30"-E, 149.54 feet to a point;

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;

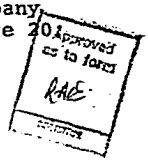
Thence, N-62°-51'-E, 204.12 feet to a point;

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 201;



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

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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.

Approved as to form

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

TECHNICAL CAPABILITY

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:

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

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):			

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST
Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

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

At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.

GENERAL APPLICATION DOCUMENTS	
Yes NA	**Project Description** ● Cover letter with detailed project description
Yes NA	**Completed Checklist** (this document)
Yes NA	**Evidence of Right, Title, and Interest** ● Deeds, leases, or purchase and sales agreements
Yes NA	**Evidence of State or Federal Approvals** ● Permits or letters of non-jurisdiction, if applicable
Yes NA	**Zoning Assessment** (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
Yes NA	**Site Plan Standards Assessment** (see Section 14.6 of the land use code) • Summary of project compliance with site plan standards of the land use code
Yes NA	**Summary of Existing and/or Proposed Easements or Covenants, applicable.** ● Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
Yes NA	**Waiver Requests** (see Waiver Table) ● Written request for waiver describing request and compliance with applicable waiver standards
Yes NA	**Financial Capability** ● Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA	**Technical Capability** ● Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

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	
Yes **NA**	**Impact on Surrounding Street Systems (14-14.6.1(A))** ● Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes **NA**	**Access and Circulation (14-14.6.1(B))** Identify and describe the following: ● Site access and internal circulation, including ADA access ● Drive-up features, if applicable ● Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable ● Sidewalks and condition along street frontages and internal walkways ● Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes **NA**	**Public Transit (14-14.6.1(C)), if applicable** Identify and describe the following: ● Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes **NA**	**Off-Street Parking (14-14.6.1(D)), if applicable** Identify and describe the following: ● Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code ● Curb cut separation and parking layout (Technical Manual, Section 1) ● Construction details for bicycle racks ● Management plan for snow storage and removal
Yes **NA**	**Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable** ● Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL	
Yes NA	**Preservation of Significant Natural Features (14-14.6.2(A)), if applicable** Identify and describe the following: ● High and moderate value waterfowl and wading habitat ● Aquifers (for Casco Bay Islands) ● Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) ● Proposed preservation areas and protection measures ● Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes NA	**Landscape Preservation (14-14.6.2(B))** Identify and describe the following: ● Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) ● Measures to protect existing vegetation during construction
Yes NA	**Site Landscaping and Buffers (14-14.6.2(C))** Identify and describe the following: ● Overall landscaping approach and consistency with standards ● The use of screening and buffering of service areas and between non-residential and residential uses ● Existing Heritage or Feature Trees on site and measures to preserve ● Compliance with street tree requirements
Yes NA	**Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D))** Identify and describe the following: ● Erosion and sedimentation control plan and measures ● Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable ● Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY	
Yes **NA**	**Consistency with City Master Plans (14-14.6.3(A))** ● Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes **NA**	**Public Safety and Fire Prevention (14-14.6.3(B))** Identify and describe the following: ● Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) ● Emergency vehicle access ● Consistency with public safety standards (Technical Manual, Section 3)
Yes **NA**	**Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9)** Identify and describe the following: ● Electrical services, including providing underground services ● Existing and proposed connections for public utilities and required public utility upgrades ● Sewer line connections
SITE DESIGN	
Yes **NA**	**Massing, Ventilations and Wind Impact (14-14.6.4(A))** Identify and describe the following: ● Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable ● Bulk, location, or height impacts on adjoining structures
Yes **NA**	**Shadows (14-14.6.4(B)), if applicable** ● Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes **NA**	**Snow and Ice Loading (14-14.6.4(C))** ● Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes **NA**	**View Corridors (14-14.6.4(D)), if applicable** ● Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes **NA**	**Historic Resources (14-14.6.4(E)), if applicable** Identify and describe the following: ● 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 ● Compliance with standards for preservation and documentation of archaeological resources

Yes **NA**	**Exterior Lighting (14-14.6.4(F))** ● 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
Yes **NA**	**Noise and Vibration (14-14.6.4(G))** ● 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
Yes **NA**	**Signage and Wayfinding (14-14.6.4(H)), if applicable** ● Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs ● Provide drawings of all commercial and directional signage on site
Yes **NA**	**Zone-Related Design Standards (14-14.6.4(I))** ● Address any applicable design review standards by zone, including compliance with Design Manual

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)

- Location of fire hydrants
- Location of solid waste management receptacles
- Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable
- Location of proposed easements and rights-of-way, including dimensions
- Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed

UTILITY PLAN including:

- Proposed electrical infrastructure
- Location, sizing and directional flows of all proposed sewer and stormwater infrastructure
- Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- Proposed grades
- Proposed stormwater management measures meeting Technical Manual (Section 5) standards
- Any proposed alteration of a watercourse or wetlands
- Any groundwater protection measures
- Proposed buffers and preservation measures for wetlands or significant natural features

LANDSCAPE PLAN including:

- Existing vegetation to be preserved and preservation measures
- Proposed landscaping, screening, and street trees, including caliper widths for trees
- Planting schedule, including street trees

ARCHITECTURAL PLANS AND RENDERINGS including:

- Exterior building elevations, color renderings, illustrations of all sides
- Axonometric and street-level views for structures greater than three stories in height
- Provide context drawings, if applicable (Design Manual, page 1)
- Floor plans

CONSTRUCTION MANAGEMENT PLAN including:

- Specifics on traffic control, sidewalk sheds, and pedestrian rerouting
- Include a drawing and written narrative

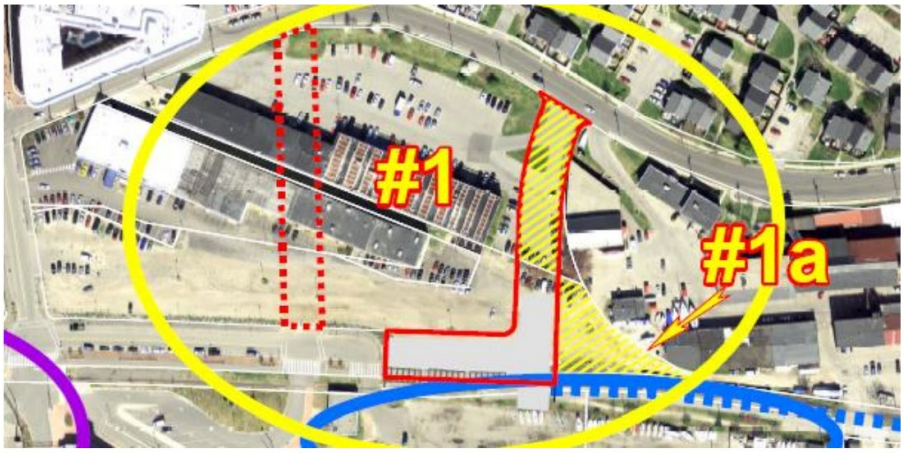
OTHER

- Details and cross-sections, as necessary

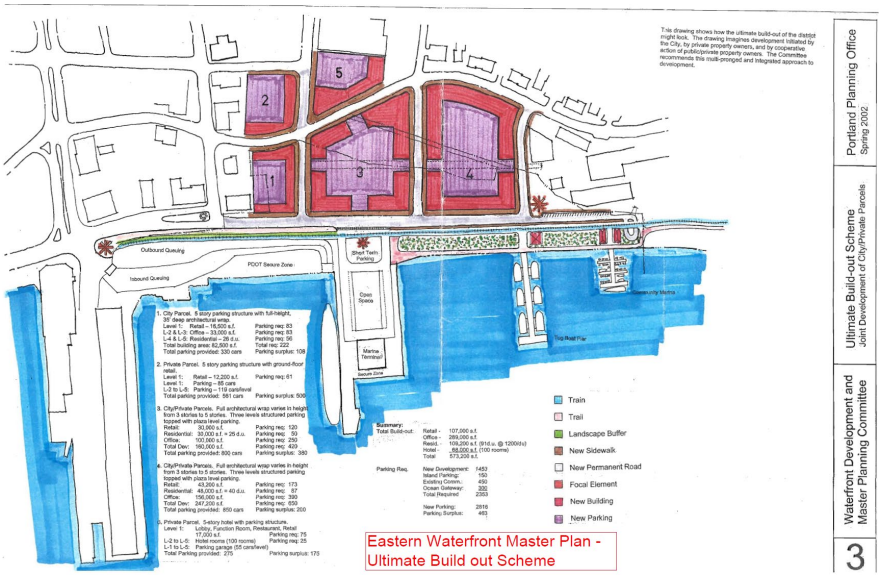
14.6.3.A Consistency with City Master Plans – The project proposal is consistent with the Eastern Waterfront Master Plan as it will involve road and utility extensions and development consistent with the Plan. As seen below the EWMP set an objective of connectivity between Thames Street and Fore Street. 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



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



Eastern Waterfront Master Plan & Design Guidelines



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

Thames Street | Concept Development
Portland, ME

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.

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.

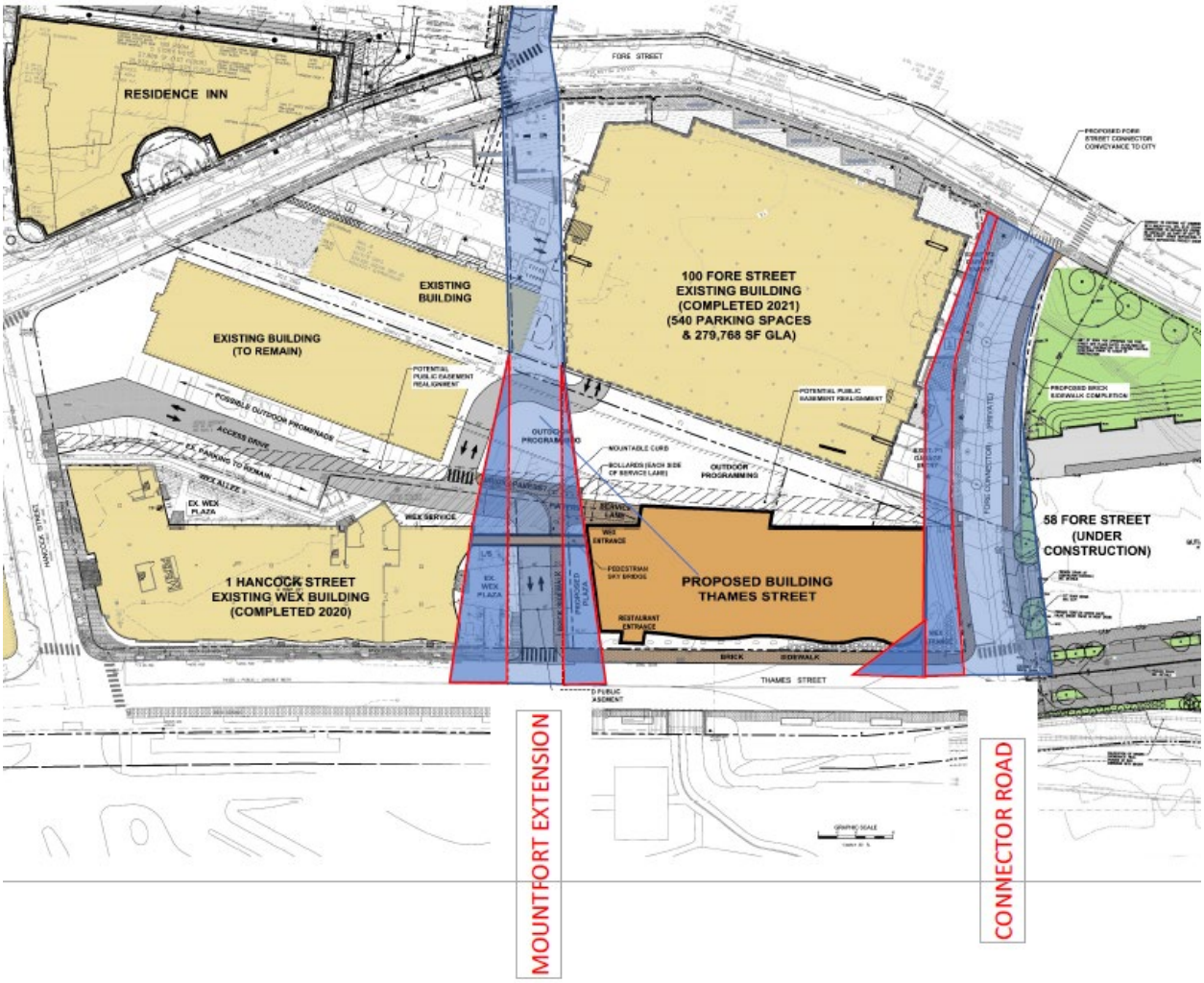
14.6.4 (C) Snow and Ice Loading – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties.

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

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.



Routes and schedules subject to change.

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.

Cushman Transportation Consulting, LLC
94 Beckett Street, 2nd Floor, Portland, ME 04101 · (207) 200-1910 · www.sarahcushman.com

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.

WEX Site

- 4-story mixed-use building on Eastern Waterfront
- Company site use: 450 employees, 92,027 ft^2
- 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

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.

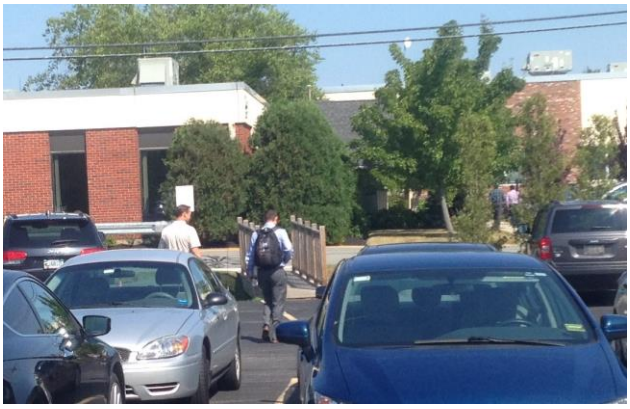
B. Company Overview & Commitment to TDM

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.

…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*

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

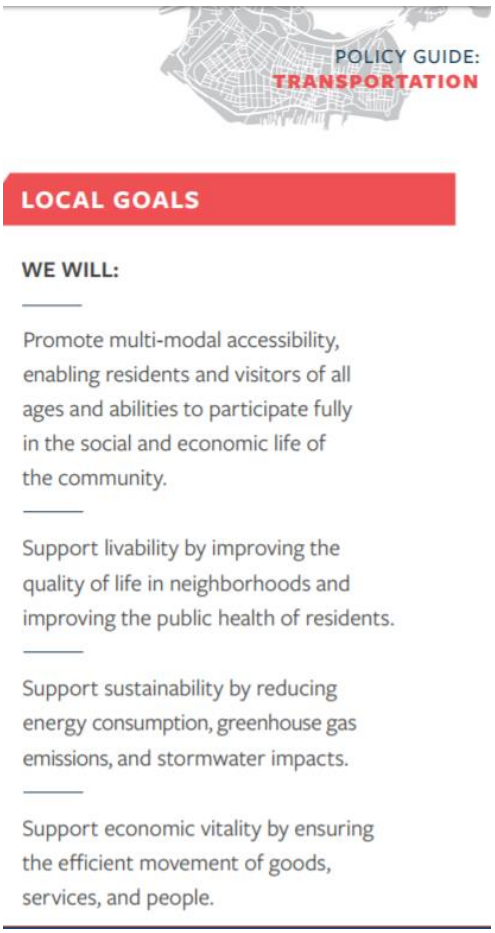
Historically, the Eastern Waterfront has been a vital part of the economic life of the City of Portland, connecting local and distant markets by sea and rail. WEX brings a new generation of commercial vibrancy to a parcel that was once part of a thriving railyard and that has lain relatively dormant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



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.

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.

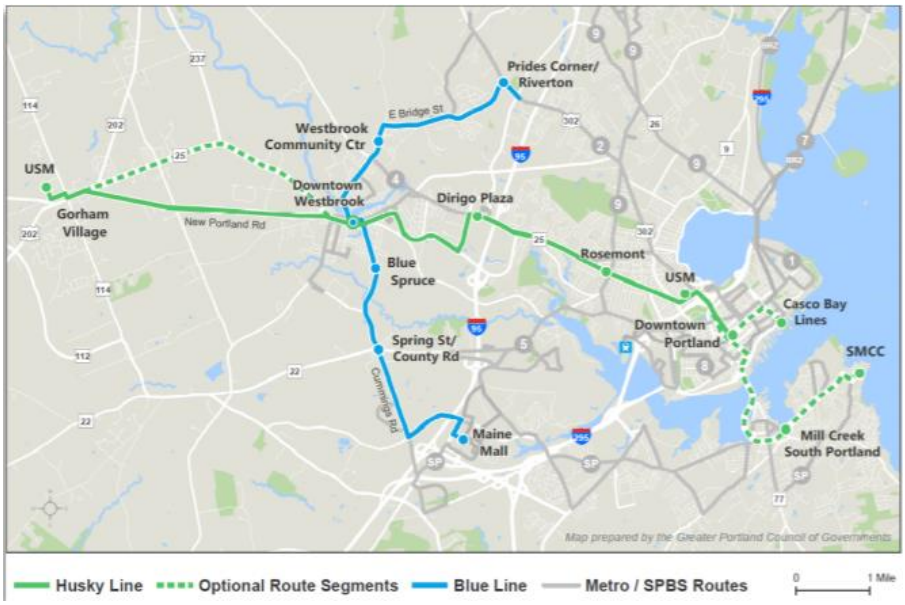
- Draft 2017 *City of Portland Parking Study for the Eastern Waterfront & Downtown*

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

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

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.

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

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

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

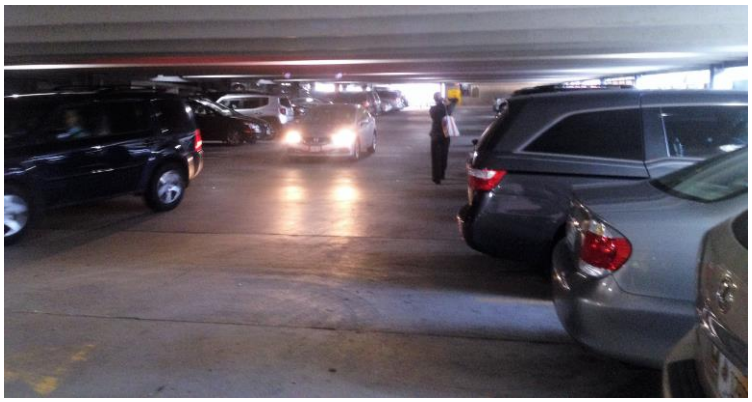
WEX understands that strategic parking management produces the strongest results for reducing single-occupancy vehicle employee trips. The city Land Use Code continues to have minimum off-street parking requirements and requires 230 spaces for the 92,027 square feet of WEX office space. Initially, WEX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

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

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

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). 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

Family & Islander Amenities

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

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.

Near-site Carshare

Carshare

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

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.

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.

Incentive Campaigns

- 1st 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

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.

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.

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

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

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.

Surveying & Monitoring

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

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

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

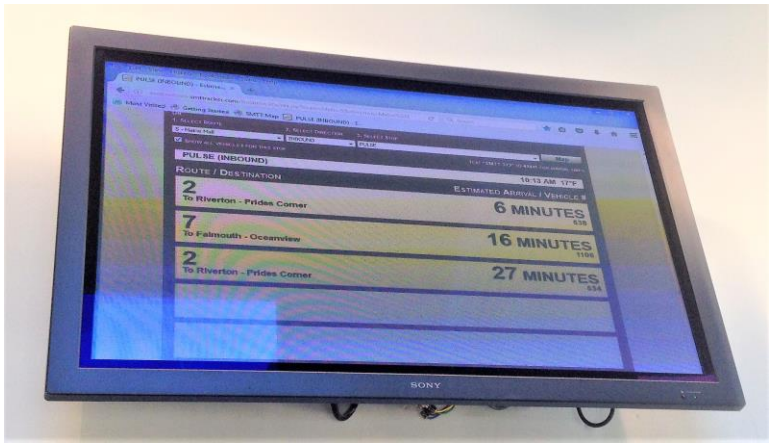
As part of WEX's site plan, eight bicycle racks will be placed near the WEX entry on Hancock Street and six racks will be available on the rear plaza - for a total of 28 bicycles. The company will also lease 6 bike storage lockers at Ocean Gateway garage. In addition, WEX is working to provide secure 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 1st 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.



CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
212 Canco Road,
Portland, Maine 04103-4221

Bradley Roland, P.E.
Water Resources Division

Date: MArch 24 2023

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

Site Address: 0 Thames Street

Chart Block Lot Number: Tax Map 32/Lot U-003

Proposed Use: office/retail and 300 seat restaurant
Previous Use: Parking lot
Existing Sanitary Flows: 0 GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

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

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

2. Please, Submit Contact Information.

City Planner's Name: not assigned yet Phone: _____
Owner/Developer Name: 144 Fore St. OZ LLC Attn: Jon Cohen
Owner/Developer Address: One Portland Square, Suite 6A Maine 04101
Phone: 207-879-7800 Fax: _____ E-mail: jcohen@a-d-w.biz
Engineering Consultant Name: Stephen Bushey, P.E.
Engineering Consultant Address: Gorrill Palmer 300 Southborough Drive - Suite #200, So. Portland, ME 04106
Phone: 207-772-2515 Fax: _____ E-mail: sbushey@gorrillpalmer.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 9,960 GPD
Peaking Factor/ Peak Times: Not Applicable
Specify the source of design guidelines: *(i.e.__ "Handbook of Subsurface Wastewater Disposal in Maine," __ "Plumbers and Pipe Fitters Calculation Manual," __ Portland Water District Records, Other (specify)* XSUBSURFACE WASTEWATER DISPOSAL RULES

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: Not Available

Size of External Grease Interceptor: 1500 gal

Retention Time:

Peaking Factor/ Peak Times:

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: Not Applicable GPD

Do you currently hold Federal or State discharge permits? Yes ____ No ____

Is the process wastewater termed categorical under CFR 40? Yes ____ No ____

OSHA Standard Industrial Code (SIC): *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times:

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

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

Building – Parking Garage/Office	Design Flow (GPD)
Office – 250 Employees @ 12 gpd/employee	3,000
Mercantile Space – 10 Employees @ 12 gpd/employee	120
Eating Place, 2 meals/day (20gpd/seat plus 12gpd/employee) 300 seats, 18 employees	6,216
Total Office/Retail/Restaurant	**9,960**

GORRILL PALMER

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

March 24, 2023

Mr. Brad Roland
City of Portland Public Works
Canco Road
Portland, Maine 04104-3553

Subject: 0 Thames Street
Mixed Use development
Request for Ability to Serve Wastewater Capacity

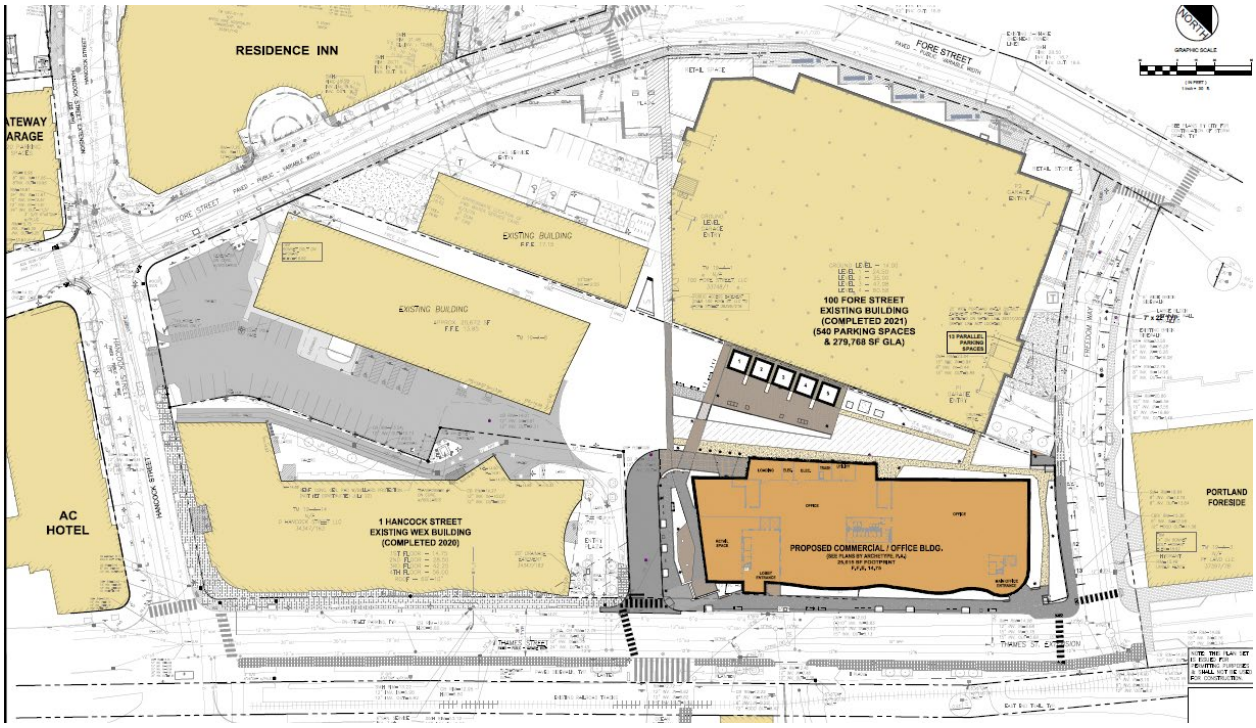
Dear Brad,

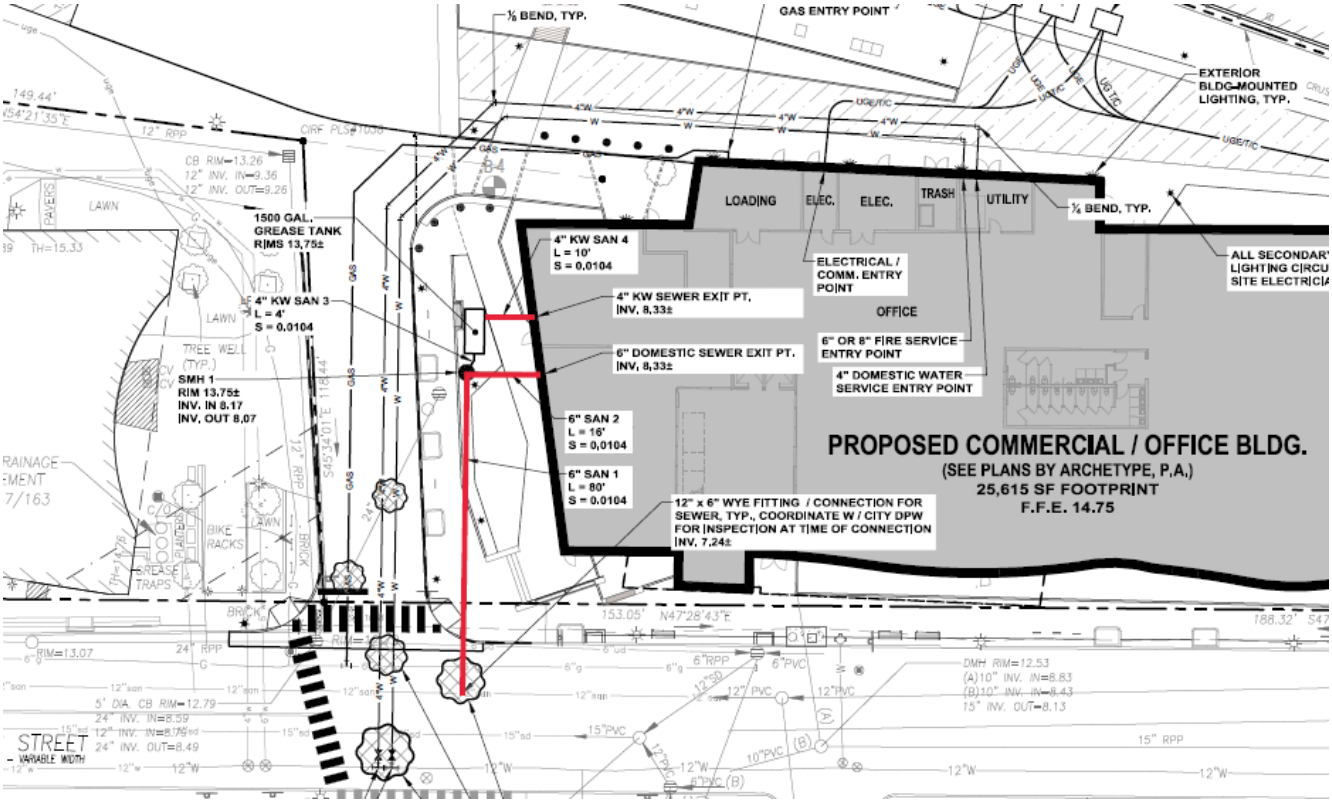
144 Fore St. OZ LLC (Applicant) has retained Gorrill Palmer to prepare plans and permit applications for the proposed development of a new mixed use 75,000 SF office building at the vacant City parking lot at 0 Thames Street in Portland. Besides approximately 42,000 SF of office space, the building will contain some mercantile space and a large restaurant on the upper floor. The project site is located on the following according to the City of Portland's Tax Map:

CBL 019 A002001 (City) and
CBL 019 A008/A013 (144 Fore St. OZ LLC)



We would like to verify that the City has the ability to provide wastewater capacity for the project and to determine any impact fees. We are proposing to connect to the 12" sanitary line in Thames Street via a new 8" gravity line service out the side of the building. A kitchen waste line and grease tank are also proposed. We note that about 10,000 SF of the existing building at 144 Fore Street will be demolished to make way for the new building. The sanitary service(s) to that building, however, are expected to remain unchanged except for the demolition of some interior piping and plumbing. Ultimately, we expect the two lots to be reconfigured so each building will be on its own lot.


RESIDENCE INN
FORE STREET
EXISTING BUILDING
EXISTING BUILDING
100 FORE STREET
EXISTING BUILDING
(COMPLETED 2021)
(540 PARKING SPACES
& 279,768 SF GLA)
AC
HOTEL
1 HANCOCK STREET
EXISTING WEX BUILDING
(COMPLETED 2020)
PROPOSED COMMERCIAL / OFFICE BLDG.
PORTLAND
FORESIDE


⅛ BEND, TYP.
GAS ENTRY POINT
EXTERIOR
BLDG-MOUNTED
LIGHTING, TYP.
LOADING
ELEC.
ELEC.
TRASH
UTILITY
¼ BEND, TYP.
1500 GAL.
GREASE TANK
RIMS 13.75±
4" KW SAN 4
L = 10'
S = 0.0104
ELECTRICAL /
COMM. ENTRY
POINT
4" KW SEWER EXIT PT.
INV. 8.33±
OFFICE
4" KW SAN 3
L = 4'
S = 0.0104
6" OR 8" FIRE SERVICE
ENTRY POINT
6" DOMESTIC SEWER EXIT PT.
INV. 8.33±
4" DOMESTIC WATER
SERVICE ENTRY POINT
SMH 1
RIM 13.75±
INV. IN 8.17
INV. OUT 8.07
6" SAN 2
L = 16'
S = 0.0104
PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)
25,615 SF FOOTPRINT
F.F.E. 14.75
6" SAN 1
L = 80'
S = 0.0104
12" x 6" WYE FITTING / CONNECTION FOR
SEWER, TYP., COORDINATE W / CITY DPW
FOR INSPECTION AT TIME OF CONNECTION
INV. 7.24±
BIKE
RACKS
GREASE
TRAPS
STREET
VARIABLE WIDTH

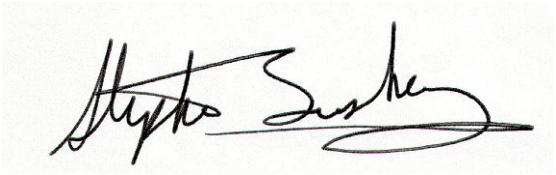
The projected Sanitary flow for the new building using the Maine State Plumbing Code and typical City of Portland flow information is as follows:

Building – Parking Garage/Office	Design Flow (GPD)
Office – 250 Employees @ 12 gpd/employee	3,000
Mercantile Space – 10 Employees @ 12 gpd/employee	120
Eating Place, 2 meals/day (20gpd/seat plus 12gpd/employee) 300 seats, 20 employees	6,240
Total Office/Retail/Restaurant	**9,360**

We appreciate your review and consideration of this request and a wastewater capacity authorization to the planning Department. If you have any questions on the information submitted, please contact our office.

Regards,

GORRILL PALMER



Stephen R. Bushey, P.E.
Senior Associate
Phone: (207) 772-2515
sbushey@gorrillpalmer.com

Attachment

U:\3924_Thames Street-WEX_Portland, ME\H Utilities\PWD\abs_Wastewater_03.24.2023 final

Department of Public Works
Mike Murray
Acting Director

Date: May 30, 2023
Re: Wastewater Capacity Authorization
Address: 70 Thames Street
Applicant: 144 Fore St OZ LLC
Planner: Charles Tetelman

Estimate of Anticipated Wastewater Flows				
Development	**Unit Size**	**Number of Units**	**Gallons per Day per Unit**	**Total Gallons per Day**
Existing Flow to Remain				
Vacant				
Proposed Flow				
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
Net Change				**+ 9,336**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

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

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,



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

DRAFT
STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT

144 Fore St. OZ LLC
Commercial Office Building – 70 Thames Street

IN CONSIDERATION OF the site plan approval granted by the Planning Board of the City of Portland to the proposed **70 Thames Street PL-002437-2023 -** shown on the Site Layout Plan and Grading, Drainage & Erosion Control Plan (Plans are on file with the City of Portland Project ID PL-002437-2023) prepared by Gorrill Palmer Consulting Engineers of 300 Southborough Drive, South Portland, Maine stamped approved on _____ and attached hereto as Exhibit A and pursuant to a condition thereof, 144 Fore St. OZ LLC with a principal place of business in Portland, Maine, and having a mailing address of One Portland Square, Suite 6A, Portland, Maine 04101, the owner/operator of the site, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the roof drain filter systems, the bioswale, and related onsite drainage infrastructure, (hereinafter collectively referred to as the "stormwater system"), as shown on the Grading, Drainage & Erosion Control Plan in Exhibit A and in strict compliance with the approved Stormwater Inspection and Maintenance Manual prepared for the Owner by Gorrill Palmer Consulting Engineers a copy of which is attached hereto as Exhibit B and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request and be made part of the annual Stormwater reporting duties of the applicant to the City.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor

or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2023.

_____

(*name of company*)

_____

(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss. Date: _____

Personally appeared the above-named _____(*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

_____

_____Notary Public/Attorney at Law

Print name: _____

OPERATION AND MAINTENANCE FOR
70 THAMES STREET OFFICE BLDG

PREPARED FOR:

144 FORE ST. OZ LLC
ONE PORTLAND SQUARE SUITE 6A
PORTLAND, MAINE 04101

PREPARED BY:

GORRILL PALMER CONSULTING ENGINEERS
300 SOUTHBOROUGH DRIVE
SOUTH PORTLAND, MAINE

JULY 2023

A. INTRODUCTION

The 70 Thames Street development features one or more Fabco downspout cartridge filter units, model 10080-2, or approved equal, located within the building. The stormwater management system must be regularly inspected and maintained to ensure that each component is performing as intended throughout its life.

B. FABCO MODEL 10080-2 STORMBASIN CARTRIDGE FILTER UNIT

Preface: The roof drain filter unit is intended to provide water quality treatment for runoff from the proposed roof surface prior to discharge into the municipal drainage system in Thames Street. Primary contaminants from the roof include bird waste, metals, dust, and related pollutants.

Inspection: The roof filter unit must be inspected to ensure proper function during rain events. Primary inspection goals include removal of debris, leaves, or related solids preventing filtering and water pass through or blocking the internal overflow.

Maintenance: If the filter is not draining within 24 hours, the filter media shall be replaced in accordance with the manufacturer's instructions. Debris must be removed from the filter unit. With all debris removed from the StormBasin the filter cartridge(s) will be exposed at the bottom. To remove the cartridge(s) reach down into the basin and firmly grasp the plastic outer rim of the cartridge body just below the foam, twist the cartridge body counterclockwise about ¼ turn until it stops, and lift the cartridge straight up to remove. Insert the new StormBasin cartridge down through the hole in the base of the unit. The colored ring on the cartridge should be facing upwards. Push the cartridge all the way through the hole until it rests on the bottom. Slowly turn the cartridge in a clockwise direction until the tabs align with the slots and the cartridge body drops about ¼' further down. Once the tabs fall through the slots, continue turning firmly in a clockwise direction until the tabs contact the STOPS. The cartridge is now installed.

Frequency: During the first year, the unit should be inspected quarterly and following all major storm events. Thereafter, the unit should be inspected at least every 6 months. Debris and sediment buildup should be removed as needed in accordance with manufacturer's recommendations. The filter cartridges shall be replaced on an annual basis. Cartridges can be sourced from Fabco Industries, Inc., phone 631-393-6024, 66 Central Avenue Farmingdale, NH 11735.

C. STORMWATER INLETS

Preface: The success of any stormwater facility relies on the ability to intercept stormwater runoff at the design locations. Stormwater inlets may include catch basins,

open culverts, culverts with bar screens, roof scuppers, plaza scuppers, trench drains, and field inlets. Inlets exist throughout the system.

Inspection: The inspection of inlet points will need to be coordinated with other maintenance items; these include:

- Landscape services
- Building maintenance areas
- Grounds maintenance

The key elements of the inspection are to assure the inlet entry point is clear of debris and will allow the intended water entry.

Maintenance: The key maintenance is the removal of any blockage which restricts the entry of stormwater to the inlet. The removed material should be taken out of the area of the inlet and placed where it will not reenter the runoff collection system. Snow should be removed from inlets on parking decks or plaza areas. Grass clippings and leaves should be bagged and removed particularly near the yard inlets near the building.

Frequency: All inlets should be inspected on a quarterly basis, and after/during significant storm events.

Maintenance/Inspection Responsibility:

Maintenance Personnel: The maintenance personnel will perform the normal maintenance/inspections of the inlets and tributary drainage system.

Comments: Maintenance of inlets is critical for this project.

D. TRIBUTARY DRAINAGE SYSTEM

Preface: The stormwater conveyance system will be principally overland flow discharging to piped drain systems. Most of the sediment is carried by the drainage system and is intended to be trapped near the inlets or in pretreatment devices. Maintenance of this system can play a major role in the long-term maintenance costs and the effectiveness of the pond system.

Inspection: The tributary drainage system should be periodically inspected to assure that it is operating as intended, and that its carrying capacity has not been diminished by accumulations of debris and sediment or other hydraulic impediments. On piped systems, the inlets must be inspected to ensure the rims are set at the proper elevation to optimize flow entry and are not clogged with debris. The inlet catch basins are normally equipped with sumps and hooded outlets which will remove gross floatables and large sediment particles from the flow stream.

The level of sediment in the sumps should be checked to assure their effectiveness. Pipelines connecting the inlets should be checked to determine if siltation is occurring. This will be most critical on drain lines laid at minimal slopes. This can usually be accomplished by a light and mirror procedure.

In some projects, most of the stormwater is carried in open swales, channels, or ditches. These conveyance channels may be rip rapped or vegetated, depending on the gradient and expected flow velocities. These facilities must be inspected to ensure debris or sedimentation does not reduce their carrying capacity. Excess vegetative growth must also be noted. The surface protection for the channels, either stone or vegetation, must be inspected to ensure their integrity. Any areas subject to erosion should be noted.

Maintenance: Maintenance of the storm drainage system must assure that it continues to serve its design function on a long-term basis, and that its operation does not transport excessive sedimentation to any downstream detention pond, or the receiving waters. Elevations on the rim of catch basins should be adjusted as needed to assure optimal water entry. Depending on the frost susceptibility of the soil, the rims may become elevated over time causing flow to circumvent the inlet. If a filter bag has been designated for the inlet silt or other deleterious materials, can significantly reduce capacity and the bags should be removed with sediment and replaced. Catch basin cleaning would normally be accomplished with vacuum trucks contracted as a maintenance service for the retail center. The removed material must be disposed of at an approved site for such materials.

If sediment in the pipeline is observed, it should be removed. This may be accomplished by hydraulic flushing, or by mechanical means. If hydraulic flushing is used the downstream conditions should be analyzed. The tidal influence can aggregate sedimentation since there are periods of no flow. Backwater valves and connection points are intended to reduce this occurrence.

Frequency: The pipe drainage system should be inspected on an annual basis. Adjustment of inlet rim elevations should be on an as needed basis. Cleaning catch basin sumps and pipelines will depend on the rate of accumulation.

Maintenance/Inspection Responsibility:

Special Services: The owner will contract with an independent agent for cleaning or replacement of catch basins, sumps, and pipelines. Remedial source control measures may be performed by the owner or an outside service depending upon the nature of the particular situation.

Comments: Maintenance of inlets is of utmost importance to the project to avoid unintended roof loading, ice accumulation, and cleanliness of the floors of the building.

E. RECORD KEEPING

Records of all inspections and maintenance work accomplished must be kept and maintained to document filter operation and related site maintenance. These records should be filed and retained for a minimum 5-year time span. The filing system should be capable of ready retrieval of data for periodic reviews by City staff associated with the City's stormwater program. Copies of such records should also be filed with the City's Stormwater Program Coordinator. A Typical inspection and maintenance record form is attached hereto as Attachment B.

F. CONTRACT SERVICES

In some instances, or at specific times, the owner may not have the ability to conduct the required inspection and/or maintenance programs as outlined in this document. In such a case, the work should be accomplished on a contractual basis with a firm or organization that has the staff and equipment to accomplish the required work.

The service contract for inspection and maintenance should be a formal, well-written legal document which clearly defines the services to be provided, the contractual conditions that will apply, and detailed payment schedules. Liability insurance should be required in all contracts.

ATTACHMENT A

Sample Inspection Logs

70 THAMES STREET
144 FORE ST OZ, LLC
PORTLAND, ME

ROOF DRAIN FILTER **ANNUAL INSPECTION & MAINTENANCE LOG**			
FACILITY:		**YEAR:**	
LOCATION: 70 Thames		**CONTRACTOR:**	
FUNCTION:		**INSPECTOR:**	
DATE OF INSPECTION:			
ITEM IDENTIFICATION	**DESCRIPTION OF CONDITIONS**	**MAINTENANCE ACCOMPLISHED**	**DATE OF MAINTENANCE**
GENERAL COMMENTS:			

STORMWATER MANAGEMENT SYSTEM MAINTENANCE PROGRAM – SUMMARY CHECKLIST						
		Frequency				
Item	Commentary	Monthly	Quarterly	Semi-Annual	Annual	Long Term
Vegetated Slopes	Slopes and related ground surface should be inspected for erosion and sedimentation		X (until vegetation established)		X	
Roof Drain Filters	Inspect systems to verify adequate functioning and capacity. Dispose of filters that have reached useful life in accordance with manufacturer's recommendations. Replace filters as required.	X				
Litter	Litter should be removed daily.					

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

June 7, 2023

Stephen Bushey
Gorrill Palmer
300 Southborough Drive, Suite 200
South Portland, ME 04106

Re: 0 Thames Street, PO
Ability to Serve with PWD Water

Dear Mr. Bushey:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on March 24, 2023. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 2-inch domestic service with a 1.5-inch meter may be installed from the water main in Thames Street. The service should enter through the property's frontage on Thames Street at least 10-feet from any side property lines. An approved testable double check valve backflow prevention device must be installed on the service line directly after the meter prior to service activation.

- A new 6-inch fire service may be installed from the water main in Thames Street. The service should enter through the property's frontage on Thames Street at least 10-feet from any side property lines. An approved testable double check valve backflow prevention device must be installed on the service line directly before the sprinkler riser prior to service activation.

- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.

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

Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main in Thames Street and a public fire hydrant located approximately 80 feet from the site. The estimated static pressure in the area is 110 psi.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



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



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.

GORRILL PALMER

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*.

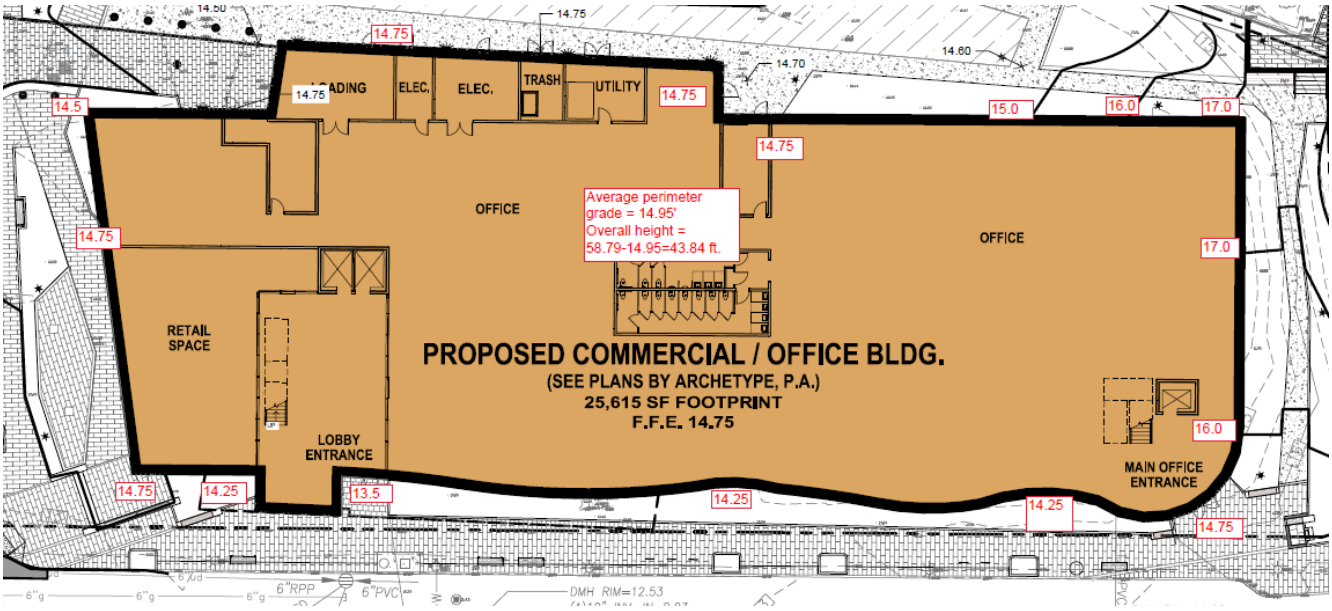
2. *Please show all Snow Storage areas on site or include commentary on how Snow will be managed and removed from the site.*

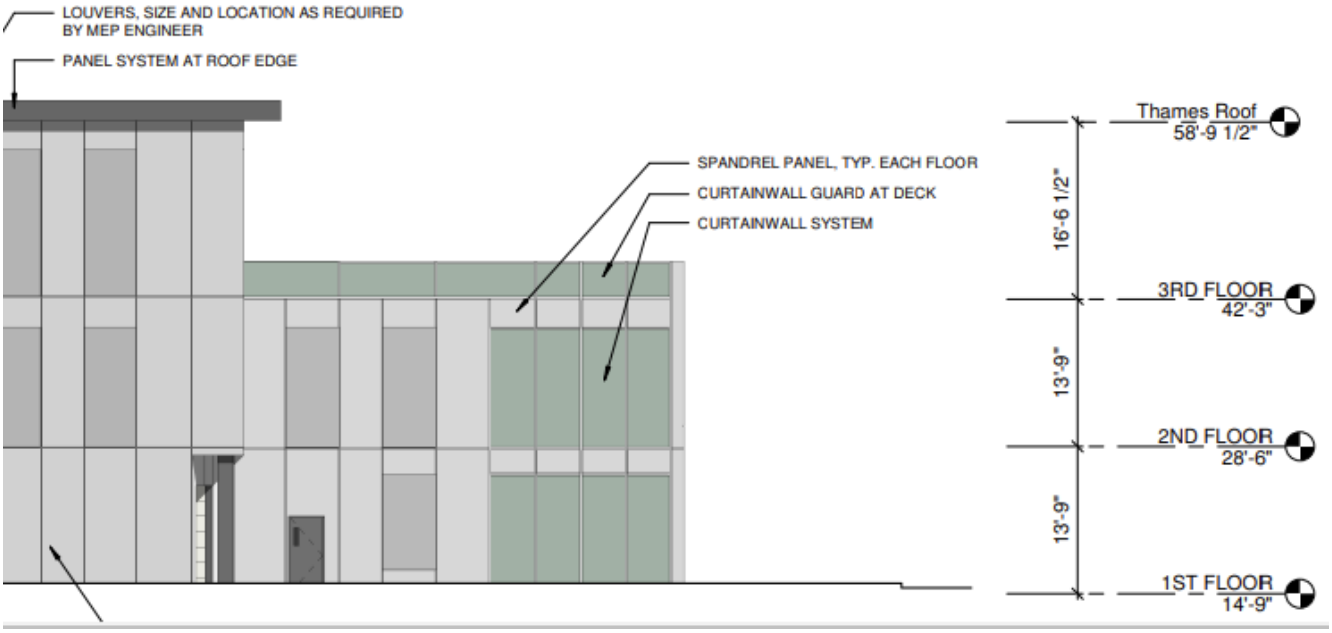
Response: Snow will be removed from the site by contracted snow removal services. This will include snow removal from the sidewalks, pedestrian areas, and vehicular drive off Thames Street.

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.

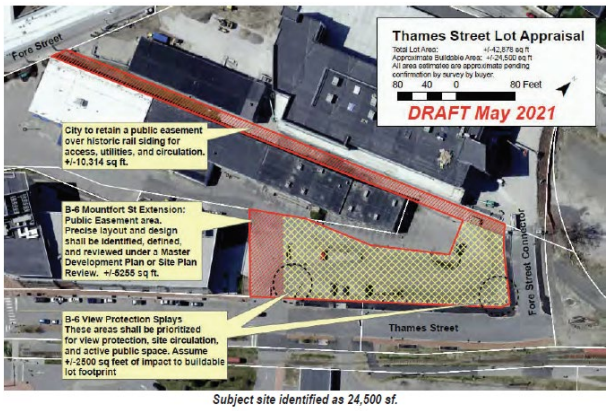
Response: The team is completing the parking assessment and will be prepared to discuss at the Planning Board Workshop and submit in the subsequent final application materials package.

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.*

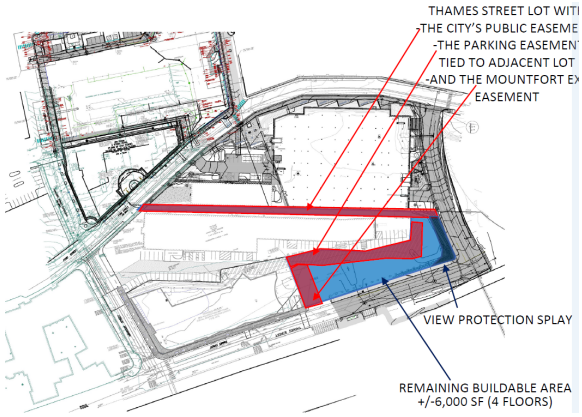
Response: The incubator spaces are not yet tenanted with anyone nor are there any tenant uses even in discussion. The fundamental objective of the incubator spaces is to allow for a unique approach for very small commercial/retail tenants to provide life and vitality to the core pedestrian area between 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.



Subject site identified as 24,500 sf.



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[1]:

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
	Total	**63 (50% of TMP)**	**129 (93% of TMP)**

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.

[1] Based on ITE 10th 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.

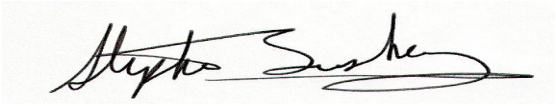
27. *Street trees should be spaced in accordance with Technical Manual chapter 4.6.3 requirements: every 25-35 feet on center in the City ROW. The Thames street frontage should meet that requirement. The trees currently proposed are very irregularly and sometimes widely spaced.*
28. *Removal of the two 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 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\P Applications\Local\LOR #1 2023.06.19\LOR#1_Tetelman_06.19.23

GORRILL PALMER

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

July 21, 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 #2– Response to Staff comments and Planning Board Report

Dear Charles:

On behalf of **144 Fore Street OZ, 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, as well as those comments contained in the Planners Report dated June 23, 2023. We previously provided an initial set of preliminary responses to the staff comments in our Letter of Response #1 dated June 19, 2023. Much of what follows repeats and/or updates these responses. For ease of review, we have repeated all of the staff comments in *italics* and provide our responses in **bold** as follows:

Staff Comments dated May 26, 2023

GENERAL

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

Response: Archetype PA has completed additional 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 *2023.07.21 Architectural reply to Design Review comments*. This information is supplemented by various updated plan elevations and information related to the incubator spaces.

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

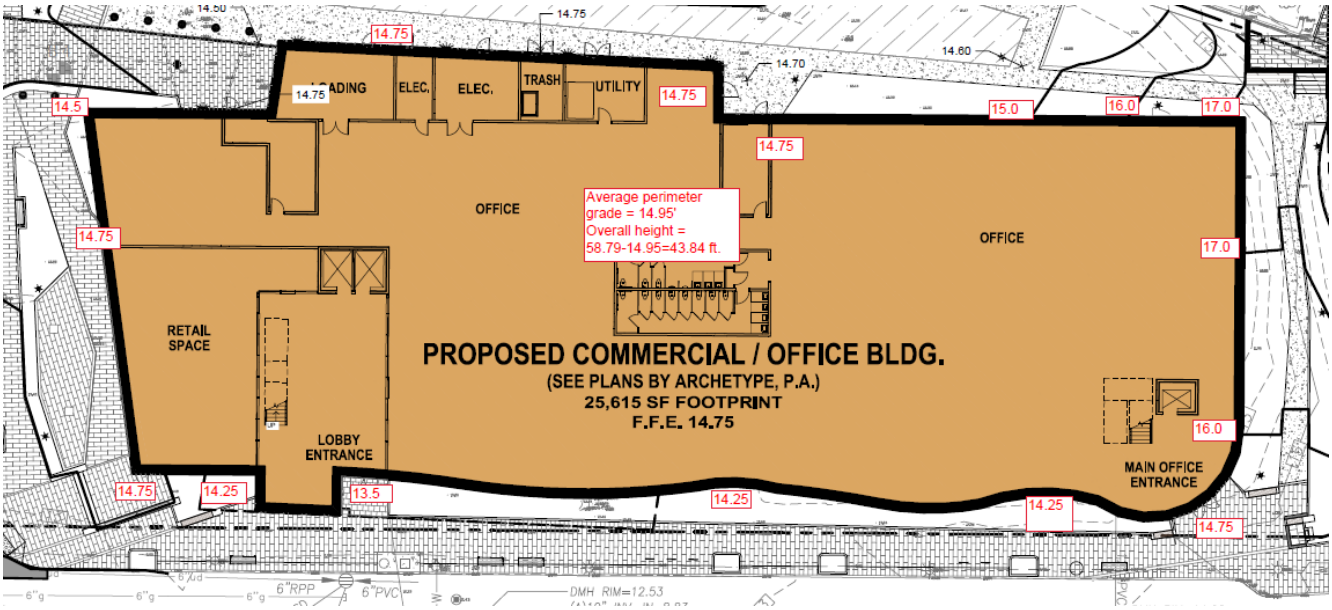
Response: Snow will be removed from the site by contracted snow removal services. This will include snow removal from the sidewalks, pedestrian areas, and vehicular

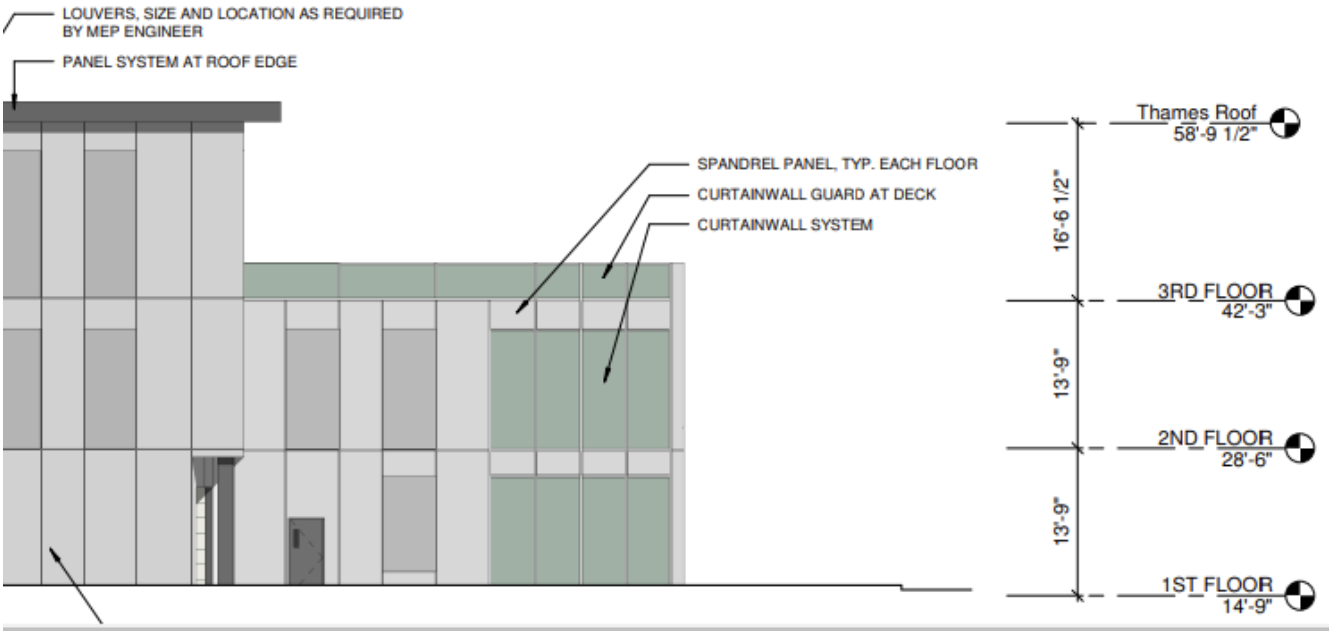
drive off Thames Street. Several small areas of snow storage are now identified on the plans; however, the expectation is that any significant snow volume will need to be removed from the site by a licensed snow removal vendor.

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 and on the following page:





North Elevation view for height measurement

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 roof top deck will be located on the 2nd floor roof and no shade structures will be taller than the 3rd floor roof line, which shown above is less than the maximum 45' allowable height.

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: Currently the parking garage at 100 Fore Street, owned by the applicant, contains 543 parking spaces (distance <150' from site). The Roux Institute rents 167 spaces and Wex rents 267 spaces for a total of 434 spaces, leaving 109 spaces available for 70 Thames Street. The applicant also owns and manages the Ocean Gateway Garage (distance <600' from site) that contains 720 spaces for a total of 1,263 parking spaces owned by the applicant near the project site. Parking demand at both garages is currently well below the available supply values, post Covid, as many surrounding office users who might otherwise occupy the garages, continue to allow remote work opportunities to their staff, thus substantially decreasing parking demand at each garage. Observations made on July 21, 2023, found that both garages are utilized at less than 60%, with photos on the following pages supporting those findings. The applicant sees no foreseeable change in parking demand at the garages, given the expectation that work from Home benefits at WEX etc will remain long into the future. Thus there will remain an ample supply of parking in the area.

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.

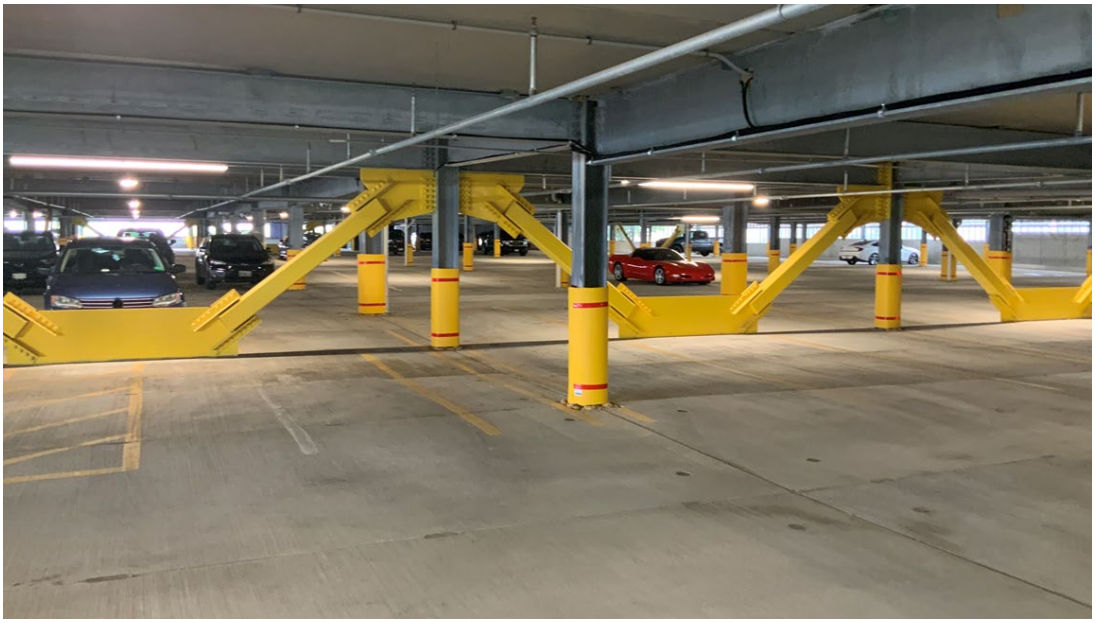
Response: The incubator spaces are not yet tenanted with anyone nor are there any tenant uses even in discussion. The fundamental objective of the incubator spaces is to allow for a unique approach for very small commercial/retail tenants to provide life and vitality to the core pedestrian area between 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 comparable to the street vendor and food truck community that has become popular in Portland.

Archetype has offered the following additional supporting information related to these incubator spaces:

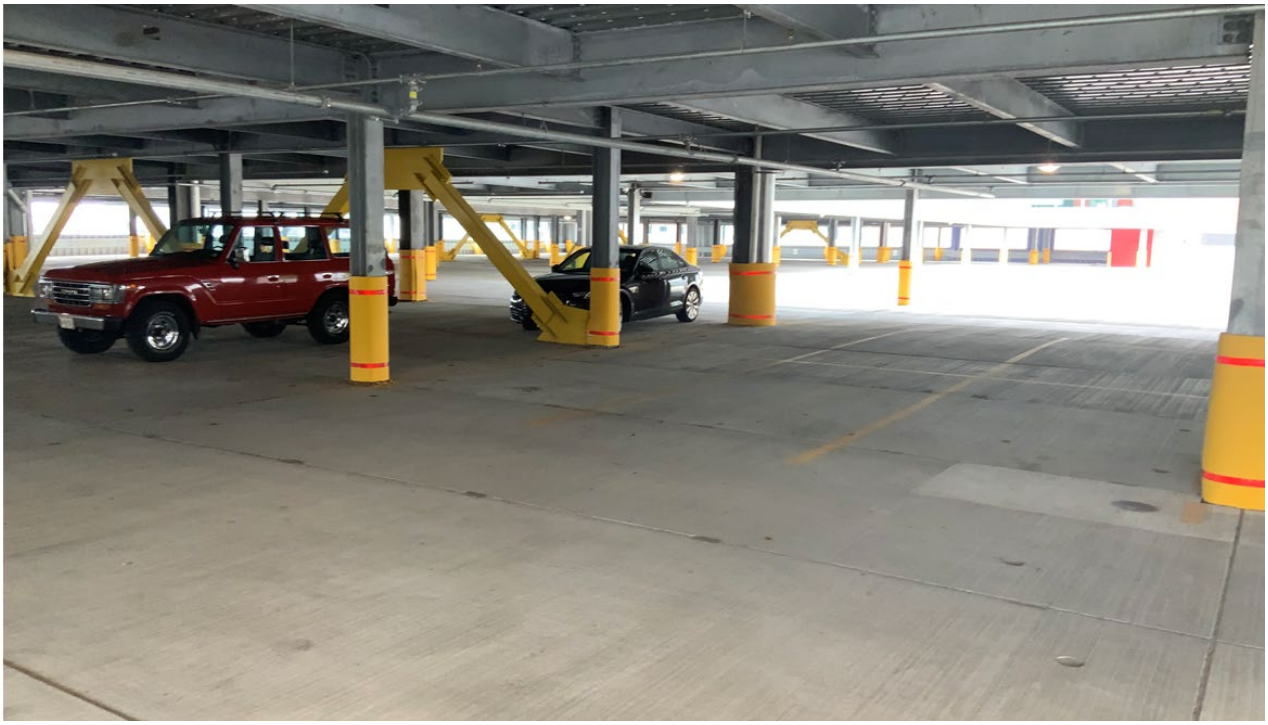
, The elevations have been added for the incubator spaces. They will be framed 16'x16' boxes that allow for flexibility in the front elevation as shown in the notes on the elevations. They can house a single user or be split into two ur creating spaces similar to those in the Washington Ave incubator spaces. The siding is the same material as is used on the parking levels of 100 Fore, which they back up to, but we are proposing 5 different shades of blue to make the design more playful and to tie into the colors of the waterfront and nestle into all of the greenery."



Incubator spaces – elevations



100 Fore St garage P1 level 10:00 am 07/21/23



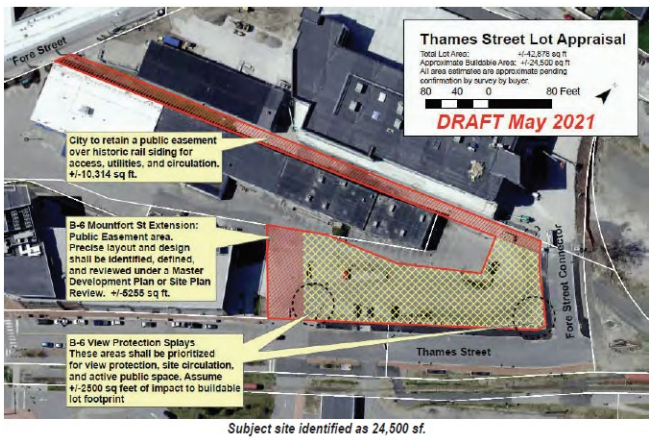
100 Fore St garage P2 level 10:00 am 07/21/23



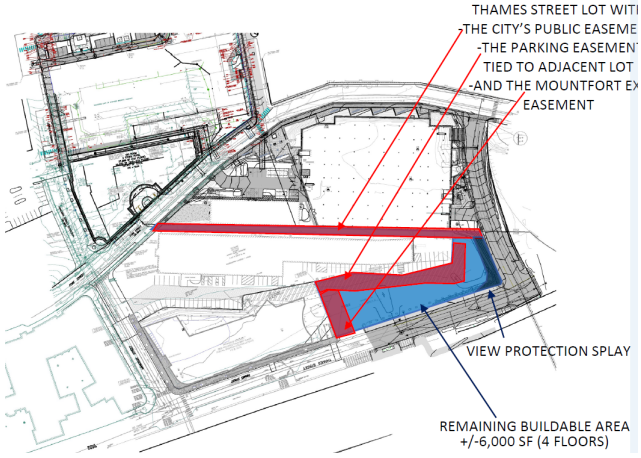
Ocean Gateway 7th level 10:30 am 07/21/23

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.



Subject site identified as 24,500 sf.



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 in 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[1]:

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
	Total	**63 (50% of TMP)**	**129 (93% of TMP)**

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*

[1] Based on ITE 10th Edition Trip Generation

build-out at year 2023- If the full build-out extends beyond the 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.

We note that the applicant is subject to the Impact fee ordinance (ReCode Section 16) which the fees are calculated as follows:

	Table 2 – Impact fees*			
Land Use (LUC)	**Area (SF)**	**Parks/Rec Impact fee**	**Transportation Impact fee**	**Amount**
Office (710)	43,730	$820/KSF	$3,391/KSF	$184,147.03
Mercantile (814)	2,000	$647/KSF	$9,990/KSF	$21,274.00
Restaurant (931)	8,315 (300 seats)	$647/KSF	$9,990/KSF	$88,446.66
	Total			**$293,867.69**

***rates from January 2023**

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 has been completed and is made part of the plans now uploaded to EPlan.

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 the corner of 1 Hancock Street 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 retain this design, based on the proximity of other sidewalk conditions. The ramps on the opposite side of the street are also basically squared off.

Thames St at Gateway terminal entrance



Existing Corner of 1 Hancock and site entry off Thames

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 is provided on the final plan submission plans.

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 has been provided on the final plans.

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 the Freedom Way and Thames Street sidewalk 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 have 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 separate 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. This will include full street width pavement repair that extends 20' beyond the limits of excavation.

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 have been added to the final plans.

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 in 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 and await further information from CMP.

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: The following is a summary of the predevelopment and post development comparison of impervious and non-impervious areas on the site:

Table 3 – Area Calculations		
Description	**Predevelopment**	**Post Development**
Impervious Area		
-Roof	**-13,390 SF (18.8%)**	**-26,895 SF (37.7%)**
-pavement/sidewalks	**-18,824 SF (26.4%)**	**-25,314 SF (35.4%)**
-gravel	**-21,186 SF (29.6%)**	**-**
Non-Impervious area	**18,000 SF (25.2%)**	**19,191 SF (26.9%)**
Totals (Developed Area)	**71,400 SF**	**71,400 SF (100%)**

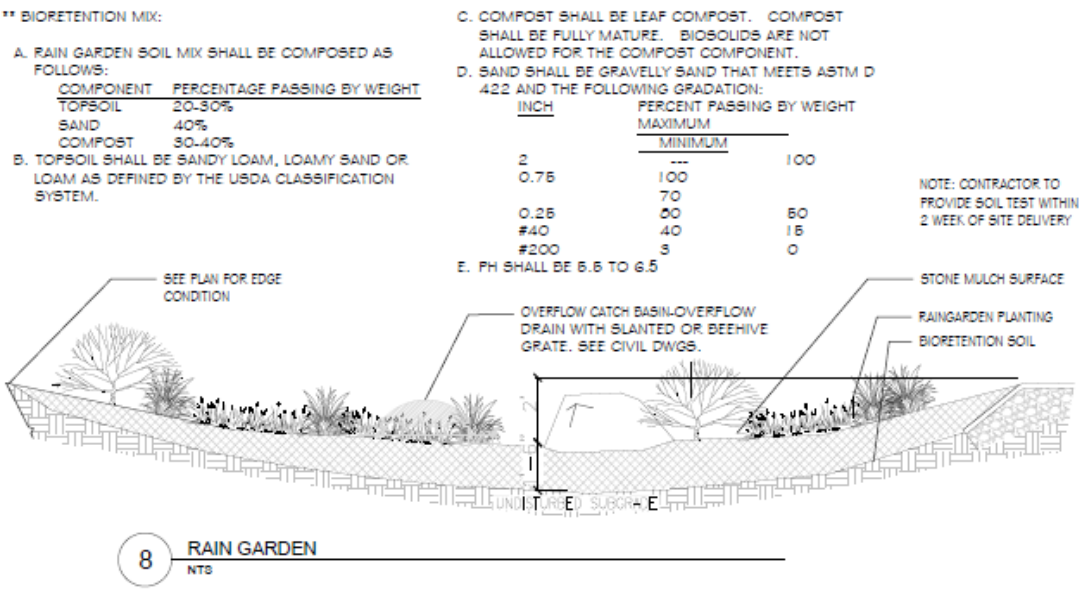
The following is offered related to Stormwater Management and Erosion Controls.

1. **Water Quality, Stormwater Management and Erosion Control:**

a. The project proposes the development of a new building space covering 38% of the site with an additional plaza area covering another 35% of the site. The property is currently 75% impervious. Redevelopment of the site will slightly reduce the impervious cover and provide pervious landscaped surfaces that will reduce both the peak rate of runoff and the volume of runoff from the site under all storm conditions. The provision of landscaped green space will also enhance the quality of surface runoff from the site under all conditions. Removing the parking lot will also remove the primary source of water quality impact, as parking will no longer occur on the site. The site improvements will include measures for meeting the City of Portland Stormwater Management Standards. This will include the installation of roof drain water quality treatment devices[2] within the building as well as the installation of a vegetated bio-swale within the rear courtyard plaza. An existing tree box filter on Thames Street already provides treatment of the street and contributing sidewalks. The bioswale will contain 1,109 SF of Plant Mix D as shown on Sheet L2 of the Landscape plans. The bioswale is further detailed in Detail 8 of Sheet L9 and on the following page.



[2] The applicant reserves the right to seek design and pricing from multiple vendors of roof drain filters. The design criteria will require a cartridge-based filter system to remove metals, animal waste and particulate from Industrial activities, often coming from roof runoff. See DownSpout-Brochure.pdf (fergusongss.com) for more information.



The site is part of a larger area draining to the east and to an existing 60" storm drain that runs within Freedom Way and Thames Street with an outfall to the Fore River. A new onsite collection system including several new structures and conveyance pipe will be installed on the west side of the property to help capture runoff draining from the adjacent property and this system will be tied into the existing City system in Thames Street.

b. The project will meet the General Standards under Chapter 500, Stormwater Law (City of Portland Technical Manual, Section 5 – Portland Stormwater Management and Maine DEP Ch. 500, 3 (e)). The Basic Standards will apply to this project and Soil Erosion and Sediment Control notes are included on Sheet C-1.1 of the plan set. Specific erosion control measures including a stabilized construction entrance, Catch basin protection and routine sweeping of adjacent streets are noted on sheet C-4.0. Two roof drain water quality filters will be installed to treat runoff from the building roof and there will be an overall increase of pervious area including landscaping to aid with improving water quality, since the site is now 75% covered with pavement or gravel parking lot.

c. Construction at the site will be required to follow local, state and federal regulations and will be undertaken under the supervision of a suitably qualified contractor. Post-construction activities at the site do not pose a risk of groundwater contamination.

d. A draft Stormwater Maintenance Agreement accompanies this letter.

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 updated plans 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 have been added to the plans. This includes full street pavement restoration that extends at least 20' beyond the limits of excavation.

24. *The applicant's narrative notes that 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. We await information from CMP regarding the power service.

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 updated plan submission contains 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 have completed updating their plans accordingly. They will present information at the Planning Board Public hearing meeting to address these comments. Updated landscape plans have been uploaded to EPlan.

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 abut 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.*

Comments from the Staff Report for Planning Board Workshop

The following comments warrant replies as offered below:

1. *Staff requested an updated and recorded quitclaim deed as well as finalized purchase and sale agreement.*

Response: The deeds for each property as well as the P&S that City have been provided.

2. *Staff requested an updated letter of financial capacity.*

Response: We had previously uploaded a financial capacity letter.

3. City Staff Requested average grade calculations.

Response: See information above.

4. *Staff requested information regarding the anticipated uses of the incubator spaces.*

Response: See information above.

5. *Staff requested the Shoreland Zone line be shown on the plans.*

Response: The Shoreland zone line has been added to the plan.

6. Include final dimensions for lanes, sidewalks, esplanades, driveways and other improvements on the site.

Response: See the updated drawings.

7. Staff asked for turning templates for truck and delivery movements.

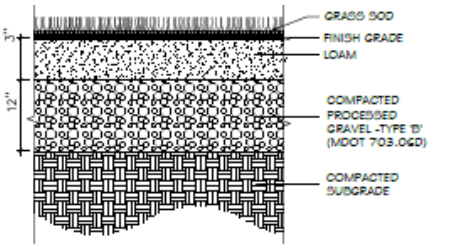
Response: A plan depicting various vehicle movements including a fire truck accompanies this letter.

8. The applicant will need to confirm the parking garage has capacity for the 100 spaces to be generated by the proposed development and provide more information on potential parking leases.

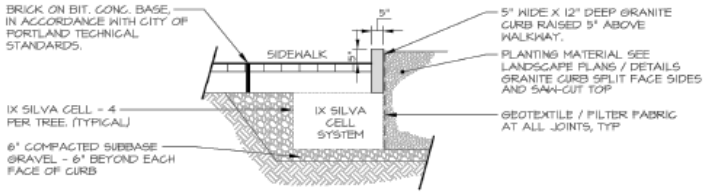
Responses: See information above.

9. Staff requested more information regarding the "reinforced turf" locations and designs of stairways, and design of the granite tree wells.

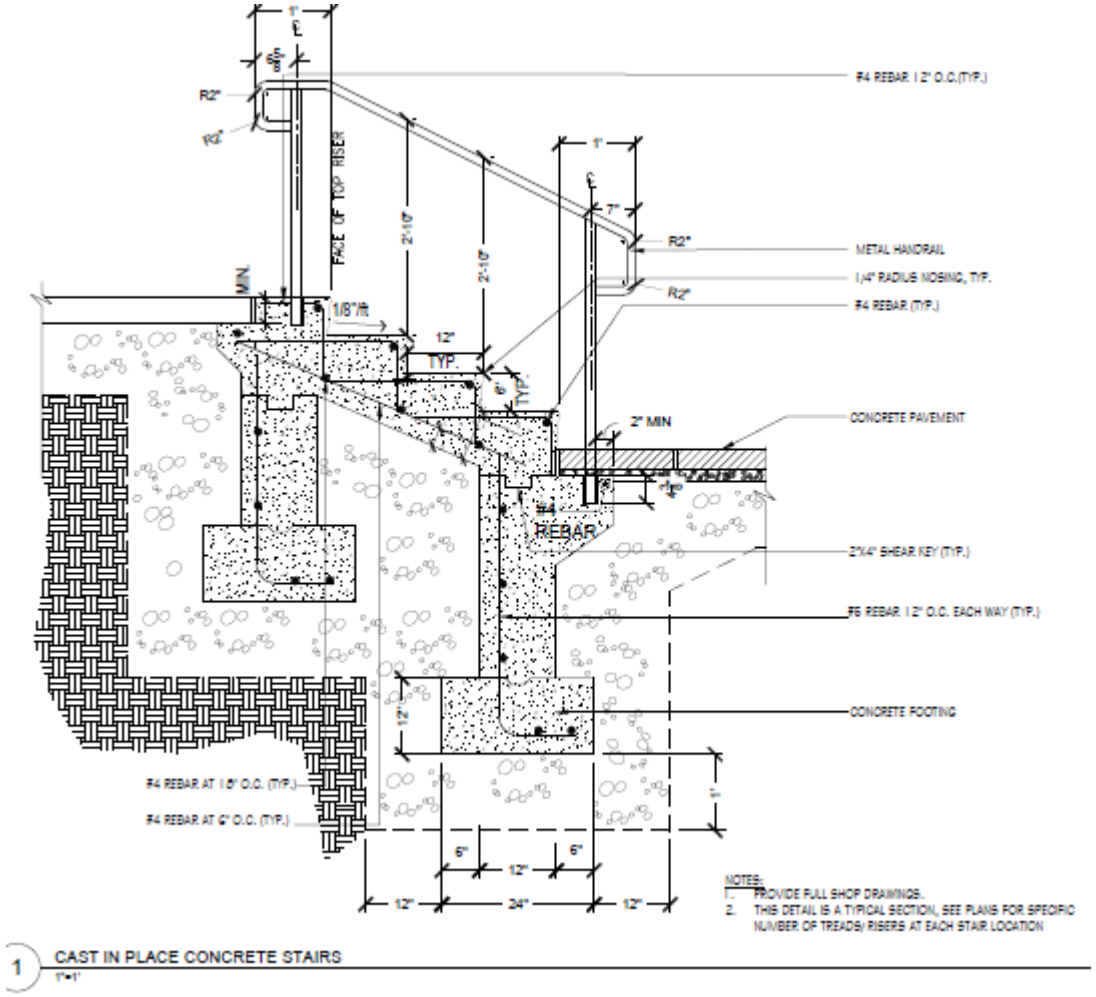
Response: Additional information is contained on the updated landscape plans including details for these features.



6 REINFORCED TURF
NTS



3 RAISED GRANITE TREE PLANTER
NTS



10. Staff requested that the applicant provide both existing and proposed impervious surface area calculations.

Response: As shown in Table 3, the development results in less impervious areas on the site. However, the proposal also includes stormwater management measures to treat roof runoff as well as the pedestrian plaza. Overall, the site's water quality regime will be improved as it will no longer be used for vehicular parking and the overall landscape will be improved with plantings, vegetation, and otherwise newly developed surfaces. Water quality enhancements for treating roof runoff and plaza space runoff also address the site's compliance with the City's stormwater regulations and objectives.

11. Staff have requested information about the programming of the incubator spaces.

Response: See information above

12. Ability to serve letters to be submitted.

Response: The Wastewater capacity and Portland Water District Determination letters have been submitted and uploaded to Eplan.

13. City staff have requested protocols for snow removal.

Response: various small areas have been identified on the site for snow storage, however the applicant expects to have snow removed by a contracted hauler when required, as snow storage place is limited on the site. The applicant reserves the right to install below grade snow melt systems under pavements and sidewalks, which, when used, aid significantly in snow removal needs/efforts. Similar systems are already in place at the 1 Hancock and 100 Fore Street sites.

14. City staff will need to review a final, updated photometric plan as part of the resubmission.

Response: An updated photometric plan is contained as part of the landscape series. The plan was prepared by Omnilite Illuminate on behalf of Mitchell & Associates.

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	0.47	5.1	0.0	N.A.	N.A.
LEFT ENTRANCE	Illuminance	Fc	1.19	3.5	0.2	5.95	17.50
MIDDLE ENTRANCES	Illuminance	Fc	1.55	3.5	0.4	3.88	8.75
RIGHT ENTRANCE	Illuminance	Fc	1.55	3.9	0.3	5.17	13.00

Excerpt of Photometric Plan

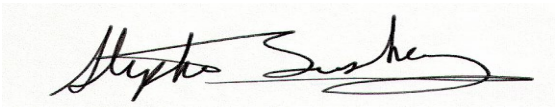
15. Staff requested additional materials to assist in the architectural design review.

Response: Archetype PA has prepared a narrative and updated plans as part of this final submission. Updates to the building elevations have been done in a manner to address various staff design review comments.

We look forward to the Planning Board public hearing at its earliest availability. 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\P Applications\Local\LOR #1 2023.06.19\LOR#2_Tetelman_07.21.23

DRAFT
STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT

144 Fore St. OZ LLC
Commercial Office Building – 70 Thames Street

IN CONSIDERATION OF the site plan approval granted by the Planning Board of the City of Portland to the proposed **70 Thames Street PL-002437-2023 -** shown on the Site Layout Plan and Grading, Drainage & Erosion Control Plan (Plans are on file with the City of Portland Project ID PL-002437-2023) prepared by Gorrill Palmer Consulting Engineers of 300 Southborough Drive, South Portland, Maine stamped approved on _____ and attached hereto as Exhibit A and pursuant to a condition thereof, 144 Fore St. OZ LLC with a principal place of business in Portland, Maine, and having a mailing address of One Portland Square, Suite 6A, Portland, Maine 04101, the owner/operator of the site, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the roof drain filter systems, the bioswale, and related onsite drainage infrastructure, (hereinafter collectively referred to as the "stormwater system"), as shown on the Grading, Drainage & Erosion Control Plan in Exhibit A and in strict compliance with the approved Stormwater Inspection and Maintenance Manual prepared for the Owner by Gorrill Palmer Consulting Engineers a copy of which is attached hereto as Exhibit B and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request and be made part of the annual Stormwater reporting duties of the applicant to the City.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor

or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2023.

_____

(*name of company*)

_____

(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss. Date: _____

Personally appeared the above-named _____(*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

_____

_____Notary Public/Attorney at Law

Print name: _____

OPERATION AND MAINTENANCE FOR
70 THAMES STREET OFFICE BLDG

PREPARED FOR:

144 FORE ST. OZ LLC
ONE PORTLAND SQUARE SUITE 6A
PORTLAND, MAINE 04101

PREPARED BY:

GORRILL PALMER CONSULTING ENGINEERS
300 SOUTHBOROUGH DRIVE
SOUTH PORTLAND, MAINE

JULY 2023

A. INTRODUCTION

The 70 Thames Street development features one or more Fabco downspout cartridge filter units, model 10080-2, or approved equal, located within the building. The stormwater management system must be regularly inspected and maintained to ensure that each component is performing as intended throughout its life.

B. FABCO MODEL 10080-2 STORMBASIN CARTRIDGE FILTER UNIT

Preface: The roof drain filter unit is intended to provide water quality treatment for runoff from the proposed roof surface prior to discharge into the municipal drainage system in Thames Street. Primary contaminants from the roof include bird waste, metals, dust, and related pollutants.

Inspection: The roof filter unit must be inspected to ensure proper function during rain events. Primary inspection goals include removal of debris, leaves, or related solids preventing filtering and water pass through or blocking the internal overflow.

Maintenance: If the filter is not draining within 24 hours, the filter media shall be replaced in accordance with the manufacturer's instructions. Debris must be removed from the filter unit. With all debris removed from the StormBasin the filter cartridge(s) will be exposed at the bottom. To remove the cartridge(s) reach down into the basin and firmly grasp the plastic outer rim of the cartridge body just below the foam, twist the cartridge body counterclockwise about ¼ turn until it stops, and lift the cartridge straight up to remove. Insert the new StormBasin cartridge down through the hole in the base of the unit. The colored ring on the cartridge should be facing upwards. Push the cartridge all the way through the hole until it rests on the bottom. Slowly turn the cartridge in a clockwise direction until the tabs align with the slots and the cartridge body drops about ¼' further down. Once the tabs fall through the slots, continue turning firmly in a clockwise direction until the tabs contact the STOPS. The cartridge is now installed.

Frequency: During the first year, the unit should be inspected quarterly and following all major storm events. Thereafter, the unit should be inspected at least every 6 months. Debris and sediment buildup should be removed as needed in accordance with manufacturer's recommendations. The filter cartridges shall be replaced on an annual basis. Cartridges can be sourced from Fabco Industries, Inc., phone 631-393-6024, 66 Central Avenue Farmingdale, NH 11735.

C. STORMWATER INLETS

Preface: The success of any stormwater facility relies on the ability to intercept stormwater runoff at the design locations. Stormwater inlets may include catch basins,

open culverts, culverts with bar screens, roof scuppers, plaza scuppers, trench drains, and field inlets. Inlets exist throughout the system.

Inspection: The inspection of inlet points will need to be coordinated with other maintenance items; these include:

- Landscape services
- Building maintenance areas
- Grounds maintenance

The key elements of the inspection are to assure the inlet entry point is clear of debris and will allow the intended water entry.

Maintenance: The key maintenance is the removal of any blockage which restricts the entry of stormwater to the inlet. The removed material should be taken out of the area of the inlet and placed where it will not reenter the runoff collection system. Snow should be removed from inlets on parking decks or plaza areas. Grass clippings and leaves should be bagged and removed particularly near the yard inlets near the building.

Frequency: All inlets should be inspected on a quarterly basis, and after/during significant storm events.

Maintenance/Inspection Responsibility:

Maintenance Personnel: The maintenance personnel will perform the normal maintenance/inspections of the inlets and tributary drainage system.

Comments: Maintenance of inlets is critical for this project.

D. TRIBUTARY DRAINAGE SYSTEM

Preface: The stormwater conveyance system will be principally overland flow discharging to piped drain systems. Most of the sediment is carried by the drainage system and is intended to be trapped near the inlets or in pretreatment devices. Maintenance of this system can play a major role in the long-term maintenance costs and the effectiveness of the pond system.

Inspection: The tributary drainage system should be periodically inspected to assure that it is operating as intended, and that its carrying capacity has not been diminished by accumulations of debris and sediment or other hydraulic impediments. On piped systems, the inlets must be inspected to ensure the rims are set at the proper elevation to optimize flow entry and are not clogged with debris. The inlet catch basins are normally equipped with sumps and hooded outlets which will remove gross floatables and large sediment particles from the flow stream.

The level of sediment in the sumps should be checked to assure their effectiveness. Pipelines connecting the inlets should be checked to determine if siltation is occurring. This will be most critical on drain lines laid at minimal slopes. This can usually be accomplished by a light and mirror procedure.

In some projects, most of the stormwater is carried in open swales, channels, or ditches. These conveyance channels may be rip rapped or vegetated, depending on the gradient and expected flow velocities. These facilities must be inspected to ensure debris or sedimentation does not reduce their carrying capacity. Excess vegetative growth must also be noted. The surface protection for the channels, either stone or vegetation, must be inspected to ensure their integrity. Any areas subject to erosion should be noted.

Maintenance: Maintenance of the storm drainage system must assure that it continues to serve its design function on a long-term basis, and that its operation does not transport excessive sedimentation to any downstream detention pond, or the receiving waters. Elevations on the rim of catch basins should be adjusted as needed to assure optimal water entry. Depending on the frost susceptibility of the soil, the rims may become elevated over time causing flow to circumvent the inlet. If a filter bag has been designated for the inlet silt or other deleterious materials, can significantly reduce capacity and the bags should be removed with sediment and replaced. Catch basin cleaning would normally be accomplished with vacuum trucks contracted as a maintenance service for the retail center. The removed material must be disposed of at an approved site for such materials.

If sediment in the pipeline is observed, it should be removed. This may be accomplished by hydraulic flushing, or by mechanical means. If hydraulic flushing is used the downstream conditions should be analyzed. The tidal influence can aggregate sedimentation since there are periods of no flow. Backwater valves and connection points are intended to reduce this occurrence.

Frequency: The pipe drainage system should be inspected on an annual basis. Adjustment of inlet rim elevations should be on an as needed basis. Cleaning catch basin sumps and pipelines will depend on the rate of accumulation.

Maintenance/Inspection Responsibility:

Special Services: The owner will contract with an independent agent for cleaning or replacement of catch basins, sumps, and pipelines. Remedial source control measures may be performed by the owner or an outside service depending upon the nature of the particular situation.

Comments: Maintenance of inlets is of utmost importance to the project to avoid unintended roof loading, ice accumulation, and cleanliness of the floors of the building.

E. RECORD KEEPING

Records of all inspections and maintenance work accomplished must be kept and maintained to document filter operation and related site maintenance. These records should be filed and retained for a minimum 5-year time span. The filing system should be capable of ready retrieval of data for periodic reviews by City staff associated with the City's stormwater program. Copies of such records should also be filed with the City's Stormwater Program Coordinator. A Typical inspection and maintenance record form is attached hereto as Attachment B.

F. CONTRACT SERVICES

In some instances, or at specific times, the owner may not have the ability to conduct the required inspection and/or maintenance programs as outlined in this document. In such a case, the work should be accomplished on a contractual basis with a firm or organization that has the staff and equipment to accomplish the required work.

The service contract for inspection and maintenance should be a formal, well-written legal document which clearly defines the services to be provided, the contractual conditions that will apply, and detailed payment schedules. Liability insurance should be required in all contracts.

ATTACHMENT A

Sample Inspection Logs

70 THAMES STREET
144 FORE ST OZ, LLC
PORTLAND, ME

ROOF DRAIN FILTER **ANNUAL INSPECTION & MAINTENANCE LOG**			
FACILITY:		**YEAR:**	
LOCATION: 70 Thames		**CONTRACTOR:**	
FUNCTION:		**INSPECTOR:**	
DATE OF INSPECTION:			
ITEM IDENTIFICATION	**DESCRIPTION OF CONDITIONS**	**MAINTENANCE ACCOMPLISHED**	**DATE OF MAINTENANCE**
GENERAL COMMENTS:			

STORMWATER MANAGEMENT SYSTEM MAINTENANCE PROGRAM – SUMMARY CHECKLIST						
		Frequency				
Item	Commentary	Monthly	Quarterly	Semi-Annual	Annual	Long Term
Vegetated Slopes	Slopes and related ground surface should be inspected for erosion and sedimentation		X (until vegetation established)		X	
Roof Drain Filters	Inspect systems to verify adequate functioning and capacity. Dispose of filters that have reached useful life in accordance with manufacturer's recommendations. Replace filters as required.	X				
Litter	Litter should be removed daily.					

GORRILL PALMER

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

August 25, 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 #3– 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 Second review comments memo dated August 22, 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. *City Staff understand that a portion of the 144 Fore Buildings will be demolished. Zoning noted that a few new tenants will be utilizing the remaining space. The overall site plan is the only plan that shows new site work related to 144 Fore. Please provide additional information.*

Response: The overall site plan is intended to provide basic context to what will remain of the 144 Fore Street building. The owner is pursuing updated tenants of the space as the primary tenant of what will remain of the building, The Veterans Administration, no longer occupies the space. The 144 Fore Street activity is however separate from the 70 Thames Street development and any activity for that building remainder will be permitted separately. What is shown on the current plans for the 70 Thames site is for informational purposes only.

2. *The applicant is proposing entrance into the 100 Fore Street garage from Thames Street.*

Response: An entrance into the ground level space of the 100 Fore parking garage was identified in the applicant's original RFP response. The entrance will allow tenants/visitors to the 70 Thames building the ability to enter/exit the site via Thames Street and affords the ability for drop-off/pick-up, without need of traveling

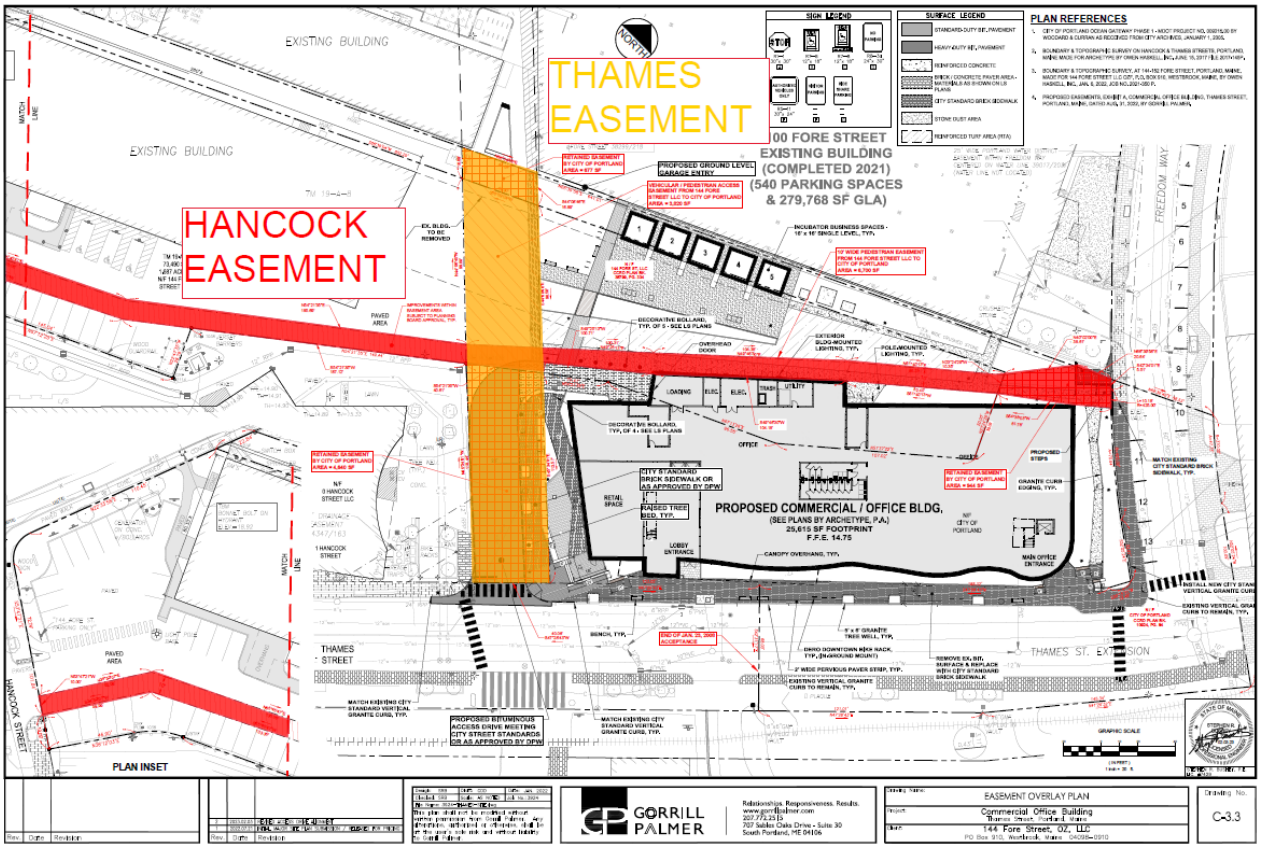
around the block to access the garage from Fore Street or Freedom Way. Multiple access points into a parking garage are not unique and in this case are needed as a result of the garage design that has no interior ramp system between the parking decks.

3. *Does the applicant intend to utilize the existing granite blocks on site? The Parks Dept would happily remove them for the applicant.*

Response: The applicant has an intended use for the granite blocks and expects that they will remain onsite at the time of the property transfer.

4. *All easements have been noted on the easement plan. City Staff have more comments below about how the public access easement from Hancock to Freedom.*

Response: There are two easements identified in the Purchase and Sale Agreement negotiated by the City. The easements are relatively robust in nature and allow for the input of the Planning Board to apply additional conditions to the easements.

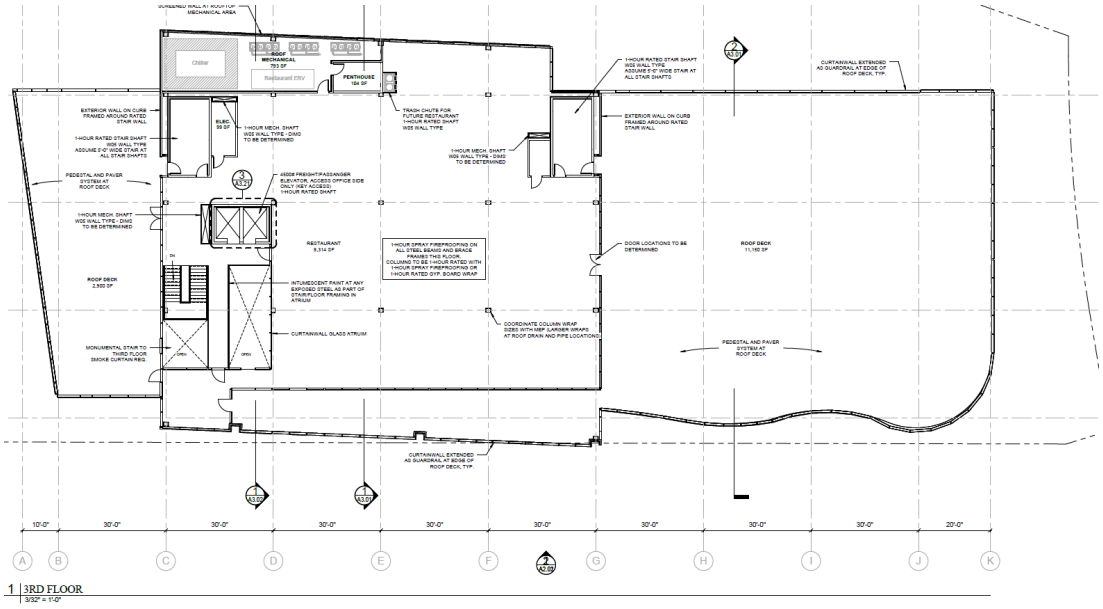


Easement Overlay Plan

14.6.1 Transportation Standards

5. *The applicant shall provide supporting information that the restaurant will function as a Fine-Dining facility as defined by ITE, and why use of ITE Land Use Code 814 Variety Store was selected.*

Response: The design intent, commencing with the original RFP response, has remained to include a Quality Restaurant (ITE LUC 931) on the third floor of the building. The architectural third floor plan shows an 8,314 SF Restaurant space and supporting roof decks, as rendered below. The first-floor Mercantile space is 1,825 SF and ITE LUC 814 was most representative of the expected tenant use, although a specific tenant has yet to be signed up.



Third Floor Architectural Floor plan

6. *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 application once submitted.*

Response: As outlined in the July 21, 2023, LOR #2 previously posted, the following Impact fee calculations will apply:

	Table 2 – Impact fees*			
Land Use (LUC)	**Area (SF)**	**Parks/Rec Impact fee**	**Transportation Impact fee**	**Amount**
Office (710)	43,730	$820/KSF	$3,391/KSF	$184,147.03
Mercantile (814)	2,000	$647/KSF	$9,990/KSF	$21,274.00
Restaurant (931)	8,315 (300 seats)	$647/KSF	$9,990/KSF	$88,446.66
	Total			**$293,867.69**

***rates from January 2023**

7. *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 structure parking in the vicinity. Final site access will be determined as part of the site plan approval.*

Response: The proposed site plan remains consistent with the original RFP submission plans and is consistent with the long-term planning that has been discussed over time as part of previous approvals for 1 Hancock Street (WEX Headquarters) and 100 Fore Street (WEX/Roux Institute). The driveway location remains consistent with the existing site conditions and will connect with the 144 Fore Street access, as it does currently. The positioning of the deliveries/loading area for the building is at the rear, which offers buffering from the surrounding streets to the best practicable extent.

8. *The TMP contemplated a five year build out to be completed in 2023. City Staff will follow up with more information. The DOT may require a study during the first year of full occupancy.*

Response: While the actual build-out of the City lot has lagged behind the original TMP project timeline, we'll note that traffic patterns and volumes have largely been influenced by post covid land use characteristics, including the work from home office model, thus, it's reasonable to believe that traffic volumes are lower than expected at the time of the TMP issuance. Future traffic analysis needs should consider these conditions and whether the need for the analysis actually remains warranted or not. Also, the nearby Portland Foreside Development would be expected to require a higher precedent of traffic analysis, given its sizably greater land use and intensity.

9. *The entrance to 100 Fore Street garage requires a site plan amendment to the 100 Fore Street application. The TMP did not envision an entrance to the Fore Street parking garage through Thames. Additional details shall be provided by the applicant as to the purpose of this driveway connection when three other garage entrances exist.*

Response: We respectfully suggest that the TMP actually didn't preclude the proposed entrance off Thames Street to the 100 Fore Street garage. This driveway has been consistently shown on the applicant's RFP submission and ongoing plans. The driveway will allow for ground level parking access to the 100 Fore Garage while offering access for pick-up/drop-off opportunity for tenants/visitors to the new building, all the while avoiding the need for vehicles to circumnavigate the Fore/Hancock/Freedom Way/Thames Block from the City site to the 100 Fore Garage. We don't believe there are any disadvantages to this access condition, while the advantages of improved access to the garage seem clear, in our opinion.

10. *The entrance to the property along Thames Street shall be constructed as a driveway not a roadway. This will eliminate the two accessible ramps (existing and proposed). Remove the two ramps and reconstruct the sidewalk on the adjacent property.*

Response: The updated plans reflect these comments.

11. *The driveway across from the site shall be moved to the opposite side and outside of the limits of the driveway apron. Any proposed accessible ramp shall be constructed separate from the driveway apron using the sidewalk as the landing.*

Response: The updated plans reflect these comments.

12. *The sidewalks and driveway shall be constructed in accordance with the City's sidewalk and Driveway Apron Material Policy and made compliance 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 updated plans reflect these comments and specifically Figure I-9B for Commercial/Industrial Driveway aprons, from the Technical Manual.

13. *The proposed crosswalks within the property shall be raised crosswalks connecting the proposed sidewalk network.*

Response: The updated plans reflect these comments.

14. *The stairs and associated wall provided for entry to the building's ground floor level appear to extend into the ROW. The wall and stair should not extend into the ROW and sidewalk.*

Response: The updated plans reflect these comments. The wall and stair have been moved out of the ROW.

15. *Update the plans to provide signage information for the proposed parking in the ROW.*

Response: The updated plans reflect these comments. All signage is to be coordinated and supplied by the City's Parking Division.

16. *Please confirm the number of parking spots to be allocated at the Ocean Gateway and 100 Fore Street Garages. City Staff note that the P&S dedicates parking spots in the garage.*

Response: As outlined in the response July 21st, response letter, the 100 Fore Street Garage contains at least 160 spaces made available to the 70 Thames Street site as outlined in the original RFP response. There also is an excess supply estimated to be greater than 100 spaces available, based on current demand patterns and leases, available in the 167 Fore Street Gateway garage. The executed Purchase and Sale Agreement also benefits the City by increasing the supply of parking available for City vehicles from the current 20 spaces, up to 25 spaces, between the two garages.

17. Please submit an updated TDM for review.

Response: The applicant requests any updates to the TDM be made a condition of approval tied to the issuance of a Certificate of Occupancy. As outlined in the original application materials, WEX's implementation of their TDM plan, which includes both the 1 Hancock and 100 Fore Street locations, has largely, been delayed/slowly started, due to the Covid pandemic and their evolving work practices. See 6 Steps to Build an Efficient Work From Home Model | WEX Inc.**, which outlines how WEX successfully transitioned their workforce to nearly 99% work from home, during the pandemic. Their work from Home model has continued and largely outpaced the modest vehicular traffic reductions targeted by the TDM. For these reasons, TDM, while still relevant and important, has largely taken a backseat to the new post pandemic business model held by WEX. We believe further updating of the TDM, for now, can be postponed until a time prior to the need for a certificate of occupancy or at a time when office occupancy substantially returns to Pre-Pandemic conditions.**

14.6.2 Environmental Quality Standards

18. Use Tick marks to layout the proposed parking along Thames Street to identify tree planter and vehicle door conflicts. Adjust where needed.

Response: The updated plans reflect these comments.

19. Street tree spacing ur Staff appreciate the street tree layout in an improvement. Based on the pattern of street trees shown there should be one additional tree completing the sequence along Thames Street as it reaches Freedom Way. If there is a rationale for omitting this tree, please provide it.

Response: See the updated landscape and site plans for proposed street tree locations. The applicant prefers a tree not to be shown as suggested due to the proximity to the WEX office entrance at the east end of the building.

20. Street Tree species Composition ur the diversity of the tree species proposed in the landscape plan and the applicant's willingness to consider switching away from Maples is appreciated. Upon further review with the City arborists, staff need to ascertain that the small granite tree wells coupled with the proposed Silva Cells provide adequate soil volume for tree survival, especially a larger tree. For larger street trees, minimum recommend soils volumes rand from 1000 to 1500 CF. There is currently no indication of total soil volume on the plans or street tree planter sections. Please provide the Silva Cell model specifications and plan-view layout of silva cells to ascertain adequate soil volume is being provided and the proposed minimum depth of tree root zone. The maximum soil volume being provided per tree will help dictate what trees are able to survive and thrive in the proposed planters.

Response: The tree wells have been enlarged to 4' x 8' which exceeds the design standard in Figure IV-4B of the technical manual (4' min. x 6' min.). The applicant retains the right to omit or use Silva cells at the tree plantings, subject to affordability, and in accordance with

the manufacturer's recommendations. We are not aware that the Technical Manual or other City standard requires their use, therefore this is a voluntary choice.

21. *The raised granite tree wells labeled as 5'x6' but are drafted as 4'x6' interior area. Which size is being proposed? In the City Arborists' experience, trees benefit from more than the absolute minimum size of tree well where space allows. Staff strongly encourage applicants to provide larger tree wells wherever space allows as the 4'x6' dimensions are the absolute minimum allowed specifically in circumstances where the walking surface of the sidewalk is very constrained.*

Response: The tree wells have been enlarged to 4' x 8'.

22. *City staff need to confirm the status of the public access easement across the site. The applicant shall provide additional information on the paths type, lighting, and safety. The planning Board wanted to make this seem more like a pedestrian walkway rather than an alley behind the buildings.*

Response: The public access easements extend from Hancock Street to Freedom Way (the Hancock Easement) and from the existing public access easement on 100 Fore Street, to Thames Street (the Thames easement). These easements are made part of the executed Purchase and Sale Agreement with the City. These are presented in the color caption earlier in this letter. The plans call for a concrete surface sidewalk with a snowmelt system and ample lighting along both routes. See the latest site lighting plan for further information. We believe the activation of this Quad space between the rear of the new building and the incubator spaces will be largely increased simply due to the Incubator spaces as well as pedestrian connectivity between the garage and office areas. Similarly, unlike a traditional narrow alley between buildings, this site design includes a large separation between the structures that results in greater visibility, openness, and scale. The design eliminates the existing narrow grassed alley that lies between the existing 144 Fore Street building and the 100 Fore Street property. Substantial security measures and surveillance will be made part of the construction.



23. *The applicant should complete a project flood control analysis to ensure that the post development stormwater flow rates entering into the City's storm drain system do not exceed pre-development flow rates.*

Response: As evidenced by the table below the site's overall runoff conditions will be improved due to the reduction in impervious surface. The site is relatively small and thus, by inspection, normally the straightforward reduction in imperviousness yields reduced peak flow conditions. Typical hydrological modeling (TR55/TR20) is not specifically the ideal means of evaluating this type of small site and the reduction in impervious area is actually too small to change the site's runoff coefficient measurably in the computer methodology. Additional comments we can offer regarding the surface changes to the site include:

- **The site has a long history of industrial development associated with the Grand Truck railroad.**
- **Existing grassed/landscaped conditions are considered to be in poor condition with little to no topsoil coverage and absorption capacity.**
- **The proposed landscaped conditions will improve the grass and landscape beds with sufficient topsoil (6"+) and mulched area to vastly improve water retention and decrease runoff.**
- **The site discharges entirely to nearby large diameter collection pipes that outfall to the nearby tidal conditions of the Fore River. The site is further located at the bottom of the overall watershed collection area, thus, from a timing/storage view,**

the site runoff should be allowed to discharge as quickly as possible to avoid overlap of peak flow timing attributable to the upper sections of the contributing watershed.

- **The building area roof drains will primarily discharge to the existing 10" drain lines that tie into the 60" storm drain in Freedom Way, both located at the east end of the property. We believe these pipes were designed to accommodate the site redevelopment activity. The roof drain system will include roof drain filters to aid with water quality treatment. The applicant reserves the right to contract with any of a number of roof filter vendors subject to a competitive bid selection process. Final product selection can be noted on the project record plans.**
- **The site's front yard area and sidewalk will continue to discharge to the Thames Street gutter line which collects within an existing tree box filter, generally centered along the property frontage.**

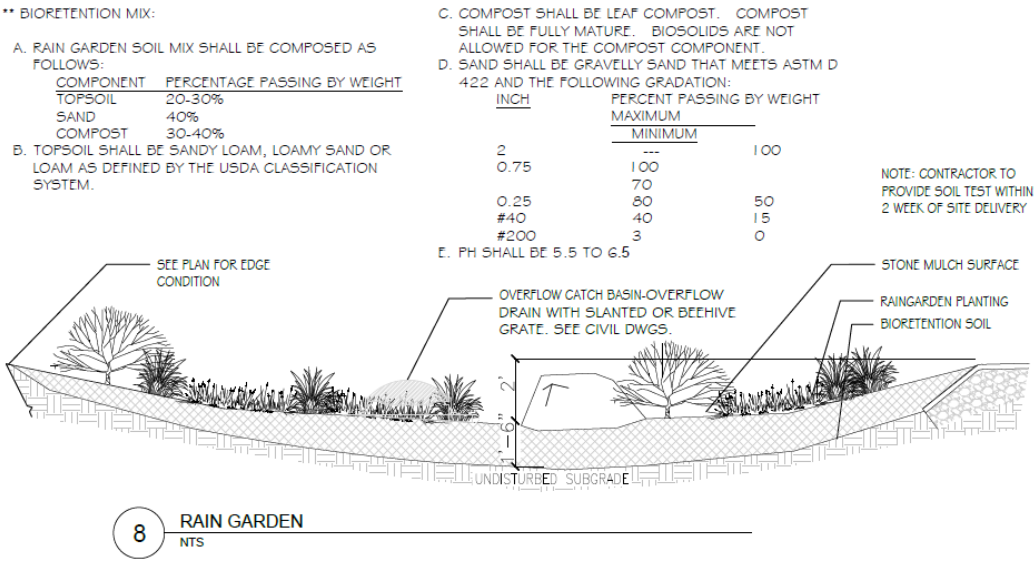
On the basis of this information, we believe no further stormwater analysis is warranted. If a waiver of any further stormwater evidence is needed, we respectfully ask this be made for the Boards deliberations.

Table 3 – Area Calculations		
Description	**Predevelopment**	**Post Development**
Impervious Area		
-Roof	-13,390 SF (18.8%)	-26,895 SF (37.7%)
-pavement/sidewalks	-18,824 SF (26.4%)	-25,314 SF (35.4%)
-gravel	-21,186 SF (29.6%)	-
Non-Impervious area	18,000 SF (25.2%)	19,191 SF (26.9%)
Totals (Developed Area)	71,400 SF	71,400 SF (100%)

70 Thames Street – Pre vs. Post area summary

24. *It appears that the site plan updated for this submission includes additional non-roof redeveloped area associated with the proposed parking garage entrance and driveway to the existing 100 Fore Street building. This area should be included in the overall stormwater quality treatment calculations for the project. The applicant is proposing a rain garden in this latest submission, but design information has not been provided for review.*

Response: The described area does include both non-roof impervious as well as increased landscaped area. Within this space, some runoff from the pedestrian quad area in front of the incubator spaces will sheet into the rain garden for treatment. See sizing analysis below. The parking garage entry drive will contain a closed drainage system consisting of several catch basins and storm drainage conveyance pipe that ties into the City's street system. The City's street system drains westerly and ultimately discharges collected runoff through a hydrodynamic separator that was previously installed by the City as part of the Ocean Gateway Terminal construction. The hydrodynamic separator aids with sediment and trash removal from the runoff flow.



The rain garden sizing calculations are as follows:

- **Contributing area – Impervious =10,000 SF and Landscape = 7,968 SF**
- **Treatment Volume – Required = 1,100 CF / Provided = 1300 CF (6" pool depth and 6" within 18" filter)**
- **Filter area – required 940 SF/ Provided 1,300 SF (less than max size of 2,000 SF)**

25. *Please submit a stormwater management plan as required in Chapter 500. The applicant should also provide a draft Stormwater Maintenance Agreement for City Staff review.*

Response: On the basis of the information presented above, we request a waiver of the need for any further stormwater management plan materials. We've previously submitted a draft of the SWM agreement and offer it again, accompanying this letter.

26. *The applicant is proposing a couple of different treatment methods ur one for the building roof runoff and one for the site stormwater. With the redevelopment standards, 50% of the non-roof redeveloped area must be treated. If they would like to instead count roof treatment, they need to justify that and why treatment of non-roof area to meet the threshold cannot be met. With the info they have provided, City Staff does not see anything provided that allows us to evaluate treatments areas vs. thresholds.*

Response: The following summarizes the treatment approach:

Description	Area	Treatment
Primary Building	**26,895 SF**	**Roof drain filters**
Rear Quad area	**17,968 SF**	**Rain Garden with 18" soil filter.**
Frontage along Thames	**6,500 SF**	**Existing Tree box filter on Thames Street**
West end of site	**20,037 SF**	**Existing Hydrodynamic Separator at Gateway Terminal**
Total	**71,400 SF**	

The non-roof developed area is 44,505 SF and 50% of this value is 22,253 SF. The design includes approximately 24,468 SF (55%) of developed area to be treated by either the Rain Garden or the existing tree box filter on Thames Street. The entire roof will be treated by roof drain filters. Sediment removal will also be provided with the proposed onsite catch basins and the offsite hydrodynamic separator. The use of snowmelt systems also minimizes the need for winter sanding use, which is a water quality benefit.

14.6.3 Public Infrastructure & Community Safety Standards

27. *Confirm that 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: The street repair limits have been updated to include pavement repairs at least 20' beyond the trench limits for the full width of the street.

28. *The applicant is aware they are required to repave the finished surface of the street per the moratorium standards. All pavement cuts in the City ROW 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 limits on the utility plans to meet the requirements.*

Response: The repair limits have been updated on the plans and appropriate plan notes are on the plans insuring compliance by the contractor when the work is completed. These conditions are made part of any street opening permit the City issues to the contractor.

29. *The proposed UGE and Telecommunications connections in the sidewalk along Fore Street are not a valid connection point. The applicant shall verify that services are available at this location and provide an alternative connection point on the next submittal.*

Response: A conduit duct bank extending from Fore Street down Freedom Way was

previously installed as part of the 100 Fore Street construction, in anticipation of future power and communications lines extensions to the City lot and should thus be available for use. A new CMP 38Y Manhole for the primary power circuit will need to be installed under/adjacent the Freedom Way sidewalk as is commonly done in the City. There are alternative routes of service from Hancock Street, behind the existing Wex Building that may also be available, although it is anticipated they will not be needed.

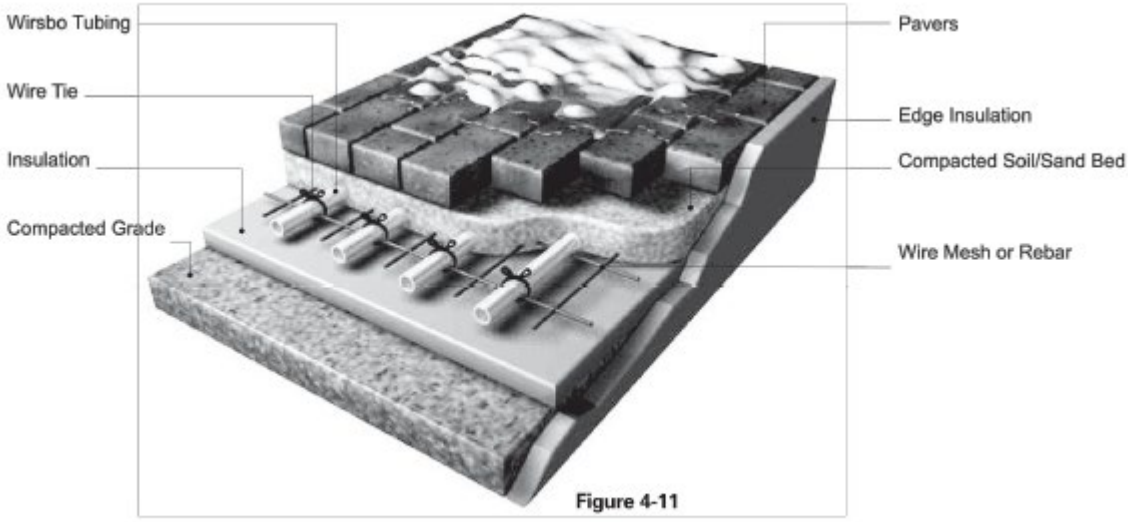
30. Relocate the existing street light conduit outside of the proposed planters.

Response: The updated plans reflect these comments. This work along with adjustments to several of the existing streetlight pole bases will be accomplished as part of the sidewalk reconstruction.

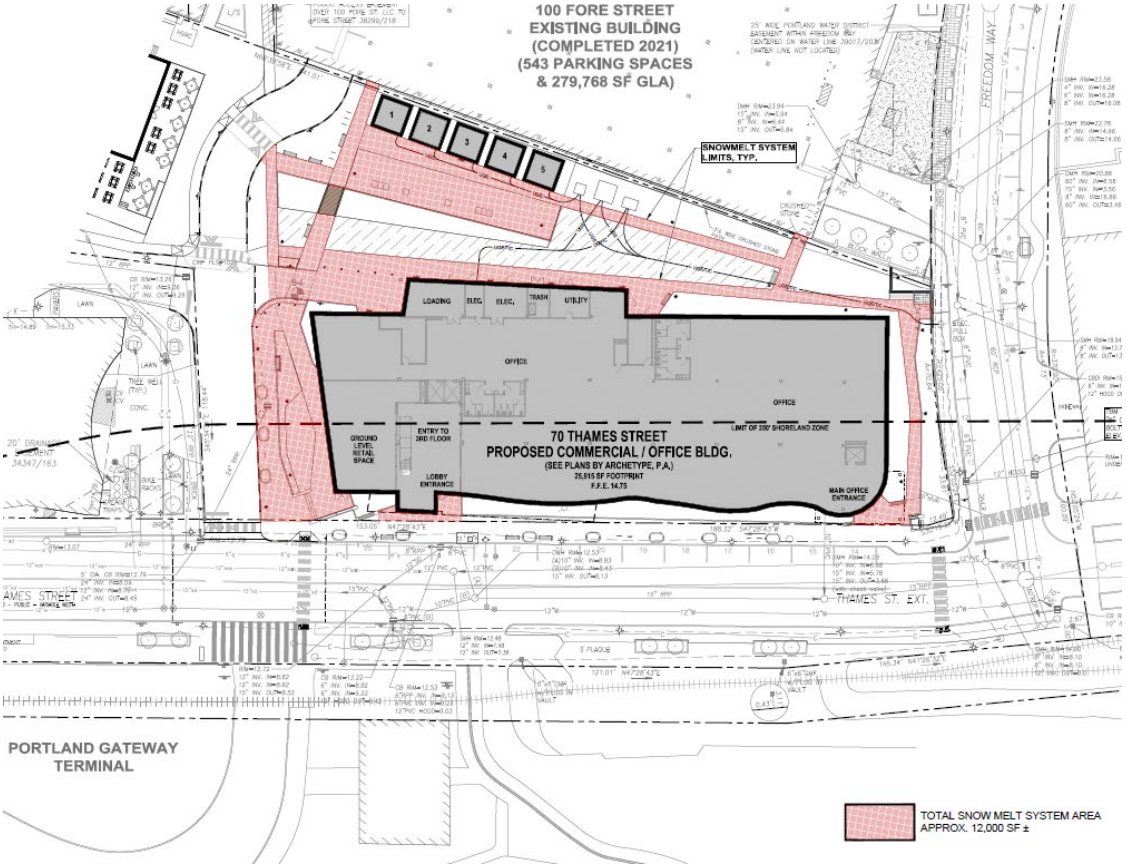
14.6.4 Site Design Standards

31. City staff request additional information regarding proposed protocols for snow removal.

Response: The applicant proposes 12,000 SF of underground snowmelt system (see detail below) that will effectively minimize the need for snow removal. As evidenced below, snow melt systems will be installed through the majority of the site's walkway surfaces. Any small amount of plowed/pushed snow onto these surfaces, is quickly melted, thereby minimizing any snow removal needs.



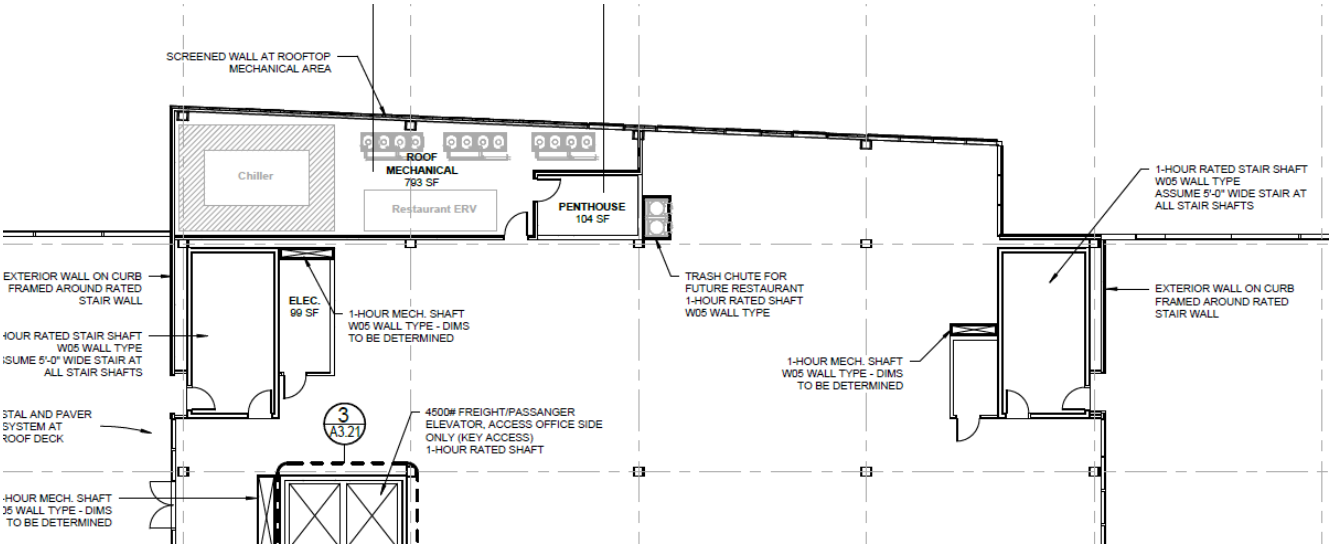
Pavers Over a Compactable Soil/Sand Bed



32. *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. Will there be any additional HVAC associated with 144 Fore? Will there be any mechanical or HVAC associated with the incubator spaces?*

Response: The building's HVAC systems are shown on the Third level floor plan on the next page. The mechanical space will contain a screen wall around the roof area perimeter. The 144 Fore Street site mechanicals for the remaining building space will remain unchanged for now. The incubator spaces will have power for electric lighting and heat and small water and plumbing services into each space. These will be tied into the main building.

Based on the Design Review memo we believe no further information or submissions are needed for the building design. We appreciate the thoroughness of the staff review.



Third Floor Mechanical Space

We look forward to the Planning Board public hearing in September. Please find the attached information for your review and 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\P Applications\Local\LOR #3 2023.08.24\LOR#3_Tetelman_08.24.23

Attachment A – Draft SWM Agreement

DRAFT
STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT

144 Fore St. OZ LLC
Commercial Office Building – 70 Thames Street

IN CONSIDERATION OF the site plan approval granted by the Planning Board of the City of Portland to the proposed **70 Thames Street PL-002437-2023 -** shown on the Site Layout Plan and Grading, Drainage & Erosion Control Plan (Plans are on file with the City of Portland Project ID PL-002437-2023) prepared by Gorrill Palmer Consulting Engineers of 300 Southborough Drive, South Portland, Maine stamped approved on _____ and attached hereto as Exhibit A and pursuant to a condition thereof, 144 Fore St. OZ LLC with a principal place of business in Portland, Maine, and having a mailing address of One Portland Square, Suite 6A, Portland, Maine 04101, the owner/operator of the site, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the roof drain filter systems, the bioswale, and related onsite drainage infrastructure, (hereinafter collectively referred to as the "stormwater system"), as shown on the Grading, Drainage & Erosion Control Plan in Exhibit A and in strict compliance with the approved Stormwater Inspection and Maintenance Manual prepared for the Owner by Gorrill Palmer Consulting Engineers a copy of which is attached hereto as Exhibit B and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request and be made part of the annual Stormwater reporting duties of the applicant to the City.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor

or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor's Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2023.

_____

(*name of company*)

_____

(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss. Date: _____

Personally appeared the above-named _____(*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

_____

_____Notary Public/Attorney at Law

Print name: _____

OPERATION AND MAINTENANCE FOR
70 THAMES STREET OFFICE BLDG

PREPARED FOR:

144 FORE ST. OZ LLC
ONE PORTLAND SQUARE SUITE 6A
PORTLAND, MAINE 04101

PREPARED BY:

GORRILL PALMER CONSULTING ENGINEERS
300 SOUTHBOROUGH DRIVE
SOUTH PORTLAND, MAINE

JULY 2023

A. INTRODUCTION

The 70 Thames Street development features one or more Fabco downspout cartridge filter units, model 10080-2, or approved equal, located within the building. The stormwater management system must be regularly inspected and maintained to ensure that each component is performing as intended throughout its life.

B. FABCO MODEL 10080-2 STORMBASIN CARTRIDGE FILTER UNIT

Preface: The roof drain filter unit is intended to provide water quality treatment for runoff from the proposed roof surface prior to discharge into the municipal drainage system in Thames Street. Primary contaminants from the roof include bird waste, metals, dust, and related pollutants.

Inspection: The roof filter unit must be inspected to ensure proper function during rain events. Primary inspection goals include removal of debris, leaves, or related solids preventing filtering and water pass through or blocking the internal overflow.

Maintenance: If the filter is not draining within 24 hours, the filter media shall be replaced in accordance with the manufacturer's instructions. Debris must be removed from the filter unit. With all debris removed from the StormBasin the filter cartridge(s) will be exposed at the bottom. To remove the cartridge(s) reach down into the basin and firmly grasp the plastic outer rim of the cartridge body just below the foam, twist the cartridge body counterclockwise about ¼ turn until it stops, and lift the cartridge straight up to remove. Insert the new StormBasin cartridge down through the hole in the base of the unit. The colored ring on the cartridge should be facing upwards. Push the cartridge all the way through the hole until it rests on the bottom. Slowly turn the cartridge in a clockwise direction until the tabs align with the slots and the cartridge body drops about ¼' further down. Once the tabs fall through the slots, continue turning firmly in a clockwise direction until the tabs contact the STOPS. The cartridge is now installed.

Frequency: During the first year, the unit should be inspected quarterly and following all major storm events. Thereafter, the unit should be inspected at least every 6 months. Debris and sediment buildup should be removed as needed in accordance with manufacturer's recommendations. The filter cartridges shall be replaced on an annual basis. Cartridges can be sourced from Fabco Industries, Inc., phone 631-393-6024, 66 Central Avenue Farmingdale, NH 11735.

C. STORMWATER INLETS

Preface: The success of any stormwater facility relies on the ability to intercept stormwater runoff at the design locations. Stormwater inlets may include catch basins,

open culverts, culverts with bar screens, roof scuppers, plaza scuppers, trench drains, and field inlets. Inlets exist throughout the system.

Inspection: The inspection of inlet points will need to be coordinated with other maintenance items; these include:

- Landscape services
- Building maintenance areas
- Grounds maintenance

The key elements of the inspection are to assure the inlet entry point is clear of debris and will allow the intended water entry.

Maintenance: The key maintenance is the removal of any blockage which restricts the entry of stormwater to the inlet. The removed material should be taken out of the area of the inlet and placed where it will not reenter the runoff collection system. Snow should be removed from inlets on parking decks or plaza areas. Grass clippings and leaves should be bagged and removed particularly near the yard inlets near the building.

Frequency: All inlets should be inspected on a quarterly basis, and after/during significant storm events.

Maintenance/Inspection Responsibility:

Maintenance Personnel: The maintenance personnel will perform the normal maintenance/inspections of the inlets and tributary drainage system.

Comments: Maintenance of inlets is critical for this project.

D. TRIBUTARY DRAINAGE SYSTEM

Preface: The stormwater conveyance system will be principally overland flow discharging to piped drain systems. Most of the sediment is carried by the drainage system and is intended to be trapped near the inlets or in pretreatment devices. Maintenance of this system can play a major role in the long-term maintenance costs and the effectiveness of the pond system.

Inspection: The tributary drainage system should be periodically inspected to assure that it is operating as intended, and that its carrying capacity has not been diminished by accumulations of debris and sediment or other hydraulic impediments. On piped systems, the inlets must be inspected to ensure the rims are set at the proper elevation to optimize flow entry and are not clogged with debris. The inlet catch basins are normally equipped with sumps and hooded outlets which will remove gross floatables and large sediment particles from the flow stream.

The level of sediment in the sumps should be checked to assure their effectiveness. Pipelines connecting the inlets should be checked to determine if siltation is occurring. This will be most critical on drain lines laid at minimal slopes. This can usually be accomplished by a light and mirror procedure.

In some projects, most of the stormwater is carried in open swales, channels, or ditches. These conveyance channels may be rip rapped or vegetated, depending on the gradient and expected flow velocities. These facilities must be inspected to ensure debris or sedimentation does not reduce their carrying capacity. Excess vegetative growth must also be noted. The surface protection for the channels, either stone or vegetation, must be inspected to ensure their integrity. Any areas subject to erosion should be noted.

Maintenance: Maintenance of the storm drainage system must assure that it continues to serve its design function on a long-term basis, and that its operation does not transport excessive sedimentation to any downstream detention pond, or the receiving waters. Elevations on the rim of catch basins should be adjusted as needed to assure optimal water entry. Depending on the frost susceptibility of the soil, the rims may become elevated over time causing flow to circumvent the inlet. If a filter bag has been designated for the inlet silt or other deleterious materials, can significantly reduce capacity and the bags should be removed with sediment and replaced. Catch basin cleaning would normally be accomplished with vacuum trucks contracted as a maintenance service for the retail center. The removed material must be disposed of at an approved site for such materials.

If sediment in the pipeline is observed, it should be removed. This may be accomplished by hydraulic flushing, or by mechanical means. If hydraulic flushing is used the downstream conditions should be analyzed. The tidal influence can aggregate sedimentation since there are periods of no flow. Backwater valves and connection points are intended to reduce this occurrence.

Frequency: The pipe drainage system should be inspected on an annual basis. Adjustment of inlet rim elevations should be on an as needed basis. Cleaning catch basin sumps and pipelines will depend on the rate of accumulation.

Maintenance/Inspection Responsibility:

Special Services: The owner will contract with an independent agent for cleaning or replacement of catch basins, sumps, and pipelines. Remedial source control measures may be performed by the owner or an outside service depending upon the nature of the particular situation.

Comments: Maintenance of inlets is of utmost importance to the project to avoid unintended roof loading, ice accumulation, and cleanliness of the floors of the building.

E. RECORD KEEPING

Records of all inspections and maintenance work accomplished must be kept and maintained to document filter operation and related site maintenance. These records should be filed and retained for a minimum 5-year time span. The filing system should be capable of ready retrieval of data for periodic reviews by City staff associated with the City's stormwater program. Copies of such records should also be filed with the City's Stormwater Program Coordinator. A Typical inspection and maintenance record form is attached hereto as Attachment B.

F. CONTRACT SERVICES

In some instances, or at specific times, the owner may not have the ability to conduct the required inspection and/or maintenance programs as outlined in this document. In such a case, the work should be accomplished on a contractual basis with a firm or organization that has the staff and equipment to accomplish the required work.

The service contract for inspection and maintenance should be a formal, well-written legal document which clearly defines the services to be provided, the contractual conditions that will apply, and detailed payment schedules. Liability insurance should be required in all contracts.

ATTACHMENT A

Sample Inspection Logs

70 THAMES STREET
144 FORE ST OZ, LLC
PORTLAND, ME

ROOF DRAIN FILTER **ANNUAL INSPECTION & MAINTENANCE LOG**			
FACILITY:		**YEAR:**	
LOCATION: 70 Thames		**CONTRACTOR:**	
FUNCTION:		**INSPECTOR:**	
DATE OF INSPECTION:			
ITEM IDENTIFICATION	**DESCRIPTION OF CONDITIONS**	**MAINTENANCE ACCOMPLISHED**	**DATE OF MAINTENANCE**
GENERAL COMMENTS:			

STORMWATER MANAGEMENT SYSTEM MAINTENANCE PROGRAM – SUMMARY CHECKLIST						
		Frequency				
Item	Commentary	Monthly	Quarterly	Semi-Annual	Annual	Long Term
Vegetated Slopes	Slopes and related ground surface should be inspected for erosion and sedimentation		X (until vegetation established)		X	
Roof Drain Filters	Inspect systems to verify adequate functioning and capacity. Dispose of filters that have reached useful life in accordance with manufacturer's recommendations. Replace filters as required.	X				
Litter	Litter should be removed daily.					

Thames Street

Resubmission for Planning Board Hearing

Prior to the workshop held on June 27th, 2023, multiple design changes were made to the building based on staff comments and those changes were presented and explained during the workshop. All of those changes remain in the version submitted for the hearing.

In addition to those changes, further modifications have been made based on the Board comments. At both the 3-story entry to the assembly space on the roof, and at the 2-story entry to the office space, the non-tinted structural glazing is now flanked by a pattern of solid panels from the ground to the roof. In the same pattern of the curtainwall a pattern of 2 solid bands followed by a glazed band and then a final solid band have been added to both sides of the structural glazing at both entries. On the office portion, this is pretty straightforward but at the assembly entry there is more play in the pattern due to the changing in massing as the building reaches to the roof. The move responds both to comments about the entries needing more highlighting and to comments that it would be nice to have the high levels of glazing more broken up.

This modification plays into the design well in a couple of ways beyond responding to the Board. Because this building is using metal infill panels instead of spandrel for banding, the verticals tie into that pattern. The metal is a lighter gray than the other buildings on the campus and during the day, with reflectivity, this will create a very visible light pattern across the mass. In contrast, in the evening, lights will shine from inside and the banding will become the dark in the pattern. The reverse of contrast during the course of 24 hrs is an intentional design move. Along with that, the banding around the 3-story portion changes as you view the building from different angles due to it wrapping and stepping to different planes where the massing changes.

Aside from the changes to the design the following is further explanation to why certain changes were not made that were brought up by the Board.

Sun shades – As mentioned at the hearing – vertical shades are not being installed on the entries as the design intent of those is to have maximum interaction with the interior and the fins would be distracting and block the views. As for horizontal sun shades on the 2-story portions where the building is curtainwall, I spoke with the client who is one of the largest glazing contractors in the northeast and has professional knowledge on glazing systems, and he said sunshades are limited in their reducing solar heat gain, especially based on orientation. An automated interior shade system, the same as has been installed on the Wex Headquarters, would function better than exterior shades and have adjustability which maximizes the heat control while also adjusting for maximum views.

Glazing – For the workshop resubmission spec sheets on the glazing being used were submitted and the basic take from these is that glass that either meets or exceeds the newly adopted energy requirements adopted by Portland.

Bird glass – Bird glass is far more expensive than standard glass so the effects of using it would have to prove important. On top of the cost, it has a wave to it that distorts images so both the views in and out

would be distorted as well as reflections from the outside. This would change the look of the building and the experience from within. The Wex building is a perfect example to use as it is in the same location with the same glazing and there has been only one known bird in the past five years that has hit the windows. Property maintenance is done regularly around the perimeter of the building and birds would be found if they were regularly flying into the building. This does not justify the cost or change in views and appearance that come with using the bird glass.

The elevations have been added for the incubator spaces. They will be framed 16’x16’ boxes that allow for flexibility in the front elevation as shown in the notes on the elevations. They can house a single user or be split into two – creating spaces similar to those in the Washington Ave incubator spaces. The siding is the same material as is used on the parking levels of 100 Fore, which they back up to, but we are proposing 5 different shades of blue to make the design more playful and to tie into the colors of the waterfront and nestle into all of the greenery.

SITE DEVELOPMENT PLANS

FOR A COMMERCIAL OFFICE BUILDING ON

70 THAMES STREET PROPERTY

PORTLAND, MAINE

AUGUST 2023

FINAL PERMITTING SET

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

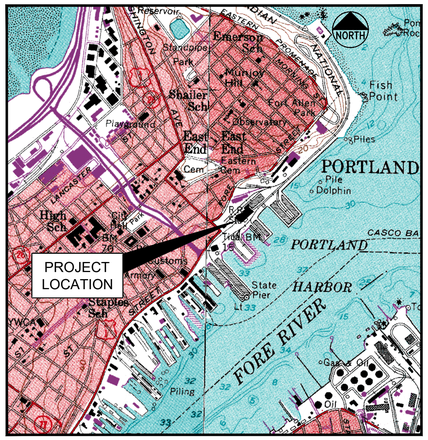
TML 19-A-8
144 FORE STREET LLC
P.O. BOX 910
WESTBROOK, ME 04098-0910
C.C.R.D. BOOK 38799 PAGE 344

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



LOCATION MAP
N.T.S.

INDEX

C-1.0 COVER SHEET
C-1.1 GENERAL NOTES & LEGEND
C-2.0 BOUNDARY & TOPOGRAPHIC SURVEY - BY OWEN HASKELL
C-2.2 EXISTING CONDITIONS & DEMOLITION PLAN
C-2.3 CONSTRUCTION MANAGEMENT PLAN
C-3.0 OVERALL SITE PLAN
C-3.1 SITE LAYOUT PLAN
C-3.2 10 SCALE SITE ENLARGEMENT PLANS
C-3.3 EASEMENT OVERLAY PLAN
C-3.4 SNOW MELT AREA PLAN
C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
C-5.0 UTILITY PLAN
C-6.0 SITE DETAILS
C-6.1 SITE DETAILS
C-6.2 SITE & MISCELLANEOUS DETAILS
C-6.3 STORM DRAIN & UTILITY DETAILS
C-6.4 UTILITY & MISCELLANEOUS DETAILS
C-7.0 TRUCK / FIRE APPARATUS TURNING TEMPLATE PLANS

L1 MATERIAL & LIGHTING PLAN - BY MITCHELL & ASSOCIATES
L2 PLANTING PLAN - BY MITCHELL & ASSOCIATES
L3 PHOTOMETRIC PLAN - BY MITCHELL & ASSOCIATES
L4 DETAILS - BY MITCHELL & ASSOCIATES
L5 DETAILS - BY MITCHELL & ASSOCIATES
L6 DETAILS - BY MITCHELL & ASSOCIATES
L7 DETAILS - BY MITCHELL & ASSOCIATES
L8 DETAILS - BY MITCHELL & ASSOCIATES
L9 DETAILS - BY MITCHELL & ASSOCIATES

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.

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:	GOVERNING BODY:	STATUS/DATE ISSUED:
LOCAL		
SITE PLAN / MAJOR SITE PLAN APPROVAL:	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL, CONGRESS STREET PORTLAND, MAINE 04103 207.874.8722	MAJOR SITE PLAN APPLICATION SUBMITTED 03.24.2023 (PRE APP HELD 07.06.2022) WORKSHOP HELD JUNE 13, 2023 FINAL SUBMISSION JULY 21, 2023 REVISED SUBMISSION AUGUST 25, 2023
BUILDING PERMIT:	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL, CONGRESS STREET PORTLAND, MAINE 04103 207.874.8900	TO BE FILED BY BUILDING CONTRACTOR
UTILITY / STREET OPENING PERMITS:	CITY OF PORTLAND PUBLIC SERVICES DIVISION 250 CANCO ROAD PORTLAND, ME 04103 207.874.8801	TO BE FILED PRIOR TO CONSTRUCTION
TRAFFIC MOVEMENT PERMIT:	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL, CONGRESS STREET PORTLAND, MAINE 04103	TMP ISSUED 03.20.2020 PROJECT ID REG. 01-000270
STATE		
SITE LOCATION OF DEVELOPMENT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION CANCO ROAD PORTLAND , ME 04101	COVERED ON PERMIT ORDER #L-7866-26-E-N (TRANSFER ORDER TO BE REQUESTED)

CONSULTANT LIST

CIVIL ENGINEER:
GORRILL PALMER
300 SOUTHBOROUGH DRIVE, SUITE 200
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEVE BUSHEY
SBUSHEY@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

ARCHITECT:
ARCHETYPE ARCHITECTS
48 UNION WHARF
PORTLAND, MAINE 04101
207.772.6022
ATTN: BILL HOPKINS
HOPKINS@ARCHETYPEPA.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

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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.

GORRILL PALMER
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: COVER SHEET
Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-1.0

U:\3924_Thames Street-MEX_Portland, ME\Z - CAD\DWG\3924-COVER.dwg 8/25/2023 11:14 AM

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 THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE), IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
5. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
6. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
7. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
8. TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY 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 OF THE PLAN AND ALL THE PROPERTY WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVALS IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
11. ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS: GRANITE 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 MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.

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 SWEPT 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 22/26 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.

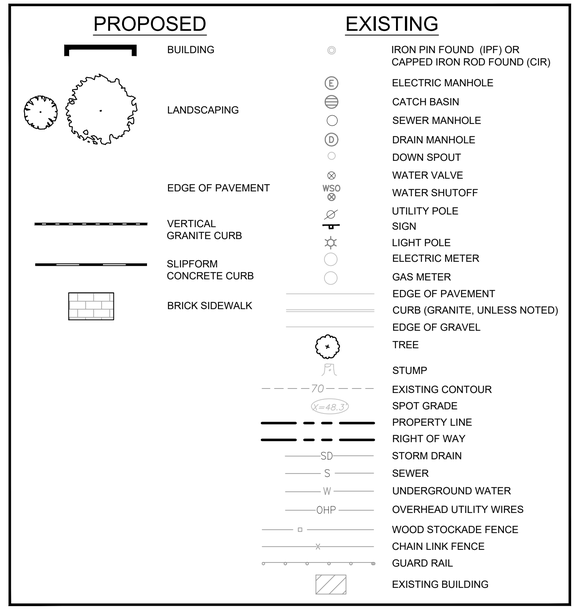
In no case should foundations be cast on frozen ground or in standing water.

We recommend that a test pit be excavated in the area of B-3 prior to construction in an ttempt 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 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:



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–GEN.dwg		

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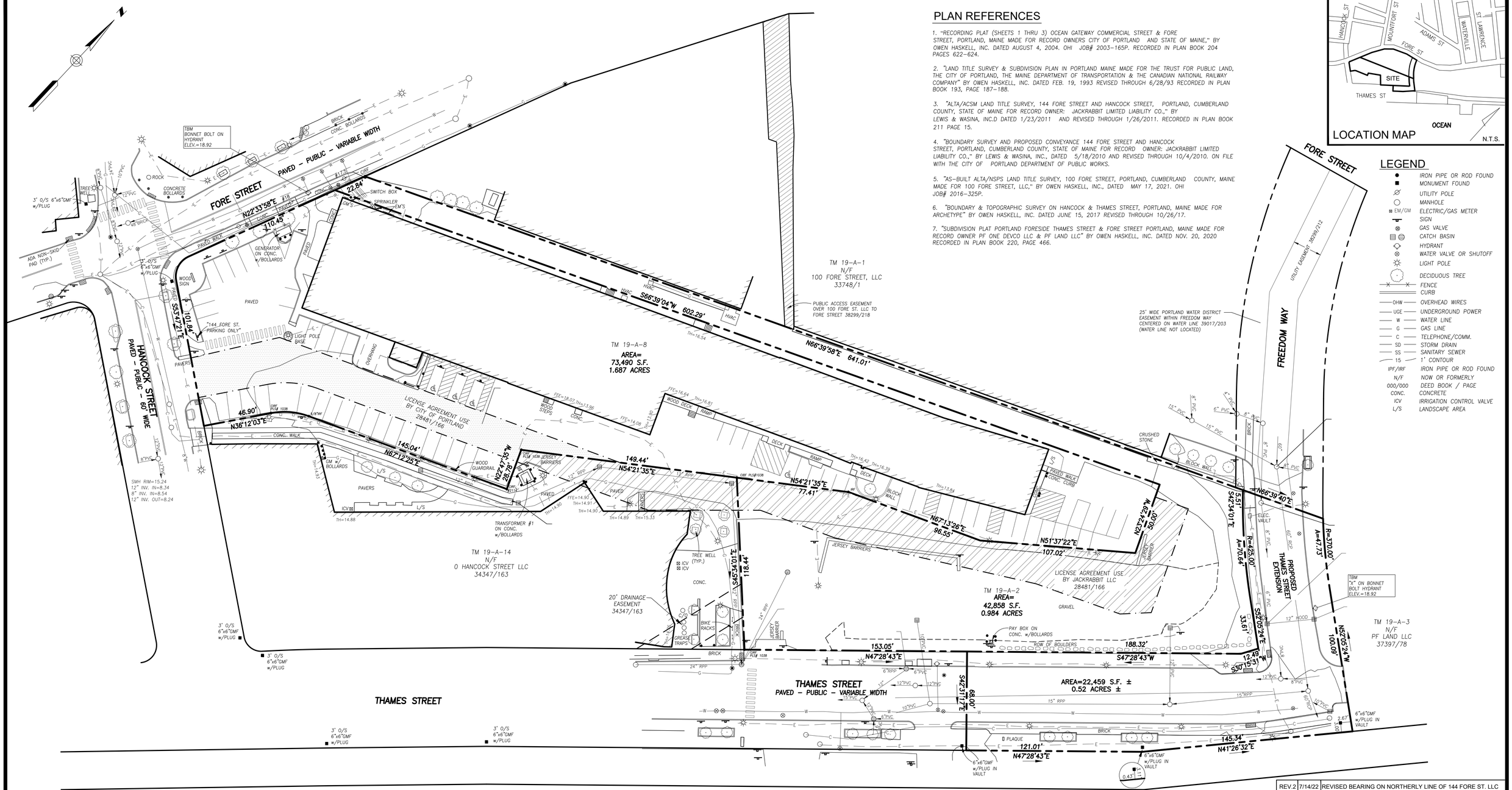
Drawing Name: GENERAL NOTES & LEGEND

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-1.1

U:\3924_Thames Street-WEX_Portland, ME\Z – CAD\DWG\3924–GEN.dwg 8/25/2023 11:15 AM



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 DEVCO 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
⊠ EM/GM	ELECTRIC/GAS METER
	SIGN
⊗	GAS VALVE
▤ ▤	CATCH BASIN
	HYDRANT
⊗	WATER VALVE OR SHUTOFF
	LIGHT POLE
	DECIDUOUS TREE
X X	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 LOCATION THE UNDERGROUND UTILITIES. CALL 1–888–DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

GENERAL NOTES

1. OWNERS OF RECORD:

TAX MAP 19 BLOCK A LOT 8	TAX MAP 19 BLOCK A LOT 2
144 FORE STREET, LLC	CITY OF PORTLAND
C.C.R.D. BOOK 38799 PAGE 344	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	PT# 3000 – N.E. CORNER HANCOCK/FORE
N:301390.32	N:301536.149
E:2931443.86	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. LOUBIER, PLS #2407

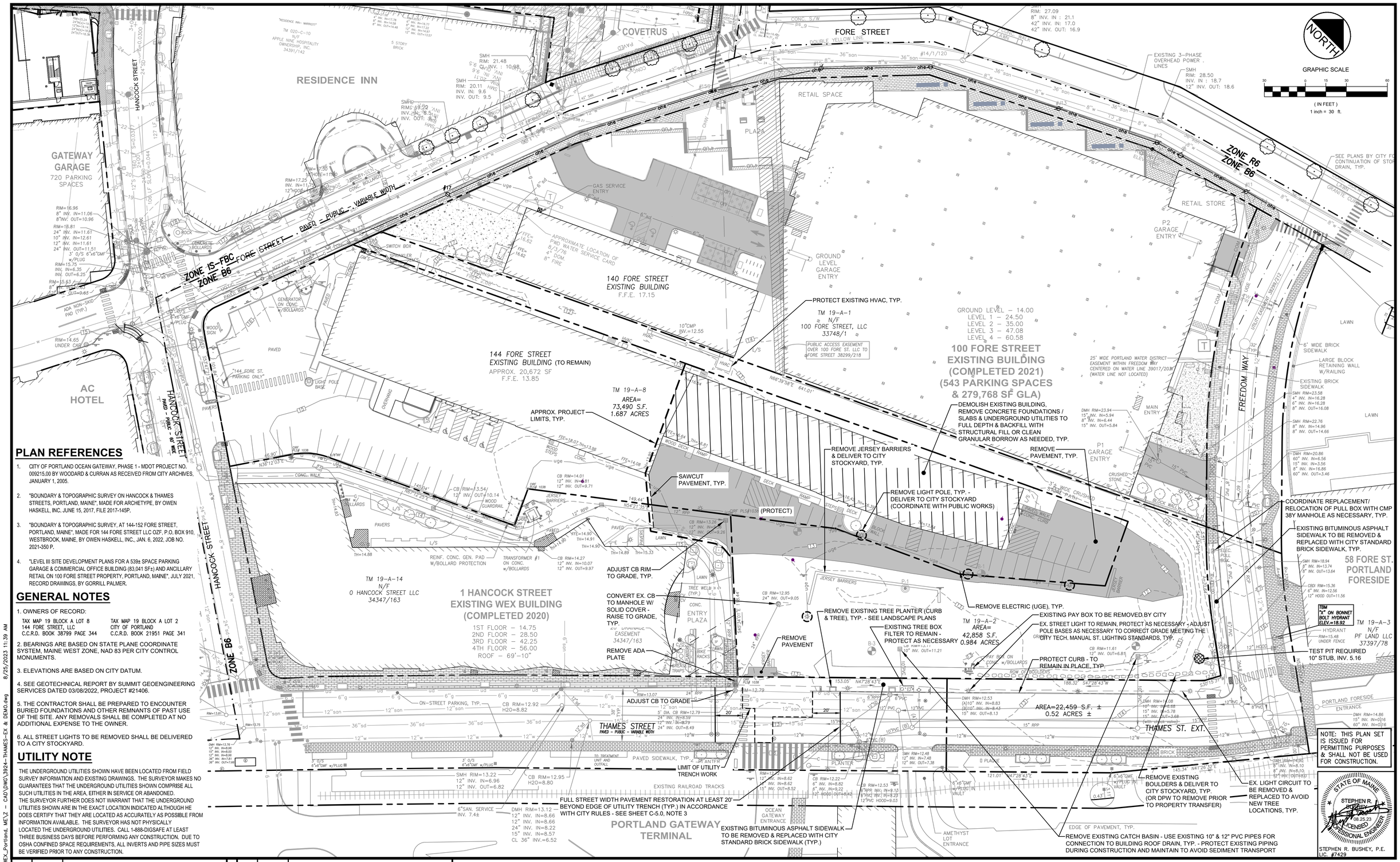
STATE OF MAINE
RANDY R. LOUBIER 2407
PROFESSIONAL LAND SURVEYOR

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

Boundary & Topographic Survey
At
144 Fore Street, Portland, Maine
Made for
144 Fore Street LLC OZF
P.O. Box 910, Westbrook, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: NM / JLW	DATE: JAN. 24, 2022	JOB NO. 2021-350 P	
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO. 1	



PLAN REFERENCES

1. CITY OF PORTLAND OCEAN GATEWAY, PHASE 1 - MDOT 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 ARCHETYPE, 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.

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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		

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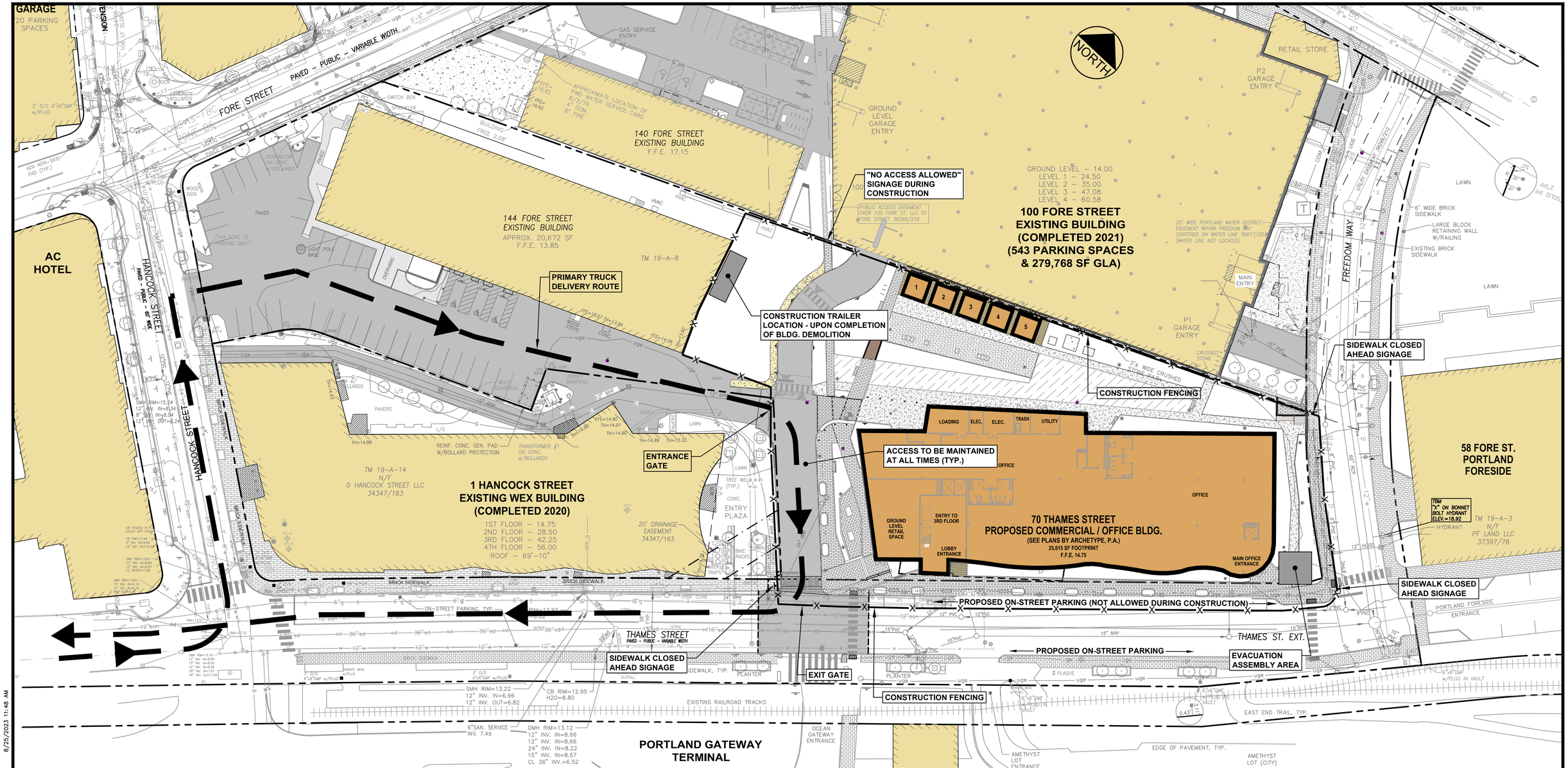
Drawing Name: EXISTING CONDITIONS & DEMOLITION PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-2.2

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–EX & DEMO.dwg 8/25/2023 11:39 AM



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.

SIGNAGE AT CONSTRUCTION GATES

Deliveries
Due to the confined nature of the site, we will implement a Just In Time Delivery system to minimize onsite material storage.



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

30 0 15 30 60
1 inch = 30 ft.

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
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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-CONSTR MGMT.dwg		

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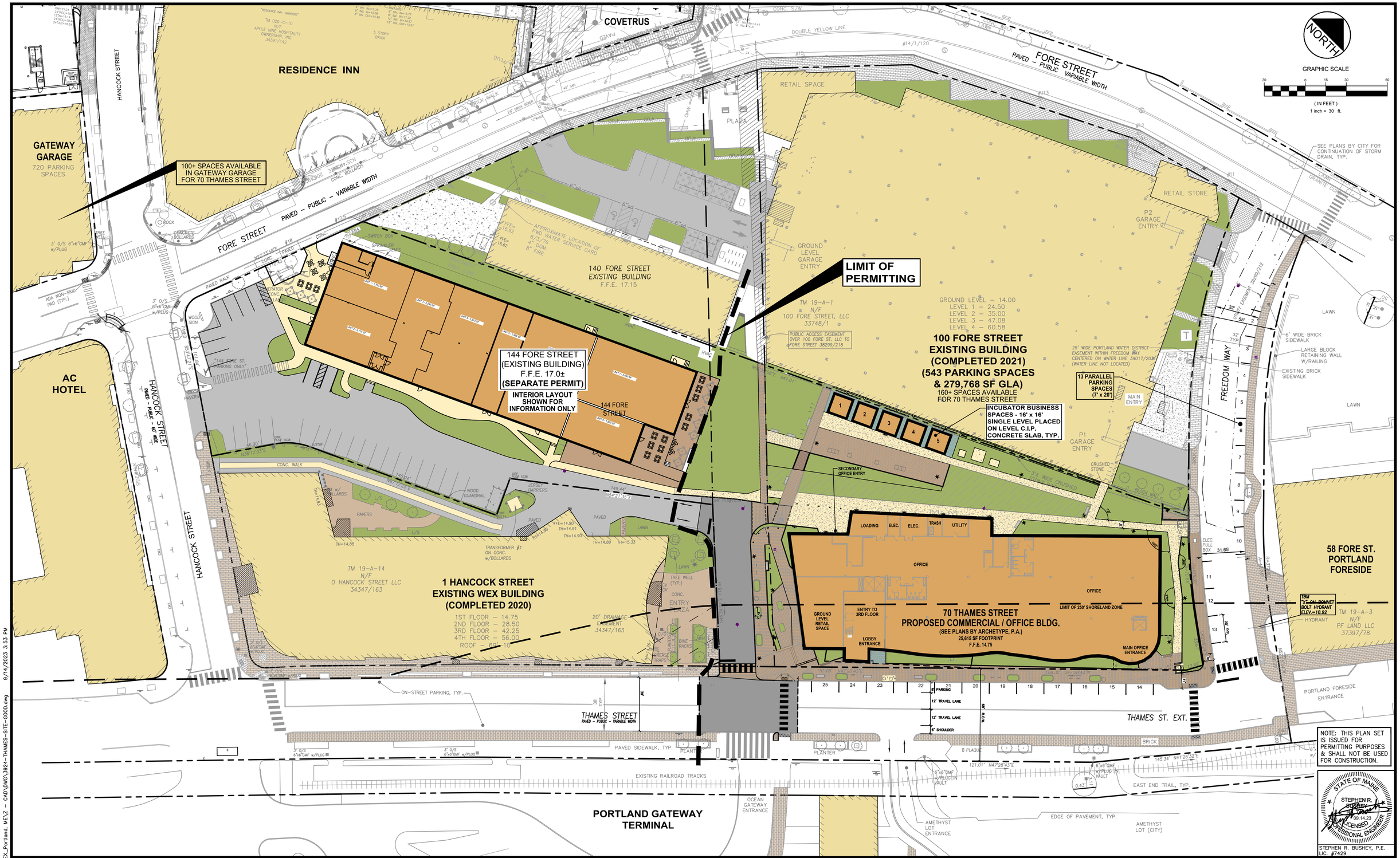
Drawing Name: CONSTRUCTION MANAGEMENT PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-2.3

U:\3924_Thames Street-WEX_Portland, ME\Z - CAD\DWG\3924-THAMES-CONSTR MGMT.dwg 8/25/2023 11:48 AM



Rev.	Date	Revision

Rev.	Date	Revision
4	2023.09.14	DELETED GARAGE ACCESS – RESUBMITTED
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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–SITE–GOOD.dwg		

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South Portland, ME 04106

Drawing Name: OVERALL SITE PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-3.0

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–SITE–GOOD.dwg 9/14/2023 3:53 PM

100 FORE STREET
EXISTING BUILDING
(COMPLETED 2021)
(543 PARKING SPACES & 279,768 SF GLA)

PLAN REFERENCES

1. CITY OF PORTLAND OCEAN GATEWAY PHASE 1 - MDOT 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 ARCHETYPE 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.

SURFACE LEGEND

- STANDARD-DUTY BIT. PAVEMENT
- HEAVY-DUTY BIT. PAVEMENT
- REINFORCED CONCRETE
- GRANITE PAVERS
- BRICK PAVERS / BRICK SIDEWALK
- POLYMER AGGREGATE PAVING
- REINFORCED TURF AREA (RTA)

PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218

25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)

FREEDOM WAY

GARAGE ENTRY PT.

CONCRETE PAVERS

BIKE RACK, TYP.

NEW ENGLAND SMOOTH STONE PEBBLE

INCUBATOR BUSINESS SPACES - 16' x 16' SINGLE LEVEL PLACED ON LEVEL C.I.P. CONCRETE SLAB, TYP.

FLUSH GRANITE CURB EDGING

PEDESTRIAN CROSSING

SNOW STORAGE (SEE NOTE 7)

DECORATIVE BOLLARD, TYP. - SEE LS PLANS

EXTERIOR BLDG-MOUNTED LIGHTING, TYP.

POLE-MOUNTED LIGHTING, TYP.

CRUSHED STONE

3'± WIDE CRUSHED STONE PATH

RETAINING WALL

GARAGE ENTRY PT.

MATCH EXISTING SIDEWALK, TYP.

MATCH EXISTING CITY STANDARD BRICK SIDEWALK, TYP.

TO / FROM HANCOCK ST.

LOADING ELEC. ELEC. TRASH UTILITY

OVERHEAD DOOR

DECORATIVE BOLLARD, TYP. OF 4 - SEE LS PLANS

OFFICE

PRECAST STEPS, TYP.

ELEC. PULL BOX

SEE NOTE 8, TYP.

58 FORE ST.
PORTLAND
FORESIDE

OFFICE

GRANITE CURB EDGING, TYP.

LIMIT OF 250' SHORELAND ZONE

TBM
"X" ON BONNET BOLT HYDRANT
ELEV.=18.92

TM 19-A-3
N/F
PF LAND LLC
37397/78

CITY STANDARD BRICK SIDEWALK OR AS APPROVED BY DPW

GROUND LEVEL RETAIL SPACE

ENTRY TO 3RD FLOOR

70 THAMES STREET
PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)

25,615 SF FOOTPRINT
F.F.E. 14.75 (4.75' ABOVE 100 YR. FLOOD = 10.0')

RAISED TREE BED, TYP. SEE LS PLANS

LOBBY ENTRANCE

GRANITE PAVERS

CANOPY OVERHANG, TYP.

CANOPY OVERHANG, TYP.

MAIN OFFICE ENTRANCE

INSTALL NEW CITY STANDARD VERTICAL GRANITE CURB AT REAR OF SIDEWALK - 6" REVEAL, TYP.

EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP. - REMOVE / RESET AS NEEDED

REMOVE / RESET ADA TACTILE DOME SURFACE, TYP.

20' DRAINAGE EASEMENT 34347/163

TREE WELL (TYP.)

BIKE RACKS

PLANTERS

GREASE TRAPS

BRICK

GRANITE CURB

TD

8 PARKING

12' TRAVEL LANE

12' TRAVEL LANE

6' SHOULDER

68' R.O.W.

CITY PARKING (LINES SHOWN FOR CLARITY ONLY)

BENCH, TYP. SEE LS PLANS

4' x 8' GRANITE TREE WELL, TYP. - SEE LS PLANS

DERO DOWNTOWN BIKE RACK, TYP. (IN-GROUND MOUNT)

BENCH, TYP. - SEE LS PLANS

TRASH RECEPTACLE, CITY STANDARD, TYP.

REMOVE EX. BIT. SURFACE & REPLACE WITH CITY STANDARD BRICK SIDEWALK

THAMES STREET
PAVED – PUBLIC – VARIABLE WIDTH

THAMES ST. EXT.

EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP.

SEE DETAIL 'B' ON SHEET C-6.0

ENTRANCE TO GATEWAY TERMINAL

ENTRANCE TO AMETHYST LOT

EAST END TRAIL

PROPOSED BITUMINOUS ACCESS DRIVEWAY MEETING CITY DRIVEWAY STANDARDS OR AS APPROVED BY DPW

MATCH EXISTING CITY STANDARD VERTICAL GRANITE CURB, TYP.

INSTALL ADA DETECTABLE PLATE MEETING CITY STANDARDS ON EACH END OF CROSSWALK, TYP.

EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP. - REMOVE / RESET AS NEEDED

2% MAX. CROSS SLOPE PER CITY STANDARD - ALL - SIDEWALKS

PLAQUE

6"x6" GMF w/PLUG IN VAULT

121.01' N47°08'43"E

145.34' N41°26'32"E

6"x6" GMF w/PLUG IN VAULT

0.43'

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

NOTES:

1. A TOTAL OF 24 BIKE PARKING SPACES WILL BE PROVIDED ONSITE. SEE LANDSCAPE PLAN(S) FOR EXACT LOCATIONS.
2. DIMENSIONING IS TO EDGE OF PAVEMENT, FACE OF BUILDING OR FACE OF CURB.
3. 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.
4. PROJECT SIGN(S) SUBJECT TO SEPARATE PERMIT FROM CODES & INSPECTIONS DIVISION.
5. SEE SHEET C-3.2 FOR SITE LAYOUT PLAN ENLARGEMENTS.
6. THE OWNER RESERVES THE RIGHT TO INSTALL SNOWMELT SYSTEMS BENEATH SIDEWALKS & PLAZAS SUBJECT TO FUNDING AVAILABILITY.
7. ONSITE SNOW STORAGE WILL BE LIMITED AND, IN GENERAL, SNOW WILL BE REMOVED FROM THE SITE AND STOCKPILED AT AN APPROVED OFFSITE LOCATION BY A CONTRACTED SNOW REMOVAL CONTRACTOR.
8. OFFSITE PARKING SIGNAGE FOR INFORMATION ONLY SHALL BE RESPONSIBILITY OF CITY PARKING DIVISION TO SUPPLY AND INSTALL.

SIGN LEGEND

STOP R1-1 24"x 24" [A]	RESERVED PARKING R7-8 12"x 18" [B]	RESERVED PARKING VAN ACCESSIBLE R7-8 12"x 18" [C]	NO PARKING R8-3a 24"x 30" [D]	NO PARKING HERE TO CORNER 24"x 30" [D]
AUTHORIZED VEHICLES ONLY R5-11 30"x 24" [E]	VISITOR PARKING – – [F]	RIDE SHARE PARKING – – [G]	W11A-2 30"x 30" [H]	

NORTH

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
09.14.23
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

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4	2023.09.14	DELETED GARAGE ACCESS – RESUBMITTED
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Design: SRB	Draft: CDD	Date: JAN. 2022
Checked: SRB	Scale: AS NOTED	Job No.: 3924
File Name: 3924–THAMES–SITE–GOOD.dwg		

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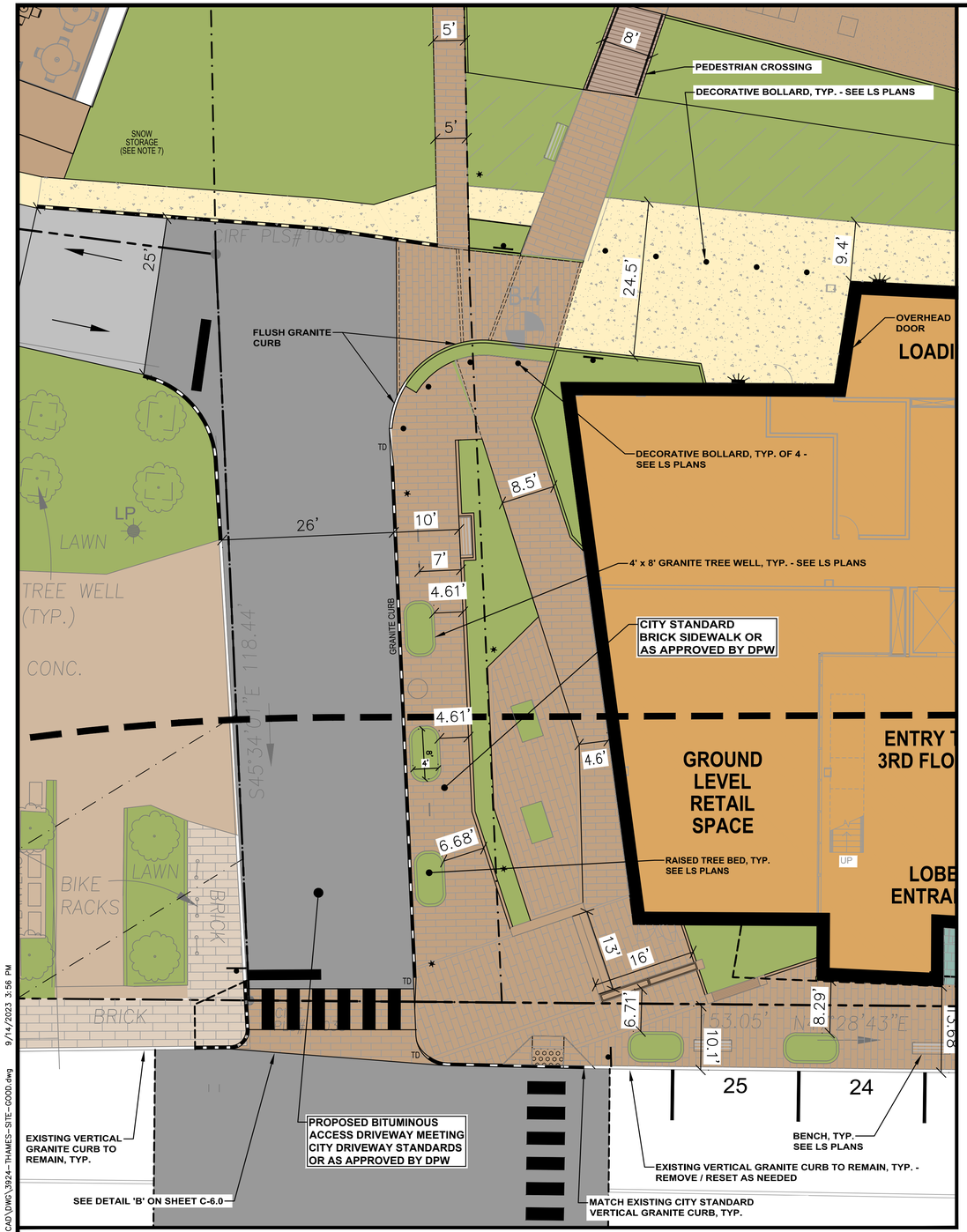
Drawing Name: SITE LAYOUT PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

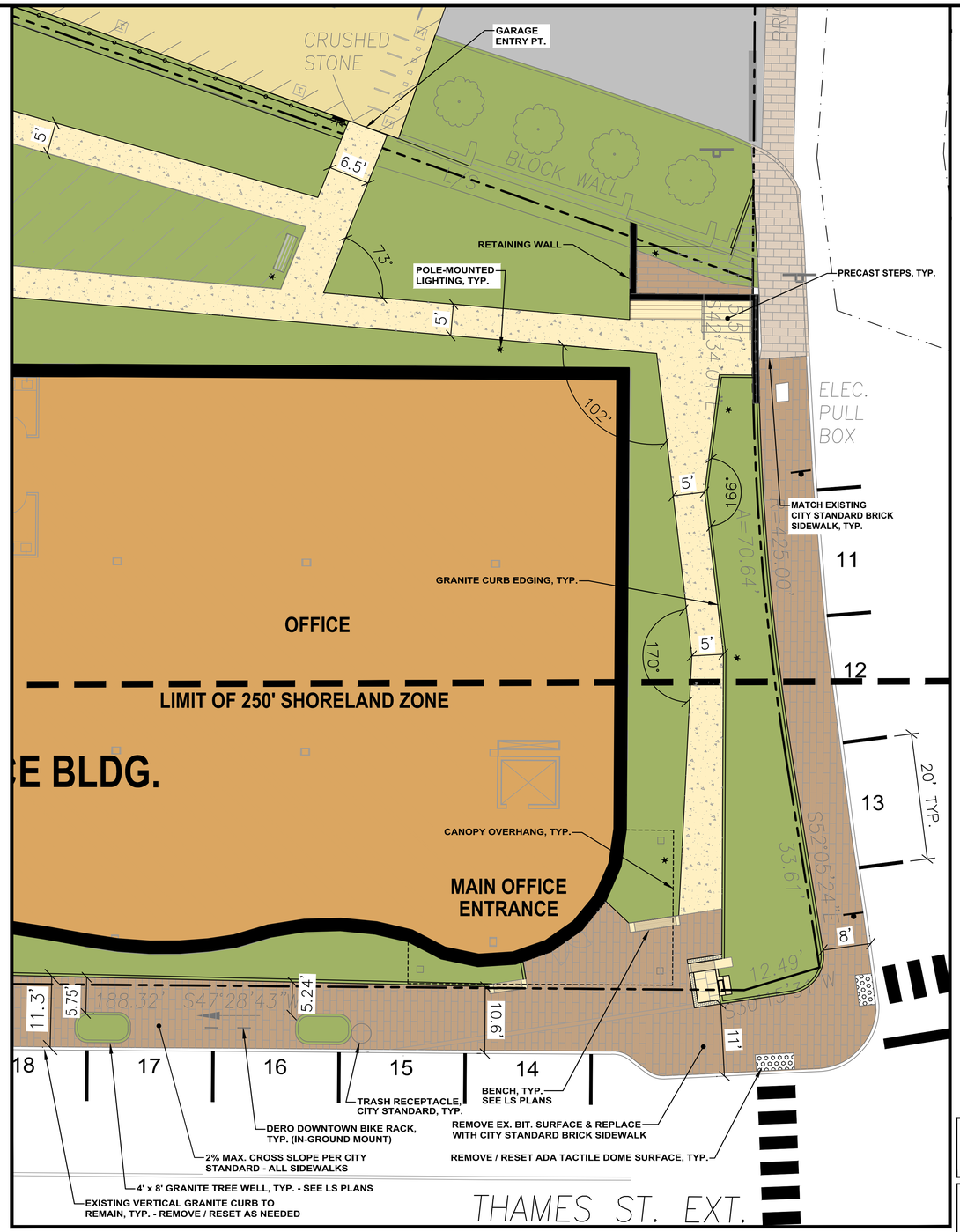
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-3.1

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–SITE–GOOD.dwg 9/14/2023 3:54 PM



WEST SIDE SITE ENLARGEMENT



EAST SIDE SITE ENLARGEMENT

NORTH

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)

1 inch = 10 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE STEPHEN R. BUSHEY 09.14.23 LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

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Checked: SRB	Scale: AS NOTED
File Name: 3924–THAMES–SITE–GOOD.dwg	Date: JAN. 2022
	Job No.: 3924

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South Portland, ME 04106

Drawing Name: 10 SCALE SITE ENLARGEMENTS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-3.2

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–SITE–GOOD.dwg 9/14/2023 3:56 PM

SIGN LEGEND

STOP R1–1 30"x 30" A	RESERVED PARKING R7–8 12"x 18" B	RESERVED PARKING VAN ACCESSIBLE R7–8 12"x 18" C	NO PARKING R8–3a 24"x 30" D
AUTHORIZED VEHICLES ONLY R5–11 30"x 24" E	VISITOR PARKING – – F	RIDE SHARE PARKING – – G	

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)

PLAN REFERENCES

1. CITY OF PORTLAND OCEAN GATEWAY PHASE 1 - MDOT 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 ARCHETYPE 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. PROPOSED EASEMENTS, EXHIBIT A, COMMERCIAL OFFICE BUILDING, THAMES STREET, PORTLAND, MAINE, DATED AUG. 31, 2022, BY GORRILL PALMER.

100 FORE STREET EXISTING BUILDING (COMPLETED 2021) (543 PARKING SPACES & 279,768 SF GLA)

140 FORE STREET EXISTING BUILDING

144 FORE STREET EXISTING BUILDING

MATCH LINE

TM 19-A-8 73,490 SF 1.687 ACRES N/F 144 FORE STREET LLC

144 FORE STREET

TM 19–A–1 N/F 100 FORE STREET, LLC 33748/1

PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218

RETAINED EASEMENT BY CITY OF PORTLAND AREA = 677 SF

PROPOSED GROUND LEVEL GARAGE ENTRY

VEHICULAR / PEDESTRIAN ACCESS EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND AREA = 3,820 SF

EX. BLDG. TO BE REMOVED

INCUBATOR BUSINESS SPACES - 16' x 16' SINGLE LEVEL PLACED ON LEVEL C.I.P. CONCRETE SLAB, TYP.

10' WIDE PEDESTRIAN EASEMENT FROM 144 FORE STREET LLC TO CITY OF PORTLAND AREA = 6,700 SF

N / F 144 FORE ST, LLC CCRD PLAN BK. 38799, PG. 334

25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)

FREEDOM WAY

IMPROVEMENTS WITHIN EASEMENT AREA SUBJECT TO PLANNING BOARD APPROVAL, TYP.

PAVED AREA

DECORATIVE BOLLARD, TYP. - SEE LS PLANS

DECORATIVE BOLLARD, TYP. OF 4 - SEE LS PLANS

LOADING ELEC. ELEC. TRASH UTILITY

OFFICE

3'± WIDE CRUSHED STONE PATH

CRUSHED STONE

BLOCK WALL

BRICK

RETAINED EASEMENT BY CITY OF PORTLAND AREA = 4,640 SF

N/F 0 HANCOCK STREET LLC

1 HANCOCK STREET

DRAINAGE EASEMENT 4347/163

CITY STANDARD BRICK SIDEWALK OR AS APPROVED BY DPW

RAISED TREE BED, TYP.

GROUND LEVEL RETAIL SPACE

LOBBY ENTRANCE

70 THAMES STREET PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)
25,615 SF FOOTPRINT
F.F.E. 14.75

CANOPY OVERHANG, TYP.

N/F CITY OF PORTLAND

RETAINED EASEMENT BY CITY OF PORTLAND AREA = 944 SF

PRECAST STEPS, TYP.

GRANITE CURB EDGING, TYP.

LIMIT OF 250' SHORELAND ZONE

MAIN OFFICE ENTRANCE

MATCH EXISTING CITY STANDARD BRICK SIDEWALK, TYP.

4' x 8' GRANITE TREE WELL, TYP.

REMOVE EX. BIT. SURFACE & REPLACE WITH CITY STANDARD BRICK SIDEWALK

EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP.

END OF JAN. 23, 2008 ACCEPTANCE

N / F CITY OF PORTLAND CCRD PLAN BK. 10924, PG. 84

THAMES ST. EXT.

THAMES ST

PROPOSED BITUMINOUS ACCESS DRIVEWAY MEETING CITY DRIVEWAY STANDARDS OR AS APPROVED BY DPW

MATCH EXISTING CITY STANDARD VERTICAL GRANITE CURB, TYP.

EXISTING VERTICAL GRANITE CURB TO REMAIN, TYP.

HANCOCK STREET

FORE STREET

PLAN INSET

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE STEPHEN R. BUSHEY 08.25.23 LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–EASEMENT OVERLAY.dwg		

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Drawing Name: EASEMENT OVERLAY PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-3.3

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–EASEMENT OVERLAY.dwg 8/25/2023 2:01 PM

100 FORE STREET
EXISTING BUILDING
(COMPLETED 2021)
(543 PARKING SPACES
& 279,768 SF GLA)

70 THAMES STREET
PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)
25,615 SF FOOTPRINT
F.F.E. 14.75

58 FORE ST.
PORTLAND
FORESIDE

PORTLAND GATEWAY
TERMINAL

THAMES STREET
PAVED – PUBLIC – VARIABLE WIDTH

THAMES ST. EXT.

FREEDOM WAY

PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218

25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)

SNOWMELT SYSTEM LIMITS, TYP.

LOADING | ELEC. | ELEC. | TRASH | UTILITY

OFFICE

GROUND LEVEL RETAIL SPACE

ENTRY TO 3RD FLOOR

LOBBY ENTRANCE

MAIN OFFICE ENTRANCE

LIMIT OF 250' SHORELAND ZONE

20' DRAINAGE EASEMENT 34347/163

TM 19–A–3
N/F
PF LAND LLC
37397/78

TBM
"X" ON BONNET
BOLT HYDRANT
ELEV.=18.92

TOTAL SNOW MELT SYSTEM AREA
APPROX. 11,615 SF ±

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

NORTH

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–SNOWMELT.dwg		

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Drawing Name: SNOW MELT AREA PLAN
Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-3.4

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–SNOWMELT.dwg 8/25/2023 2:07 PM

100 FORE STREET EXISTING BUILDING (COMPLETED 2021) (543 PARKING SPACES & 279,768 SF GLA)

70 THAMES STREET PROPOSED COMMERCIAL / OFFICE BLDG.

(SEE PLANS BY ARCHETYPE, P.A.)

25,615 SF FOOTPRINT

F.F.E. 14.75

58 FORE ST. PORTLAND FORESIDE

PORTLAND GATEWAY TERMINAL

N/F
100 FORE STREET, LLC
33748/1

PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218

ALL STRUCTURES TO HAVE F.F.E. 14.50 (MIN.) TYP.

25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)

FREEDOM WAY

CB #3
RIM = 13.50
12" INV. OUT = 9.90

CB #2
RIM = 13.50
12" INV. IN = 9.80
12" INV. OUT = 9.70

12" NYLOPLAST DRAIN - EL. 12.25
6" INV. IN 9.75
12" INV. OUT 9.75

RAIN GARDEN (1,300 SF)

END 6" UD

TRANSFORMER PAD DRAIN, TYP.

3'± WIDE CRUSHED STONE PATH

CRUSHED STONE

BLOCK WALL

EXISTING TREE BOX FILTER

DMH RIM=23.94
15" INV. IN=5.94
8" INV. IN=6.44
15" INV. OUT=5.84

SMH RIM=23.58
4" INV. IN=16.28
6" INV. IN=16.28
8" INV. OUT=16.08

SMH RIM=22.76
8" INV. IN=14.96
8" INV. OUT=14.66

DMH RIM=20.86
60" INV. IN=6.56
15" INV. IN=3.56
8" INV. IN=16.86
60" INV. OUT=3.46

SMH RIM=18.94
8" INV. IN=13.74
8" INV. OUT=13.64

CBDI RIM=15.36
6" INV. IN=12.56
12" HOOD OUT=11.56

TBM
"X" ON BONNET BOLT HYDRANT
ELEV.=18.92

RIM=15.48
UNDER FENCE

TM 19-A-3
N/F
PF LAND LLC
37397/78

DMH RIM=14.86
15" INV. IN=0.16
60" INV. IN=0.16
60" INV. OUT=-0.34

CB RIM=14.65
10" INV. OUT=10.55

SMH RIM=14.19
8" INV. IN=8.10
8" INV. IN=8.10
12" INV. OUT=8.01

6"x6"GMF w/PLUG IN VAULT

EXISTING 60" STORM DRAIN - OUTFALLS TO FORE RIVER

ELEC. PULL BOX

DRIVEWAY

GROUND LEVEL RETAIL SPACE

ENTRY TO 3RD FLOOR

LOBBY ENTRANCE

MAIN OFFICE ENTRANCE

OFFICE

LOADING

ELEC.

ELEC.

TRASH

UTILITY

CB #1
RIM = 13.75±
12" INV. IN = 9.48
4" INV. IN = 9.48
8" INV. IN = 9.48
12" INV. OUT = 9.38

8" TRENCH DRAIN WITH C.I. GRATE CONNECT TO CB #1

PATIO AREA STRIP DRAIN - CONNECT TO DMH

10" ROOF DRAIN LEADER TO TIE INTO EXIST. 10" SD SEE NOTE #1

LIMIT OF 250' SHORELAND ZONE

TOP OF CURB 13.75±

TIE FOUNDATION DRAIN INTO 10" SD

TIE FOUNDATION DRAIN INTO 12" SD

12 x 8 TEE

2% MAX. CROSS SLOPE ON ALL SIDEWALKS PER CITY STANDARDS

THAMES ST. EXT.

12" YARD DRAIN
RIM = 14.50
8" OUTLET

CONVERT EX. CB TO MANHOLE & ADJUST RIM TO GRADE - 14.0
24" INV. OUT 9.05

CITY STORM DRAIN TO HYDRODYNAMIC SEPARATOR AT GATEWAY TERMINAL

20' DRAINAGE EASEMENT 34347/163

CONTROL PANEL

GREASE TRAPS

BIKE RACKS

TEMPORARY STONE STABILIZED CONSTRUCTION ENTRANCE

MAINTAIN STREET FREE & CLEAR OF MUD / DEBRIS AT ALL TIMES

THAMES STREET
PAVED - PUBLIC - VARIABLE WIDTH

EXISTING TREE BOX FILTER TO REMAIN

PROVIDE SILTSACK™ PROTECTION DURING CONSTRUCTION, TYP.

TO TREATMENT UNIT AND OUTFALL

EX. CB RIM=13.26
12" INV. IN=9.16
12" INV. OUT=9.26

5' DIA. CB RIM=12.79
24" INV. IN=8.59
12" INV. IN=8.79
24" INV. OUT=8.49

RIM=12.72
12" INV. IN=8.62
12" INV. IN=8.62
15" INV. OUT=8.52

CB RIM=12.22
6" INV. IN=8.82
6" INV. IN=9.22
12" HOOD OUT=8.42

CB RIM=12.53
6"RPP INV. IN=9.13
6"PVC INV. IN=9.23
12"PVC HOOD=9.03

SMH RIM=12.48
12" INV. IN=7.4
12" INV. OUT=7

DMH RIM=12.53
(A)10" INV. IN=8.83
(B)10" INV. IN=8.43
15" INV. OUT=8.13

DMH RIM=14.08
10" INV. IN=6.68
15" INV. IN=5.78
15" INV. OUT=3.68
(with check valve)

PAVED
LAWN
PAVERS
CONC.
BRICK
PLAQUE

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
09.14.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

NOTES:

1. ROOF DRAIN CARTRIDGE FILTERS TO BE INSTALLED AT CONNECTIONS TO EXISTING 10" STORM DRAIN STUBS. OWNER RESERVES THE RIGHT TO SELECT PRODUCT VENDOR PER COMPETITIVE BID.
2. EXACT LOCATION OF FOUNDATION DRAINS TIE-IN T.B.D. DURING STRUCTURAL DESIGN PRODUCTION.

Rev.	Date	Revision

Rev.	Date	Revision
4	2023.09.14	DELETED GARAGE ACCESS – RESUBMITTED
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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-GRADING.dwg		

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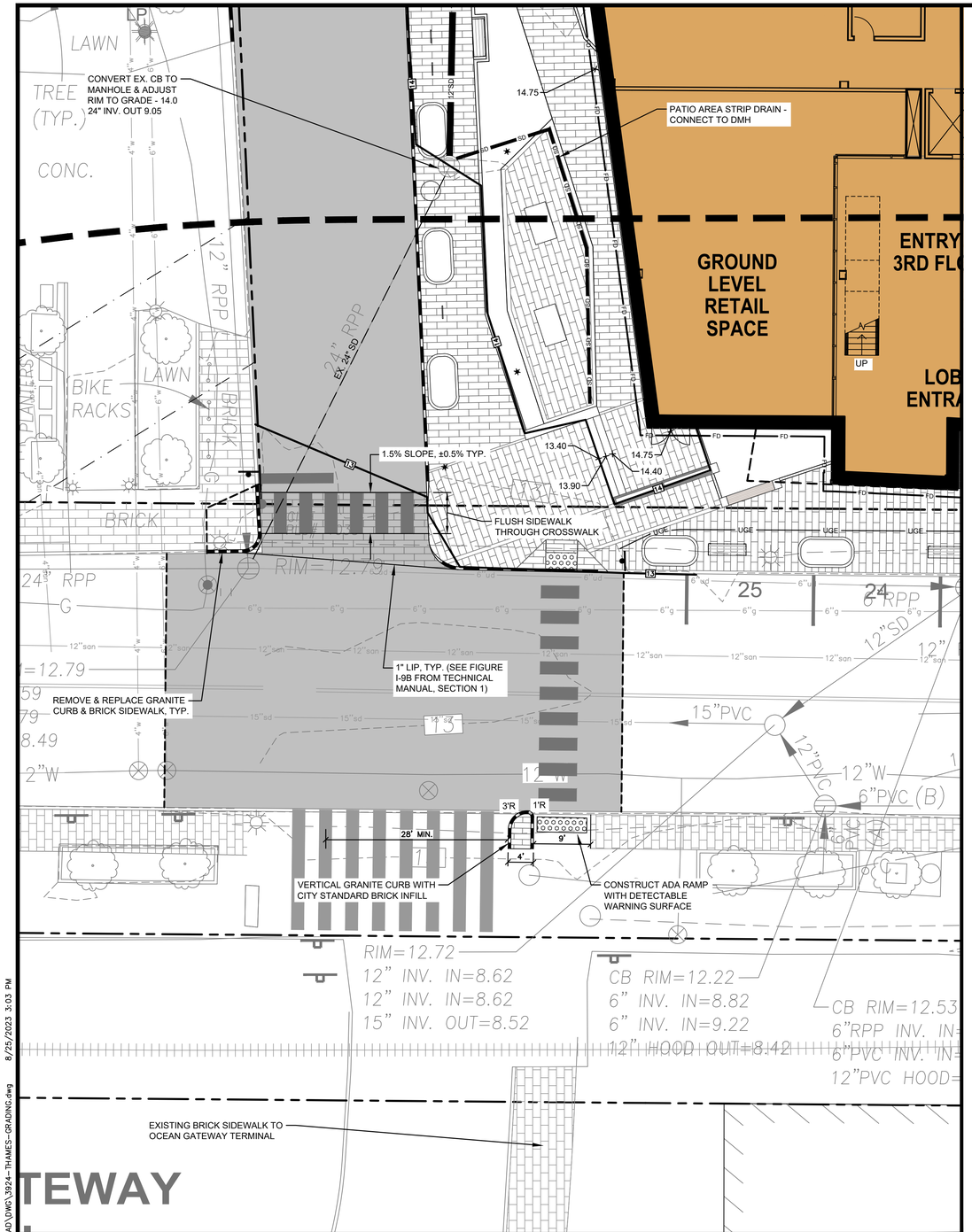
Drawing Name: GRADING, DRAINAGE & EROSION CONTROL PLAN

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

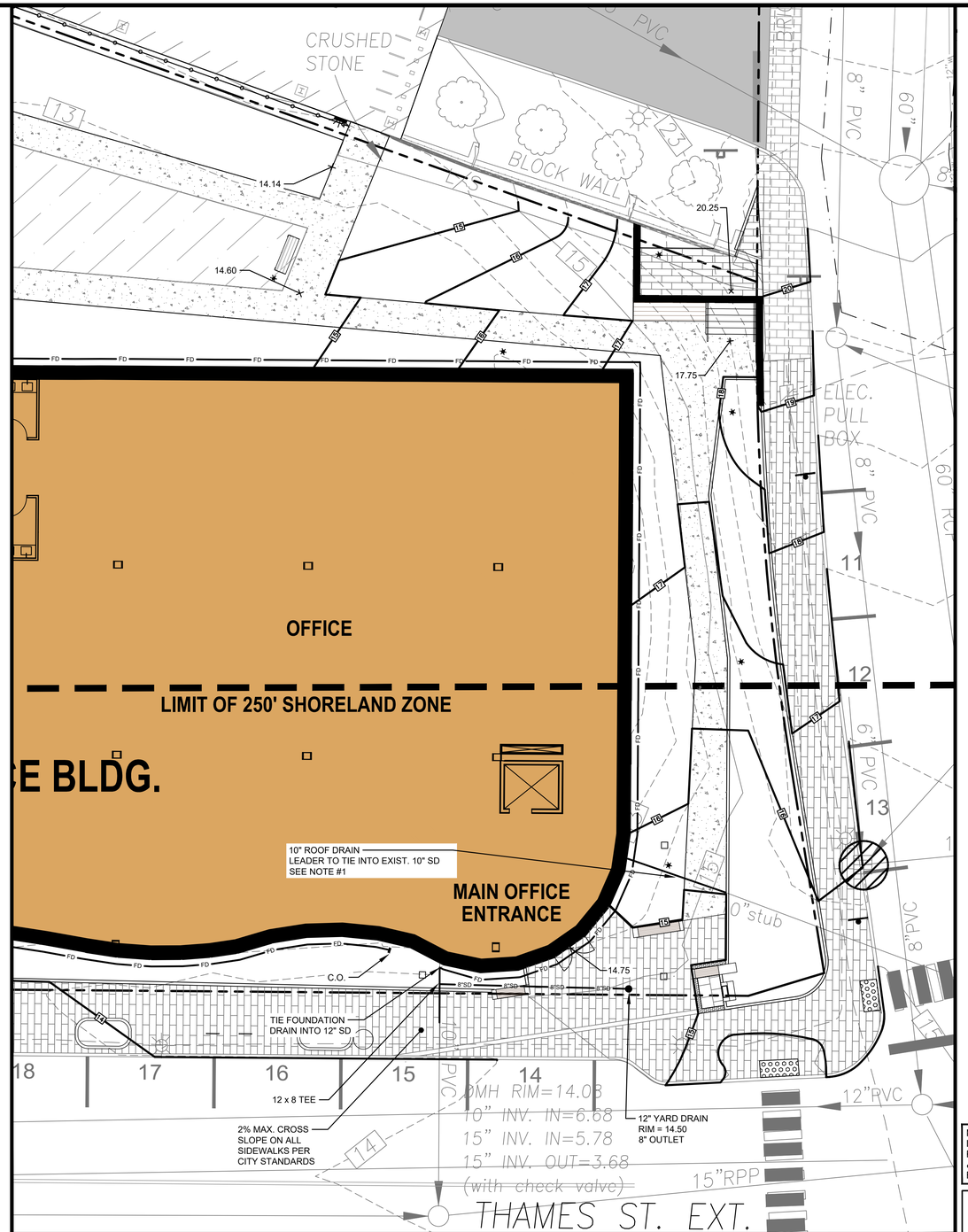
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-4.0

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WEST SIDE LAYOUT & GRADING ENLARGEMENT



EAST SIDE GRADING ENLARGEMENT

NORTH

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)

1 inch = 10 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — STEPHEN R. BUSHEY — 08.25.23 — LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
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Design: SRB	Draft: CDD	Date: JAN. 2022
Checked: SRB	Scale: AS NOTED	Job No.: 3924
File Name: 3924–THAMES–GRADING.dwg		

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Drawing Name: 10 SCALE GRADING ENLARGEMENTS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-4.1

U:\3924_Thames Street–WEX_Portland, ME\Z – CAD\DWG\3924–THAMES–GRADING.dwg 8/25/2023 3:03 PM

100 FORE STREET
EXISTING BUILDING
(COMPLETED 2021)
(543 PARKING SPACES & 279,768 SF GLA)

NOTES

1. CONTRACTOR SHALL PROVIDE RECORD TIE LOCATIONS FOR ALL UTILITIES TO THE OWNER PRIOR TO THE REQUEST FOR A CERTIFICATE OF OCCUPANCY.
2. CONTRACTOR TO COMPLETE ALL TEST-PITS AT THE COMMENCEMENT OF CONSTRUCTION AND REPORT THE RESULTS TO THE OWNER AND THE ENGINEER.
3. 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.
4. 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; 1¼" CONDUIT TO EACH POLE.
5. 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.
6. INSTALL GREASE TRAP WITHIN PLAZA. ROUTE EXIST PIPE BACK INTO INTERIOR PLUMBING OR ALTERNATIVELY, EXTEND DISCHARGE PIPE INTO MAIN 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.
7. INSULATE SANITARY PIPE WITH 2" RIGID FOAM BOARD OVER THE PIPE FOR EVERY 1' OF COVER DEPTH LESS THAN 5'.

PUBLIC ACCESS EASEMENT OVER 100 FORE ST. LLC TO FORE STREET 38299/218

6" SAN. FROM INCUBATOR SPACES MIN. SLOPE = ¼" / FT. (INSULATE IF LESS THAN 4' OF COVER)

4" SAN. INV. 11.65 C.O.

INSULATE PIPE - SEE NOTE 7

SMH 2 RIM 13.50 6" INV. IN 10.48 (FROM INCUBATORS) 6" INV. OUT 10.38 (TO SMH 1)

C.O.

4" SAN. INV. 13.4± C.O.

SINGLE-PHASE TRANSFORMER FOR INCUBATOR SPACES

9' x 9' 3-PHASE TRANSFORMER PAD

5' x 7' COMMUNICATIONS MANHOLE

¾" LINE TO EACH SPACE

GAS METER & GAS ENTRY POINT

⅛ BEND, TYP.

EXTERIOR BLDG-MOUNTED LIGHTING, TYP.

POLE-MOUNTED LIGHTING, TYP.

⅛ BEND, TYP.

ADJUST SECONDARY CIRCUIT PULL BOX AS NEEDED AND INSTALL NEW 38Y CMP MANHOLE STRUCTURE & COMMUNICATIONS BOX AS NECESSARY FOR NEW PRIMARY POWER CIRCUIT FROM FORE STREET, AND COMMUNICATIONS LINES TO THE SITE

1500 GAL. GREASE TANK RIMS 13.75±

4" KW SAN 4 L = 10' S = 0.0104

4" KW SEWER EXIT PT. INV. 8.33±

4" SAN. SEWER EXIT PT. INV. 8.33±

6" DOMESTIC SEWER EXIT PT. INV. 8.33±

4" KW SAN 3 L = 4' S = 0.0104

SMH 1 RIM 13.75± 6" INV. IN 8.17 (FROM BLDG.) 6" INV. IN 8.07 (FROM INCUBATORS) 6" INV. OUT 8.07 (TO THAMES ST.)

6" SAN 2 L = 16' S = 0.0104

6" SAN 1 L = 80' S = 0.0104

2" CURB STOP (6" FROM R.O.W.) WITH VALVE BOX SECTION

ELECTRICAL / COMM. ENTRY POINT

6" FIRE SERVICE ENTRY POINT

2" DOMESTIC WATER SERVICE ENTRY POINT

1" SUBMETERED DOMESTIC WATER TO EACH INCUBATOR SPACE

ALL SECONDARY LIGHTING CIRCUITS BY SITE ELECTRICIAN, TYP.

EXTEND 4 x 2 CONCRETE ENCASED DUCT BACK FROM ELECTRICAL VAULT - COORDINATE WITH CMP, TYP.

LOADING ELEC. ELEC. TRASH UTILITY OFFICE OFFICE

ENTRY TO 3RD FLOOR

GROUND LEVEL RETAIL SPACE

LIMIT OF 250' SHORELAND ZONE

MAIN OFFICE ENTRANCE

12" x 6" WYE FITTING / CONNECTION FOR SEWER, TYP., COORDINATE W / CITY DPW FOR INSPECTION AT TIME OF CONNECTION INV. 7.24±

RELOCATE EXISTING SECONDARY LIGHTING CONDUCTOR AROUND TREES, TYP.

70 THAMES STREET
PROPOSED COMMERCIAL / OFFICE BLDG.
(SEE PLANS BY ARCHETYPE, P.A.)
25,615 SF FOOTPRINT
F.F.E. 14.75

58 FORE ST.
PORTLAND
FORESIDE

TBM "X" ON BONNET BOLT HYDRANT ELEV.=18.92

TM 19-A-3 N/F PF LAND LLC 37397/78

20' DRAINAGE EASEMENT 34347/163

THAMES STREET PAVED – PUBLIC – VARIABLE WIDTH

THAMES ST. EXT.

FREEDOM WAY

25' WIDE PORTLAND WATER DISTRICT EASEMENT WITHIN FREEDOM WAY CENTERED ON WATER LINE 39017/203 (WATER LINE NOT LOCATED)

20' MIN. FROM EDGE OF TRENCH TYP.

12" x 2" TAPPING SADDLE (DOMESTIC)
12" x 6" TAPPING SLEEVE & VALVE (FIRE)

FULL STREET WIDTH PAVEMENT RESTORATION SUBJECT TO SECTION 4.09 FIVE-YEAR MORATORIUM STREET RESTORATION REQUIREMENTS (TYP.) (SEE NOTE 3) (SEE CITY RULES FOR EXCAVATION IN THE PUBLIC RIGHT-OF-WAY FOR ADDITIONAL INFORMATION). RESTORATION TO EXTEND AT LEAST 20 FEET FROM EDGE OF UTILITY TRENCH (TYP.)

TEST PIT TO DETERMINE EXACT LOCATIONS & DEPTHS OF EX. UTILITIES, TYP. WATER SERVICES ARE EXPECTED TO RUN UNDER THE EXISTING SEWER AND STORM LINES

PORTLAND GATEWAY TERMINAL

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

NORTH

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

STATE OF MAINE STEPHEN R. BUSHEY 09.14.23 LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E. LIC. #7429

Rev.	Date	Revision
4	2023.09.14	DELETED GARAGE ACCESS – RESUBMITTED
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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-UTILITY.dwg

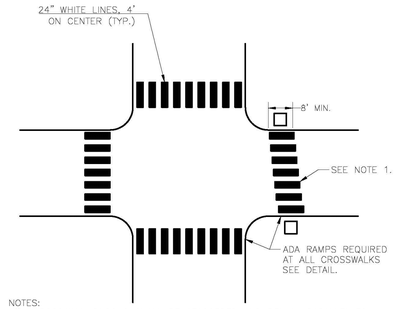
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South Portland, ME 04106

Drawing Name: UTILITY PLAN
Project: **Commercial Office Building – 70 Thames Street**, 70 Thames Street, Portland, Maine
Client: **144 Fore Street, OZ, LLC**, PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-5.0

U:\3924_Thames Street-WEX_Portland, ME\Z - CAD\DWG\3924-THAMES-UTILITY.dwg 9/14/2023 3:34 PM



NOTES:
1.) CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
2.) CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS.
3.) THE ESTABLISHMENT PERIOD FOR CROSSWALK MARKINGS SHALL BE BASED ON MANUFACTURER'S SPECIFICATIONS AND SHALL AT A MINIMUM MEET MAINE DOT STANDARD SPECIFICATION 627.07 ESTABLISHMENT PERIOD REQUIREMENTS.

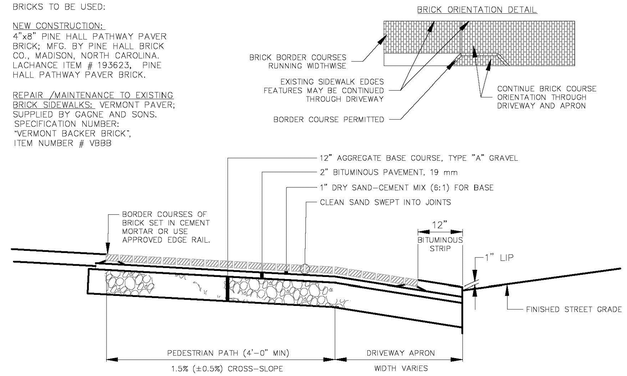
(A) CROSSWALK STRIPING DETAIL
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

BRICKS TO BE USED:

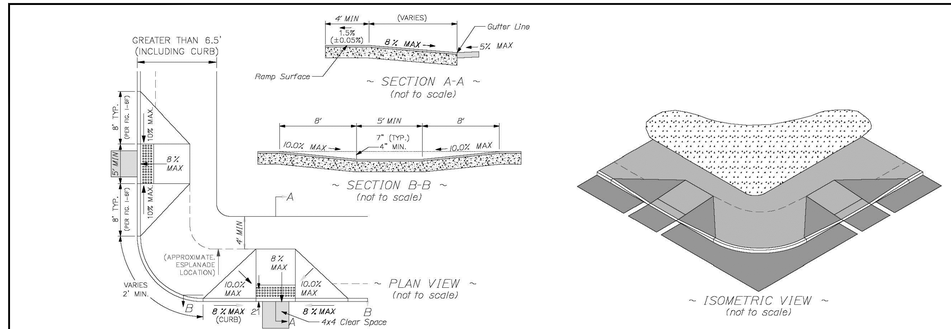
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # V988



(C) BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

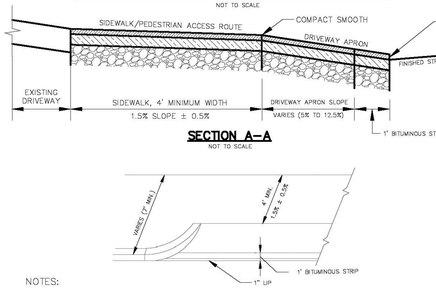


NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4 FEET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP – SIDEWALK WIDTH GREATER THAN 6.5' WIDE WITH OR WITHOUT ESPLANADE
NOT TO SCALE

(F) PERPENDICULAR ADA RAMP FOR SIDEWALK GREATER THAN 6.5'
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



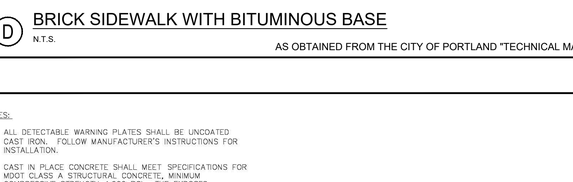
STANDARD COMMERCIAL DRIVEWAY APRON LAYOUT
NOT TO SCALE

SECTION A–A
NOT TO SCALE

NOTES:
1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED % SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%
3. DRIVEWAY CURB RADIUS SHALL NOT BE LARGER THAN REQUIRED BY THE SITE'S DESIGN VEHICLE.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.

(B) DRIVEWAY APRON LAYOUT
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR APPROVED EQUAL.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # V988, OR APPROVED EQUAL

(D) BRICK SIDEWALK WITH BITUMINOUS BASE
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

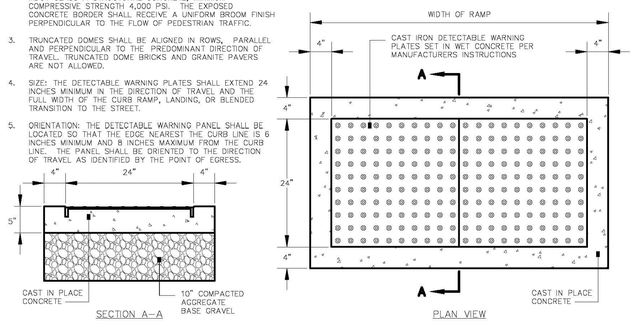


NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10–INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. CURBING SHALL BE SET IN A 6–INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
4. WOODEN SHIMS MAY BE USED TO SET CURB.

(G) VERTICAL GRANITE CURB DETAIL
N.T.S.

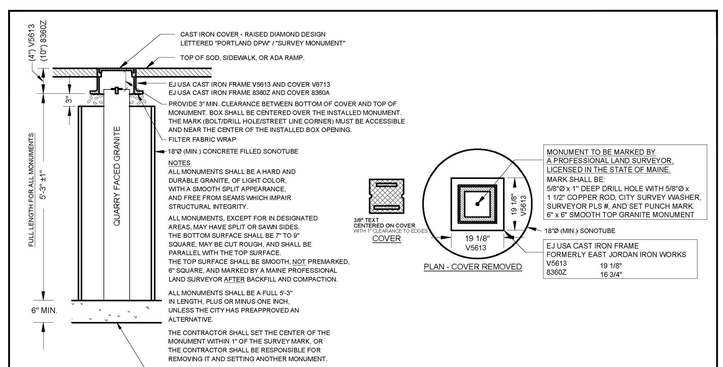
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTES:
1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MOOT 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.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. 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.
5. 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.



(E) SIDEWALK RAMP DETECTABLE WARNING PANEL
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(H) GRANITE STREET MONUMENT DETAIL
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.

STATE OF MAINE
STEPHEN R. BUSHEY
LICENSED
PROFESSIONAL ENGINEER
08.25.23
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–DETAILS.dwg		

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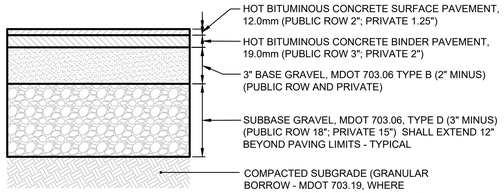
Drawing Name: SITE DETAILS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-6.0

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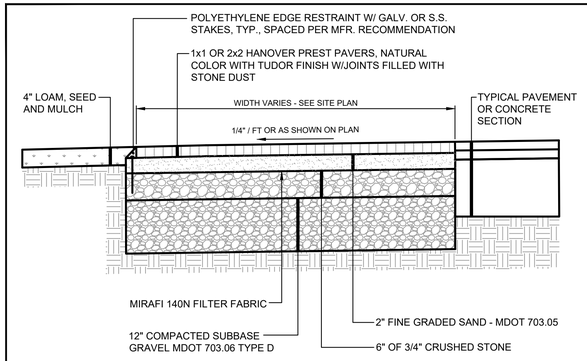


NOTES:

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.

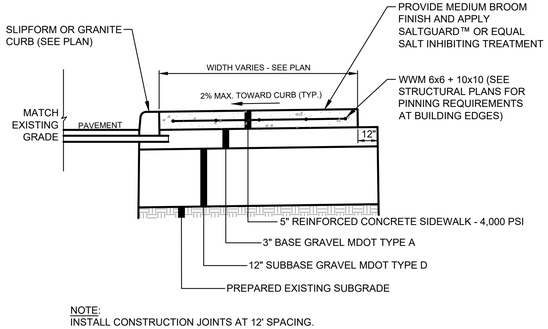
(A) BITUMINOUS CONCRETE PAVEMENT SECTION

N.T.S.



(B) TYPICAL PAVER DETAIL

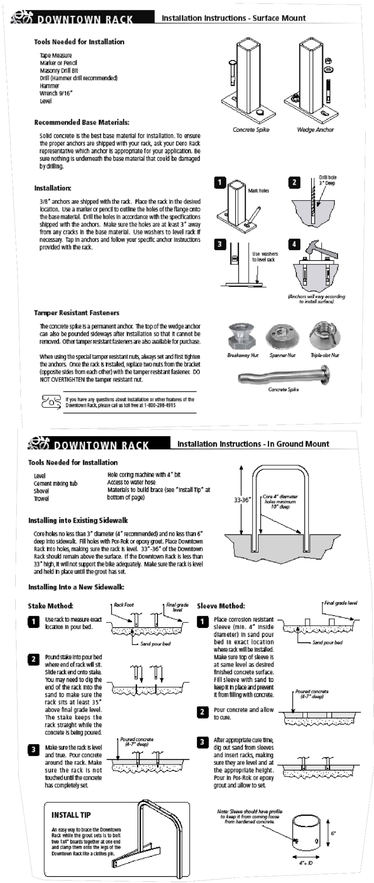
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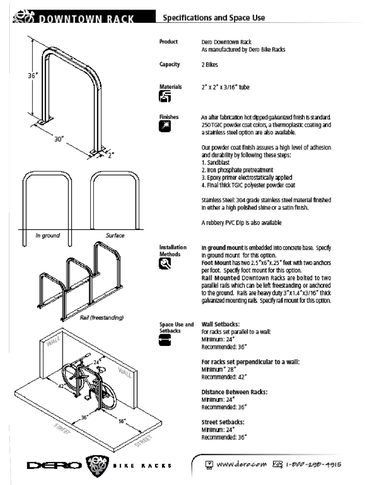


NOTE:
INSTALL CONSTRUCTION JOINTS AT 12' SPACING.

(C) CONCRETE SIDEWALK DETAIL

N.T.S.

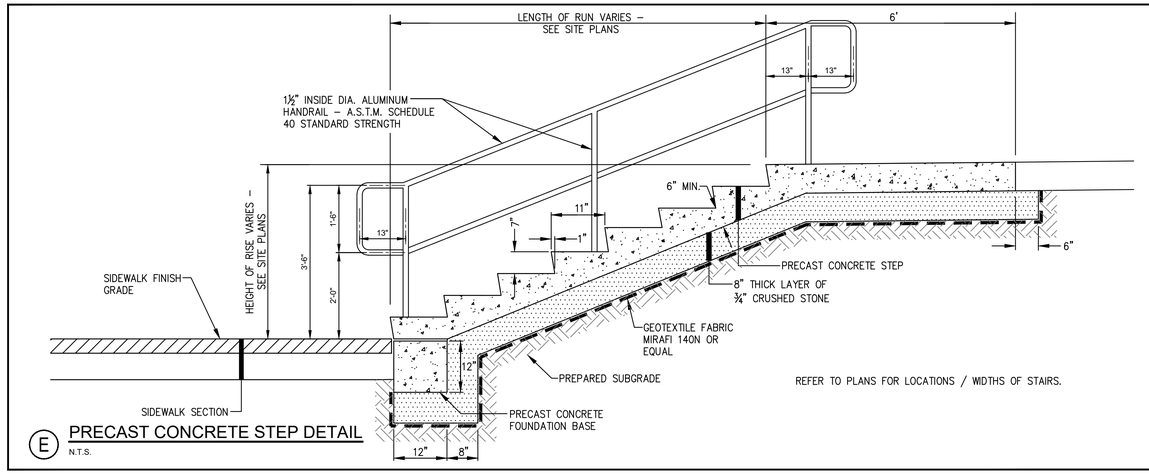




(D) BICYCLE RACK SPECIFICATION - DOWNTOWN RACK

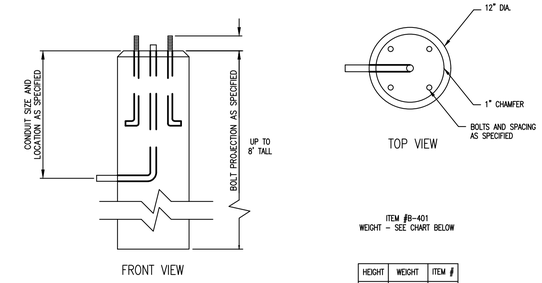
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(E) PRECAST CONCRETE STEP DETAIL

N.T.S.



ITEM #B-401
WEIGHT – SEE CHART BELOW

HEIGHT	WEIGHT	ITEM #
4' TALL	472 LBS	B-4014
5' TALL	590 LBS	B-4015
6' TALL	708 LBS	B-4016
7' TALL	826 LBS	B-4017
8' TALL	944 LBS	B-4018

DESIGN NOTES:

1 – CONCRETE 4000 PSI AT 28 DAYS.
2 – REINFORCING IS AS SPECIFIED. (TYP. 4 – #4 VERTICALLY AND #3 STIRRUPS 12" O.C. HORIZONTALLY)
3 – ANCHOR BOLTS AND GROUNDING AS SPECIFIED.
4 – BALLAST POURED AROUND BASE IF REQUIRED.

PRECAST CONCRETE PRODUCTS OF MAINE, INC. PHONE (207) 729-1628 FAX (207) 729-8710

(F) 12" DIA. LIGHT POLE BASE

N.T.S.

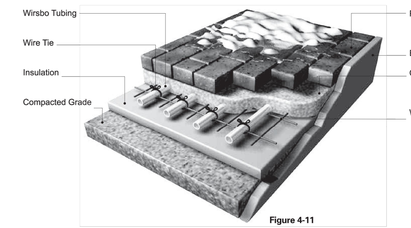


Figure 4-11

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 Wirsbo 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.).

(H) (BID ALTERNATE) SNOWMELT PAVER DETAIL (LOCATIONS T.B.D.)

N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

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File Name: 3924-DETAILS.dwg		

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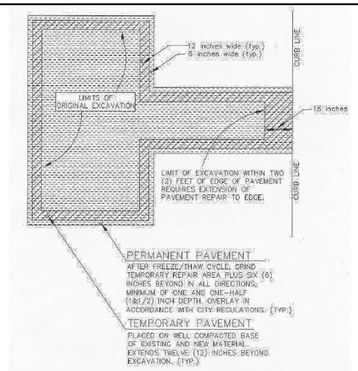
Drawing Name: SITE DETAILS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-6.1

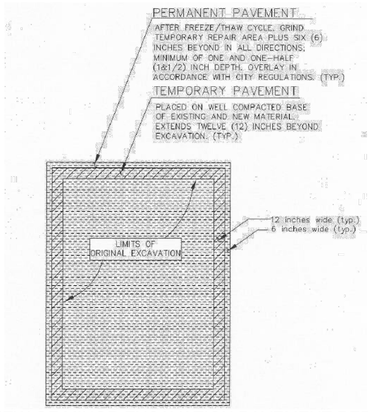
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A PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR

A

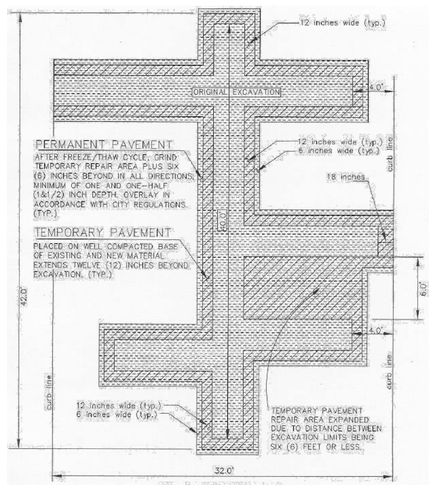
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



B PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR

B

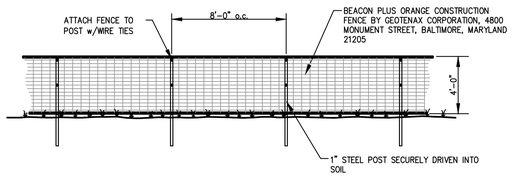
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C PLAN VIEW OF MAJOR EXCAVATION PAVEMENT REPAIR

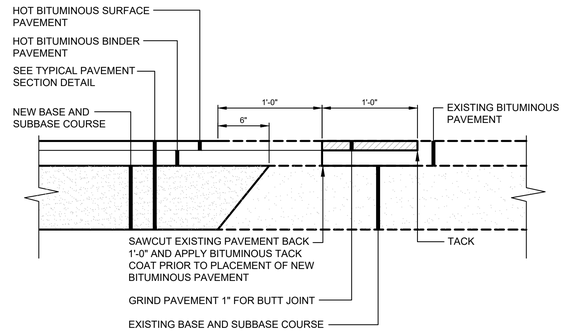
C

AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



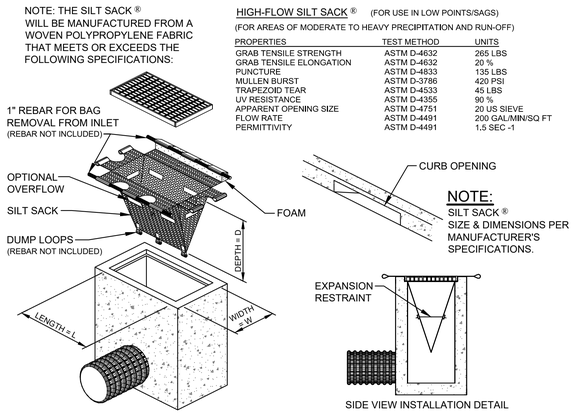
D ORANGE CONSTRUCTION FENCE DETAIL

N.T.S.



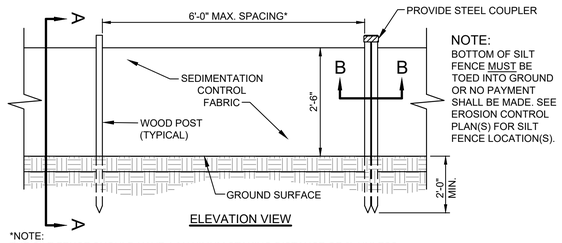
E PAVEMENT SAWCUT DETAIL

N.T.S.



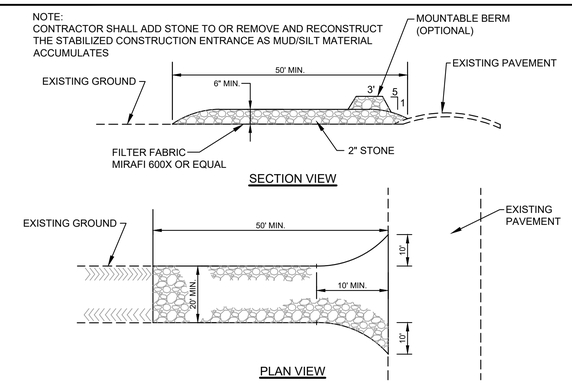
F SILT SACK® DETAIL & SPECIFICATIONS

N.T.S.



G SILTATION FENCE DETAIL

N.T.S.



H STABILIZED CONSTRUCTION ENTRANCE 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
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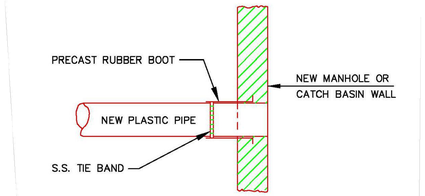
Drawing Name: SITE & MISCELLANEOUS DETAILS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

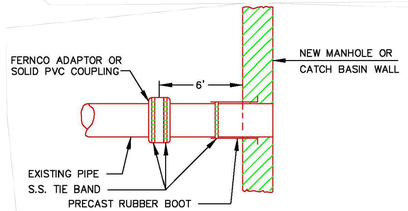
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098-0910

Drawing No. C-6.2

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METHOD 2 – NEW CONSTRUCTION

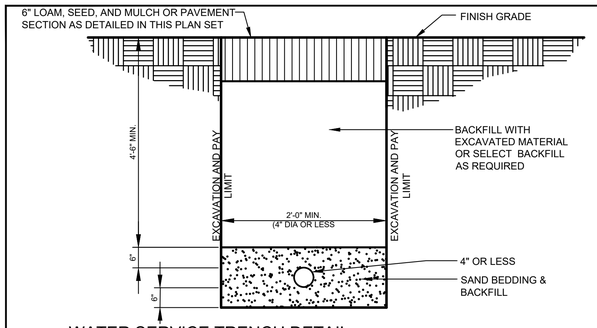


METHOD 1 – EXISTING PIPE INTO NEW STRUCTURE

(A) PLASTIC PIPE CONNECTION METHODS 1 & 2

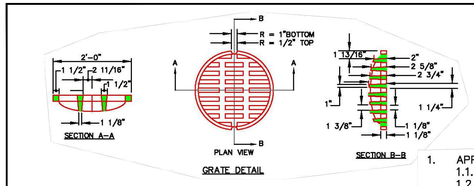
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

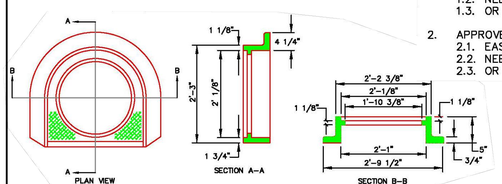


(B) WATER SERVICE TRENCH DETAIL

N.T.S.



GRATE DETAIL



FRAME DETAIL

1. APPROVED CATCH BASIN FRAMES:
   1.1. EAST JORDAN = 7375Z
   1.2. NEENAH = R-3248
   1.3. OR APPROVED EQUAL
2. APPROVED CATCH BASIN GRATES
   2.1. EAST JORDAN = 2440M
   2.2. NEENAH = R-3248
   2.3. OR APPROVED EQUAL

(D) CATCH BASIN FRAME AND GRATE

N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

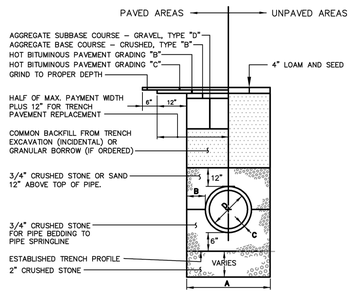
NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION **B** SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION **B** SHALL BE AT LEAST 9".
4. DIMENSION **A** IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION **A** SHALL BE BASED ON PIPE DIAMETER **D**, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, **D** (INCHES)	MAX. TRENCH WIDTH, **A** (FEET)
4 – – – –	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18 – – – –	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36 – – – –	6.0
42	7.0
48	7.0

NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.

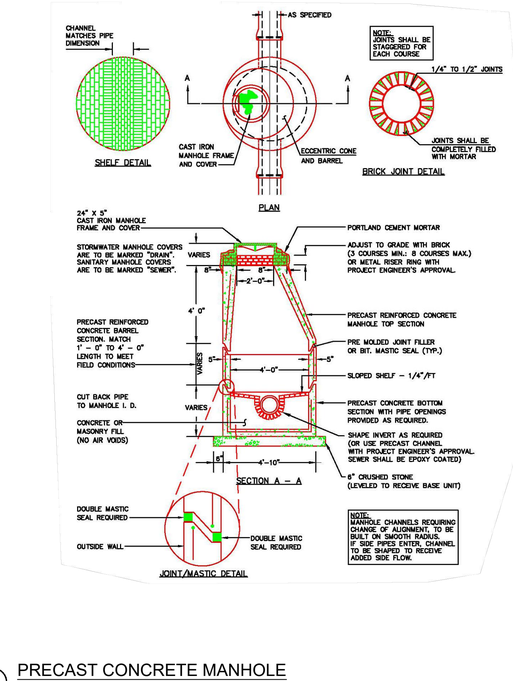
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES..



(F) TYPICAL PIPE TRENCH INSTALLATION AND NOTES

N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



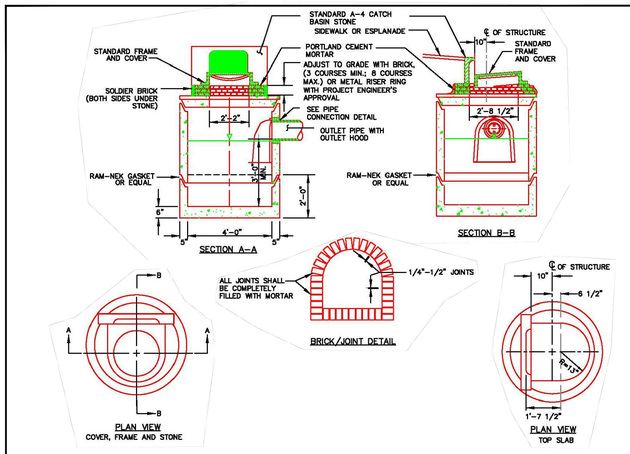
(G) PRECAST CONCRETE MANHOLE

N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL PIPES ENTERING MANHOLES AND CATCH BASINS SHALL HAVE FLEXIBLE PIPE CONNECTIONS WITH STAINLESS STEEL BANDS. FILL ANY ANNUAL SPACE WITH NON SHRINK GROUT.
5. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID
6. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. INVERTS SHALL BE BUILT TO THE HEIGHT OF THE FOLLOWING AS DETERMINED BY THE LARGEST PIPE SIZE.
   8.1. FOR PIPE SIZES 4"–12" INVERTS SHALL GO TO THE TOP OF THE PIPE.
   8.2. FOR PIPE SIZES 15"–36" INVERTS SHALL GO TO THE SPRING LINE.
   8.3. FOR PIPE SIZES 42"–60" INVERTS SHALL GO TO THE 1/3 OF PIPE SIZE
9. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A HOOD / CASCO TRAP. SEE FIGURE II-09.
13. ALL MANHOLES AND CATCH BASINS REQUIRE BUOYANCY CALCULATIONS AND THE STRUCTURES SHALL BE MODIFIED AS NECESSARY BASED ON THOSE CALCULATIONS.

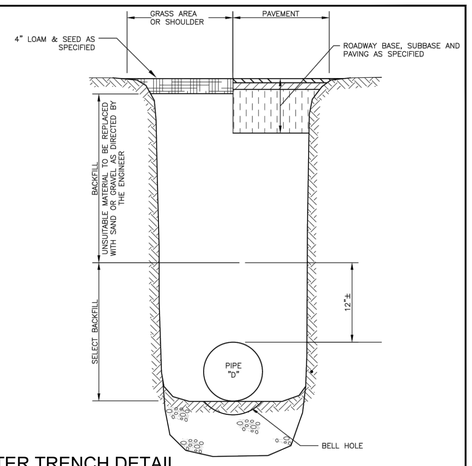
GENERAL NOTES FOR MANHOLES AND CATCH BASINS



(C) PRECAST CONCRETE CATCH BASIN - TYPE 'E'

N.T.S.

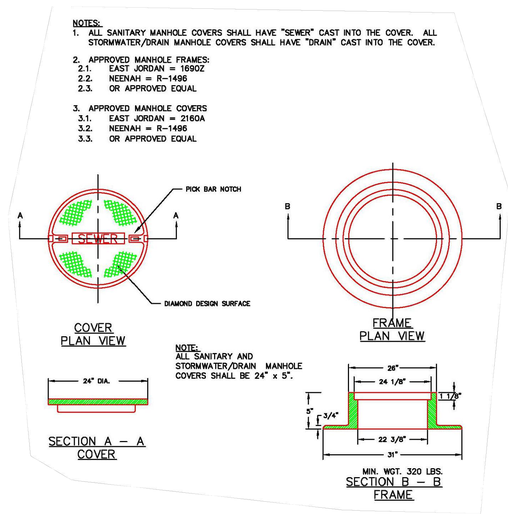
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(F) TYPICAL WATER TRENCH DETAIL

N.T.S.

NOTES:
1. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
2. APPROVED MANHOLE FRAMES:
   2.1. EAST JORDAN = 1690Z
   2.2. NEENAH = R-1496
   2.3. OR APPROVED EQUAL
3. APPROVED MANHOLE COVERS
   3.1. EAST JORDAN = 2160A
   3.2. NEENAH = R-1496
   3.3. OR APPROVED EQUAL



(H) CAST IRON MANHOLE COVER AND FRAME

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.

STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–DETAILS.dwg		

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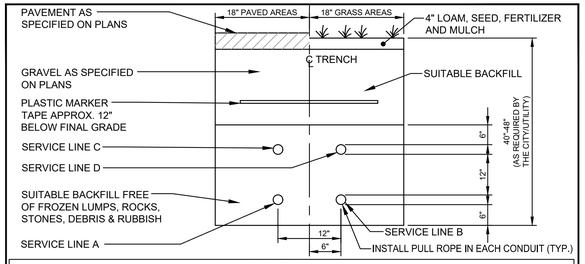
Drawing Name: STORM DRAIN & UTILITY DETAILS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-6.3

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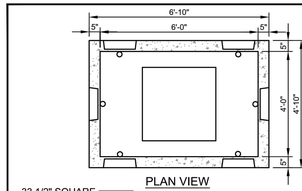
CONDUIT TYPE

SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-6"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120*	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	SPARES	SEE NOTE

*AS REQUIRED BY CITY /UTILITY

NOTES:
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS, COORDINATE WITH ELECTRICAL SITE PLANS BY E.S. BOULOS.
2. IN CITY RIGHT OF WAY, CONDUITS TO HAVE 36" MIN. COVER AND BE ENCASED WITH MIN. 3" CONCRETE ON ALL SIDES.
3. CONDUIT DUCT BANKS SUBJECT TO COORDINATION WITH ALL UTILITY PROVIDERS FOR NUMBER, PIPE SIZE & TYPE AND TRENCHING REQUIREMENTS. THE UTILITY REQUIREMENTS SHALL BE SATISFIED AT NO ADDITIONAL EXPENSE TO THE OWNER.

(A) UTILITY TRENCH - PRIMARY ELEC., TEL. & COMM.
N.T.S.



GENERAL NOTES
1. CONCRETE MINIMUM COMPRESSIVE STRENGTH 5000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT
2. OPENINGS SIZED FOR 4" & 6" CONDUITS.
3. MEETS ALL CENTRAL MAINE POWER CO.SPECIFICATIONS.
4. SUITABLE FOR PRIMARY CABLE INSTALLATIONS.
5. IF INSTALLED IN A PAVED AREA, ORDER PRECAST SLAB FOR USE UNDER HANDHOLE FOR H-20 LOADING.
6. ORDER 3 PIECE ETHERIDGE FOUNDRY "TYPE B" CASTING. MINIMUM ONE COURSE OF BRICK TO GRADE.

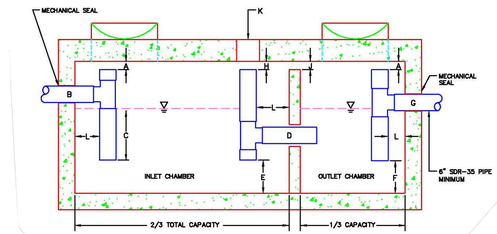
(D) SPLICE BOX DETAIL
N.T.S.

1000 GALLON GREASE INTERCEPTOR:

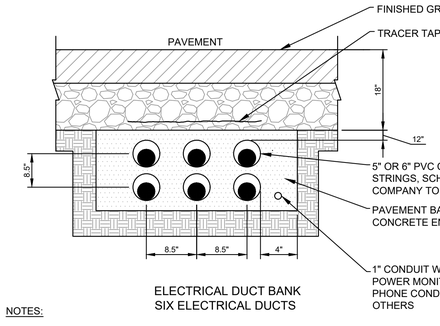
A) MINIMUM 6", BUT NOT LESS THAN PIPE DIAMETER.
B) INLET PIPE INVERT TO BE 2 1/2" ABOVE LIQUID SURFACE.
C) INLET PIPE TO TERMINATE 2/3 DEPTH OF WATER LEVEL.
D) BAFFLE T
E) 6" FROM FLOOR TO END OF BAFFLE PIPE.
F) 6" FROM FLOOR TO END OF OUTLET PIPE.
G) OUTLET PIPE NO SMALLER THAN INLET PIPE.
H) TOP OF BAFFLE PIPE TERMINATES NO LOWER THAN BAFFLE HEIGHT.
I) INLET CHAMBER IS ⅔ TOTAL CAPACITY; OUTLET CHAMBER IS ⅓ TOTAL CAPACITY.
J) 6" MINIMUM DISTANCE FROM CEILING.
K) MINIMUM 6" CLEANOUT.
L) INLET AND OUTLET PIPES MUST BE SPACED SO THAT CLEAR ACCESS CAN BE MADE FROM MANHOLES.

THIS STRUCTURE MUST DISCHARGE TO A CITY OF PORTLAND STANDARD MANHOLE WITH CHANNEL AND MUST BE RATED.

DAILY PROCESS FLOW FROM THE FACILITY WITH NO SANITARY OR OTHER EXTRANEOUS WASTES FLOWING THROUGH IT.



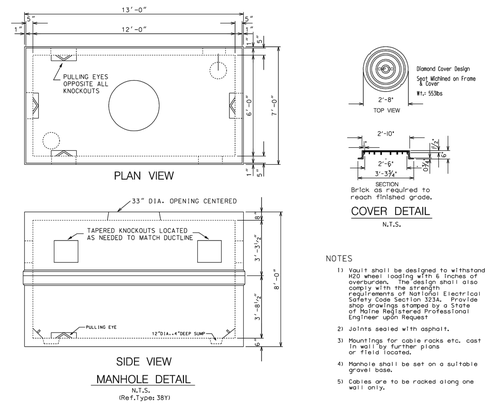
1000 GALLON GREASE INTERCEPTOR



ELECTRICAL DUCT BANK
SIX ELECTRICAL DUCTS

NOTES:
1. CONDUIT BANK WILL EXTEND 5' BEYOND FOUNDATION WALL. CAP ALL CONDUITS.
2. THE NUMBER AND SIZE OF CONDUITS FOR POWER, COMMUNICATIONS AND CABLE SHALL BE COORDINATED WITH THE UTILITY PROVIDERS.

(B) SECONDARY UNDERGROUND ELECTRIC CONDUIT BANK DETAIL
N.T.S.

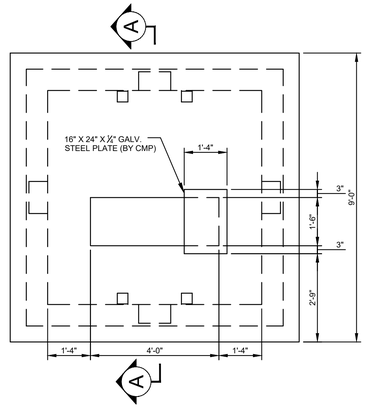


NOTES
1) Vault shall be designed to withstand H20 wheel loading with 6 inches of overburden. The design shall also comply with the strength requirements of National Electrical Safety Code Section 323A. Provide shop drawings stamped by a State of Maine Registered Professional Engineer upon Request
2) Joints sealed with asphalt.
3) Mountings for cable racks etc. cast in wall by further plans or field located.
4) Manhole shall be set on a suitable gravel base.
5) Cables are to be racked along one wall only.

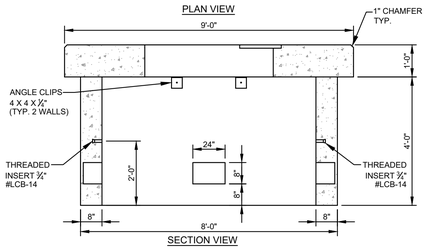
(E) PRECAST CONCRETE 38Y MANHOLE
N.T.S.

(F) CITY STANDARD GREASE TRAP DETAIL
N.T.S.

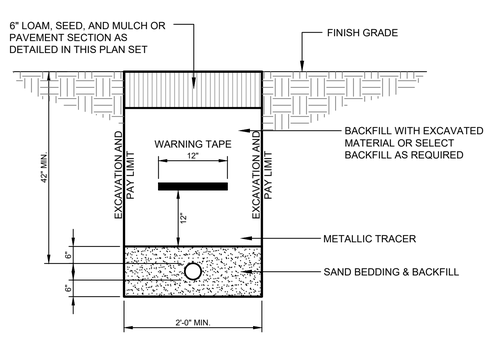
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(C) 9'-0" TRANSFORMER PAD
N.T.S.



NOTES:
1. CONCRETE MINIMUM COMPRESSIVE STRENGTH 4,000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT.
2. AS PER CENTRAL MAINE POWER COMPANY SPECIFICATIONS.
3. ONE 8" x 24" KNOCKOUT PROVIDED EACH WALL.
4. FOR 750 - 5000 KVA THREE PHASE TRANSFORMER.
5. FINISH GRADE SHALL BE GRADED TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.



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.

(G) GAS SERVICE TRENCH SECTION
N.T.S.

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STATE OF MAINE
STEPHEN R. BUSHEY
08.25.23
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2023.08.25	FINAL PLAN SUBMISSION TO CITY – REVISED PER STAFF COMMENTS
2	2023.07.21	FINAL PLAN SUBMISSION TO CITY
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–DETAILS.dwg		

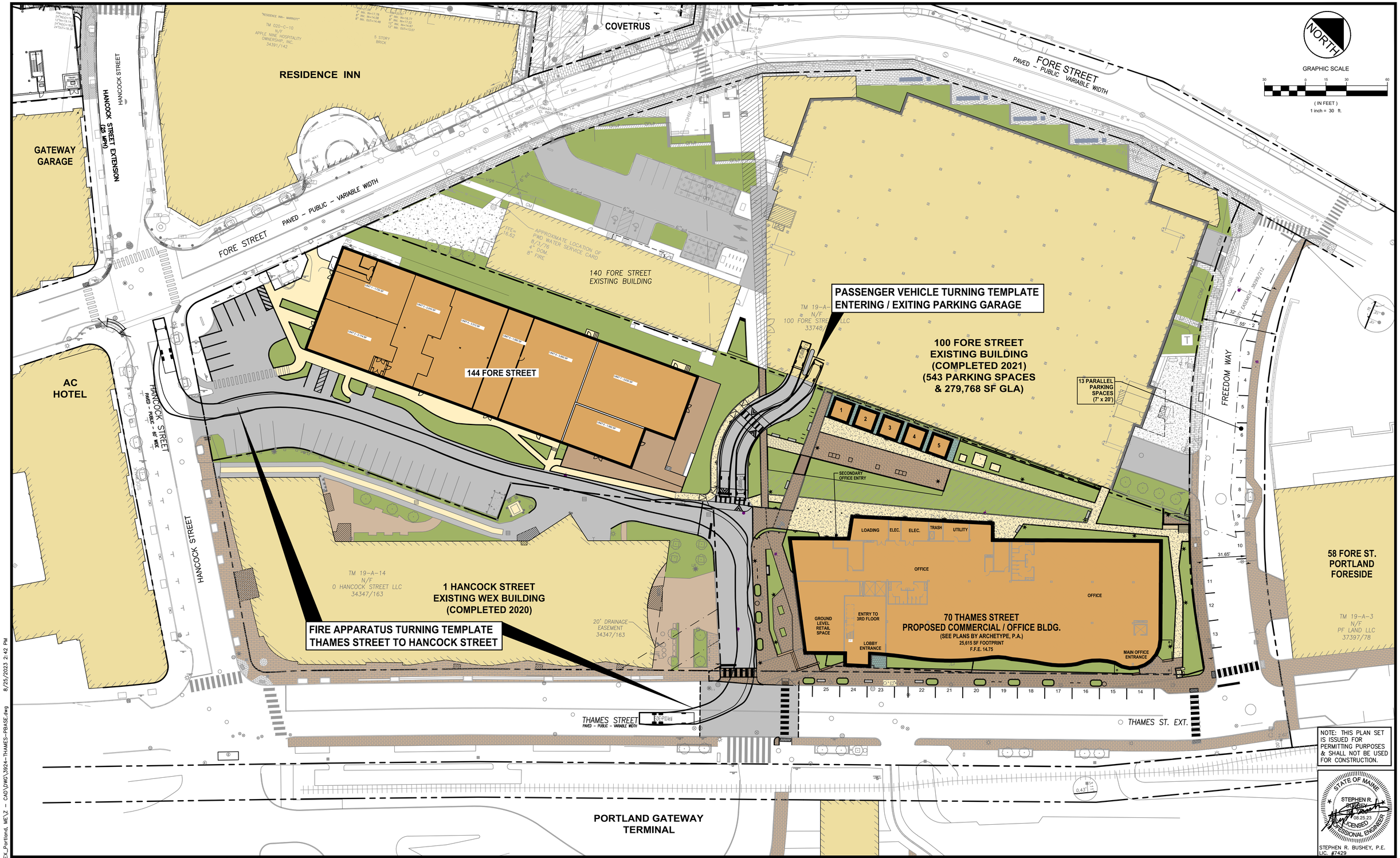
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Drawing Name:	UTILITY & MISCELLANEOUS DETAILS
Project:	**Commercial Office Building – 70 Thames Street** 70 Thames Street, Portland, Maine
Client:	**144 Fore Street, OZ, LLC** PO Box 910, Westbrook, Maine 04098–0910

Drawing No.
C-6.4

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STEPHEN R. BUSHEY
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1	2023.03.24	MAJOR SITE PLAN APPLICATION TO CITY

Design: SRB	Draft: CDD	Date: JAN. 2022
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File Name: 3924–THAMES–PBASE.dwg		

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Drawing Name: VEHICLE TURNING TEMPLATE PLANS

Project: **Commercial Office Building – 70 Thames Street**
70 Thames Street, Portland, Maine

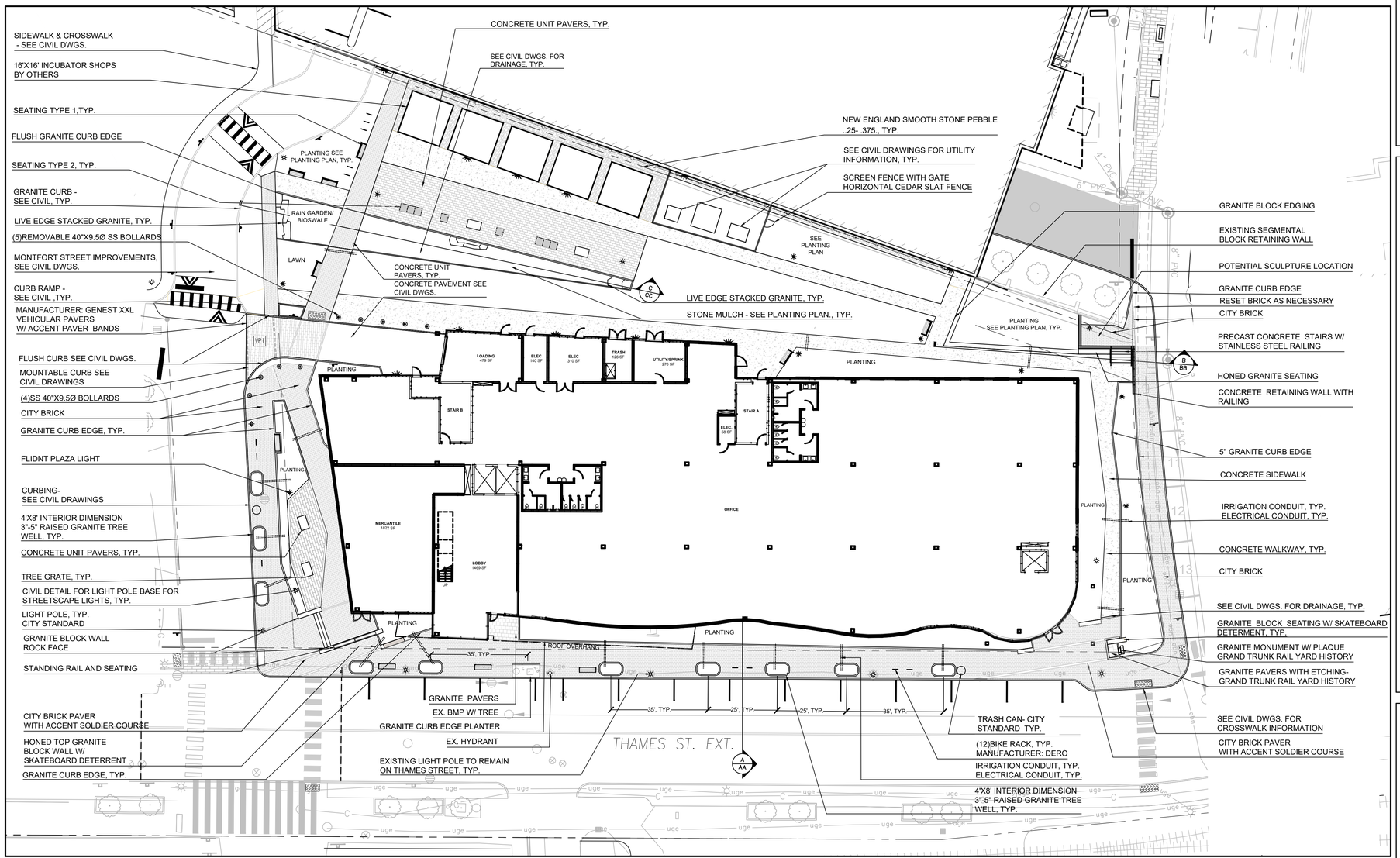
Client: **144 Fore Street, OZ, LLC**
PO Box 910, Westbrook, Maine 04098–0910

Drawing No. C-7.0

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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 PORTALND 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.
10. CONTRACTOR SHALL REMOVE AND REPLANT PIN OAK TREES ON THAMES STREET IN ACCORDANCE WITH THE CITY OF PORTLAND FORESTRY STANDARDS- SEE PLANTING PLAN FOR RELOCATION AREA



Luminaire Schedule				
Qty	Manufacturer	Label	Description	Fixture Notes
12	Bega	BW	24374_K3	-
6	Louis Poulsen	FP1	FLINDT PLAZA - LED/3000k-500LUMEN-35DEG-LOUVER	FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
12	Louis Poulsen	FP2	FLINDT PLAZA -LED/3000k-600LUMEN-35DEG-LOUVER	FLINT PLAZA -14F Pole - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
11	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	

Prepared For:

144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:

Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street P: 207.774.4427
Portland, Maine 04101

THAMES STREET

Portland, Maine

Thames Street

Date: MARCH 13, 2023

Issued For: PERMITTING

Revisions: COMMENT RESPONSE 08.22.2023

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Title: MATERIAL & LIGHTING PLAN

Scale: 1" = 20'-0"

0 5 20 40 ft.

North:

Sheet No.: L1

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ARCHETYPE
ARCHITECTS


SIGNAGE
ARCHETYPE
ARCHITECTS



ARCHETYPE
ARCHITECTS

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 SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
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	*Amelanchier alnifolia 'Obelisk'*	Standing Ovation Serviceberry	7	6-8'	as shown	columnar species
BN	*Betula nigra 'Heritage'/'Cully'*	River Birch 'Heritage'/'Cully'	3	2.5-3" cal	as shown	single trunk
GT	*Gleditsia tricanthos var. inermis*	Street keeper Honey Locust	5	2.5-3" cal		
LT	Liriodendron tulipifera 'Arnold'	Columnar Tulip Tree	9	1.75" cal.		(1)Existing BMP tree replacement
QP	*Quercus paulustris*	Pin Oak	4	2.5-3" cal	as shown	straight native species preferred
NS	*Nyssa slyvatica*	Black Tupelo	4	2.5-3" cal	as shown	straight native species preferred

SHRUBS - Large

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
CS	*Cornus sericea 'Arctic Fire'*	Red Twig Dogwood 'Arctic Fire'	4	2.5-3' H	42" OC	
HV	*Hammamelis virginiana*	Common Witchazel	1	4-5' H	as shown	straight native species preferred
IO	*Ilex glabra*	Inkberry	12	4-5' H		
JV	*Juniperus virginiana 'Globosa'*	Juniper	3	2.5-3' H		
JVt	*Juniperus virginiana 'Taylor'*	Taylor Juniper	15	4'-4.5' H		
MC	*Morella carolinienesis*	Small Bayberry	12	18"-2' H	as shown	straight native species preferred
MP	*Myrica pensylvanica*	Northern Bayberry	5	4' H	48" OC	" "
PM	*Prunus maritima*	Beach Plum	5	4'-4.5' H	as shown	" "
VA	*Viburnum acerfolium*	Mapleleaf Viburnum	7	2.5-3' H	48" OC	" "
VN	*Viburnum nudum*	Smooth Witherod	6	3-3.5' H	72" OC	" "

PLANT MIX A: Coastal Meadow (1,639 SF)

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
CA	*Ceonanthus americanus*	New Jersey Tea	30	#2 CONT.	24" OC	straight native species preferred
RH	*Rudbeckia hirta*	Black-eyed Susan	126	plug	15" OC	" "
SS	*Schizachryum scoparium*	Little Bluestem	800	#2 CONT.	15" OC	" "
SO	*Symphotrichum oblongifolium*	Aromatic Aster	126	plug	15" OC	" "
PA	*Perovskia atriplicifolia*	Russian sage	100	#2 CONT.	24" OC	

PLANT MIX B: Shrub Mosaic (1,282 SF)

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
AH	*Amsonia hubrectii*	Hubrect's Blue Star	14	#2 CONT	30" OC	straight native species preferred
AM	*Aronia melanocarpa 'Low Scape Hedger'*	Black Chokeberry 'Low Scape Hedger'	14	12-18" H	36" OC	
CS	*Cornus sericea 'Arctic Fire'*	Red Twig Dogwood 'Arctic Fire'	4	12-18" H	48" OC	
CP	*Comptonia peregrina*	Sweetfern	75	12-18" H	30" OC	straight native species preferred
IVR	*Ilex verticillata 'Red Sprite'*	Winterberry 'Red Sprite'	12	12-18" H	36" OC	female dwarf cultivar
IVJ	*Ilex verticillata 'Jim Dandy'*	Winterberry 'Jim Dandy'	2	12-18" H	36" OC	male dwarf cultivar
MC	*Morella carolinienesis*	Small Bayberry	27	12-18" H	30" OC	straight native species preferred
SL	*Symphotrichum laeve*	Smooth Blue Aster	14	12-18" H	24" OC	straight native species preferred

PLANT MIX C: Groundcovers (2,400 SF)

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
AV	*Anemone virginiana*	Tall Thimbleweed	161	plug	15" OC	straight native species preferred
AC	*Aster cordifolius*	Blue Woodland Aster	161	plug	15" OC	straight native species preferred
GM	*Geranium maculatum*	Wild Geranium	161	plug	15" OC	" "
GT	*Gillenia triafolata*	Boman's Root	85	#1 CONT	24" OC	" "
XS	*Xanthoriza simplissima*	Yellowroot	120	#1 CONT	36" OC	" "

PLANT MIX D: Bioswale (1,109 SF)

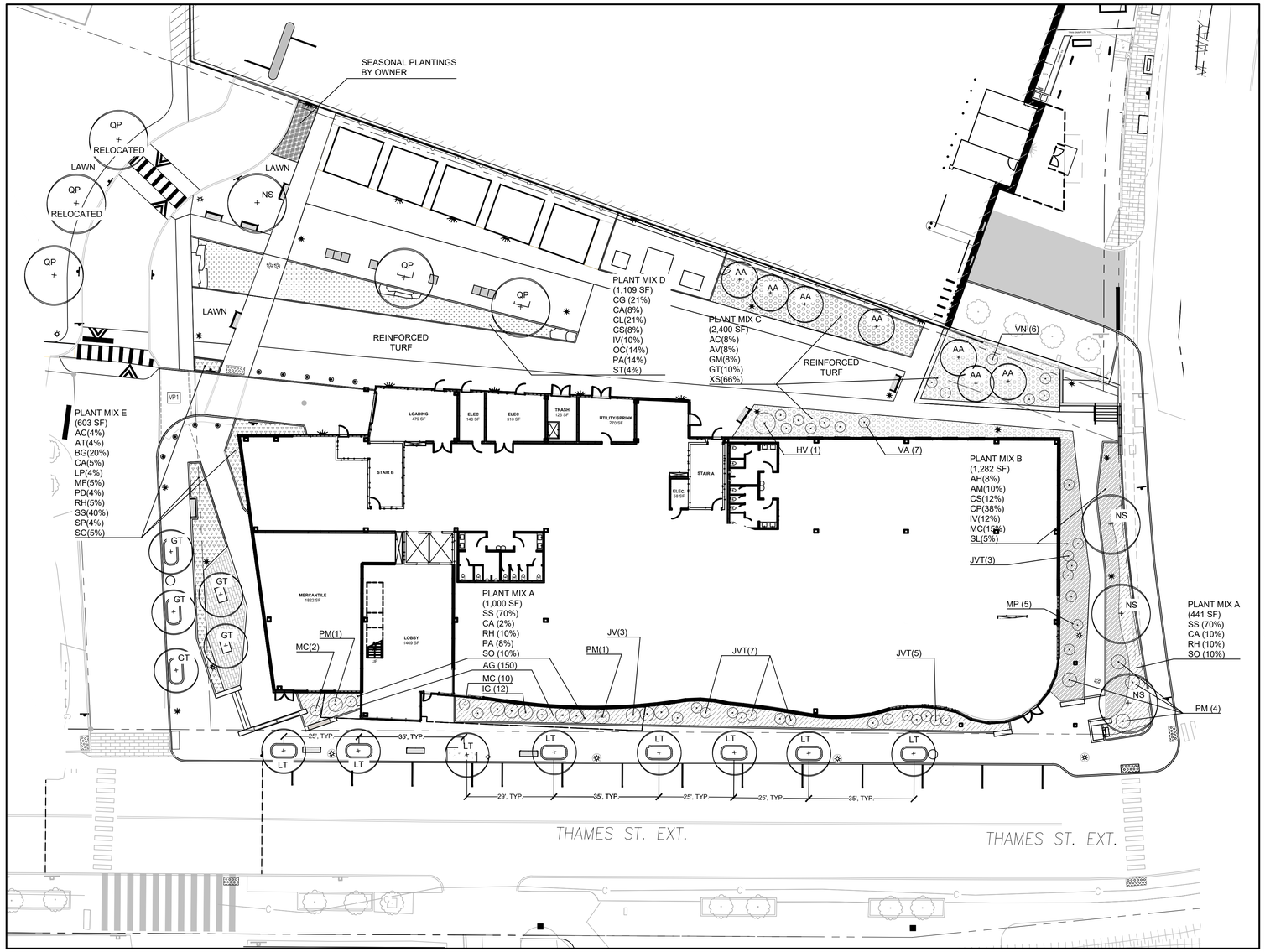
	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
CG	*Carex grayii*	Gray's Sedge	200	plug	12" OC	straight native species preferred
CA	*Clethra alnifolia 'Sugartina'*	Summersweet 'Sugartina'	8	#1 CONT	36" OC	
CL	*Chasmanthium latifolium*	Northern Sea Oats	294			
CS	*Cornus sericea 'Kelseyi'*	Red Twig Dogwood 'Kelseyi'	8	#1 CONT	36" OC	
IV	*Iris versicolor*	Blue Flag	68	plug	15" OC	straight native species preferred
OC	*Osmundrastum cinnamomea*	Cinnamon Fern	33	plug	24" OC	" "
PA	*Packera aurea*	Golden Groundsel	94	plug	15" OC	" "
ST	*Spirea tomentosa*	Rosy Meadowsweet	68	plug	18" OC	" "

PLANT MIX E: Meadow Garden (603 SF)

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
AC	*Allium cernuum*	Nodding Onion	8	#1 CONT.	15" OC	straight native species preferred
AT	*Asclepias tuberosa*	Butterflyweed	8	#1 CONT.	15" OC	" "
BG	*Bouteloua gracilis*	Mosquito Grass	75	plug	15" OC	" "
CA	*Ceonanthus americanus*	New Jersey Tea	3	#1 CONT.	24" OC	" "
LP	*Lupinus perennis*	Sundial Lupine	8	#1 CONT.	15" OC	" "
MF	*Monarda fistulosa*	Beebalm	14	#1 CONT.	15" OC	" "
PD	*Penstamon digitalis*	Foxglove Beardtongue	8	#1 CONT.	15" OC	" "
RH	*Rudbeckia hirta*	Black-eyed Susan	14	plug	15" OC	" "
SS	*Schizachryum scoparium*	Little Bluestem	150	plug	15" OC	" "
SP	*Solidago pubescens*	Downy Goldenrod	8	#1 CONT.	15" OC	" "
SA	*Symphotrichum oblongifolium*	Aromatic Aster	14	plug	15" OC	" "

Bulbs

	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	NOTES
AG	*Allium 'gladiator'*	Gladiator Allium	150	bulb	random	" "



Prepared For:

144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:

Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

THAMES STREET

Portland, Maine

Thames Street

Date: MARCH 13, 2023

Issued For: PERMITTING

Revisions: COMMENT RESPONSE 08.24.2023

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Title: PLANTING PLAN

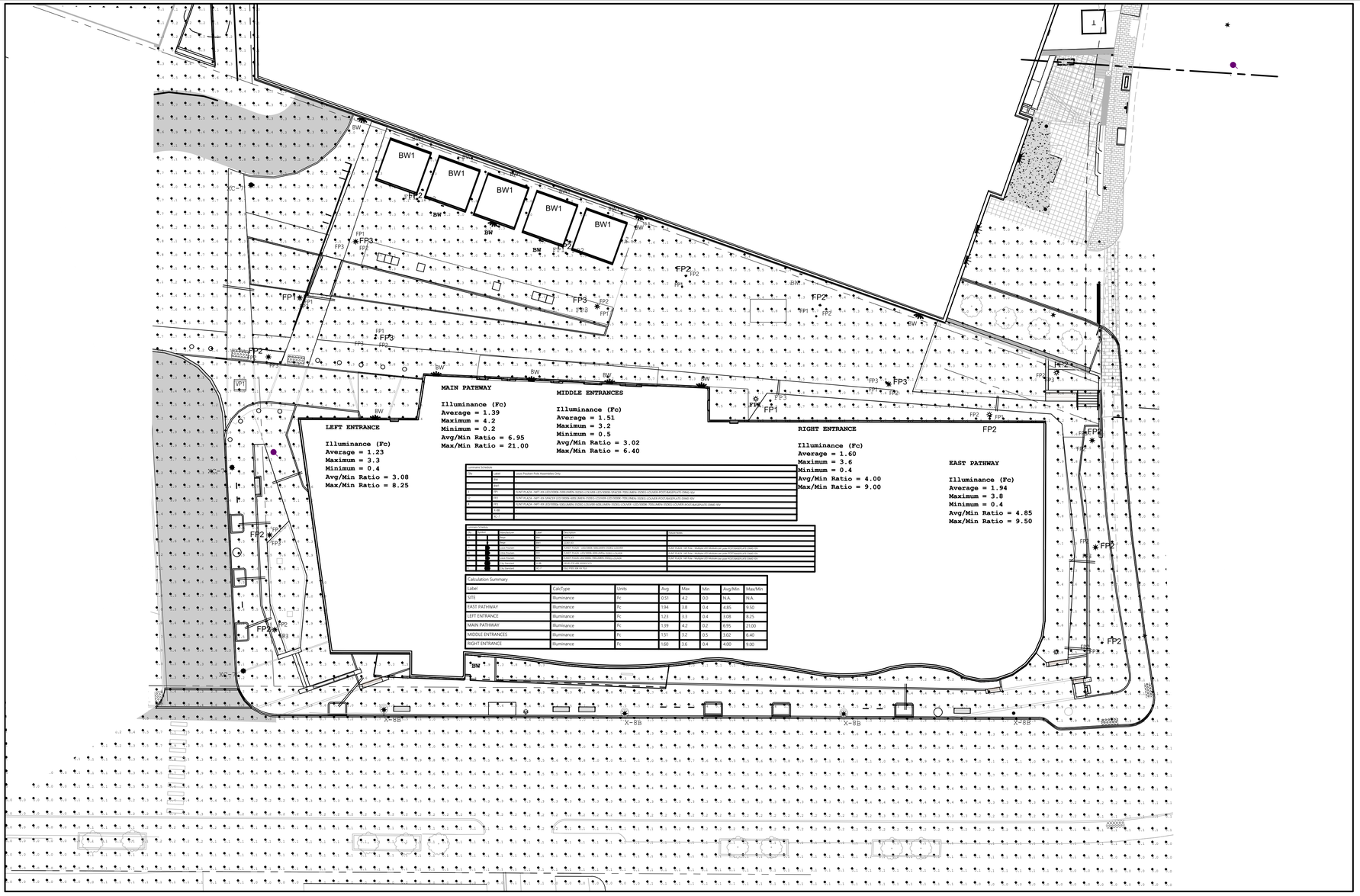
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0 5 20 40 ft.

North:

Sheet No.: 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	

REGISTERED LANDSCAPE ARCHITECT
ROBERT METCALF
No.RLA 1815
3/15/23
STATE OF MAINE

C:\Users\bdrygn\Dropbox\Thames Street_Archetypix\CAD\L-BASE_23.03.09 dwg bdrygn 3/13/2023

Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Mc 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

THAMES STREET
Thames Street
Portland, Maine

Date:
MARCH 13, 2023

Issued For:
PERMITTING

Revisions:

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Title: PHOTOMETRIC PLAN

Scale: 1" = 20'-0"
0 5 20 40 ft.

North:

Sheet No.:
L3

LEFT ENTRANCE

Illuminance (Fc)
Average = 1.19
Maximum = 3.5
Minimum = 0.2
Avg/Min Ratio = 5.95
Max/Min Ratio = 17.50

MIDDLE ENTRANCES

Illuminance (Fc)
Average = 1.55
Maximum = 3.5
Minimum = 0.4
Avg/Min Ratio = 3.88
Max/Min Ratio = 8.75

RIGHT ENTRANCE

Illuminance (Fc)
Average = 1.55
Maximum = 3.9
Minimum = 0.3
Avg/Min Ratio = 5.17
Max/Min Ratio = 13.00

Luminaire Schedule

Qty	Label	Louis Poulsen Pole Assemblies Only
2	S1	FLINT PLAZA - MFT-XX-LED/3000k-500LUMEN-350EQ-LOUVER-LED/3000K-DPA/DR-700LUMEN-350EQ-LOUVER-POST/BASEPLATE-DIM0-10V
7	S2	FLINT PLAZA - MFT-XX-DPA/DR-LED/3000k-600LUMEN-350EQ-LOUVER-LED/3000K-700LUMEN-350EQ-LOUVER-POST/BASEPLATE-DIM0-10V
3	S3	FLINT PLAZA - MFT-XX-LED/3000k-500LUMEN-350EQ-LOUVER-LED/3000K-700LUMEN-350EQ-LOUVER-POST/BASEPLATE-DIM0-10V

Luminaire Schedule

Qty	Symbol	Manufacturer	Label	Description	Mount Notes
12		Bega	BW	24374.K3	
6		Louis Poulsen	FPT	FLINT PLAZA - LED/3000k-500LUMEN-350EQ-LOUVER	FLINT PLAZA - MF Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
6		Louis Poulsen	FPT2	FLINT PLAZA - LED/3000k-600LUMEN-350EQ-LOUVER	FLINT PLAZA - MF Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
15		Louis Poulsen	FPT3	FLINT PLAZA - LED/3000k-700LUMEN-350EQ-LOUVER	FLINT PLAZA - MF Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
5		City Standard	X-BB	SELECTRIC 800 30/50 SCI	
5		City Standard	XC-7	SELECTRIC 80 70 SCI	

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	0.47	5.1	0.0	N.A.	N.A.
LEFT ENTRANCE	Illuminance	Fc	1.19	3.5	0.2	5.95	17.50
MIDDLE ENTRANCES	Illuminance	Fc	1.55	3.5	0.4	3.88	8.75
RIGHT ENTRANCE	Illuminance	Fc	1.55	3.9	0.3	5.17	13.00

THAMES ST EXT.

Scale: 1 inch= 20 Ft.

omnilite
illuminate
44 Sixth Road
Woburn, MA 01801
C: 207-219-1716
E: mcorrao@illuminatene.com

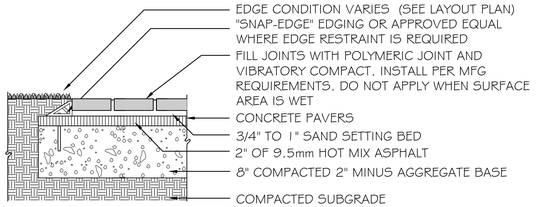
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Revisions

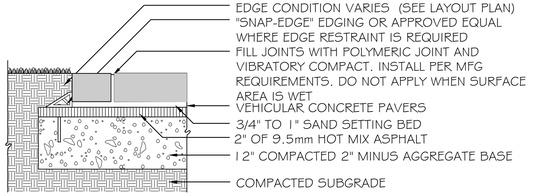
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Thames Street_REV5
Portland, Maine
Landscape Site Plan
Mitchell and Associates

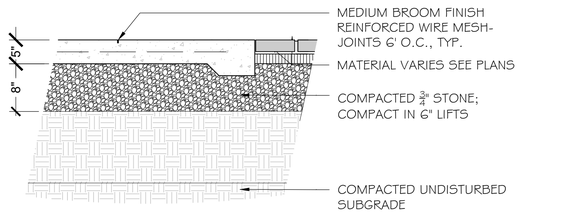
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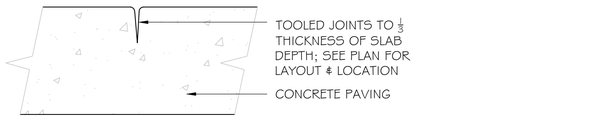
1 CONCRETE UNIT PAVERS (PEDESTRIAN)
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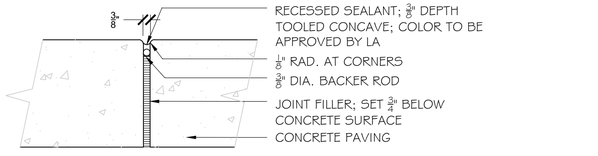
2 CONCRETE UNIT PAVERS (VEHICULAR)
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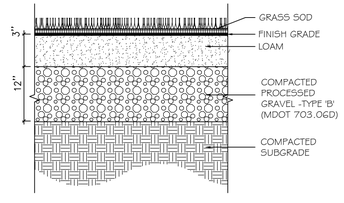
3 CONCRETE PAVING -ADJACENT CONCRETE UNIT PAVERS-NIC
1"=1'



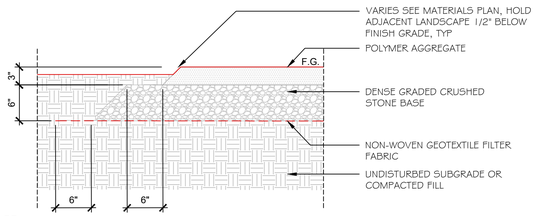
4 CONTROL JOINT
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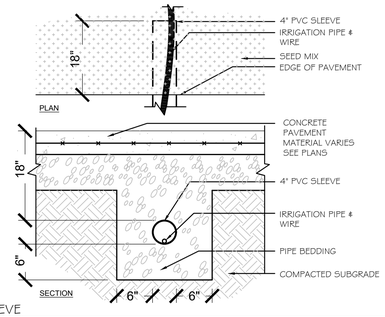
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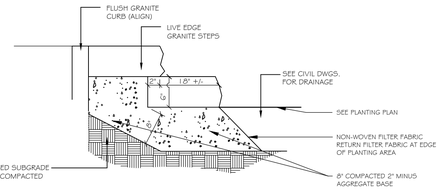
6 REINFORCED TURF
NTS



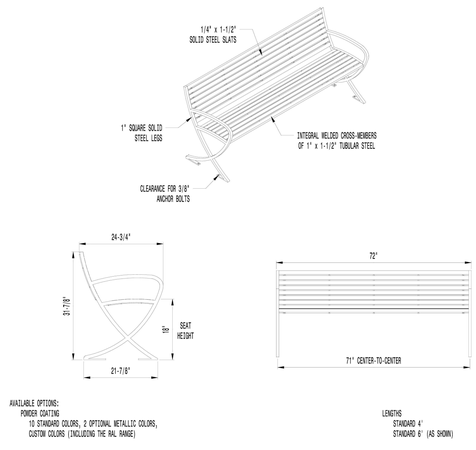
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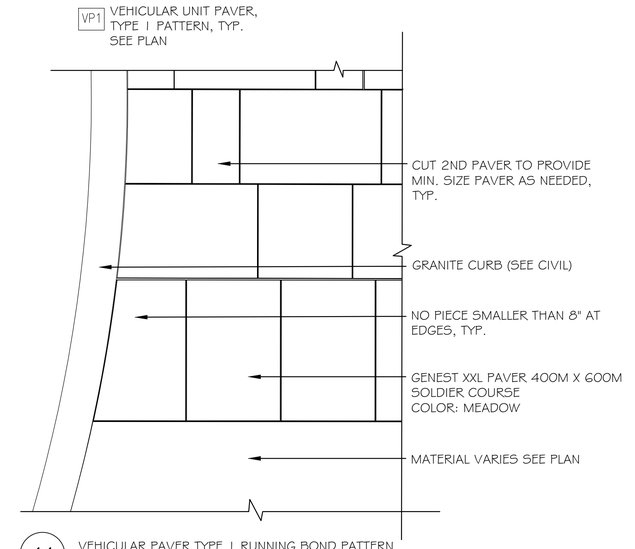
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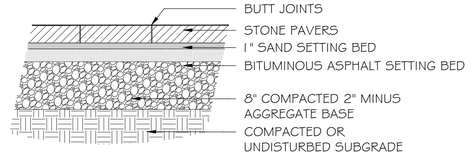
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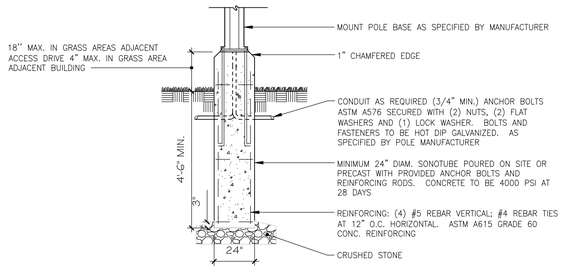
10 STREETSCAPE BENCH DETAIL
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11 VEHICULAR PAVER TYPE I RUNNING BOND PATTERN
1"=1'



12 STONE PAVER ON BITUMINOUS CONCRETE BASE - TYPICAL SECTION
1"=1'



13 LIGHT POLE BASE
NTS



Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

THAMES STREET
Portland, Maine
Thames Street

Date: MARCH 13, 2023

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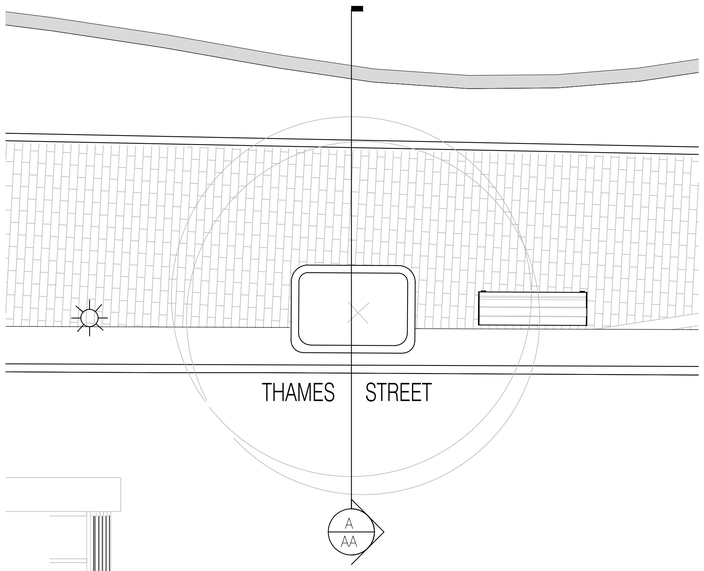
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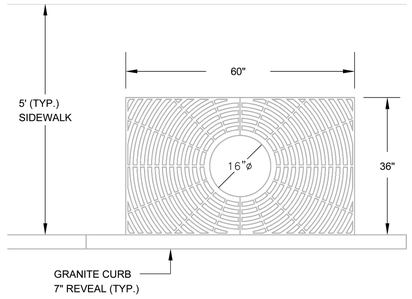
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North:

Sheet No.: L4

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NOTES:

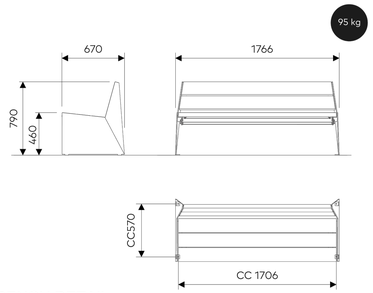
1. 16"Ø EXPANDABLE TREE OPENING. 0.25" SLOT OPENINGS.
2. ALL TREE GRATES SHALL COMPLY WITH CITY TECHNICAL STANDARDS AND MUST BE APPROVED BY THE CITY ARBORIST.
3. FINAL PLACEMENT LOCATION OF TREE GRATES SHALL BE APPROVED BY DPW AND SHALL CONSIDER SIDEWALK WIDTH AND ADA COMPLIANCE, ON-STREET PARKING CONFIGURATIONS, ABOVE AND BELOW GROUND UTILITIES AND OTHER OBSTRUCTIONS.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY. SEE SIDEWALK CONSTRUCTION DETAILS IN SECTION 1 OF THE TECHNICAL MANUAL.
5. WHEN THE TREE GRATE IS INSTALLED IN A CONCRETE SIDEWALK, A NOTCH MUST BE INSTALLED ALONG THE EDGE TO HOLD THE GRATE. WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.

PLAN VIEW

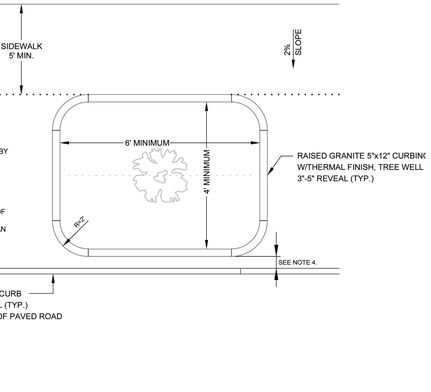
2 FLUSH TREE GRATE - Expandable Neenah Model R-8810
NTS



NOTES:
MANUFACTURER: VESTRE
MODEL: BLOC
WOOD: KEBONY
METAL COLOR: TBD
OR APPROVED EQUAL



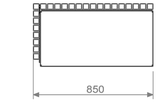
5 TYPE 1 BENCH DETAIL
NTS



NOTES:

1. ALL TREE WELLS SHALL COMPLY WITH CITY TECHNICAL STANDARDS AND MUST BE APPROVED BY THE CITY ARBORIST.
2. FINAL PLACEMENT LOCATION OF THE GRANITE CURB TREE WELL SHALL BE APPROVED BY DPW AND SHALL CONSIDER SIDEWALK WIDTH, STREET PARKING STATUS, ABOVE AND BELOW GROUND UTILITIES AND OTHER OBSTRUCTIONS.
3. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY. SEE SIDEWALK CONSTRUCTION DETAILS IN SECTION 1 OF THE TECHNICAL MANUAL.
4. RAISED CURB TREE WELL OFFSETS FROM THE CURB LINE SHALL TAKE THE LOCATION OF ON-STREET PARKING INTO ACCOUNT. WHERE ADJACENT TO ON-STREET PARKING AND SIDEWALK WIDTH ALLOWS, A MINIMUM OFFSET OF 2 FEET IS PREFERRED, UNLESS IT CAN BE DEMONSTRATED THAT THE PLACEMENT OF THE TREE WELLS WILL NOT INTERFERE WITH THE OPENING OF VEHICLE DOORS.

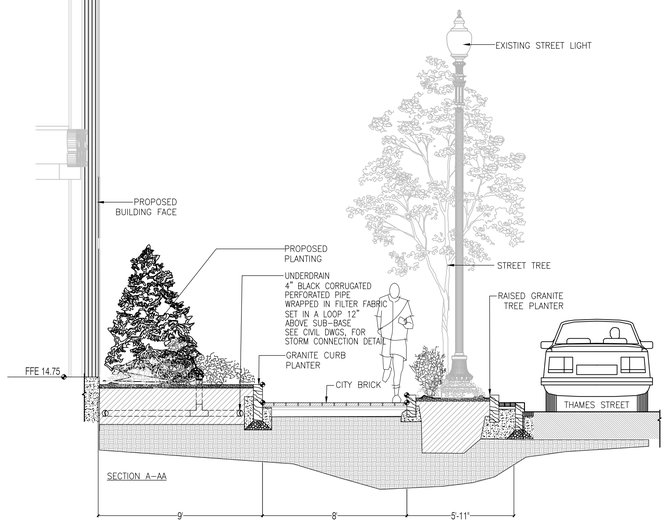
3 RAISED GRANITE TREE PLANTER
NTS



NOTES:
MANUFACTURER: VESTRE
MODEL: CUBE
WOOD: KEBONY
METAL COLOR: TBD
OR APPROVED EQUAL

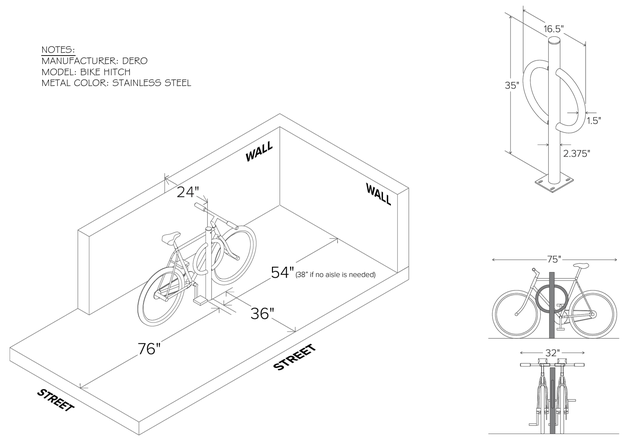


6 TYPE 2 BENCH DETAIL
NTS

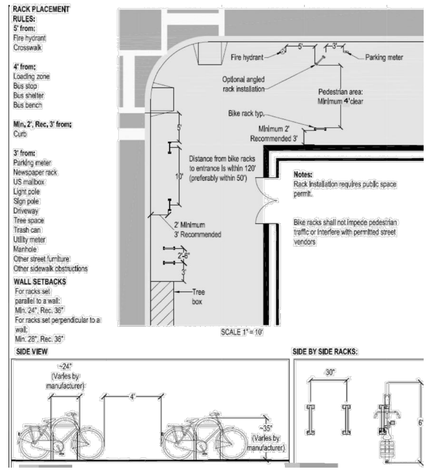


1 THAMES STREET SECTION - A-AA
NTS

NOTES:
MANUFACTURER: DERO
MODEL: BIKE HITCH
METAL COLOR: STAINLESS STEEL



4 BIKE RACK
nts



Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

THAMES STREET
Portland, Maine
Thames Street

Date: MARCH 13, 2023

Issued For: PERMITTING

Revisions: COMMENT RESPONSE 08.24.2023

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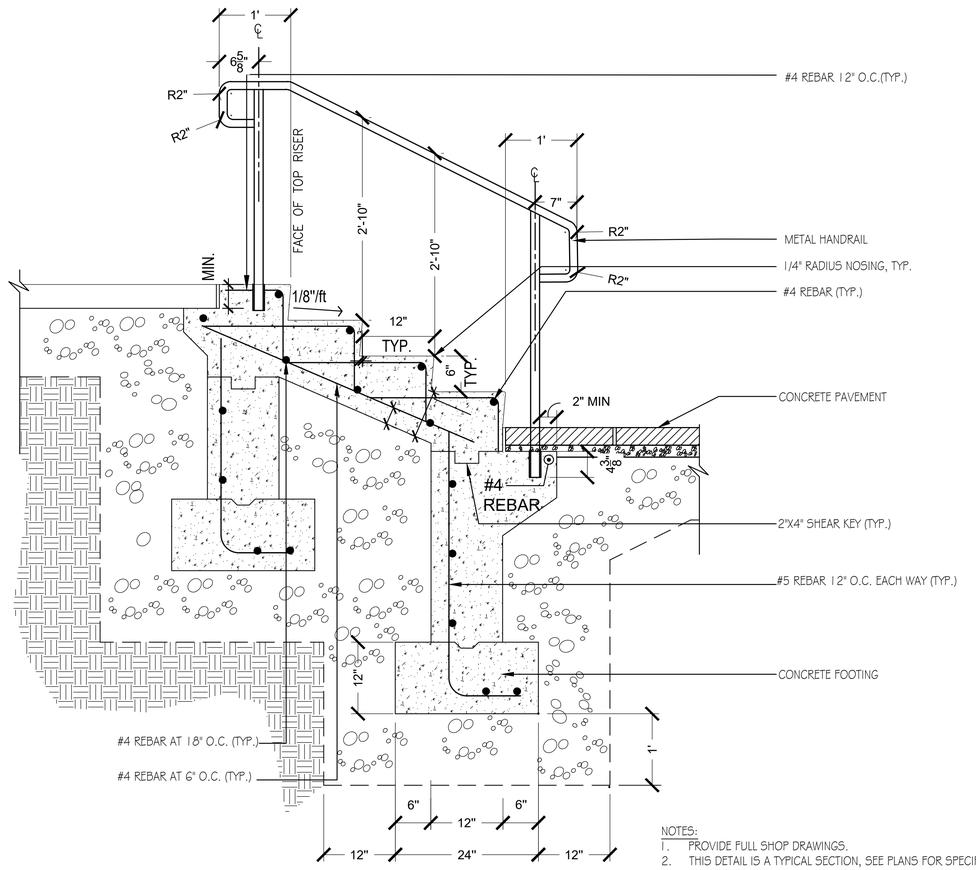
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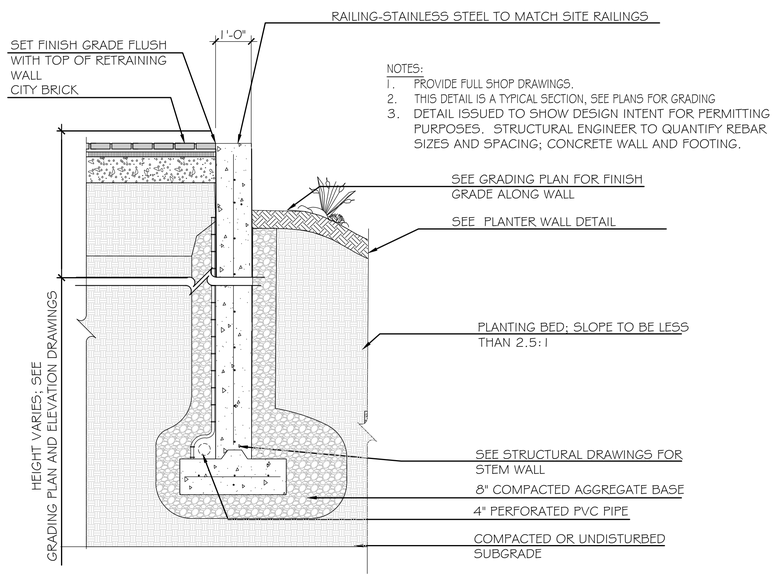
REGISTERED LANDSCAPE ARCHITECT
ROBERT METCALF
No.RLA 1815
3/15/22
STATE OF MAINE

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NOTES:
1. PROVIDE FULL SHOP DRAWINGS.
2. THIS DETAIL IS A TYPICAL SECTION, SEE PLANS FOR SPECIFIC NUMBER OF TREADS/ RISERS AT EACH STAIR LOCATION

1 CAST IN PLACE CONCRETE STAIRS
1"=1'



NOTES:
1. PROVIDE FULL SHOP DRAWINGS.
2. THIS DETAIL IS A TYPICAL SECTION, SEE PLANS FOR GRADING
3. DETAIL ISSUED TO SHOW DESIGN INTENT FOR PERMITTING PURPOSES. STRUCTURAL ENGINEER TO QUANTIFY REBAR SIZES AND SPACING; CONCRETE WALL AND FOOTING.

2 NORTHEAST RETIAINING WALL
NTS

Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

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Portland, Maine

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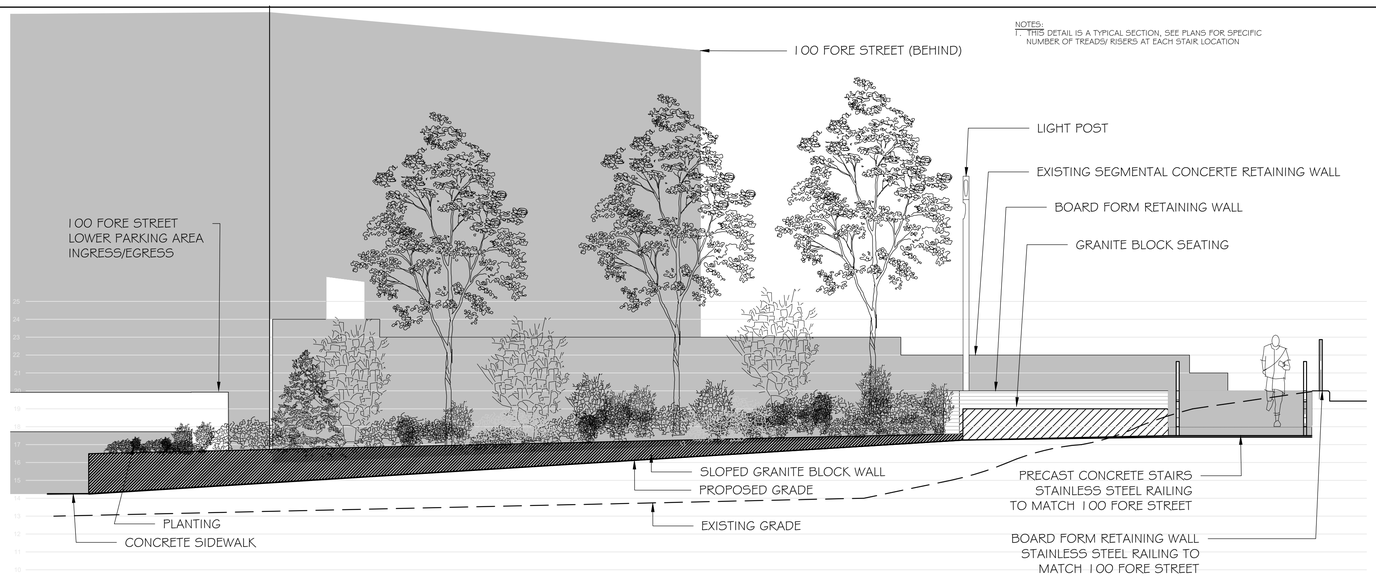
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ROBERT METCALF
No.RLA 1515
3/15/22
STATE OF MAINE

North:

Sheet No.:
L6

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1 NORTHEAST TERRACE-METAL PLANTER EDGING - SECTION B-BB
NTS



2 SECTION C-CC
NTS

Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

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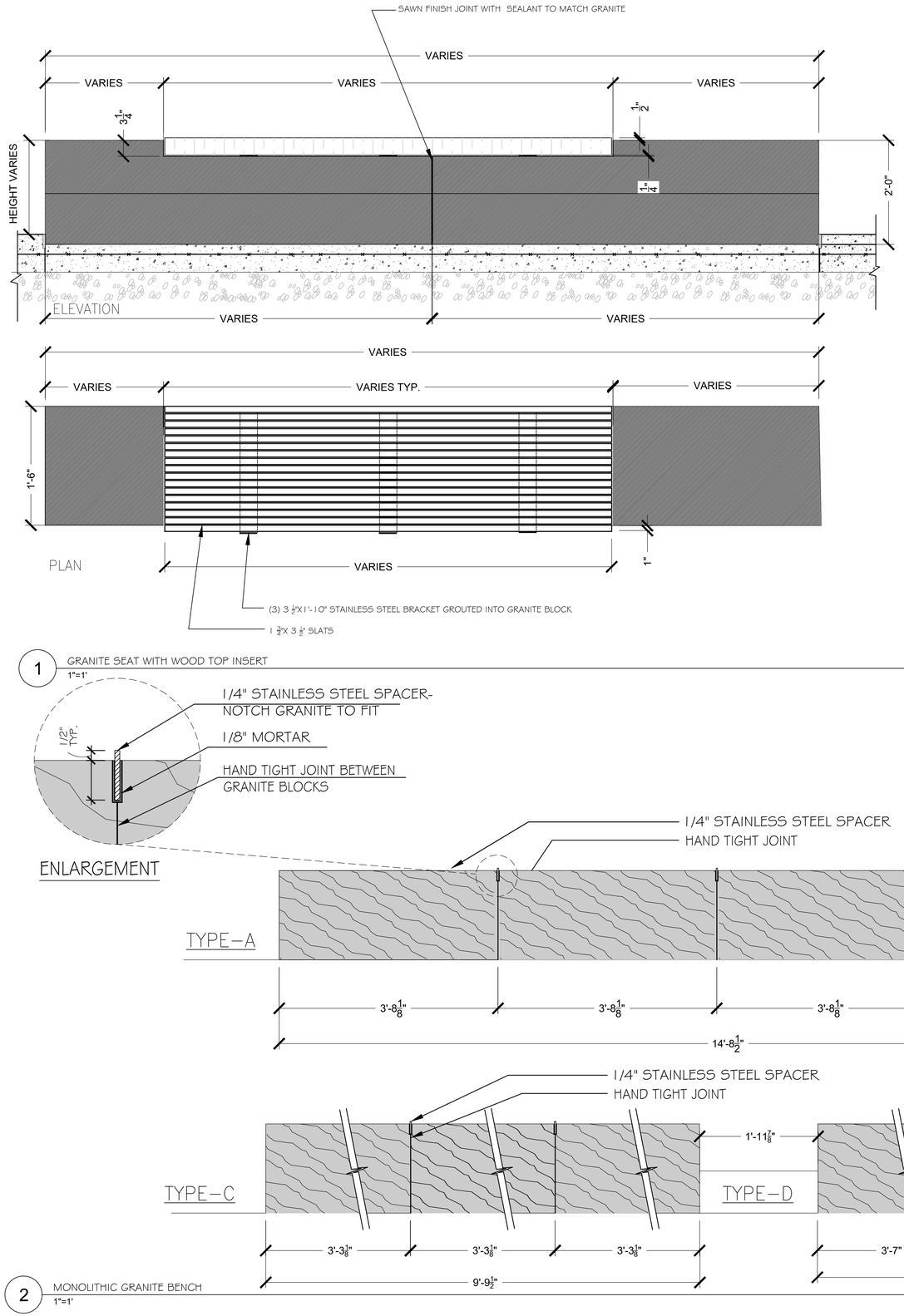
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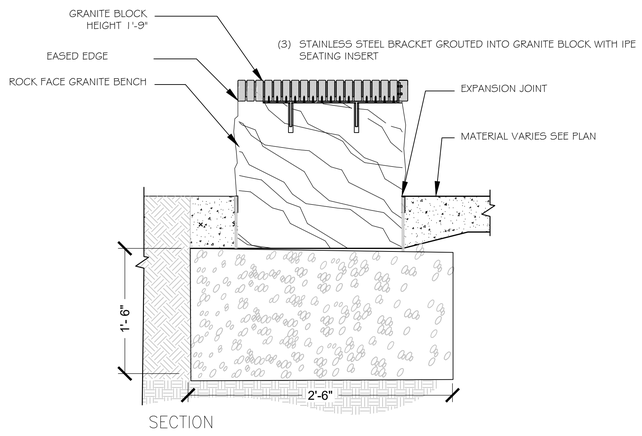
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ROBERT METCALF
No.RLA 1815
3/15/22
STATE OF MAINE

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SKATEBOARD DETERENT ON ALL BENCHES

1 GRANITE SEAT WITH WOOD TOP INSERT
1"=1'

ENLARGEMENT

SKATEBOARD DETERENT ON ALL BENCHES

2 MONOLITHIC GRANITE BENCH
1"=1'

Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
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LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
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THAMES STREET

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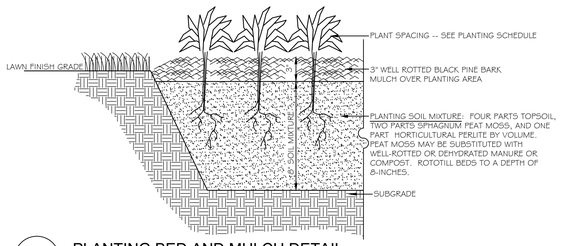
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ROBERT METCALF
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3/15/22
STATE OF MAINE

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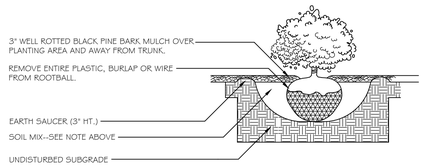
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1 PLANTING BED AND MULCH DETAIL
NTS



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 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 ERICACAE 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 SHRUB INSTALLATION
NTS

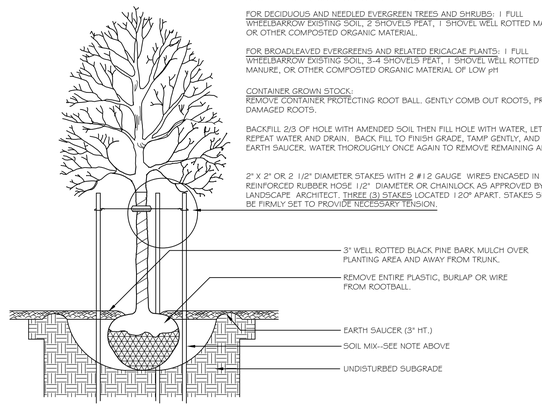
PLANT INSTALLATION NOTES:
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

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 ERICACAE 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.

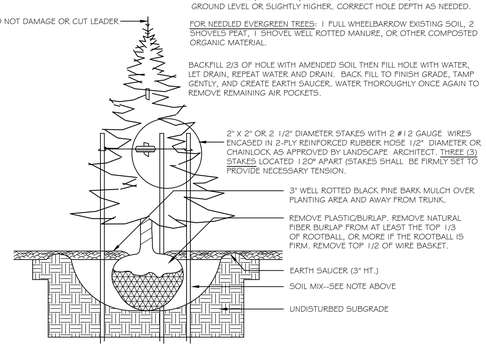


3 DECIDUOUS TREE DETAIL
NTS

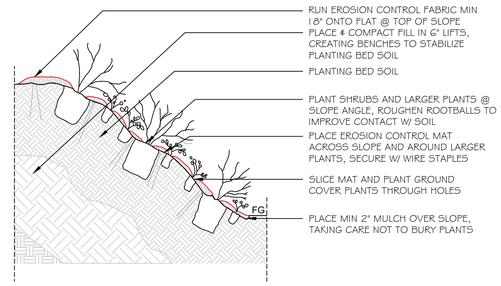
PLANT INSTALLATION NOTES:
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR NEEDLED EVERGREEN TREES: 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL.

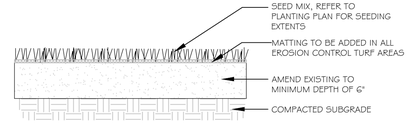
BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER, LET DRAIN, REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE, TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.



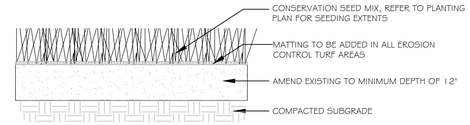
4 CONIFEROUS TREE INSTALLATION
NTS



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.

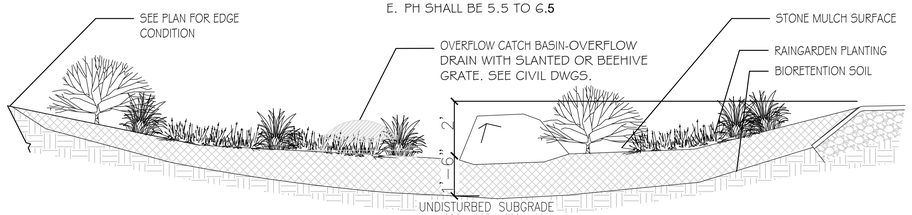
C. COMPOST SHALL BE LEAF COMPOST. COMPOST SHALL BE FULLY MATURE. BIOSOLIDS ARE NOT ALLOWED FOR THE COMPOST COMPONENT.

D. SAND SHALL BE GRAVELLY SAND THAT MEETS ASTM D 422 AND THE FOLLOWING GRADATION:

INCH	PERCENT PASSING BY WEIGHT MAXIMUM	MINIMUM
2	---	100
0.75	100	
	70	
0.25	80	50
#40	40	15
#200	3	0

NOTE: CONTRACTOR TO PROVIDE SOIL TEST WITHIN 2 WEEK OF SITE DELIVERY

E. PH SHALL BE 5.5 TO 6.5



8 RAIN GARDEN
NTS

Prepared For:
144 FORE STREET, OZ, LLC
PO BOX 910
Westbrook, Me 04098-0910

Prepared By:
Mitchell & Associates
LANDSCAPE ARCHITECTS
70 Center Street
Portland, Maine 04101
P: 207.774.4427

THAMES STREET
Portland, Maine

Thames Street

Date: MARCH 13, 2023

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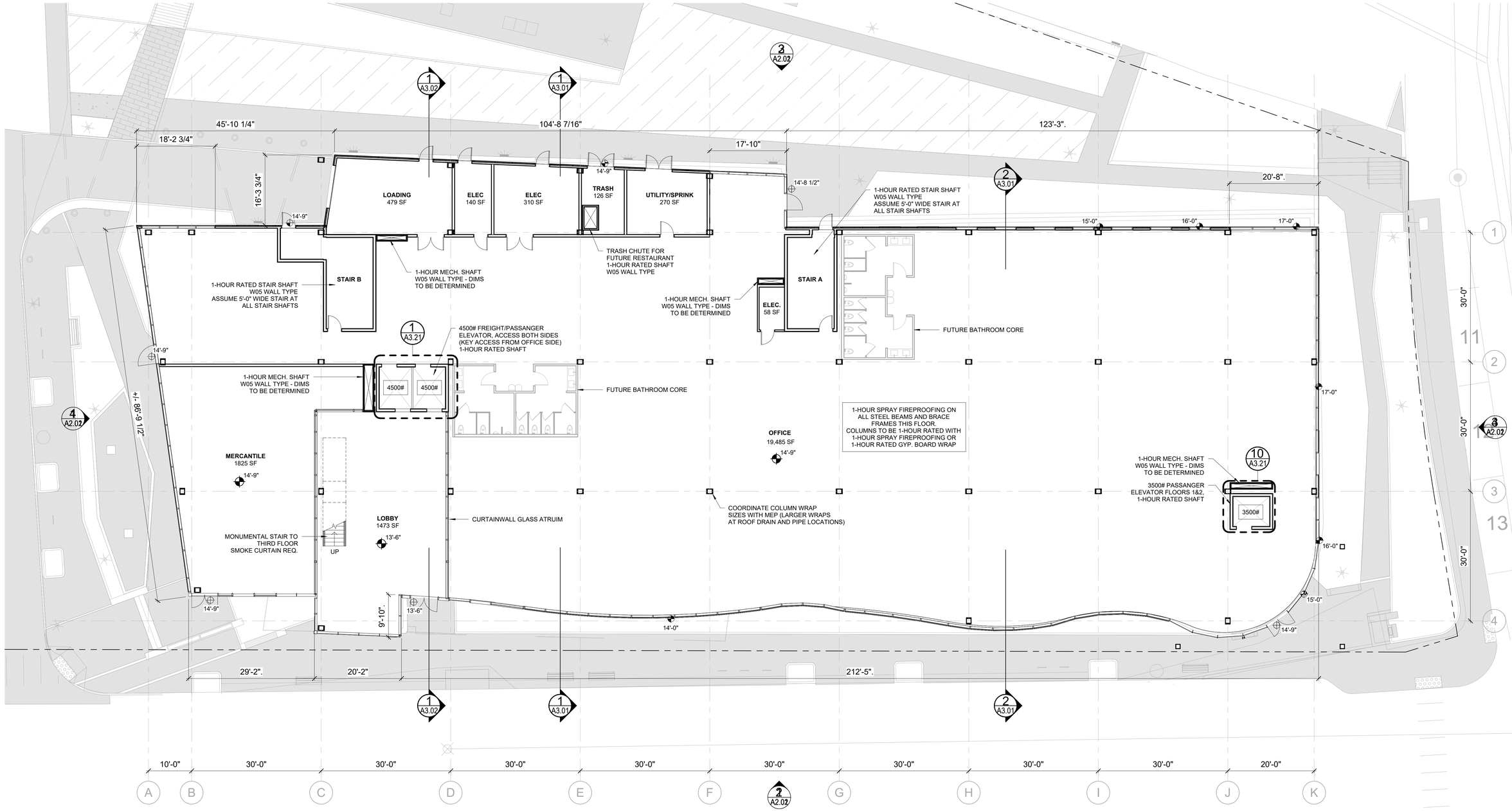
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North:

Sheet No.: L9

REGISTERED LANDSCAPE ARCHITECT
ROBERT METCALF
No.RLA 1815
3/15/22
STATE OF MAINE

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

SYMBOL LEGEND:	
WALL	
RATED COORIDOR OR DEMISING WALL	
WALL TYPE/FLOOR TYPE DESIGNATION	WX
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 SUSPENED 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: ---

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

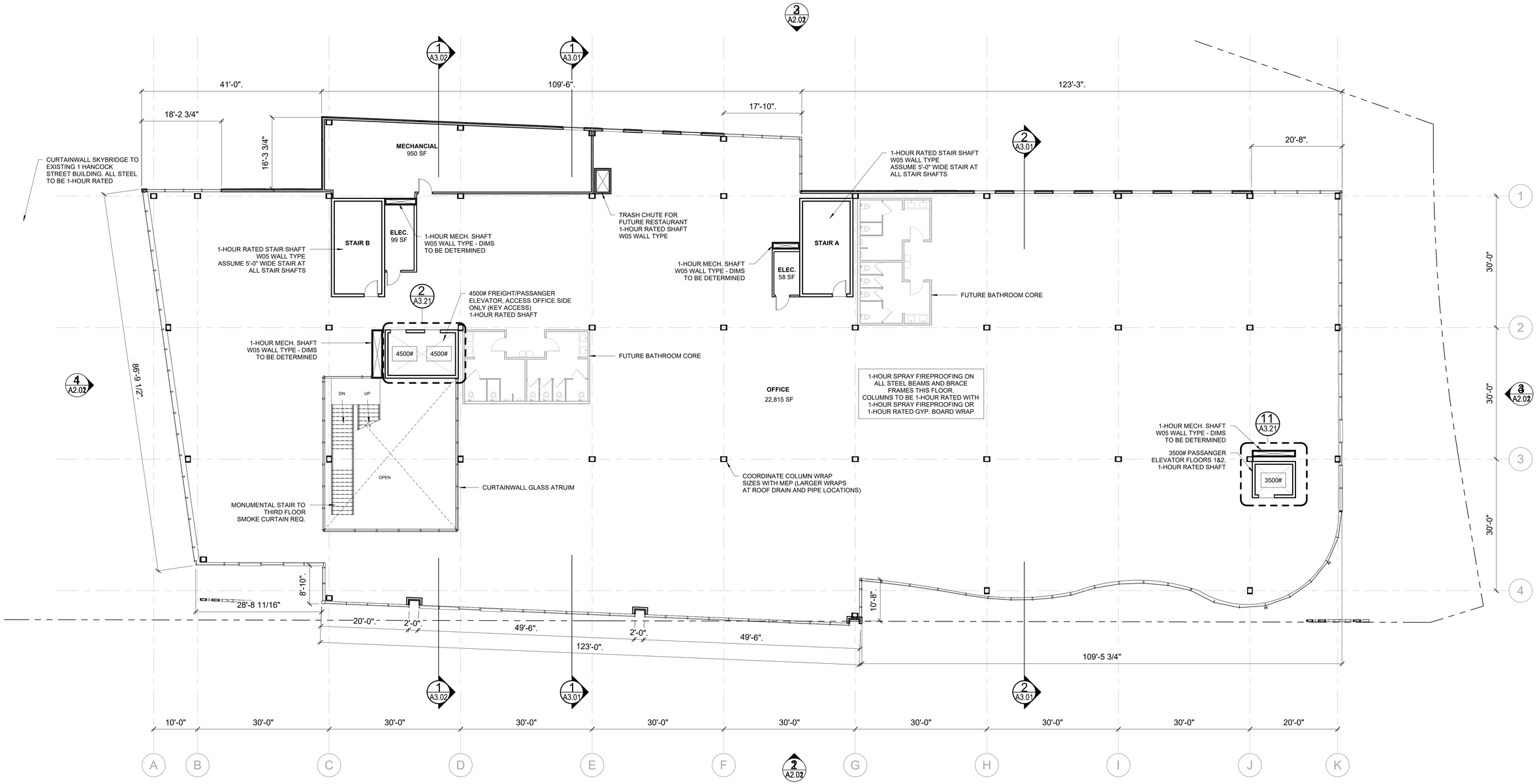
Revisions:

Scale: As indicated

Date: JUNE 09 2023

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	WX
DOOR SWING AND IDENTIFICATION, SEE DOOR SCHEDULE FOR REQUIREMENTS	
FIRE EXTINGUISHER CABINET	
BUILDING SECTION	
WALL SECTION	
PLAN DETAIL	

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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

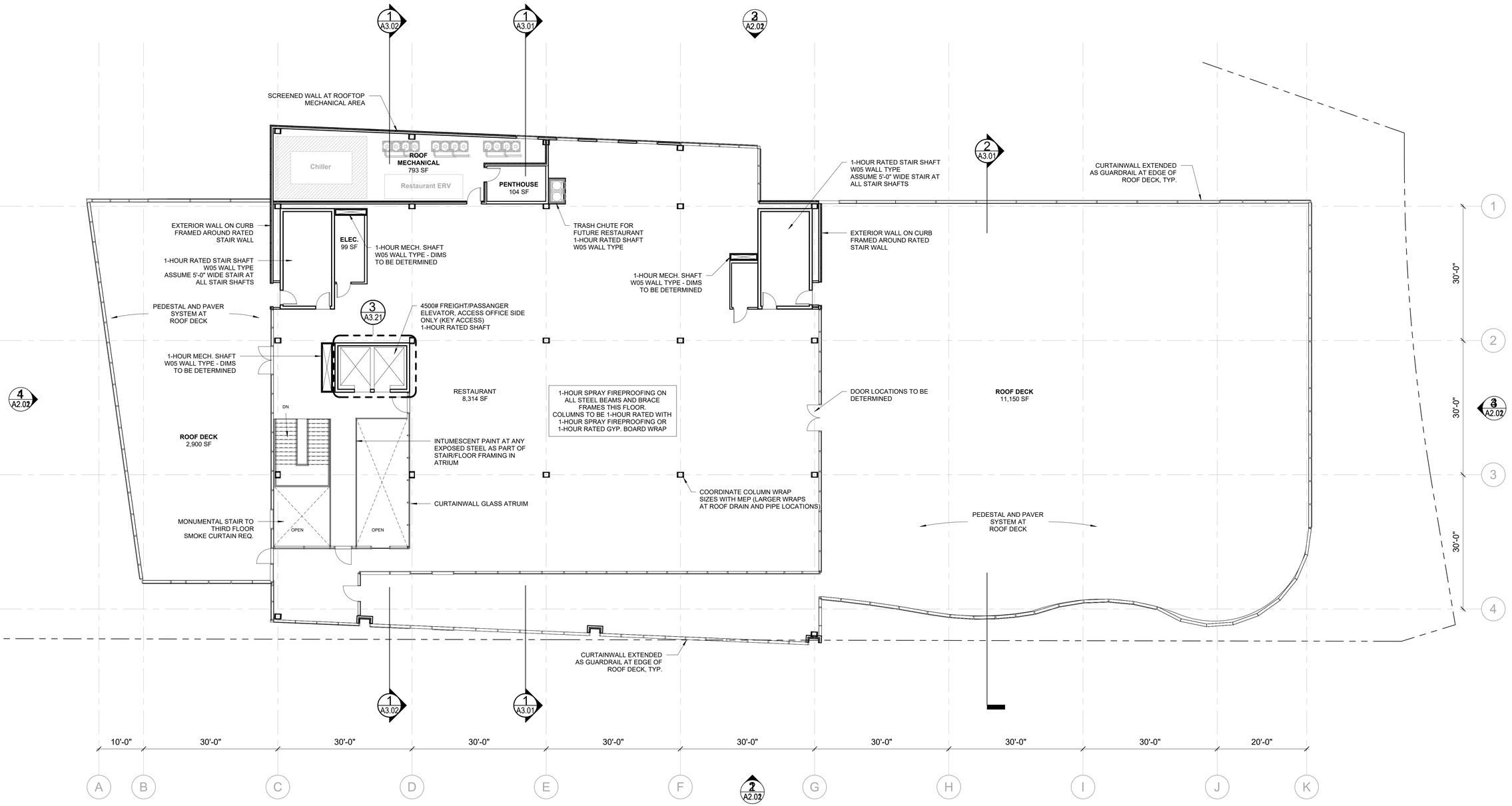
Revisions:

Scale: As indicated

Date: JUNE 09 2023

Second Floor Plan

A1.02



1 3RD FLOOR

3/32" = 1'-0"

SYMBOL LEGEND:	
WALL	
RATED COORIDOR OR DEMISING WALL	
WALL TYPE/FLOOR TYPE DESIGNATION	WX
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 SUSPENED 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

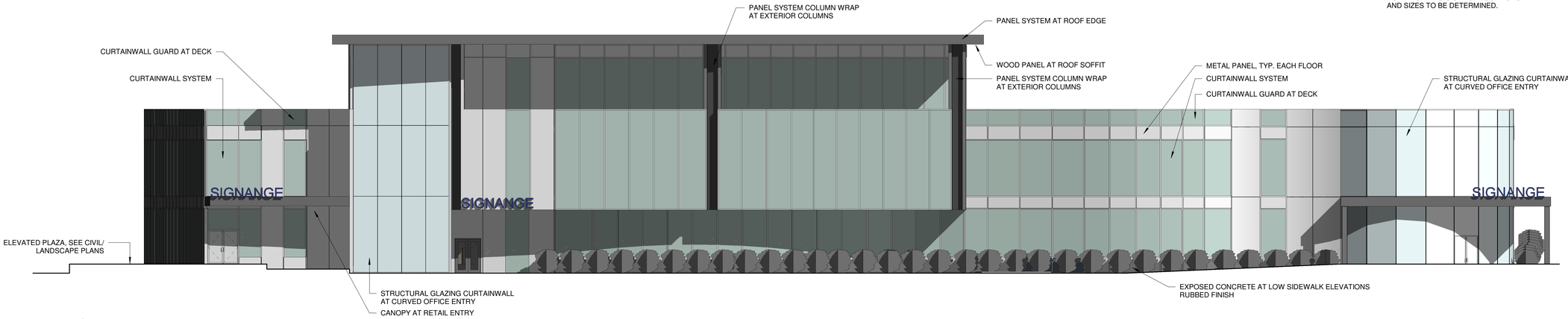
Revisions:

Scale: As indicated

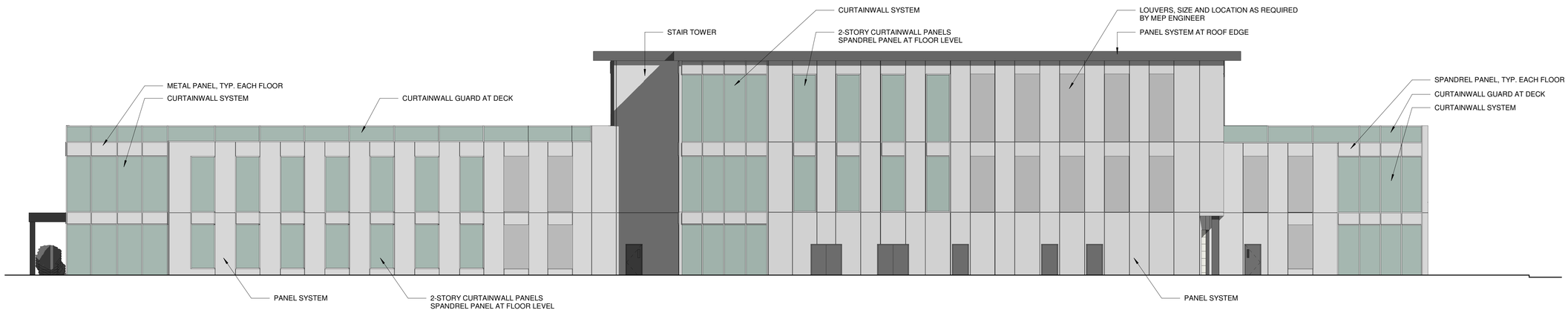
Date: JUNE 09 2023

Third Floor Plan

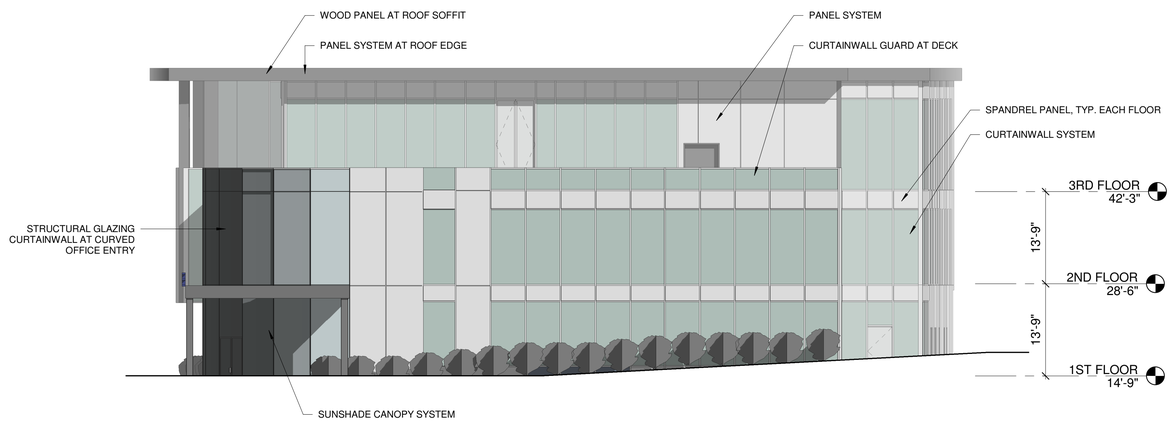
A1.03



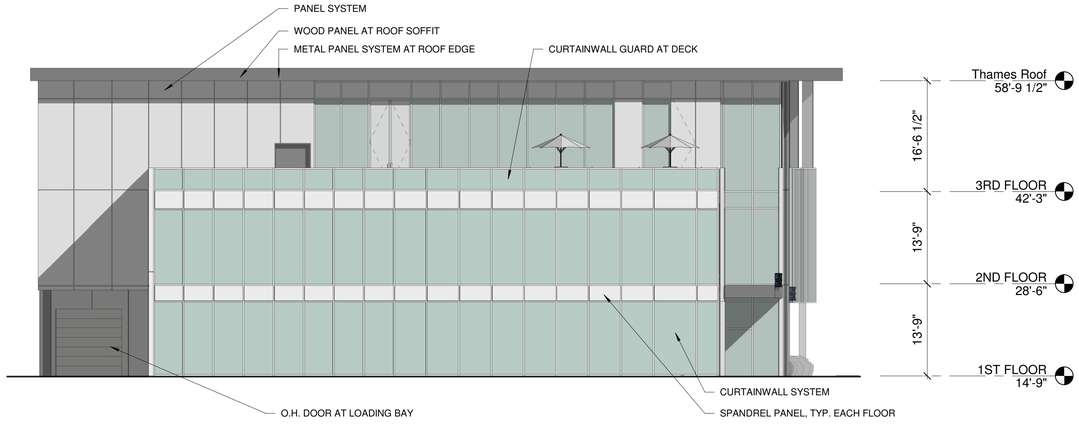
1 | SOUTH ELEVATION
3/32" = 1'-0"



2 | NORTH ELEVATION
3/32" = 1'-0"



3 | EAST ELEVATION
3/32" = 1'-0"



4 | WEST ELEVATION
3/32" = 1'-0"

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

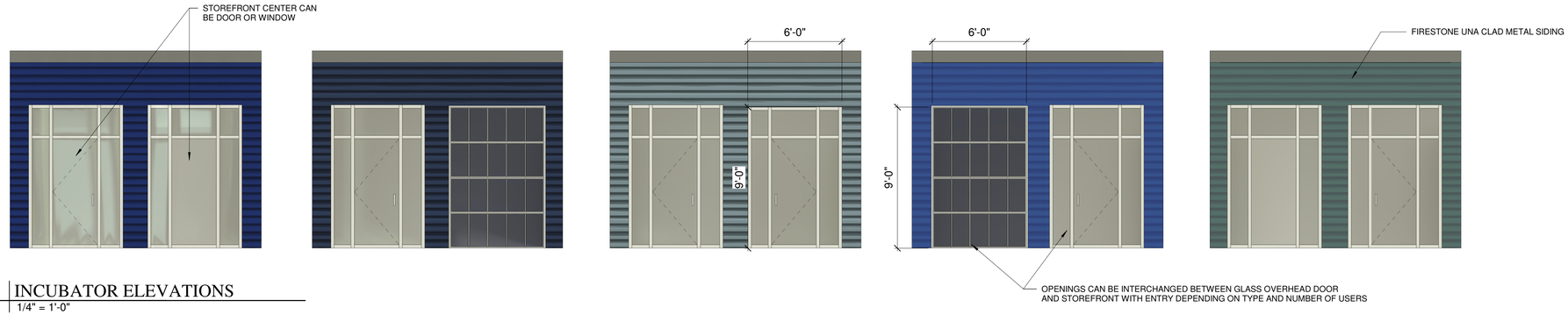
Revisions:

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

Date: JULY 05 2023

Building Elevations

A2.01



1 | INCUBATOR ELEVATIONS
1/4" = 1'-0"

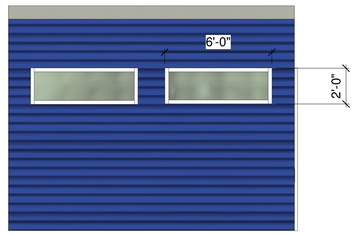
UNA-CLAD™ METAL
COLOR SELECTION



Colors shown are as close to actual painted steel as allowed by the printing process. Contact your local Sales Rep for actual metal samples.
SRI numbers available by request.
* = Denotes premium color. @ = 20-year finish warranty.

Item #1185R2

Firestone
firestonebpco.com



2 | INCUBATOR SIDE ELEVATION
1/4" = 1'-0"

LICENSED ARCHITECT
WILLIAM K. HICKSON
No. 1050
STATE OF MAINE

Prepared For:

Issued:
Issued For Construction - 11/15/2017
Issued For Permit - 10/23/2017

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:

Scale: 1/4" = 1'-0"

Date: JULY 05 2023

INCUBATOR ELEVATIONS

A2.02


S-TNT



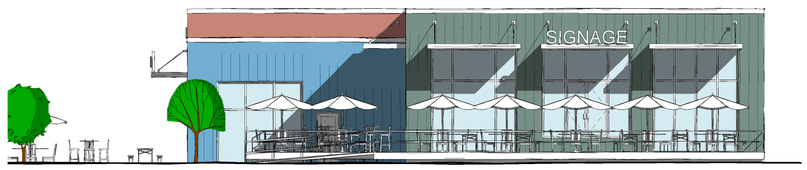
4 | 1ST FLOOR - NEW
1" = 10'-0"



1 | SOUTH ELEVATION
1" = 10'-0"



2 | WEST ELEVATION
1" = 10'-0"



3 | EAST ELEVATION
1" = 10'-0"

144 FORE STREET

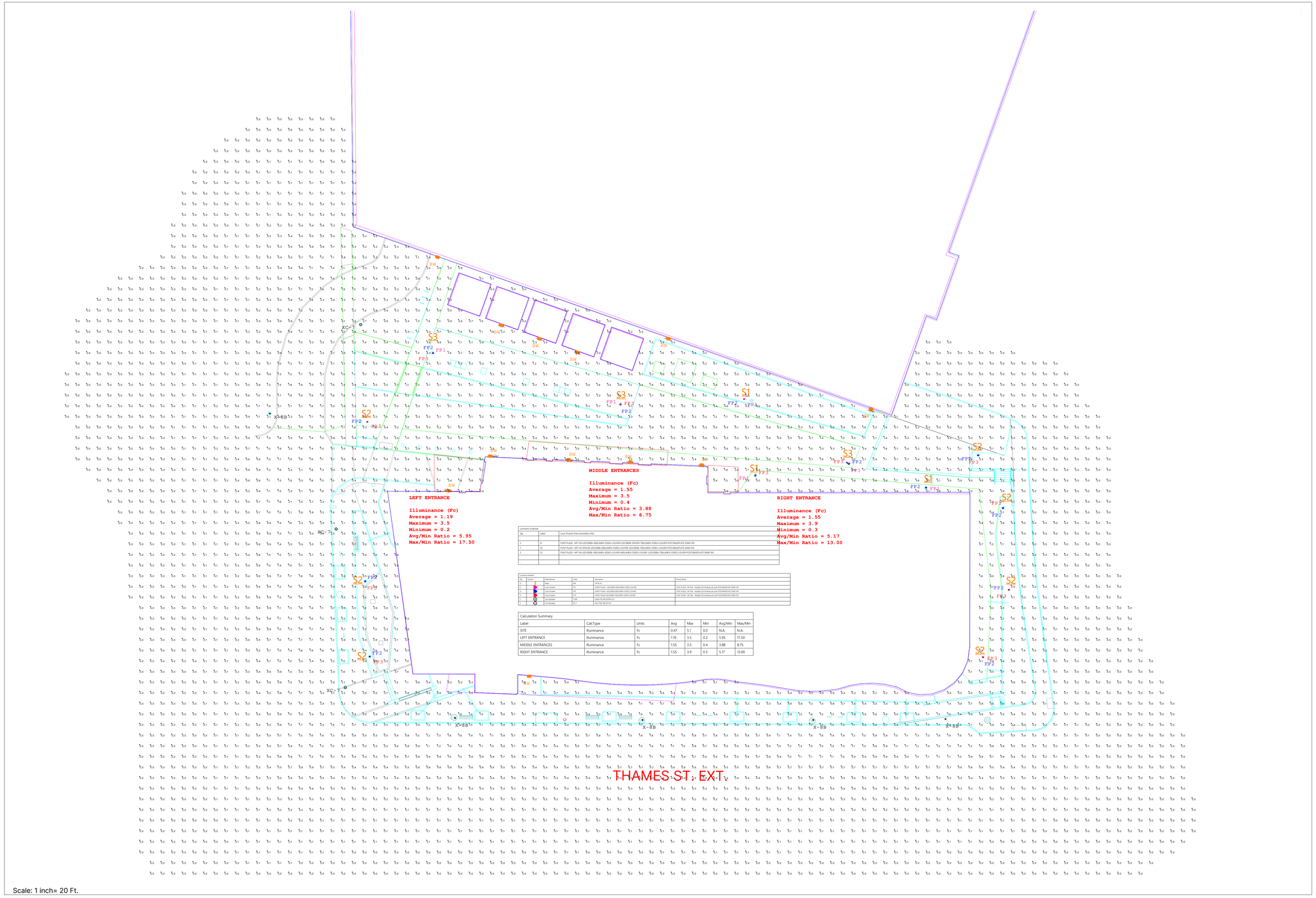
PORTLAND, ME

04-28-2023

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ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056


BREWERY
COFFEE SHOP



Luminaire Schedule

Qty	Label	Louis Poulsen Pole Assemblies Only
2	S1	FLINT PLAZA - HRT-XX-LED-5000k-500LUMEN-350EQ-UDLWFR-LED/350MA-SPACER-700LUMEN-350EQ-UDLWFR-POST/BASEPLATE-DIM0-10V
7	S2	FLINT PLAZA - HRT-XX-SPACER-LED-5000k-600LUMEN-350EQ-UDLWFR-LED/350MA-700LUMEN-350EQ-UDLWFR-POST/BASEPLATE-DIM0-10V
3	S3	FLINT PLAZA - HRT-XX-LED-5000k-900LUMEN-350EQ-UDLWFR-700LUMEN-350EQ-UDLWFR-LED/900MA-UDLWFR-POST/BASEPLATE-DIM0-10V

Luminaire Schedule

Qty	Symbol	Manufacturer	Label	Description	Mount Notes
12		Bega	BW	24374.K3	
6		Louis Poulsen	FPI	FLINT PLAZA - LED-5000k-500LUMEN-350EQ-UDLWFR	FLINT PLAZA - HR Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
6		Louis Poulsen	FPZ	FLINT PLAZA - LED-5000k-600LUMEN-350EQ-UDLWFR	FLINT PLAZA - HR Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
15		Louis Poulsen	FPS	FLINT PLAZA - LED-5000k-700LUMEN-350EQ-UDLWFR	FLINT PLAZA - HR Post - Multiple LED Modules per pole-POST/BASEPLATE-DIM0-10V
5		City Standard	X-BB	SELECTRIC 80-10000 SCI	
5		City Standard	XC-7	SELECTRIC 80-7702	

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	0.47	5.1	0.0	N.A.	N.A.
LEFT ENTRANCE	Illuminance	Fc	1.19	3.5	0.2	5.95	17.50
MIDDLE ENTRANCES	Illuminance	Fc	1.55	3.5	0.4	3.88	8.75
RIGHT ENTRANCE	Illuminance	Fc	1.55	3.9	0.3	5.17	13.00

Scale: 1 inch= 20 Ft.

44 Sixth Road
Woburn, MA 01801
C: 207-219-1716
E: mcorrao@illuminatene.com

#	Date	Comments

Revisions

Drawn By: MC
Checked By:MC
Date:7/11/2023
Scale: 1" = 20ft

Thames Street_REV5
Portland, Maine
Landscape Site Plan
Mitchell and Associates

Page 1 of 1

Planning and Urban Development
Kevin Kraft, AICP
Deputy Director

From: Kevin Kraft, AICP – Deputy Director of Planning & Urban Development
To: Chair Mazer and the Portland Planning Board
Date: 9/22/2023
Subject: 246 Eastern Promenade Major Site Plan - Tabling

The applicant, ECK Realty, LLC, has requested that the Major Site Plan and Conditional Use application for 246 Eastern Promenade be removed from the September 26, 2023 Planning Board agenda. Staff recommends that the Planning Board table this item until November 14, 2023.

389 Congress Street, Portland, Maine 04101 | ph: 207.874.8430 | kkraft@portlandmaine.gov